



## CITY OF FORT SASKATCHEWAN

### A BYLAW OF THE CITY OF FORT SASKATCHEWAN, IN THE PROVINCE OF ALBERTA, TO ADOPT ROSEBURN AREA STRUCTURE PLAN, BYLAW C9-25

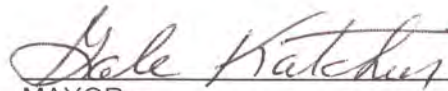
#### BYLAW NO. C9-25

**WHEREAS** the *Municipal Government Act*, R.S.A., 2000, c.M-26 as amended or repealed and replaced from time to time, provides that a municipality may adopt an Area Structure Plan;

**NOW THEREFORE**, the Council of the City of Fort Saskatchewan in the Province of Alberta, duly assembled, hereby enacts:

1. This Bylaw is cited as Roseburn Area Structure Plan Bylaw C9-25.
2. That the text and images attached as Schedule "A" from part of this Bylaw.
3. If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, the invalid portion must be severed, and the remainder of the Bylaw is deemed valid.
4. That Bylaw C9-25 becomes effective upon third and final reading.

|                         |    |        |       |      |
|-------------------------|----|--------|-------|------|
| READ a first time this  | 22 | day of | April | 2025 |
| READ a second time this | 20 | day of | May   | 2025 |
| READ a third time this  | 20 | day of | May   | 2025 |

  
MAYOR

  
DIRECTOR, LEGISLATIVE SERVICES

Date Signed: May 20, 2025

**(Note: Consolidation made under Section 69 of the *Municipal Government Act*, R.S.A. 2000., c.M-26, and Bylaw C5-13. Printed under the authority of the Director, Legislative Services).**

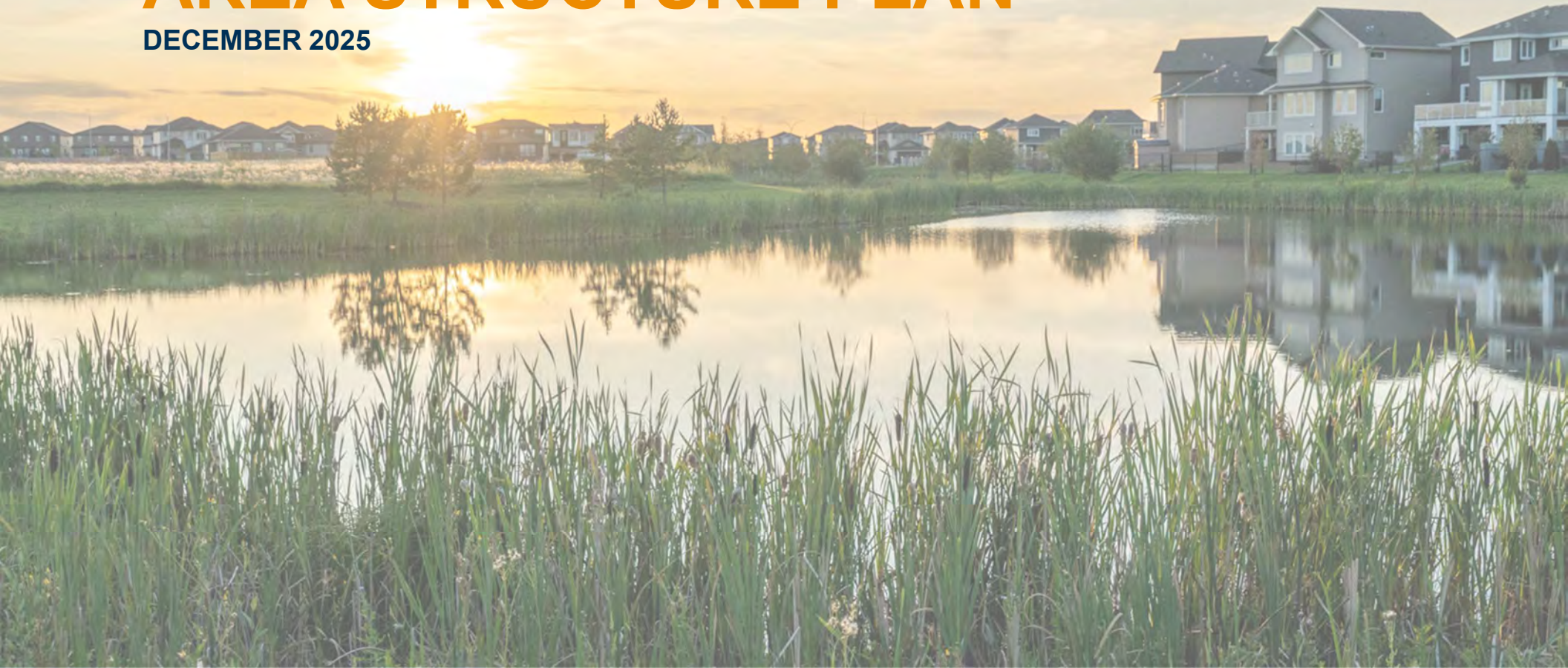
This document is consolidated into a single publication for the convenience of users. The Official Bylaw and all amendments thereto are available from the Legislative Services Department and should be consulted in interpreting and applying this Bylaw. In case of any dispute, the original Roseburn Area Structure Plan Bylaw must be consulted.

|                                           |
|-------------------------------------------|
| <b>CITY OF FORT SASKATCHEWAN</b>          |
| <b>Roseburn Area Structure Plan C9-25</b> |
| <b>AMENDING BYLAWS</b>                    |

| BYLAW  | DATE             | DESCRIPTION                                                                                                                                                                                                                                    | PAGES                                      |
|--------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| C12-25 | July 8, 2025     | Update to statistics tables and maps to ensure consistency with the Northeast Roseburn Neighbourhood Structure Plan.                                                                                                                           | 20, 36, 37, 64, 65, 66, 67, 68, 69, 70, 71 |
| C26-25 | December 9, 2025 | Updates to Residential Land Use policy 4.5.1.7 and Transportation policy 8.3.6 to provide direction on how to prioritize safety and functionality over aesthetics when considering street-oriented housing along collector and arterial roads. | 8, 38                                      |

# ROSEBURN AREA STRUCTURE PLAN

DECEMBER 2025



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CITY OF  
FORT SASKATCHEWAN

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## 1.0 Administration

### 1.1 Purpose

The purpose of this Area Structure Plan (ASP) is to provide a framework for the subdivision and development of land within the City of Fort Saskatchewan. This ASP applies to lands legally described as Section 18, Township 54, Range 22 West of the 4<sup>th</sup> Meridian (18-54-22-W4M) identified on **Map 1 – Location & Context Plan**. The Municipal Government Act (MGA) governs the creation of ASPs and outlines what is required in this Plan. Additionally, the City of Fort Saskatchewan has an approved *Terms of Reference* which outlines all municipal requirements for ASP and Neighbourhood Structure Plan (NSP) preparation in the City. The Roseburn ASP has been prepared to satisfy the requirements of the MGA, the City of Fort Saskatchewan Council, and all relevant regional and local planning policies.

### 1.2 Authority

The MGA endows municipal Councils with the authority to adopt an ASP by bylaw for lands within their jurisdiction. This ASP was approved to be initiated by City of Fort Saskatchewan Council on September 26, 2023.

The initiation approval included direction that detailed servicing and development information would only be provided for the NE-18-54-22-W4M. All other properties within the ASP boundary have been identified as 'Future Plan Areas' and includes conceptual servicing as per Maps 11-13. The Roseburn ASP was prepared for approval by City Council in accordance with the MGA.

### 1.3 Timeframe

As one of four developing areas within the City, Roseburn may absorb approximately 25% of the projected annual urban growth within the City. The population growth projections of the *Fort Saskatchewan Growth Study* indicate Roseburn can expect to be fully developed in 30 to 60 years. This timeframe is highly dependent on economic factors, however,

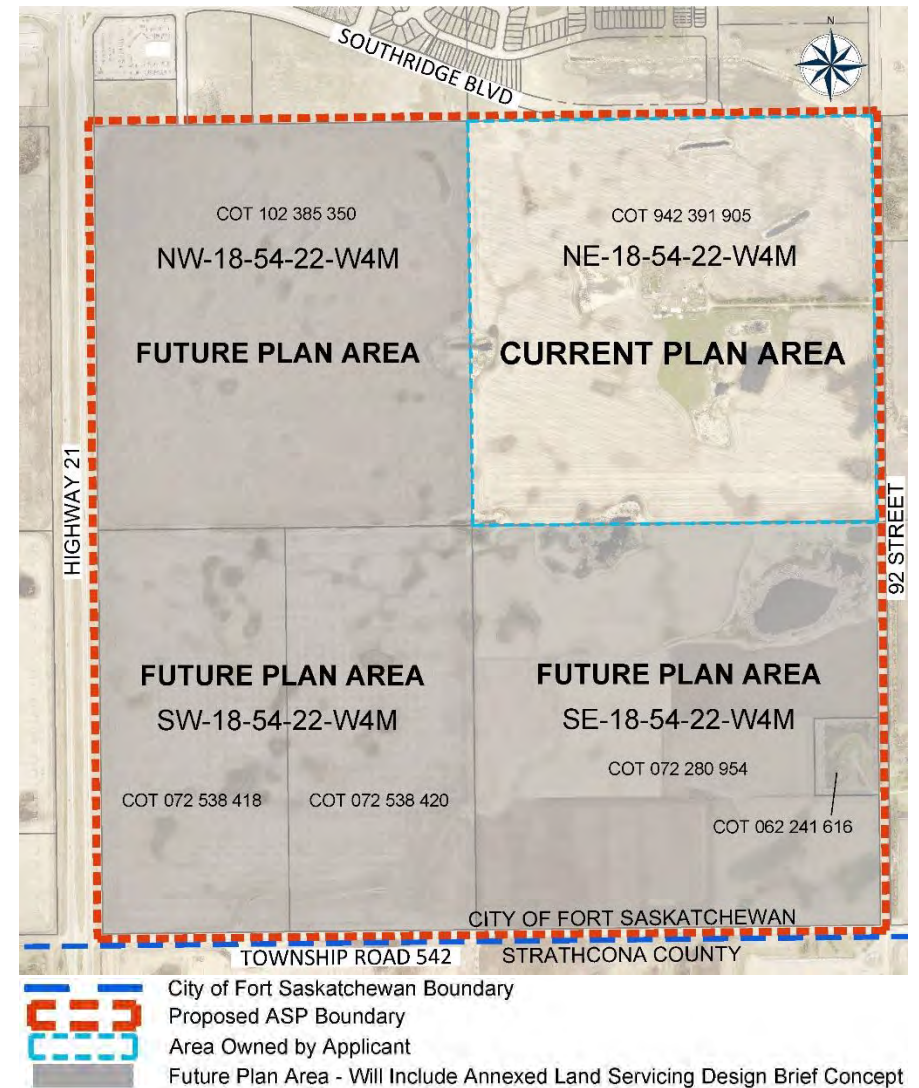


Figure 1: Approved ASP Initiation Concept Map (September 2023)

consistent planning for Future Plan Areas within this ASP will be required under all growth scenarios to maintain the recommended >20-year supply of developable land in the City. Each quarter section can be anticipated to provide +/- 4 years of the City's total residential land needs and will take approximately +/- 15-years to build-out assuming a 25% share of the City's urban development occurs within the area. This ASP is intended to comprehensively plan development anticipated to occur within a 20-year planning horizon based on the development of the NE-18-54-22-W4M.

Throughout the 30+ year development timeframe of the ASP, it is anticipated that significant changes to land use planning and development policies will be enacted. This ASP accommodates but does not plan in exhaustive detail or restrict development within Future Plan Areas. As planning for Future Plan Areas within the ASP is undertaken by individual landowners, additional development policies specific to their lands and updates to anticipated development timelines are required to be amended into this ASP.

## 1.4 Interpretation

All map symbols, locations, areas, and boundaries shown within the Roseburn ASP shall be interpreted as approximate unless otherwise specified or unless they are coincident with clearly recognizable and geographically defined physical features or fixed legal boundaries. The information in this ASP shall be considered preliminary and used as the basis for subsequent Neighbourhood Structure Plans (NSP) which will include additional detail for each development area. Minor deviations to locations of infrastructure and land use areas shall generally be accepted as part of the normal course of development without triggering amendment to this ASP.

Policy statements in this ASP use either “shall” or “should” to distinguish required actions from desired policies.

Policy statements containing “shall” or “will” are mandatory and must be implemented wherever possible. Determination of whether an implementation strategy satisfies a “shall” policy will be at the discretion of the Development Authority. Innovative strategies not explicitly

contemplated in this ASP may be considered where direct adherence to a “shall” policy proves impractical or impossible.

Policy statements containing “should” or “may” are discretionary and indicate a preferred objective or outcome. If a “should” outcome is not followed a planning rationale may be required by the Development Authority. If a “should” policy is not followed because it proves impractical or impossible, the intent of the policy may be met through other agreed upon means or deemed inapplicable.

## 1.5 Amendment

During the normal course of development, amendments to this ASP may be required to address changes in policy, updated data, or changes to municipal or regional development objectives. Amendments to this plan shall be required prior to the development of land and infrastructure identified on **Map 2 - Land Ownership** as “Future Plan Areas”.

Any change to policy, text, or mapping contained within this ASP shall be completed in accordance with the *Municipal Government Act*, City of Fort Saskatchewan statutory plans, and the *Terms of Reference for the Preparation of Area Structure Plans & Neighbourhood Structure Plans*.

## 2.0 Policy Context

The Roseburn ASP is consistent with the vision and direction of all regional and municipal planning policies. The following section outlines key policy documents this ASP has been designed to comply with and support.

### 2.1 Provincial Legislation

#### Provincial Land Use Policies (LUP) & Alberta Land Stewardship Act (ALSA)

Municipal Government Act (MGA) stipulates that all statutory plans must be consistent with provincial Land Use Policies. The provincial LUP contains eight sections which address plan implementation, planning approaches, municipal interaction, and specific planning issues.

As per the MGA all statutory plans must be consistent with all other plans adopted by a municipality, including the Alberta Land Stewardship Act (ALSA). The ALSA is the enabling legislation that supports the Land Use Framework (LUF).

The Roseburn ASP is consistent with all goals set out in the LUP and ALSA and is consistent with all plans in effect within the City of Fort Saskatchewan.

### Land Use Framework (LUF)

The purpose of the LUF is to manage and sustain Alberta's economy while providing a balance of social and environmental goals of Albertans. The vision of the LUF is that **'Albertans work together to respect and care for the land as the foundation of our economic, environmental, and social well-being'**. This vision promotes the following outcomes:

- Healthy economy supported by our land and natural resources
- Healthy ecosystems and environment
- People-friendly communities with ample recreational and cultural opportunities

This ASP aligns with the vision and supports the goals of the LUF by providing amenity-rich community development which includes open space with animal habitat, recreational lands for residents, and retain Future Plan Areas for agricultural production during development.

### Municipal Government Act (MGA)

The MGA empowers municipalities to adopt an ASP as a statutory document for the purposes of providing a development framework to guide land use, subdivision, and development within a specific area. The MGA states the following:

#### Area Structure Plans

(1) For the purposes of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An area structure plan

(a) must describe:

- i. the sequence of development proposed for the area
- ii. the land uses proposed for the area, either generally or with respect to specific parts of the area;
- iii. the density of population proposed for the area either generally or with respect to specific parts of the area; and
- iv. the general location of major transportation routes and public utilities; and

(b) may contain any other matters the council considers necessary.

### Statutory Plan Preparation

(1) While preparing a statutory plan a municipality must:

- (a) provide a means for any person who may be affected by it to make suggestions and representations;
- (b) notify the public of the plan preparation process and of the means to make suggestions and representations referred to in clause (a);
- (c) notify the school boards with jurisdiction in the area to which the plan preparation applies and provide opportunities to those authorities to make suggestions and representations; and
- (d) in the case of an area structure plan, where the land that is subject of the plan is adjacent to another municipality, notify that municipality of the plan preparation and provide opportunities to that municipality to make suggestions and representations.

(2) Subsection (1) does not apply to amendments to statutory plans.

### Plans Consistent

All statutory plans adopted by a municipality must be consistent with each other.

The Roseburn ASP is consistent with MGA statutory plan requirements, contains all required information, and has completed all legislated public engagement activities. This ASP responds directly to the MGA by outlining the sequence of development, proposed land uses for specific parts of the area, by identifying projected population densities for specific parts of the area, providing general transportation and servicing

requirements, and completion of engagement activities with stakeholders and the public.

### **Water Act & Alberta Wetland Policy**

The Water Act supports and promotes the conservation and management of water through the use and allocation of water in Alberta. The Act addresses Albertan's rights to divert water and describes the priority of water rights among users, the types of instruments available for diversion and use of water and the associated processes for decision making.

The Alberta Wetland Policy provides the strategic direction and tools to make informed wetland management decisions while allowing for continued growth and economic development in the province. The goal of the Policy is to conserve, restore, protect, and manage Alberta's wetlands.

Impacts to wetlands from planned development supporting municipal and regional housing objectives shall follow compensation requirements of the Water Act and Wetland Policy.

The Roseburn ASP area was referred to Alberta Environment during the Annexation Lands design brief review process to assess wetlands for Crown claim status. No wetlands within the ASP boundary are of sufficient ecological value to be protected by the Province and shall not be subject to Crown claim. (*City of Fort Saskatchewan Annexation Design Brief, Appendix D*).

### **Historical Resources Act**

The Historical Resources Act (HRA) regulates the use, designation and protection of historic resources, including palaeontological, archaeological, historic or natural sites, structures or objects. The HRA provides mechanisms for designating provincial or municipal historic resources, establishing provincial or municipal historic areas, and naming geographical features. Governs research permits, title to archaeological and palaeontological resources, and transport of historic resources out of Alberta.

HRA clearance was granted on December 18, 2023 (HRA-4835-23-0090-001). There are no HRA requirements associated with the NE-18-54-22-W4M. The developer must comply with all standard conditions of the HRA. Reporting requirements of the developer and contractors must be followed If any historical resources are found during construction.

Each Future Plan Area is required to complete an HRA approval prior to ASP amendment and initiation of development activities in these areas.

## **2.2 Regional Plans**

### **Integrated Watershed Management Plan – North Saskatchewan River (IWMP)**

The Integrated Watershed Management Plan (IWMP) lays out recommendations and an approach to manage the North Saskatchewan River (NSR) watershed. The plan serves as advice to all watershed stakeholders to guide future decision making in their respective areas of responsibility and interest. It identifies specific actions that should be implemented, describes the roles and responsibilities of the various players to do so, and presents an implementation strategy based on both voluntary and statutory activities.

As part of the North Saskatchewan River watershed, this ASP recognizes and supports the goals and objectives of the IWMP by proposing appropriate stormwater infrastructure and designs to limit negative downstream effects.

## **2.3 City of Fort Saskatchewan Plans**

### **Our Fort. Our Future. City of Fort Saskatchewan's Municipal Development Plan (MDP) (Bylaw C31-20)**

The MDP is a high-level statutory plan which sets out broad policies and direction for growth and development within Fort Saskatchewan. The purpose of the MDP is to guide the development of Fort Saskatchewan as it grows to 50,000 residents. It contains a focus on urban design and placemaking to help build complete communities which serve current and future generations of residents.

This ASP responds to the MDP's Community Direction Statement and advances its objectives and policies regarding expanding housing choice, supporting active transportation, and providing exceptional public spaces for recreation and socializing. The ASP is identified in the Future Urban Area designation within the MDP.

Relevant policies which provide guidance to the Roseburn ASP include:

### **General Neighbourhood Policies**

5.2.15 Ensure proposed housing options align with the housing needs and affordability of the community.

6.2.1 Nodes located within Future Urban Areas shall develop at or above 70 dunrha to support business, services and amenities.

6.2.3 Nodes shall transition to lower densities at their periphery to integrate with adjacent neighbourhoods.

6.2.4 Nodes should include medium-density or high-density developments and are encouraged to include a mix of both.

6.2.6 Developments shall be street-oriented with transparent active interfaces and provide multiple pedestrian connections, to promote pedestrian oriented development and 'eyes on the street'.

6.2.9 Nodes should include new parks, plazas, and community gathering spaces.

6.2.39 All neighbourhoods shall have a diversity of housing types, such as single and semi-detached, duplexes, townhomes, rowhouses, stacked townhomes, multi-attached residential, and accessory dwelling units to meet the various financial, lifestyle, and cultural needs of the city's diverse population and to achieve municipal and regional housing targets.

6.2.41 Encourage the location of affordable housing options along transit routes and near commercial uses, open spaces, school sites and community services.

6.2.42 Encourage the inclusion of barrier free and adaptive units in multi-unit residential developments.

This ASP responds to the MDP Node policies by providing housing at densities identified in the MDP including multiple housing types which support a wide range of demographics and lifestyles through the community. The land use concept demonstrates thoughtful transitions between housing types and neighborhoods.

This plan requires the development of public and privately open spaces and public connection to numerous gathering places. Street oriented design on major corridors, parks, and at Nodes creates 'eyes on the street' and fosters safety in the community. Park sites are designed to be universally accessible. Major public parks and multi-family sites with shared access are located along major transportation corridors to support transit implementation and prioritize these locations. It is noted the proposed High-Density Shallow Lot product is located adjacent to major corridors but not fronting onto them. All sites shall have adequate access and connectivity.

### **Parks and Open Space**

6.2.9 Nodes should include new parks, plazas, and community gathering spaces.

6.2.15 Create scale appropriate and optimally located gathering spaces, pocket parks, plazas, and/ or community gardens to increase interaction between neighbours.

6.2.16 Public spaces and facilities shall incorporate universal design standards.

6.2.18 Utilize Crime Prevention Through Environmental Design (CPTED) principles in the development of parks, open spaces and public facilities to promote safety and comfort for all users.

6.2.19 New community facilities should be designed and regulated to allow for adaptation to accommodate multiple uses over time.

This ASP responds to the MDP Parks and Open Space policies by creating numerous large parks and publicly accessible open spaces which are well-connected. Integrating universal design & CPTED principles for safe park access within each park and along multi-use trails

through accessible design. Major park spaces are designed to be programmable and be large enough to adapt to multiple uses concurrently and over time.

### **School Sites**

6.2.21 Collaborate with school authorities on where to locate joint school and municipal facilities and developing joint use agreements for these facilities.

This ASP responds to the MDP School policies by initiating engagement and communication with the school boards relating to the ASP area. Local school boards have identified school site needs, and this ASP provides required lands and identifies projected needs in Future Plan Areas. Future information provided by school boards throughout the life of this plan will be integrated into the land use policies & design.

### **Urban Design Policies**

6.2.24 Encourage sustainability, excellence, creativity, and innovation in architectural, landscape, site, and neighbourhood design.

6.2.25 Developments shall incorporate high quality urban, landscape, and architectural design to ensure development builds upon and adds value to the neighbourhood's established character.

6.2.26 Developments shall be street-oriented with transparent active interfaces and provide multiple pedestrian connections to promote 'eyes on the street' and pedestrian oriented development.

6.2.27 Developments shall address adjacent street and/ or public space through incorporating quality architecture, appropriate setbacks, scale, and massing, building features such as balconies, windows, canopies and terraces, and landscaping and fencing that contributes to the street appeal.

6.2.28 Commercial areas shall be designed to include a variety of elements that enhance the public realm, such as landscaping, outdoor patios, courtyards, plazas, fountains, building articulation, covered walks, and other placemaking features.

6.2.29 Commercial areas shall be designed to ensure that site access, parking, and circulation for commercial uses prioritize pedestrian movement and are easy to navigate in a safe manner with pedestrian trails, and lighting.

6.2.30 Parking areas shall be designed to minimise contiguous hard surfaces through the incorporation of landscaping elements.

6.2.31 Residential or mixed-use developments should incorporate ground floor units with front door access to the street.

6.2.32 Neighbourhoods shall have a diversity of housing types to enhance character along block frontages, and within neighbourhoods meeting the various financial, lifestyle, and cultural needs of our diverse population.

6.2.33 Locate higher density residential, commercial, and mixed-use developments along transit routes and near open spaces, school sites and community services.

6.2.34 Developments shall demonstrate application of Winter City design principles.

6.2.35 Utilize Crime Prevention Through Environmental Design (CPTED) principles in the development of neighbourhoods, including residential and commercial areas, to promote safety and comfort for all residents.

6.2.38 Encourage creative approaches to subdivision and neighbourhood design that demonstrate innovative and creative approaches to fulfilling plan objectives, such as:

This ASP will implement the MDP Urban Design policies and strategies by encouraging unique developments designed to high aesthetic standards and creating lively street facing development with numerous pedestrian routes and pedestrian-oriented design within the public realm.

Developments at all scales, including commercial and multi-family development, shall be designed to include quality architecture, landscaping, gathering spaces, and other features which will encourage

outdoor activity and social interaction. Innovative housing and integration of many housing forms will be supported throughout the community.

### **Future Urban Area Policies**

6.6.6 New neighbourhoods shall have distinct identities and character through neighbourhood, public realm and architectural design guidelines.

6.6.7 New neighbourhoods should be focused around a neighbourhood Node or activity centre that creates a well-designed, vibrant, walkable gathering place for residents and provides opportunities for small-scale shops and services and housing choices. Neighbourhood Nodes may include, but are not limited to, the following:

- a. Medium to high density housing;
- b. Commercial mixed-use development;
- c. Live/work spaces;
- d. Small-scale retail and businesses;
- e. Small-scale cultural facilities and / or community meeting spaces;
- f. Civic offices or facilities; and
- g. Transit access and related facilities.

This ASP responds to the MDP Future Urban Area policies of the MDP through implementing the City's Terms of Reference for ASPs and creating policies directing urban design, pedestrian networks, high quality public realms, multi-modal transportation, and many other strategic objectives. The ASP includes the required Node development to help create sustainable and complete communities and locates the proposed Nodes to be adjacent to major transportation corridors and parks.

The development strategy of this ASP protects against premature fragmentation of farmland by requiring large areas (approximately each quarter section) to be comprehensively planned at a time. Timelines for the ASP are discussed in the implementation section.

### **Natural System Policies**

7.3.8 Ensure wetlands are evaluated, protected and preserved in alignment with provincial policy through the following methods in order of priority:

- a. Avoidance of wetland damage or destruction;
- b. Impact minimization and provision of applicable compensation; and
- c. Compensation for wetland damage or destruction.

7.3.10 Ensure new subdivisions and developments meet or exceed regional, provincial, and federal Acts, regulations, and guidelines with respect to air quality, water quality, and flood plain and hazard management.

7.3.11 Require municipal and school reserves dedication equal to a minimum of 10% of the land remaining after any environmental reserve has been dedicated as part of a new subdivision to the satisfaction of Administration.

7.3.12 The dedication of reserve lands shall be the primary option during the development process, with cash-in lieu taken only when land would not serve the City's objectives for recreation, parks, active transportation, culture and education.

Due to the highly disturbed and extensive agricultural uses of the site, no high-quality natural features are present. This ASP responds to the Natural System policies by integrating a wetland into the stormwater management network. Environmental requirements have been identified for the NE-18-54-22-W4M and development shall meet all environmental regulations.

### **Green Infrastructure Policies**

7.3.19 Encourage implementation of Low Impact Development (LID) principles and green infrastructure alternatives in new development or redevelopment areas.

7.3.20 Incorporate natural landscaping, trees, and other greening measures into new transportation and utility corridors and undertake the naturalization or greening of existing corridors.

7.3.22 Maximize visual and physical connectivity to the natural environment and green spaces.

7.3.23 The City shall use its full authority granted under the Municipal Government Act in considering the provision of reserve lands, including municipal reserve, school reserve, or cash-in-lieu.

7.3.24 Small scale green spaces, such as pocket parks and plazas, should be distributed throughout neighbourhoods in order to be within 5-minute walking distance of residences.

7.3.25 Parks smaller than 1000m<sup>2</sup> in area at minimum shall have direct access from one public road with a minimum 25% road frontage.

This ASP responds to the MDP Green Infrastructure policies by supporting LID principles with naturalized stormwater management facilities and planting or 'greening' transportation corridors, and strategic dedication of municipal reserve and public open spaces. Visibility of park spaces is emphasized with large open frontages and access points. All residences are within 400m (5-minute) walk of a park, and many are within a 5-minute walk of multiple parks.

### **Transportation Policies**

8.3.2 The mobility network design shall prioritize the efficient movement of users in the following order: pedestrians, cyclists, transit, automobiles, goods movement.

8.3.3 Implement Complete Street standards through accommodating pedestrians, cyclists, public transit and automotive users while minimizing land consumption in new and redevelopment projects.

18.3.6 Encourage situating street-oriented development on a case-by-case basis along collector and arterial roads to promote traffic calming

and create an engaging street experience without impacting the operational functionality. Housing types along collector and arterial streets should be reviewed for their suitability and potential impact on traffic flow and safety.

8.3.7 Community gathering spaces and local or regional recreation amenities should be situated along collector and arterial roads to promote traffic calming and create an engaging street experience.

8.3.8 Implement a grid, modified grid, or other highly connected road network, in combination with smaller block sizes in new neighbourhoods, to enhance connectivity and direct access.

8.3.21 Ensure permeability of larger urban blocks and developments using trails, greenways, shared lanes, or alternatives to establish and maintain a connected mobility network.

8.3.22 Include bicycle facilities and infrastructure in all public facilities as well as in new private development. Maintain and improve trails through continued City investment in maintenance, safety improvements, and wayfinding.

This ASP responds to the MDP Transportation policies with a grid-based road network which is efficient and easy to navigate, and which can be easily extended and connected with adjacent properties. Street oriented development is encouraged along collector roadways where design allows. Many features including pedestrian corridors, roundabouts, trails, and attractive landscaping are included to create a resilient and effective transportation network.

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<sup>1</sup> As amended by Bylaw C26-25

## **Public Transit Network**

8.3.27 Locate higher density and community services including retail and businesses, transit hubs, and Park and Ride locations along transit corridors, enabling more people to conveniently access transit services.

8.3.34 Ensure new collector and arterial roads within new subdivisions and developments are designed to accommodate future public transit routes and stops.

This ASP responds to the Public Transit policies of the MDP with the identification of the multi-family locations to guide higher-density development, including the ability to easily service all parts of the Node and all medium density sites with future transit services.

## **Agriculture**

9.3.32 Fragmentation of agricultural lands through redesignation and subdivision may be supported if there is a demonstrated need for contiguous urban development consistent with municipal priorities.

This ASP responds to the MDP Agriculture policies by identifying an orderly implementation strategy for the ASP which includes maintaining unfragmented agricultural parcels in their current state for as long as possible and developing in a contiguous manner directly from existing development.

## **Servicing Policies**

10.2.5 Undertake cost analysis for maintaining and replacing infrastructure as a part of the development of new ASPs.

10.2.6 New neighbourhoods shall be planned to sustain their own infrastructure lifecycle and not increase the infrastructure tax burden on existing neighbourhoods.

10.2.7 Encourage all new development to implement low-impact development techniques and environmentally conscious building

practices to help reduce demand on City infrastructure and slow the impacts of climate change.

10.2.13 Encourage use of low impact development techniques for stormwater and maximize retention and filtering of stormwater on site.

10.2.14 Encourage use of permeable materials in all new developments to reduce development related stormwater run-off.

This ASP responds to the MDP Servicing policies by investigating lifetime servicing costs in subsequent NSPs to help ensure sustainability of new development in relation to its lifetime anticipated operating and maintenance costs. Value is to be enhanced through cost-effective and long-term low-maintenance servicing design, land use mix, density distribution, and material choices.

## **Agricultural Lands Policies**

11.2.6 Premature fragmentation and conversion of agricultural lands through subdivision and redistricting is prohibited.

11.2.7 Develop land absorption projections in order to provide certainty to current agricultural operators on future urban development lands to promote and encourage agricultural practices.

11.2.9 Development shall be phased in an order consistent with the development staging map.

This ASP responds to the MDP Agricultural Land policies by identifying an orderly sequence of development which will allow large agricultural parcels to remain in agricultural production until development is desired by each individual landowner. Development will not leap-frog and will not prematurely fragment large agricultural parcels prior to detailed planning of each area.

## **City of Fort Saskatchewan Land Use Bylaw (LUB) (Bylaw C23-20)**

The LUB contains development regulations for all land uses within the City. The ASP and NSPs will give direction to redistricting regulations of the LUB which will shape the development of the ASP area.

### Strategic Plan (2023)

The City of Fort Saskatchewan Strategic Plan has been adopted by Council to outline the values, guiding principles, and goals of the City and to identify and implement strategic projects and policies.

This ASP advances the goals of the Strategic Plan by creating a well-planned community, supporting the development of sustainable infrastructure, ensuring communities are welcoming and active, protecting and enhancing the environment, and improving land development outcomes in the City.

### Community Sustainability Plan (2014)

The vision of the sustainability plan looks forward to 2040 where ***‘Fort Saskatchewan is a welcoming, compassionate City. We are a friendly, multi-generational community and there is a strong sense of pride and ownership in what we have accomplished together. As a community, we are stewards of the environment and are committed to using our resources wisely.’***

The principles of the Plan are:

1. **A Welcoming Community**
2. **A Community with Spirit**
3. **Stewardship of the Environment**
4. **Using Resources Wisely**
5. **A Responsive Economy**
6. **A Complete Community**
7. **A Community Designed for People**

This ASP supports the principles of the Sustainability Plan, the Roseburn ASP advances municipal sustainability objectives and supports long-term viability of services and quality of life in the City.

### City of Fort Saskatchewan Engineering Design Standards (2024)

The City of Fort Saskatchewan Engineering Design Standards provide guidelines for development and servicing to ensure adequate levels of service and infrastructure sustainability. Servicing within the ASP will comply with the Design Standards. Detailed engineering design may occasionally require variation to the standards to address specific development issues, objectives, constraints, or solutions not contemplated in this ASP. Any design which are technical in nature or requires variance to the standards shall be backed by adequate evidence and proven by the applicant to the satisfaction of the City prior to development and generally shall not require an ASP amendment, at the discretion of the Development Authority.

### City of Fort Saskatchewan Transportation Master Plan (2018)

The intent of the Transportation Master Plan is to set overall direction for transportation within Fort Saskatchewan including network issues, planned capital investments, enhancing multi-modal options, and transit services.

The City's TMP informed the transportation analysis and transportation objectives. Key factors incorporated into the ASP include expansion of the multi-modal transportation network which provides safe active transportation, on sidewalks, an extensive and safe pedestrian multi-use trail network, and roads appropriate for future transit integration.

### City of Fort Saskatchewan Parks Plan (2015 Recreation Facilities, & Parks Master Plan Update)

The Parks Master Plan supports the Community Sustainability Plan vision by outlining the recreation aspects of a sustainable community and supporting the principles of the Community Sustainability Plan.

The Plan gathered feedback from the community for recreation priorities. Major facilities were the focus of most feedback, with outdoor recreation opportunities also highly ranked. The Parks Master Plan proposes distribution of well-connected neighbourhood parks within 400m to 800m

of every residence. This ASP advances outdoor recreation through dedication of park spaces and greenways which connect neighbourhoods and support active transportation. This ASP also supports financial sustainability with recreation and open spaces that do not require large capital or ongoing funding, including expansion of the City's trail network, programmable open spaces, creating a small number of high-value gathering areas, and extensive reconfiguration potential of park spaces over time.

#### **Urban Forest Protection and Enhancement Plan (May 2024)**

Fort Saskatchewan's Urban Forest Protection and Enhancement Plan will guide the City's management of the urban forest. The plan is designed to manage the urban forest, made up of planted and naturally occurring trees, vegetation, and soils, which are all important community assets.

The five goals of the Action Plan are to protect and grow urban trees, protect and restore natural areas, manage the City's urban forest, partner with community members and organizations, and to monitor performance and adapt.

This ASP supports the objectives of the plan by seeking to plant and grow a vibrant urban forest throughout the community and open spaces, and to replant park spaces that are disturbed by construction with high-quality and sustainable landscaping design.

#### **Annexation Servicing Design Brief (2023)**

The Annexation Servicing Design Brief provides a framework for future development of transportation, water, wastewater and stormwater services. The report is intended to be used when developing an Area Structure Plan (ASP) or Neighbourhood Structure Plan (NSP).

Proposed servicing within the Roseburn ASP is based on the Annexation Design Brief. Proposed modifications to the recommendations of the Design Brief shall be investigated and considered where appropriate. Any proposed solutions which differ from the Design Brief shall be proven and supported by engineering best practices.

## 3.0 Site Context & Development Considerations

### 3.1 Location & Background

The Roseburn ASP includes the entire section of land identified as the 18-54-22-W4M. The total area is one square mile and comprises approximately 252.3 hectares. See **Figure 1 – Location & Context Plan**.

The ASP boundaries are:

**West** Highway 21 (Veterans Way)

**South** Township Road 542 (City boundary with Strathcona County)

**East** 92 Street / Range Road 225 (92 Street is included in this ASP)

**North** Southridge ASP / Part of Southridge Boulevard

### 3.2 Land Ownership

This ASP consists of 6 (six) titled agricultural parcels comprising a total of approximately 249.0 hectares and the existing 92 Street right-of-way. Land ownership at the time of ASP preparation is shown on **Map 2 – Land Ownership**. The total area in the ASP is +/-252.27 hectares.

**Table 1 – Land Ownership**

| Lot Ref # | Legal Address                | Owner   | Proponent        | Title Area (ha) |
|-----------|------------------------------|---------|------------------|-----------------|
| 1         | NE-18-54-22-W4M              | Private | <b>Yes</b>       | <b>64.70</b>    |
| 2         | NW-18-54-22-W4M              | Private | No               | 59.83           |
| 3         | Lot 1, Plan 0727005          | Private | No               | 29.90           |
| 4         | Lot 2, Plan 0727005          | Private | No               | 29.90           |
| 5         | SE-18-54-22-W4M              | Private | No               | 62.74           |
| 6         | Lot 1, Blk 1, Plan 0622015   | Private | No               | 1.96            |
| 7         | Gov't Road Allowance (92 St) | Public  | No               | 3.24            |
|           |                              |         | <b>ASP Area:</b> | <b>252.27ha</b> |

### 3.3 Site Characteristics

The following section identifies the context, conditions, and development considerations for the ASP. Information included has been summarized from publicly available planning documents and technical reports completed in support of this plan where noted.

#### 3.3.1 Existing Land Uses

##### Adjacent Land Uses

Lands adjacent to the ASP boundary to the west, south and east are agricultural. The community of Southfort Meadows is located to the north and contains a mix of urban land uses including residential, public open space, institutional uses, and commercial services.

An existing commercial area (service station, automotive dealership, and Fire Hall site) is adjacent to the northwest edge of the ASP which is accessible from Southridge Boulevard & Southview Way.

Land located west of Veterans Way is undeveloped but is planned to accommodate future urban growth and will include residential, open space, commercial, and institutional land uses.

Land to the south is located within the adjacent municipality of Strathcona County. These lands are designated as agricultural (AG). No Area Structure Plan or other development plans for this area are in effect. See **Map 1 – Location & Context Plan** for additional detail.

##### Land Uses within the ASP

Various agricultural operations are carried out within the ASP, predominantly extensive crop farming. One right-of-way has been registered within the ASP which comprises an overland storm water route that affects the two south quarter sections see **Map 2 – Land Ownership**.

#### 3.3.2 Existing Transportation Network

Al-Terra Engineering Ltd. completed a Traffic Impact Assessment (TIA) which encompasses the NE-18-54-22-W4M. Existing transportation

network findings are summarized below. Recommendations from the TIA are included in **Section 4.3.1**.

The west edge of the ASP is bounded by Veterans Way (Highway 21) within the City of Fort Saskatchewan. This road is a high-volume 4-lane divided expressway and primary southern access into the City. Speed limits along Veterans way are 100km/h south of the City and reduces to 70km/h 500m south of Southridge Boulevard.

One major arterial roadway, Southridge Boulevard, extends along the north edge of the Roseburn ASP. Southridge Boulevard is a 4-lane arterial which narrows to 2-lanes east of Southfort Drive and serves the Southfort Ridge and Meadows communities. Southridge Boulevard is planned to continue east as development of the Southfort ASP proceeds. This arterial road is accessed via Veterans Way and provides the primary access and infrastructure connections to the Roseburn ASP area. The speed limit on Southridge Boulevard is 60km/h.

Rural grid roads are located along the south and east boundaries of the ASP. The east boundary is 92 Street (Range Road 255). Township Road 542 is located along the south boundary. Both roads are paved and built with rural cross-sections including roadside ditches and culverts at approaches. Road widths are approximately 7.0m and carry speed limits of 80km/h. 92 Street is planned to be closed to vehicular traffic north of the future Southridge Boulevard intersection as a pedestrian corridor. 92 Street along the east boundary of the ASP is planned to remain open to vehicles and will include a pedestrian multi-use trail within the right-of-way.

### 3.3.3 Topography, Soils, Geology, & Hydrology

Geotechnical, Biophysical Impact Assessment (BIA), and Environmental Site Assessments (ESA) were conducted by *JR Paine & Associates* and *360 Energy Liability Management Ltd.* which encompass the NE-18-54-22-W4M and are summarised below. Future Plan Areas have not been investigated for geotechnical or environmental conditions. Further geotechnical investigations are required prior to support detailed planning within Future Plan Areas prior to undertaking planning for these areas.

#### Topography

The topography of the entire ASP is generally flat or gently rolling. The site is characterized by gentle slopes with grades under 5%. The highest elevations are within the north and west areas. The lowest points are located within the east-central portion of the ASP. Elevations range from +/-633.0m to +/-625.0m or +/-8.0m throughout the ASP. See **Map 4 – Topography** for additional detail.

#### Soils

The NE-18-54-22-W4M is primarily composed of black topsoil at surface underlain with clays, loams, and silt. The soil is classified in the Alberta Soil Survey (1967) as Class 2S indicating that soils have moderate limitations that restrict the range of crops or require moderate conservation practices.

On-site soil investigations were not conducted for Future Plan Areas. Detailed soil investigations will be required prior to undertaking planning for these areas.

#### Geology

A geotechnical investigation conducted by *JR Paine & Associates Ltd.* in 2024 for the NE-18-54-22-W4M included historical documentation review, air photo review, and site investigations. Sixteen geotechnical boreholes were drilled and monitored throughout the quarter section to depths ranging from 8.8m to 11.9m below grade. Soil samples were tested at 1.5m intervals and classified by soil type. Surficial geology in the area is dominated by glaciolacustrine deposits which are sediments deposited in or along margins of glacial lakes and may include stratified silty sand and gravel layers. Bedrock in the area is predominantly mudstone with bentonitic concretionary layers. Bedrock was not encountered in any exploratory boreholes to depths of to 11.6m.

On-site geotechnical investigations were not carried out for the Future Plan Areas. Detailed geotechnical investigations will be required prior to undertaking planning for these areas.

## Hydrology

The ASP is located within the Beaver Hills sub-watershed of the North Saskatchewan River watershed. Groundwater flow is generally to the northwest towards the North Saskatchewan River. No wetlands within the ASP boundary shall be claimable by the Crown (*City of Fort Saskatchewan Annexation Design Brief, Appendix D*). Surface water drainage is generally directed from west to east. Most surface drainage collects in wetlands on-site and flows into roadside ditches. One large wetland was noted in the Annexation Design Brief within the SE-18-54-22-W4M which represents the lowest elevation portion of the ASP. Biophysical Impact Assessments were not conducted for Future Plan Areas. Detailed BIAs will be required prior to undertaking planning for these areas.

Sixteen wetlands were identified in the BIA within the NE-18-52-22-W4M ranging from temporary marsh to seasonal marsh, semi-permanent marsh, and permanent shallow open water. All wetlands show evidence of disturbance and cultivation in dry years. A large dugout near the centre of the quarter section was artificially created from a semi-permanent marsh in that location. See **Map 3 – Opportunities & Constraints** for details.

Standpipes were installed in geotechnical boreholes to monitor water-table levels. Water table depth ranged from 1.72m to 11.56m below surface indicating most areas are easily developable, while some areas with elevated water-tables must be considered during site development in portions of the NE-18-54-22-W4M.

The geotechnical and hydrological investigations recommend that when foundations are being constructed where fill is required, soils are to undergo additional investigation and engineering during foundation design. Water tables must be considered to minimize risks to structures.

### 3.3.4 Natural Areas & Ecological Resources

The NE-18-54-22-W4M portion of the Roseburn ASP has been investigated for Environmentally Significant Areas (ESA). The subject lands did not meet any threshold for ESA status or crown claimable

wetlands and is developable subject to all applicable development policies.

Development within the ASP is within the North Saskatchewan River watershed approximately 2.5km from the river. Onsite environmental features include small wetlands, and tree stands shown on **Map 3 – Opportunities & Constraints**. All areas of the ASP are considered developable. Additional detail regarding natural site features is included in **Sections 3.3.5 to 3.3.8** below.

Ecological resources within Future Plan Areas have not been investigated in detail. As these areas are planned and incorporated into this ASP, additional environmental investigations shall be undertaken for Future Plan Areas.

### 3.3.5 Environmental Assessments

A Biophysical Impact Assessment (BIA) and Environmental Site Assessment (ESA) have been completed by *360 Energy Liability Management Ltd.* for the NE-18-54-22-W4M quarter section and are summarized below. Environmental Assessments for Future Plan Areas must be conducted prior to undertaking planning for these areas.

#### Biophysical Impact Assessment

The purpose of the BIA is to characterize and classify environmental features of the proposed project and to support planning and development within the investigation area. A BIA identifies environmentally sensitive and natural areas, provides assessment and evaluation of potential impacts to natural areas, provides an inventory of natural features and habitat, and construction and operational mitigation measures regarding these components. Environmentally Sensitive Area (ESA) mapping has determined that the site does not contain any ESAs.

Three habitat types have been identified within the NE-18-54-22-W4M and are classified as cropland, wetland, and aspen/shrub land. Cropland represents most of the site. Historic crops include canola, wheat, and indications of corn. A tree farm is present in the central portion of the property south of the existing homestead.

Vegetation diversity is highest in the wetlands and contains plant life typical of wetlands in the region, including shrubs, aspen trees, and sedges. Several non-native weed species were observed during field surveys. No prohibited noxious weeds were observed.

Database searches for wildlife information identified a variety of wildlife expected to frequent the site including many bird species and potential for large mammals including deer, black bear, coyote, moose, porcupine, and skunk.

The property contains no suitable habitat for fish. The nearest fish bearing waterbody is the Point Aux Pins Creek, a tributary of the North Saskatchewan River approximately 2.5 km to the west, and Ross Creek, another tributary approximately 1.2 km to the east.

No rare plants or ecological communities were observed on site during field surveys or through conservation databases. The potential for rare plants is considered low due to the previously disturbed nature of the site.

The conclusions of the BIA note that the property has been extensively disturbed through long-term agricultural use, there is limited ecological value of the cultivated fields, low-value wetlands being removed with appropriate compensation, and additional conservation recommendations being identified at the NSP stage as per the City's ASP Terms of Reference.

As details for Future Plan Areas are incorporated into this ASP, additional BIAs shall be required prior to undertaking planning for these areas.

### Environmental Site Assessment – Phase 1

The Phase 1 ESA was prepared to determine whether the NE-18-54-22-W4M is subject to actual or potential environmental contamination through records searches, historical air photo review, and site investigations.

The ESA has identified three onsite Areas and Substances of Environmental Concern (ASEC). The ESA concludes that a number of sites be investigated for contamination prior to construction activities, including the tree farm, vehicle storage areas, and existing buildings. The

tree farm located south of the homestead residence has the potential to include herbicides and/or pesticides. Areas where vehicles and equipment have been stored may contain hydrocarbon and metals. Based on the age of some of the farm structures, building materials may contain hazardous materials including asbestos, lead, mercury, or PCBs. Hazardous materials survey should be completed prior to any demolition work.

As details for Future Plan Areas are incorporated into this ASP, additional ESAs shall be required prior to undertaking planning for these areas.

### Onsite Tree Investigations

A large tree stand consisting primarily of multi stem Maple trees wraps around part of the north & west sides of the farmstead in the NE 18-54-22-W4M. There are several dead, damaged, diseased or otherwise low-value trees around the existing homestead that are in poor condition and should not be retained through the development process to facilitate proper grading and drainage design.

The existing driveway is located in the East-central portion of the NE quarter and is tree-lined on both sides with mature coniferous trees. Arborist investigations have highlighted that most of the trees were planted very close together to create a windrow, but the consequence of that was an inadequate space for individual trees to grow, have stunted root growth, and have experienced multiple diseases. Furthermore, especially on the north side of the driveway, several of the trees are over 70-80 years old and are coming to the end of their natural life cycle. Retaining them will create a significant safety risk for adjacent infrastructure and houses.

### 3.3.6 Historical Resources

An Historical Resources Act (HRA) assessment was completed by *360 Energy Liability Management Ltd.* for the NE-18-54-22-W4M. The assessment indicated that no known paleontological resources, aboriginal traditional use sites, historic structures, or provincially designated historic resources are located on the site. HRA approval was

granted by the Alberta Ministry of Arts, Culture and Status of Women on December 18, 2023 (No.4835-23-0090-001).

As details for Future Plan Areas are incorporated into this ASP, additional Historical Resource Act assessments and approvals shall be required prior to undertaking planning for these areas.

### 3.3.7 Agricultural Impact Assessment

An Agricultural Impact Assessment & Soil Management Plan (AIA) was completed by *360 Energy Liability Management Ltd.* for the NE-18-54-22-W4M. The purpose of the AIA is to characterize and classify the agricultural features and assess potential impacts to agriculture. The AIA provides development recommendations and improvement measures to mitigate potential impacts to agriculture and farm operations in the surrounding area.

The AIA concludes that the proposed development will remove some high-quality farmland from production, however, development of these lands is not expected to impact agricultural operations in the area beyond the loss of developed lands. These lands are planned for development and the loss of agricultural production is anticipated.

The AIA & Soil Management Plan concludes that soil management and mitigation best practices are used during construction to prioritize topsoil conservation and reuse at all opportunities. Where it aligns with grading design, excess marginal & topsoil material should be used to add topography to park spaces, provide wind protection, and enhance recreation opportunities. The implementation of soil management strategies will result in minimal residual impacts to the overall area and any adjacent lands and reduces carbon emissions of development by reducing import/export of materials.

As details for Future Plan Areas are incorporated into this plan, additional Agricultural Impact Assessments and approvals shall be required prior to undertaking planning for these areas.

### 3.3.8 Energy & Natural Resources

There are no records of oil and gas infrastructure within the ASP. No other resource extraction activities are present within the Plan area. No oil and gas well sites or transmission pipelines are located within the ASP. Natural gas service lines are present to all agricultural properties within the ASP. Active transmission pipelines are present adjacent to the ASP south boundary which may impact arterial road development along the Township Road 542 corridor. Impacts of development adjacent to these pipelines shall be assessed in detail at the time of planning for the SW and SE-18-54-22-W4M. This gas line is located within Strathcona County to the south.

## 3.4 Public Engagement

Public engagement during the preparation of ASPs is required by the MGA and City of Fort Saskatchewan Public Engagement Policy (GOV-006-C). Public engagement activities have satisfied all requirements. Feedback received and how this feedback was incorporated into the ASP are described below.

### Non-Participating Landowners

Prior to initiation of this ASP, all landowners within the ASP area were approached to include their lands in the ASP. No other landowners within the ASP area were interested in participating in the planning process.

In April 2024 a landowner notification letter was prepared by the applicant and sent to all landowners within 18-54-22-W4M. The letter indicated the ASP was in progress and provided contact information to landowners and encouraged them to contact the project team and discuss the project and ASP process. No inquiries were received.

Adjacent landowners were notified of the public open house in November 2024 and encouraged to attend. The owners of the NW quarter contacted the project team to discuss the open house and project updates. Two landowners within the ASP Future Plan Areas attended the open house to

view the information. The project team explained the land use and servicing concepts. No additional feedback was received.

## External Stakeholders

The Roseburn ASP was formally circulated to external stakeholders including local school boards, utility providers, and adjacent municipalities. The feedback received from these critical stakeholders is summarized below:

### School boards

The project team initiated preliminary outreach with the three local school boards in April 2024. Discussions with Elk Island Public Schools (EIPS), Elk Island Catholic Schools (EICS), and Conseil Scolaire Centre-Nord (CSCN) were conducted early in the process to inform them of the plan to assist with school planning and to gather information relevant to development of the area.

School boards noted:

- An existing large school site adjacent to the ASP is a desirable location for two upcoming schools. This site is adjacent to the Roseburn ASP and will include a portion of the Roseburn ASP north edge.
- Desire for maximal street frontage for school sites
- Information regarding student generation rates and projected school site needs were discussed

The ASP referral was circulated to the school boards for detailed review and comments.

Discussions were held to clarify how many school sites are anticipated within the ASP boundary. Details of population projections were discussed with the school boards. The EIPS and EICS have identified the potential requirement of four schools (K-4 and K-9) within the ASP with capacities of 400 to 950 students. EIPS identified the need for a K-9 and two K-4 schools whereas EICS Board identified the need for a K-4 school

in this area. K-9 schools with 650-950 capacity typically need a site of approximately 4.85 to 5.65 ha (12 to 14 acres). K-4 schools with 400-600 student capacity typically need a site of approximate 4.05 – 4.85 ha (10-12 acres). The CSCN school board serves Francophone students from the region and does not have student specific generation rates nor anticipates a school in this ASP area.

The ASP incorporates expansion of existing school site located along Southridge Boulevard, north of the Plan area. This will allow for improving the configuration and accommodating a school on the expanded area and will increase collector road frontage along two boundaries of the school site. Three additional schools are anticipated within the Future Plan Areas of the ASP on individual or combined sites. When Future Plan Areas are planned in detail, the requirement and location of additional school sites will be confirmed in collaboration with the school boards and the City of Fort Saskatchewan. Required school sites will be provided in the form of Municipal Reserve dedications wherever possible.

### Utilities

Referrals to this ASP included ATCO, EPCOR, Telus were completed. No specific feedback or objections were received. It is noted that additional coordination with utility providers is expected during the subdivision process.

### Intermunicipal (Strathcona County)

Engagement with adjacent municipalities is required when an ASP is proposed which shares a border with a neighbouring municipality to make suggestions and representations on the proposed ASP. The plan is adjacent to Strathcona County to the south. No objections were received from Strathcona County administration during ASP circulations.

## Community Engagement

Community engagement was conducted after the ASP was circulated and reviewed by all City departments and external stakeholders. A public open house was held at the DOW Centennial Centre on November 20, 2024, which invited all members of the community to view the project and discuss any questions with the project team.

A project website was created which included images with the same content of the Open House for anyone who could not attend the Open House in person. The website analytics noted that 37 unique visitors viewed the information. No online comment submissions were received.

Feedback forms were provided at the in-person event and through the project website to gather input. Comments received from the public included:

- Interest in how the ASP lands will be serviced
- How ASP lands will connect to adjacent Future Plan Areas
- Anticipated development schedule
- Interest in seeing the Land Use Concept

A final online engagement was hosted by the City between March 14-23, 2025, to present the draft ASP to the public and provide an opportunity for review and comments prior to Council consideration. No additional community feedback was received during the online engagement.



Above: Open House Photos November 2024  
(Source: Al-Terra Engineering Ltd.)

## 4.0 Land Use Concept

### 4.1 Vision Statement

***Roseburn is a residential community which embraces the character of Fort Saskatchewan while advancing the development objectives of the City and region. The neighbourhoods of the Roseburn ASP will be complementary in function and well-connected to ensure equitable access to a wide variety of housing options, social opportunities, recreation amenities, and commercial services.***

### 4.2 Guiding Principles

The guiding principles of this ASP focus on the core priorities and development objectives. Policies within this ASP support the implementation of these guiding principles.

1. The community is welcoming, visually appealing, and integrates complimentary amenities, land uses, and functions within and between neighbourhoods.
2. Active transportation is prioritized to connect public open spaces, recreation opportunities, and local services with a convenient transportation network. Key destinations will be well-connected throughout the ASP for efficient access to all residents and all modes of travel.
3. Landscaping is used to enhance the community's open spaces, including naturalized stormwater facilities, boulevard tree planting, attractively designed parks, and safe public space design based on CPTED & light-efficient principles.
4. Public spaces are designed to facilitate universal access for users of all ages and mobility requirements.
5. Medium and high-density housing is prioritized at strategic locations throughout the ASP including near neighbourhood entrances, along high-volume collector roads, in proximity to Neighbourhood Nodes, near parks, schools, and open spaces. Higher-density housing forms are street-oriented where possible and are integrated with low-density housing with appropriate density transitions.

6. To enhance inclusivity, diversity, housing affordability, and efficient use of land, each neighbourhood shall ensure multiple desirable housing products are available at a range of densities and prices.
7. Neighbourhoods within the Roseburn ASP are developed to function as complete communities which will be supported by local-scale commercial and community services within each neighbourhood.
8. Complete communities are enhanced through the development of mixed-use Nodes in each neighbourhood. Mixed-use Nodes will support sustainability by providing convenient commercial services, higher-density housing, and will be a social centre within the community.
9. Mixed-use development is encouraged and supported throughout the ASP either vertically within the same building or horizontally in separate buildings on adjacent sites, or within the same site.
10. Large-format and vehicle-oriented commercial uses are located towards the Veterans Way corridor to maximize accessibility and visibility from Fort Saskatchewan's main artery.
11. Development shall occur in an orderly, efficient, and contiguous manner to avoid premature fragmentation of agricultural land and to allow agricultural operations on undeveloped land to continue for as long as possible.

### 4.3 Land Use Concept

The land use patterns for each quarter section within the ASP are described below. **Map 5 - Land Use Concept** and subsequent maps provides general land use, transportation, and servicing concepts for Future Plan Areas which align with the Annexation Design Brief. Mapping illustrates the development of the overall ASP and includes detailed land use within the NE-18-54-22-W4M based on detailed site planning and engineering design.

As Future Plan Areas are brought forward for development, the relevant sections of the ASP shall be amended to describe the proposed development details on a site-by-site basis.

### 4.3.1 NE-18-54-22-W4M

#### Land Use Pattern

The predominant land use throughout the NE-18-54-22-W4M is residential. The land use pattern will generally follow **Map 5 – Land Use Concept**. The road network consists of an efficient modified grid pattern supporting active transportation. Medium-density residential and a Neighbourhood Node are located adjacent to collector roadways to ensure convenient access and to support future transit services in the neighbourhood. Parks are distributed throughout to provide convenient and attractive recreation opportunities for all residents. One naturalized stormwater management facility located in the southeast quadrant of the quarter section will incorporate pedestrian trails and amenities.

#### Residential

A variety of housing types will be allowed in each phase of development of the NE-18-54-22-W4M to enhance affordability and inclusivity. Low density housing forms including single-family, semi-detached, and townhouse dwellings will be developed in stages as roadways are extended into the community. Medium density housing may include townhouses and low-rise apartments on planned sites and within the mixed-use Neighbourhood Node. A unique High-Density Shallow Lot product is included in the northeast portion of the quarter section. See **Map 5 – Land Use Concept** for additional location details.

Housing affordability will be supported through the provision of multiple housing forms, sizes, and price points integrated throughout the community. A unique High-Density Shallow lot product will be implemented in the neighbourhood to support affordability objectives. This unique housing solution will support housing choice, accessibility, and low-maintenance lifestyles.

The following classifications of residential development are accommodated within the NE-18-54-22-W4M and images illustrating examples of the various housing products are included below.

- **Low Density Residential:** Single-family and semi-detached homes primarily along local roadways.
- **Street Oriented Medium Density Residential<sup>2</sup>:** Street oriented single-family, semi-detached, and townhomes which are primarily accessed by lanes and located along collector roadways.
- **Medium Density Residential:** A combination of semi-detached, townhomes, stacked townhomes, and low-rise apartment buildings on planned sites with access from collector roads.
- **High Density Shallow Lot Residential:** Consists of a unique shallow lot product with fully self-contained and separate upper and lower units. This is a form of “Hidden Density” of up to 90 upnrha that has a similar appearance and function to low-density homes with secondary suites, but with separate legal status for each unit. Each separate unit will count towards residential density in the community. These buildings look like single-family and semi-detached homes from the street. To implement this unique product, the developer shall prepare an LUB amendment for a special district for City approval. This unique product shall be further detailed in subsequent NSPs and Bylaw amendments.
- **High Density Residential:** A combination of townhomes, stacked townhomes, apartments, and seniors' buildings to achieve density targets with access primarily from collector roadways.
- **Mixed-Use Neighbourhood Node:** Medium and high-density multi-family buildings with small scale at-grade commercial units located within the Neighbourhood Node. Mixed-use may include commercial uses at the ground-floor level of residential apartment buildings or in separate buildings on the same site. Mixed-use developments will require collector road frontage.

The following images provide examples and inspiration of the various housing and mixed-use development types.

<sup>2</sup> As amended by Bylaw C12-25



*Low Density Single Family Residential (Source: Strata Development Corp)*



*Street Oriented Single Family Residential (Source: Al-Terra Engineering)*



*Variety of Low Density Single Family Residential  
(Source: Strata Development Corp.)*



*Townhouse Multi-Family Housing (Source: Al-Terra Engineering)*



*Front Attached Townhouse Multi-Family Housing (Source: Al-Terra Engineering)*



*Townhouse Multi-Family Housing (Source: Al-Terra Engineering)*



*Street Oriented Single Family Residential (Source: Al-Terra Engineering)*



*Street Oriented Single Family Zero Lot Line Housing (Source: Google Maps)*



*Street Oriented Townhouses (Source: Google Maps)*



*Street Oriented Semi-Detached Housing (Source: Google Maps)*



*Street Oriented Narrow Lot (14' Wide) Townhouses (Source: Google Maps)*



*High Density Shallow Lot Residential, Fort Saskatchewan  
(Source: Strata Development Corp)*



*Medium Density Planned Site (Stacked Townhouse) (Source: Google Maps)*



*High Density Residential Apartment Building (Source: Google Maps)*



*Medium Density Adjacent to SWMF (Source: AI-Terra Landscape)*

### **Parks, Open Space, and School Sites**

An extensive public space network of multi-use trails, greenways, and large community parks connect all residents with outdoor recreation and convenient active transportation options. Public land dedications include parks within municipal reserve parcels, greenways for pedestrian links, and public utility lots.

Municipal Reserve for a major school site is identified along the north edge of the ASP. The NE-18-54-22-W4M will dedicate land adjacent to the existing school site to create a more rectangular site and facilitate required school development. Neighbourhood parks included in the open space concept vary in size from +/-0.6 ha to 2.2 ha.



*School Sports Field (Source: Strata Development Corp)*

Parks have been distributed throughout the community to ensure all residents are in close proximity to public open space. This accessibility will provide positive impacts to well-being, physical health, and increase social opportunities for all demographics. The open space network ensures that all residents are within 400m (5-minute walk) of a public park space. Park spaces will be connected by the multi-use trail network and will be designed with universal accessibility features to support safe access to people of all ages and abilities.

See **Map 6 – Parks & Open Space** and **Map 8 – Active Transportation** for additional detail.



*Sliding Hill Park Concept (Source: Al-Terra Landscape)*



*Multi-Use Trail and Bench (Source: Strata Development Corp)*



*Public Playground Structures (Source: Strata Development Corp)*



*Sheltered Public Gathering Place (Source Al-Terra Engineering)*



*Winter Park Social Skating Surface (Source Al-Terra Landscape)*



*Passive Landscape Play Areas (Source: Al-Terra Landscape)*



*Covered Seating Area (Source Al-Terra Landscape)*



*Park Entry Feature (Source Al-Terra Landscape)*





*Public Park Adjacent to Planned Medium Density Site (Source: AI-Terra Engineering)*

### Neighbourhood Node, Commercial, and Mixed-Use

The purpose of Nodes is to create a walkable neighbourhood centre and local destination for the community. Nodes contain higher density residential development and local commercial services and gathering spaces. Nodes are expected to contain strong connections to future transit routes, commercial development, and housing. Housing within Nodes is expected to exceed 70 dupnrha and will be designed to transition from higher densities in the north to lower densities in the south to integrate with adjacent low-density housing areas.

The plan proposes one central Node consisting of commercial, high-density mixed-use and medium density mixed-use adjacent to the collector road intersection and SWMF. This Node will create a vibrant central community gathering place with services, amenities and public spaces to support daily needs of the community. Node design will support active transportation and walkability with a focus on pedestrian-oriented design. Mixed-use development may be achieved vertically (i.e. within the same building) or horizontally in adjacent sites with standalone buildings.

Anticipated commercial uses may include local services such as retail, professional offices, and community services including places of worship, out of school care, dining, or recreation. Development of the commercial area of the Node may be completed independently from residential development or may be combined with development of the mixed-use residential site.

The residential mixed-use components of this Node will include at-grade commercial elements. Sites will be pedestrian friendly with small format commercial services that support the neighbourhood which will be determined at the time of development based on neighbourhood need.

The Node is located adjacent to the SWMF open space area. This location supports convenient transit services. Attractive views and strong connections to the multi-use trail network are provided.

The Node is intended to be the centrepiece of the NE-18-54-22-W4M neighbourhood and to attract visitors from other parts of the City. The

Node will be designed to integrate land uses through streetscaping and urban design, and unique placemaking features.



*Mixed Use Residential, Calgary, AB (Source: Google Maps)*



*Mixed-Use Residential, Calgary, AB (Source: Google Maps)*



*Savona Mixed-Use and Plaza – Sherwood Park, AB*  
(Source: Google Earth)

## Transportation Network

A Traffic Impact Assessment (TIA) was prepared by Al-Terra to assess the traffic generated by the proposed development of the NE-18-52-22-W4M and to identify transportation infrastructure requirements. The proposed transportation network reflects the findings of the TIA.

The road network consists of a hierarchy of arterial, collector, local roads, and lanes. Intersections may include traffic signs, signals, and roundabouts.

The ASP's transportation concept is designed to integrate efficiently with existing connections to the north and provide convenient access to future east and west connections. The road network is based on a modified grid pattern which promotes efficiency and is easy to navigate. Details of the transportation infrastructure shall be based on the identified arterial and collector road network and will be articulated through subsequent NSPs. This ASP includes high-level policies on block lengths, safety features, intersection control, traffic calming to improve safety for pedestrians, vehicles, and active transportation users throughout the ASP. Collector and arterial roadways will be designed to accommodate transit services and will provide convenient future connections to adjacent neighbourhoods. Detailed transportation infrastructure and other safety measures will be considered during NSP planning. Details regarding intersection control methods and geometric design shall be determined at the time of NSP planning to ensure adequate road right-of-way is provided. See **Map 7 – Transportation Network** for additional detail.

This ASP includes proposed intersection control methods identified in the TIA and consistent with City engineering standards. Analysis from the TIA indicates that signalized and roundabout intersection control can function south of Southridge Boulevard. **Map 7 – Transportation Network** shows the locations of possible signalized and roundabout intersections. Three roundabouts are proposed for the NE-18-54-22-W4M: at the west collector-collector intersection, at the SW collector-arterial intersection, and the central collector-arterial intersection. Additional intersection design along the south/east boundaries and in Future Plan Areas will be required as NSPs and Future Plan Areas are prepared for development.

The ASP road network, road designs, and road classifications align with requirements defined by the City of Fort Saskatchewan Traffic Impact Assessment Guidelines and Engineering Servicing Standards. All roads include accommodation for pedestrians in the form of either sidewalks or multi-use trails.



*Traffic Calming with Curb Bump-Outs (Source: Al-Terra Engineering)*

## Active Transportation

The ASP identifies a trail network that connects active transportation users to key destinations including parks, school sites, multi-family housing, and commercial areas. Multi-use trails shall be constructed within all arterial & collector road rights-of-way. Trails will link residential areas, parks, and other destinations. Greenways with multi-use trails will be provided which will help separate pedestrians and vehicle traffic. Multi-use trails will generally be included on one side of arterial and collector roads. Mid-block crossings shall be utilized to provide additional convenience to pedestrians. A conceptual trail network is included on

**Map 8 – Active Transportation.**



*Multi-Use Trail and Enhanced Landscaping (Source Strata Development Corp)*

The east boundary of the ASP contains the 92 Street arterial right-of-way which is identified in The City of Fort Saskatchewan MDP & Annexation Design Brief as an enhanced arterial roadway with additional width being dedicated to pedestrian facilities and trails. As the project proceeds from north to south, 92 Street will be developed in a staged manner. The proposed cross-section and staging of 92 Street shall be detailed in subsequent NSPs and shall be consistent between the northeast and southeast NSPs along the entire 92<sup>nd</sup> Street corridor. The timing of construction and cost-sharing arrangements of the east half of this arterial road is subject to the development of the adjacent neighbourhoods. The south boundary arterial and south-west boundary collector roadways are also subject to development timelines of adjacent neighbourhoods.



*Multi-Use Trail Connection (Source: Al-Terra Landscape)*

### Servicing

In addition to the transportation network described above, major municipal infrastructure throughout the ASP including sanitary sewers, stormwater management facilities, storm sewers, and water mains are required. Servicing will follow recommendations of the Municipal Servicing Report prepared in support of this project and identified on **Maps 9-11**. The final alignment and sizing of municipal services shall be determined during NSP and subdivision design processes. ASP amendments shall be required to describe servicing strategies prior to subsequent ASP & NSP approvals as landowners prepare their areas for development and connection to municipal services.

### Sanitary Servicing

Sanitary sewers will provide one stub east for the downstream connection and service stubs to the west and south for future gravity connections.

Sanitary sewers will be directed to a proposed interim lift station at the east-central limits of the development that will convey sanitary flows to the existing sanitary sewer at Southridge Boulevard and Greenfield Link. Construction of the interim lift station will be with the first stage of development. Sanitary service stubs will be provided to all boundaries of the quarter section to facilitate future connections as adjacent areas develop. See **Map 9 – Sanitary Trunk Concept** for additional detail.

#### Stormwater Management & Stormwater Management Facility (SWMF)

The SWMF which serves NE-18-54-22-W4M is in the southeast quadrant of the quarter section at the location of an existing dugout. The primary purpose of this major infrastructure is to collect, store, and safely release stormwater and runoff from the neighbourhood. The SWMF also provides an attractive recreation amenity with many park functions around the perimeter of the pond. Trails shall be located within the SWMF space to provide safe access to the area and to facilitate enjoyment of the public open space. Pedestrian connections and linkages are provided adjacent to roadways to encourage recreational use and ensure accessibility. Vegetation within the SWMF will be naturalized to create wildlife habitat, reduce maintenance requirements, and beautify the area. Naturalization may include a variety of native plantings, undulating shorelines, live soil retention, reduced mowing, limiting fertilizer use, and other design features to increase the health of the SWMF and encourage wildlife to frequent the site. The existing dugout will require extensive modification to create the desired storage and functions, but over time it will return to a more natural state and support many forms of wildlife.

The SWMF concept will be detailed during the NSP process to clearly articulate the naturalization strategies and proposed design for the facility. Low Impact Design (LID) features will be explored to improve drainage and runoff water quality throughout the neighbourhood. LID features may include bioswales, bioretention basins, box planters, and soil cells for tree plantings.



*Naturalized Stormwater Management Facility (Source: Strata Development Corp)*



*Naturalized Stormwater Management Facility and Wildlife (Source: Strata Development Corp)*

The general direction of surface stormwater flows is from the west down towards the east. Surface water will be conveyed along roadways and underground storm sewers to the southeast SWMF and directed into the 92 Street corridor, ultimately connecting with future storm infrastructure to the east. See **Map 10 – Storm Trunk Concept** for additional detail.

#### Water Servicing

Water servicing will be extended on a staged basis from the north boundary of the site (Southridge Blvd) towards the south. Water mains will be extended in a staged manner to provide all new areas with sufficient water potable services and fire flows. The overall water servicing network follows the concept identified in the Annexation Design Brief. A proposed reservoir has been shown along the south border of NW-18-54-22-W4M, in line with the Annexation Design Brief. If the water reservoir located in the NW quarter is required prior to that area being actively developed, the location may be varied based on servicing needs at the time of development. The planning and design of this facility is to be carried out when either the NW or SW quarter section development plans are advanced. Water mains stubs will be provided to the perimeter of the NE quarter section which will allow adjacent lands to easily connect to adequate water servicing at the time of development. See **Map 11 – Water Network Concept** for additional detail. Additional detail will be provided with subsequent NSPs.

#### Ecological Network & Wildlife Movements

The full extent of the ASP has historically been used for agricultural production and all ecological features have been heavily impacted and disturbed by agricultural activities. Wetlands within the NE-18-52-22-W4M have been assessed to contain low ecological value. Removal of wetlands will be subject to Water Act approval and compensation. Due to the extensive disturbance and limited ecological value of wetlands throughout the quarter section, all wetlands will be removed or modified to facilitate residential development and naturalized stormwater management construction within the NE-18-54-22-W4M. Trees and tree stands will be removed to allow for grading and servicing.

Although the proposed concept does not retain any of the natural features within the NE-18-54-22-W4M, there are no significant impacts to regional ecosystems due to the extensive disturbance throughout the site. To enhance habitat within the site, naturalized stormwater management facilities and corridors will be designed to provide ecological connectivity throughout the ASP and to facilitate connectivity between adjacent development areas. Parks, open spaces, and landscaped boulevards also provide habitat that can facilitate passage of wildlife, including many species of birds, so that free movement between the ASP and nearby natural features can occur.

#### 4.3.2 NW-18-54-22-W4M

*To be completed by landowner(s) prior to initiating development activities.*

#### 4.3.3 SW-18-54-22-W4M

*To be completed by landowner(s) prior to initiating development activities.*

#### 4.3.4 SE-18-54-22-W4M

*To be completed by landowner(s) prior to initiating development activities.*

#### 4.4 Land Use & Population Statistics

| TABLE 2: ROSEBURN ASP LAND USE & POPULATION STATISTICS                                                              |                 |                |                    |                    |                    |                    |
|---------------------------------------------------------------------------------------------------------------------|-----------------|----------------|--------------------|--------------------|--------------------|--------------------|
| <sup>3</sup> Revised June 16, 2025                                                                                  |                 |                |                    |                    |                    |                    |
|                                                                                                                     | Area (ha)       | % of GA        | NBHD 1 (NE)        | NBHD 2 (NW)        | NBHD 3 (SE)        | NBHD 4 (SW)        |
|                                                                                                                     |                 | OVERALL        |                    | FUTURE AREA        | FUTURE AREA        | FUTURE AREA        |
| <b>(GA) GROSS AREA (ha)</b>                                                                                         | <b>252.27</b>   |                | <b>66.33</b>       | <b>59.83</b>       | <b>66.31</b>       | <b>59.80</b>       |
| Natural Area (ER)                                                                                                   | 0.00            | 0.0%           | 0.00               | 0.00               | 0.00               | 0.00               |
| Pipeline and Utility Right-of-Way                                                                                   | 0.00            | 0.0%           | 0.00               | 0.00               | 0.00               | 0.00               |
| Government Road Allowance (92 Street)                                                                               | 3.24            | 1.3%           | 1.63               | 0.00               | 1.61               | 0.00               |
|                                                                                                                     |                 | % of GDA       |                    |                    |                    |                    |
|                                                                                                                     | ESTIMATED       | OVERALL        |                    |                    |                    |                    |
| <b>(GDA) GROSS DEVELOPABLE AREA (ha)</b>                                                                            | <b>249.03</b>   | <b>100.0%</b>  | <b>64.70</b>       | <b>59.83</b>       | <b>64.70</b>       | <b>59.80</b>       |
| <b>NON-RESIDENTIAL LAND USE AREAS</b>                                                                               |                 |                |                    |                    |                    |                    |
| Mixed-Use                                                                                                           |                 |                |                    |                    |                    |                    |
| Commercial (Mixed Use Commercial Site @ 60%)                                                                        | 23.44           | 0.4%           | 0.24               | 8.08               | 0.40               | 14.72              |
| District Park / Recreation (MR)                                                                                     | 21.24           | 8.5%           | 4.27               | 4.81               | 6.23               | 5.93               |
| School (MR)                                                                                                         | 3.12            | 1.3%           | 2.20               | 0.92               |                    |                    |
| Natural Area (MR)                                                                                                   | 0.00            | 0.0%           | 0.00               |                    |                    |                    |
| Institutional                                                                                                       | 0.00            | 0.0%           | 0.00               |                    |                    |                    |
| Transportation / Circulation/Arterial Widening                                                                      | 61.69           | 24.8%          | 18.28              | 14.32              | 14.26              | 14.83              |
| Stormwater Infrastructure / Public Utility Lot                                                                      | 13.15           | 5.3%           | 4.47               | 2.86               | 2.85               | 2.97               |
| <b>TOTAL NON-RESIDENTIAL AREA</b>                                                                                   | <b>120.57</b>   | <b>48.4%</b>   | <b>29.46</b>       | <b>32.98</b>       | <b>29.05</b>       | <b>29.08</b>       |
| <b>NET RESIDENTIAL AREA</b>                                                                                         | <b>128.46</b>   | <b>51.6%</b>   | <b>35.24</b>       | <b>26.85</b>       | <b>35.65</b>       | <b>30.72</b>       |
| <b>RESIDENTIAL, LAND USE AREA, UNIT COUNT &amp; POPULATION COUNT</b>                                                |                 | <b>ASP</b>     | <b>NBHD 1 (NE)</b> | <b>NBHD 2 (NW)</b> | <b>NBHD 3 (SE)</b> | <b>NBHD 4 (SW)</b> |
|                                                                                                                     |                 | <b>OVERALL</b> |                    |                    |                    |                    |
| <b>Low Density Residential (Average 25 dupnrha)</b>                                                                 | Area (ha)       | 104.29         | 25.06              | 22.82              | 30.30              | 26.11              |
|                                                                                                                     | Area (% of GDA) | 41.9%          | 38.7%              | 38.1%              | 46.8%              | 43.7%              |
|                                                                                                                     | Units           | 2885           | 627                | 650                | 864                | 744                |
|                                                                                                                     | Population      | 8077           | 1754               | 1821               | 2418               | 2084               |
| <b>Medium Density Residential (Average 50 dupnrha)</b>                                                              | Area (ha)       | 11.63          | 6.97               | 1.34               | 1.78               | 1.54               |
| <i>Includes Medium Density Residential</i>                                                                          | Area (% of GDA) | 4.7%           | 10.8%              | 2.2%               | 2.8%               | 2.6%               |
| <i>Includes Street Oriented Medium Density Residential</i>                                                          | Units           | 582            | 349                | 67                 | 89                 | 77                 |
|                                                                                                                     | Population      | 1047           | 627                | 121                | 160                | 138                |
| <b>High Density Residential (Average 85 dupnrha)</b>                                                                | Area (ha)       | 12.53          | 3.21               | 2.69               | 3.57               | 3.07               |
| <i>Includes High Density Shallow Lot Residential</i>                                                                | Area (% of GDA) | 5.0%           | 5.0%               | 4.5%               | 5.5%               | 5.1%               |
| <i>Includes Mixed Use Commercial Site @ 40%</i>                                                                     | Units           | 1065           | 273                | 228                | 303                | 261                |
|                                                                                                                     | Population      | 1917           | 491                | 411                | 545                | 470                |
| <b>TOTAL RESIDENTIAL</b>                                                                                            | Area (ha)       | <b>128.45</b>  | <b>35.24</b>       | <b>26.85</b>       | <b>35.65</b>       | <b>30.72</b>       |
|                                                                                                                     | Units           | <b>4531</b>    | <b>1248</b>        | <b>946</b>         | <b>1256</b>        | <b>1082</b>        |
|                                                                                                                     | Population      | <b>11041</b>   | <b>2873</b>        | <b>2353</b>        | <b>3124</b>        | <b>2692</b>        |
| <b>NET RESIDENTIAL DENSITY</b>                                                                                      | <b>DUPNRHA</b>  | <b>35.3</b>    | <b>35.4</b>        | <b>35.2</b>        | <b>35.2</b>        | <b>35.2</b>        |
| <i>Note: dupnrha = Dwelling Units Per Net Residential Hectare</i>                                                   |                 |                |                    |                    |                    |                    |
| <i>Note: Residential Densities are Implemented at the Subdivision Stage Based on NSP Land Use Statistics Tables</i> |                 |                |                    |                    |                    |                    |
| <i>Note: Minimum Required Overall Residential Density to be 35 dupnrha</i>                                          |                 |                |                    |                    |                    |                    |

<sup>3</sup> As amended by Bylaw C12-25

**Student Generation Rates Provided By:**

Elk Island Public Schools (EIPS) & Elk Island Catholic Schools (EICS)

**EIPS:**

*Student Generation Per Dwelling Unit:*

*Elementary: 0.32*

*Junior High 0.11*

*Senior High 0.11*

**EICS:**

*Student Generation Per Dwelling Unit:*

*Elementary: 0.086*

*Junior High: 0.048*

*Senior High 0.066*

| TABLE 3: ROSEBURN ASP STUDENT GENERATION |                                                                                  |             |             | <sup>4</sup> Revised June 16, 2025 |             |             |
|------------------------------------------|----------------------------------------------------------------------------------|-------------|-------------|------------------------------------|-------------|-------------|
| STUDENT GENERATION COUNT                 |                                                                                  | OVERALL     | NBHD 1 (NE) | NBHD 2 (NW)                        | NBHD 3 (SE) | NBHD 4 (SW) |
| <b>Public School Board</b>               |                                                                                  | <b>2447</b> | <b>674</b>  | <b>511</b>                         | <b>678</b>  | <b>584</b>  |
| Elementary                               |                                                                                  | 1450        | 399         | 303                                | 402         | 346         |
| Junior High                              |                                                                                  | 498         | 137         | 104                                | 138         | 119         |
| Senior High                              |                                                                                  | 498         | 137         | 104                                | 138         | 119         |
| <b>Catholic School Board</b>             |                                                                                  | <b>906</b>  | <b>250</b>  | <b>189</b>                         | <b>251</b>  | <b>216</b>  |
| Elementary                               |                                                                                  | 390         | 107         | 81                                 | 108         | 93          |
| Junior High                              |                                                                                  | 218         | 60          | 45                                 | 60          | 52          |
| Senior High                              |                                                                                  | 299         | 82          | 62                                 | 83          | 71          |
| <b>Francophone School Board</b>          | Francophone school board does not generate students from the general population. |             |             |                                    |             |             |
| <b>TOTAL STUDENT POPULATION</b>          |                                                                                  | <b>3353</b> | <b>923</b>  | <b>700</b>                         | <b>929</b>  | <b>801</b>  |

<sup>4</sup> As amended by Bylaw C12-25



## 4.5 Land Use Policies

The following sub-sections include the policies that will guide the development of the Roseburn ASP area. These policies apply to the entire ASP, except where otherwise noted.

### 4.5.1 Residential

#### **Purpose**

The Roseburn ASP residential policies are designed to create a complete, attractive, and equitable community while prioritizing residential development and allowing for a range of housing throughout Roseburn to increase housing diversity, affordability, and inclusion. The policies are designed to ensure development occurs at an appropriate density range to meet the goals of the Edmonton Metropolitan Region Growth Plan and City of Fort Saskatchewan MDP by enhancing servicing efficiency while maintaining compatibility with adjacent land uses and available servicing infrastructure.

#### **Policies**

**4.5.1.1** - The Roseburn ASP shall generally be consistent with **Map 5 – Land Use Concept** and shall allow for minor variation or deviation due to physical or other constraints at the discretion of City administration.

**4.5.1.2** - The Roseburn ASP shall achieve a minimum overall net residential density target of 35 dwelling units per net residential hectare.

**4.5.1.3** - The ASP shall offer a variety of low, medium, and high-density housing including single-detached, semi-detached, townhouses, stacked townhouses, low-rise apartments, and residential mixed-use development to meet a diverse range of community housing needs and range of affordability needs

**4.5.1.4** - Residential Densities are implemented at the subdivision stage.

**4.5.1.5** - Front-accessed narrow lot housing on Lots 9.1m or less, shall only be located opposite from lane accessed housing 6.1m in width or more, a flanking yard, or Parks and Natural Areas to ensure street parking and snow storage is available on at least one side of every street containing narrow lot housing.

**4.5.1.6** - Front-accessed housing 9.1m to 11.0m in width shall be across from lane housing, other front accessed housing greater than 9.1m in width, a flanking yard, or Parks and Natural Areas.

**4.5.1.7** - Where practical, increase street-oriented development by reducing flanking block frontages along collector roads. <sup>5</sup>Housing types along collector and arterial streets should be reviewed for their suitability and potential impact on traffic flow and safety.

**4.5.1.8** - As per MDP Policy 6.6.4, higher density housing forms should be street-oriented and located near, neighbourhood Nodes, neighbourhood corridors, primary transportation corridors, and in proximity to schools, large parks, and open spaces.

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<sup>5</sup> As amended by Bylaw C26-25

**4.5.1.9** - Neighbourhood Structure Plans shall identify the proposed location and extent of non-conventional development types such as reduced or zero setback developments to ensure its seamless integration with the surrounding development and appropriate housing mix in the neighbourhood to the satisfaction of Administration.

**4.5.1.10** - Administration shall evaluate new residential development types and forms in terms of their impact on and compatibility with existing and proposed surrounding housing development. If determined necessary, the City shall consider additional location criteria, regulations, or amendments, to ameliorate any potential land use implications or to ensure specific planning policy goals are upheld.

**4.5.1.11** - Residential uses, housing typologies, development patterns, and subdivision designs that run counter to or have impacts to the detriment of specific policy goals within this plan or the Municipal Development Plan shall not be supported.

**4.5.1.12** - Live-work dwelling units and home-based businesses are encouraged to be developed throughout the ASP. Live-work developments and home-based businesses must comply with the City's Land Use Bylaw and other municipal regulations.

**4.5.1.13** - Innovative housing types with reduced setbacks or other unique regulations may be explored within subsequent NSPs. Housing with non-standard development regulations must demonstrate that stormwater management solutions will function at the initially planned level of service and comply with the City's Land Use Bylaw through approval of subsequent Direct Control or Special Districts.

**4.5.1.14** - Prior to acceptance of redistricting applications, a Neighbourhood Structure Plan and an Engineering Design Brief for the parcel in its entirety shall be provided by the developer, demonstrating how the proposed development will integrate with adjacent development and align with the objectives and policies of this Area Structure Plan.

**4.5.1.15** - When determined necessary, the City shall host design forums prior to accepting redistricting and subdivision applications to facilitate a round table discussion between various City Departments and the developer. The developer shall demonstrate how the proposed development will achieve the planning and operations goals of the City.

## **4.5.2 Parks & Open Space**

### **Purpose**

The following policies provide direction for the dedication and development of Municipal Reserve (MR) lands for parks, open spaces, school sites, and natural areas to meet the active and passive recreation needs of residents and visitors within the Roseburn ASP.

Reserve lands will be used to create the desired variety of park spaces throughout the ASP. Multi-use trails will provide access to the area's parks and connect the open space network and provide connections to adjacent neighbourhoods.

### **Policies:**

**4.5.2.1** - The amount of MR dedication shall be ten percent (10%) of the gross developable area consistent with the requirements of the Municipal Government Act. The City will prioritize MR dedications in the form of land and reserves the right to consider cash-in-lieu in specific circumstances.

**4.5.2.2** - Location, size, and design of parks and open spaces shall be further defined through subsequent NSPs. A detailed reserve analysis shall be submitted to the City to determine the specific amount of reserve owing and the allocation of reserve for each ownership area.

**4.5.2.3** - In accordance with the MGA, dedication of Environmental Reserve or Environmental Reserve Easement may be required through the subdivision process to protect naturally occurring waterbodies and the surrounding ecosystem.

**4.5.2.4** - Parks and open spaces shall be distributed throughout each neighbourhood within a 5-minute walk (400m) of all residential development to provide convenient access to all residents.

**4.5.2.5** - A variety of parks and open spaces shall be included within the ASP to serve the diverse community needs. This shall include a variety of parks, school sites, park amenities, multi-use trail connections, and may also include pocket parks under 0.1 ha in size.

**4.5.2.6** - All parks within the ASP that are smaller than 0.1 ha (Pocket Parks) shall have direct access from one public road with a minimum 25% road frontage. All pocket parks shall be identified through subsequent NSPs.

**4.5.2.7** - Parks and open spaces greater than 0.1 ha in size shall have direct access from at least two public roads (excluding lanes) with a minimum of 50% road frontage unless adequately serviced by a multi-use trail at the discretion of the City. This will be identified and confirmed through subsequent NSPs.

**4.5.2.8** - Corridors for walkways and public utility lots shall be a minimum of 6.0m to facilitate access for emergency and maintenance vehicles and walkways shall not be accepted as MR credit.

**4.5.2.9** - All parks shall be connected to the multi-use trail network to create multiple interesting and varied walking loops throughout each neighbourhood and between neighbourhoods. Multi-use trails shall provide opportunities for future connections beyond the ASP and shall be designed to provide connectivity between adjacent neighbourhoods to encourage network-wide active transportation.

**4.5.2.10** - A multi-use trail shall be developed around SWMFs to complement the open space network and provide accessibility to these features.

**4.5.2.11** - A multi-use trail will be developed along 92 Street. Details of the design and staging of this trail shall be determined in subsequent NSPs.

**4.5.2.12** - Parks within each neighbourhood shall provide a variety of amenities to create visually appealing, clean, and functional social spaces. Design details for proposed open spaces shall be further refined in subsequent NSPs.

**4.5.2.13** - Public spaces shall be designed to encourage both passive and active recreation opportunities and include multi-use trails along and/or through public spaces to enhance connectivity, and sightlines.

**4.5.2.14** - Park and open space shall include multiple points of pedestrian access to all public sites. Points of access shall provide direct and safe connectivity to key destinations for active transportation users and shall be articulated in subsequent NSPs.

**4.5.2.15** - Xeriscaping may be considered along public multi-use trails, parks, open spaces, and boulevards to reduce water, energy, and labour requirements, at the discretion of the City.

## **4.5.3 Neighbourhood Nodes**

### **Purpose**

Neighbourhood Nodes will be developed in each neighbourhood within the Roseburn ASP. This section identifies policies to support mixed-use development within Nodes and to guide the design and integration of uses. Nodes will be walkable, attractive destinations that promote community activity and gathering to increase social interactions. Nodes will contain a range of medium and high-density residential development, small format commercial uses, publicly accessible gathering space, enhanced urban design features, and strong connections to the active transportation network and future transit services. Specific urban design principles for Neighbourhood Nodes are further developed in **Section 4.5.4**.

### **Policies**

**4.5.3.1** - Neighbourhood Nodes shall include mixed-use development and have a residential density of 70 dupnrha or higher.

**4.5.3.2 - Neighbourhood Nodes** shall include medium and high-density residential development which may be in the form of townhomes, stacked townhomes (i.e. Missing Middle housing), low-rise apartments, and residential mixed-use developments. Diverse housing forms are encouraged while delivering the density target as per policy **4.5.3.1** to provide a range of housing options and create an inclusive community.

**4.5.3.3 - The Neighborhood Node** shall include vertical mixed-use (within the same building) and may include horizontal mixed-use within separate buildings within the same site to support diversity of development and allow flexibility to respond to market conditions.

**4.5.3.4 - Residential mixed-use buildings within Neighbourhood Nodes** shall include small-format commercial uses at-grade comprising a minimum 50% of the ground floor area and commercial frontage shall be street-oriented.

**4.5.3.5 - Neighbourhood Node design guidelines** will be developed in subsequent NSPs. The guidelines should include architectural and urban design guidelines that guide the development of cohesive, attractive & engaging pedestrian friendly building exteriors and streetscapes. Guidance shall address building materials, building scale, massing, signage, lighting, bicycle facilities, outdoor furniture, plantings, and winter city design elements.

**4.5.3.6 - Neighbourhood Nodes** shall include welcoming community spaces and pedestrian-scale architectural features & lighting.

**4.5.3.7 - Transit and active transportation routes** shall connect the Neighbourhood Nodes to other key destinations throughout the ASP. Active transportation connections and transit stops shall be identified in subsequent NSPs in collaboration with City Administration.

**4.5.3.8 - Building entrances** shall be oriented towards the street wherever possible and parking areas shall be designed to be located adjacent, under, or to the rear of buildings. If located adjacent to a building, parking frontage along the street shall be no longer than 50% of the building frontage and must be screened from view using landscaping.

## **4.5.4 Urban Design**

### **Purpose**

The Roseburn ASP will be comprised of attractive, easy to navigate, well-connected neighbourhoods and provide a high quality of life to residents. The intent of the following Urban Design policies is to encourage development of high-quality built forms with varying architectural styles. Variety will be utilized to create interesting character and aesthetic value to public and private spaces within each neighbourhood, support walkability, and provide sustainable landscape forms and neighbourhood safety.

### **General Urban Design Policies**

**4.5.4.1 - A cohesive neighbourhood character** shall be developed for each NSP to create unique character. Elements such as signage, wayfinding, lighting, street furniture, and other streetscape elements may be used to reinforce the visual character of each neighbourhood. Branding elements for each neighbourhood will be defined through subsequent NSPs and shall give direction and guidelines to create a unique sense of place for each neighbourhood.

**4.5.4.2 - Neighbourhoods, roadways, and entry points within the Roseburn ASP** shall be designed to include landscaping and enhanced streetscape design including entrance features and boulevard landscaping. The locations where enhanced landscaping is required shall be identified at the NSP stage.

**4.5.4.3 - Streetscape design of low-density areas** may include reduced front setbacks, front porches, and landscaping to facilitate engaging interfaces along collector roads to create a welcoming feel along high-volume corridors and community entrances.



Street Oriented Multi-Family Building (Source: Al-Terra Landscape)

**4.5.4.4 -** General design of multi-family and commercial buildings shall be oriented to the street wherever possible and include active interfaces, to support walkability and pedestrian safety. The creation of blank walls that face the street shall be avoided.



Street Oriented Multi-Family Building (Source: Al-Terra Landscape)

**4.5.4.5 -** Thoughtful transitions between higher and lower density uses, including building setbacks, landscaped buffers, building heights, densities, and variations in architectural design shall be used to integrate varying densities within the community.



Park Space Buffer Transition from High Density  
(Source: Unsplash Royalty Free Image)

**4.5.4.6 -** Public space shall provide design elements to serve a wide variety of users and encourage network-wide exploration. Design elements may include gathering places, seating areas, furniture, public art, murals, play equipment, programmable or rentable spaces, signage, interpretive information, unique plantings, landscaping, and many more. Public space elements shall be articulated at the NSP stage.



Park Space with Multiple Elements (Source: Al-Terra Landscape)



Enhanced Streetscape Elements (Source: Al-Terra Landscape)

**4.5.4.7** - Public spaces shall be connected to the multi-use trail network to encourage activity between public spaces to the satisfaction of the Subdivision Authority.

**4.5.4.8** - Detailed site design of Neighbourhood Nodes shall demonstrate comprehensive planning of Node sites at the subdivision stage prior to development of mixed-use residential and commercial sites to ensure functionality and integration and shall be approved by the City.

**4.5.4.9** - Exterior building materials facing public streets shall of high quality and should be selected based on both functional and aesthetic qualities. Ease of maintenance and durability shall be considered. Exterior finishes shall be identified and outlined in subsequent NSPs.

**4.5.4.10** - Building massing should avoid wind tunnelling impacts. Site design and massing should maximize the amount of sun penetration and negative impacts of shadows on adjacent properties.



Building Massing Fronting onto Community Garden (Source: Al-Terra Landscape)

**4.5.4.11** - CPTED principles shall be integrated into landscape design in areas where public activity and gathering will occur. Integration of CPTED principles shall be articulated in subsequent NSPs. Primary CPTED principles to be detailed in subsequent NSP designs and shall include consideration of:

- **Natural surveillance** – creating visibility and limited hiding places
- **Natural access control** – installing access in high-visibility locations and design features to guide visitors to desired areas.
- **Territorial Reinforcement** – Creating a shared expectation of use by residents.



Accessible Public Space with Territorial Reinforcement (Source: Al-Terra Landscape)

**4.5.4.12** - Subsequent NSPs shall address lighting design and placement that minimize undesirable projection of light upwards or into adjacent properties while ensuring public open spaces are well-lit.

**4.5.4.13** - Low maintenance gateway design based on vegetative plantings and low maintenance signage shall be considered to reduce long-term costs to the City.

**4.5.4.14** - Site orientation and landscape design for residential, commercial, and institutional development shall consider strategies to conserve energy and water.

**4.5.4.15** - Adequate buffering or transitional land uses shall be provided between conflicting land uses. The Urban Forest Corridor Initiative along Highway 21 and other major arterials shall be continued as a means to reduce land use conflict.

## 4.5.5 Commercial & Mixed-Use

### Purpose

Commercial development shall be supported and appropriately located throughout Roseburn to enhance the economic sustainability of each neighbourhood and of the City.

### Policies

**4.5.5.1** - Large-format commercial developments shall be located along Veterans Way.

**4.5.5.2** - Light industrial uses may be considered within commercial areas along Veterans Way to support economic diversity within the community.

**4.5.5.3** - Areas with extensive commercial development along Veterans Way should consider opportunities for mixed-use development to support development of complete communities. Commercial and mixed-use development objectives along Highway 21 shall be articulated in this ASP and subsequent NSPs when Future Plan Areas along Highway 21 are planned.

**4.5.5.4** - At-grade residential dwelling units along Highway 21 within commercial mixed-use buildings shall be considered at the discretion of the City.

**4.5.5.5** - Residential dwelling units located above commercial establishments must be developed with adequate sound protection to mitigate sound transfer between uses.

**4.5.5.6** - Use of energy efficient building design and technologies are strongly encouraged.

**4.5.5.7** - Economic and social sustainability shall be enhanced through local businesses opportunities within commercial/mixed-use areas to support the ability to meet daily household service, social, and economic needs within the community.

## 4.5.6 School Sites

### Purpose

Provide adequate land for future schools to support projected K-12 education needs in the community. As Future Plan Areas are incorporated into the ASP, school site needs and policies will be evaluated and updated in this ASP as required. Additional details regarding school sites will be articulated in future NSPs.

### **Policies**

**4.5.6.1** - School sites shall be dedicated in the form of Municipal Reserve and/or School Reserve which shall be dedicated in accordance with the MGA.

**4.5.6.2** - A Municipal Reserve site shall be dedicated within the NE-18-54-22-W4M along the northwest boundary of the ASP adjacent to the previously planned school site as shown on **Map 5 – Land Use Concept** and **Map 6 – Parks & Open Space** to ensure the shape, size, and accessibility of the school site is acceptable to school board stakeholders.

**4.5.6.3** - Up to 4 school sites may be provided within the ASP Area to meet the projected needs of school boards. Final school site requirements and area dedications shall be determined at the time of ASP planning of Future Plan Areas in collaboration with school boards & the City.

**4.5.6.4** - Outdoor recreation areas within school sites shall be designed with the intent of these facilities being complimentary to the ASP open space network and accessible to residents.

**4.5.6.5** - School sites shall be located along at least one collector road to maximize visibility and accessibility.

**4.5.6.6** - School sites shall be bordered by at least two public roadways (excluding lanes) and shall have a minimum of 50% road frontage.

**4.5.6.7** - The City shall collaborate with school boards to confirm the specific locations of future school buildings on school sites prior to school development to ensure compatibility with the surrounding neighbourhood.

**4.5.6.8** - School facilities should be designed to allow for adaptability to accommodate a variety of uses over time.

**4.5.6.9** - Land efficient and energy efficient design within the school site and as part of school building design is encouraged.

## **4.5.7 Transportation & Road Network**

### **Purpose**

The following transportation policies are intended to ensure the road network supports convenient travel internal connectivity and connections to neighbouring areas. The road network will provide transportation infrastructure that promotes a safe and well-connected community for pedestrians, cyclists, transit, and vehicles. This ASP identifies the high-level arterial and collector corridors that will serve the community. Subsequent ASP amendments and NSPs will provide further detail to identify local road networks, staging, and other transportation infrastructure.

The proposed road network has been designed in accordance with City of Fort Saskatchewan engineering standards and the NE-18-53-22-W4M Traffic Impact Assessment (TIA). Alternative transportation infrastructure may be considered with supporting evidence. Detailed network, intersection, and traffic calming measures will be identified in subsequent NSPs.

## **Policies:**

**4.5.7.1** - To enhance connectivity and navigation, the Roseburn ASP transportation network shall be based on a modified grid pattern to enable efficient traffic distribution and allow multiple convenient route choices.

**4.5.7.2** - Complete Street standards will be considered for implementation throughout the ASP to ensure all modes of transportation are accommodated while minimizing land consumption.

**4.5.7.3** - Traffic calming measures shall be incorporated throughout the ASP, particularly at key intersections, to enhance pedestrian safety consistent with the Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming. Traffic calming strategies and enhancements shall be designed to City engineering standards based on adjacent land uses, street type, location, speed limit, and other roadway characteristics to the satisfaction of City Administration. Strategic locations for traffic calming enhancements will be identified in subsequent NSPs and subdivision approvals.

**4.5.7.4** - The mobility network shall prioritize efficient movement of users in the following order: pedestrians, cyclists, transit, automobiles, and movement of goods.

**4.5.7.5** - Three roundabouts are proposed to serve the NE-18-54-22-W4M as per **Map 7 – Transportation Network** to improve traffic flow, promote safety, enhance urban design, and reduce fuel consumption by decreasing stop-and-go traffic movements. Intersection control in Future Plan Areas shall be investigated prior to planning being completed for those areas.

**4.5.7.6** - All roads shall be designed to safely accommodate universal accessibility and multi-modal users of all abilities.

**4.5.7.7** - Block lengths along collector and local roadways within the ASP shall not exceed 250m where possible. Any block longer than 200m shall require a walkway connection to enhance pedestrian connectivity. Block lengths and walkway connections shall be articulated in NSPs.

**4.5.7.8** - Block standard may be varied to the satisfaction of the Subdivision Authority to address constraints such as, but not limited to, natural features, transportation rights-of-way, parks or open space, or existing utilities.

**4.5.7.9** - The road network shall be extended from existing public roadways in a staged manner to ensure contiguous development and efficient delivery of municipal infrastructure.

**4.5.7.10** - The road network shall be generally consistent with the Annexation Design Brief and adjacent ASPs to support the approved long-term planning direction. To encourage innovation and efficient infrastructure delivery, alternative transportation network solutions shall be considered if additional analysis has demonstrated a preferred solution to the satisfaction of the City of Fort Saskatchewan.

**4.5.7.11** - Variance to any portion of the transportation network because of necessary engineering technical changes which does not change the general layout of this plan shall not require an ASP amendment, at the discretion of the City administration.

**4.5.7.12** - Development within the ASP shall front onto collector roads and be serviced by rear lanes where practical. Subsequent NSPs shall articulate the locations of back lanes throughout the neighbourhood.

**4.5.7.13** - Front driveways shall be avoided along collector roads.

**4.5.7.14** - At the time when the landowner of the NW-18-54-22-W4M amends the ASP to bring their lands into the development concept, the adjacent landowners may explore amendments to the SW portion of the NE-18-54-22-W4M which may allow for improvements to the development concept and may include (but not be limited to) increasing the amount of housing fronting onto the west collector road of the NE-18-54-22-W4M.

**4.5.7.15** - Subsequent NSPs shall identify potential transit routes and locations of transit infrastructure including transit shelters and bike stands.

**4.5.7.16** - Future Plan Areas shall complete additional TIAs prior to planning of these areas.

**4.5.7.17** - Noise attenuation studies must be undertaken prior to rezoning and development adjacent to Highway 21/Veterans Way and shall be implemented in accordance with the study to the satisfaction of City Administration.

## 4.5.8 Active Transportation Network

### Purpose

Active transportation routes will be located along arterial and collector roads. Multi-use trails will be included throughout the collector road network and through parks to create a safe, convenient, and well-connected pedestrian and active transportation network.

### Policies:

**4.5.8.1** - To support universal access, the active transportation network shall connect to key destinations and accommodate all types of users of varying ages and abilities. Universal accessibility shall be achieved through hard surfaced trails, accessible sidewalk grades, appropriate trail widths for bicycles & wheelchairs or users of mobility devices, bicycle racks, benches, and waste receptacles.

**4.5.8.2** - All collector and arterial roads within the ASP shall contain a multi-use trail on one side of the public roadway, and one separated sidewalk on the opposite side, at the discretion of the Development Authority, to support safe, multi-modal active transportation.

**4.5.8.3** - A separated sidewalk shall be provided along all local roads to encourage active modes of travel and provide a complete sidewalk network.

**4.5.8.4** - A multi-use trail shall be provided along the extension of Greenfield Link south to the central park. Extra right-of-way shall be provided as required to accommodate this multi-use trail. Detailed right-of-way and cross section design will be completed during NSP preparation.

**4.5.8.5** - 92 Street shall be developed as an arterial road with an enhanced pedestrian multi-use corridor. The cross section of the enhanced arterial will be determined in subsequent NSPs and must be consistent along the entirety of 92<sup>nd</sup> Street.



Multi-Use Trail & Amenities (Source: Al-Terra Landscape)

## 4.5.9 Landscape

### Purpose

Policies in this section shall guide design and implementation of landscaping throughout the ASP to beautify and enhance the neighbourhood, and to incorporate of Crime Prevention Through Environmental Design (CPTED) principles.

### Policies

**4.5.9.1** - Landscaping should be provided throughout the ASP to:

- Screen and soften the extent of large parking areas between adjacent properties and buildings
- Screen parking loading/unloading areas and waste management infrastructure
- Enhance and define green space, parks, plazas, and streets
- Provide visual interest to the streetscape
- Provide ecological value to natural and man-made habitats
- Increase urban tree canopy and reduce greenhouse gas emissions

**4.5.9.2 - Landscaping design of public parks, plazas, and open spaces shall provide wind shelter, enable solar penetration, and retain visibility for safety purposes in consultation with City Administration.**

**4.5.9.3 - Native and adapted plant species shall be included where appropriate. Habitat restoration of natural areas may also be undertaken where appropriate.**



*Naturalized Plantings and LID Meadow Features*  
(Source: Al-Terra Landscape)

**4.5.9.4 - Large, planted vegetation shall be strategically located throughout the ASP and along roadways to encourage wildlife use, add habitat value, aid wildlife movement, and to enhance the aesthetic appeal and presentation of structures.**

**4.5.9.5 - Landscape design shall be considered as part of the detailed design of the neighbourhood Node, gateways, multi-family, mixed-use, parks, and roadways.**

- Hard landscape elements shall be incorporated where appropriate including walkways, retaining walls, and seating areas to create varied spaces where people can comfortably enjoy.
- Targeted lighting shall be integrated to increase safety

**4.5.9.6 - The 92<sup>nd</sup> Street corridor with enhanced pedestrian multi-use trail shall include enhanced landscaping consisting of a wide boulevard, trees, other plantings, and pedestrian-friendly street furniture to create an enjoyable pedestrian experience.**

## **4.5.10 Servicing & Infrastructure Staging**

### **Purpose**

The following policies are intended to ensure the plan is developed in an orderly and contiguous manner which is efficient, cost effective, and sustainable at all time horizons. This section discusses the key infrastructure upgrades required to extend urban development throughout the ASP. The implementation of these policies will ensure that all required municipal services and utilities are provided to adequately service all development areas and future connections to adjacent lands with water, stormwater, sanitary sewers, and franchise utilities. Development shall occur in a staged manner which shall extend continuous urban development in a logical pattern that does not prematurely fragment agricultural land. Servicing and staging policies are informed by Servicing Studies, City of Fort Saskatchewan Engineering Standards, and the Annexation Design Brief.

### **Policies**

#### **General**

**4.5.10.1 - The provision and capacities of water, stormwater, and sanitary sewer infrastructure shall be developed in accordance with City of Fort Saskatchewan engineering standards and all relevant studies and reports including the City of Fort Saskatchewan Annexation Design Brief.**

**4.5.10.2 - Development shall occur in a staged and orderly manner contiguous with existing development and service connections.**

**4.5.10.3 - Alternative infrastructure and servicing from the Annexation Design Brief shall be supported by detailed engineering and may not require ASP amendment, to the satisfaction of the City of Fort Saskatchewan.**

**4.5.10.4** - Staged development shall ensure that emergency services access is provided at all times to the satisfaction of the City of Fort Saskatchewan.

**4.5.10.5** - Infrastructure shall be appropriately sized to accommodate the anticipated level of development identified in the Annexation Design Brief and shall be sized to support effective development of all neighbourhoods within the ASP to support sustainability and energy efficiency.

**4.5.10.6** - Infrastructure shall be designed to accommodate maintenance requirements in the public realm including snow clearing and landscaping maintenance.

**4.5.10.7** - Where possible, multi-use trail corridors, rights-of-way, common utility alignments, and clustered/shared equipment and trenching shall be encouraged to efficiently utilize land.

### **Sanitary**

Sanitary servicing for the ASP will require construction of gravity sanitary sewers sloping from west to east. An interim lift station will be required to pump wastewater north which will connect to existing infrastructure until planned future connections and a permanent gravity sewer system is constructed. Sewage will be conveyed through the City's infrastructure to the Alberta Capital Region Wastewater Treatment Plant in Strathcona County. The interim lift station will be removed when no longer required.

**4.5.10.8** - Sanitary servicing shall be provided generally in accordance with **Map 9 – Sanitary Trunk Concept** and the City of Fort Saskatchewan Utilities Master Plan to ensure appropriate sanitary service capacity is provided to all stages of development.

**4.5.10.9** - An interim lift station will be constructed with the first stage of development in the NE-18-54-22-W4M and will be utilized until planned gravity sewers are available to the east. The lift station shall be relocated or removed as required to ensure adequate sanitary services are provided at all times.

**4.5.10.10** - Sanitary servicing concepts shall be refined during the planning of each Future Plan Area and incorporated into **Map 9 – Sanitary Trunk Concept** to ensure appropriate sanitary capacity is provided to all stages of development.

### **Stormwater**

Multiple stormwater management facilities will be required to serve the ASP lands. Stormwater management within the NE-18-54-22-W4M shall be constructed in the southeast portion of the quarter section and will integrate an existing dugout. Future Plan Areas shall generally follow the preliminary designs shown on **Map 10 – Storm Trunk Concept** but their ultimate size, location, and design will be determined during planning processes for each development area.

Stormwater management facilities collect and retain surface rainwater and runoff and control discharge into downstream stormwater infrastructure. Minor rain and runoff events will be conveyed through on-street gutters and the piped underground stormwater system to stormwater management facilities. Precipitation events that surcharge the piped system will be directed along overland drainage routes to the downstream facilities. This combined system is designed to accommodate mild to extreme precipitation events and minimize the potential for flooding under normal conditions.

The initial construction of the stormwater management facility in NE-18-54-22-W4M will occur with the first stage of development. With the NSP for NE-18-54-22-W4M, a review of staging options for the facility will be completed to avoid negative performance issues due to under-utilized capacity of the facility. Connections for the upstream facilities will be completed with later stages of development in NE-18-54-22-W4M.

Stormwater management facilities will serve stormwater functions and shall also be used as public amenities with trails and other accessible areas. Naturalization of stormwater management facilities with native wetland vegetation will increase the habitat value of the area, water quality benefits, and provide an aesthetically pleasing public open space.

**4.5.10.11** - Stormwater servicing shall be provided generally in accordance with **Map 10 – Storm Trunk Concept** and all City of Fort Saskatchewan engineering standards to ensure adequate stormwater management capacity is provided to all stages of development.

**4.5.10.12** - Stormwater management concepts shall be refined during the planning of each Future Plan Area incorporated into **Map 10 – Storm Trunk Concept** to ensure appropriate sanitary capacity is provided to development of all Future Plan Areas.

**4.5.10.13** - Stormwater management system shall be designed to align with the parks and open space network of the ASP and shall provide associated amenities including a multi-use trail and seating adjacent to the pond to encourage both active and passive recreation opportunities.

**4.5.10.14** - Stormwater management facilities shall incorporate a naturalized design and Low Impact Design principles including, but not limited to, varying water depths, undulating shorelines, native wetland vegetation, vegetated swales, and respect for the topography and existing surface hydrology to provide habitat opportunities for wildlife, improve water quality, enhance climate resiliency, and provide aesthetic value.

**4.5.10.15** - New residential uses such as reduced setback housing development shall require updates to the neighbourhood structure plan to demonstrate that the stormwater management system will function at initially planned levels of service.



Low Impact Development Meadow Feature  
(Source: Al-Terra Landscape)



Naturalized Stormwater Management Facility (Source: Strata Development Corp)



*Naturalized Stormwater Management Facility (Source: Strata Development Corp)*

## **Water**

Potable water and fire protection for the ASP shall be provided by a piped network connecting to the City of Fort Saskatchewan's municipal water infrastructure from the north. The NE-18-54-22-W4M will connect to existing watermains in Greenfield Link and within Southridge Boulevard. Watermains will be extended in a staged manner as development proceeds.

Water main looping will be provided to ensure adequate water service and fire flows are available at all stages of development. 300mm connection stubs will be provided to adjacent lands for extension of future development.

**4.5.10.16** - *Water servicing shall be provided generally in accordance with **Map 11 – Water Network Concept** and all City of Fort Saskatchewan engineering standards including the Hydraulic Network Analysis to ensure appropriate water service capacity and fire flows are provided to all stages of development.*

**4.5.10.17** - *Water servicing concepts shall be provided during the planning of each Future Plan Area and incorporated into **Map 11 – Water Network Concept** to ensure appropriate designs and water service capacity are provided to all future development areas.*

## **Shallow Utilities**

Shallow utilities including natural gas, power, street lighting, phone, and telecommunications cable are available to be extended from the north into the ASP. Utility providers and franchise utility companies will extend services from their existing service lines into the community starting in the NE-18-54-22-W4M. Utilities will be located within road rights-of-way or within easements registered during the subdivision process.

**4.5.10.18** - *Gas, power, and telecommunications utilities shall be extended into the ASP as required to provide services and ensure convenient and reliable utilities are available to all developments.*

**4.5.10.19** - *The location of shallow utilities and the provisions of rights-of-way and easements shall be addressed to the mutual satisfaction of the City of Fort Saskatchewan, the applicant, and utility providers at the subdivision stage.*

**4.5.10.20** - *All new electrical and communications cables shall be buried where feasible.*

**4.5.10.21** - *The development of multiple-utility corridors is encouraged to facilitate the efficient use of land.*

## **4.5.11 Ecology, Wildlife, Environment, and Agriculture**

### **Purpose**

The purpose of the following policies is to provide guidance for management of the environment prior to and after development activities occur. The policies will ensure that development in the ASP complies with Federal and Provincial regulations, promotes wildlife connectivity, retains drainage patterns prior to development where possible, enhances wildlife



habitat and vegetation, and mitigates premature loss of agricultural lands and operations.

## **Policies**

**4.5.11.1** - All development within the ASP shall meet or exceed applicable Federal and Provincial regulations with respect to air quality, water quality, and flood hazard management.

**4.5.11.2** - Consistent with the **Annexation Design Brief, Appendix D**, no Crown-claimable wetlands within the ASP boundaries shall be dedicated to the Province.

**4.5.11.3** - Wetlands within the NE-18-54-22-W4M shall be removed or integrated into the SWMF design and are subject to compensation requirements of the Water Act to mitigate environmental impacts through contributions to off-site environmental projects.

**4.5.11.4** - Wetlands to be removed for development shall be subject to Water Act approval and Alberta Wetland Policy prior to rezoning.

**4.5.11.5** - Naturalized stormwater management features and Low Impact Development techniques shall be implemented to enhance available wildlife habitat, increase the presence of native plant species, support climate resiliency, watershed protection, and to improve runoff water quality.

**4.5.11.6** - In order to minimize the amount of impervious surfaces and surface runoff, permeable surfaces should be considered for multi-use trail surfaces where appropriate.

**4.5.11.7** - Temporary Erosion and Sediment Control (ESC) plans shall be implemented during construction which will guide mitigation measures addressing water runoff, channelization, pooling, soils transportation, stockpiling, and dust control. ESC plans shall note that runoff from roads should be captured and treated before release downstream.

**4.5.11.8** - Areas designed to provide habitat or ecological functions, such as stormwater management facilities, shall consider light pollution mitigation where appropriate, such as:

- Artificial lighting implemented for specific purposes (navigation, CPTED) which shall be minimized and reduced where possible.
- Keeping light close to the ground and shield light sources to reduce upward projection and light trespass into sensitive areas.
- Utilize dark or non-reflective surfaces for landscape features.

**4.5.11.9** - Construction activities including removal of vegetation shall accommodate sensitive wildlife periods as required to comply with the Migratory Birds Convention Act. The ASP is within Zone B4 and is subject to restrictions between April 15 and August 31 for breeding birds and the raptor breeding period between March 15 and August 15.

**4.5.11.10** - Existing trees within parks should be retained where tree retention does not interfere with required grading and other site development standards.

**4.5.11.11** - Tree removals within Municipal Reserve are subject to City approval. Developers shall submit plans for review and consult with administration prior to removal of trees within lands to be dedicated as Municipal Reserve.

**4.5.11.12** - Construction considerations shall include controlling, eradicating, and monitoring for known invasive plant species as per the Alberta Weed Control Act and the Alberta Weed Control Regulation.

**4.5.11.13** - Refuelling and fuel storage shall not occur within 100m from any water body to prevent contamination should any spill occur.

**4.5.11.14** - This ASP shall implement the recommendations of the NE-18-54-22-W4M Phase 1 Environmental Site Assessment. Additional Environmental Site Assessments shall be required to support planning of Future Plan Areas to ensure site features and contamination are adequately assessed and managed.

**4.5.11.15** - As per the NE-18-54-22-W4M ESA - to safely manage potential contamination or hazardous waste, a hazardous materials survey shall be required prior to demolition work on the existing farmstead.

**4.5.11.16** - Where necessary, contaminated materials shall be removed and disposed of in an environmentally sensitive manner in accordance with Federal and Provincial regulations prior to redistricting approval.

**4.5.11.17** - This ASP shall implement the recommendations of Historical Resources Act approvals. Contractors must exercise caution during construction and stop work if historic resources are discovered and notify the appropriate authorities.

**4.5.11.18** - This ASP shall implement the recommendations of the Biophysical Impact Assessments and Environmental Impact Assessments.

**4.5.11.19** - This ASP shall implement the recommendations of the Geotechnical Investigations including soil management and erosion control.

**4.5.11.20** - This ASP shall implement the recommendations of the Agricultural Impact Assessments (AIA) & Soil Management Plans.

**4.5.11.21** - Soil management measures identified in the AIA & Soil Management Plan include prioritizing topsoil conservation and reuse at all opportunities. Where it aligns with grading design, excess marginal & topsoil material should be used to add topography to park spaces, provide wind protection, and enhance recreation opportunities while reducing carbon emissions of development by reducing import/export of materials.

**4.5.11.22** - If clubroot is encountered, a Clubroot Management Plan shall be developed when completing topsoil management planning by the developer during the stripping and grading stage.

**4.5.11.23** - Access to operational agricultural lands shall be maintained year-round and will be provided at all times as development proceeds.

**4.5.11.24** - Development sequencing shall occur generally in accordance with **Map 12 – Development Staging Concept** to protect adjacent agricultural lands from premature construction impacts.

## **4.5.12 Financial Sustainability**

### **Purpose**

This section is intended to ensure infrastructure and public spaces within the ASP are developed and maintained in a way that is financially sustainable for the City of Fort Saskatchewan.

### **Policies:**

**4.5.12.1** - A Financial Impact Assessment or other lifecycle cost study that reflects the costs of providing and maintaining infrastructure and services to new development shall be created at the NSP level.

## 5.0 Implementation

It is anticipated that the NE-18-54-22-W4M will be developed in the next 20 years, while the overall Roseburn ASP is anticipated to develop over 30-50 years. Implementation guidance provided by this ASP will ensure development occurs in a way that maximizes efficiency and minimizes disturbance to developed areas & existing land uses. The information in this ASP shall be considered preliminary and used as the basis for subsequent Neighbourhood Structure Plans (NSP) which will include additional detail for each development area.

Implementation of the current planning area identified in this ASP will require the preparation of a NSPs, rezoning, and subdivision approvals within the NE-18-54-22-W4M. Prior to preparation of NSPs for Future Plan Areas, ASP amendments will be required to be integrated into this Plan and approved by Council.

### 5.1.1 Intermunicipal Coordination

#### **Purpose**

The purpose of these policies is to ensure the City of Fort Saskatchewan and Strathcona County engage in a coordinated planning and review process.

*5.1.1.1 - Land use and subdivision applications should consider regional drainage, intermunicipal transportation connectivity, local planning initiatives, interface conditions, and any other matters that are mutually considered important.*

*5.1.1.2 - Land development applications adjacent to the south City boundary shall be circulated to Strathcona County.*

### 5.1.2 General Staging

#### **Purpose**

The recommended direction for the development of the plan area is from north to south. It is not intended to act as regulation but instead to provides a preferred direction for development to take place given the location of existing services, market conditions, demographics, and other factors relevant to growth patterns.

The Roseburn ASP will be developed in separate neighbourhoods as shown on **Map 12 – Development Staging Concept**. Development is recommended to commence in the northeast portion of the plan area and extend west and south. Further details regarding the ultimate staging of each of the neighbourhoods will be provided at the NSP stage through detailed review of the preliminary conceptual plan design in consideration of contemporary market demand and development objectives. Development staging within this ASP, specifically within Future Plan Areas, is conceptual and subject to change dependent upon the timing of landowner initiation of development.

#### **Policies:**

*5.1.2.1 - Progression of development should occur in an orderly and efficient manner and shall be guided as illustrated in **Map 12 – Development Staging Concept**. Staging within each neighbourhood shall be identified in further detail at the NSP stage.*

*5.1.2.2 - Minor variations to staging are expected should be considered part of the development process. Minor variations shall not constitute an amendment to the ASP.*

*5.1.2.3 - Development of Future Plan Areas shall be subject to ASP amendment and subsequent NSP approvals which will describe the proposed development and staging when each Future Plan Area is planned.*

*5.1.2.4 - Temporary or interim uses in undeveloped areas that limit future intended uses or impact existing adjacent uses shall not be permitted.*

### **5.1.3 Development Staging**

#### **NE-18-54-22-W4M**

Development staging within the NE-18-54-22-W4M will proceed from the northeast and extend south and west throughout the neighbourhood. As development proceeds, all required municipal infrastructure (roads, water, sanitary, and storm infrastructure) and third-party utility infrastructure (gas, power, and telecom utilities) within each stage will be extended in an orderly manner to ensure adequate services and amenities are available to all stages throughout the build-out process. Staging shown on **Map 12 – Development Staging Concept** illustrates the anticipated direction of development from north to south and will be further refined in the subsequent NSP.

The first stage of development in the NE-18-54-22-W4M will include the road connection from Southfort Boulevard at Greenfield Link to connect to offsite underground servicing. To support the proposed residential development Stage 1 will require initial construction of the SWMF, which will be detailed in the NSP. A stormwater lift station will be required to discharge water from minor storm events to an interim location NE of the ASP area. Major storm events will discharge by gravity. The ultimate stormwater system will allow gravity sewers to be connected in the development lands to the east of the ASP. A sanitary lift station will also be constructed to service the parcel. Depending on the order of development adjacent to Roseburn, the lift station's capacity may need to be improved if development upstream of Roseburn advances ahead of the downstream development to the east, which would provide a gravity servicing connection and allow for the removal of the proposed lift station.

Development will continue south to connect to 92<sup>nd</sup> Street to provide a secondary access to the neighborhood for emergency vehicles.

Future stages will connect to the 92 Street arterial and will extend the underground infrastructure from Stage 1. Stage 2 will include development of the west entrance collector, which will henceforth be the primary access to the community, and dedication of the school site MR intended to consolidate with the existing NW school site.

Stage 3 development will continue south and west in multiple stages and will culminate in the connection of the internal collector roads, development of the central Node, and ultimately result in provision of service connection points to adjacent development areas and completion of boundary arterial roads when adjacent properties develop. Stage 3 contains a wide range of housing options primarily consisting of low-density residential in the west, low-density amenity lots in the east, and medium-high density development in the centre. All areas will be serviceable after completion of Stages 1 & 2. The pattern of development in Stage 3 will be subject to market conditions and development may proceed throughout the Stage 3 area in multiple phases to provide products which respond to consumer demand.

The 92nd Street enhanced pedestrian arterial road shall be constructed in stages as urban road connections are completed and the traffic created by development triggers the need for the additional road network. The first stage will be between Meadowview Drive and the E/W Collector through the Northeast quarter-section. Construction may be completed by the City and funded through the Offsite Levy account. Alternatively, adjacent developers may be required to complete the construction as part of a development stage and would receive a levy credit for the construction cost applied against their Development Agreement. If there is still a surplus on the cost, it would be funded by the Offsite Levy account. Additional land above the existing ROW is required and will be purchased from the adjacent landowners at market value at the time of subdivision.

The current plan reflects the known information regarding development throughout the ASP. The detailed staging concept for the NE-18-54-22-

W4M will be provided in the subsequent NSP. Timing and design of development activities on adjacent quarters are currently unknown and may influence the development pattern within the NE-18-54-22-W4M.

#### **Policies:**

**5.1.3.1** - Roadways and municipal infrastructure will be constructed and extended as required to efficiently service each development stage and shall be detailed in subsequent NSPs.

**5.1.3.2** - The interim sanitary lift station will be installed during Stage 1 development to ensure adequate sanitary servicing is available at all stages of development.

**5.1.3.3** - The interim stormwater lift station will be installed during Stage 1 development to ensure adequate stormwater management capacity is available at all stages of development.

**5.1.3.4** - The stormwater management facility (SWMF) will be constructed in stages to ensure proper function based on anticipated flows. The first phase will occur with Stage 1 and timing of upgrades to the SWMF will be determined during NSP preparation and confirmed at the subdivision stage.

**5.1.3.5** - The arterial along the south edge of the NE-18-54-22-W4M and the south section of the west collector will be deferred until after ASP planning is completed for adjacent neighbourhood and adjacent development progresses to require these connections.

**5.1.3.6** - The 92nd Street Enhanced Arterial will be developed in stages as urban road connections are completed. The portion of 92nd Street between Meadowview Drive and the E/W collector road will be constructed prior to Stage 3 based on traffic needs triggered by development within the community. The portion south of the E/W collector road will be constructed with Stage 3.

**5.1.3.7** - The west collector entrance will be developed in Stage 2 and will provide the primary entrance to the community and the main entry features.

**5.1.3.8** - The NW school site dedication will be completed in Stage 2 to facilitate school and regional park development.

**5.1.3.9** - Development of the southern N/S collector will be completed in Stage 3 to allow connection to the future arterial road along the south boundary and to facilitate development of the mixed-use Neighbourhood Node and provide access to the south.

**5.1.3.10** - The SWMF will be completed in Stage 3 to accommodate all projected stormwater needs as the community develops and runoff levels increase.

#### **NW-18-54-22-W4M**

To be completed by landowner(s) prior to initiating development activities.

#### **SE-18-54-22-W4M**

To be completed by landowner(s) prior to initiating development activities.

#### **SW-18-54-22-W4M**

To be completed by landowner(s) prior to initiating development activities.

### **5.1.4 Subdivision Applications and Other Considerations**

#### **Purpose**

Existing zoning throughout the ASP is AG-S (Agriculture General South). All lands shall be rezoned prior to development. Rezoning and subdivision of land shall occur on a staged basis consistent with approved NSPs.

## **Policies:**

**5.1.4.1 - Rezoning, subdivision, and/or development applications shall not be approved prior to the adoption of an NSP which encompasses the subdivision area.**

**5.1.4.2 - Amendments to the ASP, NSP, and subsequent land development applications may require public and/or interested parties to be engaged.**

**5.1.4.3 - All subdivision decisions shall conform to the policies of the City's MDP, this ASP, NSPs, and regulations of the Land Use Bylaw adopted prior to the submission of future subdivision applications.**

**5.1.4.4 - Subdivision and development of the ASP will proceed in a manner which:**

- Allows for the orderly, timely, and efficient expansion of the City
- Creates sufficient provision of road access and municipal utility servicing
- Fosters a community layout reflecting the relevant policies outlined in the MDP
- Promotes a modified-grid street network and connectivity to promote walkability at all stages of development
- Supports the staged development of the open space system envisioned by the ASP and subsequent NSPs

**5.1.4.5 - Developers shall be solely responsible for all costs for the provision of municipal infrastructure (roads, water, sanitary sewer, and storm drainage) within the ASP and subsequent NSPs.**

**5.1.4.6 - Temporary or interim uses in undeveloped areas that limit future intended uses, or that negatively impact existing and surrounding development shall be prohibited.**

## **5.1.5 Plan Review and Amendment**

### **Purpose**

The purpose of these policies is to ensure that the ASP remains relevant and effective over time. Amendments may be required to address changes in the development context to ensure flexibility and feasibility of the ASP is maintained.

### **Policies:**

**5.1.5.1 - An amendment to this ASP shall be required when a proposed development results in one or more of the following:**

- Inclusion of planning for Future Plan Areas is proposed
- Relocation or elimination of a major roadway (This shall not apply to a shift in alignment, at the discretion of the Development Authority)
- Significant change in the general land use pattern (location of residential, commercial, or industrial lands) as shown in this ASP
- Significant changes to the open space network
- Deviation from the utility servicing concepts beyond those contemplated in the ASP
- Changes to the land use and population statistics
- Changes to the text and/or policies of this plan
- Any other change deemed significant in the opinion of Administration

**5.1.5.2 - The ASP shall be reviewed during amendments to bring in planning for Future Plan Areas or other changes to ensure consistency with statutory plans and relevant policies as deemed necessary.**

## **5.1.6 Future Neighbourhood Structure Plans (NSPs)**

### **Purpose**

The following policies shall apply to subsequent Neighbourhood Structure Plans which must be developed to align with this ASP and provide additional details regarding planning direction for each 'neighbourhood unit'. Generally, it is anticipated that one NSP will be implemented for each quarter section of land to align with existing ownership boundaries.

NSP areas may be varied to include areas less than one quarter section (+/-65 ha) in area, but no less than 16 ha. NSPs will refine and provide additional detail to pedestrian, active transportation, site design, and urban design details, open space and park design features, and servicing details.

The direction and policies included within future NSPs must be written in alignment with, and take guidance from, the policies included in this ASP.

#### **Policies:**

**5.1.6.1 - Drafting of future NSPs shall align with the *City of Fort Saskatchewan Terms of Reference for Preparation of Area Structure Plans and Neighbourhood Structure Plans* and this ASP.**

**5.1.6.2 - Subsequent NSPs shall include a detailed staging plan identifying development time frames and staging order for key infrastructure and will provide details pertaining to development timelines and sequencing for the existing agricultural operations in and around each NSP.**

**5.1.6.3 - Development of the roadway connection between Greenfield Link to the north shall be triggered when development begins in Stage 1 of the NE-18-54-22-W4M NSP.**

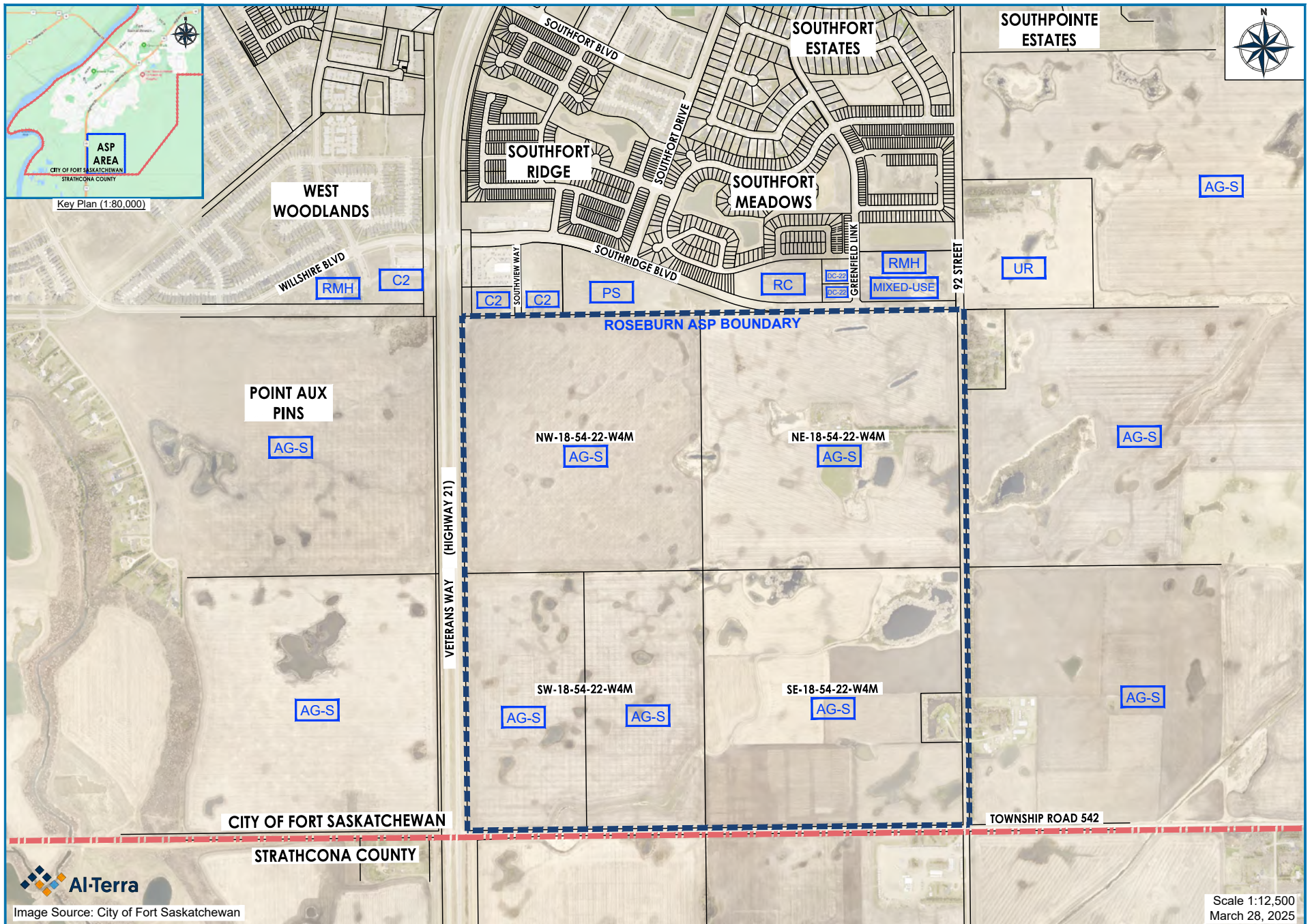
**5.1.6.4 - If the proposed water reservoir within the NW-18-54-22-W4M is required prior to that area being actively developed, the reservoir location may be varied based on servicing needs at the time of development.**



## Appendix A

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### Maps

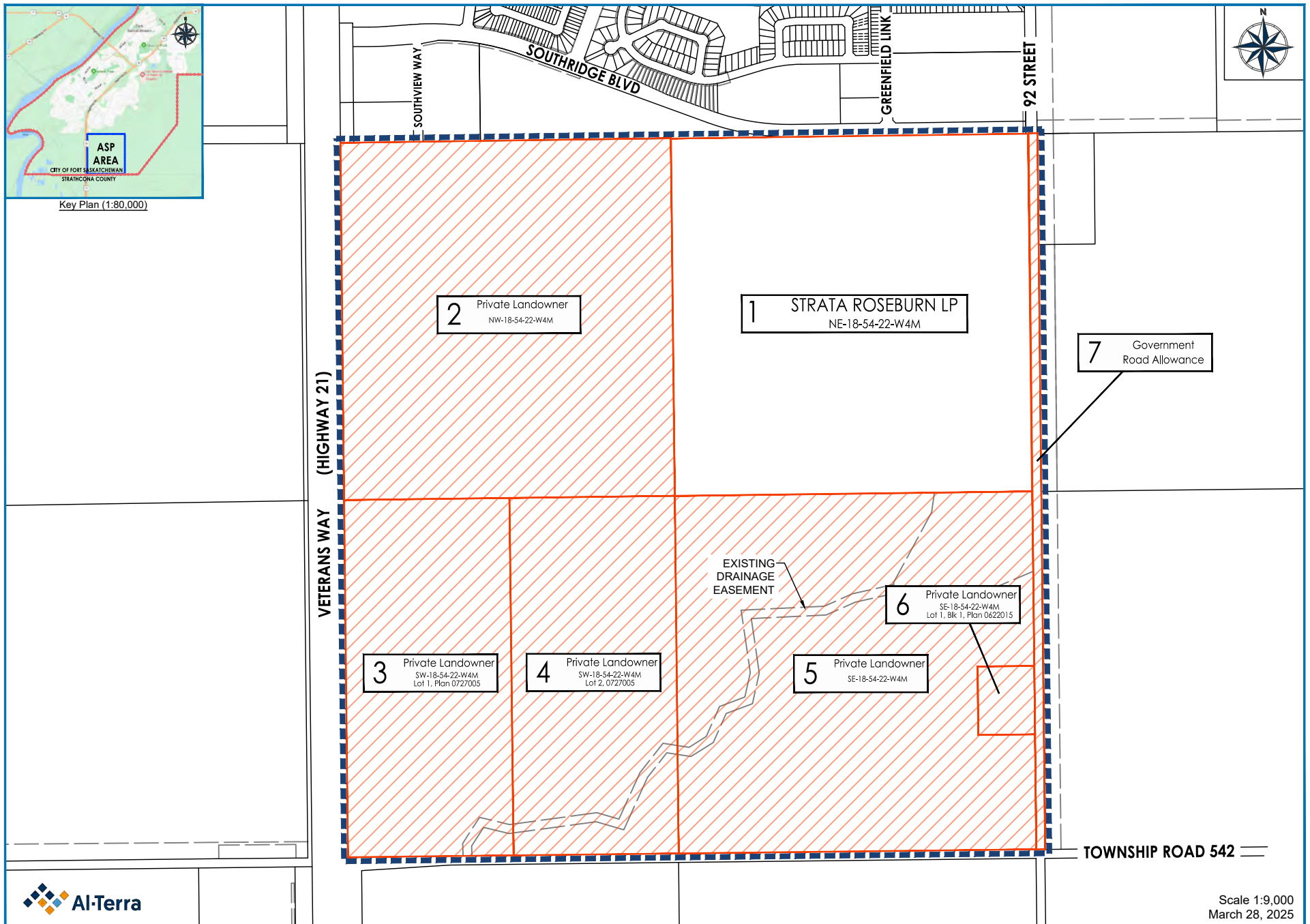


Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

## ROSEBURN AREA STRUCTURE PLAN

Figure

Map 1 - Location & Context Plan



Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

## ROSEBURN AREA STRUCTURE PLAN

### Map 2 - Land Ownership

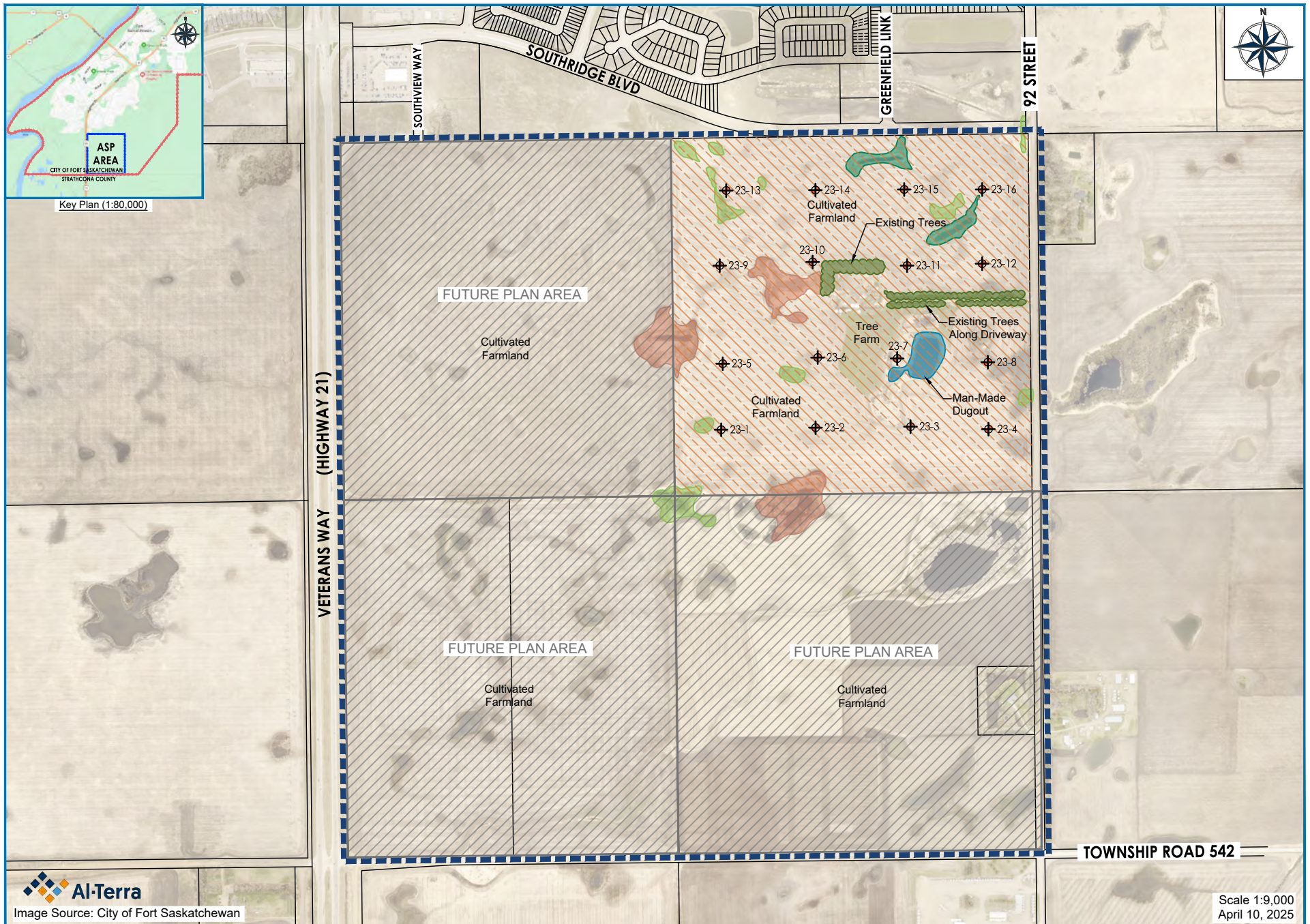
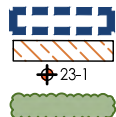


Image Source: City of Fort Saskatchewan

#### Legend



ASP Boundary  
Topsoil Underlain with Native Clay  
Geotechnical Borehole  
Existing Tree Stand

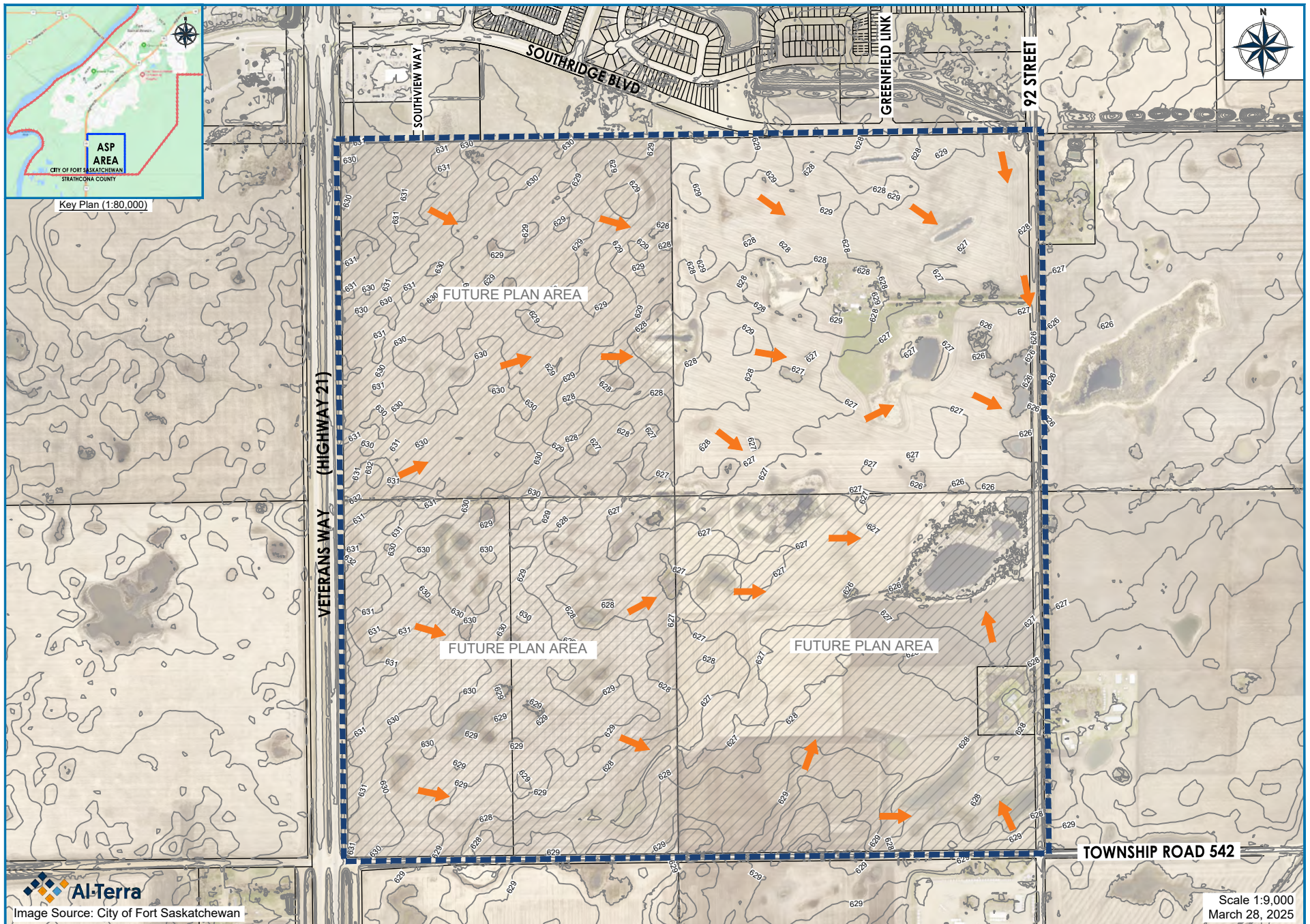


Existing Temporary Marsh  
Existing Seasonal Marsh  
Existing Semi-Permanent Marsh  
Existing Permanent Shallow Water Wetland (Dugout)

Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

## ROSEBURN AREA STRUCTURE PLAN

### Map 3 - Opportunities & Constraints



## ROSEBURN AREA STRUCTURE PLAN

### Map 4 - Topography

Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation



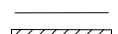
#### Legend



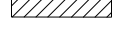
ASP Boundary



Existing Property Lines



Future Property Lines



Mixed-Use Neighbourhood Node



Low Density Residential



Street Oriented Low Density Residential



Medium Density Residential



High Density Shallow Lot Residential



High Density Residential



Commercial



Municipal Reserve

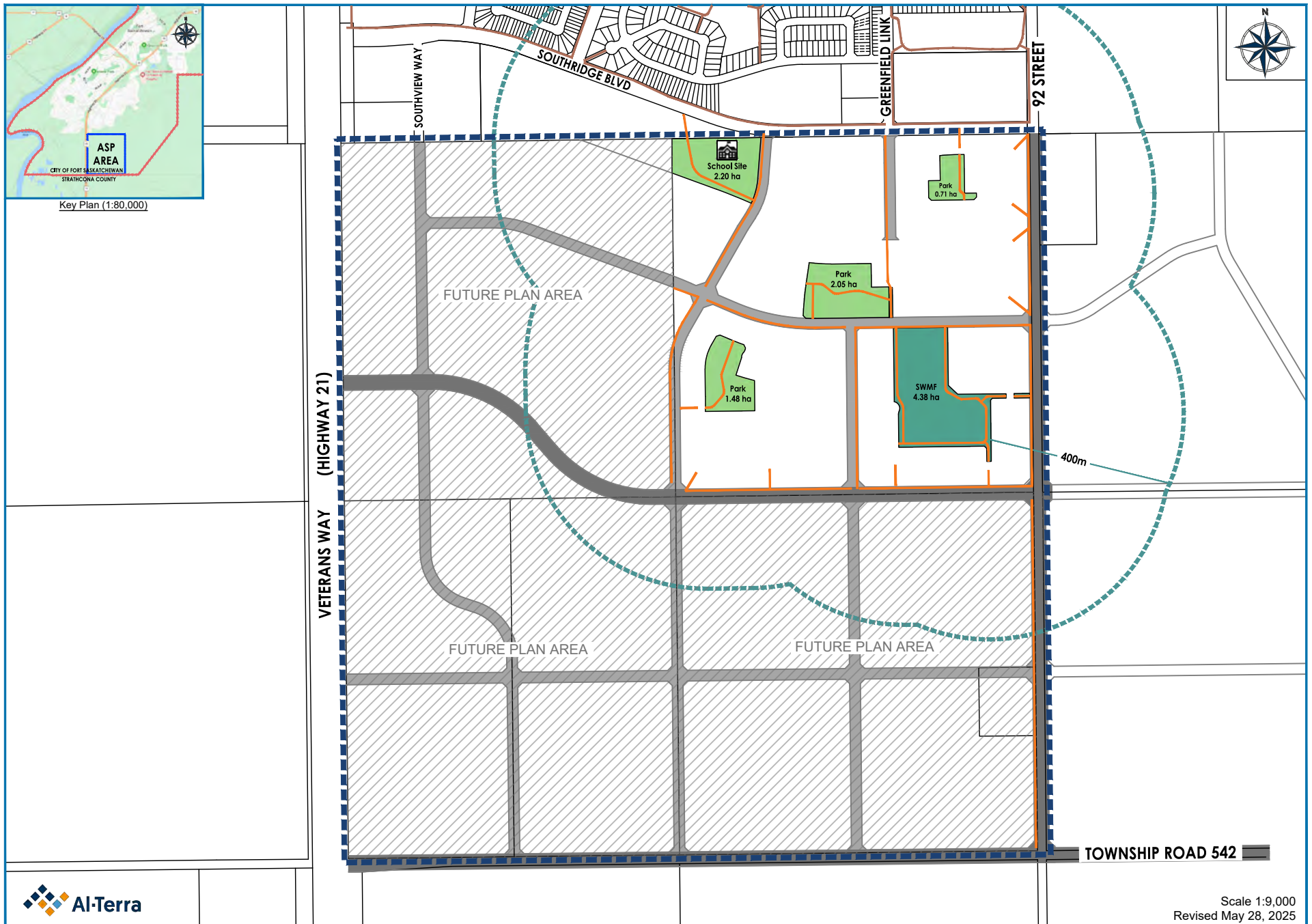


Stormwater Management/PUL  
School Site

## ROSEBURN AREA STRUCTURE PLAN

### Map 5 - Land Use Concept

Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation



Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation



Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

# ROSEBURN AREA STRUCTURE PLAN Map 7 - Transportation Network

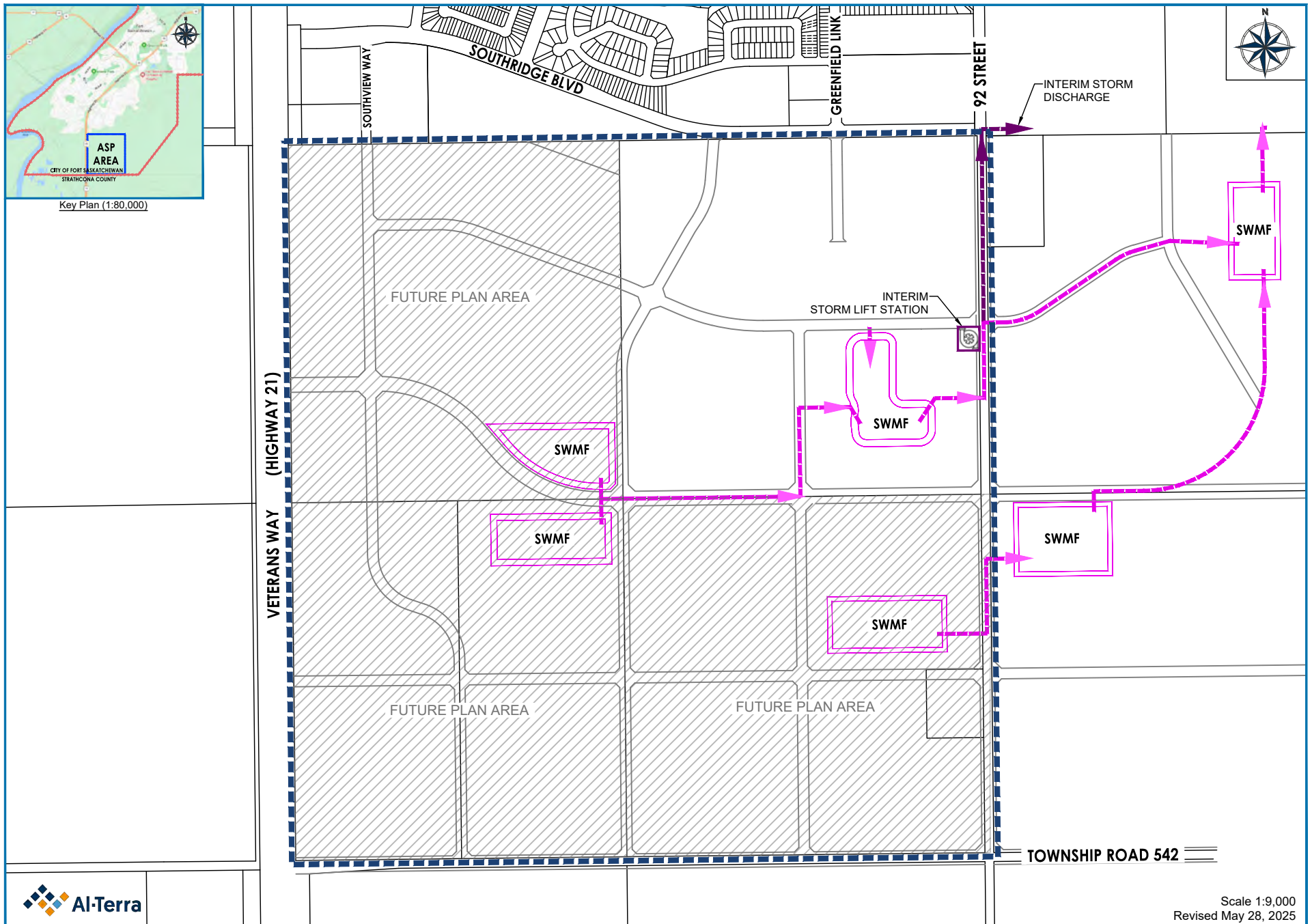


Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

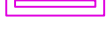
## ROSEBURN AREA STRUCTURE PLAN

### Map 8 - Active Transportation





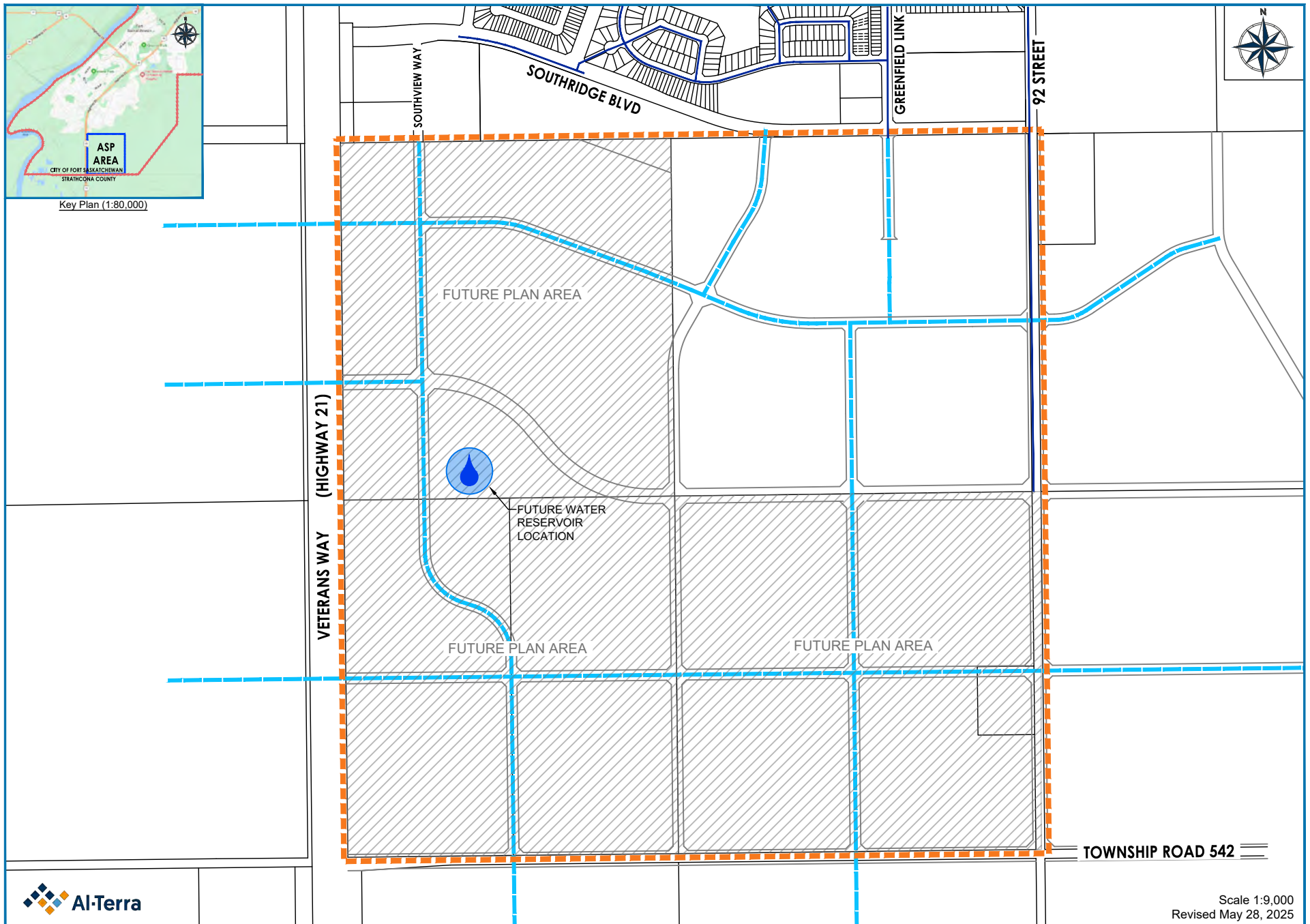
#### Legend

-  ASP Boundary
-  Conceptual Storm Network
-  Conceptual Interim Discharge Trunk
-  Conceptual SWMF Location

Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

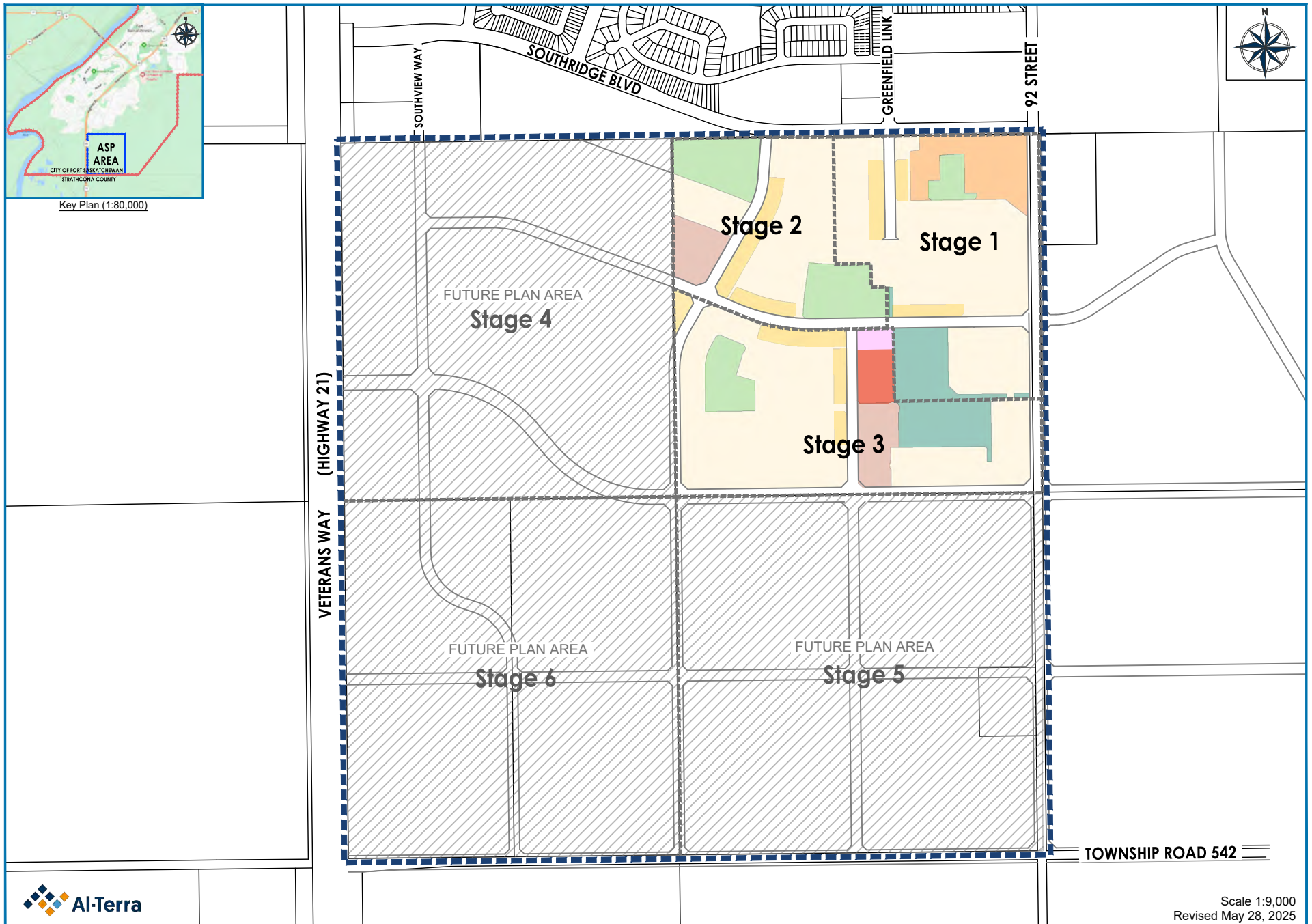
## ROSEBURN AREA STRUCTURE PLAN

### Map 10 - Storm Trunk Concept



Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

# ROSEBURN AREA STRUCTURE PLAN Map 11 - Water Network Concept



Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

# ROSEBURN AREA STRUCTURE PLAN Map 12 - Development Staging Concept

# NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

JUNE 2025



5307 – 47 Street NW  
Edmonton, AB T6B 3T4  
(780) 440-4411 | [al-terra.com](http://al-terra.com)



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## 1.0 Administration

### 1.1 Purpose

The purpose of this Neighbourhood Structure Plan (NSP) is to provide a framework for the land use distribution, subdivision and development of land within the City of Fort Saskatchewan. This NSP applies to lands legally described as Northeast Quarter of Section 18, Township 54, Range 22 West of the 4<sup>th</sup> Meridian (NE-18-54-22-W4M) identified on **Figure 1 – NSP Location & Context Plan** and **Map 1 – Location & Context Plan**. This NSP has been adopted as an amendment to the approved Roseburn ASP (Bylaw C9-25) consistent with City of Fort Saskatchewan's *Terms of Reference for the Preparation of Area Structure Plans & Neighbourhood Structure Plans* (TOR) for NSP preparation. The Roseburn ASP has been prepared to satisfy the requirements of the *Municipal Government Act* (MGA), the City of Fort Saskatchewan's statutory and non-statutory plans, and all relevant regional and local planning policies and provides guidance for this NSP.

This NSP provides a finer level of detail including, but not limited to, the local road network, block configurations, detailed land use and density distributions, place making strategies, and development sequence.

To reduce redundancy and repetition, this NSP is to be read in conjunction with the Roseburn ASP for background information and policy compliance details. Please refer to the Roseburn ASP for additional background information.

### 1.2 Authority

The MGA endows municipal Councils with the authority to adopt an NSP as an amendment to an Area Structure Plan bylaw for lands within their jurisdiction. The *Roseburn ASP* was approved by City of Fort Saskatchewan Council on May 20, 2025. The *Roseburn ASP* was prepared for approval by City Council in accordance with the MGA and is the primary guiding document for the preparation of this NSP.

### 1.3 Timeframe

As one of four developing areas within the City, Roseburn may absorb approximately 25% of the projected annual urban growth within the City. This NSP is intended to comprehensively plan development anticipated to occur within a 15-year planning horizon based on the development of the NE-18-54-22-W4M.

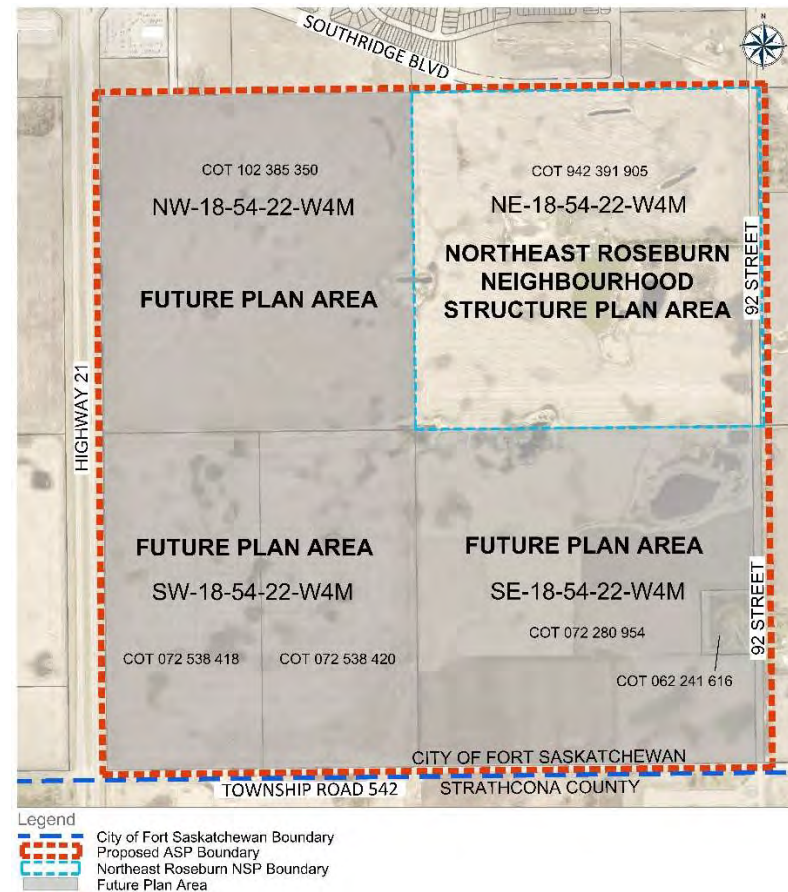


Figure 1: NSP Location & Context Plan



**Northeast Roseburn Neighbourhood Structure Plan**

**Fort Saskatchewan, Alberta**

**June 2025**

## 1.4 Interpretation

All map symbols, locations, areas, and boundaries shown within the *Northeast Roseburn NSP* shall be interpreted as approximate unless otherwise specified or unless they are coincident with clearly recognizable and geographically defined physical features or fixed legal boundaries. Minor deviations to locations of infrastructure and land use areas shall generally be accepted as part of the normal course of development without triggering amendment to this NSP.

Policy statements in this NSP use either “shall” or “should” to distinguish required actions from desired policies.

Policy statements containing “shall” or “will” are mandatory and must be implemented wherever possible. Determination of whether an implementation strategy satisfies a “shall” policy will be at the discretion of the City of Fort Saskatchewan. Innovative strategies not explicitly contemplated in this NSP may be considered where direct adherence to a “shall” policy proves impractical or impossible.

Policy statements containing “should” or “may” are discretionary and indicate a preferred objective or outcome. If a “should” outcome is not followed a planning rationale may be required by the Administration. If a “should” policy is not followed because it proves impractical or impossible, the intent of the policy may be met through other agreed upon means or deemed inapplicable.

## 1.5 Amendment

During the normal course of development, amendments to this NSP and its parent ASP may be required to address changes in policy, updated data, or changes to municipal or regional development objectives.

Any change to policy, text, or mapping contained within this NSP shall be completed in accordance with the MGA, City of Fort Saskatchewan statutory plans, and the TOR.

## 2.0 Policy Context

The *Northeast Roseburn NSP* is consistent with the vision, direction. And policies of all senior statutory planning policies. Consistency with all senior policies is achieved through compliance with the policies and guidance of the approved *Roseburn ASP*.

Please refer to **Section 2.0 – Policy Context** of the *Roseburn ASP* for a comprehensive summary of the relevant statutory planning documents used to inform the planning of these lands and descriptions of how this Plan complies with all senior planning documents. All policies within this Plan are intended to be implemented in conjunction with the parent policies of the *Roseburn ASP*. Please refer to **Section 4.5 – Land Use Policies** of the *Roseburn ASP* for additional policy direction and requirements for development.



## 3.0 Site Context & Development Considerations

### 3.1 Location & Background

The *Northeast Roseburn NSP* includes the NE-18-54-22-W4M and is located within the City of Fort Saskatchewan. The total area is approximately 66.33 hectares. See **Map 1 – Location & Context Plan**.

The NSP boundaries are:

- West** West Quarter Section boundary of NE-18-54-22-W4M  
**South** South Quarter Section boundary of NE-18-54-22-W4M  
**East** 92 Street / Range Road 225 (92 Street is included in this NSP)  
**North** North Quarter Section boundary of the NE-18-54-22-W4M  
Coinciding with the Southridge ASP / Part of Southridge Boulevard

### 3.2 Land Ownership

This NSP consists of one titled parcel comprising a total of approximately 64.70 hectares and the existing 92 Street right-of-way comprising 1.63 hectares. All developable lands are owned by the applicant. Land ownership at the time of NSP preparation is shown on **Table 1 – Land Ownership**. The area of the NSP is +/-66.33 hectares.

**Table 1 – Land Ownership**

| Lot #     | Legal Address        | Owner   | Proponent | Title Area (ha) |
|-----------|----------------------|---------|-----------|-----------------|
| 1         | NE-18-54-22-W4M      | Private | Yes       | 64.70           |
| 2         | Gov't Road Allowance | Public  | No        | 1.63            |
| NSP Area: |                      |         |           | 66.33ha         |

### 3.3 Site Characteristics

The following section identifies the context, conditions, and development considerations for the NSP. Information included has been summarized from publicly available planning documents and technical reports completed in support of this Plan where noted.

#### 3.3.1 Existing Land Uses

##### Adjacent Land Uses

Lands adjacent to the NSP boundary to the west, south and east are agricultural. The community of Southfort Meadows is located to the north and contains a mix of urban land uses including residential, public open space, institutional uses, and commercial services.

##### Land Uses within the NSP

Various agricultural operations are carried out within the NSP, predominantly extensive crop farming. There are no existing or planned conflicting land uses which will impact implementation of this Plan. See **Map 1 – Location & Context Plan** for additional detail.

#### 3.3.2 Existing Transportation Network

Al-Terra Engineering Ltd. completed a *Traffic Impact Assessment* (TIA) which encompasses the NE-18-54-22-W4M. Existing transportation network findings are summarized below. Recommendations from the TIA are included in **Section 4.3**.

One arterial roadway, Southridge Boulevard, extends along the north edge of the NSP. Southridge Boulevard is a 4-lane arterial which narrows to 2-lanes east of Southfort Drive and serves the Southfort Ridge and Meadows communities. Southridge Boulevard is planned to continue east as development of the Southfort ASP proceeds. This arterial road is accessed via Veterans Way and provides the primary access and infrastructure connections to the NSP area. The speed limit on Southridge Boulevard is 60km/h.

The east boundary is defined by 92<sup>nd</sup> Street (Range Road 255). 92 Street is planned to be closed to vehicular traffic north of Southridge Boulevard and will serve as a pedestrian corridor. 92<sup>nd</sup> Street along the east boundary of the NSP is planned to be upgraded to a pedestrian enhanced arterial road with 2-lanes for vehicle traffic, which is detailed further in **Section 4.3** and on **Map 7 – Transportation Network**.



### 3.3.3 Topography, Soils, and Geology

The *Geotechnical Investigation – Proposed Roseburn Subdivision* was completed by JR Paine & Associates which encompass the NE-18-54-22-W4M and is summarised below.

#### Topography

The topography of the NSP is generally flat or gently rolling. The site is characterized by gentle slopes with grades under 5%. The highest elevations are within the north and west areas. The lowest points are located within the east-central portion of the NSP. Elevations range from +/-629.0m to +/-626.0m or +/-3.0m throughout the Plan Area. See **Map 4 – Topography** for additional detail.

#### Soils

The NE-18-54-22-W4M is primarily composed of black topsoil at surface underlain with clays, loams, and silt. The soil is classified in the Alberta Soil Survey (1967) as Class 2S indicating that soils have moderate limitations that restrict the range of crops or require moderate conservation practices.

#### Geology

The geotechnical investigation included historical documentation review, air photo review, and site investigations. Sixteen geotechnical boreholes were drilled and monitored throughout the quarter section to depths ranging from 8.8m to 11.9m below grade. Soil samples were tested at 1.5m intervals and classified by soil type. Surficial geology in the area is dominated by glaciolacustrine deposits which are sediments deposited in or along margins of glacial lakes and may include stratified silty sand and gravel layers. Bedrock in the area is predominantly mudstone with bentonitic concretionary layers. Bedrock was not encountered in any exploratory boreholes to depths of to 11.6m.

#### Hydrology

The NSP is located within the Beaver Hills sub-watershed of the North Saskatchewan River watershed. Groundwater flow is generally to the northwest towards the North Saskatchewan River. No wetlands within the

NSP boundary shall be claimable by the Crown (*City of Fort Saskatchewan Annexation Design Brief, Appendix D*). Surface water drainage is generally directed from west to east. Most surface drainage collects in wetlands on-site and flows into roadside ditches.

Standpipes were installed in geotechnical boreholes to monitor water-table levels. Water table depth ranged from 1.72m to 11.56m below surface indicating most areas are easily developable, while some areas with elevated water-tables must be considered during site development in portions of the NE-18-54-22-W4M.

The geotechnical and hydrological investigations recommend that when foundations are being constructed where fill is required, soils are to undergo additional investigation and engineering during foundation design. Water tables must be considered to minimize risks to structures.

### 3.3.4 Natural Areas & Ecological Resources

The NE-18-54-22-W4M has been investigated for Environmentally Significant Areas (ESA). The subject lands do not meet any threshold for ESA status or crown claimable wetlands and are developable subject to all applicable development policies.

Development within the NSP is within the North Saskatchewan River watershed approximately 2.5km from the river. Onsite environmental features include small wetlands, and tree stands shown on **Map 3 – Opportunities & Constraints**. All areas of the NSP are considered developable. Additional detail regarding natural site features and historical resources is included in **Sections 3.3.5 to 3.3.8** below.

### 3.3.5 Environmental Assessments

A *Biophysical Impact Assessment* (BIA) and *Environmental Site Assessment Phase 1* (ESA) have been completed by 360 Energy Liability Management Ltd. for the NE-18-54-22-W4M quarter section and are summarized below. See **Map 3 – Opportunities & Constraints** for details.



## Biophysical Impact Assessment

The purpose of the BIA is to characterize and classify environmental features of the proposed project and to support planning and development within the investigation area. A BIA identifies environmentally sensitive and natural areas, provides assessment and evaluation of potential impacts to natural areas, provides an inventory of natural features and habitat, and construction or operational mitigation measures regarding these components.

Environmentally Sensitive Area (ESA) mapping has determined that the site does not contain any ESAs.

Sixteen wetlands were identified in the BIA within the NE-18-52-22-W4M ranging from temporary marsh to seasonal marsh, semi-permanent marsh, and permanent shallow open water. All wetlands show evidence of disturbance and cultivation in dry years. A large dugout near the centre of the quarter section was artificially created from a semi-permanent marsh in that location.

Three habitat types have been identified within the NE-18-54-22-W4M and are classified as cropland, wetland, and aspen/shrub land. Cropland represents most of the site. Historic crops include canola, wheat, and indications of corn. A tree farm is present in the central portion of the property south of the existing homestead.

Vegetation diversity is highest in the wetlands and contains plant life typical of wetlands in the region, including shrubs, aspen trees, and sedges. Several non-native weed species were observed during field surveys. No prohibited noxious weeds were observed.

Database searches for wildlife information identified a variety of wildlife expected to frequent the site including many bird species and potential for large mammals including deer, black bear, coyote, moose, porcupine, and skunk.

The property contains no suitable habitat for fish. The nearest fish bearing waterbody is the Point Aux Pins Creek, a tributary of the North

Saskatchewan River approximately 2.5 km to the west, and Ross Creek, another tributary approximately 1.2 km to the east.

No rare plants or ecological communities were observed on site during field surveys or through conservation databases. The potential for rare plants is considered low due to the previously disturbed nature of the site.

The conclusions of the BIA note that the property has been extensively disturbed through long-term agricultural use, there is limited ecological value of the cultivated fields. Wetlands are of low ecological value and may be removed with appropriate compensation.

## Environmental Site Assessment – Phase 1

The Phase 1 ESA was prepared to determine whether the NE-18-54-22-W4M is subject to actual or potential environmental contamination through records searches, historical air photo review, and site investigations.

The ESA has identified three onsite Areas and Substances of Environmental Concern (ASEC). The ESA concludes that several sites be investigated for contamination prior to construction activities, including the tree farm, vehicle storage areas, and existing buildings. The tree farm located south of the homestead residence has the potential to include herbicides and/or pesticides. Areas where vehicles and equipment have been stored may contain hydrocarbon and metals. Based on the age of some of the farm structures, building materials may contain hazardous materials including asbestos, lead, mercury, or PCBs. Hazardous materials survey should be completed prior to any demolition work.

## Onsite Tree Investigations

A tree stand consisting primarily of multi-stem Maple trees wraps around part of the north & west sides of the farmstead in the NE 18-54-22-W4M. There are several dead, damaged, diseased or otherwise low-value trees around the existing homestead that are in poor condition and should not be retained through the development process to facilitate proper grading and drainage design.



The existing driveway in the East-central portion of the NE quarter is tree-lined on both sides with mature coniferous trees. Arborist investigations have highlighted that most of the trees were planted very close together to create a windrow, but the consequence of that was an inadequate space for individual trees to grow, have stunted root growth, and have experienced multiple diseases. Furthermore, especially on the north side of the driveway, several of the trees are over 70-80 years old and are coming to the end of their natural life cycle. Retaining them will create a significant safety risk for adjacent infrastructure and houses.

### 3.3.6 Historical Resources

An *Historical Resources Act* (HRA) assessment was completed by 360 Energy Liability Management Ltd. for the NE-18-54-22-W4M. The assessment indicated that no known paleontological resources, aboriginal traditional use sites, historic structures, or provincially designated historic resources are located on the site. HRA approval was granted by the Alberta Ministry of Arts, Culture and Status of Women on December 18, 2023 (No.4835-23-0090-001).

### 3.3.7 Agricultural Impact Assessment

An *Agricultural Impact Assessment & Soil Management Plan* (AIA) was completed by 360 Energy Liability Management Ltd. for the NE-18-54-22-W4M. The purpose of the AIA is to characterize and classify the agricultural features and assess potential impacts to agriculture. The AIA provides development recommendations and improvement measures to mitigate potential impacts to agriculture and farm operations in the surrounding area.

The AIA concludes that the proposed development will remove some high-quality farmland from production, however, development of these lands is not expected to impact agricultural operations in the area beyond the loss of developed lands. These lands are planned for development and the loss of agricultural production is anticipated.

The AIA & Soil Management Plan concludes that soil management and mitigation best practices are used during construction to prioritize topsoil conservation and reuse at all opportunities. Where it aligns with grading

design, excess marginal & topsoil material should be used to add topography to park spaces, provide wind protection, and enhance recreation opportunities. The implementation of soil management strategies will result in minimal residual impacts to the overall area and any adjacent lands and reduces carbon emissions of development by reducing import/export of materials.

### 3.3.8 Energy & Natural Resources

There are no records of oil and gas infrastructure within the NSP. No other resource extraction activities are present within the Plan area. No oil and gas well sites or transmission pipelines are located within the NSP. Natural gas service lines are present to all agricultural properties within the NSP.

## 3.4 Public Engagement

Public engagement during the preparation of NSPs, by virtue of being ASP amendments, is required by the MGA and City of Fort Saskatchewan Public Engagement Policy (GOV-006-C). Extensive public, landowner, and stakeholder engagement was undertaken during the preparation of the *Roseburn ASP* encompassing 18-54-22-W4M (Bylaw C9-25). This ASP at the time of approval mainly focussed on the NE18-54-22-W4M lands subject of this NSP. This NSP aligns with the ASP, therefore, no additional public engagement was warranted. The NSP was circulated to the internal and external agencies the adjacent municipality (Strathcona County), school boards, and utility providers. A Public Hearing was held on May 20, 2025 in accordance with the requirements of the MGA.



## 4.0 Land Use Concept

### 4.1 Vision Statement

***Northeast Roseburn is a residential neighbourhood which is designed to be a complete community with equitable access to a wide variety of housing options that is well-connected to the surrounding urban fabric to ensure social opportunities, recreation amenities, and commercial services are accessible to all residents.***

### 4.2 Guiding Principles

The guiding principles of this NSP focus on the core priorities and development objectives of this Plan. Policies within this NSP support the implementation of these guiding principles.

1. The neighbourhood will be welcoming, visually appealing, and integrate land uses, amenities, and functions equitably throughout the neighbourhood. Attention will be given to human scale architecture and urban design along major transportation corridors, parks, and the Neighborhood Node.
2. Active transportation will be prioritized to connect public open spaces, recreation opportunities, and local services with a convenient transportation network to promote healthy lifestyles. Key neighbourhood destinations will be well-connected by roads and pedestrian infrastructure for efficient access to all residents and all modes of travel.
3. Landscaping shall be used to enhance the neighborhood's open spaces, including naturalized stormwater facilities, boulevard tree planting, attractively designed parks, and safe public space design based on CPTED & light-efficient principles.
4. Public spaces will be designed to facilitate universal access for users of all ages and mobility requirements and will be connected to the multi-use trail network.
5. Traditional Medium and high-density housing is prioritized at strategic locations throughout the NSP including near neighbourhood entrances, along high-volume collector roads, in proximity to the Neighborhood Node, near parks, schools, and open spaces. High-

density housing forms shall be street-oriented where possible and be integrated with low-density housing with appropriate density transitions.

6. A unique shallow-lot high-density housing product shall be developed which provides and affordable, low-maintenance housing product and acts as 'hidden-density' with the appearance of traditional low-density housing with smaller lots and reduced front and rear yards.
7. To enhance inclusivity, diversity, housing affordability, and efficient use of land, this NSP shall ensure multiple desirable housing products are integrated throughout the Plan and available at a range of densities and prices.
8. The neighbourhood will be developed to function as a complete community which will be supported by local-scale commercial and community services within the neighbourhood.
9. The complete community will be enhanced through the development of a mixed-use Neighbourhood Node. The Neighbourhood Node supports sustainability by providing convenient commercial services, higher-density housing, and will be a social centre within the community.
10. Mixed-use Node development will be encouraged and supported within the NSP either vertically within the same building or horizontally in separate buildings.
11. Development shall occur in an orderly, efficient, and contiguous manner.

### 4.3 Land Use Concept

The land use pattern is described in detail below. **Map 5 - Land Use Concept** and subsequent maps provide land use, transportation, and servicing concepts for the Plan Area. Mapping illustrates the proposed land use based on detailed site planning and engineering design.

The predominant land use throughout the NSP is residential. The land use pattern is shown on **Map 5 – Land Use Concept**. The road network consists of an efficient modified grid pattern supporting active transportation. Low, medium, and high-density housing forms with and without lanes provide diverse housing options for different lifestyles. Medium-density residential and a Neighbourhood Node are located



adjacent to collector and arterial roadways to ensure convenient access without crowding local roads and to support future transit services in the neighbourhood. Parks are evenly distributed throughout to provide convenient and attractive recreation opportunities for all residents. One naturalized stormwater management facility is located in the southeast quadrant of the quarter section. Parks and open spaces will incorporate pedestrian trails and amenities to function as desirable recreation amenities. The area's trail network will connect all residents of the neighbourhood to community destinations within and around the Plan area. A trail will extend from Greenfield Link to the centrally located park providing a safe and direct connection. A greenway will be accommodated in the 92<sup>nd</sup> Street right-of-way that will continue the trail system north of the Plan area.

### Residential

A variety of housing types will be allowed in each phase of development of the NSP to enhance affordability and inclusivity. Housing affordability will be supported through the provision of multiple housing forms, sizes, and price points integrated throughout the community. Low density housing forms including single-family, semi-detached, and townhouse dwellings will be developed in stages as roadways are extended into the community. Medium density housing may include single detached, semi-detached, townhouses, and low-rise apartments along collector roads, on planned sites, and within the mixed-use Neighbourhood Node. High density housing which may include townhomes, stacked townhomes, apartments, and other styles of planned site development is located at the centre of the Neighbourhood Node. An innovative High-Density Shallow Lot product is included in the northeast portion of the quarter section. This unique housing solution will support underserved & diverse demographics, housing choice, accessibility, and low-maintenance lifestyles. See **Map 5 – Land Use Concept** for additional location details.

The following classifications of residential development are accommodated within the NSP. Images illustrating examples of the various housing products are included below. Please see **Section 4.5.4 –**

**Urban Design Policies** for policy direction for residential and mixed-use development.

- **Low Density Residential:** This designation includes single-detached, semi-detached, and townhomes primarily along local roadways with front driveway access. The residential density of subdivisions in this area shall be a maximum of 35 dupnrha.



*Low Density Single Detached Residential With Themed Accents  
(Source: Strata Development Corp)*



*Low Density Single Detached Residential With Themed Accents  
(Source: Strata Development Corp)*

- **Street Oriented Medium Density Residential:** This designation is primarily accessed by lanes and provides on-street parking. Street oriented housing is generally located along collector roadways. Street oriented residential may include single-family, semi-detached, and townhomes. Front yards have reduced minimum setbacks to create an attractive streetscape. The residential density of subdivisions in this area shall be a maximum of 70 dupnrha.



*Street Oriented Semi Detached Residential (Source: Strata Development Corp)*



*Street Oriented Single-Detached Zero-Lot-Line Housing (Source: Google Maps)*



*Townhouse Multi-Family Housing (Source: Strata Development Corp)*

- **Medium Density Residential:** This development may accommodate a combination of semi-detached, townhomes, stacked townhomes, and low-rise apartment buildings on planned sites with access from collector roads. The residential density of subdivisions in this area shall be a maximum of 70 dupnrha.



*Public Park Adjacent to Planned Medium-Density Site (Source: Al-Terra)*

- **High Density Residential:** A combination of townhomes, stacked townhomes, and apartments will be located closer to community services and along collector streets. Lane and shared-access multi-unit developments are preferred along collector roadways. Due to the prime location with high visibility, welcoming and aesthetically pleasing architecture and urban design are needed in this area. Residential density shall exceed 70 dupnrha.



*High Density Residential (Source: Strata Development Corp.)*



*High Density Residential Adjacent to SWMF (Source: Al-Terra Landscape)*

- **Mixed-Use Residential:** Medium and high-density multi-family buildings with small scale at-grade commercial units may be located within the Neighbourhood Node are anticipated. Mixed-use buildings may include commercial uses at the ground-floor level of residential apartment buildings or in separate buildings on the same site. Mixed-use developments will require collector road frontage & street-oriented design.



*Neighbourhood Node Medium and High Density Residential, Edmonton, AB  
(Source: Strata Development Corp.)*

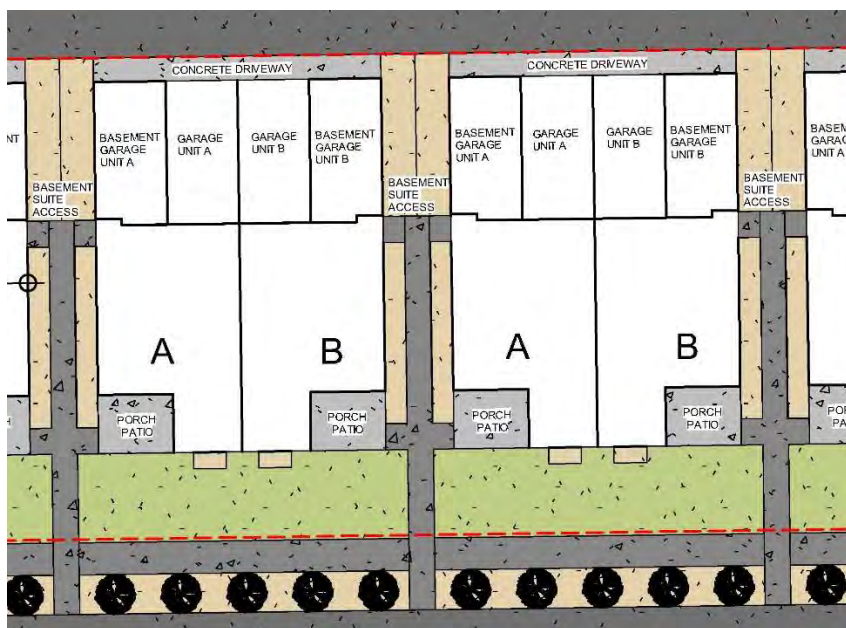
- **High Density Shallow Lot Residential:** Consists of an innovative shallow lot product with fully self-contained and separate upper and lower units. This is a form of “Hidden Density” of up to an overall density of 90 dupnrha that has a similar appearance and function to low-density homes with two or four separate units that have a street appearance of single and semi-detached housing respectively. Each dwelling unit has a separate legal status, and each separate unit will count towards residential density in the community. The residential density of subdivisions in this area shall be a maximum of 99 dupnrha.

The designated shallow lot area of the community features two house designs – one for front-attached garage product and one for rear-attached garage product.

The rear-attached product is featured on lots with a minimum lot depth of 22.0m, with one enclosed garage stall leading to each one of the units. Since there are no driveways converging onto the adjacent street, there is plentiful unobstructed street parking along the front of the properties. The upper units include a front patio as private outdoor amenity space. The entire side and front yards will be finished with xeriscape treatments such as artificial turf, decorative rock, mulch, trees, and bushes to provide an attractive, low-maintenance, streetscape and functional amenity space.



*High Density Shallow Lot Residential (Rear-Attached), Fort Saskatchewan  
(Source: Strata Development Corp)*



*High Density Shallow Lot Rear Attached Conceptual Site Plan (Source: Strata Development Corp.)*

The front-attached product is featured on lots a minimum of 25.0m deep with one enclosed garage stall leading to each of the units, as well as driveway space for each garage stall for an additional vehicle to park, for a total of 2 private parking stalls per dwelling unit. The development concept has strategically positioned this product to always face either rear-lane accessed product, open park space, or flanking lots. The design approach to never have front-attached product facing front-attached product creates ample street parking opportunities and space for snow storage, as well as an attractive streetscape. The upper unit includes a reduced backyard, based on a smaller rear setback, as private outdoor amenity space. The entire side and front yards will be finished with xeriscape treatments such as artificial turf, decorative rock, mulch, trees, and bushes to provide attractive, low-maintenance, and functional amenity space. The owner may complete their backyard landscaping

with grass or continue to use a xeriscape treatment like paving stone to maximize the low maintenance design as desired. Fencing may be considered in the rear yard past the front entrances for the units to create privacy between amenity spaces.



*High Density Shallow Lot Residential (Front-Attached)  
(Source: Strata Development Corp)*



*High Density Shallow Lot Residential Front Attached Conceptual Site Plan  
(Source: Strata Development Corp.)*

All units are designed with a shared common side-entrance pathway so that access to each of the four suites is pleasant, open, and inviting. To achieve this, the side yard setback is larger than the typical 1.2 m, which also helps create larger window wells for the basement units. Fencing is not permitted in the side/front yards or shared pathway areas.

Given the smaller setbacks associated with these homes, a higher site coverage shall be permitted in the Land Use Bylaw compared to typical housing products.

## Parks, Open Space, and School Sites

An extensive public space network of large community parks, multi-use trails, and pedestrian corridors connect all residents with outdoor recreation and convenient active transportation options. Public land dedications include parks in the form of municipal reserve parcels, pedestrian links, and public utility lots. The *Northeast Roseburn NSP* has been designed with distributed park spaces that ensures each residence is within 400m walking distance (approximate 5-minute walk) of a public park or open space amenity.

Two park sites are anticipated for construction in the early stages of development (the Northeast Park and the initial phase of the Stormwater Facility Park). The remaining park sites shall be constructed as development proceeds throughout the community. Park spaces are described below and shown on **Map 6 – Parks & Open Space**.

### **Northeast Park**

A municipal reserve of approximately 0.7 ha is planned for the Northeast Park. This park will feature a developer funded tot lot style playground geared towards children aged 2-5 years with additional consideration given to adult exercise equipment. Given the location adjacent to the high-density shallow lot product, this use is ideal with a target demographic of that housing being young families and older households. Having this recreation option nearby will provide a great amenity that does not increase the maintenance on resident's property. The park has been designed so that the entire south facing frontage is open to the road, making it highly visible and inviting all surrounding residents. Furthermore, pedestrian connections are planned to the north and south of the park providing convenient pedestrian access and visibility from the homes located further south. This park space will be part of the second phase of Stage 1 development.



*Public Tot Lot Playground Structures (Source: Strata Development Corp)*

### **Central Park**

A Central Park approximately 2.0 ha in size is planned as the signature outdoor amenity for the community and will form an integral part of the neighbourhood open space network. The park will be completed with Stage 2 development and will integrate with the Neighbourhood Node open space network to be completed with Stage 3. A developer funded playground for children 5 years and older is planned in the southeast corner of the park site to serve both the initial residents of the community and the broader Fort Saskatchewan population. Along the north edge (and partially west and east edges) a large hill will be designed that provides several benefits including: wind protection for the park to allow for 4-season play, creating a toboggan hill that is a winter amenity, and providing a location for soils not-suitable for road or home foundation construction can be retained on site. The process to remove such materials from a development site is an extremely intensive environmental process, so being able to keep these materials on site as an amenity promotes the overall sustainability of the development. The

balance of the park site will be an open and inviting gathering space and its large size will allow flexibility and adaptability over time for some City led improvements if there are gaps identified in the City's *Recreation Facilities and Parks Master Plan* that need new park space to provide additional amenities for the entire City (such as sports fields).

The park will be connected to all areas of the community with numerous trail and sidewalk connections that provide multiple varied walking loops.



*Passive Landscape Play Areas (Source: Al-Terra Landscape)*



Public Playground Structures – Ages 5+ (Source: Strata Development Corp)



Winter Park Social Skating Surface (Source Al-Terra Landscape)



Sliding Hill Park Concept (Source: Al-Terra Landscape)



Covered Seating Area (Source Al-Terra Landscape)

### Northwest School Site

Municipal Reserve of approximately 2.2 ha for a major school site is identified along the north edge of the NSP. Land will be dedicated adjacent to the existing school site to create a more rectangular site and facilitate required future school facility development. Timing for the land dedication is anticipated within the first phase of Stage 2 development when the main west entrance to the community is constructed.



*School Sports Field (Source: Strata Development Corp)*

### Southwest Park

The Southwest Park approximately 1.5 ha in size is planned in the southwest portion of the NSP that will be part of the final phases of development. This park is intended to be a welcoming gathering space for those who may be looking for a peaceful and quieter option than the larger and more programmed parks in the neighborhood. This park will include trails, seating, and sheltered gathering places. Once construction is within the foreseeable future, this park may be earmarked as an option for spaces needed/identified in the City's *Recreation Facilities and Parks*

*Master Plan*. Reduction in the size of the park may be required to accommodate three school sites within the rest of the Roseburn ASP area and create a well distributed park system throughout the ASP area.



*Park Entry Feature (Source AI-Terra Landscape)*



*Multi-Use Trail with Enhanced Landscaping (Source AI-Terra Engineering)*



**Northeast Roseburn Neighbourhood Structure Plan**

**Fort Saskatchewan, Alberta**

**June 2025**



*Sheltered Public Gathering Place (Source AI-Terra Engineering)*

### **Stormwater Facility Park**

The naturalized stormwater facility will function as Stormwater Facility Park for the community. Its location adjacent to the Neighborhood Node enhances the views and recreation opportunities for the higher density residential areas. A multi-use trail will be developed along the perimeter of the ponds and connected to the Neighbourhood Node in multiple locations. Due to limited space and land above the functional water storage area of the facility, opportunities for installation of amenities are limited and the open space will function primarily as passive recreation and will feature seating, trails, lighting, interpretive educational signage, and waste receptacles. The trails will be connected to the larger active transportation network to encourage visitation from all areas of the community and from adjacent neighbourhoods. Lighting will be minimized and designed to be sensitive to the adjacent housing and naturalized features by reducing light trespass with shielding to direct light downwards.



*Multi-Use Trail and Bench (Source: Strata Development Corp)*

All of the forementioned park spaces will be subject to review from City administration at the detailed engineering stage, including park sizes, features, and designs for developer funded recreation infrastructure.

Parks have been distributed throughout the community to ensure all residents are in close proximity to public open space. This accessibility will provide positive impacts to well-being, physical health, and increase social opportunities for all demographics. The design of the open space network ensures that all residents are less than a 5-minute walk to a public park space. Park spaces are designed for universal accessibility to support safe access to people of all ages and abilities.

See **Map 6 – Parks & Open Space** and **Map 8 – Active Transportation** for additional details.

### **Neighbourhood Node, Commercial, and Mixed-Use**

The MDP emphasizes the importance of Neighbourhood Nodes and requires that one Node be developed for each quarter-section or neighbourhood. The purpose of Nodes is to create walkable neighbourhood activity centres and local destinations for the community. Nodes contain higher density residential development, local commercial services, and gathering spaces. Nodes are expected to contain strong

connections to future transit routes, commercial development, and housing. Housing within Nodes is expected to exceed 70 upnrha and to be designed to sensitively transition from higher densities to lower densities and integrate with adjacent low-density housing.

The plan proposes one central Node consisting of commercial, high-density mixed-use and medium density mixed-use adjacent to the central collector roads. This location supports convenient transit services along the internal collector road network. This Node will create a vibrant central community gathering place with services, amenities, and public spaces to support daily needs of the community. Node design will support active transportation and walkability with a focus on pedestrian-oriented design. Mixed-use development may be achieved vertically (i.e. within the same building) or horizontally in adjacent sites with standalone buildings.

Anticipated commercial uses may include local services such as retail, professional offices, and community services including places of worship, out of school care, dining, or recreation. Development of the commercial area of the Node may be completed independently from residential development or may be combined with development of the mixed-use residential site.

The residential mixed-use components of this Node will include at-grade commercial elements. Sites will be pedestrian-friendly with small format commercial services that support the neighbourhood which will be determined at the time of development based on neighbourhood need.

The Node is intended to be the centrepiece of the *Northeast Roseburn NSP* neighbourhood and to attract visitors from other parts of the City. The Node will be designed to integrate land uses through enhanced streetscapes, urban design, and unique placemaking features.

Please see **Section 4.5.4 – Urban Design Policies** for additional policy direction for Neighbourhood Node development.



*Mixed Use Residential, Calgary, AB (Source: Google Maps)*

### Urban Design Guidelines

The following section describes the Urban Design concepts to be implemented throughout the NSP. The character of the community is based on urban design guidelines and policies which provide guide the built form and open space development of the community. Architectural controls, materials, features, and other aesthetic elements will create a unique sense of place and expression that is attractive and brings residents together. Urban design policies are found in **Section 4.5.4 – Urban Design Policies** and will apply to all development within the NSP.

## Community Branding

The *Northeast Roseburn NSP* has created a community brand and colour scheme which will be reflected throughout the development on signage and other community features. Public space amenities will incorporate the branding palette wherever possible to ensure a cohesive sense of place is established across the neighbourhood. The community branding has been incorporated into the NSP document to inform the aesthetic of warmth as the community essence and principal theme.



## Roads, Parks, and Facilities Naming Theme

The naming theme for the Northeast Roseburn NSP is a 'floral' theme which will consist of names of flowers, descriptive floral terms, and other related botany concepts. Naming may also include historical or other honorary names from the City Naming Registry. All names are subject to approval by the City of Fort Saskatchewan Subdivision Authority and subject to the City's Naming Policy (GOV-002-C).

## Materials & Aesthetics

Community infrastructure for the Roseburn community will emphasize timeless materials, specifically brick & wood. This natural palette is intended to be durable and warm to create a welcoming sense of place.

Developer built fencing will be pressure treated planks that retain the wood grain aesthetic. Architectural controls for the neighborhood will restrict homeowners from painting their fence to create consistency with the subdivision fencing. Metal fencing will be required to be painted black. Vinyl, and other alternative fencing options, will be considered which retain the wood grain look.

The community will have the primary major entrance feature located at the west collector road, south of Southridge Boulevard to identify the primary access into the community and create a welcoming experience for visitors. This entrance feature will include distressed brick with complimentary metal and stucco to create a durable and low-maintenance and will include the community's name and branding to establish the theme and character of the community.



*Entry Feature Example (Source: Strata Development Corp.)*

Other community features constructed with brick may include decorative fence posts, columns, and other accents at high-visibility locations to break up long stretches of fence and carry the community theme along major roadway corridors and activity centres.





*Examples of Decorative Brick Features (Source: Strata Development Corp.)*



*Examples of Decorative Brick Features (Source: Strata Development Corp.)*

## **Low Density Housing**

### **Architectural Design**

For low-density housing products, a variety of architectural styles will be encouraged to create a varied and interesting streetscape. Architectural controls will be created to ensure a high quality of exterior treatment regardless of the architectural style. Durable brick and wood grained metal siding (such as Lux or Hardie panel) will be encouraged as accent materials to reinforce the community theme if appropriate to the architectural style.



*Example of Themed Exterior Finishing (Source: Strata Development Corp.)*



*Craftsman and Modern Style Homes with Wood Grain and Brick*  
(Source: Strata Development Corp.)

Sidewalks, driveways, and front steps are to be of poured concrete (including stamped or colored) or exposed aggregate. Wood for front steps will not be permitted.

Stucco, concrete panel, vinyl, concrete, or aluminum siding are the allowable primary finishing materials. A variety of finishing materials is encouraged to add visual interest and character to the community.

To ensure a high-quality front exterior elevation, four or more of the following architectural features and design elements must be incorporated into each house design:

- ◆ Stone, stone tile, cultured stone or natural colored brick foundation with a minimum of 75 square feet of brick or accent stone
- ◆ Roofed-over front porches of a minimum 4-foot depth
- ◆ Tapered columns
- ◆ Wide open eave overhang with rafters exposed
- ◆ Transom or dormer windows
- ◆ Shakes/fish scale siding used as detailing on house

- ◆ Square windows in garage doors
- ◆ Custom Craftsman Style Front Entry Door
- ◆ Garage door from the Designer Door Collection

Architectural controls for the community are created by the developer and all building plans require approval to conform to those guidelines prior to submitting for a building and development permit.

Additional site and architectural requirements are described in the Land Use Bylaw. In case of misalignment, the Land Use Bylaw supersedes architectural controls.

### **Driveway Design**

The developer will require that the width of any driveway for front-attached single family housing products will not exceed 6.1m where the driveway crosses into the road ROW at the property line. This is to ensure that the wider lots within the community provide opportunities for additional street parking and snow storage, while still providing ample parking on private property. Triple-car garage homes will still be permitted, but this control will require the builder to design a driveway with a reverse curve (that makes the driveway wider as you move deeper into the lot) so that the maximum width still spans the entire width of the garage despite needing to meet the smaller maximum at the property line. This design requirement will also create larger front yards, which add to the overall positive aesthetic of the streetscape

### **Node Development - High Density Residential & Commercial**

Higher density residential and commercial development located within the Neighbourhood Node shall be designed a human-scale architectural approach, where building heights, setbacks, and façade treatments are designed to complement the surrounding neighborhood and ensure visual cohesion.

It is essential that a critical mass is achieved when developing commercial and mixed-use Nodes. By developing the Node in Stage 3 and concentrating the commercial activities within the NSP to the central

hub of the community, the viability of the commercial site is enhanced. A variety of shops and services are encouraged to attract a wide range of residents to the area and create a dynamic shopping and social experience.

Retail visibility is emphasized along major roadways with street-oriented design. Sites within the Node have multiple street fronts and access points to support convenient access from all directions. Storefronts are located at street level to increase visibility and encourage placemaking at ground level.

Building placement should be closer to the road to prioritize creation of street-oriented development, with parking concentrated away from the road. Consideration will be given to high-density housing that is directly adjacent to a storm water management facility and having buildings near the amenity so that residents feel connected to open space despite living in a denser housing product.

The use of sustainable materials and energy-efficient technologies will be encouraged. A variety of building materials should be used for exterior finishing including stucco, concrete panel/siding, and vinyl siding. Vinyl siding should not be the sole exterior material used on any building. Buildings will be required to utilize brick or other durable accent panels as an exterior accent material to complement the overall community design.



*High Density Mixed-Use with Ground Floor Commercial Concept (Source: Strata Development Corp.)*

### Signage

Should be clear, legible, and harmoniously integrated into building facades and public spaces, using materials that reflect the community's aesthetic and brand while guiding residents and visitors effectively.



*Example of Signage Integrated into Building Façade, Heritage Valley, Edmonton, AB (Source: Google Maps)*

## Lighting

Should balance energy efficiency with safety and ambiance—employing warm, adaptive LED systems that illuminate pathways and communal areas, especially during the longer evenings of winter.



*Adaptive LED Bollards and Trail Lighting (Source: Al-Terra)*

## Outdoor Furniture

Must be durable, weather-resistant, and ergonomically designed to encourage social interaction while withstanding seasonal challenges; designs might include intentional storage areas for snow or flexible seating arrangements that can be easily reconfigured.



*High-Quality Street Furniture & Public Social Space with Landscaping, Edmonton, AB (Source: Google Maps)*

## Winter City Features

Additionally, incorporating winter city design features such as sheltered walkways, covered areas, heated pavements, and strategically placed windbreaks enhances pedestrian comfort and accessibility during colder months, ensuring the community remains vibrant and welcoming year-round.



*Multi-Purpose Public Covered Plaza, Calgary, AB (Source: Google Maps)*





*Example of Awnings to Provide Year-Round Protection from the Elements, Kensington, Calgary, AB (Source: Google Maps)*

### **Parks & Open Space Development**

Parks and open spaces will be welcoming to encourage exploration and use. All parks will be designed to promote active and passive recreation and will be complimentary with one another to ensure the open space network supports a wide range of community needs. Parks and trails will be connected by the internal road network and connectivity will be enhanced through convenient pedestrian corridors and linkages along blocks longer than 200m in length.



*Multi-Use Trail and Enhanced Landscaping (Source Strata Development Corp)*

Incorporating Crime Prevention Through Environmental Design (CPTED) principles into a suburban residential development involves designing the environment to naturally deter criminal behavior while fostering community cohesion. This is achieved in the NSP area by maximizing natural surveillance by orienting homes and public spaces so that streets and common areas are visible from multiple vantage points and ensuring that lighting is both functional and aesthetically integrated to eliminate dark, hidden corners. Clear boundaries between public and private spaces are created with chain link fences to keep sightlines while clearly delineating public and private space.

### **Transportation Network**

A *Traffic Impact Assessment* (TIA) was prepared by AI-Terra to assess the traffic generated by the proposed development of the NE-18-54-22-W4M and to identify transportation infrastructure requirements. The proposed transportation network reflects the findings of the TIA.

The road network consists of a hierarchy of arterial, collector, local roads, and lanes. Intersections prioritize traffic signs and roundabouts. Traffic

signals or other traffic control methods may be considered and are proposed at the Southridge Boulevard & 92<sup>nd</sup> Street intersection.

The NSP's transportation concept is designed to integrate efficiently with existing connections to the north and provide convenient access to future east, west, and south connections. The road network is based on a modified grid pattern which promotes efficiency and is easy to navigate. Collector and arterial roadways will be designed to accommodate transit services and will provide convenient future connections to adjacent neighbourhoods. Details outlining the transportation infrastructure, future connections, intersection controls, and geometric design can be viewed on **Map 7 – Transportation Network**.

Arterial roads bound the north, east and south edges of the NSP to provide connections to adjacent areas and destinations beyond the community.

Four collector roads are proposed which will connect the arterial road network into the neighbourhood. One collector (Collector A) accesses the NSP's northwest and runs along the west edge of the NSP will service the northwest school site and support development of street oriented residential and medium density residential areas. This collector road will provide a future connection to the lands to the west. One additional collector road along the north boundary (Collector B) will extend from the north boundary along Greenfield Link and will support street-oriented development and provide access to the high-density shallow lot are in the northeast portion of the NSP. This collector will transition into a modified local road south of the high-density shallow lot entrances to encourage traffic calming and discourage shortcutting through the low-density areas. The modified local road will be wider than a standard local road right-of-way to allow for continuous multi-use trail construction between greenfield link and the Central Park. As shown in **Figure 3 – Proposed 20.0m Local Road Cross-Section with Trail**, the local road will include a 20m right-of-way width which provides an additional 2.0m to accommodate the additional land required for the multi-use trail in place of the standard 1.5m sidewalk. A central east-west collector (Collector C) will bisect the site and provide access to the Neighborhood Node, Central

Park, and provides a connection point to the future development area east of the NSP. The fourth collector road (Collector D) extends south from Collector C adjacent to the Mixed-Use site and connects to the south boundary of the NSP. All other internal roads will be classified as local roads and lanes. Local roads will generally support front-attached low-density housing and may include rear lanes.

This NSP includes proposed intersection control methods identified in the TIA and consistent with City engineering standards. **Map 7 – Transportation Network** shows the locations of possible signalized, and roundabout intersections. All local road intersections shall be unsignalized (i.e. stop-controlled).

Five roundabouts are proposed for the NSP: at the west collector-collector intersection, at the SW collector-arterial intersection, at the central collector-arterial intersection, and at two locations along 92<sup>nd</sup> Street. Rights-of-way for roundabouts will be dedicated during each stage of development, however, based on projected traffic volumes. Right-of-way for roundabouts will be dedicated at the subdivision stage, however, construction of roundabouts on the south and east boundaries of the NSP shall not be warranted until development of the adjacent lands begins. The City of Fort Saskatchewan has the discretion to adjust and revise preferences, which may include but not be limited to adjusting the number and location of roundabouts, in order to meet traffic calming and traffic safety objectives.

The NSP road network, road designs, and road classifications align with requirements defined by the *City of Fort Saskatchewan Traffic Impact Assessment Guidelines* and *Engineering Servicing Standards*. All roads include accommodation for pedestrians in the form of either sidewalks or multi-use trails. Other pedestrian infrastructure including pedestrian-activated traffic control devices on collector roads shall be determined during detailed engineering design.

### **92<sup>nd</sup> Street Enhanced Arterial**

92<sup>nd</sup> Street is planned to be upgraded to a pedestrian enhanced arterial to tie into the planned 92<sup>nd</sup> Street greenway directly north of the NSP.



The TIA confirms the need for a 2-lane road to accommodate traffic volumes, which requires a 24.0m road right-of-way based on City of Fort Saskatchewan engineering standards. The proposed cross-section, shown in **Figure 2 - Proposed 92<sup>nd</sup> Street Enhanced Pedestrian Cross-Section**, calls for a 33.0m road right-of-way, typical for a 4-lane Arterial Road. With the existing 92<sup>nd</sup> right-of-way measuring 20.0m, approximately 6.5m of land will need to be purchased from landowners on both sides of 92<sup>nd</sup> Street and incorporated into the offsite levy, in addition to the cost of the construction upgrades required.

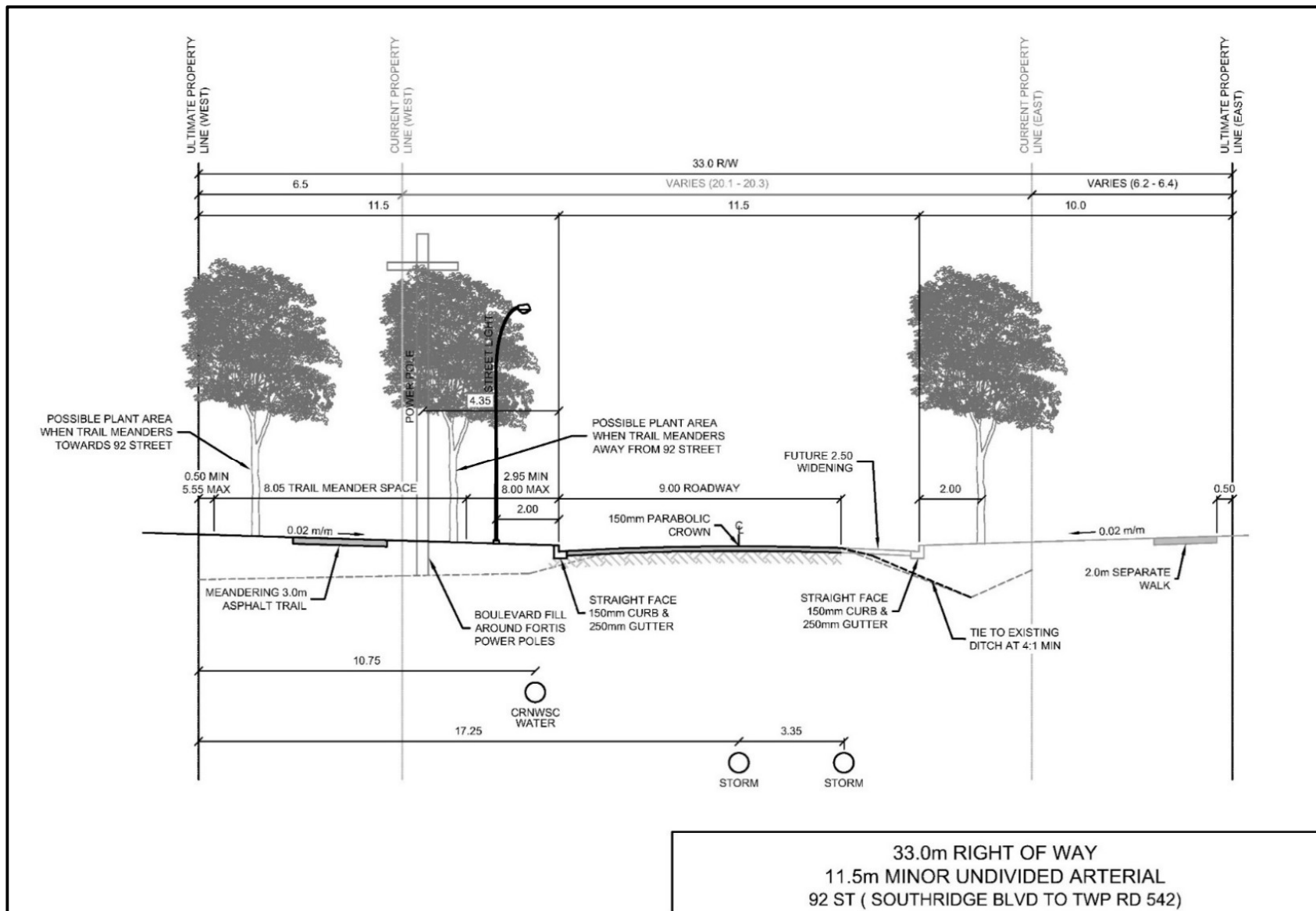
The cross section calls for urbanization of the road along the west side with a meandering asphalt trail that has tree planting within the larger boulevard. The separation from the roadway and additional landscaping will provide an enjoyable experience for pedestrians using the trail to access different parts of the community on foot or bicycle. The design also allows for a staged approach to construction. Since the land to the east is not currently contemplated for development under an Area Structure Plan, the road structure can initially transition to a rural ditch from the edge of asphalt on the east side while construction creates asphalt with curb and gutter on the west side. At the time of development of the future lands to the east, the asphalt structure can be extended into a second urban concrete curb and a concrete walk and boulevard landscaping can be completed to ensure a range of access on both sides of the road. Upgrades to the north half of 92<sup>nd</sup> Street will begin in Stage 1 and will continue south of the central collector road intersection during Stage 3.

### **Transit Considerations**

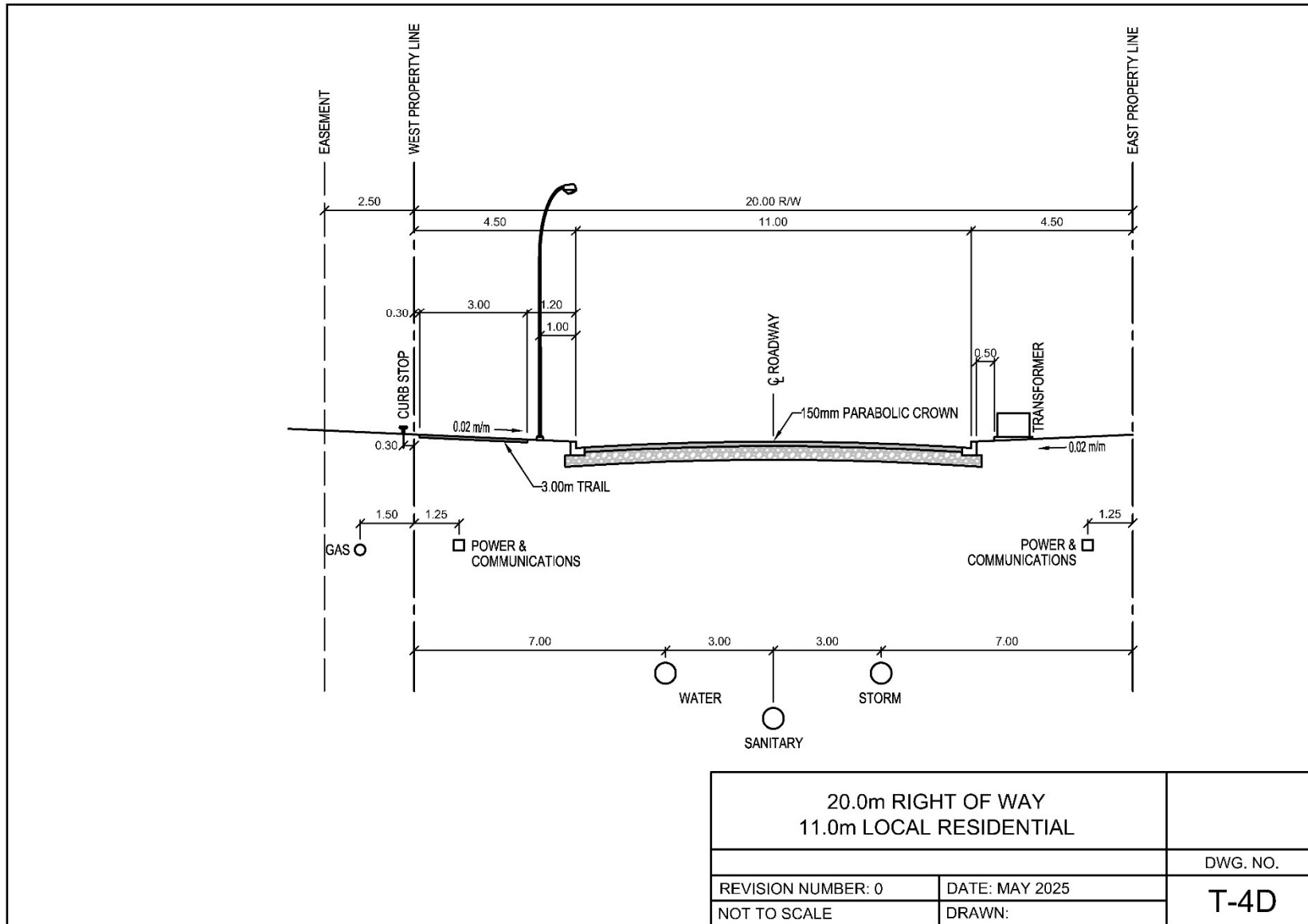
Accommodation for future transit services within the community is important to support sustainability and affordability. Transit services will utilize collector and arterial roads which provide access to central areas and boundaries of the NSP. Transit stop location shall be given priority near the Neighbourhood Node, medium density residential, and community amenities. The proposed transit routes are efficient and provide opportunities for transit stops within an approximate 5-minute

walk of all residential areas. See **Map 8 – Active Transportation**. For conceptual transit route and stop locations.

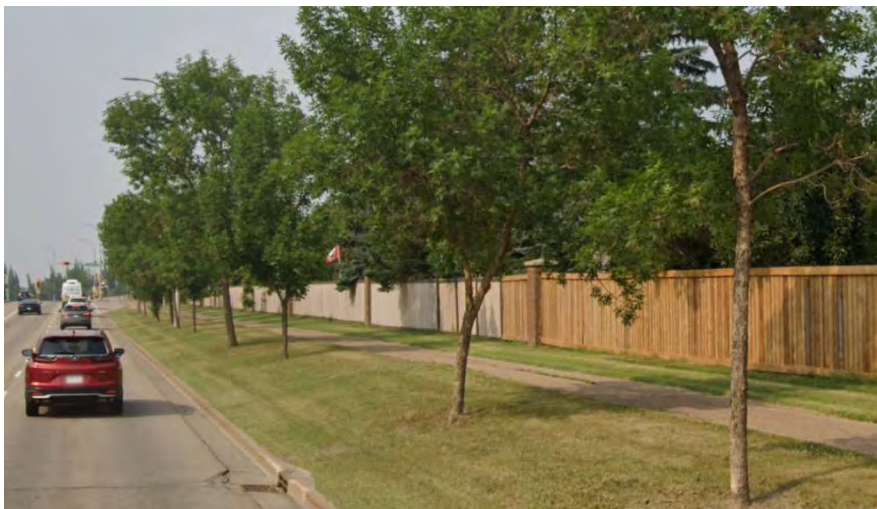




**Figure 2 - Proposed 92<sup>nd</sup> Street Enhanced Pedestrian Cross-Section**



**Figure 3 - Proposed 20.0m Local Road Cross-Section with Trail**



Enhanced Multi-Use Trail Corridor, Strathcona County (Source: Google Maps)



Traffic Calming with Curb Bump-Outs (Source: Al-Terra Engineering)

## Active Transportation

This NSP identifies a detailed trail network that connects active transportation users to key destinations including parks, school sites, multi-family housing, and commercial areas. Multi-use trails shall be constructed on one side of all arterial & collector road rights-of-way. Trails and sidewalks will link residential areas, parks, and other destinations. Mid-block crossings such as, but not limited to, pedestrian-activated traffic control devices, may also be utilized to provide additional convenience to pedestrians. Traffic calming with curb bump-outs will be used to enhance safety at pedestrian crossing locations. A conceptual multi-use trail network is included on **Map 8 – Active Transportation**.

## Servicing

Major municipal infrastructure throughout the NSP including sanitary sewers, stormwater management facilities, storm sewers, and water mains are required. Servicing will follow recommendations of the *Municipal Servicing Report* prepared in support of this project and identified on **Maps 9-12**. The alignment and sizing of municipal services indicated in this NSP are conceptual and shall be confirmed during the detailed subdivision design processes. Any changes to the proposed sizing of infrastructure determined during detailed design shall not require amendment to the figures in this NSP.

## Sanitary Servicing

Sanitary sewers will provide one connection east for the downstream connection and service stubs to the west and south for future gravity connections. Sanitary sewers will be directed to a proposed interim lift station at the east-central limits of the development that will convey sanitary flows to the existing sanitary sewer at Southridge Boulevard and Greenfield Link. The schedule for construction of the interim lift station will be with the first stage of development. Sanitary service stubs will be provided to all boundaries of the quarter section to facilitate future connections as adjacent areas develop. See **Map 9 – Sanitary Servicing Concept** for additional detail.

Sanitary trunks have been sized to accommodate gravity flow from the future developments to the west and south. Oversized trunks will be identified and funded by the offsite levy. The proposed lift station will also be designed to allow for future upgrades if those development lands are serviced prior to the ultimate gravity system to the east.

The interim lift station is located near the intersection of 92<sup>nd</sup> Street and the central east-west collector road to allow for a location that is easily accessed for maintenance and separated from adjacent residents. At the time when the ultimate gravity system to the east is constructed, the lift station will be decommissioned and left in place to ensure there is no major disruption to the adjacent landscaping and pedestrian network.

### ***Stormwater Management & Stormwater Management Facility***

The Stormwater Management Facility (SWMF) which serves NSP is located in the southeast quadrant of the quarter section at the location of an existing dugout. The primary purpose of this major infrastructure is to collect, store, and safely release stormwater and runoff from the neighbourhood. The existing dugout will require extensive modification to create the desired storage and functions, but over time it will return to a more natural state and support many forms of wildlife.

The SWMF also provides an attractive recreation amenity with many park functions around the perimeter of the pond. Trails shall be located within the SWMF space to provide safe access to the area and to facilitate enjoyment of the public open space. Pedestrian connections and linkages are provided adjacent to roadways & residential areas to encourage recreational use and ensure accessibility.

The SWMF will be designed with low-impact development (LID) features that mimic natural hydrological processes to reduce runoff and improve water quality. Key approaches include minimizing non-permeable surfaces, bioretention areas, and naturalized vegetation. Vegetated swales help filter pollutants while slowing water flow, promoting groundwater recharge. Proper site planning, including minimizing impervious surfaces and landscaping with native vegetation, further enhances sustainability of the SWMF, increases stormwater absorption

and mitigates flooding risks. By integrating these sustainable techniques, stormwater facilities can effectively manage runoff while supporting ecological health and resilience.

The constructed SWMF will have naturalized vegetation which involves selecting native plant species that enhance ecological function, improve water quality, provide habitat for wildlife, reduce maintenance/mowing requirements, and beautify the area. A key strategy is to use a diverse mix of deep-rooted grasses, shrubs, and wetland plants suited to varying moisture levels, which stabilize soil, reduce erosion, and improve infiltration.

Naturalization shall also include undulating shorelines, live soil retention, reduced mowing, limited fertilizer use, and other design features to increase the health of the SWMF and encourage wildlife to frequent the site. Establishing vegetation in phases can help prevent invasive species from dominating while allowing native plants to thrive. Soil amendments and mulching may be necessary to improve initial plant establishment, while periodic maintenance, such as controlled mowing and selective weeding, supports long-term resilience. Incorporating buffer zones with longer grasses and shrubs around the facility can further enhance biodiversity, create aesthetic value, and provide additional filtration for stormwater. By prioritizing native vegetation and adaptive management, a constructed stormwater facility can function as a self-sustaining ecosystem that mimics natural wetland processes.





*Naturalized Stormwater Management Facility (Source: Strata Development Corp)*



*Naturalized Stormwater Management Facility and Wildlife (Source: Strata Development Corp)*

The general direction of surface stormwater flows is from the west down towards the east. Surface water will be conveyed along roadways and underground storm sewers to the southeast SWMF and directed into the 92<sup>nd</sup> Street corridor, ultimately connecting with future storm infrastructure to the east. See **Map 10 – Grading & Surface Drainage** and **Map 11 – Storm Sewer Concept** for additional detail.

With the initial stage of construction, only the northern portion of the SWMF will be constructed to provide the required storage capacity for the first years of development. Water flow will be directed towards an interim lift station located in the 92<sup>nd</sup> Street corridor, which will lift the flow of water and connect to a gravity trunk that will take it north along 92<sup>nd</sup> Street to the existing drainage ditch that conveys flow from the Southfort Meadows neighborhood into the existing discharge point. Upon completion of the ultimate servicing to the east, the lift station will be decommissioned and instead that manhole will direct flow (by gravity) through the extension of the piped system to the new SWMF located in those lands, and through the ultimate storm system identified in the City's *Annexation Design Brief*.

### **Water Servicing**

Water servicing will be extended on a staged basis from the north boundary of the site (Southridge Blvd) towards the south. Water mains will be extended as required to provide all new areas with sufficient water potable services and fire flows. The overall water servicing network follows the concept identified in the *Annexation Design Brief*. Water modeling confirms that an additional water reservoir will not be required to service the lands within the NSP, but watermain lines will be sized to ensure sufficient pressure and flow when future development lands to the west and south are serviced. See **Map 12 – Water Network Concept** for additional detail.

### **Landscape, Ecological Network & Wildlife Movements**

The full extent of the NSP has historically been used for agricultural production and all ecological features have been heavily impacted and disturbed by agricultural activities. Wetlands within the NSP have been

assessed to contain low ecological value. Due to the extensive disturbance and limited ecological value of wetlands throughout the quarter section, all wetlands will be removed or modified to facilitate residential development and naturalized stormwater management construction within the NE-18-54-22-W4M. Trees and tree stands will be removed to allow for grading and servicing. The landowner has received Water Act approval from the province and has paid the compensation fees for removing all wetland facilities on the parcel.

Although the proposed concept does not retain any of the natural features within the NSP, there are no significant impacts to regional ecosystems due to the extensive disturbance throughout the site. To enhance habitat within the site, naturalized stormwater management facilities and corridors will be designed to provide ecological connectivity throughout the NSP and to facilitate connectivity between adjacent development areas. Parks, open spaces, and landscaped boulevards also provide habitat that can facilitate passage of wildlife, including many species of mammals and birds, so that free movement between the NSP and nearby natural features can occur.

#### **Financial Sustainability**

Residential development is required as part of a growing community but is typically a net negative on the City's property tax base due to the high level of service required for residents vs. tax revenue generated, although medium and high-density residential development have less net negative or net positive impact on tax revenue and utilize municipal infrastructure more efficiently.

Alternatively, Industrial and Commercial development typically are a net positive as they require a lower level of municipal service despite having a higher mil rate. However, both of these uses require residential development to be viable. Industrial development needs residential communities nearby to provide housing for their employment base. Commercial development requires a large primary trade zone so that they have ample customers nearby to support the services they provide.

As a result, it is important to plan for residential development in areas that require the least amount of hard & soft infrastructure. The Northeast Roseburn community is ideally located to capitalize on that principle.

The development area is located directly south of the existing Southfort Meadows community, with the primary Arterial Road (Southridge Boulevard) already constructed to the north boundary of the NSP. This also allows for a short and simple connection to the existing underground infrastructure, removing the need for new and long offsite trunks that may be costly to maintain and repair.

Emergency service infrastructure is nearby with the existing Fort Saskatchewan RCMP detachment along Veterans Way. The City has acquired the land for the new Helmuth Ritter Fire Station and upon completion of the design and construction will put the entire build-out of the community within the 10-Minute response time. Major recreation infrastructure nearby includes the Leslie MacMillan Park, DOW Centennial Centre, and an expansive trail network through various parks, playgrounds and greenspaces.

A *Financial Viability Analysis* (FIA) was prepared by Applied Management for the NSP area in May 2025, and has been submitted under separate cover.

The FIA has concluded that the Northeast neighborhood would result in a 2.2% property tax increase due to neighborhood being primarily residential development. Given the existing commercial to the north, an excess of new commercial does not make sense in this location. It is recommended that in future NSPs, there is an appropriate amount of commercial & light-industrial located adjacent to Veterans Way, where these uses are best suited. This will ensure that the entire Roseburn ASP area functions as a benefit to the existing tax base at build-out



## 4.4 Land Use & Population Statistics

Table 2: Land Use & Population Statistics

| ROSEBURN ASP LAND USE & POPULATION STATISTICS           |                  |                 |
|---------------------------------------------------------|------------------|-----------------|
| LAND USE                                                | Area (ha)        |                 |
| <b>Gross Area</b>                                       | 64.70            |                 |
| Natural Area (ER)                                       | 0.00             |                 |
| Pipeline Right-of-Way                                   | 0.00             |                 |
| Highway Right-of-Way                                    | 0.00             |                 |
|                                                         | <b>Area (ha)</b> | <b>% of GDA</b> |
| <b>Gross Developable Area</b>                           | <b>64.70</b>     | <b>100.0%</b>   |
| <b>Non-Residential Land Use Area</b>                    |                  |                 |
| Mixed-Use Commercial Land Uses (Commercial Portion 60%) | 0.24             | 0.4%            |
| <b>Open Space (Municipal Reserve)</b>                   | <b>6.47</b>      | <b>10.0%</b>    |
| Neighbourhood Park Municipal Reserve                    | 4.27             | 6.6%            |
| School Site Municipal Reserve                           | 2.20             | 3.4%            |
| <b>Transportation</b>                                   | <b>18.28</b>     | <b>28.3%</b>    |
| Transportation - Arterial Roads                         | 3.48             | 5.4%            |
| Transportation - Collector Roads                        | 5.07             | 7.8%            |
| Transportation - Local Roads & Lanes                    | 9.44             | 14.6%           |
| Transportation - Pedestrian Walkways                    | 0.29             | 0.4%            |
| <b>Public Utility Lots</b>                              | <b>4.47</b>      | <b>6.9%</b>     |
| Stormwater Management Facility                          | 4.38             | 6.8%            |
| Public Utility Lots                                     | 0.09             | 0.1%            |
|                                                         |                  |                 |
| <b>Total Non-Residential Area</b>                       | <b>29.46</b>     | <b>45.5%</b>    |
| <b>Net Residential Area</b>                             | <b>35.24</b>     | <b>54.5%</b>    |

| Residential Land Use Area, Unit Count & Population Estimates                                                                            |                  |        |  | % of GDA |
|-----------------------------------------------------------------------------------------------------------------------------------------|------------------|--------|--|----------|
| <b>Low Density Residential</b>                                                                                                          | Area (ha)        | 25.06  |  | 38.7%    |
| <i>Includes Single Detached, Zero Lot Line, Semi-Detached</i>                                                                           | Average Units/ha | 25     |  |          |
|                                                                                                                                         | Units            | 627    |  |          |
|                                                                                                                                         | Population       | 1754   |  |          |
| <i>Subdivisions shall not exceed 35 dupnrha</i>                                                                                         | % of NRA         | 71.1%  |  |          |
|                                                                                                                                         |                  |        |  |          |
| <b>Medium Density Residential</b>                                                                                                       | Area (ha)        | 6.97   |  | 10.8%    |
| <i>Includes Single Detached, Zero lot Line, Semi-Detached, Townhome, Apartment</i>                                                      | Average Units/ha | 50     |  |          |
|                                                                                                                                         | Units            | 349    |  |          |
|                                                                                                                                         | Population       | 627    |  |          |
| <i>Subdivisions shall not exceed 70 dupnrha</i>                                                                                         | % of NRA         | 19.8%  |  |          |
|                                                                                                                                         |                  |        |  |          |
| <b>High Density Shallow Lot Residential</b>                                                                                             | Area (ha)        | 2.06   |  | 3.2%     |
| <i>Includes Duplex and Multi-Attached Housing</i>                                                                                       | Average Units/ha | 85     |  |          |
|                                                                                                                                         | Units            | 175    |  |          |
|                                                                                                                                         | Population       | 315    |  |          |
| <i>Subdivisions shall not exceed 99 dupnrha</i>                                                                                         | % of NRA         | 5.8%   |  |          |
|                                                                                                                                         |                  |        |  |          |
| <b>High Density Residential</b>                                                                                                         | Area (ha)        | 1.15   |  | 1.8%     |
| <i>Includes Mixed-Use High Density &amp; Mixed-Use Commercial Sites</i>                                                                 | Average Units/ha | 85     |  |          |
| High Density Shall Apply to Full 0.99 ha of the Mixed-Use Residential                                                                   | Units            | 98     |  |          |
| And Mixed-Use Commercial (Residential Portion 40% = 0.16 ha)                                                                            | Population       | 176    |  |          |
| <i>Minimum Overall High Density Residential to be 71 dupnrha</i>                                                                        | % of NRA         | 3.3%   |  |          |
|                                                                                                                                         |                  |        |  |          |
| <b>Total Residential Area</b>                                                                                                           | Area (ha)        | 35.24  |  | 54.5%    |
|                                                                                                                                         | Average Units/ha | 35.4   |  |          |
|                                                                                                                                         | Units            | 1248   |  |          |
|                                                                                                                                         | Population       | 2873   |  |          |
|                                                                                                                                         | % of NRA         | 100.0% |  |          |
| <b>Minimum Required Overall Residential Density Shall be 35 dupnrha</b>                                                                 |                  |        |  |          |
| <i>Note: dupnrha = Dwelling Units Per Net Residential Hectare</i>                                                                       |                  |        |  |          |
| <i>Note: Residential Densities are to be Implemented at the Subdivision Stage</i>                                                       |                  |        |  |          |
| <i>Note: Population density of 2.8 persons/du for Low Density Residential</i>                                                           |                  |        |  |          |
| <i>Note: Population density of 1.8 persons/du for Medium Density Residential and High Density Residential including Mixed-Use Sites</i> |                  |        |  |          |



**Student Generation Rates Provided By:**

Elk Island Public Schools (EIPS) &amp; Elk Island Catholic Schools (EICS)

**EIPS:**

Student Generation Per Dwelling Unit:

Elementary: 0.32

Junior High 0.11

Senior High 0.11

**EICS:**

Student Generation Per Dwelling Unit:

Elementary: 0.086

Junior High: 0.048

Senior High 0.066

**Table 3:** Student Generation

| ROSEBURN ASP STUDENT GENERATION STATISTICS |                                                                   |            |
|--------------------------------------------|-------------------------------------------------------------------|------------|
| Student Generation Count                   | Generation Rate                                                   | Population |
| <b>Public School Board</b>                 | <b>(Students Per Dwelling Unit)</b>                               |            |
| Elementary                                 | 0.32                                                              | 399        |
| Junior High School                         | 0.11                                                              | 137        |
| Senior High School                         | 0.11                                                              | 137        |
| <b>Total Public School Generation</b>      | <b>0.54</b>                                                       | <b>674</b> |
| <b>Francophone School Board</b>            | <i>Francophone School Board Does Not Provide Generation Rates</i> |            |
| <b>Catholic School Board</b>               |                                                                   |            |
| Elementary                                 | 0.086                                                             | 107        |
| Junior High School                         | 0.048                                                             | 60         |
| Senior High School                         | 0.066                                                             | 82         |
| <b>Total Catholic School Generation</b>    | <b>0.20</b>                                                       | <b>250</b> |
| <b>Total Student Generation</b>            |                                                                   |            |
| Elementary                                 | 0.406                                                             | 507        |
| Junior High School                         | 0.158                                                             | 197        |
| Senior High School                         | 0.176                                                             | 220        |
| <b>Total Combined Student Generation</b>   | <b>0.74</b>                                                       | <b>923</b> |

**Northeast Roseburn Neighbourhood Structure Plan**

Fort Saskatchewan, Alberta

June 2025

## 4.5 Land Use Policies

The following sub-sections include the policies that will guide the development of the *Northeast Roseburn NSP*. The policies in this plan are supplemental to policies included in the parent *Roseburn ASP* and development shall be consistent with the policies of both documents.

### 4.5.1 Residential

#### Purpose

The *Northeast Roseburn NSP* residential policies are designed to create a complete, attractive, and equitable community while prioritizing residential development and allowing for a range of housing to increase housing diversity, affordability, and inclusion. The policies are designed to ensure development occurs at an appropriate density range to meet the goals of the *City of Fort Saskatchewan MDP* by enhancing servicing efficiency while maintaining compatibility with adjacent land uses and available servicing infrastructure. A minimum overall residential density of 35 dwellings per net residential hectare (dupnrha) is required.

#### Policies

**4.5.1.1** - The *Northeast Roseburn NSP* shall generally be consistent with *Map 5 – Land Use Concept* and shall allow for minor variation or deviation due to physical or other constraints at the discretion of the Administration.

**4.5.1.2** - The *Northeast Roseburn NSP* shall achieve a minimum overall net residential density target of 35 dupnrha to meet density targets identified in the City's *MDP*.

**4.5.1.3** - Residential densities shall be implemented at the subdivision stage.

**4.5.1.4** - Low Density Residential development shall accommodate single detached and semi-detached housing. Subdivisions within this area shall not exceed a density of 35 dupnrha.

**4.5.1.5** - Street Oriented Medium Density Residential development shall accommodate single detached, semi-detached, and townhomes. Subdivisions within this area shall not exceed a density of 70 dupnrha.

**4.5.1.6** - Housing diversity is encouraged through a mix of housing types and lot widths along blocks to create inclusive communities.

**4.5.1.7** - The *Northeast Roseburn NSP* shall offer a variety of low, medium, and high-density housing including single-detached, semi-detached, townhouses, stacked townhouses, low-rise apartments, and residential mixed-use development to meet a diverse range of community housing needs and affordability needs.

**4.5.1.8** - Front-accessed narrow lot housing on Lots 9.1m or less, shall only be located opposite from lane accessed housing 6.1m in width or more, a flanking yard, or Parks and Natural Areas to ensure street parking and snow storage is available on at least one side of every street containing narrow lot housing.

**4.5.1.9** - Front-accessed housing 9.1m to 11.0m in width shall be across from lane-accessed housing, other front-accessed housing greater than 9.1m in width, a flanking yard, or Parks and Natural Areas.

**4.5.1.10** - Where practical, increase street-oriented development by reducing flanking block frontages along collector roads.

**4.5.1.11** - As per the MDP higher density housing forms should be street-oriented and located near Neighbourhood Nodes, primary transportation corridors, and in proximity to schools, large parks, and open spaces.

**4.5.1.12** - High Density Shallow Lot Residential housing shall be permitted only within areas identified on *Map 5 – Land Use Concept*. Each self-contained separate unit will count towards the density of the neighbourhood.

**4.5.1.13** - High Density Shallow Lot Residential development is to be implemented through a site-specific Special District.



**4.5.1.14** - Live-work dwelling units and home-based businesses are encouraged to be developed throughout the NSP. Live-work developments and home-based businesses must comply with the City's Land Use Bylaw and other municipal regulations.

**4.5.1.15** - Innovative housing types with reduced setbacks or other unique regulations may be explored and shall require an NSP amendment. Housing with non-standard development regulations must demonstrate that servicing and municipal operations will function at the planned level of service and comply with the City's Land Use Bylaw through approval of subsequent Direct Control or Special Districts.

## **4.5.2 Parks, Open Space, & School Sites**

### **Purpose**

The following policies provide direction for the dedication and development of Municipal Reserve (MR) and other public lands for parks, open spaces, and school sites to meet the active and passive recreation needs of residents and visitors within the *Northeast Roseburn NSP*.

Reserve lands will be used to create the desired variety of park spaces throughout the NSP. Multi-use trails and sidewalks will provide access to the area's parks and open space network and provide safe and convenient connections to adjacent neighbourhoods.

### **Policies:**

**4.5.2.1** - The amount of MR dedication shall be equivalent to ten percent (10%) of the Gross Developable Area consistent with the requirements of the *Municipal Government Act*. The City will prioritize MR dedications in the form of land and reserves the right to consider cash-in-lieu in specific circumstances.

**4.5.2.2** - Municipal Reserve shall be distributed as shown on *Map 5-Land Use Concept*. Exact areas and size shall be determined during the subdivision process.

**4.5.2.3** - A detailed reserve analysis shall be submitted to the City to determine the specific amount of outstanding reserve still owing after each development stage.

**4.5.2.4** - Parks and open spaces shall be within a 400m walk distance (approximate 5-minute walk) of all residential development areas to provide convenient park and open space access to all residents. as per *Map 6 – Parks & Open Space*.

**4.5.2.5** - A variety of complimentary parks and open spaces shall be developed to serve the diverse community needs. This variety of parks shall include, school sites, playgrounds, and gathering spaces for active and passive recreation as identified in *Policies 4.5.2.12 to 4.5.2.17*.

**4.5.2.6** - Parks and open spaces greater than 0.1 ha in size shall have direct access from at least two public roads (excluding lanes) with a minimum of 50% road frontage.

**4.5.2.7** - Corridors for walkways and public utility lots shall be a minimum of 6.0m wide to facilitate access for emergency and maintenance vehicles. Walkways shall not be accepted as MR credit.

**4.5.2.8** - CPTED principles shall be integrated into landscape design in areas where public activity and gathering will occur.

**4.5.2.9** - A multi-use trail shall be developed around the perimeter of the proposed SWMF to compliment the open space network and provide accessibility to these features.

**4.5.2.10** - A multi-use trail will be developed along 92<sup>nd</sup> Street as part of an upgrade to that road to a pedestrian enhanced arterial road. The corridor shall adhere to the cross-section identified in *Figure 2 – Proposed 92<sup>nd</sup> Street Enhanced Pedestrian Cross-Section* to ensure a high-quality pedestrian experience is provided.



**4.5.2.11** - All parks shall be connected to the multi-use trail network. Multi-use trails shall provide connections to the surrounding existing and future neighbourhoods and shall be designed to encourage network-wide active transportation.

**4.5.2.12** - Park spaces shall be designed to include urban design features including and not limited to seating, lighting, signage and waste receptacles for user convenience

**4.5.2.13** - The Northeast Park shall be designed as a Tot Lot and include playground equipment designed for young children up to 12 years in age. Equipment and park design shall be to the satisfaction of the City.

**4.5.2.14** - The Northwest School site shall be dedicated within the NE-18-54-22-W4M along the northwest boundary of the ASP adjacent to the previously planned school site to ensure the shape, size, and accessibility of the school site is acceptable to school board stakeholders.

**4.5.2.15** - The Northwest School site shall be utilized as a District Park and may include facilities for people of all ages including seating, playground equipment, features which may be used by adults, sports fields, or other facilities determined by the City.

**4.5.2.16** - The City may (at their own discretion) accept a cash-in-lieu payment from the developer for the tree planting associated with the parcel to avoid the cost of removing and replacing trees at the time of construction of school and any infrastructure on the site. The City may also choose to develop amenities within this park at its discretion. In either scenario the developer will service and establish grass growth at the time of transfer of Municipal Reserve to ensure the site is ready for any improvements that may be approved.

**4.5.2.17** - Outdoor recreation areas within the school site shall be designed with the intent of these facilities being complimentary to the NSP open space network and accessible to residents.

**4.5.2.18** - The Central Park shall be designed as a community gathering space and may include passive recreation amenities such as sheltered seating, public art, multiple multi-use trails, open space, picnic areas, and a man-made toboggan hill to the satisfaction of the City.

**4.5.2.19** - The Southwest Park shall be designed primarily for older residents and passive recreation. Seating and adult-oriented exercise equipment or sporting areas may be considered to encourage appropriate physical activity for people of all ages within the community.

**4.5.2.20** - All public spaces shall be designed to encourage both passive and active recreation opportunities and shall include pedestrian links through public spaces to enhance connectivity and sightlines.

**4.5.2.21** - Multi-use trail locations and pedestrian access to public sites shall be provided consistent with *Map 6 – Parks & Open Space*. Points of access shall provide direct and safe connectivity to key destinations for active transportation users.

**4.5.2.22** - Multi-use trail road crossings shall be clearly marked with signage and paint. Curb bump-outs shall be provided for safety and traffic calming at mid-block crossing locations at the discretion of the City.

**4.5.2.23** - Xeriscaping may be considered along public multi-use trails, parks, open spaces, and boulevards to reduce water, energy, and labour requirements, at the discretion of the City.

### **4.5.3 Commercial, Neighbourhood Node, & Mixed-Use**

#### **Purpose**

This section identifies policies to support commercial and mixed-use development within the Neighbourhood Node and to guide the design and integration of uses. Commercial development shall be appropriately located throughout Roseburn to enhance the economic sustainability of the neighbourhood. The Node will be a walkable, attractive destination that promotes community activity and gathering to increase social interactions. The Node will contain a range of medium and high-density residential development, small format commercial uses, street-oriented



development, publicly accessible gathering spaces, enhanced urban design features, and strong connections to the active transportation network and future transit services. Specific Urban Design principles for the Neighbourhood Node are further developed in [Section 4.5.4](#).

## Policies

**4.5.3.1** - Large-format vehicle-oriented commercial developments shall not be located within the *Northeast Roseburn NSP*.

**4.5.3.2** - Residential dwelling units located above commercial establishments must be developed with adequate sound protection to mitigate sound transfer between uses.

**4.5.3.3** - Use of energy efficient building design and technologies are strongly encouraged.

**4.5.3.4** - The Neighbourhood Node shall include mixed-use development and have an overall residential density greater than 70 upnrha.

**4.5.3.5** - Neighbourhood Nodes shall include medium and high-density residential development which may be in the form of semi-detached, townhomes, stacked townhomes (i.e. Missing Middle housing), low-rise apartments, and residential mixed-use developments. Diverse housing forms are encouraged while delivering the density target as per [Policy 4.5.3.1](#) to provide a range of housing options and create an inclusive community.

**4.5.3.6** - Development in the nodes will be designed to transition from higher densities to lower densities towards the periphery blending seamlessly into surrounding development.

**4.5.3.7** - The Neighborhood Node may include vertical mixed-use (within the same building) and may include horizontal mixed-use within separate buildings within the same site to support diversity of development and allow flexibility to respond to market conditions.

**4.5.3.8** - High density residential mixed-use buildings within the Neighbourhood Node shall include small-format commercial uses at-grade comprising a minimum 50% of the ground floor area and commercial frontage shall be street-oriented to encourage activity at street level.

**4.5.3.9** - Neighbourhood Nodes shall include welcoming, publicly accessible community spaces, pedestrian-scale architectural features including building massing, street furniture and lighting.

**4.5.3.10** - Transit and active transportation routes shall connect the Neighbourhood Nodes to other key destinations throughout the NSP. Active transportation and conceptual transit routes are outlined on [Map 8 – Active Transportation](#).

**4.5.3.11** - Building entrances shall be oriented towards the street and parking areas shall be designed to be located adjacent, under, or to the rear of buildings. If located adjacent to a building, parking frontage along the street shall not be longer than 50% of the building frontage and must be screened from view with landscaping.

## 4.5.4 Urban Design

### Purpose

The *Northeast Roseburn NSP* will be comprised of attractive, easy to navigate, well-connected residential areas and open spaces which provide a high quality of life to residents. The intent of the following Urban Design policies is to encourage development of high-quality residential development with varying architectural styles, create welcoming community gathering spaces, and to develop safe and attractive public open spaces.

Urban Design guidelines for Neighbourhood Nodes include architectural and site design direction to guide the development of cohesive, attractive & engaging pedestrian friendly building exteriors and streetscapes and address building materials, building scale, massing, signage, lighting, bicycle facilities, outdoor furniture, plantings, and winter city design elements.



## General Urban Design Policies

**4.5.4.1** - A cohesive neighbourhood character shall be developed for the NSP based on the Community Branding identified in **Section 4.3**. Elements such as signage, wayfinding, lighting, street furniture, and other streetscape elements shall be used to reinforce the visual character of the neighbourhood and create a consistent sense of place.

**4.5.4.2** - Neighbourhoods, roadways, and entry points within the *Northeast Roseburn NSP* shall be designed to include landscaping and enhanced streetscape design including boulevard landscaping.



*Street Oriented High Density Building (Source: Al-Terra Landscape)*



*Street Oriented High Density Building (Source: Al-Terra Landscape)*

**4.5.4.3** - Thoughtful transitions between higher and lower density uses, including building setbacks, landscaped buffers, building heights, densities, and variations in architectural design shall be used to integrate varying densities within the community.



*Park Space Buffer Transition from High Density (Source: Unsplash Royalty Free Image)*

**4.5.4.4** - Public space shall provide design elements to serve a wide variety of users and encourage network-wide exploration. Design elements may include gathering places, seating areas, furniture, public art, murals, play equipment, programmable or rentable spaces, signage, interpretive information, unique plantings, landscaping, and many more.





*Park Space with Multiple Elements (Source: Al-Terra Landscape)*



*Building Massing Fronting onto Community Garden (Source: Al-Terra Landscape)*



*Enhanced Streetscape Elements (Source: Al-Terra Landscape)*



*Accessible Public Space with Territorial Reinforcement (Source: Al-Terra Landscape)*

**4.5.4.5** - Lighting design and placement shall minimize undesirable projection of light upwards or into adjacent properties while ensuring public open spaces are well-lit.

**4.5.4.6** - Low maintenance gateway design for the community entry feature shall be based on highly durable materials and shall be considered to reduce long-term costs to the City. Vegetative plantings may be considered at the discretion of the City.

#### **Low Density Residential Urban Design Policies**

**4.5.4.7** - Streetscape design of low-density areas may include reduced front setbacks, front porches, and landscaping to facilitate engaging interfaces along collector roads and create a welcoming feel along high-volume corridors and community entrances.

**4.5.4.8** - Exterior building materials facing public streets shall be of high quality and should be selected based on both functional and aesthetic qualities. Ease of maintenance and durability shall be considered.

**4.5.4.9** - Driveway width on front-attached single family housing products will not exceed 6.1m at the property line to provide larger on street parking opportunities, increased snow storage, and an improved streetscape by creating larger front yards.

**4.5.4.10** - Façade treatments shall wrap around corners on sites fronting onto multiple streets and lane intersections at block ends.

**4.5.4.11** - To ensure a high-quality front exterior elevation, four or more of the following architectural features and design elements must be incorporated into each house design:

- ◆ Stone, stone tile, cultured stone or natural colored brick foundation with a minimum of 75 square feet of brick or accent stone
- ◆ Roofed-over front porches of a minimum 4-foot depth
- ◆ Tapered columns
- ◆ Wide open eave overhang with rafters exposed
- ◆ Transom or dormer windows
- ◆ Shakes/fish scale siding used as detailing on house
- ◆ Square windows in garage doors
- ◆ Custom Craftsman Style Front Entry Door
- ◆ Garage door from the Designer Door Collection

#### **High Density & Neighbourhood Node Urban Design Policies**

**4.5.4.12** - Detailed site design of Neighbourhood Nodes shall demonstrate comprehensive planning of Node sites at the subdivision stage prior to development of mixed-use residential and commercial sites to ensure functionality and integration and shall be approved by the City.

**4.5.4.13** - General design of multi-family and commercial buildings shall be oriented to the street wherever possible and include active interfaces to support walkability and pedestrian safety. The creation of blank walls that face the street shall be avoided.

**4.5.4.14** - Buildings will utilize transparent glazing with multiple entrances to create an active and engaging façade to allow for visibility, passive surveillance, and illumination between outdoor spaces and building users.

**4.5.4.15** - Continuous building facades will be broken up by incorporating design features that create visual interest, utilize a variety of materials and changes in texture.

**4.5.4.16** - For building frontages that exceed 40.0m in length, introduce articulated elements such as vertical breaks and/or step backs to break up the building façade.

**4.5.4.17** - Garbage, mechanical, and storage should be concealed or screened and located away from public view.

**4.5.4.18** - Varied architectural details shall be utilized to encourage a sense of pedestrian scale and to distinguish between different building volumes and uses.

**4.5.4.19** - Internal pedestrian linkages will be provided between the residential areas and the Community Commercial site.

**4.5.4.20** - Building lighting should be used to enhance visibility, define architectural details, and improve safety for building users and pedestrians. Lighting choices should minimize glare, up lighting, and over illumination.



**4.5.4.21** - Integrate building or tenant signage into building facades rather than as stand-alone structures.

**4.5.4.22** - Consider wind and microclimatic impacts for all structures, particularly those exceeding six storeys in height.

**4.5.4.23** - Primary entrances to multiple-unit residential buildings should be clearly defined through elements such as, but not limited to, entrance colonnade structures, awnings, canopies, marquees, and other architectural elements.

**4.5.4.24** - Provide strong architectural corner design treatment at all street intersections. Where possible, place main entrance features at prominent corners and incorporate design elements that encourage a sense of identity.

**4.5.4.25** - Where buildings are adjacent to public places such as parks and amenity areas, entrances or secondary accesses should be oriented towards them.

#### **Parks and Open Space Urban Design Policies**

**4.5.4.26** - Parks shall be designed to be visible from residential areas to increase passive surveillance and user safety.

**4.5.4.27** - Parks shall provide unique amenities and character to encourage network wide exploration and use.

**4.5.4.28** - Consistent design of site furniture between park spaces shall be used where possible to maintain a coherent community feel throughout the open space network.

**4.5.4.29** - The open space network shall include consistent wayfinding signage.

**4.5.4.30** - Interpretive or educational signage shall be installed within the Stormwater Facility Park to promote awareness of the natural features, wildlife, and functions of the area.

**4.5.4.31** - Lighting shall be installed along multi-use trails within parks to create a safe pedestrian experience and promote activity during winter when natural light is limited.

**4.5.4.32** - Seasonal functions of parks shall be considered including temporary skating areas, tobogganing, and year-round sheltered areas to encourage winter use.

### **4.5.5 Transportation & Road Network**

#### **Purpose**

The following transportation policies are intended to ensure the road network supports convenient internal travel and connections to neighbouring areas. The road network will provide transportation infrastructure that promotes a safe and well-connected community for pedestrians, cyclists, transit, and vehicles.

Conceptual transit routes and stop locations have been identified in this NSP. Final location of transit routes shall be at the discretion of Fort Saskatchewan Transit. Transit stop locations shall be determined at the time of subdivision and detailed design in coordination with Fort Sask Transit.

#### **Policies:**

**4.5.5.1** - To enhance connectivity and navigation, the *Northeast Roseburn NSP* transportation network shall be based on a modified grid pattern to enable efficient traffic distribution and allow multiple convenient route choices.



**4.5.5.2** - Complete Street standards will be considered for implementation throughout the NSP to ensure all modes of transportation are accommodated while minimizing land consumption.

**4.5.5.3** - Traffic calming measures shall be incorporated throughout the NSP, particularly at key intersections, to enhance pedestrian safety consistent with the Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming. Traffic calming strategies and enhancements will be based on adjacent land uses, street type, location, speed limit, and other roadway characteristics to the satisfaction of City Administration. Strategic locations for traffic calming enhancements have been identified on **Map 7 – Transportation Network** and shall be refined during detailed engineering design.

**4.5.5.4** - The mobility network shall prioritize efficient movement of users in the following order: pedestrians, cyclists, transit, automobiles, and movement of goods.

**4.5.5.5** - Minor variance to any portion of the transportation network because of necessary engineering technical changes which does not change the general layout of this plan shall not require an NSP amendment, at the discretion of the Development Authority.

**4.5.5.6** - Five roundabouts are proposed to serve the NE-18-54-22-W4M as per **Map 7 – Transportation Network** to improve traffic flow, promote safety, enhance urban design, and reduce fuel consumption by decreasing stop-and-go traffic movements.

**4.5.5.7** - Rights-of-way for identified roundabouts shall be protected at the subdivision stage. Roundabout construction shall occur as warranted by traffic volumes and development patterns, at the discretion of the City.

**4.5.5.8** - All roads shall be designed to safely accommodate universal accessibility and multi-modal users of all abilities.

**4.5.5.9** - Block lengths along collector and local roadways within the NSP shall not exceed 250m where possible. Any block longer than 200m shall require a walkway connection to enhance pedestrian connectivity. Block lengths and walkway connections are shown on **Map 7 – Transportation Network**.

**4.5.5.10** - Block standard may be varied to the satisfaction of the Subdivision Authority to address constraints such as, but not limited to, natural features, arterial road intersection spacing, transportation rights-of-way, parks or open space, or existing utilities.

**4.5.5.11** - The road network shall be extended from existing public roadways in a staged manner to ensure contiguous development and efficient delivery of municipal infrastructure.

**4.5.5.12** - Development within the NSP shall front onto collector roads and be serviced by rear lanes where practical. The location of proposed rear lanes is shown on **Map 7 - Transportation Network**. The locations are conceptual and shall be ultimately determined at the time of detailed design and subdivision.

**4.5.5.13** - Front driveways shall be avoided along collector roads.

**4.5.5.14** - Potential Transit routes have been identified on **Map 8 – Active Transportation** to demonstrate serviceability by transit. Ultimate transit routes and stop locations shall be determined during subdivision design to the satisfaction of the Transit Authority.

**4.5.5.15** - Intersection control within the NE-18-54-22-W4M shall be developed consistent with the recommendations of the *Roseburn ASP Traffic Impact Assessment* to the satisfaction of Administration.



## 4.5.6 Active Transportation Network

### Purpose

Active transportation routes will be located along all arterial and collector roads. Multi-use trails will be included throughout the collector road network create a safe, convenient, and well-connected pedestrian and active transportation network. All roads, parks, and pedestrian corridors will contain sidewalks, at minimum.

### Policies:

**4.5.6.1** - To support universal access, the active transportation network shall connect to key destinations and accommodate all types of users of varying ages and abilities. Universal accessibility shall be achieved through hard surfaced walkways, accessible sidewalk grades, and appropriate walkway widths for wheelchairs, users of mobility devices, bicycles on multi-use trails, bicycle racks, benches, and waste receptacles.

**4.5.6.2** - All collector and arterial roads within the NSP shall contain a multi-use trail on one side of the public roadway, and one separated sidewalk on the opposite side, at the discretion of the Administration, to support safe, multi-modal active transportation.

**4.5.6.3** - A separated sidewalk shall be provided along all local roads to encourage active modes of travel and provide a complete sidewalk network.

**4.5.6.4** - 92<sup>nd</sup> Street shall be developed as an arterial road with an enhanced pedestrian multi-use corridor. The cross section of the enhanced arterial is included in **Figure 2 – Proposed 92<sup>nd</sup> Street Enhanced Pedestrian Cross-Section** and must be consistent along the entirety of 92<sup>nd</sup> Street.

**4.5.6.5** - A multi-use trail shall be provided along Greenfield Link to the central park. Extra right-of-way shall be provided as per the cross-section design identified in **Figure 3**.



*Multi-Use Trail & Amenities (Source: Al-Terra Landscape)*

## 4.5.7 Servicing & Infrastructure Staging

### Purpose

The following policies are intended to ensure the plan is developed in an orderly and contiguous manner which is efficient, cost effective, and sustainable at all time horizons. This section discusses the key infrastructure upgrades required to extend urban development throughout the NSP. The implementation of these policies will ensure that all required municipal services and utilities are provided to adequately service all development areas and future connections to adjacent lands with water, stormwater, sanitary sewers, and franchise utilities. Development shall occur in a staged manner which and shall extend continuous urban development in a logical pattern that does not prematurely fragment agricultural land. Servicing and staging policies are informed by Servicing Studies, *City of Fort Saskatchewan Engineering Standards*, and the *City of Fort Saskatchewan Annexation Design Brief*.

## Policies:

### General Servicing Policies

**4.5.7.1** - All development lands shall be serviced with water, stormwater, and sanitary sewer connections which meet all municipal servicing standards and all relevant studies and reports including the *City of Fort Saskatchewan Annexation Design Brief* to the satisfaction of Administration.

**4.5.7.2** - Infrastructure shall be appropriately sized to accommodate the anticipated level of development identified in the *Annexation Design Brief* and shall be sized to support effective development of all neighbourhoods within the Roseburn ASP to support sustainability and energy efficiency.

**4.5.7.3** - Development shall occur in a staged and orderly manner, as shown on **Map 13 – Development Staging Concept**, contiguous with existing development and service connections.

**4.5.7.4** - Alternative infrastructure and servicing from the *Annexation Design Brief* shall be supported by detailed engineering and may not require NSP amendment, to the satisfaction of the City of Fort Saskatchewan.

**4.5.7.5** - Staged development shall ensure that emergency services access is provided at all times to the satisfaction of the City of Fort Saskatchewan.

**4.5.7.6** - Infrastructure shall be designed to accommodate maintenance requirements in the public realm including snow clearing and landscaping maintenance.

**4.5.7.7** - Where possible, multi-use trail corridors, rights-of-way, common utility alignments, and clustered/shared equipment and trenching shall be encouraged to efficiently utilize land.

### Sanitary

Sanitary servicing for the NSP will require construction of gravity sanitary sewers sloping from west to east. An interim lift station will be required to

pump wastewater north which will connect to existing infrastructure until planned future connections and a permanent gravity sewer system is constructed. Sewage will be conveyed through the City's infrastructure to the Alberta Capital Region Wastewater Treatment Plant in Strathcona County. The interim lift station will be decommissioned when no longer required.

**4.5.7.8** - Sanitary servicing shall be provided generally in accordance with **Map 9 – Sanitary Servicing Concept** and the *City of Fort Saskatchewan Utilities Master Plan* to ensure appropriate sanitary service capacity is provided to all stages of development.

**4.5.7.9** - An interim lift station will be constructed with the first stage of development of this NSP and will be utilized until planned gravity sewers are available to the east. The lift station shall be decommissioned as required and adequate sanitary services shall be provided at all times.

### Stormwater

Stormwater management within the NSP shall be constructed in the southeast portion of the quarter section and will integrate an existing dugout.

Stormwater management facilities collect and retain surface rainwater and runoff and control discharge into downstream stormwater infrastructure. Minor rain and runoff events will be conveyed through on-street gutters and the piped underground stormwater system to stormwater management facilities. Precipitation events that surcharge the piped system will be directed along overland drainage routes to the downstream facilities. This combined system is designed to accommodate mild to extreme precipitation events and minimize the potential for flooding under normal conditions.

The initial construction of the stormwater management facility in NE-18-54-22-W4M will occur with the first stage of development. The construction of the stormwater management facility will be staged to ensure that adequate flows are generated to avoid silt and sediment build up in the pond and storm pipe network.



Stormwater management facilities shall also be used as public amenities with trails and other accessible areas. Naturalization of stormwater management facilities with native wetland vegetation will increase the habitat value of the area, increase water quality benefits, and provide an aesthetically pleasing public open space.

**4.5.7.10** - Stormwater servicing shall be provided generally in accordance with *Map 11 – Storm Sewer Concept* and the *City of Fort Saskatchewan Engineering Standards* to ensure adequate stormwater management capacity is provided to all stages of development.

**4.5.7.11** - The stormwater management system shall be designed to align with the parks and open space network of the NSP and shall provide associated amenities including a multi-use trail and seating adjacent to the pond to encourage both active and passive recreation opportunities.

**4.5.7.12** - The stormwater management facility shall incorporate a naturalized design and Low Impact Design principles including, but not limited to, varying water depths, undulating shorelines, native wetland vegetation, vegetated swales, and respect for the topography and existing surface hydrology to provide habitat opportunities for wildlife, improve water quality, enhance climate resiliency, and provide aesthetic value.

**4.5.7.13** - Permeable hard surface materials, roof gardens, and bio-swales are strongly encouraged throughout the NSP area where possible.



*Low Impact Development Meadow Feature  
(Source: Al-Terra Landscape)*



*Naturalized Stormwater Management Facility (Source: Strata Development Corp)*



*Naturalized Stormwater Management Facility (Source: Strata Development Corp)*



## Water

Potable water and fire protection for the NSP shall be provided by a piped network connecting to the City of Fort Saskatchewan's municipal water infrastructure from the north. The *Northeast Roseburn NSP* will connect to existing watermains in Greenfield Link and within Southridge Boulevard. Watermains will be extended in a staged manner as development proceeds.

Water main looping will be provided to ensure adequate water service and fire flows are available at all stages of development. 300mm connection stubs will be provided to adjacent lands for extension of future development.

**4.5.7.14** - Water servicing shall be provided generally in accordance with **Map 12 – Water Network Concept** and the *City of Fort Saskatchewan Engineering Standards* including the *Hydraulic Network Analysis* to ensure appropriate water service capacity and fire flows are provided to all stages of development and future connections to adjacent development areas to the satisfaction of Administration.

## Shallow Utilities

Shallow utilities including natural gas, power, street lighting, phone, and telecommunications cable are available to be extended from the north into the ASP. Utility providers and franchise utility companies will extend services from their existing service lines into the community. Utilities will be located within road rights-of-way or within easements registered during the subdivision process.

**4.5.7.15** - Gas, power, and telecommunications utilities shall be extended into the NSP as required to provide services and ensure convenient and reliable utilities are available to all developments.

**4.5.7.16** - The location of shallow utilities and the provisions of rights-of-way and easements shall be addressed to the mutual satisfaction of the City of Fort Saskatchewan, the applicant, and utility providers at the subdivision stage.

**4.5.7.17** - All new electrical and communications cables shall be buried where feasible.

**4.5.7.18** - The development of multiple-utility corridors is encouraged to facilitate the efficient use of land.

## **4.5.8 Landscape**

### **Purpose**

Policies in this section shall guide design and implementation of landscaping throughout the NSP to beautify and enhance the public realm within the neighbourhood.

### **Policies**

**4.5.8.1** - Landscaping should be provided throughout the NSP to:

- Screen and soften the extent of large parking areas between adjacent properties and buildings.
- Screen parking & loading/unloading areas and waste management infrastructure.
- Enhance and define green space, parks, plazas, and streets.
- Provide visual interest to the streetscape
- Provide ecological value to natural and man-made habitats.
- Increase the urban tree canopy and reduce greenhouse gas emissions.

**4.5.8.2** - Landscaping of public parks, plazas, and open spaces shall be designed to provide wind shelter, enable solar penetration, and retain visibility for safety purposes in consultation with City Administration.

**4.5.8.3** - Native and adapted plant species shall be included where appropriate. Habitat restoration may also be undertaken where appropriate.



*Naturalized Plantings and LID Meadow Features  
(Source: Al-Terra Landscape)*

**4.5.8.4** - Large, planted vegetation shall be strategically located throughout the NSP and along roadways to encourage biodiversity, add habitat value, aid wildlife movement, and to enhance the aesthetic appeal and presentation of structures.

**4.5.8.5** - Landscape design shall be considered as part of the detailed design of the Neighbourhood Node, gateways, multi-family, mixed-use, parks, and roadways.

- Hard landscape elements shall be incorporated where appropriate including walkways, retaining walls, and seating areas to create varied spaces where people can comfortably enjoy.
- Targeted lighting shall be integrated to increase safety

**4.5.8.6** - The 92<sup>nd</sup> Street corridor with enhanced pedestrian multi-use trail shall include enhanced landscaping consisting of a wide boulevard, trees, and other plantings and pedestrian friendly street furniture to create an enjoyable pedestrian experience.

## **4.5.9 Ecology, Wildlife, Environment, and Agriculture**

### **Purpose**

The purpose of the following policies is to provide guidance for management of the environment prior to and after development activities



occur. The policies will ensure that development in the NSP complies with Federal and Provincial regulations, promotes wildlife connectivity, retains drainage patterns prior to development where possible, enhances wildlife habitat and vegetation, and mitigates premature loss of agricultural lands and operations.

#### **Policies:**

**4.5.9.1** - All development within this NSP shall meet or exceed applicable Federal and Provincial regulations with respect to air quality, water quality, and flood hazard management.

**4.5.9.2** - Consistent with the *Annexation Design Brief, Appendix D*, no Crown-claimable wetlands are located within the NSP boundaries, and no wetlands shall be dedicated to the Province.

**4.5.9.3** - Wetlands within the NE-18-54-22-W4M, as shown on *Map 3 – Opportunities & Constraints* shall be removed or integrated into the SWMF design and are subject to compensation requirements of the *Water Act* to mitigate environmental impacts through contributions to off-site environmental projects.

**4.5.9.4** - Wetlands to be removed for development shall be subject to *Water Act* approval and *Alberta Wetland Policy* prior subdivision and development.

**4.5.9.5** - Naturalized stormwater management features and Low Impact Development techniques shall be implemented to enhance available wildlife habitat, increase the presence of native plant species, support climate resiliency, watershed protection, and to improve runoff water quality.

**4.5.9.6** - In order to minimize the area of impervious surfaces and surface runoff, permeable surfaces should be considered for multi-use trail surfaces and other hard-surface landscaping where appropriate.

**4.5.9.7** - Temporary Erosion and Sediment Control (ESC) plans shall be prepared to the Satisfaction of the City and implemented during construction which will guide mitigation measures addressing water runoff, channelization, pooling, soils transportation, stockpiling, and dust control. ESC plans shall note that runoff from roads should be captured and treated before release downstream.

**4.5.9.8** - Areas designed to provide habitat or ecological functions, such as stormwater management facilities, shall implement light pollution mitigation where appropriate, including:

- Lighting for specific purposes (navigation, CPTED) shall be minimizing and reducing artificial lighting where possible.
- Light sources shall be shielded and kept close to the ground to reduce upward projection and light trespass into sensitive areas.
- Utilization of dark or non-reflective surfaces for landscape features.

**4.5.9.9** - Construction activities including removal of vegetation shall accommodate sensitive wildlife periods as required to comply with the *Migratory Birds Convention Act*. The NSP is within Zone B4 and is subject to restrictions between April 15 and August 31 for breeding birds and the raptor breeding period between March 15 and August 15.

**4.5.9.10** - A weed monitoring and control plan shall be prepared by the earthworks contractor and remain in effect during construction and shall include requirements for controlling, eradicating, and monitoring for known invasive plant species as per the *Alberta Weed Control Act* and the *Alberta Weed Control Regulation*.

**4.5.9.11** - Refuelling and fuel storage shall not occur within 100m from any water body to prevent contamination should any spill occur.

**4.5.9.12** - Any fuel or chemical spills shall be reported as required by legislation and remediated as required.

**4.5.9.13** - This NSP shall implement the recommendations of the *NE-18-54-22-W4M Phase 1 Environmental Site Assessment* at the detailed design stage



**4.5.9.14** - As per the *NE-18-54-22-W4M Phase 1 Environmental Site Assessment* - to safely manage potential contamination or hazardous waste, a hazardous materials survey shall be required prior to demolition work on the existing farmstead.

**4.5.9.15** - Where necessary, contaminated materials shall be removed and disposed of to the satisfaction of Administration in an environmentally sensitive manner in accordance with Federal and Provincial regulations prior to subdivision approval. Any remediation activities shall be confirmed by subsequent environmental investigations and reported to the City prior to rezoning approval.

**4.5.9.16** - This NSP shall implement the recommendations of *Historical Resources Act* approvals. Contractors must exercise caution during construction and stop work if historic resources are discovered and notify the appropriate authorities including City Administration.

**4.5.9.17** - This NSP shall implement the recommendations of the *Biophysical Impact Assessment* including:

- Implement a terrain and soil management strategies to control soil compaction, manage removal of topsoil, avoid soil contamination, and limit admixture of soil horizons.
- Implement a stage-specific Erosion and Sediment Control Plan to manage erosion into watercourses and waterbodies.
- Manage changes in wetland function due to wetland disturbance, decrease in wetland area, changes in water quantity and changes in hydrology due to removal of water bodies through the implementation of an engineered stormwater management system,
- Manage weeds and re-vegetation in disturbed areas with native plant species, where appropriate.
- Conduct clearing of vegetation from September 1 to April 15 or conduct bird sweeps to confirm not breeding activity is impacted and comply with the *Migratory Birds Act*.
- Conducting wildlife sweeps prior to construction and avoiding disturbance outside of designated work areas.

**4.5.9.18** - This NSP shall implement the recommendations of the Geotechnical Investigations including soil management and erosion control to the satisfaction of Administration.

**4.5.9.19** - Soil management and erosion control plan must be submitted to the Administration for review and approval.

**4.5.9.20** - This NSP shall implement the recommendations of the *Agricultural Impact Assessment & Soil Management Plan (AIA)*.

**4.5.9.21** - Soil management measures identified in the AIA include prioritizing topsoil conservation and reuse at all opportunities. Where it aligns with grading design, excess marginal & topsoil material should be used to add topography to park spaces, provide wind protection, and enhance recreation opportunities while reducing carbon emissions of development by reducing import/export of materials.

**4.5.9.22** - If clubroot is encountered, a *Clubroot Management Plan* shall be developed when completing topsoil management planning by the developer during the stripping and grading stage in consultation with the City.

**4.5.9.23** - Access to operational agricultural lands shall be maintained year-round and will be provided at all times as development proceeds.

**4.5.9.24** - Development sequencing shall occur generally in accordance with *Map 13 – Development Staging Concept* to ensure a contiguous growth pattern and protect adjacent agricultural lands from premature construction impacts.

## **4.5.10 Financial Sustainability**

### **Purpose**

This section is intended to ensure infrastructure and public spaces within the ASP are developed and maintained in a way that is financially sustainable for the City of Fort Saskatchewan.

A Financial Impact Assessment was prepared for development of the NE-18-54-22-W4M which explored the capital costs and ongoing financial impacts of development within the NSP.

**Policies:**

**4.5.10.1** - Development patterns and level of service of this NSP shall generally conform with the assumptions in the *Financial Impact Assessment*.

**4.5.10.2** - The developer shall be responsible for all costs of development except those which are subject to cost-sharing and development levies.

**4.5.10.3** - The City shall take ownership of, and maintain, all public infrastructure after the required warranty periods at its sole expense.



## 5.0 Implementation

It is anticipated that the NE-18-54-22-W4M will be developed in the next 15 years. Implementation guidance provided by this NSP will ensure development occurs in a way that maximizes efficiency and minimizes disturbance to developed areas & existing land uses. The information in this NSP shall be considered preliminary and used as the basis for subsequent subdivision and zoning activities. Implementation of this NSP will require rezoning and subdivision approvals within the NE-18-54-22-W4M. Minor variations to this plan shall be considered part of the normal subdivision process, at the discretion of the City.

### 5.1.1 Development Staging

#### NE-18-54-22-W4M

Development staging within the NSP will proceed from the northeast and extend south and west throughout the neighbourhood. As development proceeds, all required municipal infrastructure (roads, water, sanitary, and storm infrastructure) and third-party utility infrastructure (gas, power, and telecom utilities) within each stage will be extended in an orderly manner to ensure adequate services and amenities are available to all stages throughout the build-out process. Staging shown on **Map 13 – Development Staging Concept** illustrates the anticipated direction of development from north to south in three stages. Stages shall be constructed in multiple phases based on market demand and available infrastructure capacity. The phases of development will be designed to ensure contiguous and efficient development and the sizes of each phase shall be determined during the subdivision process.

The first stage of development in the NSP will include the road connection from Southridge Boulevard at Greenfield Link to connect to offsite underground servicing. To support the proposed residential development, stage 1 will require initial construction of part of the SWMF. A stormwater lift station will be required to discharge water from minor storm events to an interim location northeast of the NSP area. Major storm events will discharge by gravity. The ultimate stormwater system

will allow gravity sewers to be connected in the development lands to the east of the NSP. A sanitary lift station will also be constructed to service the parcel. Depending on the order of development adjacent to Roseburn, the lift station's capacity may need to be improved if development upstream of Roseburn advances ahead of the downstream development to the east (which would provide a gravity servicing connection and allow for the removal of the proposed lift station). Development will continue south to connect to 92<sup>nd</sup> Street to provide a secondary access to the neighborhood for emergency vehicles. Stage 1 will provide service connections to the lands east of the NSP.

Stage 2 will include development of the west entrance collector, which will henceforth be the primary access to the community, and dedication of the school site MR intended to consolidate with the existing northwest school site and will provide service connections to the lands west of the NSP

Stage 3 development will continue south and west in multiple phases and will culminate in the connection of the internal collector roads, development of the central Neighbourhood Node, and ultimately result in provision of service connection points to adjacent development areas to the south. Stage 3 contains a wide range of housing options primarily consisting of low-density residential in the west, low-density amenity lots in the east, and medium-high density development in the centre. All areas will be serviceable after completion of Stages 1 & 2. The pattern of development in Stage 3 will be subject to market conditions and development is anticipated to proceed throughout the Stage 3 area in multiple phases to provide products which respond to consumer demand.

Completion of the south and east boundary arterial roads will occur when adjacent properties develop.

The current plan reflects the known information regarding development throughout the *Northeast Roseburn NSP*. Timing and design of development activities on adjacent quarters are currently unknown and may influence the development pattern within the NSP.



## **Policies:**

**5.1.1.1** - Roadways and municipal infrastructure will be constructed and extended as required to efficiently service each development stage.

**5.1.1.2** - The interim sanitary lift station will be installed during Stage 1 development to ensure adequate sanitary servicing is available at all stages of development.

**5.1.1.3** - The interim stormwater lift station will be installed during Stage 1 development to ensure adequate stormwater management capacity is available at all stages of development.

**5.1.1.4** - The stormwater management facility (SWMF) will be constructed in stages to ensure proper function based on anticipated flows. The first phase will occur with Stage 1 and timing of upgrades to the SWMF will be confirmed at the subdivision stage.

**5.1.1.5** - The arterial roadway and roundabouts along the south edge of the NE-18-54-22-W4M and the south section of the west collector will be deferred until after ASP planning is completed for adjacent neighbourhood and adjacent development progresses to require these improvements and connections.

**5.1.1.6** - The west collector entrance will be developed in Stage 2 and will provide the primary entrance to the community and the main entry features.

**5.1.1.7** - The NW school site dedication will be completed in Stage 2 to facilitate school and regional park development.

**5.1.1.8** - The central east-west collector will be completed in Stage 2.

**5.1.1.9** - Development of the central north-south collector will be completed in Stage 3 to allow connection to the future arterial road along the south boundary and to facilitate development of the mixed-use Neighbourhood Node and provide access to the south.

**5.1.1.10** - The SWMF will be completed in Stage 3 to accommodate all projected stormwater needs as the community develops and runoff levels increase.

## **5.1.2 Subdivision Applications and Other Considerations**

### **Purpose**

Existing zoning throughout the NSP is AG-S (Agriculture General South). All lands shall be rezoned prior to development. Rezoning and subdivision of land shall occur on a staged basis. To streamline future rezoning processes and to support housing objectives, comprehensive zoning districts may be prepared for NSP areas which encompass multiple development areas. Any new zoning districts shall be initiated by the developer and all costs shall be borne by the applicant.

### **Policies:**

**5.1.2.1** - Rezoning, subdivision, and/or development applications shall not be approved prior to the adoption of an NSP which encompasses the subdivision area. Amendments to the ASP, NSP, and subsequent land development applications may require public and/or interested parties to be engaged.

**5.1.2.2** - A Special District shall be approved to allow for development of the Shallow-Lot High-Density product within the NSP.

**5.1.2.3** - All subdivision decisions shall conform to the policies of the City's MDP, the Roseburn ASP, and to the policies of this NSP.

**5.1.2.4** - Subdivision and development of the NSP will proceed in a manner which:

- Allows for the orderly, timely, and efficient expansion of the City
- Creates sufficient provision of road access and municipal utility servicing
- Fosters a community layout reflecting the relevant policies outlined in the MDP
- Promotes a modified-grid street network and connectivity to promote



walkability at all stages of development

- Supports the staged development of the open space system envisioned by the NSP

**5.1.2.5** - Developers shall be solely responsible for all costs for the provision of municipal infrastructure (roads, water, sanitary sewer, and storm drainage) within the NSP.

**5.1.2.6** - Temporary or interim uses in undeveloped areas that limit future intended uses, or that negatively impact existing and surrounding development shall be prohibited.

### **5.1.3 Plan Review and Amendment**

#### **Purpose**

The purpose of these policies is to ensure that the NSP remains relevant and effective over time. Amendments may be required to address changes in the development context to ensure flexibility and feasibility of the NSP is maintained.

#### **Policies:**

**5.1.3.1** - An amendment to this NSP shall be required when a proposed development results in one or more of the following:

- Relocation or elimination of a major roadway (This shall not apply to a shift in alignment, at the discretion of the Development Authority)
- Significant change in the general land use pattern (location of residential, commercial, or industrial lands) as shown in this NSP
- Significant changes to the open space network
- Changes to the policies, land use, and population statistics of this Plan
- Any other change deemed significant in the opinion of Administration

- Significant deviation from the utility servicing concepts beyond those contemplated in the NSP

**5.1.3.2** - The NSP shall be reviewed during amendments to bring in planning for Future Plan Areas of the *Roseburn ASP* which may affect development within the NSP to ensure consistency with statutory plans and relevant policies as deemed necessary.

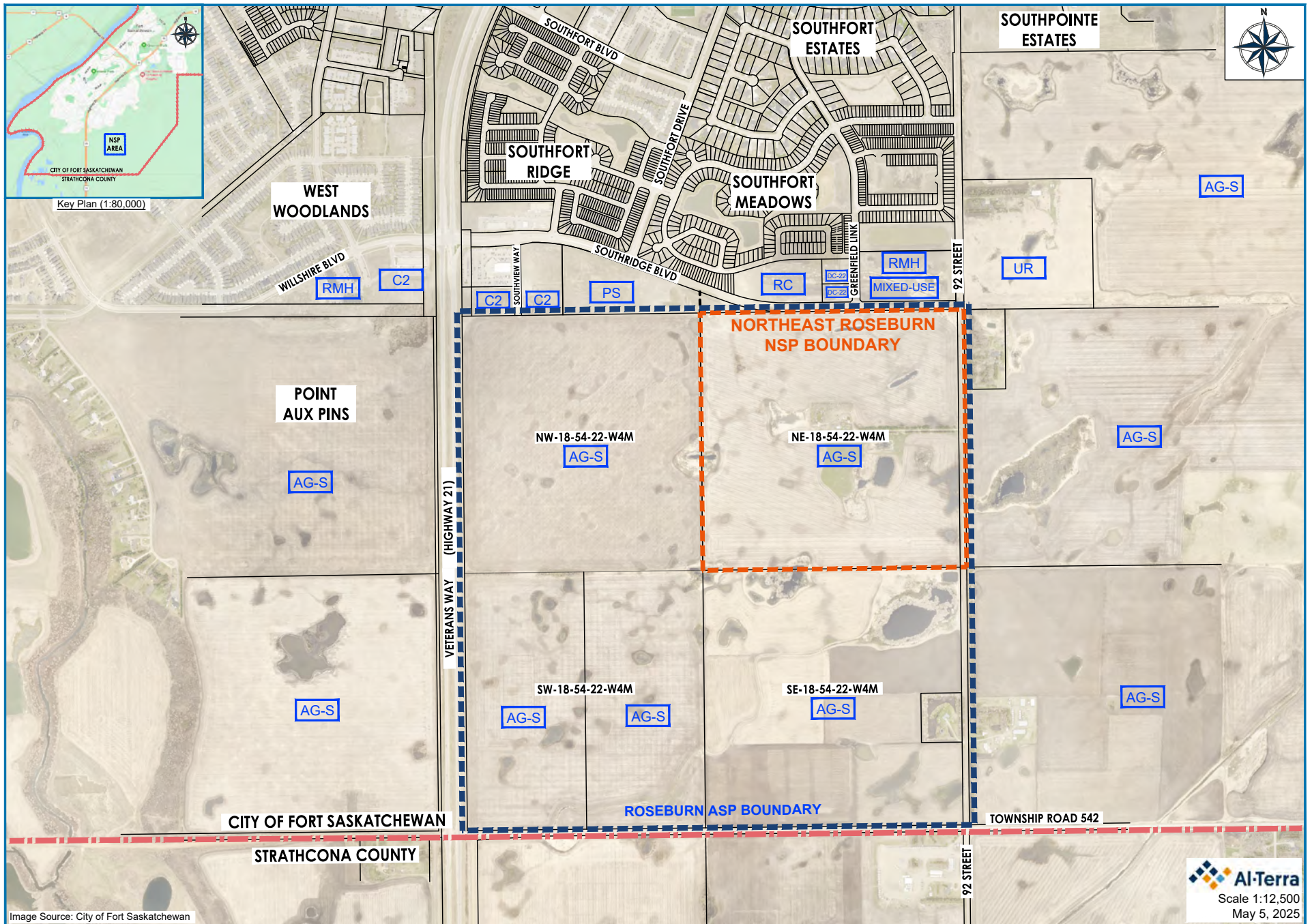




## Appendix A

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### Maps



#### Legend

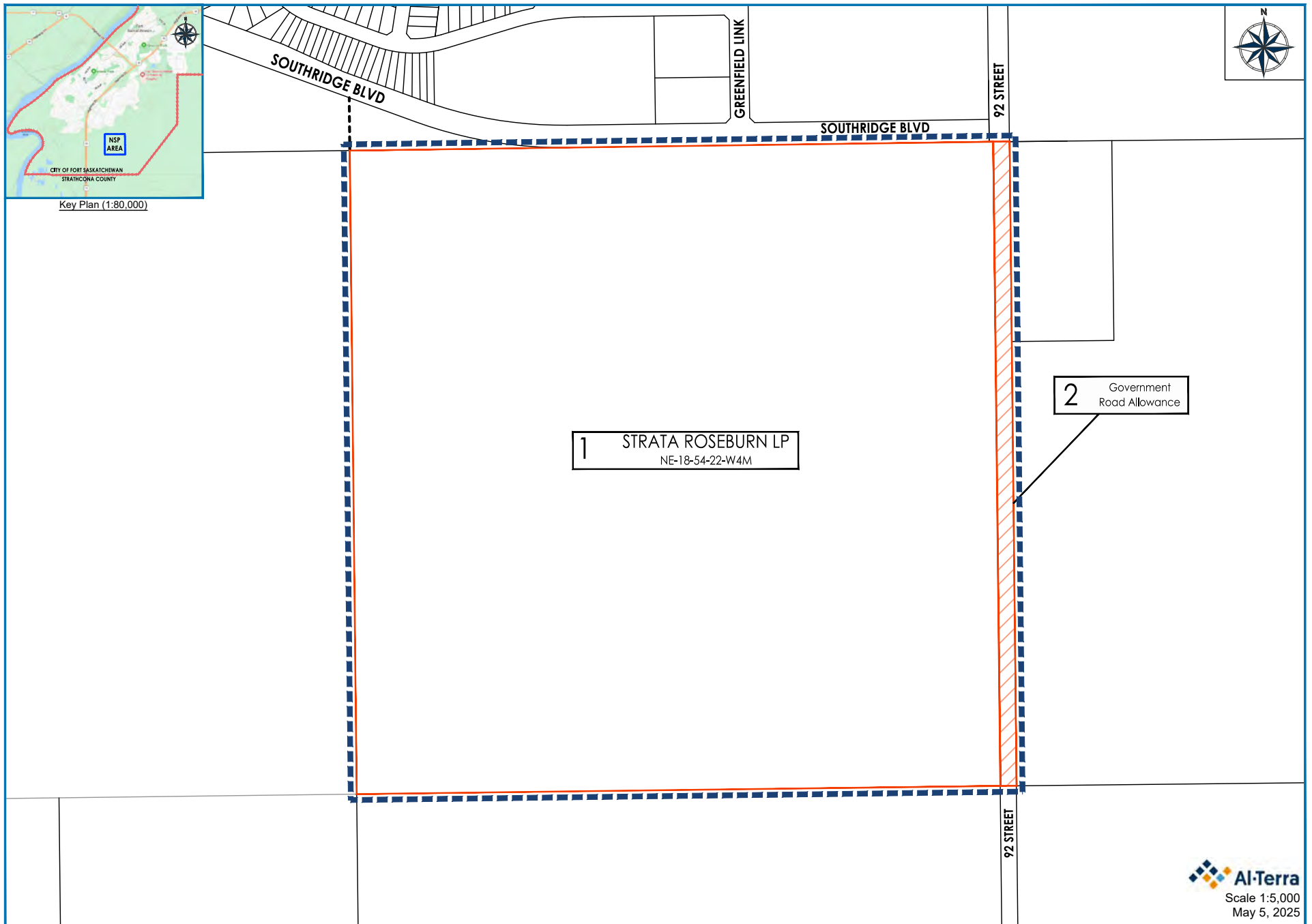


- City of Fort Saskatchewan Boundary
- Roseburn Area Structure Plan Boundary
- Northeast Roseburn Neighbourhood Structure Plan Boundary
- Existing Property Line
- Existing Zoning

AG-S

## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 1 - Location & Context Plan



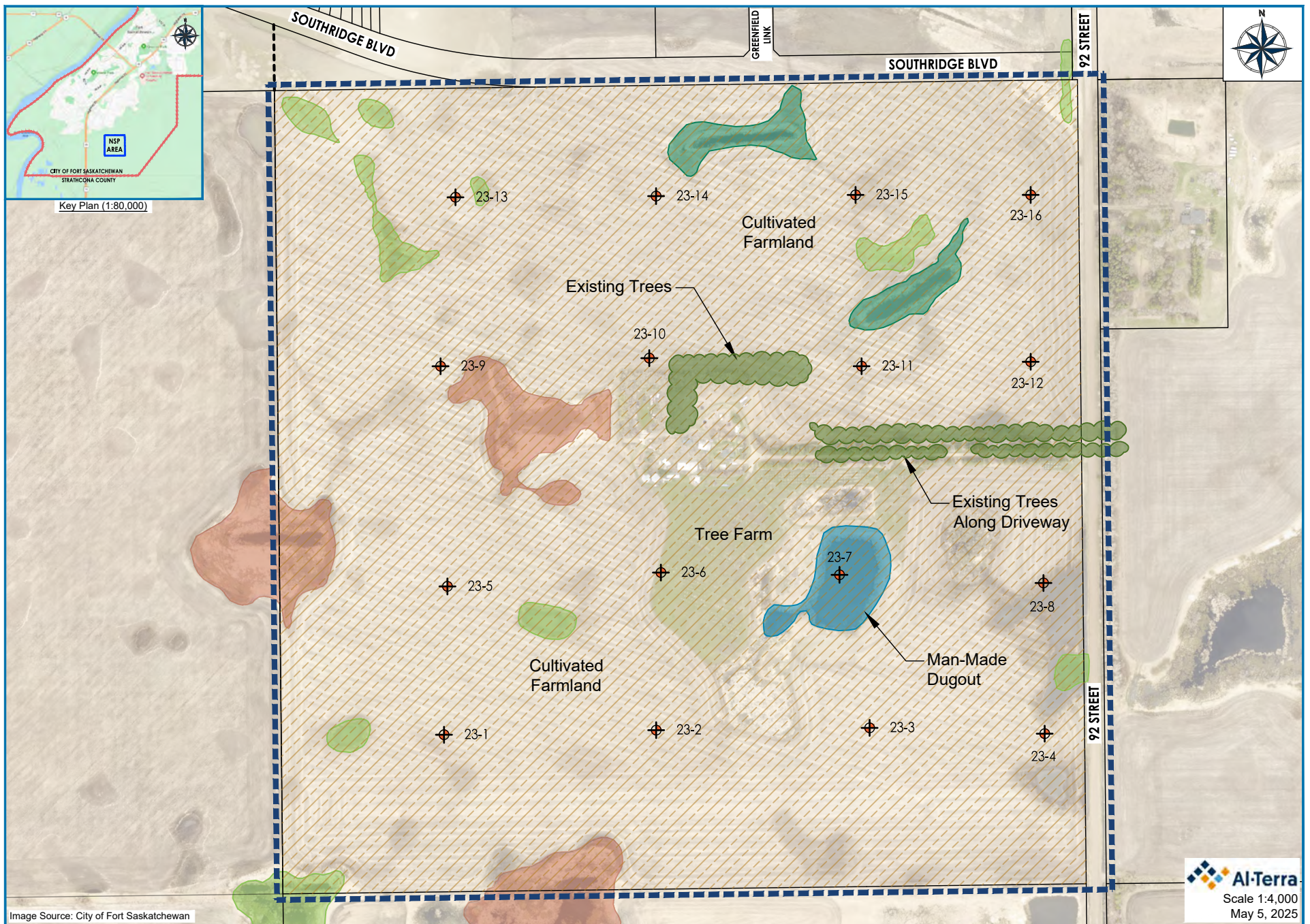
#### Legend

-  NSP Boundary
-  Participant Owner
-  Non-Participant Owner - Future Plan Areas

Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 2 - Land Ownership



Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 3 - Opportunities & Constraints



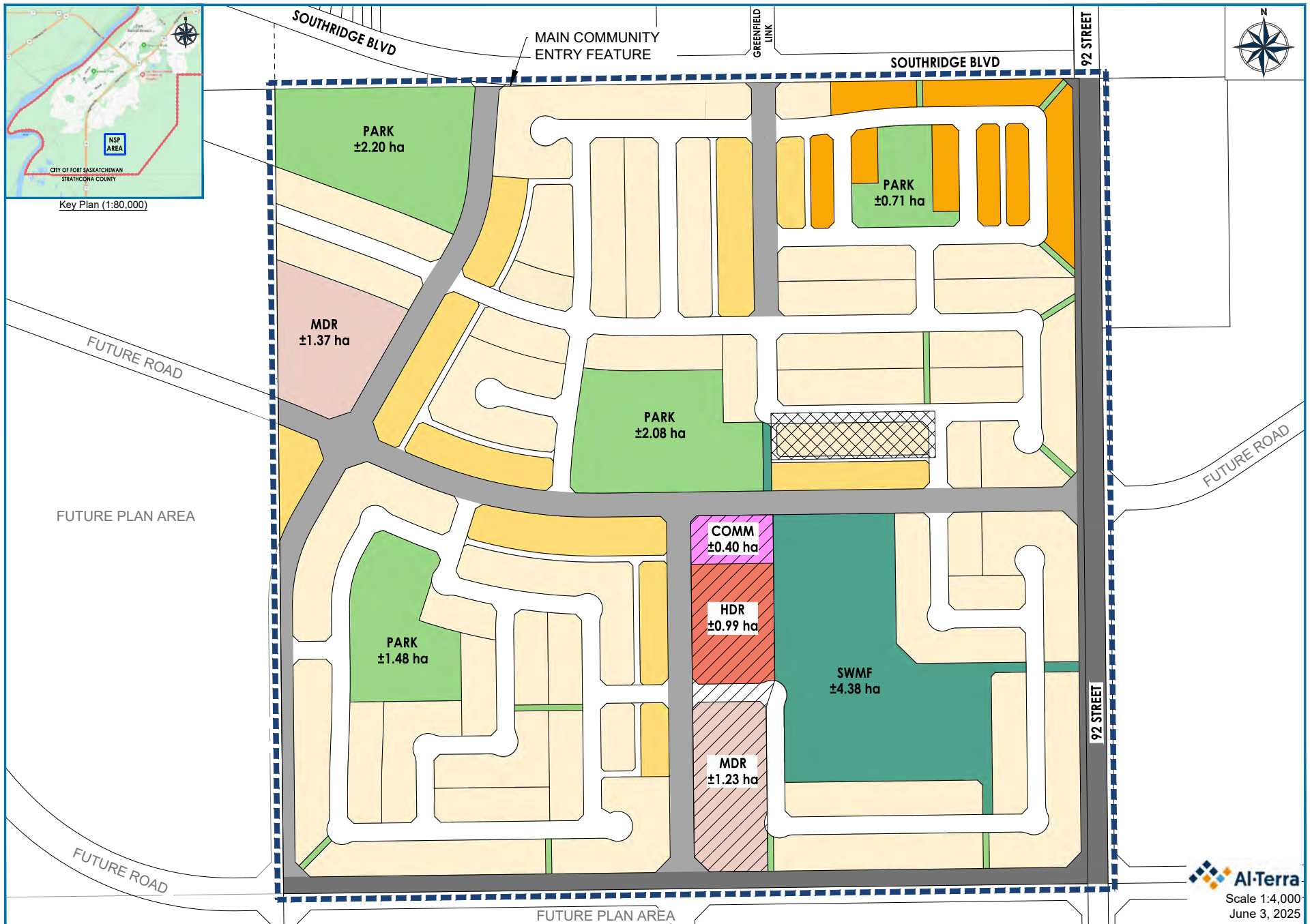
#### Legend

- NSP Boundary
- Existing Property Lines
- Topographic Contours (1.0m Interval)
- Direction of Slope

Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 4 - Topography

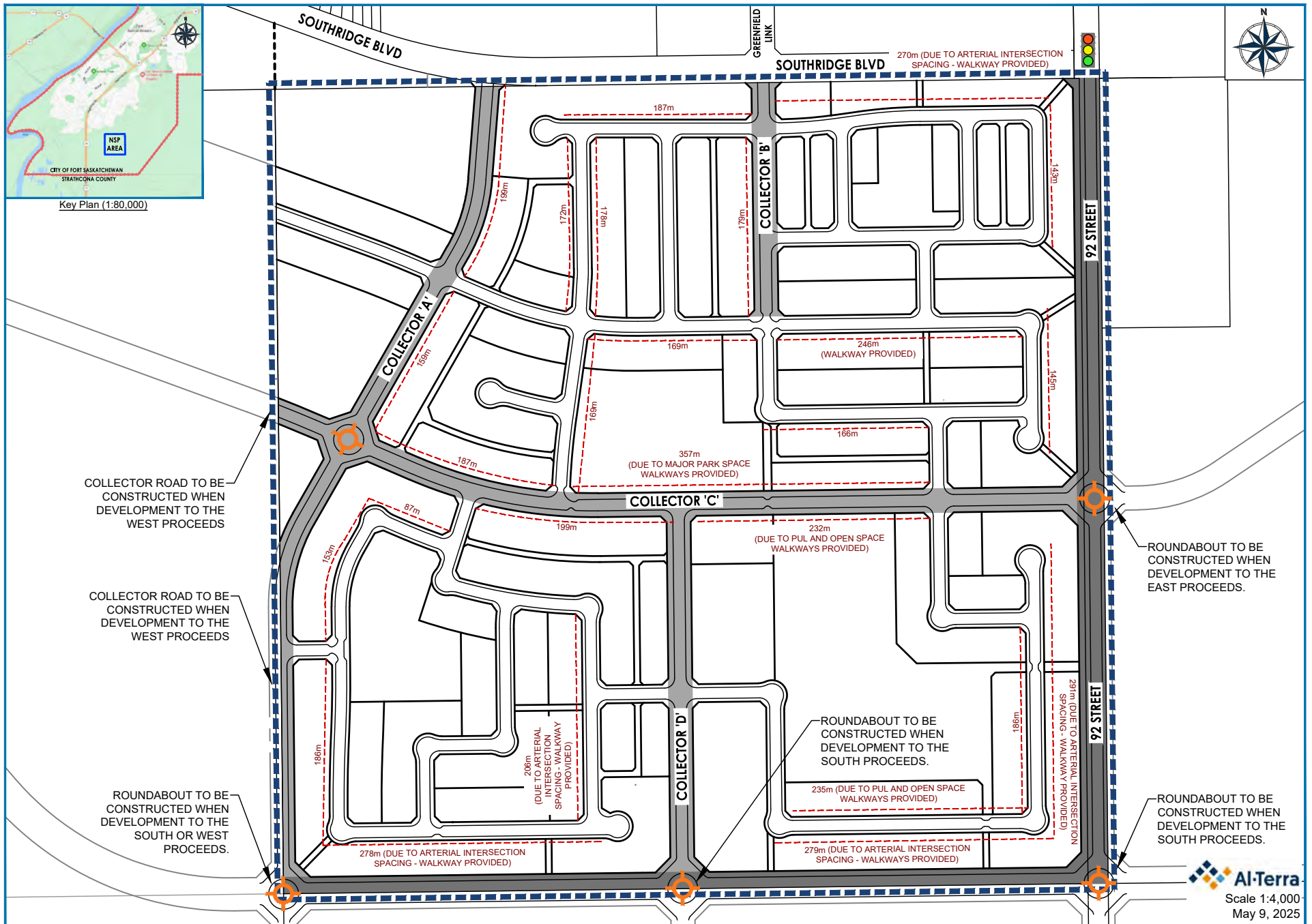


## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 5 - Land Use Concept

Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

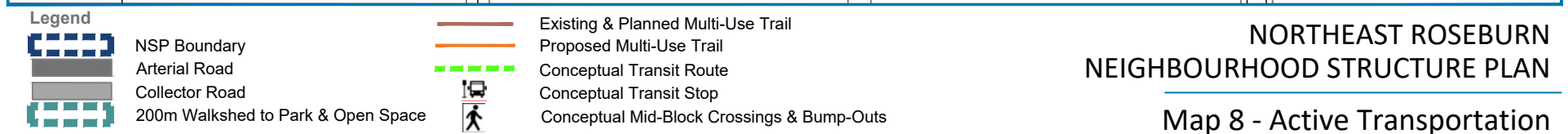


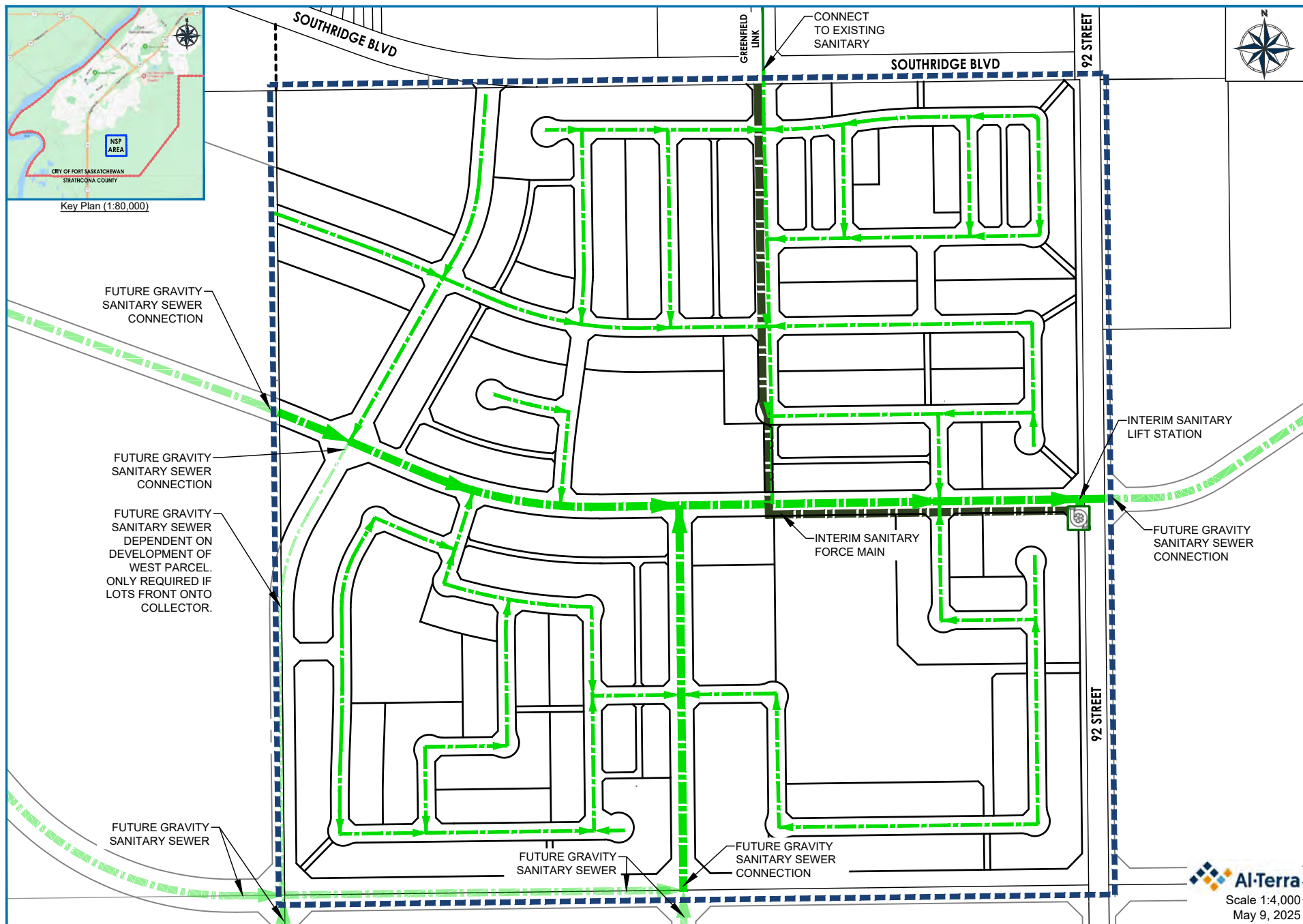


Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 7 - Transportation Network

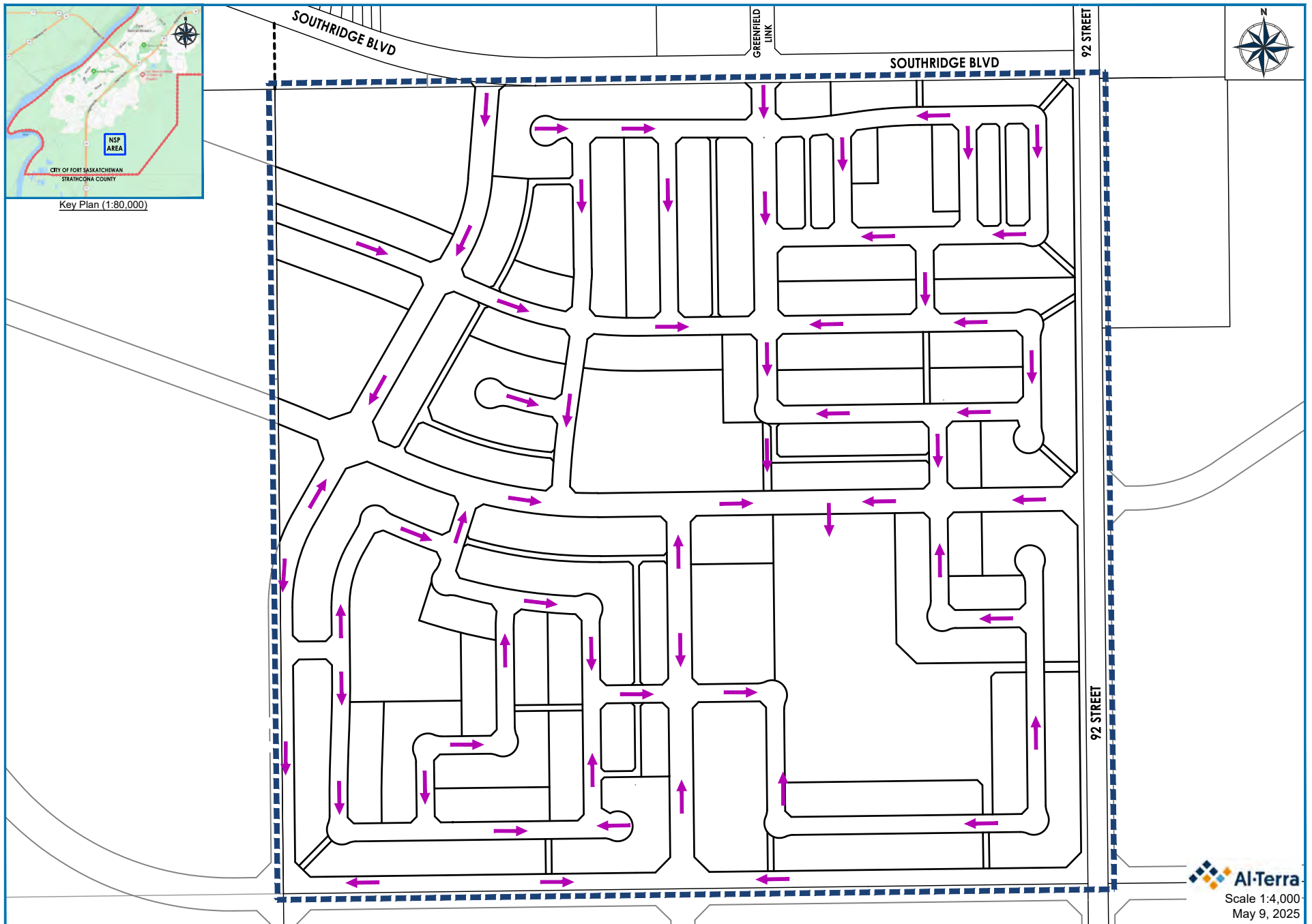




## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 9 - Sanitary Servicing Concept

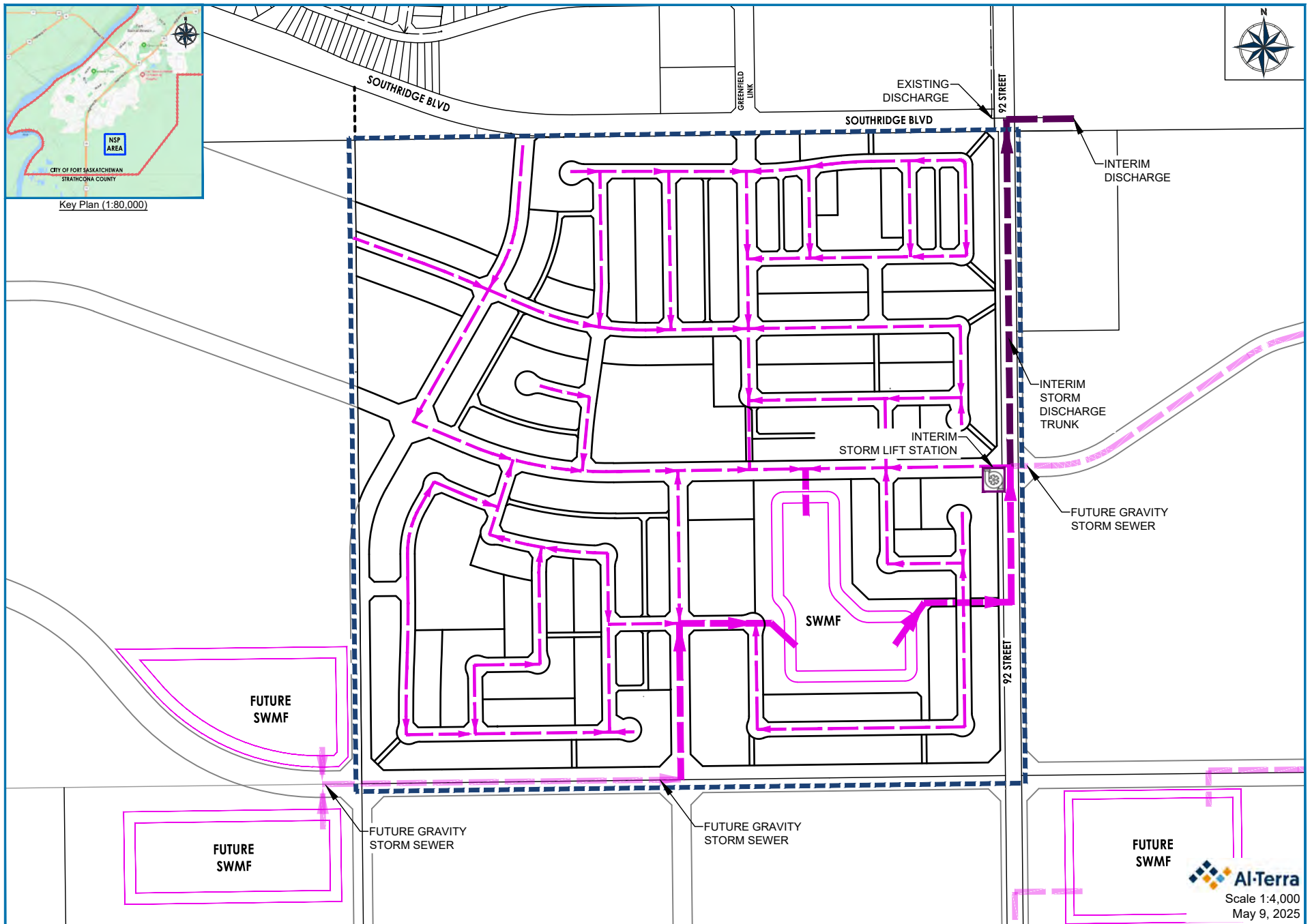
Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation



Note: All locations, elevations, areas, alignments, and dimensions shown are conceptual and subject to variation

## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 10 - Grading & Surface Drainage



#### Legend



NSP Boundary  
Conceptual SWMF Location

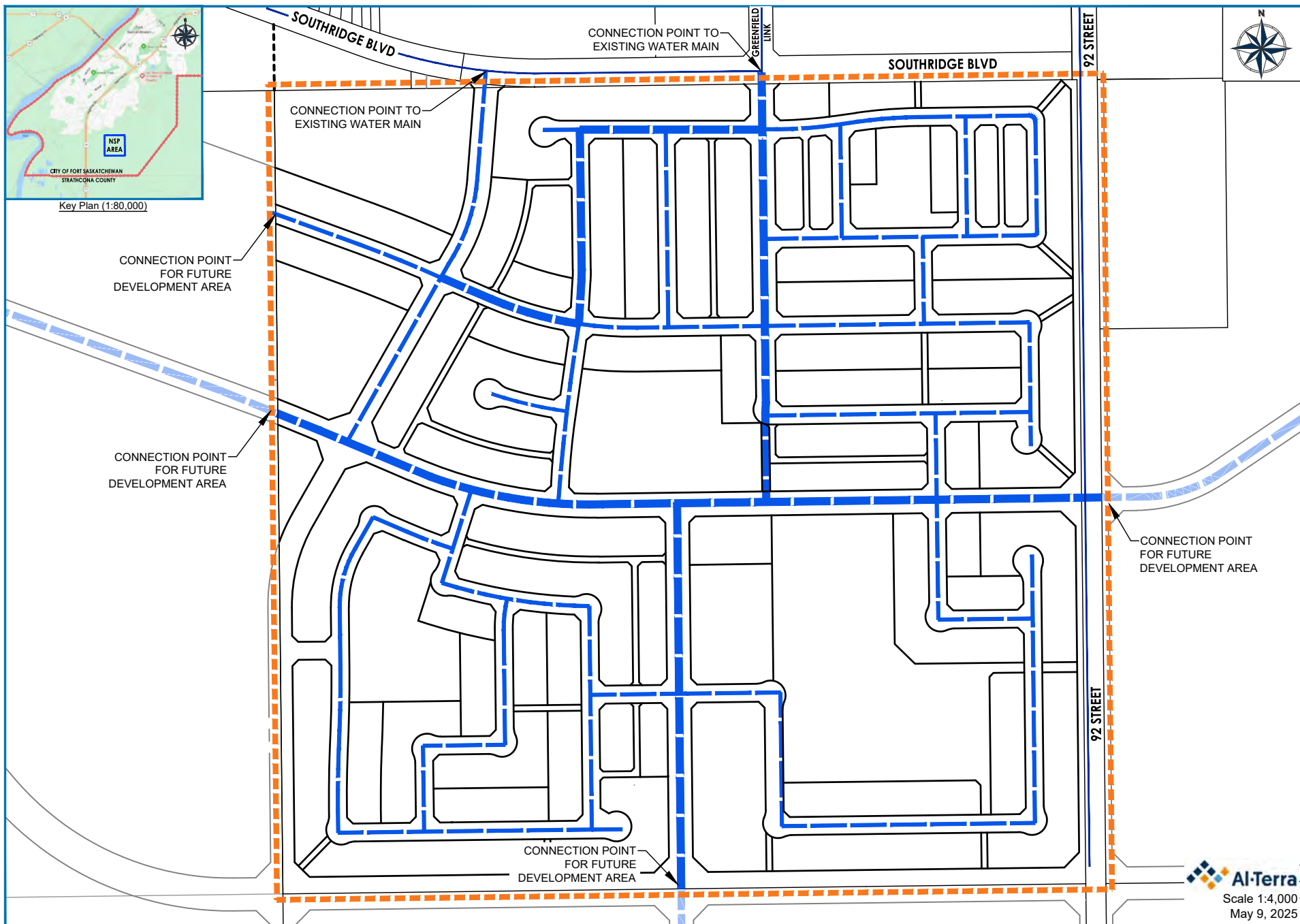


Conceptual Storm Trunk  
Conceptual Interim Discharge Trunk  
Storm Sewer  
Future Storm Trunk

## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 11 - Storm Sewer Network

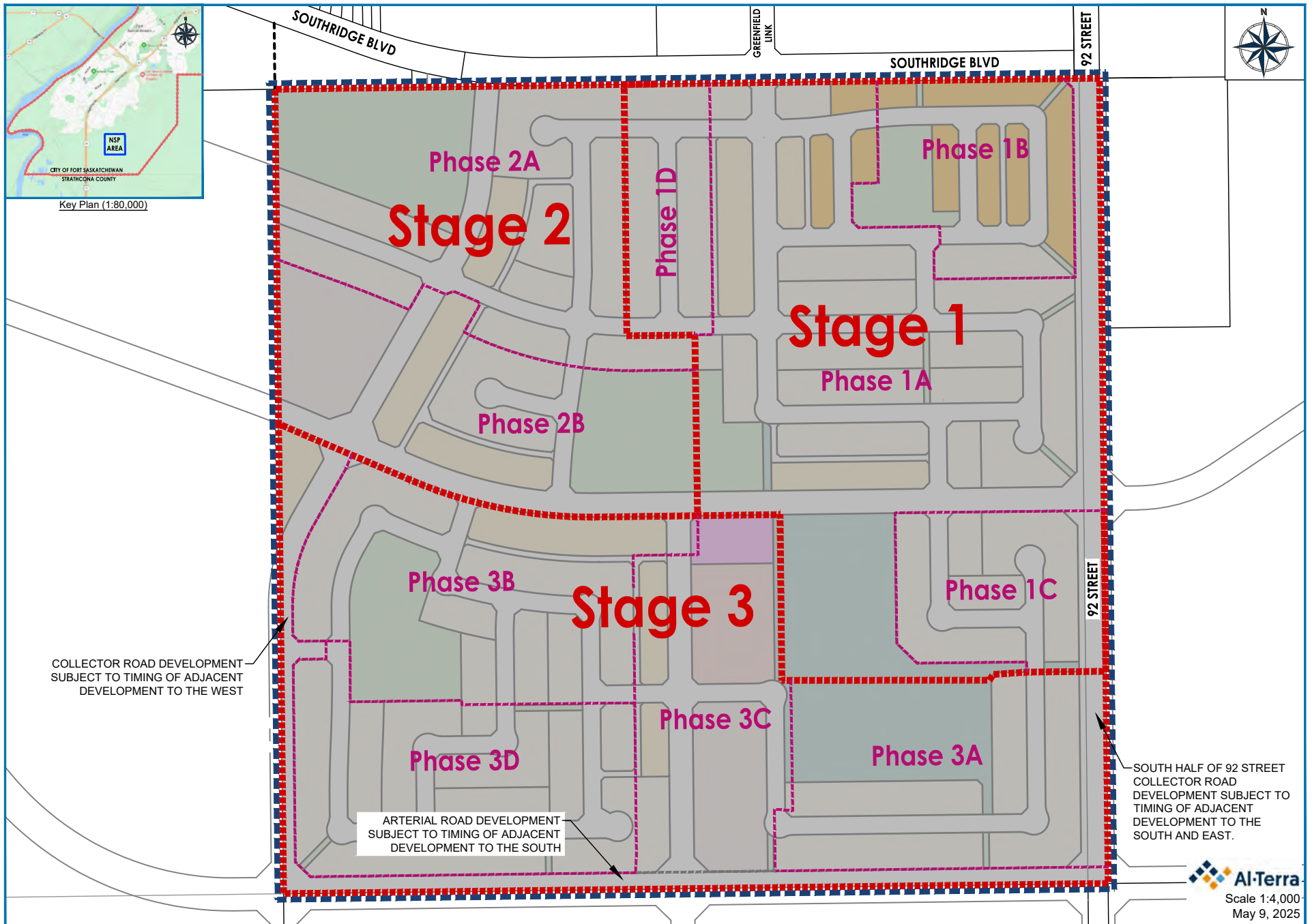
Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation



Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 12 - Water Network Concept



## NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

### Map 13 - Development Staging Concept

Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation