



**A BYLAW OF THE CITY OF FORT SASKATCHEWAN, IN THE PROVINCE OF ALBERTA,
TO AMEND THE SOUTFORT AREA STRUCTURE PLAN, BYLAW C4-19**

BYLAW NO. C1-22

WHEREAS the Municipal Government Act, R.S.A.,2000, c.M-26 as amended or repealed and replaced from time to time, provides that a municipality may adopt an Area Structure Plan;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. That “Southfort Area Structure Plan”, attached as Schedule “A-1”, and forming part of Bylaw C1-22, is hereby adopted.
2. This Bylaw is cited as the “Amending the Southfort Area Structure Plan Bylaw”.
3. That Schedule “A” of Bylaw C4-19 is replaced with Schedule “A-1” attached hereto, with amendments to the following sections:
 - a. Executive Summary (seventh paragraph, page ii) be reworded as follows:

“...The Plan is sensitive to the existing developed areas, and sets forth goals and objectives for development of the remaining area. The Plan is intended to be flexible in implementation. Specific details of site design, minor circulation patterns and lot layout, will be determined through subsequent Outline Plans or Neighbourhood Structure Plans, subdivision plans, and development permits.”;
 - b. 1.3 Scope of the Plan (second paragraph) be reworded as follows:

“...The Land Use Concept map is schematic and intended to be flexible to permit well thought out neighbourhood design and diverse housing options. The Land Use Concept provides general locations for major land uses and transportation patterns. Precise locations, sizes, shapes, and land uses will be determined through subsequent detailed planning, including Outline Plans or Neighbourhood Structure Plans, redistricting applications, and subdivision applications.”;
 - c. 4.1.2 Overall Policies (first bullet) be reworded as follows:

“Prior to acceptance of redistricting applications, an Outline Plan or 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.”;

“Residential densities are implemented at the subdivision stage.”;

- d. 4.2 Residential (second and third paragraphs) be reworded as follows:

“The undeveloped portions of Southfort are expected to achieve an average density of 25-30 dwelling units per net residential hectare (du/nrha), in line with the Capital Region Board density targets. Low density residential, as identified in the Land Use Concept Map, shall include single detached, semi-detached, duplexes, and multi-attached (townhouses), and shall not exceed a density of 35du/nrha. Medium density shall include multi-attached, and apartment buildings up to 4 stories, and shall achieve a density between 36-70 du/nrha. High density developments shall include apartment buildings and shall achieve a density over 70 du/nrha. A High Density Street Oriented Mixed Use development site located along Southridge Boulevard and Greenfield Link shall be developed at 75 - 85 du/nrha. This development will include multi-attached (townhouses, stacked town houses) and apartment buildings. In this site, neighbourhood commercial, and community services in the main level of buildings along Southridge Boulevard and Greenfield Link will be supported.

The Land Use Concept map identifies general locations for low, medium, and high density development, and residential mixed use development. The final location and size of all density classifications shall be determined through subsequent Outline Plans and Neighbourhood Structure Plans. Subdivision plans should include the integration of different housing forms and lot widths within blocks.

The variety of land uses and development opportunities within Fort Saskatchewan helps to support inclusivity, market affordability, and continued growth.”;

- e. 4.2.2 Policies include the addition of the following:

“...Outline Plans and 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.

Low density residential subdivisions shall not exceed 35 du/nrha to ensure consistency and compatibility between current development practices and previously planned and executed developments.

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.

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.”;

- f. 4.4 Commercial (second paragraph) be reworded as follows:

“Cornerstone Centre is a regional commercial power centre located at the intersection of Highway 15/21. SouthPointe Centre is a vehicle oriented shopping centre at the intersection of Highway 15/21. Vehicle oriented commercial sites are located along Southridge Boulevard. Neighbourhood commercial nodes are located along 84 Street and SouthPointe Boulevard.”;

- g. 4.6 Institutional (fifth paragraph) be reworded as follows:

“...The school sizes mentioned above are approximate and may change based on detailed planning and site and neighbourhood layout. Additional institutional uses may be required in the Plan area, and will be identified through subsequent Outline Plans or Neighbourhood Structure Plans, redistricting applications, and subdivision plans.”;

- h. 4.7.2 Policies (eight bullet) be reworded as follows:

“Park space, school sites, and trails over 6 metres in width shall be accepted as Municipal Reserve when consistent with the Municipal Development Plan, unless accommodating buried utilities or storm water management ponds.”;

- i. 5.2 Water Supply and Distribution (third paragraph) be reworded as:

“...The water distribution system is designed to ensure sufficient and reliable flow and pressure throughout the Plan area. The Water Distribution Master Plan and the City’s Engineering Standards guide future development of the system. Outline Plans and Neighbourhood Structure Plans will include hydraulic modeling to determine appropriate sizing and looping of mains within the internal network.”;

- j. 5.3 Sanitary Sewage Collection be reworded as follows:

“The sanitary sewer system for the Plan area is shown on **Figure 7**. Most of the developable land within the Plan area generally slopes at a minimal grade from west to east. The majority of the sanitary sewer within the Plan area drains northeast by gravity. Special consideration is required for a portion of the site located in the far southeast near the Yorkville Ditch where elevations are lower. Servicing for this area will be determined in the Outline Plan or Neighbourhood Structure Plan. The entire Plan area drains to the 1050mm diameter Ross Creek trunk sewer, which connects at the intersection of 86 Avenue and 101 Street.

The sanitary sewer system is designed to ensure sufficient capacity and flow velocities throughout the Plan Area. Gravity flow will be used where feasible. The Sanitary Sewer Master Plan and the City’s Engineering Standards will guide future development of the system.

Flat terrain and the desire to avoid lift stations will have considerable influence on the depth and size of pipe required. The depth of the gravity sewer is approximately 8 metres deep at the location of the tie in to the trunk sewer. However, this depth will be reduced to the minimum allowable depth as the sewer system is extended southward. Outline Plans or Neighbourhood Structure Plans will need to

demonstrate that the downstream system has capacity for the proposed development. Oversizing may be required to accommodate future upstream flows. The Sanitary Sewer Master Plan and the City's Engineering Standards will guide future development of the system.”;

- k. 5.4 Stormwater Drainage (fourth paragraph) be reworded as follows:

“...The Southfort Stormwater Management Plan, City and Provincial standards, and industry best practices guide future development of the stormwater management system. The system will be designed to make best use of natural grade and existing topography. Modeling and studies may be required when submitting an Outline Plan or Neighbourhood Structure Plan to determine pipe and pond sizing, flow routes, and treatment measures.”;

- l. 5.6.2 Servicing and Utility Policies include the addition of:

“Engineering designs must ensure storm water discharge to Ross Creek does not exceed predevelopment flow rates (3.5L/ha/s) for the 1:100 year event.

Where developers propose the introduction of a new residential use, such as reduced setback housing developments, they shall update the Outline Plan or Neighbourhood Structure Plan to demonstrate the storm water management system will function at the initially planned level of service.;

- m. 6.3 Vehicular Circulation (fourth, fifth, and sixth paragraphs) be reworded as follows:

“...The network must ensure the efficient and safe flow of vehicular traffic through the Plan area. The number and length of cul-de-sacs should be limited. Alignments and connections should be direct and logical, and multiple links should be provided to divide traffic and provide greater routing flexibility. Parked vehicles and snow windrows must be considered so that the flow of traffic is not adversely affected. Traffic calming measures that follow TAC guidelines may be permitted, if deemed necessary during Outline Plan or Neighbourhood Structure Plan review.

The City's transportation master plan, Transportation Guidelines, as well as TAC guidelines will be considered when designing development. Periodic transportation analysis should be undertaken as development progresses to determine if any adjustments to the road network are required. Engineering Design Briefs will require a traffic impact assessment to verify the function of collectors and arterial roads. Reduction or increase of the classification may be permitted or required if conditions warrant.

A conventional hierarchical system of lanes, local roads, collectors, and arterials will generally be used within the Plan area. To allow flexibility over time, local road alignments will be established in Outline Plans and Neighbourhood Structure Plans. Innovative and alternative configurations may be used if supported by study.”;

- n. 6.4.2 Transportation Policies (second bullet, thirteenth bullet) be reworded as follows:

“Require that public transit routes, stops, and facilities be defined in Outline Plans or Neighbourhood Structure Plans and accommodated as part of roadway design.

Single detached housing on narrow lots, semi-detached, and multi attached dwellings with front access shall face green spaces, dwellings with rear access, or developments with shared access to allow one side of the street to be used for off-site parking and operational needs.”; and

- o. 7.1 Staging and Implementation (third paragraph) be reworded as follows:

“...Prior to redistricting and subdivision approval, Developers will be required to provide an Outline Plan or Neighbourhood Structure Plan and an Engineering Design Brief for the parcel in its entirety to demonstrate how development will align with municipal and regional statutory documents, including this Area Structure Plan. Developers shall follow the general intent of the Land Use Concept.”

- 4. If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, the invalid portion must be served and the remainder of the Bylaw is deemed valid.
- 5. That Bylaw C1-22 becomes effective upon third and final reading.

READ a first time this	day of	2022
READ a second time this	day of	2022
READ a third time this	day of	2022

MAYOR

DIRECTOR, LEGISLATIVE SERVICES

Date Signed: _____