



Neighbourhood Structure Plan

June 2026



Mirigal

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1 Administration

1.1 Purpose

The purpose of this Neighbourhood Structure Plan (NSP) is to guide the orderly development of this future urban area, including planned land uses, servicing, transportation, open spaces, and development staging, providing greater-level details than what is shown in the parent Pointe Aux Pins Area Structure Plan (ASP). This NSP applies to lands legally described as NE-13-54-23-W4M and Plan 7521001; Block D, identified on **Figure 1 – Location Plan**. This NSP has been adopted in alignment with the Pointe Aux Pins ASP and the City of Fort Saskatchewan's Terms of Reference for the Preparation of Area Structure Plans & Neighbourhood Structure Plans (TOR), and the City's Municipal Development Plan C31-20 (MDP).

1.2 Authority

The Municipal Government Act (MGA) provides the authority for municipalities to prepare and adopt ASPs by bylaw. In accordance with MGA Section 633, a municipality may adopt an ASP as a framework for developing a large parcel of land.

The City of Fort Saskatchewan provided authorization to prepare the Pointe Aux Pins ASP on February 14, 2023, formally adopted the ASP on January 14, 2025, and further approved amendments to it on [ADD DATE]. This subsequent NSP was authorized for preparation on [ADD DATE].

1.3 Timeframe

The first stage of development for the Mirigal NSP lands (Plan area) is scheduled to begin in 2026, commencing in the northeast corner of the NSP as a natural progression of the existing urban boundary. The remaining lands will be considered for future development, with the time frame and progression dictated by market conditions.

The sequence of development is identified in **Figure 12 – Staging Plan**, showing the anticipated direction of development. Future development stages will continue towards the south portion of the Plan area. The final stage of development is anticipated to take place on the triangular parcel in the west portion of the Plan area to complete the neighbourhood. The entire neighbourhood is anticipated to be developed within 15 years, subject to market demands and conditions.

1.4 Interpretation

All map symbols, locations, and boundaries contained within this NSP are approximate unless otherwise specified within the plan or if they represent fixed legal boundaries. Some alterations of features, such as locations of infrastructure or land use areas shall generally be accepted without triggering amendment to this NSP, if the general intent of this NSP is met.

Policy statements that contain “shall” or “will” are compulsory and must be implemented. Alternative solutions may be considered where implementation of a “shall” policy is either impractical or not possible. Determination of whether an implementation strategy satisfies a “shall” policy will be at the discretion of the City of Fort Saskatchewan.

Policy statements that contain “should” or “may” are recommended and discretionary, allowing for alternative solutions given a planning rationale and subject to Administration.

1.5 Amendment

Amendments to this NSP may be required to address changes to the development framework or policy, updated data, or changes triggered by municipal or regional policy/regulation changes. The process of amending this NSP shall be in accordance with the MGA and the City of Fort Saskatchewan’s TOR.



2 Policy Context

The Mirigal NSP is in alignment with the vision, direction, and objectives of the Pointe Aux Pins ASP and complies with all other senior statutory planning policies within the City of Fort Saskatchewan.

For a comprehensive summary of the relevant statutory planning documents reviewed in the formation of this NSP and descriptions of how the NSP complies, please refer to **Section 2.0 – Policy Context** of the Pointe Aux Pins ASP. Policies within this NSP expand and further detail the policies found in the Pointe Aux Pins ASP *and* should be implemented in conjunction with the parent policies. Please refer to **Section 4.5 – Policy** of the Pointe Aux Pins ASP.

3 Site Context & Development Considerations

3.1 Location and Background

The Plan area is located within the south portion of the City of Fort Saskatchewan within the recently annexed lands, and is comprised of two parcels, NE 13-54-23-4 and Block D and Plan 7521001. The Plan area is also within the east portion of the Pointe Aux Pins ASP, making up a total of approximately 82 ha, as identified in **Figure 1 – Location Plan**.

The Plan area is bound by:

- Residential and commercial development to the north;
- Agricultural lands to the south;
- Veteran's Way (Highway 21) to the east; and
- Pointe Aux Pins Drive and Estate residential lots to the west.

3.2 Land Ownership

This NSP consists of two private parcels and a road plan, comprising a total of approximately 82 ha. Land Ownership at the time of NSP preparation is shown in **Table 1 – Land Ownership**.

Table 1 - Land Ownership

Landowner	Legal Description	Parcel Area (Ha)
Private Landowner	NE 13-54-23-4	64
Private Landowner	Block D, Plan 7521001	13
City of Fort Saskatchewan	4;23;54;24;SE (Road Plan 0421351)	5

3.3 Site Characteristics

This section identifies the Plan area's general context, conditions, and development considerations such as natural features, existing and surrounding land uses, infrastructure, and information on potential development constraints. Information has been informed by technical reports completed for the Mirigal NSP.

3.3.1 Existing Land Uses

Agricultural operations are currently taking place within the Plan area, with site visits and aerial photography review identifying extensive historical cultivation of crops throughout the lands.

Lands to the north of the Plan area are residential and commercial (this includes the Westpark neighborhood). The lands immediately west of the Plan area are estate residential homes, followed by agricultural uses, a natural area, and a wetland further west towards the North Saskatchewan River. Lands to the south are used for agricultural operations, and the lands immediately east of the Plan area (across from Veteran's Way/Highway 21) are agricultural, with plans to be developed as the future Roseburn neighbourhood.

3.3.2 Existing Transportation Network

The Plan area does not have an existing internal transportation network. However, the north boundary borders Wilshire Boulevard, the east boundary of the plan borders Veterans Way/Highway 21, and the west boundary borders Pointe Aux Pins Drive.

3.3.3 Topography, Geology, & Hydrology

Topography

The site is characterized by gently undulating terrain with low relief, and minimal slopes between 0.5 and 2%. Surface drainage is directed towards the southwest of the Plan area. Site elevations vary between 627 m and 637m, with the highest point located in the northern portion along an elongated hill.

Geology

The Plan area is within the North Saskatchewan River Basin atop the Buried Beverly Valley bedrock formation which runs southwest-northeast and roughly parallels the North Saskatchewan River. The bedrock has a maximum thickness of 120 m and is composed of sandstone, siltstone, shale, and coal. Surficial deposits on site are stratified into two distinct layers. The lower layer consists primarily of fluvial and lacustrine sediments, including pre-glacial sand and gravel materials, which directly overlie the bedrock surface. The upper layer, formed through glacial processes, is predominantly composed of till with minor sand and gravel deposits.

The groundwater table within the Plan area is variable from low to high. The water table was typically noted between 2.5 and 7.2 meters below ground surface. Water tables above 3.0m are located generally in the south and east portions of the Plan area. Due to the high plastic soils, in addition to the high water table level in some areas, extra construction measures will need to be considered in the design to accommodate the high water table areas and/or soils with high swelling potential.

Hydrology

The Plan area is approximately 500 m east of the North Saskatchewan River. The surface water flows in a west-southwest direction towards the river. There are no mapped watercourses or permanent drainage features within the Plan area. Rather, the surface water drainage system is comprised of twelve temporary or seasonal wetlands and ephemeral waterbodies which have historically been cultivated. Further, there are no aquifers, springs, or active wells within the Plan area.

3.3.4 Natural Areas & Ecological Resources

Environmental features present in the NSP area include an upland forest patch (tree stand) in the northeast corner of the Plan area, and a large wetland in the western portion. Other natural features present on site include ephemeral waterbodies scattered throughout the southern portion of the Plan area, as well as several graminoid marshes. A Wetland Assessment and Impact Report (WAIR) prepared by WSP in March 2025 proposes to remove all waterbodies within the Plan area, replacing the existing wetland with a stormwater management facility (SWMF). The concept plan has been designed to accommodate the tree stand, with minimal disturbance.

3.3.5 Environmental Assessments

Arcadis prepared a Comprehensive Biophysical Impact Assessment (BIA) in September 2025, and an updated Phase I Environmental Site Assessment/Limited Phase II Environmental Site Assessment (ESA) completed in August 2025.

Comprehensive BIA (Arcadis, September 2025)

This report identifies areas that are environmentally sensitive and natural, assesses and evaluates potential development impacts on these areas, inventories natural features and habitats, and outlines measures for construction or operations related to these components. The BIA evaluates these considerations in support of planning and development of the Plan area.

Twelve temporary or seasonal wetlands were identified, characterized as semi-permanent graminoid marsh. Disturbance through cultivation is present throughout the Plan area. Nine ephemeral waterbodies were also observed, appearing seasonally in spring imagery. These are also disturbed during cultivation. No mapped watercourses or permanent drainage features are present.

Vegetation review and database searches returned no records of species at risk. The Plan area is within the Central Parkland Subregion of Alberta's Parkland Natural Region, which has largely been disturbed from the historical state due to extensive cultivation. An upland forest patch is present within the north-eastern portion of the Plan area, containing various tree and shrub species. The field survey identified anthropogenic disturbances (barbed wire, concrete, etc.). Noxious weed species are present near roads and areas of high human activity. Significant infestations of creeping thistle and perennial sow-thistle were observed.

Wildlife review returned 18 historic wildlife records and 28 historical fish records within 3 km. Four of the 28 fish species recorded were stocked, but no fish bearing waterbodies cut through the site. Given the surrounding context of agriculture, urban, and industrial development, ecological connectivity and long-term habitat suitability for wildlife is limited. Some undisturbed patches provide temporary shelter or habitat; they are insufficient to support high-quality or permanent wildlife populations.

The Plan area provides limited breeding habitat for birds; however, site visits suggest that the forest may provide localized nesting or foraging opportunities for woodpeckers and other forest-dwelling bird species, such as crows, magpies, robins, chickadees, and blue jays (full list of observed bird species can be found in the BIA).

Overall, the proposed development is not expected to result in significant adverse environmental impacts provided that the recommended mitigation measures are implemented as outlined. While the loss of wetlands and other natural features within the Plan area is unavoidable, the level of historical disturbance and the commonality of such features in the surrounding landscape, their removal is not anticipated to have a significant effect on regional vegetation composition or wildlife habitat quality.

The upland forest patch in the northeastern portion of the Plan area is a mix of native and non-native species and is dominated by trembling aspen (*Populus tremuloides*), Manitoba maple (*Acer negundo*), and large numbers of non-native Siberian peashrub (*Caragana arborescens*). The undergrowth includes smooth brome (*Bromus inermis*), prairie rose (*Rosa setigera*), Western snowberry (*Symphoricarpos occidentalis*), Saskatoon berry (*Amelanchier alnifolia*), and creeping thistle (*Cirsium arvense*), the latter of which is a noxious species. Other species present in smaller quantities include American vetch (*Vicia americana*), yellow sweet clover (*Melilotus officinalis*), alfalfa (*Medicago sativa*) and white campion (*Silene latifolia* subsp. *alba*). The upland forest patch is considered potential habitat for several wildlife species in the area, such as woodpeckers and frogs.

Updated Phase I ESA and Limited Phase II ESA (Arcadis, August 2025)

Phase I ESA updates were prepared on the original report by WSP dating to June 2023. These updates were prepared to assess and document the current environmental conditions within the Plan area. As noted in the original report, soil sampling was recommended to further investigate a specific area of potential environmental concern in the northeast portion of the site. Due to targeting a specific area within the original boundary, as well as only conducting one specific type of soil sampling test, a Limited Phase II ESA was prepared. The Limited Phase II ESA was conducted to undertake soil sampling and assess current soil conditions. The soil sampling assessment did not find any significant contaminants, and no further studies were recommended.

Wetland Assessment and Impact Report (WSP, March 2025)

A Wetland Assessment and Impact Report (WAIR) was prepared in support of this NSP. The WAIR comprehensively reviewed the Plan area and identified four (4) wetlands which will be impacted by development. These wetlands varied from seasonal marsh to temporary marshes. The largest wetland was determined to be approximately 2.875 ha in size, located in the west portion of the Plan area, and was the only wetland that has not been cultivated during the ongoing agricultural operations.

Nine ephemeral waterbodies were noted in the Plan area and confirmed by the lack of wetland soil indicators. All ephemeral waterbodies were entirely cultivated through, lacked standing water, and the vegetation present was generally similar to adjacent upland areas. There were no mapped watercourses or drainage features.

The land use concept has been designed to mitigate impacts to the wetlands, however the WAIR confirms permanent wetland losses. Water Act Approvals have been obtained for the removal of the wetlands and ephemeral waterbodies on site (Approval Number DAUT0025350), expiring in December 2036. To compensate for the loss, an in-lieu replacement fee of \$134,727.18 has been paid.

3.3.6 Historical Resources

A Historical Resources Act (HRA) approval is required prior to development of any part of the ASP. WSP completed a Historical Resources Overview (HRO) in July 2024 to support the Pointe Aux Pins ASP. The HRO determined the presence of three areas with “historic resources value.” Given the classification of these areas, the HRO prescribed that a targeted Historic Resources Impact Assessment for archaeological resources be conducted.

A conditional Historical Resources Act approval was granted in May 2026. The conditions include a Paleontological Monitoring Program be conducted at the time soil disturbance, as part of a pre-impact assessment of the Plan area. Specifically, within the Plan area, monitoring is required for all areas of deep utility excavations (stormwater, water, and sanitary), for the SWMF (including the infall and outfall structures, and outfall maintenance road), and all excavations that impact the Pointe Aux Pins Creek banks, channel, and valley slopes.

3.3.7 Energy & Natural Resources

The Plan area is not encumbered by any existing or abandoned resource wells, and there are no pipelines through the Plan area.

3.4 Public Engagement

Open House (February 19, 2026)

An Open House took place on February 19, 2026 to provide the public and stakeholders with an opportunity to review the proposed Mirigal NSP, as well as resulting amendments to the existing Pointe Aux Pins ASP. 130 notification letters were sent to landowners in the area, and advertisements were placed in the newspaper (Fort Saskatchewan Record) and virtual newsletter two weeks prior to the event.

The open house was hosted in the City of Fort Saskatchewan's Dow Centennial Centre, with presentation boards about the project displayed throughout the meeting room venue, including background information, project timeline, site context, proposed land use concept, as well as land use designations and various maps (parks and open space, transportation, servicing, staging, etc.).

Attendees had the opportunity to browse through the boards, provide feedback, and ask any questions to project staff who were present. For members of the public who were unable to attend the in-person open house, an online survey was made available for one week following the event to provide additional opportunities to contribute feedback.

Virtual Engagement (June 5 - June 17, 2026)

A period of virtual engagement took place between June 5 and June 17, 2026, to provide project updates and gather additional public feedback as the subsequent step to the Open House on February 19, 2026. 130 notification letters were sent to landowners in the area, and public notices were placed in the Fort Saskatchewan Record to notify the public of the new project webpage and survey that were available to view and comment on. While focusing on virtual engagement, members of public were encouraged to call or email the project team if they had any accessibility issues.

The project webpage (www.mirigal.ca) included information on the project timeline, background, information on the planning process and significance of local area plans, as well as project resources, such as the Mirigal NSP, virtual engagement boards, and the What We Heard Report from the February 19th Open House. The project website also included a link to the survey and contact information for the project team. The survey was open to the members of the public until June 17, 2026.

4 Land Use, Transportation, & Servicing Concept

4.1 Vision

The vision for Mirigal is to create a pedestrian-friendly, integrated and connected neighbourhood, providing a diverse array of housing options and related services to support the growing population. Mirigal is home to variety of commercial developments, parks, a school site that are accessible via well connected vehicular, transit and multi-use trail network. Promoting community interaction and connectivity, gathering spaces, ecological integrity, and enhancing resident and visitor access to outdoors are integral to the vision of this NSP.

4.2 Guiding Principles

Future development within the Mirigal NSP is guided by principles which align with those outlined within the Pointe Aux Pins ASP and the Municipal Development Plan (MDP).

Complete Community

1. Residents of the Mirigal NSP area will enjoy a complete community with easy access to a school site, an interconnected system of parks and open spaces, and small- to large-scale commercial services.
2. The layout of the Plan area will support safe and convenient walking and cycling opportunities, offering a mix of transportation options that promote healthy, active living. It will feature a diverse range of parks, open spaces, and mobility choices to support the social, physical, and mental well-being of future residents. Key amenities—such as pathways, green spaces, and the Neighbourhood Node will be strategically distributed throughout the Plan area to ensure easy access to active transportation network and connection to community services.
3. Compact development, coupled with varied housing options and strong active transportation networks will help the community reduce vehicle emissions, lower road maintenance costs, and strengthen social connections among neighbours.
4. The Mirigal neighbourhood will provide opportunities for housing diversity to meet the diverse needs and preferences of the community.

Housing Diversity & Density

5. The Plan area will offer a wide spectrum of housing types—including single-detached and semi-detached homes, townhomes, stacked townhomes, low-rise apartments, and mixed-use residential buildings—to support a varied and inclusive community.
6. Medium- and medium/high-density housing will be strategically located at neighbourhood entrances, along collector roads, and in areas where smooth transitions between land uses are required.
7. Senior-focused housing and “visitable” housing units will promote aging-in-place and ensure accessibility for residents at all life stages

Efficient Use of Land

8. Mirigal NSP will develop from the north toward the south to ensure efficient, contiguous growth, minimize land fragmentation, and allow servicing infrastructure to be extended in a cost-effective manner. This approach will reduce both capital and long-term operating expenses by maximizing the efficiency of utility and road network extensions
9. This NSP is planned to achieve a minimum residential density of 35 upnrha, aligning with MDP requirements and ensuring land is used responsibly.
10. Medium and medium/high-density housing will be encouraged along key corridors to help meet density targets and make the best use of developable land.

Connectivity

11. Mirigal NSP is planned as a well-connected neighbourhood offering a range of safe and accessible transportation choices, including walking, cycling, transit, and convenient vehicle access.
12. Mirigal NSP will be a compact, vibrant community that uses a modified grid street pattern, promoting efficient vehicular and pedestrian movement.
13. Residential development will extend from existing neighbourhoods to the north, with strategic connections that integrate the new Plan area into the broader urban fabric of the City of Fort Saskatchewan.

Protection of the Natural Integrity of the Area

14. A central naturalized SWMF will be located over the existing seasonal graminoid marsh, allowing for natural drainage patterns of the Plan area to be retained.
15. The placement of the SWMF, park and open space areas, the buffer along Pointe Aux Pins Drive, and the retained tree stand in the northeast corner together will create important spaces for wildlife movement and habitat connectivity.

4.3 Land Use Concept

Mirigal is imagined as an intergenerational and cohesive neighbourhood, where commercial spaces, a school, and local amenities complement a variety of residential housing types through pedestrian-oriented neighbourhood connections, such as shared use paths and parks. The Plan area consists of mainly residential development, and a concentration of commercial along the eastern boundary, visible from Veterans Way/Highway 21. Central to the Plan area is the Neighbourhood Node, which is the focal point that acts as a walkable destination for the local residents.

4.3.1 Residential

Residential development in the Plan area will be comprised of low, medium, medium/high density, as well as residential mixed-use developments in various housing forms to provide housing choice for a variety of households, opportunities for intergenerational living and aging in place, as well as providing housing at various price points. These housing forms may include single-family and semi-detached dwellings (low density); townhomes and stacked townhomes (medium density); townhomes, stacked townhomes, and low-rise apartments (medium density); low-rise apartments and residential mixed-use developments (medium/high density); and residential mixed-use developments (within neighbourhood node) that will accommodate at-grade, small-scale commercial units and above-grade residential apartment units. The general location of residential land uses are identified on **Figure 5 – Land Use Concept**.

ACI Acoustical Consultants Inc. prepared a Noise Impact Assessment (NIA) for residential development within the Plan area. The NIA was prepared to ensure that any potential noise attenuation measures will be right-sized and constructed in appropriate locations to minimize noise impact for residential development along the major roadways, such as Veterans Way/Highway 21. The NIA recommends a 2.44m tall noise barrier for all residential development along Highway 21, with appropriate spacing allocated for the barrier at the backs of lots. Spacing requirements to be finalized at the subdivision and detailed design stage.

The results of the NIA's noise assessment identified the need for noise barriers of 2.83 meters for any residential development along the eastern edge of the Plan area. The noise barrier may take place in the form of a berm, a fence, or a combination of both. Additional space has been planned for the low-density areas to accommodate the noise barriers.

4.3.2 Neighbourhood Node

The Neighbourhood Node has been strategically located near the central portion of the Plan area. It is intended to serve as a local destination and foster a sense of community by providing opportunities for social interactions, and the use of local amenities within a walkable distance. This node is specifically positioned adjacent to the SWMF, a local park, and mixed-use residential, at the intersection of the western north-south collector roadway. Many multi-use trails culminate at this node, to provide safe access and converge mobility networks and transit facilities for all residents.

The node is the focal point of the neighbourhood and will include and integrate diverse housing options (residential mixed-use and low/medium density housing), community gathering spaces, and pedestrian friendly streets with enhanced urban design features. Development in the node will be street oriented, pedestrian friendly, visually appealing and engaging at the main level.

4.3.3 Commercial

The Plan area strategically locates commercial land use along its eastern edge, adjacent to Veteran's Way/Highway 21. The site is intended to cater to the traveling public (vehicular traffic) and feature medium to large format pad sites closer to the highway. The site will also cater to local residents (vehicular and active transportation), featuring pedestrian-oriented, small/medium scale commercial uses as well as mixed-uses (commercial/residential) along north-south collector road to the west. Development shall be arranged to maximize direct and safe active transportation networks.

Commercial development envisioned in this area includes large standalone single-occupant developments, strip malls, ground-floor retail, and multi-storey commercial or mixed-use developments. Commercial in this area may include various uses such as pharmacies, convenience stores, hair salons, tutoring, small format office enterprises (accountant, lawyer), health services, banks / credit unions, hair salons / barber, boutiques, restaurants / cafes, specialty (smaller format) grocery stores, and other similar medium format commercial uses.

4.3.4 Transportation Network

The Plan area will feature two collector roadway accesses (Collector A and Collector B) from the existing Westpark neighbourhood north of Mirigal, connecting off of Westpark Drive/Wilshire Boulevard. The Wilshire Boulevard/Collector A access intersection will be signalized, while the Westpark Drive/Collector B access intersection will be stop sign controlled. To the east, there are two planned access points from Veteran's

Way/Highway 21; the south access is a signalized all directional access (Street B), and the north access is a right-in right-out access (Street A). The overall road network maintains a modified grid pattern to ensure the efficient movement of all road users, as shown in **Figure 7: Transportation Infrastructure**.

Block lengths, crossing features, and traffic calming measures have been considered in compliance with the parent ASP. The road network, road designs, and all road classifications identified align with the requirements as defined by the City's Engineering and Servicing Standards. All roads will include accommodation for pedestrians in the form of either sidewalks or multi-use pathways. The collector roadways within the Plan area are designed to accommodate future transit routes.

Pedestrian connections are part of the multi-purpose trail network that connect users through the Plan area. The multi-purpose trail network has been designed to follow the collector roadways, key local roadways, access to community parks and the Neighbourhood Node, and frame the SWMF. A future below-grade pedestrian highway crossing is proposed at the all-directional access (Street B), however, there is potential that the ideal location may be at Street A right-in/right-out access. Further studies and investigation will occur to determine the final location of the future below-grade pedestrian crossing.

The north-south collector roadway that runs along the east portion of the Plan area is referred to as "Collector A". Collector A, connecting to Westpark Drive, is anticipated to serve up to 6,900 vehicles per day by 2048. Collector A is proposed as a standard municipal cross section, as shown in **Figure 1** below.

The north-south collector roadway that runs along the west portion of the Plan area is referred to as "Collector B". Connecting to Willow Link, is anticipated to serve up to 3,190 vehicles per day in 2048. This roadway is also proposed to be designed as per the City's standard cross section, as shown in **Figure 1** below.

The segment of Street A that runs from the north right-in-right-out access from Highway 21/Veteran's Boulevard until it meets Collector A is a proposed collector roadway, with a proposed standard municipal cross section, as shown in **Figure 2** below.

Street B that runs from the south access from Highway 21/Veteran's Boulevard until it meets Collector A is proposed as an arterial roadway, with a proposed standard municipal cross section, as shown in **Figure 2** below. The remainder of the roadway segment going west to meet Collector B is proposed as a standard collector cross section, as shown in **Figure 1** below.

Lastly, there are two local roadways proposed with a multi-use trail running alongside them – one in the north portion of the Plan area, and one in the south portion, both going east-west. These roadways are Enhanced Local Streets. A modified cross-section has been prepared to accommodate these multi-use trails, as shown in **Figure 3** below.

Figure 1 - Proposed Cross Section for the Collector A, Collector B, Street A, and Street B

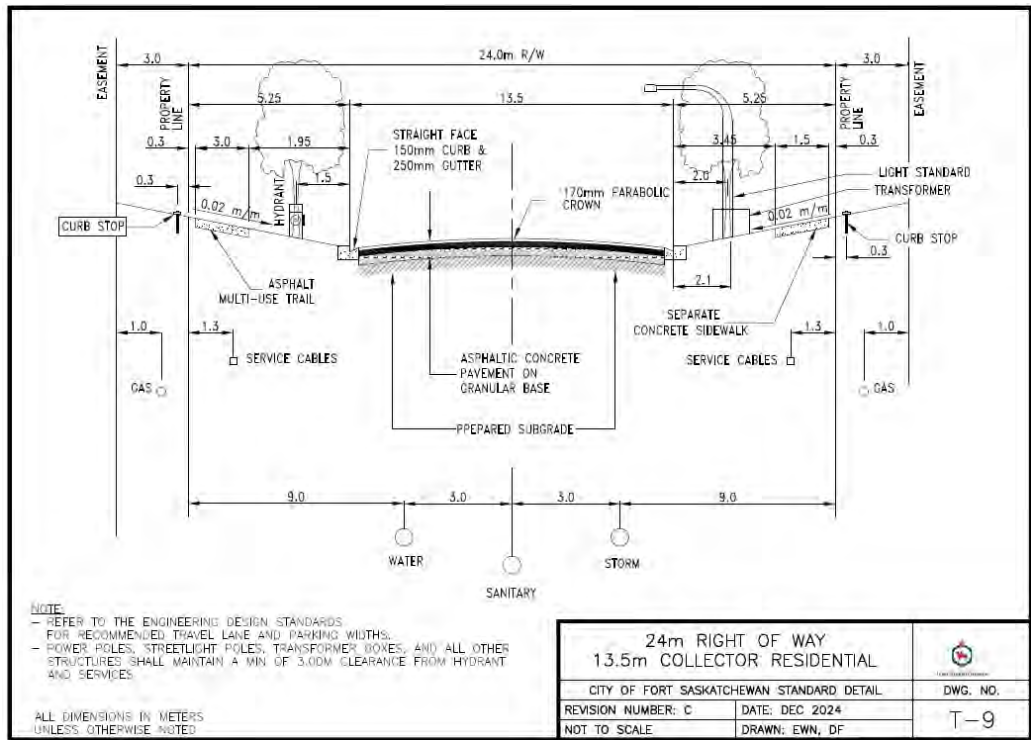


Figure 2 - Proposed Arterial A Cross Section

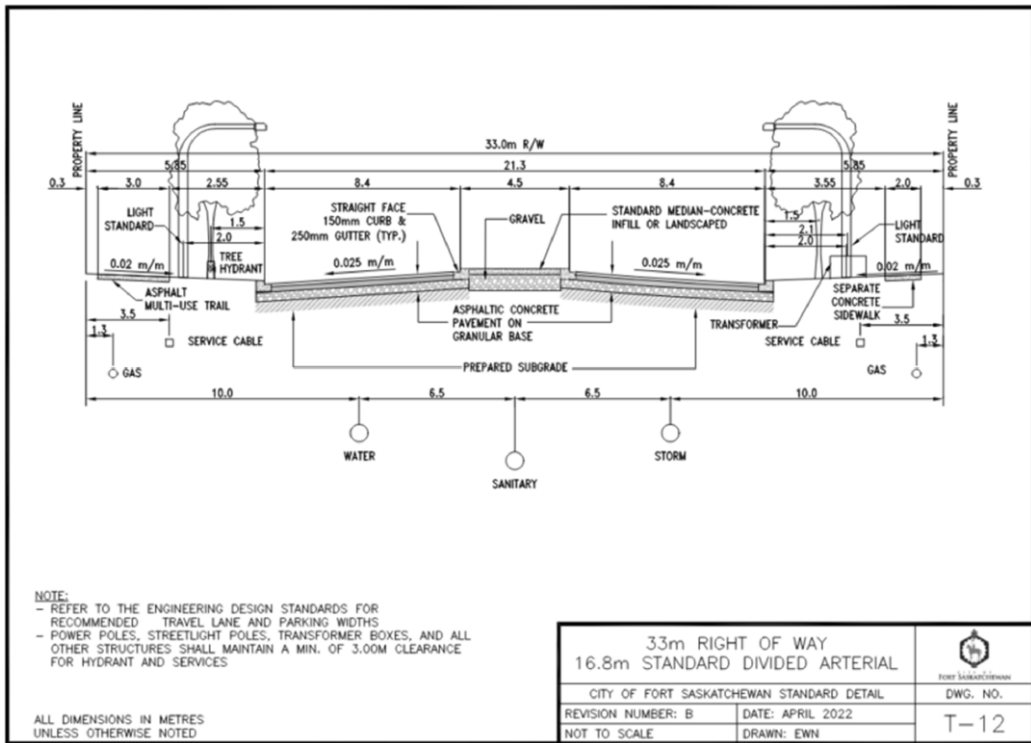
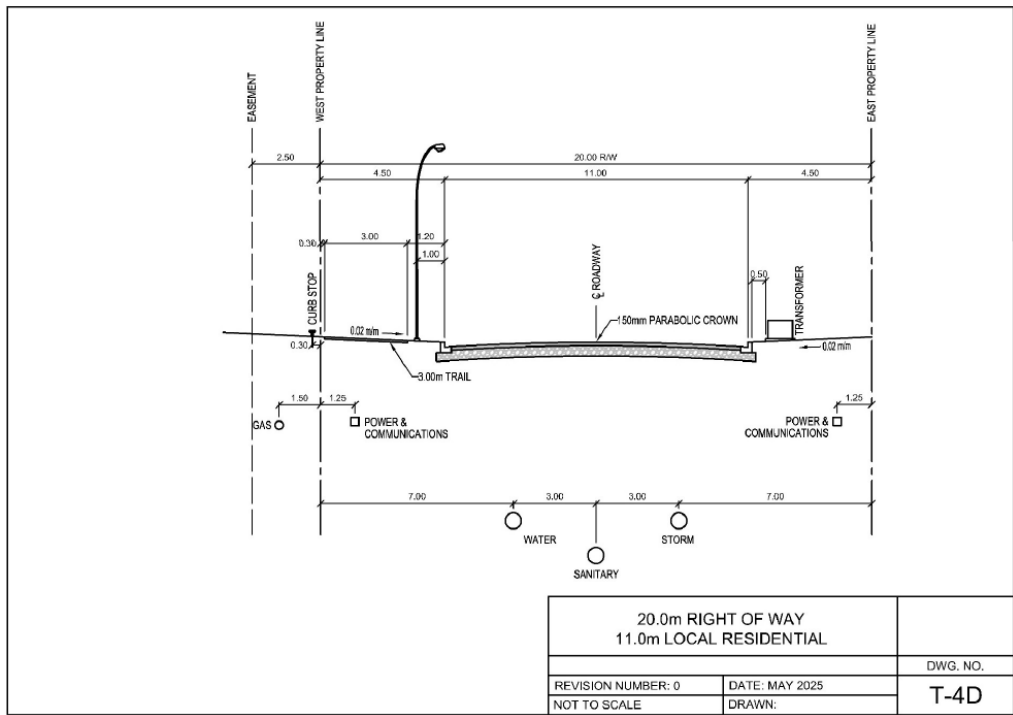


Figure 3 - Enhanced Local Streets



4.3.5 Parks and Open Spaces, and School Site

Parks and open spaces within the Plan area are an extensive network of programmable parks, multi-use trails, and pedestrian corridors. These features aim to connect residents of Mirigal with outdoor recreation and active transportation methods. Municipal Reserve (MR) public land dedications include the protection of the tree stand in the northeast corner of the Plan area, the future school site in the south portion, community parks placed throughout the Plan area, and a linear park along the west edge. The distribution of parks and open spaces ensures all residents have access to significant park spaces within a short walk (approximately 5 minutes).

Two parks are planned adjacent to the Stormwater Management Facility (SWMF), providing an extension of public amenities and shared use trails. To increase public safety, especially for children, several design features will be incorporated. This could include public signage about safety placed at highly visible locations to inform the public about potential hazards; integration of a gradual slope for the pond to reduce the risk of falls and injuries; as well as landscape treatments, such as perimeter vegetation fencing.

The parks and open spaces in the Plan area will be designed to support a wide spectrum of activities, encouraging recreation, gathering and everyday enjoyment for people of all ages and interests. These spaces will be designed to meet community needs and will be developed to the satisfaction of the City. The school site will be developed in the future by the School Boards.

The Plan area currently shows an over dedication of MR resulting from extending the Tree Stand area into a former road right-of-way dedication. Prior to the amendment of this ASP in 2026, the Plan proposed a future road widening along Highway 21, which is no longer deemed required by the City. Due to the narrow configuration of the additional lands, the site context and surrounding uses, MR was found to be the best use for that area. It is understood that the City will not compensate for the over dedication of MR within the Plan area.

Throughout the Plan area, pedestrian connections have been identified in key locations, providing vistas through residential blocks, and access to the school, SWMF, and the linear park.

4.3.6 Stormwater Management Facility (SWMF)

A SWMF has been planned in the general location of where the ‘Seasonal Graminoid Marsh’ is located, within the west portion of the Plan area. The proposed location is optimal for the incorporation of the SWMF due to its naturally low-lying topography and the overall drainage patterns throughout the Plan area. While it is not possible to preserve the marsh entirely, naturalized stormwater design opportunities shall be included, ensuring the functionality remains.

The design of the SWMF will include low-impact development (LID) solutions, which shall include planting native vegetation that thrives in wetland areas, incorporating wildlife habitat structure, planning and maintenance of appropriate water depths for the sustainable growth of vegetation around the pond, and provision of appropriate wildlife habitats. This may be accomplished with bioswales, bioretention basins at intersections, box planters and soil cells. LID features will be planned and included in the detailed design of the SWMF.

The design of the SWMF will incorporate amenities such as walkways, lighting, seating, and landscape plantings to support the use of this space as an open space feature for the community.

4.3.7 Community Branding

The Mirigal NSP will incorporate a distinctive community brand and palette, reflecting the neighborhood’s character and identity. This branding will be careful and thoughtfully integrated throughout the development, appearing on wayfinding, signage, public spaces and amenities, and other community features to create a unified visual experience. This branding will be incorporated throughout the neighbourhood to foster the spirit of the community. The branding has been embedded within this NSP document to guide the overall aesthetic and reflect nurturing, growth and community warmth, representing a neighbourhood where residents can plant their roots, cultivate their lives and grow together. The graphic branding concept is visually depicted below. The neighbourhood design will be implemented through the creation of design guidelines that will provide homeowners with required materials and colour palette to create consistency.



4.3.7.1 Roads, Parks, and Facilities Naming Theme

The theme for Mirigal NSP is inspired by the concepts of growth, roots, and community. Street, park, and facility names may reflect ideas of nature, heritage, and connection, reinforcing the neighbourhood's identity as a place where residents can put down roots and thrive together. A cohesive street naming strategy will be developed for Mirigal at each stage of subdivision, using street names starting with the letter "M". Street names that strengthen and amplify the Mirigal theme will be used. These names will be subject to approval by the City of Fort Saskatchewan Subdivision Authority and must comply with the City's Naming Policy (GOV-002-C).

4.3.7.2 Materials & Aesthetics

The primary accesses to the neighbourhood will be from Collector A and Street B (off of Highway 21/Veteran's Way), which will act as grand entrances providing a viewshed to the park and the SWMF at the end of the road. It is anticipated that the neighbourhood's entrance feature will be located at these entrances. Consistent with the neighbourhood's branding, entrance features will incorporate masonry materials and robust, landscaping for beautification, and the colour palette.

Buildings will have a feeling of being rooted in landscape, with strong connections encouraged between indoor spaces and surrounding landscapes through transitional elements and views. Building materials should emphasize durability, longevity, and a natural character appropriate to the prairie environment.

Pairing of driveways will be carefully planned to allow for landscape treatments.

Landscaping for all homes should be designed to enhance both the individual property and the overall streetscape, incorporating a variety of trees, shrubs and other features such as rockery. To encourage alignment with the Mirigal theme, encouraged are specific varieties of trees and shrubs that reflect the seasonal cycle, are native to prairie landscapes, and that support biodiversity.

For Commercial and Mixed-Use development, the design detailing of the built form will be inspired by the Mirigal design style palette, while recognizing the function and scale of buildings. Design guidelines will be developed for the commercial and mixed-use sites directing design detailing.

Parks and open spaces have been strategically designed in all areas of the neighbourhood, to ensure that all residential development is within a 200m walkshed from a park amenity. The SWMF and two abutting parks have been placed at the heart of the neighbourhood, adjacent to the node, providing opportunities for outdoor activities where people gather. Other parks include a mix of pocket parks that act as resting spots along multi-purpose trails, or more local gathering opportunities, where amenities such as playgrounds can be planned. The tree stand in the northeast corner of the neighbourhood will feature natural vegetation and trails, allowing for activities such as walking or running. The 2.8 ha school site will have a school constructed at a later stage, including outdoor fields, playgrounds, and other amenities (depending on the school). These sports amenities will be jointly used by the residents of Mirigal.

Wayfinding signage will be incorporated in the form of street signage, as well as pedestrian signage at prominent locations along multi-use trails to indicate high-interest areas, such as the neighbourhood node/SWMF, connections to nearby parks and neighbourhoods.

4.4 Land Use & Population Statistics

This section identifies the land use and population statistics proposed for Mirigal at full build out. The NSP supports various residential developments, which are required for a growing city. To provide context regarding financial stability for the NSP, a Fiscal Impact Analysis (FIA) was prepared by Applications Management Consulting Ltd in November 2025.

The FIA concludes that Mirigal, as a primarily residential development, will see an increase in municipal tax rates. Over the 30-year forecast horizon used, an average increase of approximately 2.8% was observed. The findings are consistent with other residential growth areas within the City of Fort Saskatchewan.

The Land use and population statistics are summarized in the table below.

Table 2 - Mirigal Land Use & Population Statistics

MIRIGAL LAND USE & POPULATION STATISTICS		
Land Use	Area (ha)	
Gross Area	82.09	
Natural Area (ER)	0.00	
Pipeline Right of Way	0.00	
	Area (ha)	% of GDA
Gross Developable Area	82.09	100.00%
Non-Residential Land Use Area		
Open Space (Municipal Reserve)	8.37	10.19%
Tree Stand	2.31	2.82%
Park Site(s)	3.25	3.96%
School Site	2.80	3.41%
Transportation	19.17	23.35%
Arterial Roads	0.46	0.56%
Collector Roads	6.65	8.10%
Local Roads	10.40	12.67%
Lanes	1.44	1.75%
Walkways	0.22	0.27%
Public Utility Lots	5.25	6.40%
Stormwater Management Facility	5.05	6.15%
Walkways	0.17	0.21%
Emergency Access Lot	0.03	0.03%
Commercial Lots	4.35	5.30%
Commercial	4.35	5.30%
Total Non-Residential Area	37.14	45.24%
Net Residential Area	44.96	54.76%

Mirigal Neighbourhood Structure Plan – June 2026

Residential Land use Area, Unit & Population Estimates			% of GDA
Low Density Residential [25-35 du/nrha]	Area (ha)	29.70	36.18%
Single, Zero Line, Semi-Detached	Minimum Units/ha	25	
	Units	742	
	People/Unit	2.8	
	Population	2079	
	% of NRA	66%	
Low-Medium Density Residential [36-49 du/nrha]	Area (ha)	7.31	8.90%
Townhomes	Minimum Units/ha	45	
	Units	329	
	People/Unit	2.8	
	Population	921	
	% of NRA	16%	
Medium Density Residential [50-69 du/nrha]	Area (ha)	5.93	7.22%
Apartments, Townhomes	Minimum Units/ha	65	
	Units	385	
	People/Unit	1.8	
	Population	694	
	% of NRA	13%	
Residential Mixed Use [70 du/nrha]	Area (ha)	0.61	0.74%
Apartments, Townhomes	Minimum Units/ha	70	
	Units	43	
	People/Unit	1.5	
	Population	64	
	% of NRA	1%	
Medium/High Density Residential [70-99 du/nrha]	Area (ha)	1.41	1.72%
Apartments, Townhomes	Minimum Units/ha	70	
	Units	99	
	People/Unit	1.5	
	Population	148	
	% of NRA	3%	
Total Residential Area	Area (ha)	44.96	54.77%
	Units	1598	
	Population	3906	
	% of NRA	100%	

Minimum Required Overall Residential Density Shall be 35 du/nrha

*Please note: residential Mixed-Use is calculated at the full site area for residential and does not include the Commercial area in the calculation.

Overall Stats		Minimum				
Residential	Area (ha)	Unit/ha	Units	People/Unit	Population	% of NRA
Low Density Residential	29.70	25	742	2.8	2079	66.1%
Low / Medium Density Residential	7.31	45	329	2.8	921	16.3%
Medium Density Residential	5.93	65	385	1.8	694	13%
Medium/High Density Residential	1.41	70	99	1.5	148	3.1%
Residential Mixed-Use (Residential Portion full Site)	0.61	70	43	1.5	64	1%
Total	44.96		1598		3906	

Population Per Net Hectare (ppnha): 86.9
Units Per Net Residential Hectare (uprha): 35.5

4.5 Policy

The policies outlined below will direct how the guiding principles will be implemented and how the overall NSP vision will be realized.

4.5.1 Residential

The purpose of the residential policies is to foster a complete, attractive, and cohesive community that offers a diverse range of housing options. These policies guide development in a manner that aligns with the goals of the City of Fort Saskatchewan's MDP, promoting efficient servicing, compatibility with surrounding land uses, and effective use of existing infrastructure. Together, they support well-planned growth that balances livability, sustainability, and long-term community resilience. To achieve these objectives, an overall minimum residential density of 35 dwelling units per net residential hectare (du/nrha) is required.

Policy 4.5.1.1

The Mirigal NSP shall achieve a minimum overall net residential density target of 35 du/nrha to meet density targets identified in the City's MDP.

Policy 4.5.1.2

Low Density Residential development shall accommodate single detached and semi-detached housing, and townhomes, with a minimum residential density of 25 du/nrha and a maximum density of 35 du/nrha. Subdivisions within this area shall not exceed a density of 35 du/nrha.

Policy 4.5.1.3

Residential densities shall be implemented at the subdivision stage.

Policy 4.5.1.4

Future residential development located adjacent to Pointe Aux Pins Drive and the MR buffer shall be rear facing.

Policy 4.5.1.5

Housing diversity is encouraged through a variation of housing types or lot widths along a block to create accessible, affordable, and holistic communities.

Policy 4.5.1.6

Live-work spaces and home-based businesses are encouraged throughout the Plan area, where feasible, appropriate, and comply with LUB regulations.

Policy 4.5.1.7

Innovative housing types, such as visitable housing, live-work units, and Zero Lot Line housing may be further explored in the Plan area and will require subsequent NSP amendments. Any proposed housing with reduced setbacks shall demonstrate that the stormwater management system will function at the initially planned level of service.

Policy 4.5.1.8

Low / Medium Density Residential shall include street-oriented townhomes or street-oriented stacked townhomes and shall be developed at a minimum of 45 du/nrha.

Policy 4.5.1.9

Medium Density Residential shall include townhomes, stacked townhomes, and low-rise apartment buildings, and shall be developed at a range of 50-69 du/nrha.

Policy 4.5.1.10

Medium / High Density Residential shall include townhomes, stacked townhomes, low rise apartment buildings and seniors housing, and shall be developed at a range of 70-99 du/nrha.

Policy 4.5.1.11

Medium and Medium / High Density Residential should be street-oriented where possible, located near transportation corridors and in close proximity to Parks and Open Spaces.

Policy 4.5.1.12

Residential Mixed-Use shall include above-grade apartment units with small-format commercial uses at-grade and shall be developed at a minimum of 70 du/nrha.

Policy 4.5.1.13

Lot sizes and housing types will be varied at the block level.

Policy 4.5.1.14

Noise barrier may be required for Medium/High Density site as per an updated Noise Impact Assessment at the time of development.

4.5.2 Neighbourhood Node

The neighbourhood node is generally located in the centre of the Plan area. The policies relating to the neighbourhood node will guide the design and development, aiming to create a focal point for the neighbourhood. Providing a community gathering location in a walkable, pedestrian scale environment, this node will include medium and high-density residential uses, with small format commercial uses complementing the development.

Policy 4.5.2.1

Integrate visually appealing and welcoming architecture through human-scale design elements and street-oriented developments, where possible.

Policy 4.5.2.2

Residential densities within the node boundary shall reach a minimum of 70 du/nrha.

Policy 4.5.2.3

Residential mixed-use buildings within the node shall include small-format commercial uses at-grade covering a minimum 50% of ground floor area.

Policy 4.5.2.4

The neighbourhood node shall include urban design elements such as street furniture, bike parking, pedestrian-friendly lighting, plazas, enhanced landscaping, and pedestrian scale wayfinding.

Policy 4.5.2.5

The neighbourhood node shall be street-oriented, with parking areas designed to be located under, or to the rear of buildings. If required, on-site parking may be located to the side of the building and must be screened by the use of landscaping.

Policy 4.5.2.6

The Central Park for community gatherings shall be equipped with picnic sites a playground, and sports activity amenities, complete with street furniture and lighting.

Policy 4.5.2.7

Transit and active transportation connections shall be implemented within the neighbourhood node to promote multiple transportation methods. Infrastructure to accommodate active transportation, such as bicycle parking, will be included at strategic locations within the node.

4.5.3 Commercial

The purpose of the commercial policies is to encourage commercial development within the Mirigal NSP that integrates into the surrounding residential areas. The commercial area strives to be welcoming at a pedestrian level, while also providing efficient vehicular circulation.

Policy 4.5.3.1

The scale and intensity of commercial development adjacent to Veteran's Way / Highway 21 shall include large-scale, vehicle-oriented commercial uses to capitalize on high visibility and vehicular access, such as large standalone single-occupant developments and strip malls.

Policy 4.5.3.2

The scale and intensity of commercial development along the collector roadway shall include medium and small-scale buildings to create a pedestrian and street-oriented interface for local residents, such as small standalone single-occupant developments, strip malls, ground-floor retail, and multi-storey commercial or mixed-use developments.

Policy 4.5.3.3

Possible mixed-use development within commercial areas shall incorporate at-grade commercial uses, with above-grade residential.

Policy 4.5.3.4

Commercial buildings shall have a visually appealing interface and views into the sites as well as along Veteran's Way and collector streets through the use of architectural design elements along building facades.

Policy 4.5.3.5

Development within commercial areas shall be provided in a manner that minimizes the potential impact on adjacent properties. This may include building orientation and placement to alleviate nuisance concerns, landscaping and landscape buffers, building setbacks, and screen fencing, at the discretion of Administration.

Policy 4.5.3.6

Direct pedestrian connectivity to adjacent residential areas and pedestrian infrastructure shall be provided through enhanced features such as seating, plazas, walkways, and landscapes.

Policy 4.5.3.7

The number of parking stalls within commercial areas may be minimized by incorporating shared parking on a case-by-case basis.

Policy 4.5.3.8

The colours, finishes and architectural detailing of all buildings shall be considered and integrated with the overall design and character of Mirigal as per Section 4.3.7 Community Branding.

Policy 4.5.3.9

All lighting and signage shall be designed to a pedestrian-scale, minimize light pollution, and must not negatively impact the surrounding development.

4.5.4 School Site

The Pointe Aux Pins ASP identifies a 2.8 Ha site to support the development of a future school. The location was selected to allow for potential future expansion south. The NSP provides additional policies to guide the development of the school site.

Policy 4.5.4.1

A 2.8 ha school site shall be dedicated as Municipal Reserve, as generally shown in **Figure 5 – Land Use Concept**.

Policy 4.5.4.2

The outdoor recreational facilities of the future school (playgrounds, fields, and other outdoor spaces) shall be shared-use amenities and shall be designed with the intent to be a part of and complementary to the open space network.

Policy 4.5.4.3

The school site shall have direct access from at least two public roads (excluding lanes), and at least one collector roadway with a minimum of 50% road frontage.

Policy 4.5.4.4

The school site shall be connected to the Plan area's active transportation network to increase the variation of transportation modes to this facility and overall accessibility of the site.

4.5.5 Parks & Open Space

Policies relating to Parks and Open Space provide direction for the dedication of Municipal Reserve for parks, open spaces, and school sites. Where applicable, Reserve lands may be used to create a variety of park spaces throughout the NSP.

Policy 4.5.5.1

Municipal Reserve analysis to be completed at each stage of subdivision.

Policy 4.5.5.2

The amount of Municipal Reserve dedication shall be equivalent to ten percent (10%) of the Gross Developable Area consistent with the requirements of the Municipal Government Act and shall be provided to the City during the subdivision process. The City reserves the right to consider cash-in-lieu in specific circumstances.

Policy 4.5.5.3

Green spaces, open spaces, and / or parks shall be located throughout the Plan area and be within a 5-minute walkshed or 400 m distance from residential development.

Policy 4.5.5.4

Park spaces shall be designed to include urban design features including landscapes, lighting, signage, and site furnishings such as seating and waste receptacles.

Policy 4.5.5.5

Public space design shall take into consideration basic CPTED principles and universal design standards to promote overall safety and accessibility.

Policy 4.5.5.6

Public spaces shall be designed and programmed to incorporate both active and passive recreation opportunities and infrastructure and shall include pedestrian links through public spaces to provide accessibility via multiple modes of transportation.

Policy 4.5.5.7

A multi-use pathway with strategic linkages shall be developed around the SWMF to complement the open space network, as shown in **Figure 6 - Parks & Open Space**.

Policy 4.5.5.8

Parks and open spaces greater than 0.1 ha must have direct access from at least two public roadway (excluding lanes) with a minimum of 50% road frontage.

Policy 4.5.5.9

Community gardens are encouraged within parks and open spaces, where appropriate.

Policy 4.5.5.10

A multi-use trail shall be constructed and run continuously along the west side of Highway 21/Veteran's Way.

Policy 4.5.5.11

Trail connections shall be incorporated to provide access to the existing Westpark neighbourhood and the future neighbourhood to the south, as shown in **Figure 6 - Parks & Open Space**.

Policy 4.5.5.12

Multi-use pathways shall incorporate xeriscaping to reduce water, energy, and labour requirements.

Policy 4.5.5.13

The City shall be responsible for maintaining and/or enhancing the existing tree stand in accordance with the BIA.

Policy 4.5.5.14

The City shall not compensate for the over-dedication of the MR in accordance with the concept map of this ASP and NSP.

Policy 4.5.5.15

Efforts must be taken to cause minimal disturbance to the tree stand during the construction and development of surrounding land.

Policy 4.5.5.16

Lands dedicated as Municipal Reserve shall be enhanced with urban design features including landscapes, walkway, lighting, signage, and site furnishings such as seating and waste receptacles in consultation with City Administration.

4.5.6 Ecology and Environmental Considerations

The purpose of the following policies are to ensure the future development of the NSP meet all Federal and Provincial requirements/regulations pertaining to the environment, promote wildlife connectivity, retain natural drainage where possible, and help mitigate premature loss of the agriculture lands.

Policy 4.5.6.1

Developments within the Plan area shall integrate and link (i.e. Parks, SWMF, tree stands, and landscape boulevards) to provide habitat and encourage connectivity, in general alignment with **Figure 6 – Parks and Open Space**.

Policy 4.5.6.2

Existing drainage patterns within the Plan area shall be retained using Municipal Reserve / parks and the SWMF.

Policy 4.5.6.3

The restoration of natural areas and the naturalization of public spaces shall be considered where possible. Areas disturbed through construction shall be revegetated as soon as possible.

Policy 4.5.6.4

Where possible, permeable surfaces should be incorporated for multi-use pathways and further delineated during the detailed design stage.

Policy 4.5.6.5

The design of the SWMF shall ensure the following:

- a) Use of artificial lighting that promoted dark sky principles;
- b) Reduction of light spill to surrounding areas;
- c) Utilization of dark and/or non-reflective surfaces for landscape features.

Policy 4.5.6.6

A Wetland Assessment Impact Report (WAIR) Water Act approvals will be required prior to rezoning for the removal of all waterbodies within the Plan area.

Policy 4.5.6.7

An Erosion and Sediment Control Plan shall be implemented during future construction stages. The plan will include information on addressing surface water runoff and channelization/pooling, soil transportation and stockpiling, and dust. The Plan shall note that runoff from roads should be captured and treated before release.

Policy 4.5.6.8

Construction activities, including removal of vegetation, shall be in compliance with the Migratory Birds Convention Act (MBCA). The Plan area is within Zone B4, with sensitive wildlife timeframes falling between April 15 and August 31 for breeding birds and the raptor breeding period between March 15 to August 15.

Policy 4.5.6.9

During construction, regulations within the Alberta Weed Control Act shall be followed to control, eradicate, and monitor known invasive plant species.

Policy 4.5.6.10

Development activities shall be in accordance with recommendations of the Biophysical Impact Assessment completed for the Plan area, including:

- Develop and implement a Stormwater Management Plan to ensure the maintenance of historical surface drainage catchment areas and discharge areas;
- Develop a Vegetation Management Plan to prevent spreading and establishment of invasive weeds;

- Develop a Wildlife Management Plan for the protection of migratory birds and nest and to encourage wildlife movement prior to the start of construction;
- Develop a Grading Plan to support stabilization and replacement of disturbed soils;
- Develop a Waste Management Plan to appropriately manage and dispose of waste materials;
- Develop a Hazard Tree Assessment to mitigate hazard trees within the edges of the tree stand area;
- Maintain a vegetated buffer around the stormwater pond/wetland; and
- Prohibit the use of chemicals within the wetland buffer zones to reduce the risk of impacts to water quality.

Policy 4.5.6.11

Where required, any contaminated material shall be removed and disposed of in an environmentally sensitive manner and in accordance with provincial and federal regulations. Recommendations of the Phase II ESA must be followed at the time of development activities.

Policy 4.5.6.12

This NSP shall implement the recommendations of Historical Resources Act approvals. Any historically significant materials found within the Plan area shall be dealt with in accordance with Section 31 of the Historical Resources Act.

Policy 4.5.6.13

Agricultural production on undeveloped lands within the Plan area should continue where feasible, to maintain agricultural operations prior to future development. Access to these agricultural lands shall be maintained throughout the year and will be provided from Veteran's Way / Highway 21.

Policy 4.5.6.14

Development sequencing shall follow the general sequencing as identified in **Figure 12 – Staging Plan** in order to protect the agricultural lands from the south from premature development and from potential construction impacts. A fence shall be constructed at the south boundary of the Plan area as the south area develops, mitigating potential negative impacts to the agricultural lands south of the NSP.

Policy 4.5.6.15

Mitigation measures and recommendations outlined within the Agricultural Impact Assessment shall be followed as the Plan area develops. These include:

- a) Maintaining existing drainage courses, mitigating effects to water or soil quality to the agricultural lands;
- b) Reducing nuisances such as noise and dust by integrating a 40m buffer between new residential lands and agricultural lands to the south, as the area develops;
- c) Ensuring that rural roads and accesses within undeveloped areas continue to accommodate farm machinery; and
- d) Distribute educational packages to future residents on what to expect from living adjacent to agricultural lands.

Policy 4.5.6.16

Strategies and recommendations outlined in the Topsoil Management Plan prepared for this NSP shall be followed at the time of development of the area. These may include:

- a) Assessment of usable and non-usable topsoil by a geotechnical engineer;
- b) Repurposing of suitable topsoil on site for landscaping within MR areas, stormwater facilities, boulevards, and other features, while providing excess to the City of Fort Saskatchewan or other nearby municipalities;
- c) Removal of and proper disposal contaminated topsoil;
- d) Ensuring the provision of proper soil depths for various landscaping requirements;
- e) Stockpiling of topsoil in a way that avoid cross-contamination; and
- f) Implementation of a clubroot management strategy if clubroot is detected.

Policy 4.5.6.17

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

Policy 4.5.6.18

The stormwater pond must be naturalized to mimic the function of the wetland it replaces.

Policy 4.5.6.19

The stormwater pond will accommodate future irrigation.

Policy 4.5.6.20

Fisheries Act Approvals and Public Lands Act approvals are required prior to the construction of the stormwater outfall.

Policy 4.5.6.21

This NSP shall implement the recommendations of the Geotechnical Investigation including to the satisfaction of Administration.

4.5.7 Transportation Network

The following transportation policies ensure the street and pathway network within the Plan area allow residents to travel through and around the neighbourhood, access community amenities via all modes of travel, and guide the development of a street network that promotes safe and efficient travel in and through the area for pedestrians, transit, cyclists, and vehicles.

Conceptual stop locations have been identified in this NSP. Final transit stop locations shall be confirmed at the time of subdivision and detailed design in coordination with Fort Saskatchewan Transit.

Policy 4.5.7.1

The transportation network shall be generally designed as per **Figure 7 – Transportation Infrastructure**. Traffic calming measures including and not limited to roundabouts and bulb-outs shall be incorporated to the satisfaction of the City Administration.

Policy 4.5.7.2

The transportation network shall follow a modified grid pattern, where possible, enabling efficient distribution of traffic, increasing choice in the modes of travel, and allow for multiple route choices.

Policy 4.5.7.3

Three roundabouts are located within the Plan area, at the intersections of collector-to-collector and collector-to-arterial roadways. The intent is to improve traffic flow, promote safety, enhance urban design, and reduce stop and go vehicle movements.

Policy 4.5.7.4

All collector and arterial roads within the NSP shall be designed to accommodate transit.

Policy 4.5.7.5

While conceptual prioritization of transit infrastructure has been identified within commercial areas, the Neighbourhood Node, and the school site, exact locations of transit stops and shelters, and transit routes shall be determined at the time of subdivision and detailed design coordination.

Policy 4.5.7.6

Locations of back lanes throughout the Plan area shall be in general alignment with this NSP. Where back lane access is provided, front drive access shall not be permitted.

Policy 4.5.7.7

Front driveways are to be minimized along collector roadways, where possible. Where front driveways are provided, they shall not conflict with future transit stop locations and intersections. Front driveways are to be provided in consultation with the City Administration.

Policy 4.5.7.8

Street crossings shall be clearly demarcated to be convenient and safe for pedestrians and highly visible for motorists.

Policy 4.5.7.9

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.

Policy 4.5.7.10

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.

Policy 4.5.7.11

Treed boulevards shall be provided along both sides of all public roadways, except for lanes, situated between the road right-of-way and the sidewalk or multi-use pathway. Street furniture to be paired to allow for maximum planting of trees along boulevards.

Policy 4.5.7.12

Complete Street standards are encouraged to be implemented throughout the Plan area to ensure that a variety of modes of transportation can be accommodated while minimizing land consumption.

Policy 4.5.7.13

Blocks shall not exceed 250 m in length. A walkway connection shall be placed within all blocks exceeding 200 m to create opportunities for pedestrian connectivity. Block lengths and walkway connections and their locations shall be in general accordance with this NSP.

Policy 4.5.7.14

Updates to the Traffic Impact Assessment should be undertaken for any revisions to this NSP or for significant developments as directed by the City of Fort Saskatchewan confirming that the proposed roadway infrastructure can accommodate additional traffic.

Policy 4.5.7.15

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

Policy 4.5.7.16

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.

4.5.8 Active Transportation Network

The active transportation network has been designed to improve the area's efficiency of its entire transportation network and encourage recreation throughout the Plan area. Active transportation routes will be located along collector and arterial roads through multi use pathways included in the road network.

Policy 4.5.8.1

The active transportation network within the Plan area shall be generally designed in alignment with **Figure 8 – Active Transportation**.

Policy 4.5.8.2

One multi-use pathway and one separated sidewalk shall be developed along all collector and Enhanced Local roadways within the Plan area.

Policy 4.5.8.3

Separated sidewalks shall be constructed along all roadways, where multi-use pathways are not provided, to encourage active modes of travel and provide a complete sidewalk network.

Policy 4.5.8.4

The active transportation network shall be designed to accommodate all types of users of varying ages, abilities, and destinations, such as accessible pathway and sidewalk grades / slopes, appropriate widths to accommodate bicycles, wheelchairs, etc., hard surfaced pathways that can be adequately used by wheelchairs or those who use mobility devices / have mobility challenges, and pathways that are accessible from sidewalks and roadways.

4.5.9 Infrastructure, Servicing, & Staging

The purpose of the infrastructure, servicing and staging policies are to ensure that the neighbourhood is developed in an efficient, cost-effective, and orderly manner, without impacting the existing agricultural uses prior to their development. The following policies were adopted in alignment with the Municipal Servicing Report prepared for this NSP.

General Policies

Policy 4.5.9.1

The Plan area shall be serviced with municipal water, sanitary sewer, and a stormwater system, in general alignment with **Figure 9 – Water Servicing**, **Figure 10 – Sanitary Servicing**, and **Figure 11 - Storm Servicing**.

Policy 4.5.9.2

Infrastructure within the NSP shall be developed in a sequential and orderly manner, as per the staging details.

Policy 4.5.9.3

Multi-use pathways, rights-of-way, and common utility alignments shall be encouraged where possible.

Policy 4.5.9.4

Where utilities must cross a park or open space, the utility shall be aligned within a Public Utility Lot with a width at least 2x the nominal bury depth of the utility.

Policy 4.5.9.5

The provision and capacities of the water distribution mains and feeder mains, sanitary sewer mains and trunks, and stormwater mains and trunks shall be developed in accordance with City of Fort Saskatchewan Engineering Design Standards.

Policy 4.5.9.6

Design of public spaces shall integrate requirements for infrastructure programming, including snow clearing and landscaping maintenance.

Policy 4.5.9.7

Servicing tie-ins throughout the Plan area shall be positioned to allow for the integration of boulevards, where possible.

Sanitary Servicing Policies

Policy 4.5.9.8

Sanitary servicing for the Plan area shall be in accordance with the Pointe Aux Pins ASP and the City's Utilities Master Plan, where:

- a) A lift station shall be located in the eastern portion of the Plan area;
- b) An off-site forcemain shall be required to pump wastewater from the lift station, transporting the wastewater north along Veteran's Way/Highway 21 to an existing gravity sewer on Southfort Drive.

Policy 4.5.9.9

The sanitary sewer system shall be designed to adequately service the full build out of the Plan area, as well as the remaining lands to the west within the Pointe Aux Pins ASP.

Stormwater Servicing Policies

Policy 4.5.9.10

The stormwater management system shall be designed to adequately service the full build out of the Plan area.

Policy 4.5.9.11

The stormwater management system shall align with the City of Fort Saskatchewan design standards and other relevant plans and policies.

Policy 4.5.9.12

The Stormwater Management Facility shall be designed to connect with the surrounding open space system (such as adjacent park spaces) and shall include a multi-use pathway around the perimeter of the pond to encourage passive and active recreational opportunities.

Policy 4.5.9.13

The outfall must incorporate an engineered energy dissipation structure to mitigate forces of water from above the top of bank.

Policy 4.5.9.14

The pond must be constructed as part of Phase 1 (pond can be staged if necessary).

Policy 4.5.9.15

Low Impact Development (LID) tools should be incorporated into the design of the Stormwater Management Facility, where possible.

Water Servicing Policies

Policy 4.5.9.16

Water services within the Plan area shall be designed and provided in accordance with the Hydraulic Network Analysis, to the City's satisfaction.

Shallow Utilities Policies

Policy 4.5.9.17

Shallow utilities shall be incorporated into the Plan area as required to provide power, natural gas, and telecommunications services to the neighbourhood.

Policy 4.5.9.18

Shallow utility locations and right-of-way and easement provisions should be placed to the mutual satisfaction of the City of Fort Saskatchewan, the developer, and utility providers.

Policy 4.5.9.19

Utility and road rights-of-way, easements, and public utility lots shall be required as determined necessary to facilitate orderly and sequential development.

Policy 4.5.9.20

All proposed electrical and communications wires and cables shall be buried, where feasible.

4.5.10 Urban Design

The purpose of the urban design policies is to encourage the development of high-quality built forms and cohesive architectural styles within the Plan area. These policies aim to create a sense of place and identity, add character, continuity, and aesthetic value to the neighbourhood, while creating safe and attractive community gathering spaces.

Policy 4.5.10.1

A unified neighbourhood character shall be developed which is consistent with the community branding identified for this NSP. Elements such as signage, wayfinding, lighting, street furniture, and other elements shall be used to reinforce the identity of Mirigal through branding continuity.

Policy 4.5.10.2

The neighbourhood character and design aspirations of Mirigal shall be implemented through comprehensive design guidelines that address and reinforce architectural compatibility between different land use types and

buildings. Architectural guidelines for the neighbourhood shall align with the Land Use Bylaw, as well as the guidelines found in this document.

Policy 4.5.10.3

Buildings shall be designed to be oriented towards the street and include active interfaces with entryways and windows at the main level on street fronting facades and public open spaces.

Policy 4.5.10.4

Thoughtful transitions between higher and lower density uses, including building setbacks, landscape buffers, building heights, and variations in architectural elements shall be used to integrate differing densities into the neighbourhood, to the satisfaction of City Administration

Policy 4.5.10.5

Lighting design and placement shall minimize the projection of light upwards, into adjacent parcels, or into natural areas, while maintaining and prioritizing safe and well-lit public open spaces.

Policy 4.5.10.6

CPTED principles shall be integrated into the sites within the Plan area where public activity and gathering will occur, such as parks, multi-use trails, open spaces, and within the Neighborhood Node.

Policy 4.5.10.7

Site design and building massing for commercial and multi-family sites shall be developed to minimize wind tunneling and shadowing impacts.

Policy 4.5.10.8

Developments shall be located on the front property line, or as close as possible, to define street edges and to increase pedestrian safety and accessibility, in accordance with the Land Use Bylaw

Policy 4.5.10.9

Primary entrances shall be located oriented towards the street, and welcoming design elements are encouraged.

Policy 4.5.10.10

Main level facades of street-oriented buildings fronting collector and arterial roads shall incorporate a variety of pedestrian level features including but not limited to:

- a. Glazed windows;
- b. Ground-oriented, well defined, and welcoming entrances;
- c. Canopies, awnings, overhangs or trellis features;
- d. Architectural lighting; and
- e. Masonry and treatments such as patterns and colour variations.
- f. Varied and complementary wall materials with detailing and texturing strategies.

Policy 4.5.10.11

The landscape character should enhance the site to create visual interest and accent points along buildings.

Policy 4.5.10.12

Site furnishings such as seating should be incorporated to enhance multi-family, mixed-use, and commercial sites and provide focal areas for pedestrians.

Policy 4.5.10.13

Screening elements shall be incorporated for areas such as waste storage and collection areas.

Policy 4.5.10.14

Varied paving textures and surfacing shall be considered help differentiate pedestrian and vehicular areas.

Policy 4.5.10.15

Multi-Family, Mixed-Use, and commercial development shall incorporate winter city design principles to maximize sunlight, mitigate wind, provide for effective snow management, create microclimates in outdoor areas, incorporate year-round activation, and create visual interest and wayfinding. Measure shall include, but are not limited to:

- Use of pedestrian scale lighting;
- Use of vibrant colours;
- Building orientation;
- Use of courtyards, step-backs;
- Covered walkways and shelters in public spaces;
- Use of vegetation to create wind blocks.



5 Implementation

It is anticipated that Mirigal will be developing over the next fifteen to twenty years. This section outlines a guide for efficient development to avoid major disruptions to already developed areas. The NSP will be considered as the basis for subsequent subdivision and rezoning applications as the area develops. Revisions to the plan that are minor in nature and that align with the intent of this NSP may not require amendments to this plan, at the City's discretion.

5.1 Development Phasing

Development is planned to commence in the northeast portion of the Plan area in 2026. The development sequencing will generally move from the north to the south (NE 13-54-23-4), concluding in the west of the Plan area (Block D, Plan 7521001). Block D, Plan 7521001 is currently planned as Phase 4 and will likely be developed to complete the neighbourhood.

The anticipated development phasing results from the available servicing and roadway connections from the existing Westpoint neighbourhood to the north, with additional infrastructure to be extended south as the Plan area develops. **Figure 12 - Phasing Plan** shows the locations of the anticipated four phases of development for the Plan area. The general timing and sizing of each phase will be informed by availability of infrastructure and market demands for the area and will include smaller subdivision stages within each phase.

Phase 1

The first phase of development will take place in the northeast corner of the Plan area, with the development of two parks (tree stand at 2.31 ha and park at 0.38 ha), two medium density sites along Veteran's Way/Highway 21 and Street A, and along Wilshire Boulevard and Collector B, the development of low and low/medium density residential, and commercial. This phase will include the construction of the right-in-right-out collector access from Veteran's Way/Highway 21 to Street A, a dual left-turn lane from the highway onto Wilshire Boulevard (refer to the TIA), and the construction of the north portion of Collector B to allow access to the medium density and townhouse sites. Additional construction of a collector access and roadway from the north off Wilshire Boulevard (Collector A) will also take place, which is the continuation of the existing Westpark Drive. It must be noted that the Wilshire Boulevard/Collector A intersection signalization upgrades must be completed prior to the completion of the first stage of subdivision.

The outfall and the interim SWMF (portion located within NE 13-54-23-W4M) will be constructed during this phase to be used for interim servicing while the neighbourhood is being developed. The developer has an agreement in place with the landowners of NW 13-54-23-W4M to construct the outfall as well as a permanent maintenance road (in the form of an easement to the outfall to access it from the west, as shown in **Figure 11 - Storm Servicing**). It is anticipated that the SWMF will need to be fully completed at the time of the final development phase, but assessments shall be made during the detailed design stage to ensure there are sufficient capacities during the first three phases of development.

Servicing connections will come in from the north, with the 250 mm sanitary and 300 mm water mains, as well as storm pipes running along Collector A. The lift station will be constructed once the development within Phase 1 is built up to the available capacity of Sanitary Basin 1, as shown in **Figure 10 – Sanitary Servicing**. Additional developments in Phase 1 will require the Lift Station to direct sanitary flows to the east.

Prior to the first stage of subdivision, the developer is entering into a sales agreement to purchase the road right-of-way from the City, which runs along the north boundary of the Plan area to consolidate into the developer-owned lands, and later subdivide into separate parcels as per the future subdivision plans. **Figure 2 – Land Ownership Plan** and **Figure 3 – Site Features** show the location of the road right-of-way. Proposed uses that fall partially within the existing right-of-way are the medium density site and low density residential located on the north boundary of the Plan area, as well as the future MR site (tree stand) in the northeast corner.

Phase 2

This phase will include the construction of the mixed-use residential site, the 0.50 ha park (forming the Neighbourhood Node), the 0.31 ha park, low, low/medium, medium, and medium/high density residential, commercial, and the school site. This phase will see the development of the south portion of Collectors A and B, as well as Arterial A. Servicing will continue from the north, with future servicing connections planned at the south ends of Collectors A and B, where the proposed storm main, 250 mm sanitary mains, and 300 mm water mains will extend. In this phase, an additional storm main will run along Street B.

.. Developments in Phase 2 will require the Lift Station to direct sanitary flows to the east. During this phase, it is also expected that the all-directional access (intersection of Highway 21/Veteran's Way and Street B), including required signalization will be constructed, as per the recommendations of the TIA.

Phase 3

The third development phase will begin in the north-central portion of the Plan area and will span from the north boundary to the south. This phase will see the development of low density and low/medium density residential, as well as three parks. Servicing connections will continue from Phases 1 and 2, with connections from the north running along the Collector B. A 300 mm water main, 250 mm sanitary main, and storm main will also run along this collector roadway.

Phase 4

This is the final phase of development that will take place in the western portion of the Plan area within Plan 7521001, Block D, adjacent to existing residential along Pointe Aux Pins Drive. During this phase, the SWMF and the linear park (with a multi-use trail) will be fully constructed, in addition to park spaces, and low and medium density residential. Servicing connections will come in from the previous phases from the east.

Policy 5.1.1

Development staging of the Plan area should occur in general accordance with the staging illustrated in **Figure 12 – Staging Plan**.

Policy 5.1.2

Minor variations to development staging are expected and will not require an amendment to the NSP, and alternative sequencing may be considered.

5.2 Subdivision Applications and Other Considerations

All lands within the NSP shall be required to be rezoned and subdivided to facilitate development. Rezoning and subdivision timing shall be determined by the landowner via formal application and may occur in stages or for the entire Plan area. All rezoning and subdivision applications shall be subject to the policies of this NSP and the Pointe Aux Pins ASP and will be taken into consideration during review by City Administration.

Policy 5.2.1

Amendments to this NSP and subsequent land development applications may require public and / or interested parties to be engaged.

Policy 5.2.2

All subdivision decisions shall conform to the policies of the City's MDP, the Pointe Aux Pins ASP, and this NSP.

Policy 5.2.3

Subdivision and development of lands within this NSP will proceed in an orderly and efficient manner which:

- a) Creates sufficient provision for road access and municipal servicing;
- b) Reflects relevant neighbourhood design policies outlined in the MDP;
- c) Supports development of an interconnected open space system, as per **Figure 6 – Parks & Open Space**.

Policy 5.2.4

The developer shall be responsible for all costs associated with the provision of municipal servicing infrastructure during future subdivision stages.

Policy 5.2.5

Residential densities shall be implemented at the subdivision stage.

Policy 5.2.6

Administration shall prohibit temporary or interim uses in undeveloped areas that constrain or limit future intended uses, or those that have negative impacts on the existing surrounding development.

Policy 5.2.7

A naming plan shall be established prior to the approval of the first stage of subdivision.

5.3 Plan Review and Amendment

The purpose of these policies is to ensure this NSP remains relevant and effective over time. Amendments may be required in the future to address changes in the local policy context, or changes in the land use concept. Minor deviations from the NSP that continue to meet the general intent of the neighbourhood may not require amendments to this plan, subject to Administrative review.

Policy 5.3.1

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

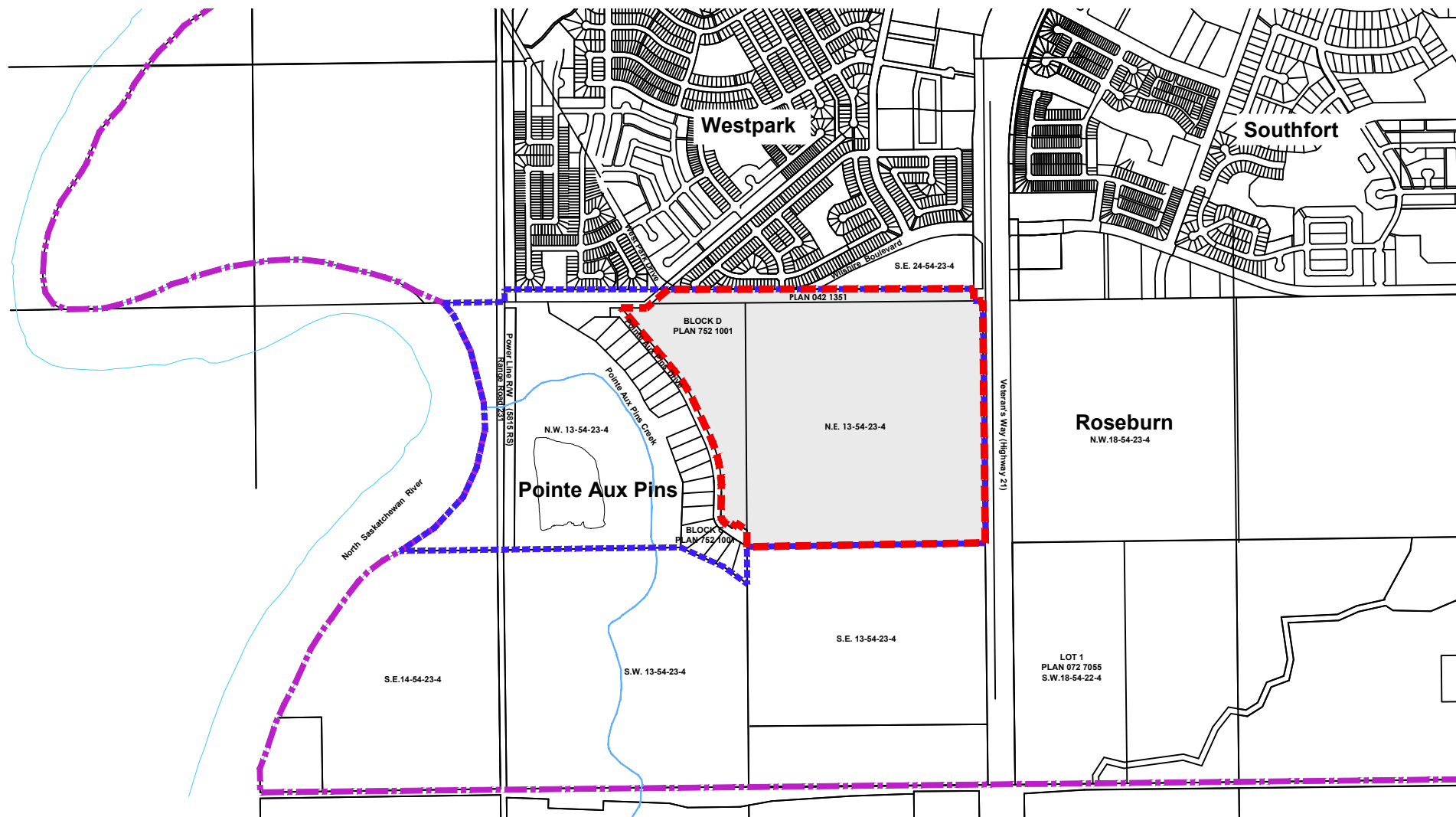
- a) Relocation or elimination of a roadway, laneway, or walkway (other than a minor shift in alignment);
- b) Change in the general land use pattern as shown in **Figure 5 – Land Use Concept**, other than minor realignment;
- c) Change to the parks and trails system as shown in **Figure 6 – Parks & Open Space**, other than minor realignment;
- d) Deviation from the proposed servicing strategy, where it results in required changes to the Municipal Servicing Report; or
- e) Changes to the policies, land use, and population statistics of this plan.
- f) Identification of innovative and/or reduced setback housing.

Policy 5.3.2

This NSP shall be reviewed:

- a) To ensure consistency with the City's statutory plans, guiding documents, and policies as deemed necessary;
- b) After a period of 5 years from its adoption, or as the Pointe Aux Pins ASP amendments take place, to ensure this NSP is adequate.





LEGEND

-  Neighbourhood Structure Plan Boundary
-  Area Structure Plan Boundary
-  Municipal Boundary

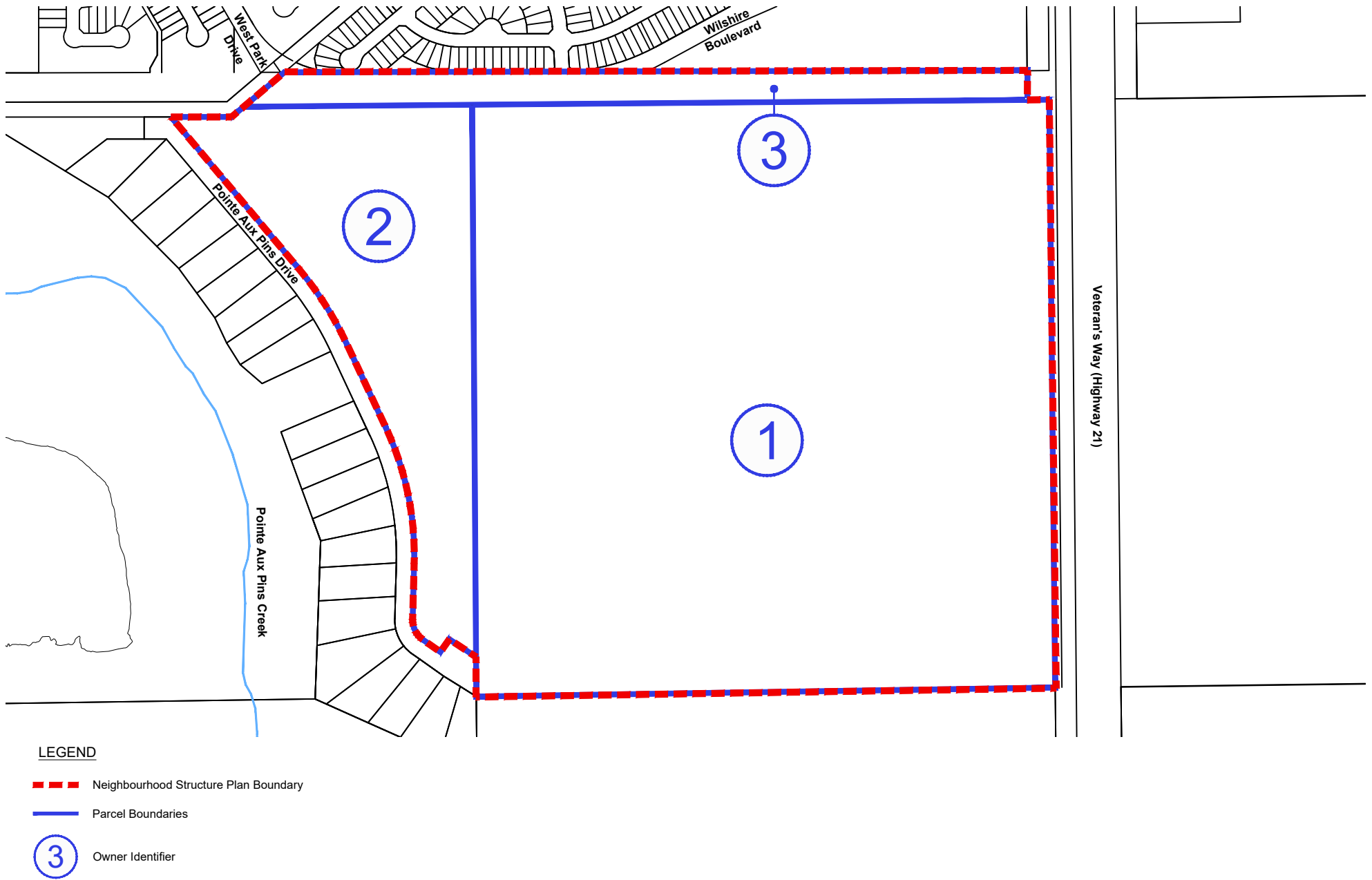
MIRIGAL

NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 1 | LOCATION PLAN

DATE: June 2026





MIRIGAL

NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 2 | LAND OWNERSHIP PLAN

DATE: June 2026





LEGEND

- | | | | |
|---------------------------------------|---------------------------|---------------------------------|---|
| Neighbourhood Structure Plan Boundary | Temporary Graminoid Marsh | Right of Way to be Consolidated | Area of Potential Environmental Concern |
| Ephemeral Waterbody | Seasonal Graminoid Marsh | Top of Bank (Desktop Review) | |
| Existing Development | High Plastic Clay | Drainage | |
| Existing Water Well | Surficial Sand Area | Existing Roads | |

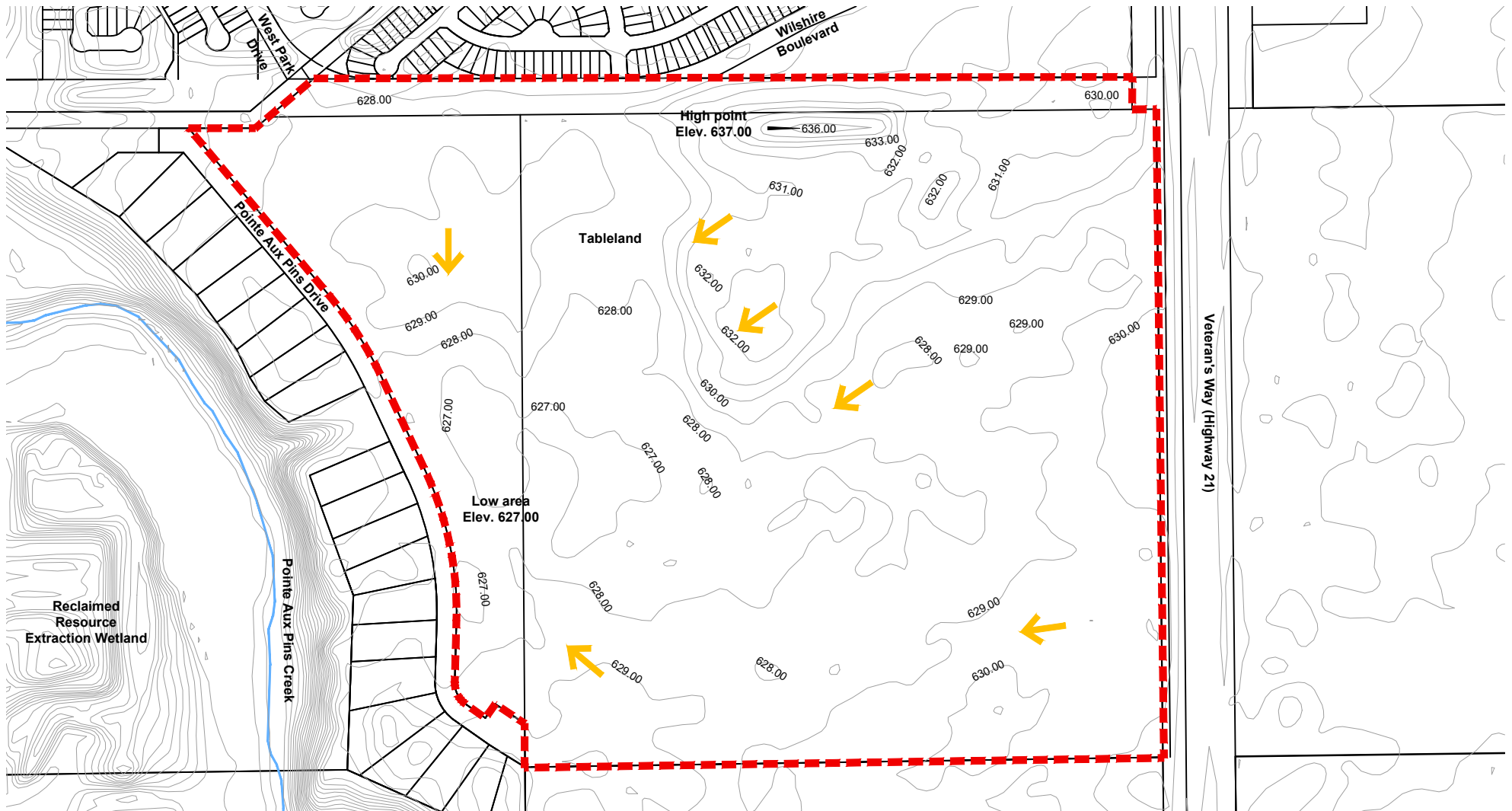
MIRIGAL

NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 3 | SITE FEATURES

DATE: June 2026





LEGEND

- - - Neighbourhood Structure Plan Boundary
- Contour Lines
- 628.00 Contour Elevation
- Direction of Overland Slope

MIRIGAL

NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 4 | TOPOGRAPHY

DATE: June 2026





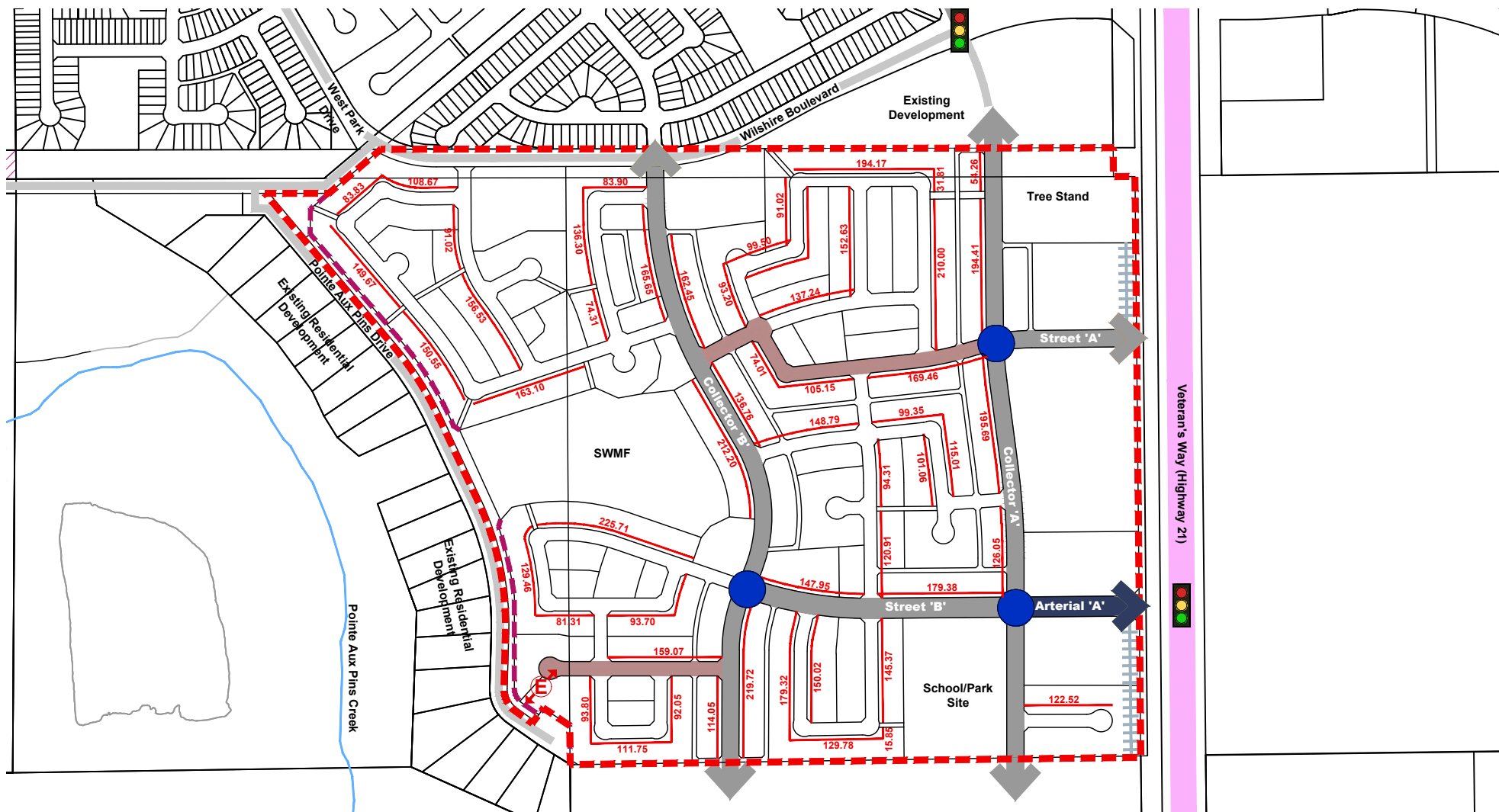
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NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 6 | PARKS & OPEN SPACE

DATE: June 2026





LEGEND

- | | | | |
|---|--|---|---|
|  Neighbourhood Structure Plan Boundary |  Existing Road |  All Direction Access |  Signalized Intersection |
|  Access Barrier |  Enhanced Local Road |  Right-in Right-out Access |  Noise Attenuation Fence |
|  Collector Road |  Veteran's Way (Hwy 21) |  Roundabout |  Emergency Access |
|  Arterial Road |  Block Lengths | | |

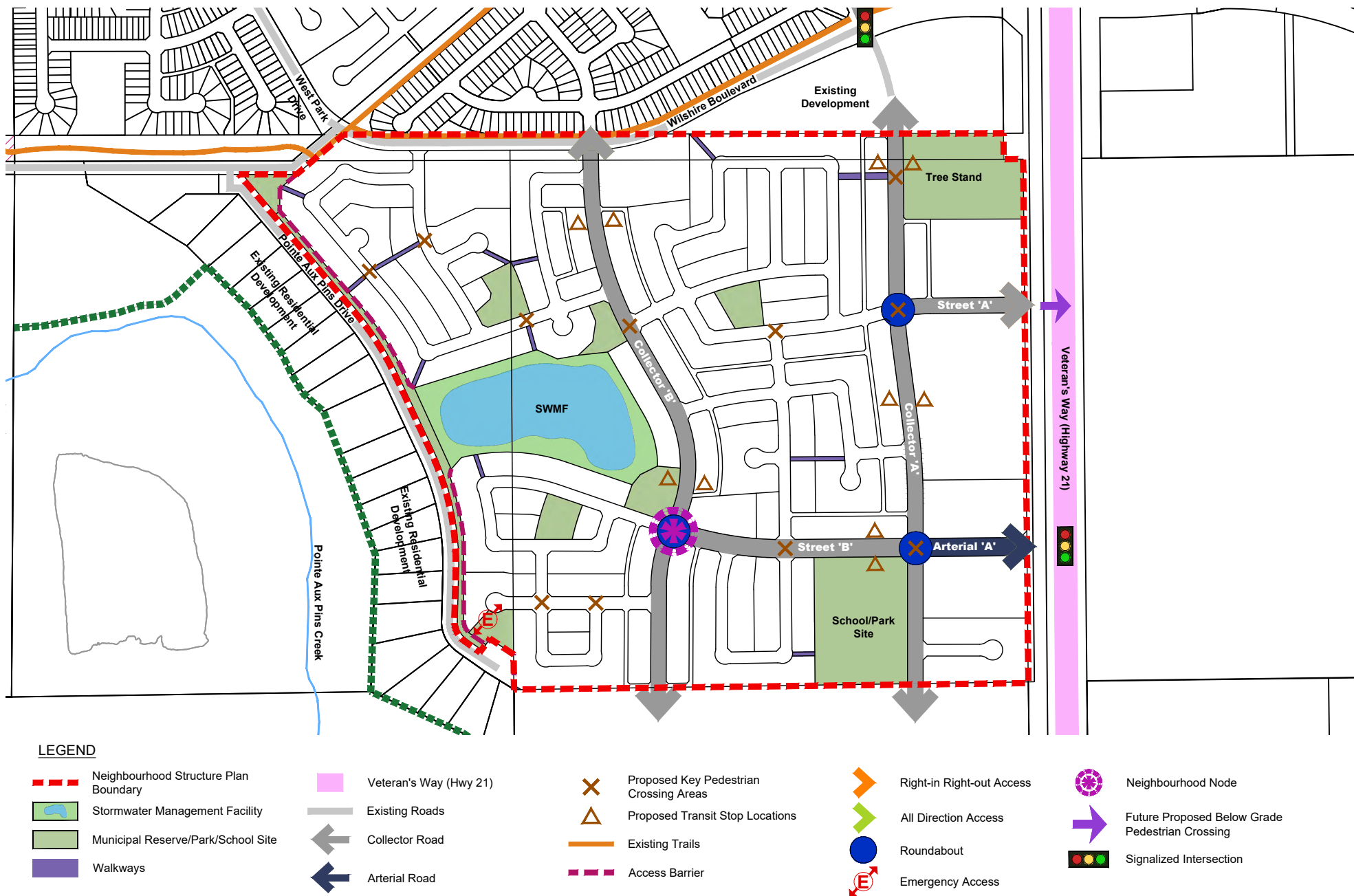
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NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 7 | TRANSPORTATION INFRASTRUCTURE

DATE: June 2026





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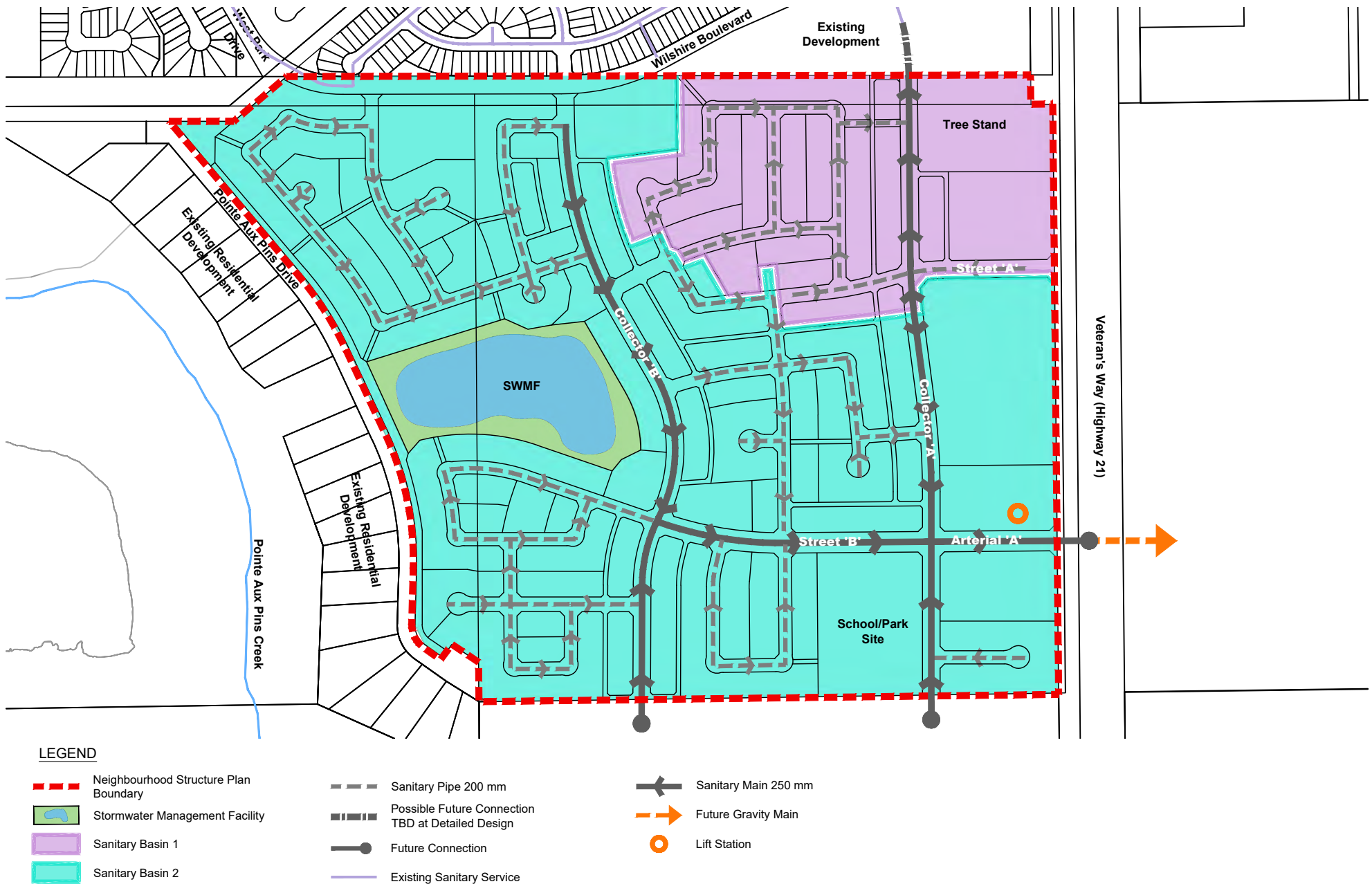
NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 8 | ACTIVE TRANSPORTATION

DATE: June 2026







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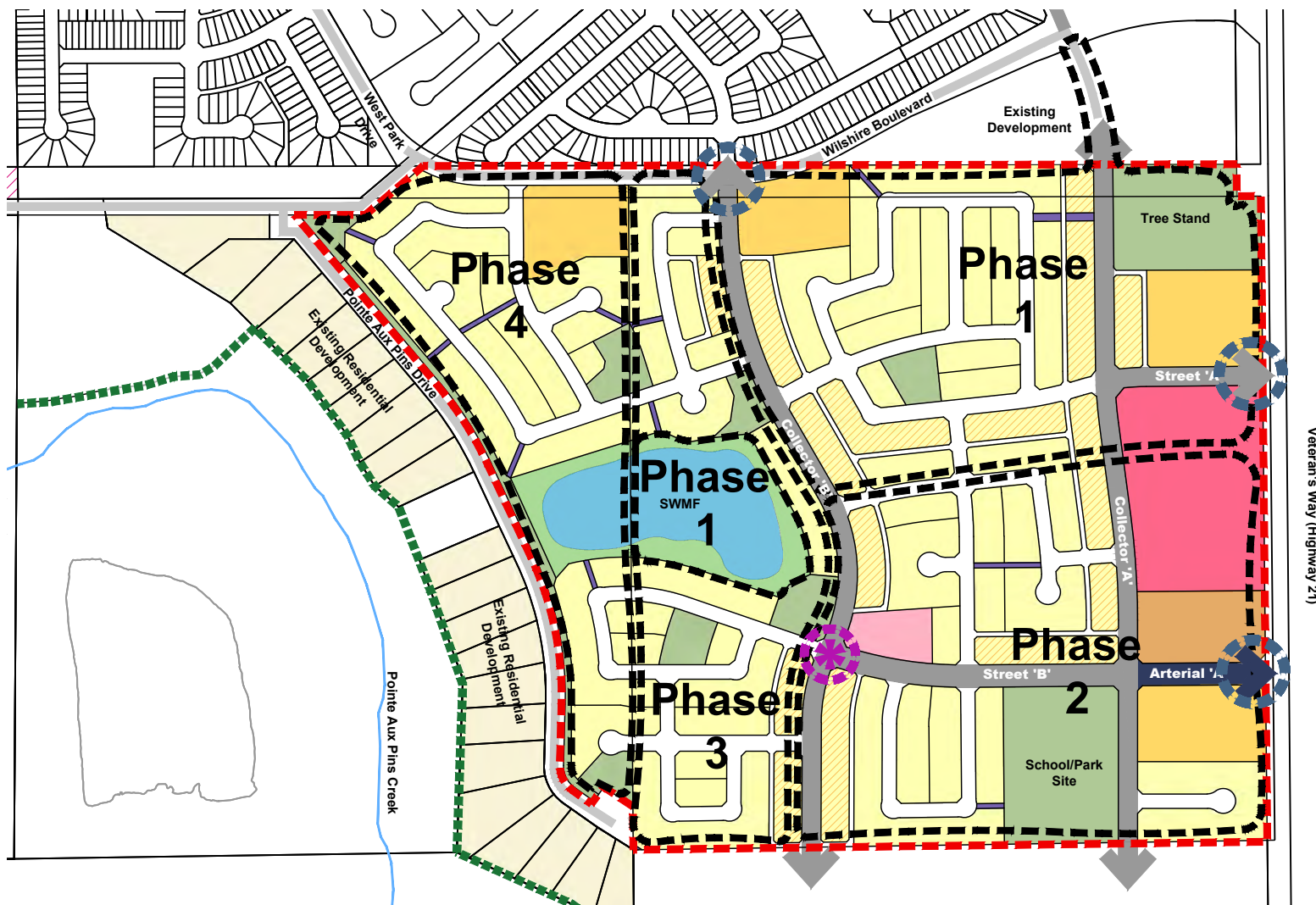
NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 10 | SANITARY SERVICING

DATE: June 2026







LEGEND

- Neighbourhood Structure Plan Boundary
- Phase Area

MIRIGAL

NEIGHBOURHOOD STRUCTURE PLAN

FIGURE 12 | PHASING PLAN

DATE: June 2026



