

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

JUNE 2025



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CITY OF FORT SASKATCHEWAN

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

BYLAW NO. C12-25

WHEREAS the *Municipal Government Act*, R.S.A., 2000, c.M-26 as amended or repealed and replaced from time to time, provides that a municipality may adopt an Area Structure Plan;

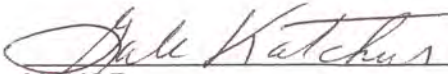
NOW THEREFORE, the Council of the City of Fort Saskatchewan in the Province of Alberta, duly assembled, hereby enacts:

1. This Bylaw is cited as Roseburn Neighbourhood Structure Plan Bylaw C12-25.
2. That Bylaw C9-25 be amended as follows:
 - a. That Appendix B Roseburn Neighbourhood Structure Plan be added, as shown in Schedule "A-1" attached hereto;
 - b. That Section 4.4, Table 2 and 3 be amended, as shown on the attached Schedule "B-1";
 - c. That Appendix A, Map 5 - 12 be amended, as shown on the attached Schedule "B-2".
 - d. That Section 4.3.1 be amended, as shown on the attached Schedule "B-3"
3. If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, the invalid portion must be severed, and the remainder of the Bylaw is deemed valid.
4. That Bylaw C12-25 becomes effective upon third and final reading.

READ a first time this 10th day of June 2025

READ a second time this 8th day of July 2025

READ a third time this 8th day of July 2025


MAYOR


DIRECTOR, LEGISLATIVE SERVICES

Date Signed: July 8, 2025

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1.0 Administration

1.1 Purpose

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

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

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

1.2 Authority

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

1.3 Timeframe

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

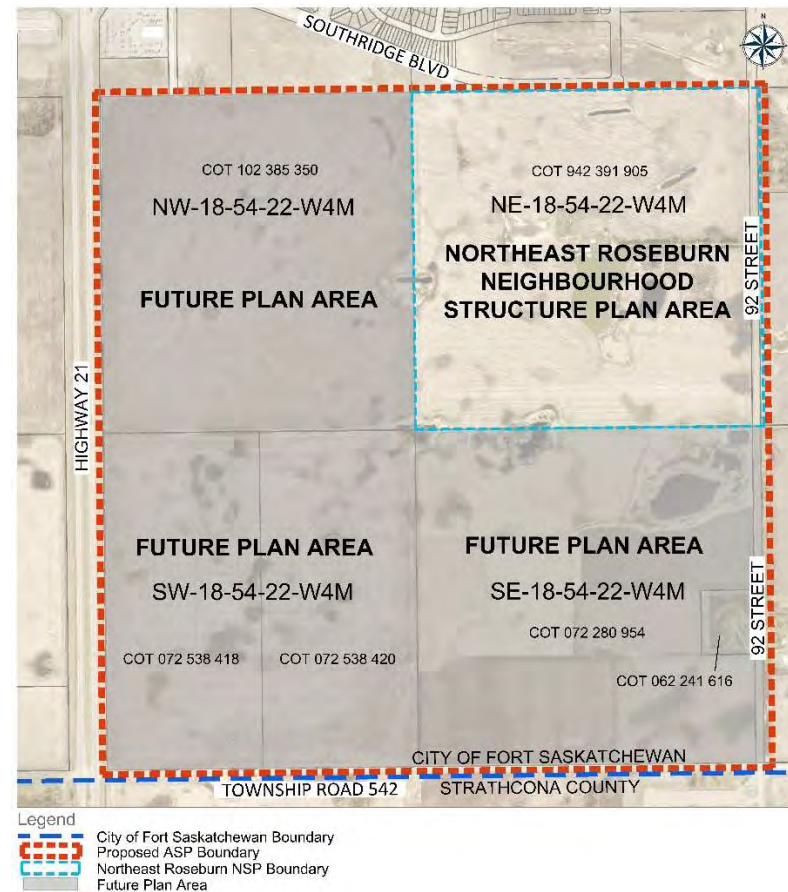


Figure 1: NSP Location & Context Plan



Northeast Roseburn Neighbourhood Structure Plan

Fort Saskatchewan, Alberta

June 2025

1.4 Interpretation

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

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

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

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

1.5 Amendment

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

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

2.0 Policy Context

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

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



3.0 Site Context & Development Considerations

3.1 Location & Background

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

The NSP boundaries are:

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

3.2 Land Ownership

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

Table 1 – Land Ownership

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

3.3 Site Characteristics

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

3.3.1 Existing Land Uses

Adjacent Land Uses

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

Land Uses within the NSP

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

3.3.2 Existing Transportation Network

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

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

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



3.3.3 Topography, Soils, and Geology

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

Topography

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

Soils

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

Geology

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

Hydrology

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

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

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

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

3.3.4 Natural Areas & Ecological Resources

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

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

3.3.5 Environmental Assessments

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



Biophysical Impact Assessment

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

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

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

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

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

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

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

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

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

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

Environmental Site Assessment – Phase 1

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

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

Onsite Tree Investigations

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



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

3.3.6 Historical Resources

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

3.3.7 Agricultural Impact Assessment

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

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

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

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

3.3.8 Energy & Natural Resources

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

3.4 Public Engagement

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



4.0 Land Use Concept

4.1 Vision Statement

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

4.2 Guiding Principles

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

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

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

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

4.3 Land Use Concept

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

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



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

Residential

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

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

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

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



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



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

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



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



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



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

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



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

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



High Density Residential (Source: Strata Development Corp.)



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

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



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

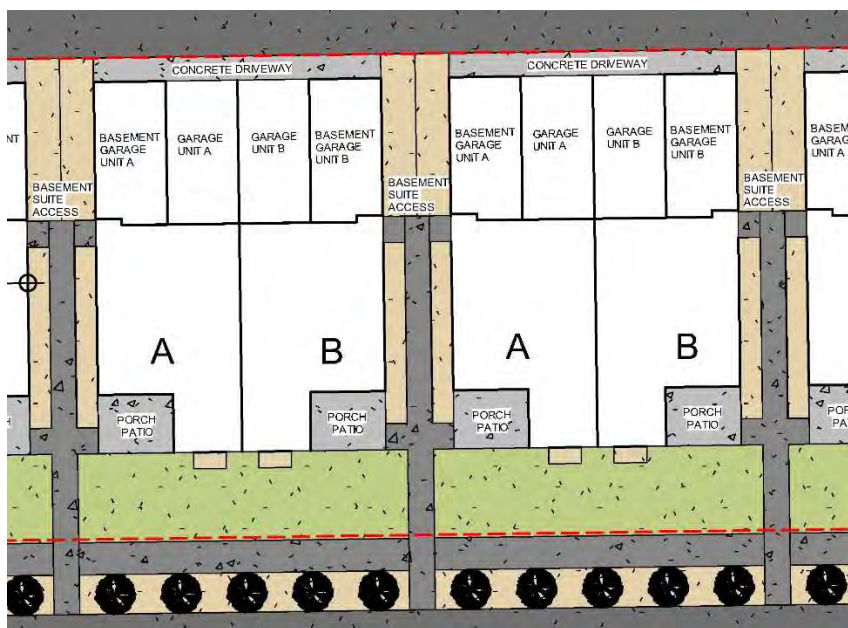
- **High Density Shallow Lot Residential:** Consists of an innovative shallow lot product with fully self-contained and separate upper and lower units. This is a form of “Hidden Density” of up to an overall density of 90 dupnrha that has a similar appearance and function to low-density homes with two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

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

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



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



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

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

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



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



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

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

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

Parks, Open Space, and School Sites

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

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

Northeast Park

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



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

Central Park

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

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

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



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



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



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



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



Covered Seating Area (Source Al-Terra Landscape)

Northwest School Site

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



School Sports Field (Source: Strata Development Corp)

Southwest Park

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

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



Park Entry Feature (Source AI-Terra Landscape)



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



Northeast Roseburn Neighbourhood Structure Plan

Fort Saskatchewan, Alberta

June 2025



Sheltered Public Gathering Place (Source AI-Terra Engineering)

Stormwater Facility Park

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



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

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

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

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

Neighbourhood Node, Commercial, and Mixed-Use

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

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

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

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

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

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

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



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

Urban Design Guidelines

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



Community Branding

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



Roads, Parks, and Facilities Naming Theme

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

Materials & Aesthetics

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

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

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



Entry Feature Example (Source: Strata Development Corp.)

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





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



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

Low Density Housing

Architectural Design

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



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



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

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

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

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

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

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

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

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

Driveway Design

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

Node Development - High Density Residential & Commercial

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

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



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

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

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

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



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

Signage

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



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

Lighting

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



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

Outdoor Furniture

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



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

Winter City Features

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



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





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

Parks & Open Space Development

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



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

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

Transportation Network

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

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

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

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

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

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

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

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

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

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

92nd Street Enhanced Arterial

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



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

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

Transit Considerations

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

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



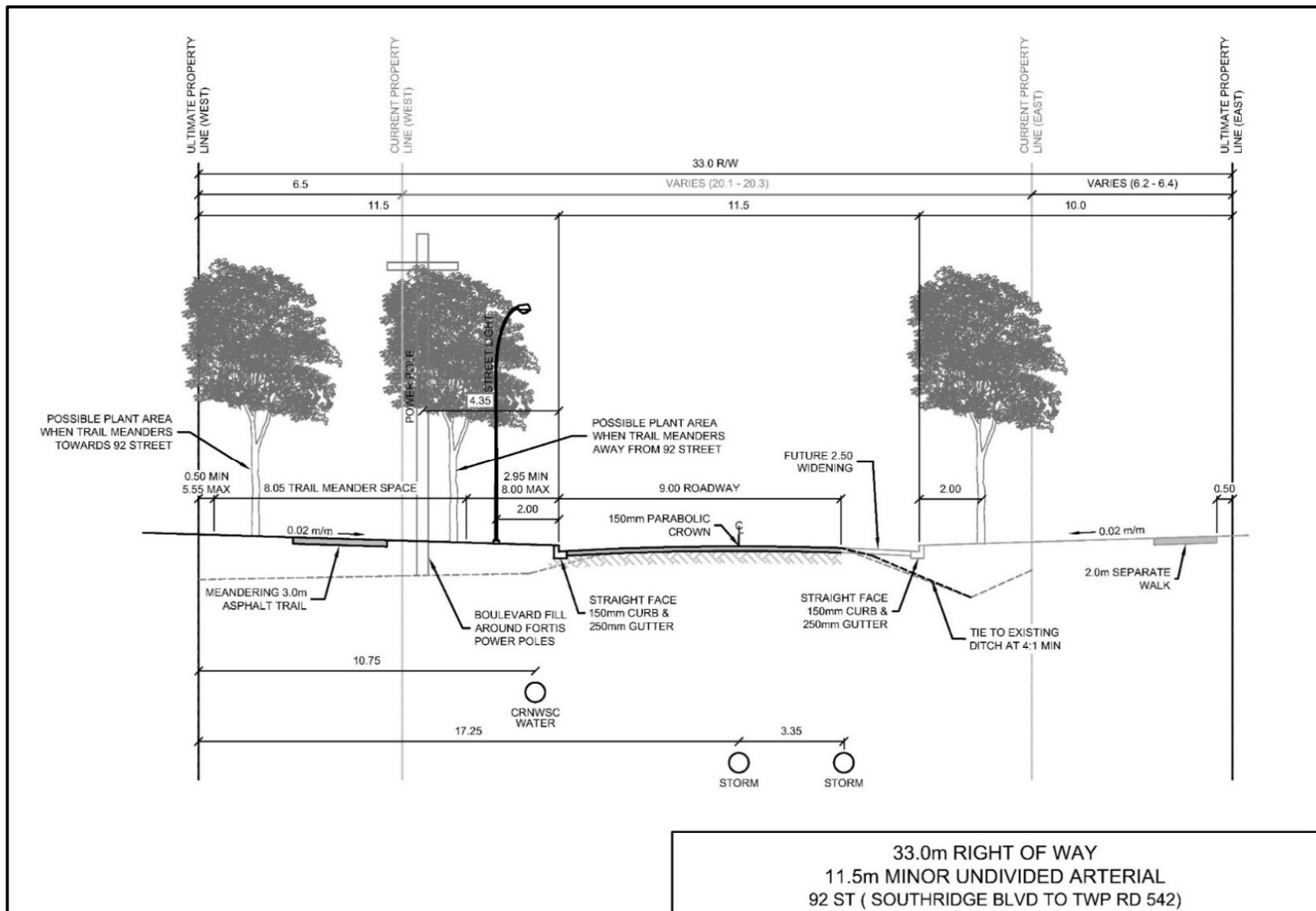


Figure 2 - Proposed 92nd Street Enhanced Pedestrian Cross-Section

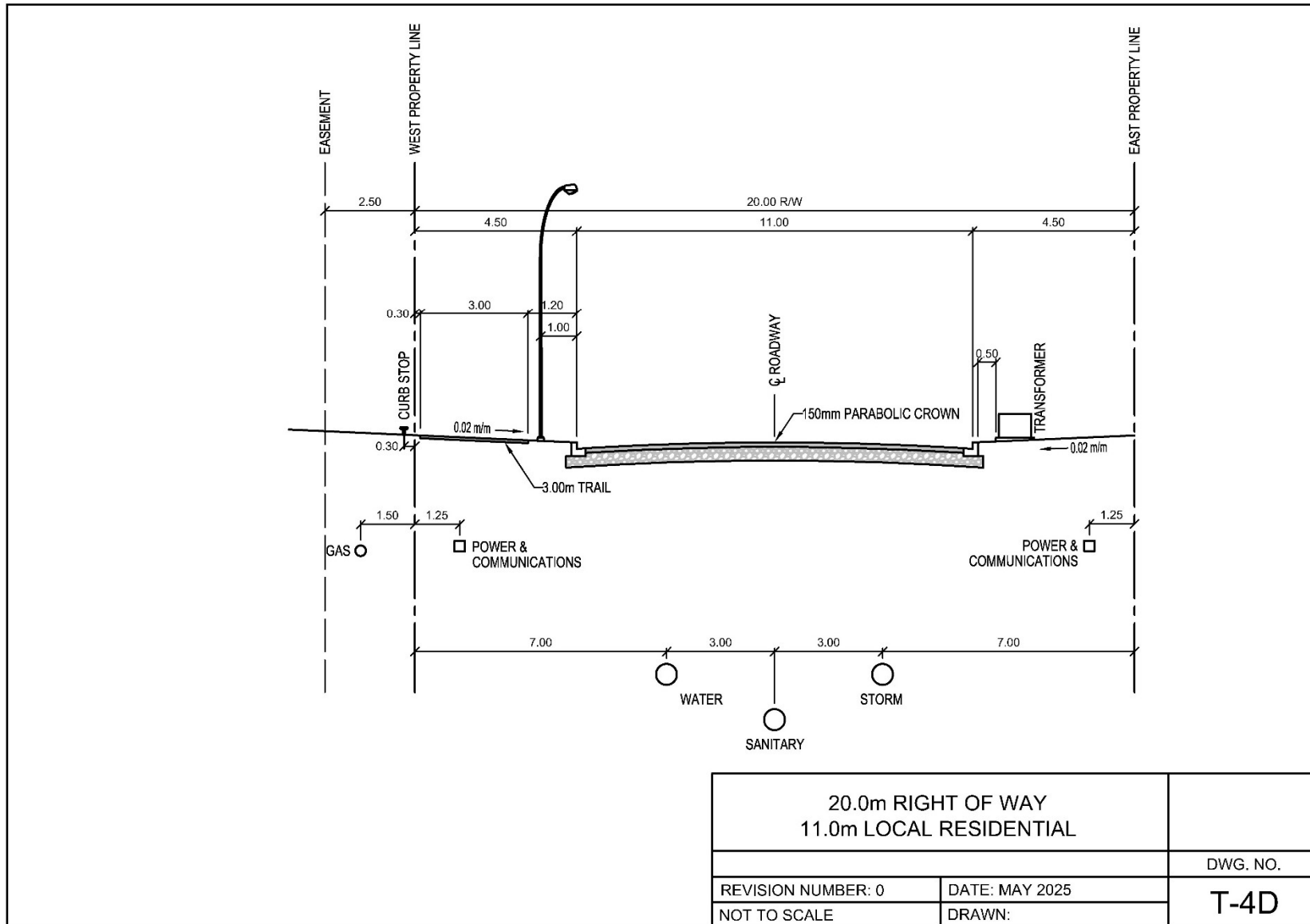
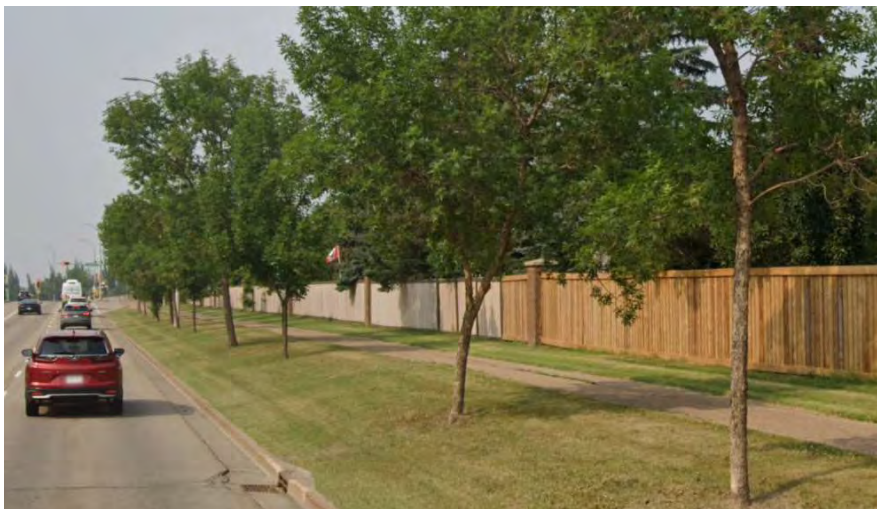


Figure 3 - Proposed 20.0m Local Road Cross-Section with Trail



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



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

Active Transportation

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

Servicing

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

Sanitary Servicing

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

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

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

Stormwater Management & Stormwater Management Facility

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

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

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

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

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

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





Naturalized Stormwater Management Facility (Source: Strata Development Corp)



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

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

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

Water Servicing

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

Landscape, Ecological Network & Wildlife Movements

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

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

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

Financial Sustainability

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

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

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

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

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

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

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



4.4 Land Use & Population Statistics

Table 2: Land Use & Population Statistics

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

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

Student Generation Rates Provided By:

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

EIPS:

Student Generation Per Dwelling Unit:

Elementary: 0.32

Junior High 0.11

Senior High 0.11

EICS:

Student Generation Per Dwelling Unit:

Elementary: 0.086

Junior High: 0.048

Senior High 0.066

Table 3: Student Generation

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

**Northeast Roseburn Neighbourhood Structure Plan**

Fort Saskatchewan, Alberta

June 2025

4.5 Land Use Policies

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

4.5.1 Residential

Purpose

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

Policies

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

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

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

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

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

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

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

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

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

4.5.1.10 - Where practical, increase street-oriented development by reducing flanking block frontages along collector roads.

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

4.5.1.12 - High Density Shallow Lot Residential housing shall be permitted only within areas identified on *Map 5 – Land Use Concept*. Each self-contained separate unit will count towards the density of the neighbourhood.

4.5.1.13 - High Density Shallow Lot Residential development is to be implemented through a site-specific Special District.



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

4.5.1.15 - Innovative housing types with reduced setbacks or other unique regulations may be explored and shall require an NSP amendment. Housing with non-standard development regulations must demonstrate that servicing and municipal operations will function at the planned level of service and comply with the City's Land Use Bylaw through approval of subsequent Direct Control or Special Districts.

4.5.2 Parks, Open Space, & School Sites

Purpose

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

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

Policies:

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

4.5.2.2 - Municipal Reserve shall be distributed as shown on *Map 5-Land Use Concept*. Exact areas and size shall be determined during the subdivision process.

4.5.2.3 - A detailed reserve analysis shall be submitted to the City to determine the specific amount of outstanding reserve still owing after each development stage.

4.5.2.4 - Parks and open spaces shall be within a 400m walk distance (approximate 5-minute walk) of all residential development areas to provide convenient park and open space access to all residents. as per *Map 6 – Parks & Open Space*.

4.5.2.5 - A variety of complimentary parks and open spaces shall be developed to serve the diverse community needs. This variety of parks shall include, school sites, playgrounds, and gathering spaces for active and passive recreation as identified in *Policies 4.5.2.12 to 4.5.2.17*.

4.5.2.6 - Parks and open spaces greater than 0.1 ha in size shall have direct access from at least two public roads (excluding lanes) with a minimum of 50% road frontage.

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

4.5.2.8 - CPTED principles shall be integrated into landscape design in areas where public activity and gathering will occur.

4.5.2.9 - A multi-use trail shall be developed around the perimeter of the proposed SWMF to compliment the open space network and provide accessibility to these features.

4.5.2.10 - A multi-use trail will be developed along 92nd Street as part of an upgrade to that road to a pedestrian enhanced arterial road. The corridor shall adhere to the cross-section identified in *Figure 2 – Proposed 92nd Street Enhanced Pedestrian Cross-Section* to ensure a high-quality pedestrian experience is provided.



4.5.2.11 - All parks shall be connected to the multi-use trail network. Multi-use trails shall provide connections to the surrounding existing and future neighbourhoods and shall be designed to encourage network-wide active transportation.

4.5.2.12 - Park spaces shall be designed to include urban design features including and not limited to seating, lighting, signage and waste receptacles for user convenience

4.5.2.13 - The Northeast Park shall be designed as a Tot Lot and include playground equipment designed for young children up to 12 years in age. Equipment and park design shall be to the satisfaction of the City.

4.5.2.14 - The Northwest School site shall be dedicated within the NE-18-54-22-W4M along the northwest boundary of the ASP adjacent to the previously planned school site to ensure the shape, size, and accessibility of the school site is acceptable to school board stakeholders.

4.5.2.15 - The Northwest School site shall be utilized as a District Park and may include facilities for people of all ages including seating, playground equipment, features which may be used by adults, sports fields, or other facilities determined by the City.

4.5.2.16 - The City may (at their own discretion) accept a cash-in-lieu payment from the developer for the tree planting associated with the parcel to avoid the cost of removing and replacing trees at the time of construction of school and any infrastructure on the site. The City may also choose to develop amenities within this park at its discretion. In either scenario the developer will service and establish grass growth at the time of transfer of Municipal Reserve to ensure the site is ready for any improvements that may be approved.

4.5.2.17 - Outdoor recreation areas within the school site shall be designed with the intent of these facilities being complimentary to the NSP open space network and accessible to residents.

4.5.2.18 - The Central Park shall be designed as a community gathering space and may include passive recreation amenities such as sheltered seating, public art, multiple multi-use trails, open space, picnic areas, and a man-made toboggan hill to the satisfaction of the City.

4.5.2.19 - The Southwest Park shall be designed primarily for older residents and passive recreation. Seating and adult-oriented exercise equipment or sporting areas may be considered to encourage appropriate physical activity for people of all ages within the community.

4.5.2.20 - All public spaces shall be designed to encourage both passive and active recreation opportunities and shall include pedestrian links through public spaces to enhance connectivity and sightlines.

4.5.2.21 - Multi-use trail locations and pedestrian access to public sites shall be provided consistent with *Map 6 – Parks & Open Space*. Points of access shall provide direct and safe connectivity to key destinations for active transportation users.

4.5.2.22 - Multi-use trail road crossings shall be clearly marked with signage and paint. Curb bump-outs shall be provided for safety and traffic calming at mid-block crossing locations at the discretion of the City.

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

4.5.3 Commercial, Neighbourhood Node, & Mixed-Use

Purpose

This section identifies policies to support commercial and mixed-use development within the Neighbourhood Node and to guide the design and integration of uses. Commercial development shall be appropriately located throughout Roseburn to enhance the economic sustainability of the neighbourhood. The Node will be a walkable, attractive destination that promotes community activity and gathering to increase social interactions. The Node will contain a range of medium and high-density residential development, small format commercial uses, street-oriented



development, publicly accessible gathering spaces, enhanced urban design features, and strong connections to the active transportation network and future transit services. Specific Urban Design principles for the Neighbourhood Node are further developed in [Section 4.5.4](#).

Policies

4.5.3.1 - Large-format vehicle-oriented commercial developments shall not be located within the *Northeast Roseburn NSP*.

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

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

4.5.3.4 - The Neighbourhood Node shall include mixed-use development and have an overall residential density greater than 70 upnrha.

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

4.5.3.6 - Development in the nodes will be designed to transition from higher densities to lower densities towards the periphery blending seamlessly into surrounding development.

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

4.5.3.8 - High density residential mixed-use buildings within the Neighbourhood Node shall include small-format commercial uses at-grade comprising a minimum 50% of the ground floor area and commercial frontage shall be street-oriented to encourage activity at street level.

4.5.3.9 - Neighbourhood Nodes shall include welcoming, publicly accessible community spaces, pedestrian-scale architectural features including building massing, street furniture and lighting.

4.5.3.10 - Transit and active transportation routes shall connect the Neighbourhood Nodes to other key destinations throughout the NSP. Active transportation and conceptual transit routes are outlined on [Map 8 – Active Transportation](#).

4.5.3.11 - Building entrances shall be oriented towards the street and parking areas shall be designed to be located adjacent, under, or to the rear of buildings. If located adjacent to a building, parking frontage along the street shall not be longer than 50% of the building frontage and must be screened from view with landscaping.

4.5.4 Urban Design

Purpose

The *Northeast Roseburn NSP* will be comprised of attractive, easy to navigate, well-connected residential areas and open spaces which provide a high quality of life to residents. The intent of the following Urban Design policies is to encourage development of high-quality residential development with varying architectural styles, create welcoming community gathering spaces, and to develop safe and attractive public open spaces.

Urban Design guidelines for Neighbourhood Nodes include architectural and site design direction to guide the development of cohesive, attractive & engaging pedestrian friendly building exteriors and streetscapes and address building materials, building scale, massing, signage, lighting, bicycle facilities, outdoor furniture, plantings, and winter city design elements.



General Urban Design Policies

4.5.4.1 - A cohesive neighbourhood character shall be developed for the NSP based on the Community Branding identified in **Section 4.3**. Elements such as signage, wayfinding, lighting, street furniture, and other streetscape elements shall be used to reinforce the visual character of the neighbourhood and create a consistent sense of place.

4.5.4.2 - Neighbourhoods, roadways, and entry points within the *Northeast Roseburn NSP* shall be designed to include landscaping and enhanced streetscape design including boulevard landscaping.



Street Oriented High Density Building (Source: Al-Terra Landscape)



Street Oriented High Density Building (Source: Al-Terra Landscape)

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



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

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





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



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



Enhanced Streetscape Elements (Source: Al-Terra Landscape)



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

4.5.4.5 - Lighting design and placement shall minimize undesirable projection of light upwards or into adjacent properties while ensuring public open spaces are well-lit.

4.5.4.6 - Low maintenance gateway design for the community entry feature shall be based on highly durable materials and shall be considered to reduce long-term costs to the City. Vegetative plantings may be considered at the discretion of the City.

Low Density Residential Urban Design Policies

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

4.5.4.8 - Exterior building materials facing public streets shall be of high quality and should be selected based on both functional and aesthetic qualities. Ease of maintenance and durability shall be considered.

4.5.4.9 - Driveway width on front-attached single family housing products will not exceed 6.1m at the property line to provide larger on street parking opportunities, increased snow storage, and an improved streetscape by creating larger front yards.

4.5.4.10 - Façade treatments shall wrap around corners on sites fronting onto multiple streets and lane intersections at block ends.

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

- ◆ Stone, stone tile, cultured stone or natural colored brick foundation with a minimum of 75 square feet of brick or accent stone
- ◆ Roofed-over front porches of a minimum 4-foot depth
- ◆ Tapered columns
- ◆ Wide open eave overhang with rafters exposed
- ◆ Transom or dormer windows
- ◆ Shakes/fish scale siding used as detailing on house
- ◆ Square windows in garage doors
- ◆ Custom Craftsman Style Front Entry Door
- ◆ Garage door from the Designer Door Collection

High Density & Neighbourhood Node Urban Design Policies

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

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

4.5.4.14 - Buildings will utilize transparent glazing with multiple entrances to create an active and engaging façade to allow for visibility, passive surveillance, and illumination between outdoor spaces and building users.

4.5.4.15 - Continuous building facades will be broken up by incorporating design features that create visual interest, utilize a variety of materials and changes in texture.

4.5.4.16 - For building frontages that exceed 40.0m in length, introduce articulated elements such as vertical breaks and/or step backs to break up the building façade.

4.5.4.17 - Garbage, mechanical, and storage should be concealed or screened and located away from public view.

4.5.4.18 - Varied architectural details shall be utilized to encourage a sense of pedestrian scale and to distinguish between different building volumes and uses.

4.5.4.19 - Internal pedestrian linkages will be provided between the residential areas and the Community Commercial site.

4.5.4.20 - Building lighting should be used to enhance visibility, define architectural details, and improve safety for building users and pedestrians. Lighting choices should minimize glare, up lighting, and over illumination.



4.5.4.21 - Integrate building or tenant signage into building facades rather than as stand-alone structures.

4.5.4.22 - Consider wind and microclimatic impacts for all structures, particularly those exceeding six storeys in height.

4.5.4.23 - Primary entrances to multiple-unit residential buildings should be clearly defined through elements such as, but not limited to, entrance colonnade structures, awnings, canopies, marquees, and other architectural elements.

4.5.4.24 - Provide strong architectural corner design treatment at all street intersections. Where possible, place main entrance features at prominent corners and incorporate design elements that encourage a sense of identity.

4.5.4.25 - Where buildings are adjacent to public places such as parks and amenity areas, entrances or secondary accesses should be oriented towards them.

Parks and Open Space Urban Design Policies

4.5.4.26 - Parks shall be designed to be visible from residential areas to increase passive surveillance and user safety.

4.5.4.27 - Parks shall provide unique amenities and character to encourage network wide exploration and use.

4.5.4.28 - Consistent design of site furniture between park spaces shall be used where possible to maintain a coherent community feel throughout the open space network.

4.5.4.29 - The open space network shall include consistent wayfinding signage.

4.5.4.30 - Interpretive or educational signage shall be installed within the Stormwater Facility Park to promote awareness of the natural features, wildlife, and functions of the area.

4.5.4.31 - Lighting shall be installed along multi-use trails within parks to create a safe pedestrian experience and promote activity during winter when natural light is limited.

4.5.4.32 - Seasonal functions of parks shall be considered including temporary skating areas, tobogganing, and year-round sheltered areas to encourage winter use.

4.5.5 Transportation & Road Network

Purpose

The following transportation policies are intended to ensure the road network supports convenient internal travel and connections to neighbouring areas. The road network will provide transportation infrastructure that promotes a safe and well-connected community for pedestrians, cyclists, transit, and vehicles.

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

Policies:

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



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

4.5.5.3 - Traffic calming measures shall be incorporated throughout the NSP, particularly at key intersections, to enhance pedestrian safety consistent with the Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming. Traffic calming strategies and enhancements will be based on adjacent land uses, street type, location, speed limit, and other roadway characteristics to the satisfaction of City Administration. Strategic locations for traffic calming enhancements have been identified on **Map 7 – Transportation Network** and shall be refined during detailed engineering design.

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

4.5.5.5 - Minor variance to any portion of the transportation network because of necessary engineering technical changes which does not change the general layout of this plan shall not require an NSP amendment, at the discretion of the Development Authority.

4.5.5.6 - Five roundabouts are proposed to serve the NE-18-54-22-W4M as per **Map 7 – Transportation Network** to improve traffic flow, promote safety, enhance urban design, and reduce fuel consumption by decreasing stop-and-go traffic movements.

4.5.5.7 - Rights-of-way for identified roundabouts shall be protected at the subdivision stage. Roundabout construction shall occur as warranted by traffic volumes and development patterns, at the discretion of the City.

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

4.5.5.9 - Block lengths along collector and local roadways within the NSP shall not exceed 250m where possible. Any block longer than 200m shall require a walkway connection to enhance pedestrian connectivity. Block lengths and walkway connections are shown on **Map 7 – Transportation Network**.

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

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

4.5.5.12 - Development within the NSP shall front onto collector roads and be serviced by rear lanes where practical. The location of proposed rear lanes is shown on **Map 7 - Transportation Network**. The locations are conceptual and shall be ultimately determined at the time of detailed design and subdivision.

4.5.5.13 - Front driveways shall be avoided along collector roads.

4.5.5.14 - Potential Transit routes have been identified on **Map 8 – Active Transportation** to demonstrate serviceability by transit. Ultimate transit routes and stop locations shall be determined during subdivision design to the satisfaction of the Transit Authority.

4.5.5.15 - Intersection control within the NE-18-54-22-W4M shall be developed consistent with the recommendations of the *Roseburn ASP Traffic Impact Assessment* to the satisfaction of Administration.



4.5.6 Active Transportation Network

Purpose

Active transportation routes will be located along all arterial and collector roads. Multi-use trails will be included throughout the collector road network create a safe, convenient, and well-connected pedestrian and active transportation network. All roads, parks, and pedestrian corridors will contain sidewalks, at minimum.

Policies:

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

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

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

4.5.6.4 - 92nd Street shall be developed as an arterial road with an enhanced pedestrian multi-use corridor. The cross section of the enhanced arterial is included in **Figure 2 – Proposed 92nd Street Enhanced Pedestrian Cross-Section** and must be consistent along the entirety of 92nd Street.

4.5.6.5 - A multi-use trail shall be provided along Greenfield Link to the central park. Extra right-of-way shall be provided as per the cross-section design identified in **Figure 3**.



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

4.5.7 Servicing & Infrastructure Staging

Purpose

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

Policies:

General Servicing Policies

4.5.7.1 - All development lands shall be serviced with water, stormwater, and sanitary sewer connections which meet all municipal servicing standards and all relevant studies and reports including the *City of Fort Saskatchewan Annexation Design Brief* to the satisfaction of Administration.

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

4.5.7.3 - Development shall occur in a staged and orderly manner, as shown on **Map 13 – Development Staging Concept**, contiguous with existing development and service connections.

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

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

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

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

Sanitary

Sanitary servicing for the NSP will require construction of gravity sanitary sewers sloping from west to east. An interim lift station will be required to

pump wastewater north which will connect to existing infrastructure until planned future connections and a permanent gravity sewer system is constructed. Sewage will be conveyed through the City's infrastructure to the Alberta Capital Region Wastewater Treatment Plant in Strathcona County. The interim lift station will be decommissioned when no longer required.

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

4.5.7.9 - An interim lift station will be constructed with the first stage of development of this NSP and will be utilized until planned gravity sewers are available to the east. The lift station shall be decommissioned as required and adequate sanitary services shall be provided at all times.

Stormwater

Stormwater management within the NSP shall be constructed in the southeast portion of the quarter section and will integrate an existing dugout.

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

The initial construction of the stormwater management facility in NE-18-54-22-W4M will occur with the first stage of development. The construction of the stormwater management facility will be staged to ensure that adequate flows are generated to avoid silt and sediment build up in the pond and storm pipe network.



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

4.5.7.10 - Stormwater servicing shall be provided generally in accordance with *Map 11 – Storm Sewer Concept* and the *City of Fort Saskatchewan Engineering Standards* to ensure adequate stormwater management capacity is provided to all stages of development.

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

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

4.5.7.13 - Permeable hard surface materials, roof gardens, and bio-swales are strongly encouraged throughout the NSP area where possible.



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



Naturalized Stormwater Management Facility (Source: Strata Development Corp)



Naturalized Stormwater Management Facility (Source: Strata Development Corp)



Water

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

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

4.5.7.14 - Water servicing shall be provided generally in accordance with *Map 12 – Water Network Concept* and the *City of Fort Saskatchewan Engineering Standards* including the *Hydraulic Network Analysis* to ensure appropriate water service capacity and fire flows are provided to all stages of development and future connections to adjacent development areas to the satisfaction of Administration.

Shallow Utilities

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

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

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

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

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

4.5.8 Landscape

Purpose

Policies in this section shall guide design and implementation of landscaping throughout the NSP to beautify and enhance the public realm within the neighbourhood.

Policies

4.5.8.1 - Landscaping should be provided throughout the NSP to:

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

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

4.5.8.3 - Native and adapted plant species shall be included where appropriate. Habitat restoration may also be undertaken where appropriate.



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

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

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

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

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

4.5.9 Ecology, Wildlife, Environment, and Agriculture

Purpose

The purpose of the following policies is to provide guidance for management of the environment prior to and after development activities

occur. The policies will ensure that development in the NSP complies with Federal and Provincial regulations, promotes wildlife connectivity, retains drainage patterns prior to development where possible, enhances wildlife habitat and vegetation, and mitigates premature loss of agricultural lands and operations.

Policies:

4.5.9.1 - All development within this NSP shall meet or exceed applicable Federal and Provincial regulations with respect to air quality, water quality, and flood hazard management.

4.5.9.2 - Consistent with the *Annexation Design Brief, Appendix D*, no Crown-claimable wetlands are located within the NSP boundaries, and no wetlands shall be dedicated to the Province.

4.5.9.3 - Wetlands within the NE-18-54-22-W4M, as shown on *Map 3 – Opportunities & Constraints* shall be removed or integrated into the SWMF design and are subject to compensation requirements of the *Water Act* to mitigate environmental impacts through contributions to off-site environmental projects.

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

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

4.5.9.6 - In order to minimize the area of impervious surfaces and surface runoff, permeable surfaces should be considered for multi-use trail surfaces and other hard-surface landscaping where appropriate.

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

4.5.9.8 - Areas designed to provide habitat or ecological functions, such as stormwater management facilities, shall implement light pollution mitigation where appropriate, including:

- Lighting for specific purposes (navigation, CPTED) shall be minimizing and reducing artificial lighting where possible.
- Light sources shall be shielded and kept close to the ground to reduce upward projection and light trespass into sensitive areas.
- Utilization of dark or non-reflective surfaces for landscape features.

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

4.5.9.10 - A weed monitoring and control plan shall be prepared by the earthworks contractor and remain in effect during construction and shall include requirements for controlling, eradicating, and monitoring for known invasive plant species as per the *Alberta Weed Control Act* and the *Alberta Weed Control Regulation*.

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

4.5.9.12 - Any fuel or chemical spills shall be reported as required by legislation and remediated as required.

4.5.9.13 - This NSP shall implement the recommendations of the *NE-18-54-22-W4M Phase 1 Environmental Site Assessment* at the detailed design stage



4.5.9.14 - As per the *NE-18-54-22-W4M Phase 1 Environmental Site Assessment* - to safely manage potential contamination or hazardous waste, a hazardous materials survey shall be required prior to demolition work on the existing farmstead.

4.5.9.15 - Where necessary, contaminated materials shall be removed and disposed of to the satisfaction of Administration in an environmentally sensitive manner in accordance with Federal and Provincial regulations prior to subdivision approval. Any remediation activities shall be confirmed by subsequent environmental investigations and reported to the City prior to rezoning approval.

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

4.5.9.17 - This NSP shall implement the recommendations of the *Biophysical Impact Assessment* including:

- Implement a terrain and soil management strategies to control soil compaction, manage removal of topsoil, avoid soil contamination, and limit admixture of soil horizons.
- Implement a stage-specific Erosion and Sediment Control Plan to manage erosion into watercourses and waterbodies.
- Manage changes in wetland function due to wetland disturbance, decrease in wetland area, changes in water quantity and changes in hydrology due to removal of water bodies through the implementation of an engineered stormwater management system,
- Manage weeds and re-vegetation in disturbed areas with native plant species, where appropriate.
- Conduct clearing of vegetation from September 1 to April 15 or conduct bird sweeps to confirm not breeding activity is impacted and comply with the *Migratory Birds Act*.
- Conducting wildlife sweeps prior to construction and avoiding disturbance outside of designated work areas.

4.5.9.18 - This NSP shall implement the recommendations of the Geotechnical Investigations including soil management and erosion control to the satisfaction of Administration.

4.5.9.19 - Soil management and erosion control plan must be submitted to the Administration for review and approval.

4.5.9.20 - This NSP shall implement the recommendations of the *Agricultural Impact Assessment & Soil Management Plan (AIA)*.

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

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

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

4.5.9.24 - Development sequencing shall occur generally in accordance with *Map 13 – Development Staging Concept* to ensure a contiguous growth pattern and protect adjacent agricultural lands from premature construction impacts.

4.5.10 Financial Sustainability

Purpose

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

A Financial Impact Assessment was prepared for development of the NE-18-54-22-W4M which explored the capital costs and ongoing financial impacts of development within the NSP.

Policies:

4.5.10.1 - Development patterns and level of service of this NSP shall generally conform with the assumptions in the *Financial Impact Assessment*.

4.5.10.2 - The developer shall be responsible for all costs of development except those which are subject to cost-sharing and development levies.

4.5.10.3 - The City shall take ownership of, and maintain, all public infrastructure after the required warranty periods at its sole expense.



5.0 Implementation

It is anticipated that the NE-18-54-22-W4M will be developed in the next 15 years. Implementation guidance provided by this NSP will ensure development occurs in a way that maximizes efficiency and minimizes disturbance to developed areas & existing land uses. The information in this NSP shall be considered preliminary and used as the basis for subsequent subdivision and zoning activities. Implementation of this NSP will require rezoning and subdivision approvals within the NE-18-54-22-W4M. Minor variations to this plan shall be considered part of the normal subdivision process, at the discretion of the City.

5.1.1 Development Staging

NE-18-54-22-W4M

Development staging within the NSP will proceed from the northeast and extend south and west throughout the neighbourhood. As development proceeds, all required municipal infrastructure (roads, water, sanitary, and storm infrastructure) and third-party utility infrastructure (gas, power, and telecom utilities) within each stage will be extended in an orderly manner to ensure adequate services and amenities are available to all stages throughout the build-out process. Staging shown on **Map 13 – Development Staging Concept** illustrates the anticipated direction of development from north to south in three stages. Stages shall be constructed in multiple phases based on market demand and available infrastructure capacity. The phases of development will be designed to ensure contiguous and efficient development and the sizes of each phase shall be determined during the subdivision process.

The first stage of development in the NSP will include the road connection from Southridge Boulevard at Greenfield Link to connect to offsite underground servicing. To support the proposed residential development, stage 1 will require initial construction of part of the SWMF. A stormwater lift station will be required to discharge water from minor storm events to an interim location northeast of the NSP area. Major storm events will discharge by gravity. The ultimate stormwater system

will allow gravity sewers to be connected in the development lands to the east of the NSP. A sanitary lift station will also be constructed to service the parcel. Depending on the order of development adjacent to Roseburn, the lift station's capacity may need to be improved if development upstream of Roseburn advances ahead of the downstream development to the east (which would provide a gravity servicing connection and allow for the removal of the proposed lift station). Development will continue south to connect to 92nd Street to provide a secondary access to the neighborhood for emergency vehicles. Stage 1 will provide service connections to the lands east of the NSP.

Stage 2 will include development of the west entrance collector, which will henceforth be the primary access to the community, and dedication of the school site MR intended to consolidate with the existing northwest school site and will provide service connections to the lands west of the NSP

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

Completion of the south and east boundary arterial roads will occur when adjacent properties develop.

The current plan reflects the known information regarding development throughout the *Northeast Roseburn NSP*. Timing and design of development activities on adjacent quarters are currently unknown and may influence the development pattern within the NSP.



Policies:

5.1.1.1 - Roadways and municipal infrastructure will be constructed and extended as required to efficiently service each development stage.

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

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

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

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

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

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

5.1.1.8 - The central east-west collector will be completed in Stage 2.

5.1.1.9 - Development of the central north-south collector will be completed in Stage 3 to allow connection to the future arterial road along the south boundary and to facilitate development of the mixed-use Neighbourhood Node and provide access to the south.

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

5.1.2 Subdivision Applications and Other Considerations

Purpose

Existing zoning throughout the NSP is AG-S (Agriculture General South). All lands shall be rezoned prior to development. Rezoning and subdivision of land shall occur on a staged basis. To streamline future rezoning processes and to support housing objectives, comprehensive zoning districts may be prepared for NSP areas which encompass multiple development areas. Any new zoning districts shall be initiated by the developer and all costs shall be borne by the applicant.

Policies:

5.1.2.1 - Rezoning, subdivision, and/or development applications shall not be approved prior to the adoption of an NSP which encompasses the subdivision area. Amendments to the ASP, NSP, and subsequent land development applications may require public and/or interested parties to be engaged.

5.1.2.2 - A Special District shall be approved to allow for development of the Shallow-Lot High-Density product within the NSP.

5.1.2.3 - All subdivision decisions shall conform to the policies of the City's MDP, the Roseburn ASP, and to the policies of this NSP.

5.1.2.4 - Subdivision and development of the NSP will proceed in a manner which:

- Allows for the orderly, timely, and efficient expansion of the City
- Creates sufficient provision of road access and municipal utility servicing
- Fosters a community layout reflecting the relevant policies outlined in the MDP
- Promotes a modified-grid street network and connectivity to promote



walkability at all stages of development

- Supports the staged development of the open space system envisioned by the NSP

5.1.2.5 - Developers shall be solely responsible for all costs for the provision of municipal infrastructure (roads, water, sanitary sewer, and storm drainage) within the NSP.

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

5.1.3 Plan Review and Amendment

Purpose

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

Policies:

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

- Relocation or elimination of a major roadway (This shall not apply to a shift in alignment, at the discretion of the Development Authority)
- Significant change in the general land use pattern (location of residential, commercial, or industrial lands) as shown in this NSP
- Significant changes to the open space network
- Changes to the policies, land use, and population statistics of this Plan
- Any other change deemed significant in the opinion of Administration

- Significant deviation from the utility servicing concepts beyond those contemplated in the NSP

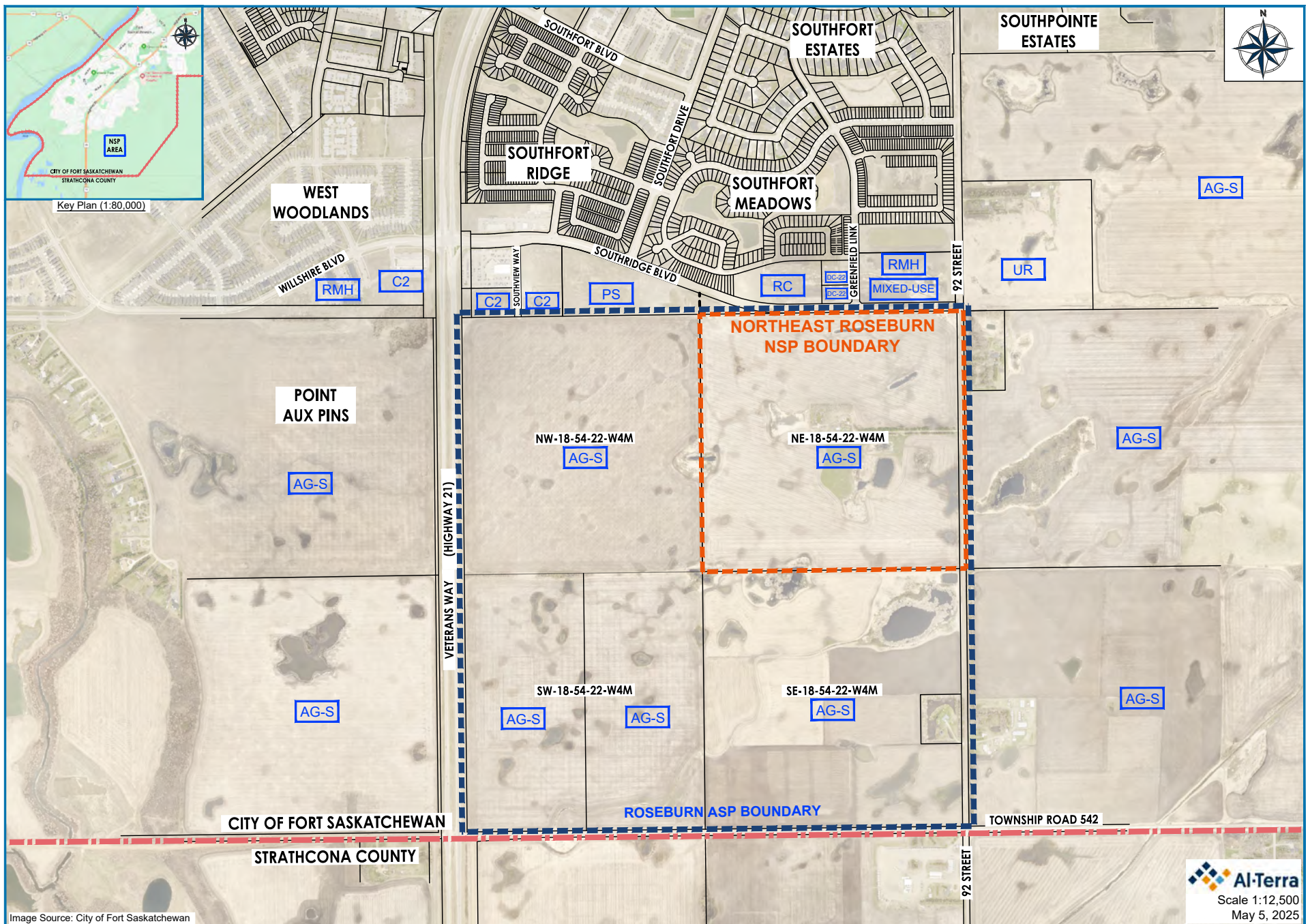
5.1.3.2 - The NSP shall be reviewed during amendments to bring in planning for Future Plan Areas of the *Roseburn ASP* which may affect development within the NSP to ensure consistency with statutory plans and relevant policies as deemed necessary.





Appendix A

Maps



Legend

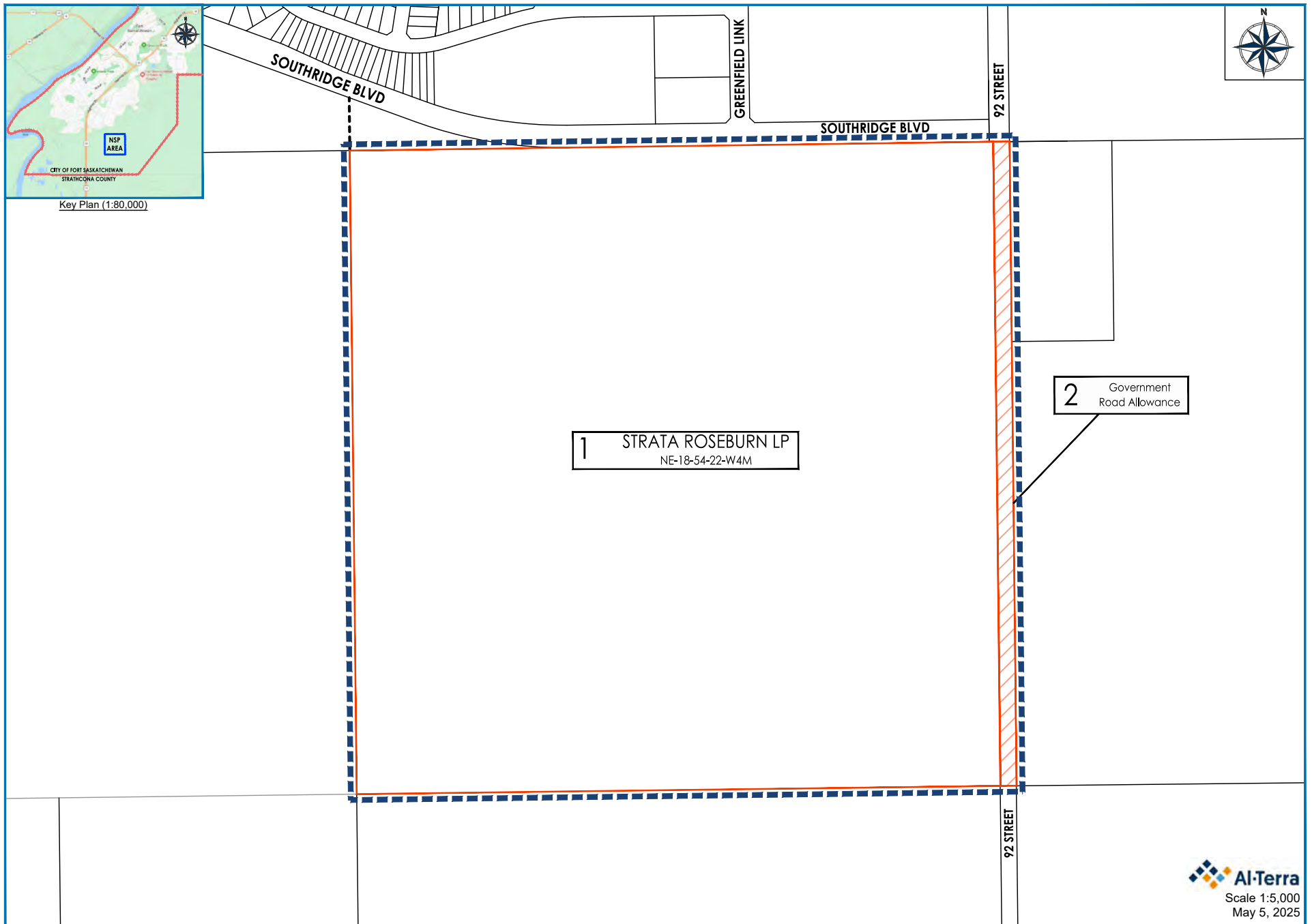


- City of Fort Saskatchewan Boundary
- Roseburn Area Structure Plan Boundary
- Northeast Roseburn Neighbourhood Structure Plan Boundary
- Existing Property Line
- Existing Zoning

AG-S

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

Map 1 - Location & Context Plan



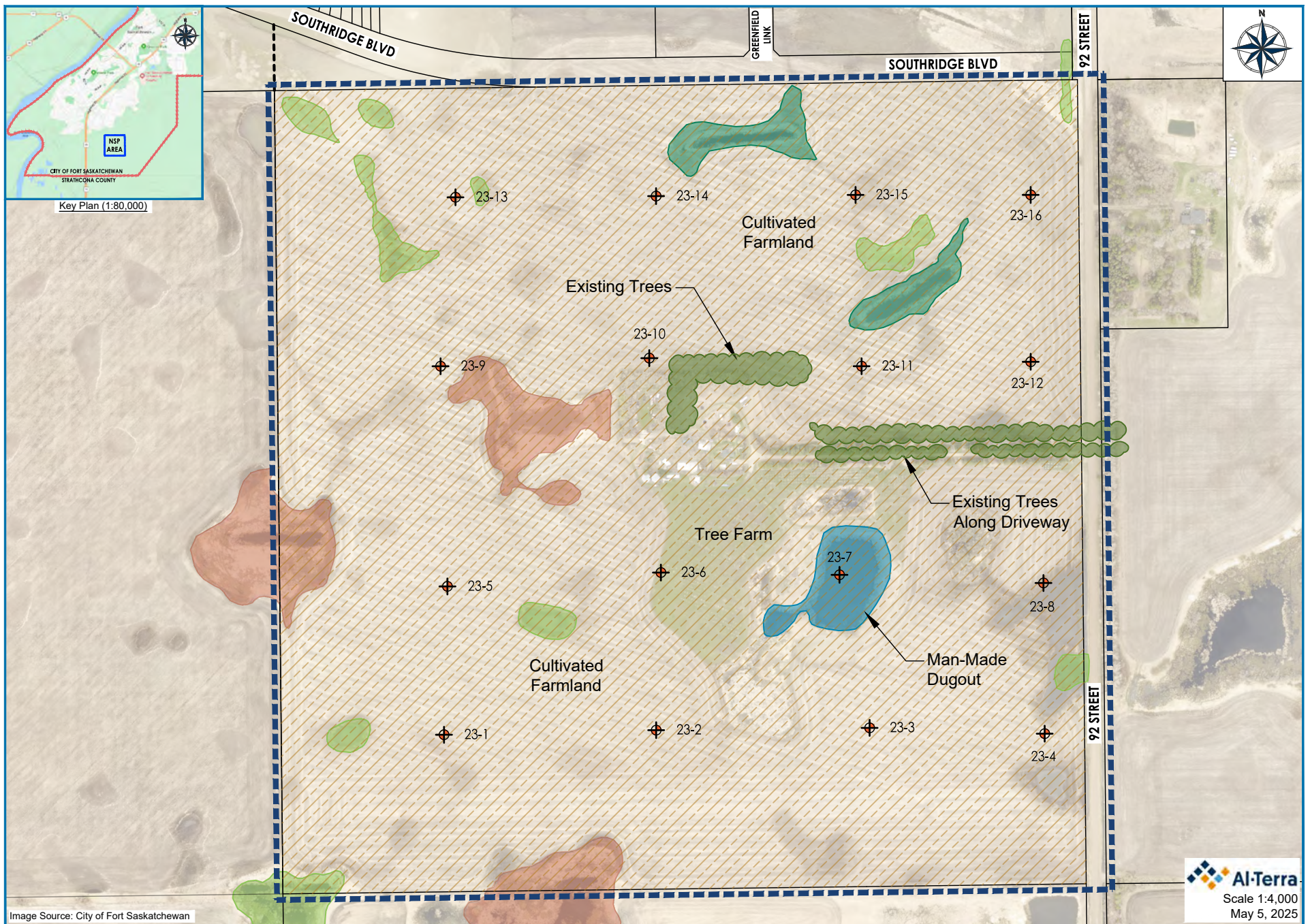
Legend

-  NSP Boundary
-  Participant Owner
-  Non-Participant Owner - Future Plan Areas

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

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

Map 2 - Land Ownership



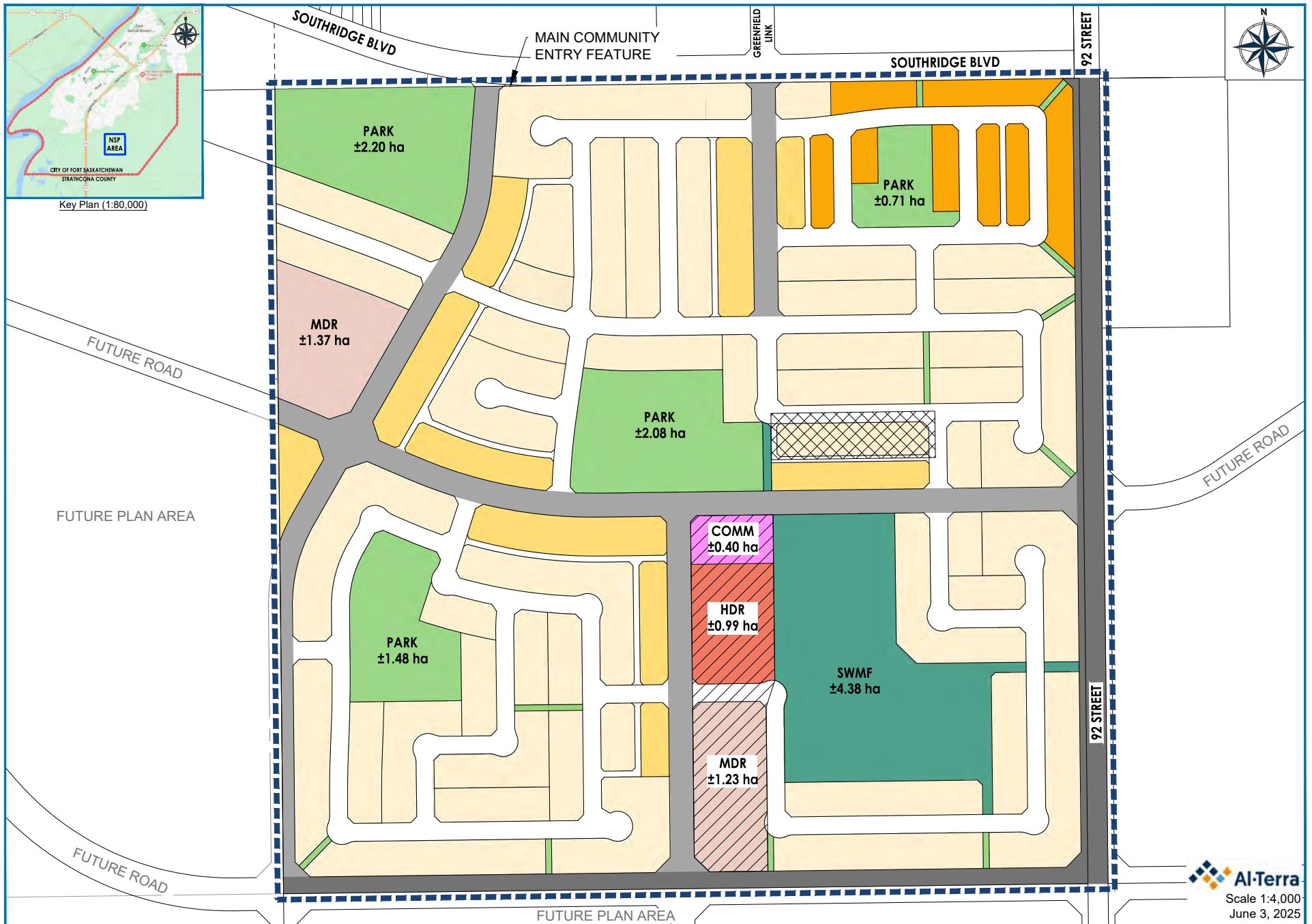
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	NSP Boundary		Existing Temporary Marsh
	Geotechnical Borehole		Existing Seasonal Marsh
	Topsoil Underlain with Native Clay		Existing Semi-Permanent Marsh
	Existing Tree Stand		Existing Permanent Shallow Water Wetland (Dugout)

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

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

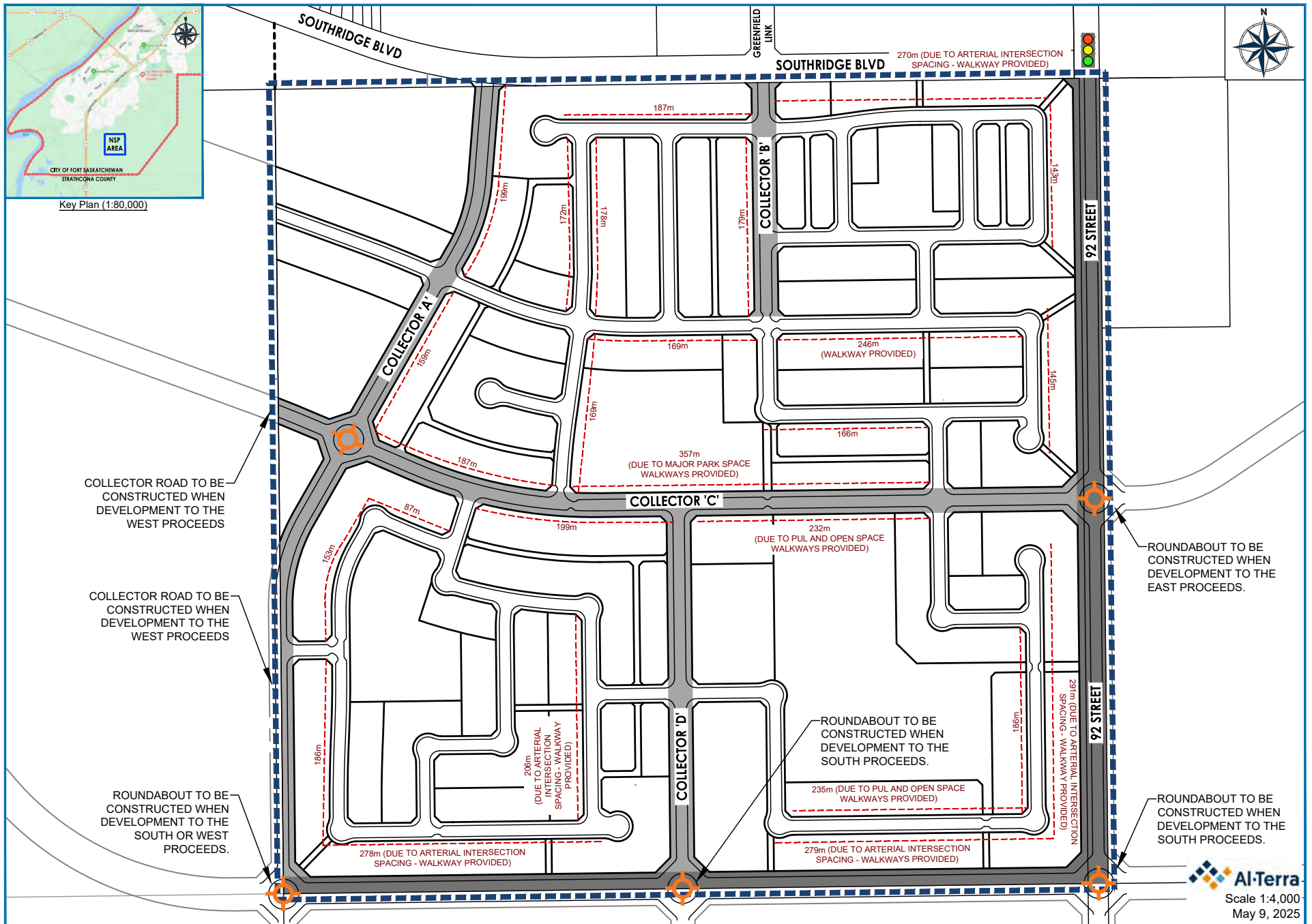
Map 3 - Opportunities & Constraints



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

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

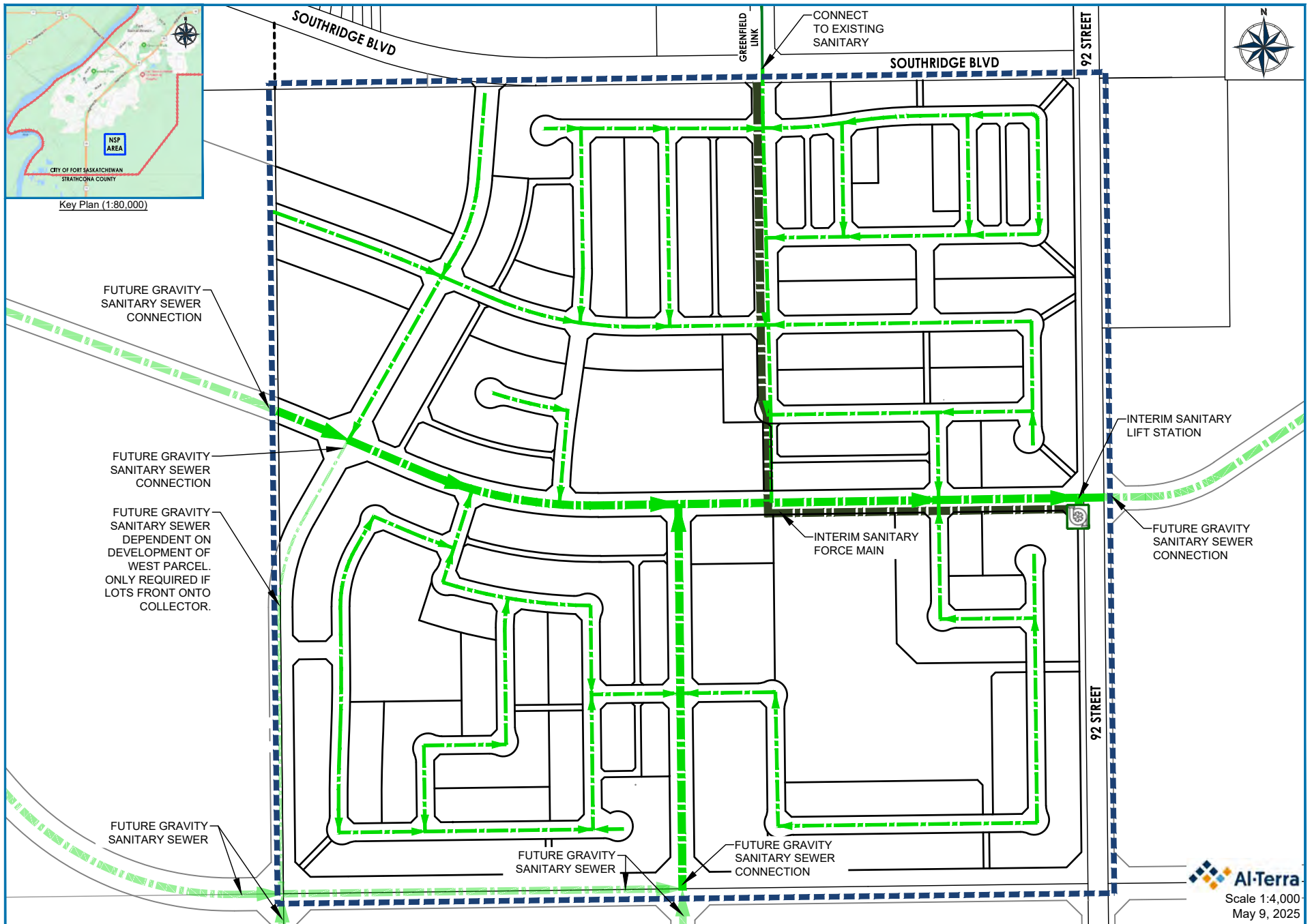
Map 5 - Land Use Concept



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

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

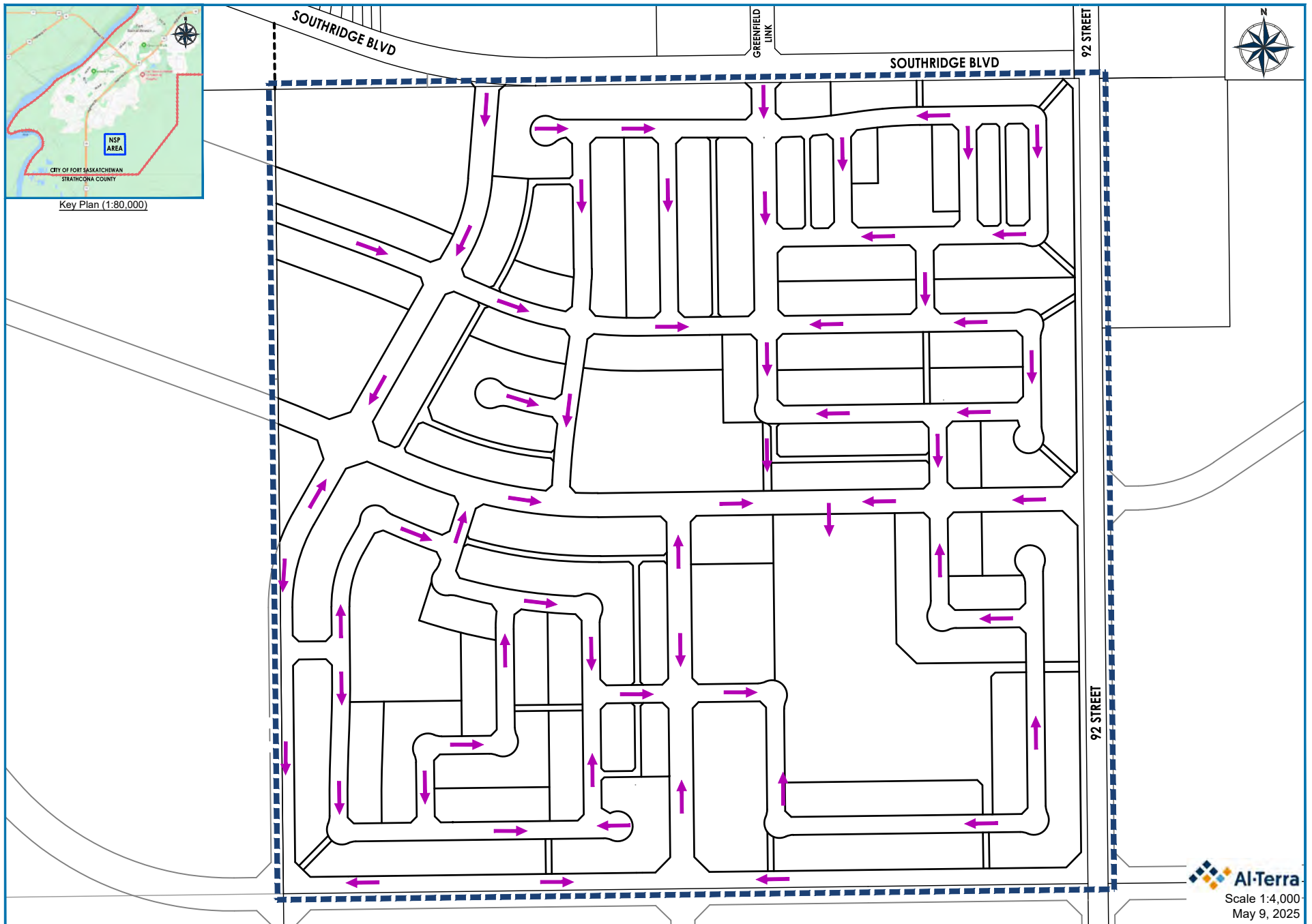
Map 7 - Transportation Network



NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

Map 9 - Sanitary Servicing Concept

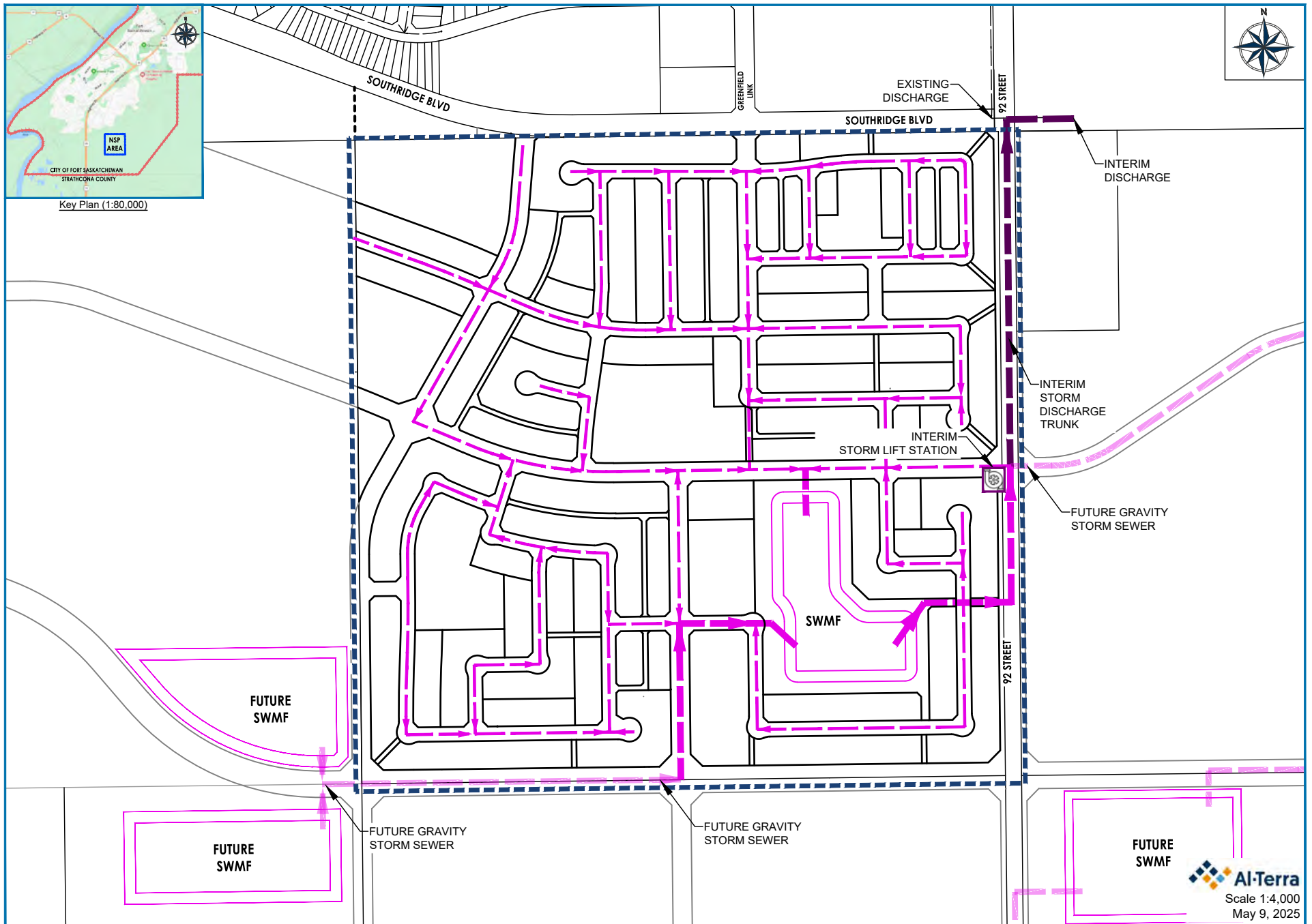
Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation



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

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

Map 10 - Grading & Surface Drainage



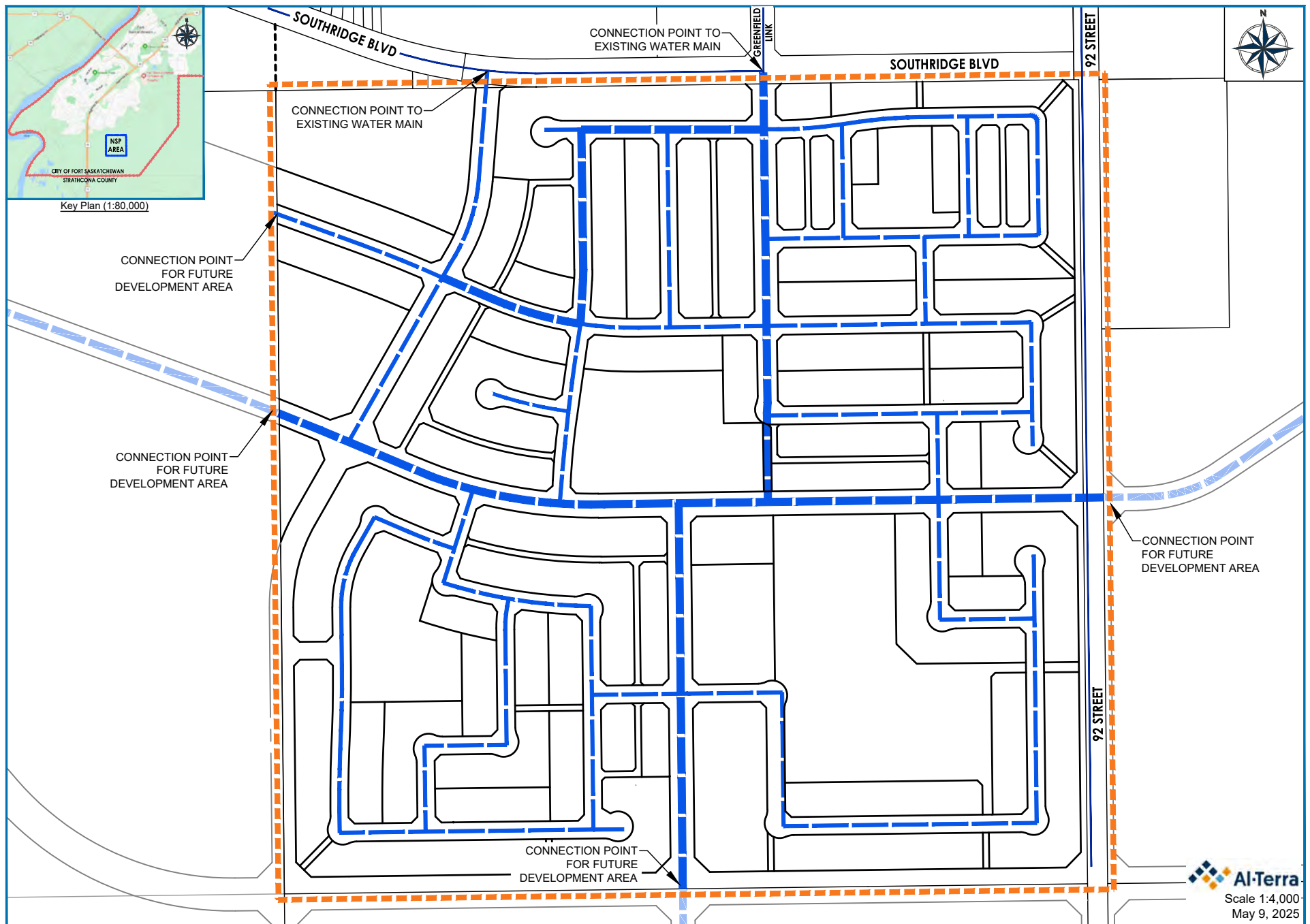
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|--|--------------------------|--|------------------------------------|
| | NSP Boundary | | Conceptual Storm Trunk |
| | Conceptual SWMF Location | | Conceptual Interim Discharge Trunk |
| | | | Storm Sewer |
| | | | Future Storm Trunk |

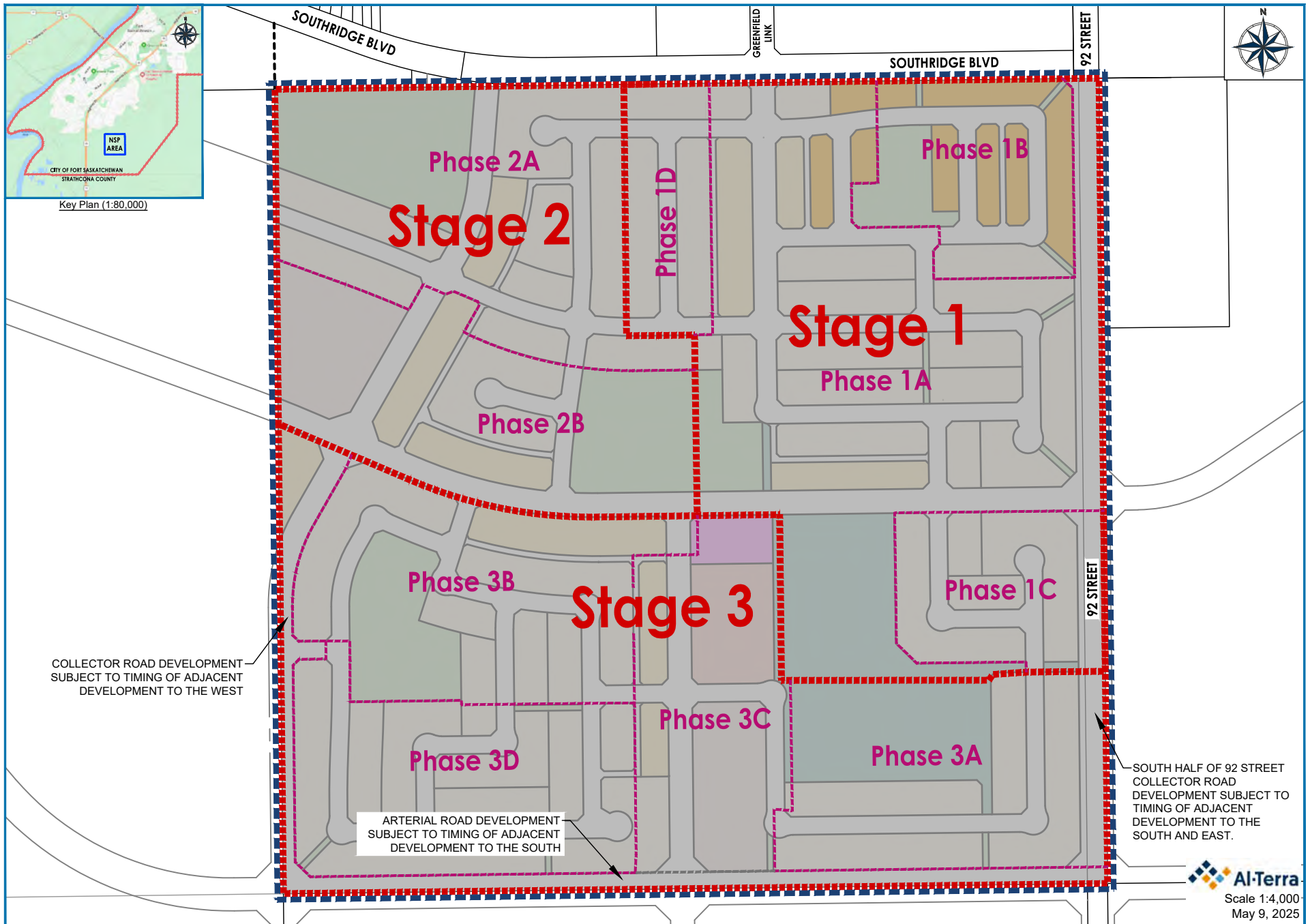
Note: All locations, areas, alignments, and dimensions shown are conceptual and subject to variation

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

Map 11 - Storm Sewer Network



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



Legend



NSP Boundary

Order of Development Staging (Conceptual Only - Subject to Variation)

Order of Development Phases (Conceptual Only - Subject to Variation)

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

NORTHEAST ROSEBURN NEIGHBOURHOOD STRUCTURE PLAN

Map 13 - Development Staging Concept