

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

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

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

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

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

### **Transportation Policies**

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

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

8.3.6 Encourage situating street-oriented development on a case-by-case basis along collector and arterial roads to promote traffic calming and create an engaging street experience without impacting the operational functionality. Housing types along collector and arterial streets should be reviewed for their suitability and potential impact on traffic flow and safety.<sup>1</sup>

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

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

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

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

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

### **Public Transit Network**

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

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

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

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

## 4.5 Land Use Policies

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

### 4.5.1 Residential

#### *Purpose*

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

#### *Policies*

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

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

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

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

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

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

**4.5.1.7** - Where practical, increase street-oriented development by reducing flanking block frontages along collector roads. Housing types along collector and arterial streets should be reviewed for their suitability and potential impact on traffic flow and safety.<sup>2</sup>

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

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

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

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