



CITY OF FORT SASKATCHEWAN

A BYLAW OF THE CITY OF FORT SASKATCHEWAN, IN THE PROVINCE OF ALBERTA,
TO ADOPT POINTE AUX PINS AREA STRUCTURE PLAN, BYLAW C18-24

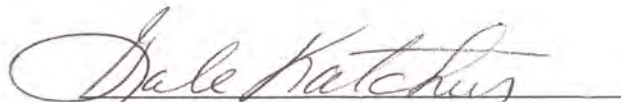
BYLAW NO. C18-24

WHEREAS the *Municipal Government Act*, R.S.A., 2000, c.M-26 as amended or repealed and replaced from time to time, provides that a municipality may adopt an Area Structure Plan;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 may be cited as Pointe Aux Pins Area Structure Plan Bylaw C18-24.
2. That the text and images attached as Schedule "A" form part of this Bylaw.
3. If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion shall be severed and the remainder of the Bylaw is deemed valid.
4. That Bylaw C18-24 comes into force and effect upon third and final reading.

READ a first time this	24th	day of	September	2024
READ a second time this	14th	day of	January	2025
READ a third time this	14th	day of	January	2025


MAYOR


Acting DIRECTOR, LEGISLATIVE SERVICES
Date Signed: January 14, 2025

Pointe Aux Pins Area Structure Plan

September 2024



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Home Area Structures
Fort Saskatchewan, Alberta
September 2024

1.0 Introduction

The City of Fort Saskatchewan ('the City'), located approximately 15 minutes north-east of Edmonton within the Edmonton Metropolitan Region, and in Treaty 6 Territory and the Metis Nation of Alberta Region 4, is a rapidly growing community and currently home to more than 27,000 residents. Fort Saskatchewan has experienced rapid population growth over the last two decades; the city has doubled in population since 2001, from 13,121 residents (2001) to 27,088 residents (2021)¹.

To accommodate this rapid and significant population growth, in 2020 the City annexed 952 ha of lands from Strathcona County so that the city had enough land to expand its residential, commercial, and industrial land-uses. These annexed lands exist on the south, east, and north sides of the city.

The Pointe Aux Pins Area Structure Plan (ASP) has been created to guide the development of a new residential neighbourhood located on the southern side of the city. The ASP's boundary ('the Plan Area') contains approximately 148 ha of land, most of which is undeveloped agricultural land, see **Figure 1**.

It is anticipated that the ASP will become a new residential neighborhood within the city, accommodating its growing population, and providing a variety of housing types and tenures to accommodate a variety of demographics and ages. Pointe Aux Pins will also contain pockets of commercial mixed-use development, parks, trails, open and natural spaces, as well as a future school site.

Pointe Aux Pins will be well-connected to the city, and particularly the adjacent Westpark Neighbourhood, through roadway connections, and also through active transportation and pathway connections.

1.1 Purpose

The City's MDP provides direction for the development of this ASP, and subsequently, this ASP guides land use and subdivision decisions within the Plan Area, while fulfilling the growth strategy, objectives, and policies of the City's Municipal Development Plan ('the MDP').

The ASP promotes a community development pattern reflecting the desire to grow in a logical and economical manner, while supporting the City's anticipated growth and maintaining compatibility with adjacent areas.

An ASP is a long-term policy document that is intended to be flexible, and it is expected that this ASP will evolve through subsequent amendments without compromising its broad intent.

1.2 Authority

Section 633(1) of the *Municipal Government Act* ('the MGA') makes the provision for the City's council to adopt an ASP by bylaw for the purpose of providing a framework for subsequent subdivision and development of an area of land.

The City of Fort Saskatchewan Council provided authorization for the preparation of this ASP on February 14, 2023.

¹ Statistics Canada (2021). Census Profile, 2021 Census of Population: Profile table, Census Profile, 2021 Census of Population - Fort Saskatchewan, City (CY) [Census subdivision], Alberta (statcan.gc.ca). May 23, 2023.

1.3 Timeframe and Neighbourhood Structure Plans (NSPs)

Subsequent Neighbourhood Structure Plan(s) (NSPs) will be required to be approved by the City of Fort Saskatchewan prior to the development of the Plan Area. The Neighbourhood Structure Plan(s) will refine additional details, such as pedestrian, active transportation, and transportation networks and connections, site design and urban design details, open space design features, and servicing components within and adjacent to the Plan Area. The policies within this ASP are to provide guidance and direction for the policies and design concepts that will be included in the future, municipally required NSP(s).

Therefore, the anticipated date at which development will commence will be established and estimated within the subsequent NSP(s). However, dates will ultimately be determined by market conditions and future development priorities. Based on current averages, it is estimated that it will take approximately 15 to 20 years to complete the build-out of the ASP area. Additional details pertaining to these future NSPs can be found in **Section 5.5**.

1.4 Interpretation

All maps, symbols, locations, sizes and boundaries contained on the figures within this ASP are conceptual in nature and their accuracy will be further refined through subsequent planning instruments, such as through the preparation of subsequent NSP(s).

A policy statement(s) containing “shall” or “will” is mandatory and must be implemented. Where a policy proves impractical or impossible, an applicant may apply to amend the Plan. A policy statement(s) containing “should” is an advisory statement and indicates the preferred objective, policy, and / or implementation strategy. If the “should” statement is not followed because it is

impractical or impossible, the intent of the policy may be met through other agreed-upon means.

1.5 Amendments

This ASP should be reviewed as necessary to ensure it is consistent with the City’s MDP and any other supporting plans. If amendments to the text or maps are required, they must be approved by Council in accordance with the amendment process established in the MGA and comply with the City’s *Terms of Reference for the Preparation of Area Structure Plans & ASP Amendment Applicant Information* package.

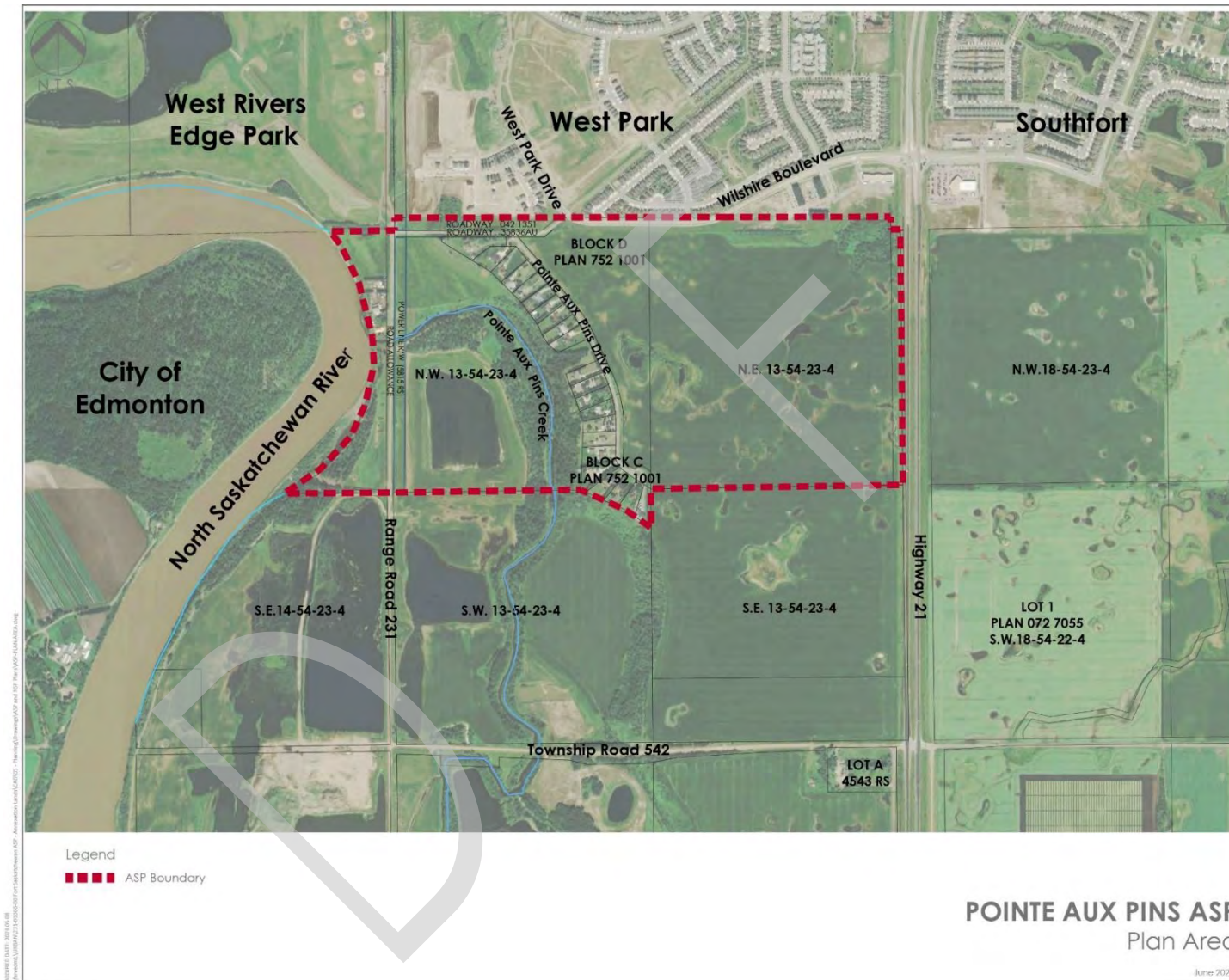


Figure 1 - Plan Area Map

2.0 Policy Context

The Pointe Aux Pins ASP has been drafted to ensure its consistency with the following relevant legislation, statutory plans, and local policies:

Municipal Government Act (MGA)

Pertaining to the drafting of ASPs, the MGA specifies:

633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An area structure plan

(a) must describe:

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

(b) may contain any other matters, including matters relating to reserves, as the council considers necessary.

The MGA stipulates adoption of an ASP does not require the municipality to undertake any of the proposed development referred to within the ASP.

Edmonton Metropolitan Region Growth Plan

The City of Fort Saskatchewan is one of the municipalities included within the Edmonton Metropolitan Region (EMR). The Edmonton Metropolitan Region Growth Plan was originally adopted in 2010 as the 2010 Capital Region Board Growth Plan. In 2017, it was

substantively updated and then amended again in 2020. The EMRGP provides a 50-year vision for growth and development in the region with a commitment to growing collaboratively through the efficient use of infrastructure, building compact communities, and fostering economic opportunities and healthy lifestyles.

The City is located within the EMR's 'Metropolitan Area' policy tier, which is defined as *the area surrounding the metropolitan core, including portions of county lands, urban communities, major and local employment areas, and intervening undeveloped areas that are socio-economically tied and that share industry and housing infrastructure. The metropolitan area encompasses the highest concentration of existing and future urban development in the Region and reflects the general direction of future urban growth.*

The EMR Growth Plan contains six policy areas, which are all applicable, and provide guidance to the development of this ASP. These policy areas and their guiding principles are as follows:

Policy Area 1: Economic Competitiveness and Employment

- 1.1 Promote global economic competitiveness and diversification of the regional economy.
- 1.2 Promote job growth and the competitiveness of the Region's employment base.
- 1.3 Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region.
- 1.4 Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce.

Policy Area 2: Natural Living Systems

- 2.1 Conserve and restore natural living systems through an ecological network approach.
- 2.2 Protect regional watershed health, water quality and quantity.
- 2.3 Plan development to promote clean air, land and water and address climate change impacts.
- 2.4 Minimize and mitigate the impacts of regional growth on natural living system.

Policy Area 3: Communities and Housing

- 3.1 Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all age.
- 3.2 Plan for and promote a range of housing options.
- 3.3 Plan for and promote market affordable and non-market housing to address core housing need.

Policy Area 4: Integration of Land Use and Infrastructure

- 4.1 Establish a compact and contiguous development pattern to accommodate employment and population growth.
- 4.2 Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint.
- 4.3 Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities.
- 4.4 Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing.
- 4.5 Plan for and develop mixed use and higher density centres as areas to concentrate growth of people and jobs.
- 4.6 Prioritize investment and funding of regional infrastructure to support planned growth.



Image Source: istock.com/SherylWatson

- 4.7 Ensure compatible land use patterns to minimize risks to public safety and health.

Policy Area 5: Transportation System

- 5.1 Develop a regional transportation system to support and enhance growth and regional and global connectivity.
- 5.2 Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community.
- 5.3 Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas.
- 5.4 Support the Edmonton International Airport as northern Alberta's primary air gateway to the world.
- 5.5 Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions.

Policy Area 6: Agriculture

- 6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations.
- 6.2 Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses.
- 6.3 Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system.

Edmonton Metropolitan Region Board – Regional Agriculture Master Plan (RAMP), 2021

The EMRB recognized the need to address increasing fragmentation and conversion of prime agricultural lands to non-agricultural uses, which is eroding the economic potential of the sector. The RAMP represents one of the most significant opportunities for growth planning in the Region, which was written to balance the demands growth will place on land uses.

Pursuant to Policy 6.1.1a, the EMRB's growth plan directs the EMRB to prepare Regional Agriculture Master Plan to conserve and maintain a secure supply of prime agricultural lands with the aim to support the regional food system, diversity the agri-food production base, contribute to the growth of the value-added sector of the agri-economy and guide agriculture supportive infrastructure investment.

As per Schedule B – RAMP Agriculture Policy Areas and Schedule E – Agriculture in Future Transition Lands, the subject site is located in 'Area 3 Agriculture in Future Transition Lands', which includes agricultural lands in the vicinity of built-up urban areas, where the goal is to keep them in agricultural production and managed under principles of good land and environmental stewardship until required for future growth. These lands may be planned and are recognized within RAMP as lands approved within a statutory plan for future growth for the next 25 – 50 years.

Relevant RAMP policies which provided direction to the development of this ASP are as follows:

- 1. Agricultural lands in Policy Area 3 will remain in agricultural use until the lands are needed for population and / or employment growth.

2. Subdivision and development should be limited to maintain large parcel sizes to support ongoing agricultural uses until the lands are needed for population and / or employment growth.
3. Until the lands are needed for population and / or growth, agricultural producers must have access to their agricultural lands to farm their lands. This includes but is not limited to maintaining field approaches and local roads sufficient to accommodate agricultural machinery.
4. Consideration must be given to public education about the daily seasonal operational needs of agriculture and agricultural operations, to increase awareness and understanding and reduce conflict.
5. Existing agricultural uses shall be given consideration to be kept as an existing land use supported by an urban agriculture plan.

City of Fort Saskatchewan Municipal Development Plan (MDP) (Bylaw No.C31-20)

The City's MDP was adopted in 2021, and its purpose is to guide the development and redevelopment of Fort Saskatchewan as it grows into a city of 50,000 residents. The MDP provides direction for the future of all neighbourhood development and redevelopment in the city. ASPs must align with the MDP and are expected to provide specific direction to specific neighbourhood vision, layout, urban form, mobility networks, and urban design, while Terms of Reference documents for the authorization of new neighborhoods and neighbourhood plans help establish expectations for land development.

As per the MDP's Map 3 – Policy Areas, the ASP area is on lands designated as "Future Urban Areas", in along with the lands west of the ASP area, across from Highway 21. The Future Urban Area consists of land that was annexed into the city in 2020 to

accommodate additional years of contiguous growth following the build out of developing neighbourhoods.

Relevant MDP policies which provide guidance to the development of this ASP are as follows:

Future Urban Area Policies

6.6.2 All new ASPs shall:

- a) be in accordance with the Terms of Reference for ASPs, and shall include but not be limited to innovative and diverse built forms and architectural style, pedestrian-oriented design, a high-quality public realm, multi-modal transportation, work-play-shop opportunities, and low impact development;
- b) preserve, enhance and feature important elements of significant topographical, scenic, ecological, or historical interest;
- c) include one Node per neighbourhood area of approximately 160 acres (65 hectares) or within a 5-minute walkshed (400m radius); and
- d) provide phasing and development timeframes to provide certainty for the long-term viability of agricultural uses and prevent premature fragmentation of lands.

6.6.3 Prohibit premature fragmentation and conversion of agricultural lands through subdivision and redistricting.

6.6.4 To meet a broad range of housing needs, new Area Structure Plans should consider:

- a) Locating higher density residential uses near:
 - i. Neighbourhood Nodes, to promote vibrancy and increased usage of the activity centre;
 - ii. Main neighbourhood corridors, to promote the use of public and active transportation; and

- o iii. In proximity to large parks and open spaces.
- b) Locating a diversity of residential uses throughout low density neighbourhoods to promote gentle densification, including:
 - o i. Attached secondary suites;
 - o ii. Detached secondary suites such as backyard suites, garage suites, garden suites, etc; and
 - o iii. Innovative single-family or community-style residential uses such as tiny homes and cluster housing.

6.6.5 Area Structure Plans and Area Redevelopment Plans shall include design guidelines for neighbourhoods and their nodes to promote permeability, pedestrian oriented design, and enhance the built and public realm.

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

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

- a) Medium to high density housing;
- b) Commercial mixed-use development;
- c) Live/work spaces;
- d) Small-scale retail and businesses;
- e) Small-scale cultural facilities and / or community meeting spaces;

- f) Civic offices or facilities; and
- g) Transit access and related facilities.

Housing Policies

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

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

6.2.40 Support the provision of market affordable and non-market affordable housing in all neighbourhoods.

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

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

General Neighbourhood Policies

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

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

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

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

6.2.7 Nodes shall have a diversity of uses, such as mixed-use, office, small-to-medium format retail, entertainment, institutional, civic, multi-residential and open spaces.

6.2.8 Nodes shall include amenities such as street furniture, public art, bike parking and pedestrian-scale wayfinding.

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

6.2.10 Explore and establish reduced parking requirements within Nodes.

6.2.11 Parking shall be concealed within buildings with at grade active frontages, located at the rear of the buildings or located at the side of the building with decorative screening and increased landscaping.

6.2.12 Provide local transit connections to area surrounding Nodes.

6.2.13 Nodes should provide regional transit connections to surrounding areas.

Parks and Open Space Policies

6.2.14 Increase the number of parks, open space, and civic facilities within neighbourhoods.

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

6.2.16 Public spaces and facilities shall incorporate universal design standards.

6.2.17 Public spaces shall be designed and programmed to incorporate design principles of 8 80 Cities.

6.2.18 Utilize CPTED principles in the development of parks, open spaces and public facilities to promote safety and comfort for all users.

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

School Site Policies

6.2.20 Where feasible, school buildings should be utilized as community facilities outside of school hours.

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

6.2.23 New school facilities should be designed to allow for adaptation in order to accommodate multiple uses over time

Urban Design Policies

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

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

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

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

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

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

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

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

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

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

6.2.34 Developments shall demonstrate application of Winter City design principles.

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

6.2.37 Area Structure Plans and Area Redevelopment Plans shall include design guidelines for the neighbourhood to promote innovative and diverse built forms and architectural-style, pedestrian-oriented design, and a high-quality public realm.

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

- a) porkchop lots
- b) shallow wide lots
- c) alley-oriented developments
- d) Radburn concept developments
- e) fronting greenspaces
- f) alternative roadway designs

Natural Systems Policies

7.3.1 Ensure the North Saskatchewan River Valley lands are maintained as a naturalized space for the preservation of natural systems.

7.3.2 Provide public access to the North Saskatchewan River Valley at regular intervals that to encourage the use and enjoyment of these lands to residents and visitors while protecting the sensitive ecosystems of the river valley.

7.3.4 Ensure new subdivisions and developments are appropriately distanced, or set back, from rivers, waterbodies, and natural features as per municipal and provincial legislation, policies, and guidelines.

7.3.5 No development shall occur within 1:100 year floor fringe area of the North Saskatchewan River, Ross Creek, or other crown claimed wetlands or significant natural features as identified in a Biophysical assessment, within the exception of permitted and discretionary use listed in the PR – Parks and Recreation Land Use District, in accordance with the Land Use Bylaw, as amended.

7.3.6 New development near steep slopes shall be setback from the Top of Bank in accordance with the Land Use Bylaw, as amended.

7.3.7 Ensure environmentally sensitive and/or significant areas are preserved using various legislative tools, such as environmental reserve/environmental reserve easements, conservation reserves, municipal reserve, or conservation easements.

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

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

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

7.3.11 Require municipal and school reserve dedication equal to a minimum of 10% of the land remaining after any environmental

reserve has been dedicated as part of a new subdivision to the satisfaction of Administration.

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

Green Infrastructure Policies

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

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

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

7.3.24 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 1000m² in area at minimum shall have direct access from one public road with a minimum 25% road frontage.

7.3.26 Environmental Reserve lands including the river valley and ravine system should have direct public access with a minimum of 30% road frontage.

7.3.27 Parks and open spaces taken as Municipal Reserve should have direct access from at least two public roads (excluding lanes) with a minimum of 50% road frontage.

7.3.28 School Reserves shall have direct access from at least two public roads (excluding lanes) with a minimum of 50% road frontage.

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 along collector and arterial roads to promote traffic calming and create an engaging street experience.

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 pathways, greenways, shared lanes, or alternatives to establish and maintain a connective mobility network.

8.3.22 Include bicycle facilities and infrastructure in all public facilities as well as in new private development. Maintain and improve

pathways through continued City investment in maintenance, safety improvements, and wayfinding.

Public Transit Network

8.3.27 Locate higher density and community services including retail 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.

Roadways and Goods Movement

8.3.35 Ensure Transportation Demand Management strategies are implemented and monitored before road widening is implemented.

Agriculture

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

Servicing Policies

10.2.2 Ensure new and updated statutory plans incorporate climate change adaptation policies, strategies, and tools to implement resilient infrastructure systems.

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

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

10.2.7 Encourage all new development to implement low-impact development techniques and environmentally conscious building practices to help reduce demand on city infrastructure and slow the impacts of climate change.

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

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

Agricultural Lands Policies

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

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

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

Land Use Bylaw (Bylaw No. C23-20)

The ASP area currently contains two land-use designations. The existing estate residential lots located along the west side of Pointe Aux Pins drive are zoned as RE – Residential Estate. These lots will remain as is and will not be altered or adjusted in any way through this ASP.

The majority of the ASP area is zoned as AG-S – Agricultural General South, which is intended to provide for a compatible range of agricultural uses. Following the adoption of this ASP, subsequent NSP(s) will be prepared and adopted, and following NSP adoption,

the lands currently zoned as AG-S which are planned to accommodate new development will require rezoning prior to subdivision approval, see **Figure 2**.

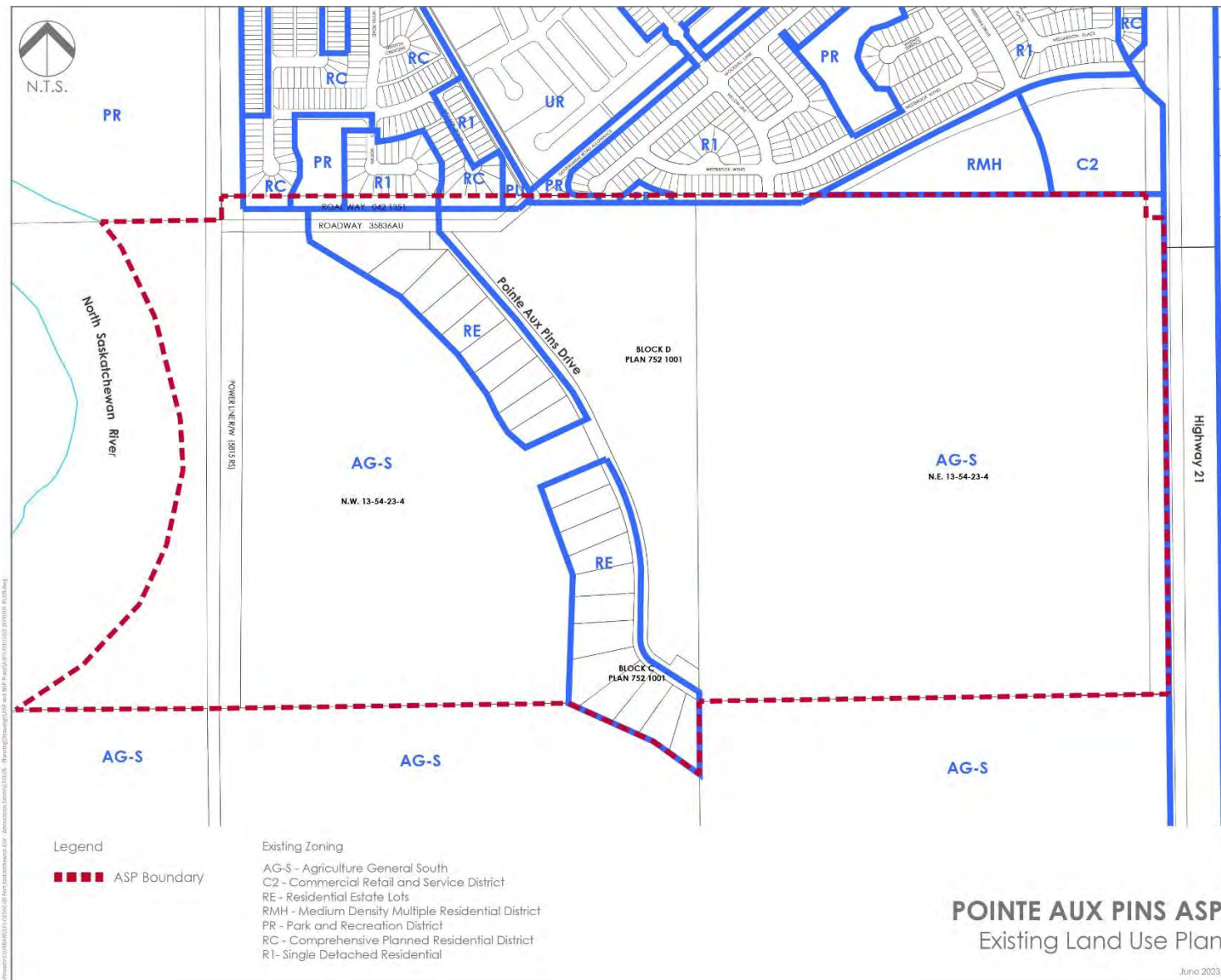


Figure 2 - Existing Land Use Plan

3.0 Site Context & Development Considerations

The below sections discuss the context of this Plan Area and constraints related to the development concept, as illustrated in Figure 5.

3.1 Location & Background

The Pointe Aux Pins ASP area (see Figure 1) consists of 148 ha of land in North ½ Section 13-54-23-4. The Plan Area is bordered by the North Saskatchewan River to the west, Highway 21 (Veterans Way) to the east, agricultural lands to the south, and the West Park neighbourhood to the north.

Presently, the majority of the Plan Area is used for agricultural production (hay). Pointe Aux Pins Drive runs through the Plan Area in a north-south direction, and along the west side of the Drive are a number of developed estate residential lots, many of which back onto Pointe Aux Pins Creek.

3.2 Land Ownership

The majority of the Plan Area is owned by private landowners. The City of Fort Saskatchewan also owns small portions of the Plan Area. Refer to Table 1 for complete Plan Area land ownership data and Figure 3 for the corresponding ownership plan.

Table 1. Pointe Aux Pins ASP Land Ownership

Landowner	Legal Descriptions of Parcels Owned	Total Land Area Owned (hectares)	Proportion of Total Plan Area Owned (%)	Corresponding Map No.
Private Landowner	N.E. 13-54-23-4	64.0	43.2%	1
Private Landowner	N.W. 13-54-23-4 Block D, Plan 7521001	13.92	9.4%	2
Private Landowners	N.W. 13-54-23-4 Lot 1-10, Block C, Plan 7521001 Lot 12-23, Block C, Plan 7521001	13.55	9.2%	3
Private Landowner	N.W. 13-54-23-4	38.67	26.1%	4
Private Landowner	N.E. 14-54-23-4	8.78	5.9%	5
City of Fort Saskatchewan	Range Road 231	1.92	1.3%	6
City of Fort Saskatchewan	Road Plan 3536AU	1.11	0.7%	7
City of Fort Saskatchewan	Road Plan 042 1351	5.96	4.0%	8

Private Landowner	S.W. 24-54-23-4 Block OT, 5815RS	0.07	0.1%	9
Private Landowner	S.W. 24-54-23-4	0.07	0.1%	10
Totals		148.05	100.0%	





Figure 3 - Ownership Map

3.3 Site Characteristics

3.3.1 Existing Land Uses

As noted in **Section 2.0** of this report, the Plan Area contains two land-use designations (zones) (see **Figure 2**):

- RE – Residential Estate; and
- AG-S – Agricultural General South

The lands designated as RE will remain as is, and the lands designated as AG-S will require re-designation prior to development.

Significant Adjacencies

The following sites and uses are directly adjacent to the Plan Area and were considered when creating the development concept. Note that the policies within this ASP do not apply to these areas.

1. *Westpark Neighbourhood* – Fort Saskatchewan’s Westpark Neighbourhood abuts the ASP area to the north. This neighbourhood is comprised of primarily single-family dwellings with pockets of high-density development, open space, and commercial. It is important that the Pointe Aux Pins ASP land-uses, particularly along its northern border are compatible with the existing developments within Westpark.
2. *Highway 21 (Veterans Way)* – Highway 21 abuts the Plan Area along its east side. The Alberta Ministry of Transportation and Economic Corridors plans to widen Highway 21, which is accommodated for in the ASP’s concept. The lots abutting the highway will be developed with mitigation measures to protect them from highway related noise. The Plan Area will be limited to two access points onto Highway 21, and only the southern proposed access will be an all-direction access; the northern access along Highway 21 will be a right-in, right-out only.

Pointe Aux Pins Drive Estate Lots

Pointe Aux Pins Estates is a well-established estate country residential community on the western edge of the ASP upland area. There has been an expressed desire by the residents to maintain and retain the homes and lots as they currently exist.

North Saskatchewan River Top of Bank

The ASP Plan area extends to the eastern bank of the North Saskatchewan River. The land along the top of bank of the river as well as a portion of land east of Range Road 231, considered the benchlands, are situated well below the primary development tablelands. As such, they are subject to unique constraints and issues that go beyond the scope of this ASP (see **Figure 5**).

These lands will require a more detailed review and technical analysis to determine their development feasibility (i.e., geotechnical, servicing, access, etc.).

3.3.2 Existing Transportation Network

The Plan Area is bordered by Wilshire Blvd. to the north and Highway 21 (Veterans Way) to the east. Wilshire Blvd. is a collector road providing access from the north into the Plan Area as well as to Pointe Aux Pins Drive and Range Road 231 and has convenient all-directional access directly to Highway 21. Highway 21 is a main transportation route to and from the City of Edmonton and will offer direct access to the development area.

3.3.3 Topography, Geology & Hydrology

Topography

Topography within the Plan Area is dominated by undulating, low-relief terrain with slopes between 0.5% and 2% that drain in a southwesterly direction towards the North Saskatchewan River. Site elevations range between 627m and 637m (AMSL), with an average

of 629m. The highest point of the Plan Area is an elongated hill in the north (see **Figure 4**).

Geology

The Plan Area lies within the North Saskatchewan River Basin atop the Buried Beverly Valley bedrock formation which runs from the southwest to the northeast and roughly parallels the North Saskatchewan River. The Plan Area's bedrock is of Upper Cretaceous origin made up of the Oldman Formation, which has a maximum thickness of 120m and is composed of sandstone, siltstone, shale, and coal. The lower surficial deposits are composed mainly of fluvial and lacustrine materials, with the lower part including pre-glacial sand and gravel deposits of fluvial origin which directly overlie the bedrock surface. The upper surficial deposits resulting from glacial activity include till with minor sand and gravel materials. Both the lower and upper surficial deposits are typically less than 30m thick.

Soil parent materials in the Plan Area generally consist of fine textured (clay and silty clay) water-laid sediments. The soil in the Plan Area is dominated by well-drained eluviated black chernozems on fine (silty clay, silty clay loam, and silty loam) textured materials. Depressions and wetland areas generally contain imperfectly drained grey-black chernozems on fine (silty clay loam, silty clay, and clay loam) textured materials.

Geotechnical Report

A Geotechnical investigation was completed for the Plan Area by J.R. Paine & Associates Ltd. In June of 2023. The investigation found that topsoil throughout most of the site was approximately 300 – 450 mm deep (average), however it was discovered that some locations contained above-average topsoil depth (~900 mm). The soils found were mostly sand at the surface, with clay and clay till below. Soil moisture was considered good and would not require excessive drying. The water table within the Plan Area was found to be

acceptable for development, and slightly higher towards the south end of the site (see **Figure 5**). It was noted that high groundwater and sand are not ideal for road development, but sandy conditions are typical to Fort Saskatchewan. In summary, the developable areas identified within the Plan Area are suitable for development. Please see **Appendix A** for complete Geotechnical Report.

Hydrology

Surface water flow within the Plan Area is directed towards the southwest. Confirmed in a Water Boundaries Review completed by WSP in February 2023, there are 12 seasonal / temporary wetlands which led to one semi-permanent graminoid marsh wetland, approximately located within the centre of the Plan Area, see **Figure 5**.

There are no aquifers or springs currently within the Plan Area. There are two water wells, one within the centre of the Plan Area, and one amongst the existing Estate lots along Pointe Aux Pins Drive (see **Figure 5**). However, there is one lower surficial deposit aquifer that had a well dug in 1974, located in Section 18, which is located within the quarter section adjacent to the Plan Area's eastern boundary, across Hwy 21. Also, to the east along Township Rd 543 there is another lower surficial deposit aquifer that has 15 water well drilling records associated with it, likely related to the residences built there, which were dug between 1930-2010. Ground water from these surficial deposits is expected to be chemically hard, with high dissolved iron content.

Although data to measure the depth of shallow groundwater within the Plan Area was not available at the time of this ASP's writing, historical data indicates that groundwater was on average 24m below the ground surface, please see **Appendix B** for additional information.

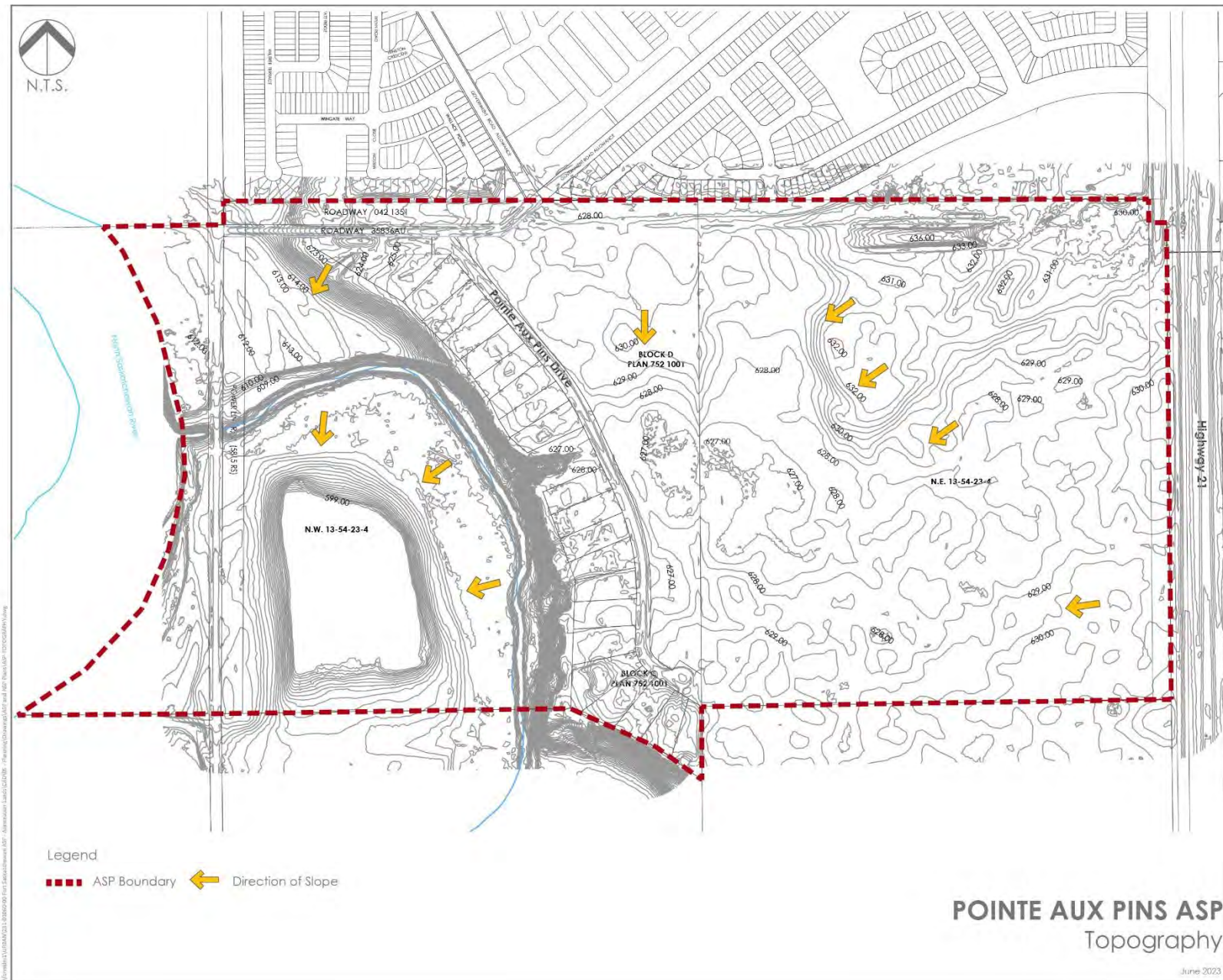


Figure 4 - Topography Map

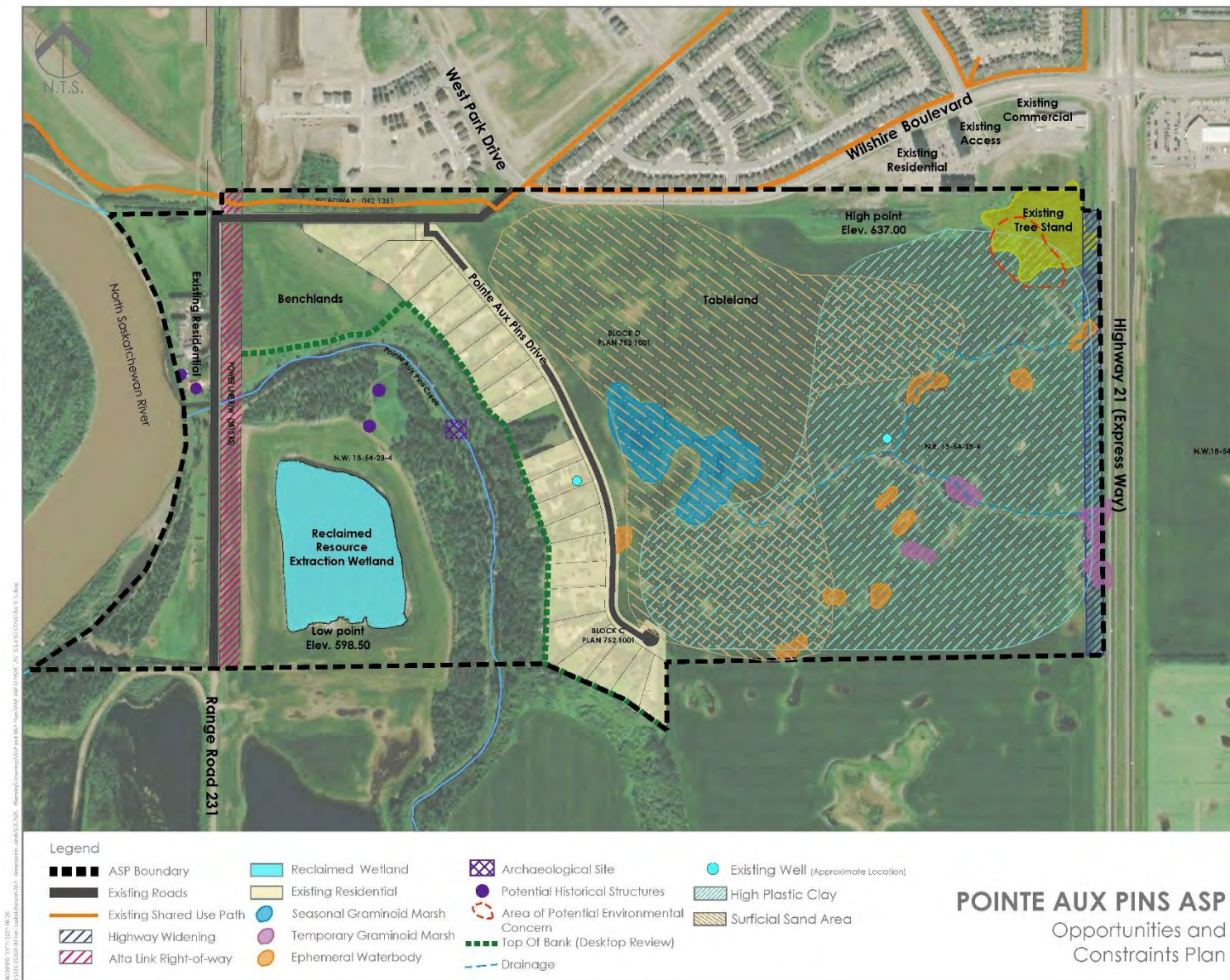


Figure 5 - Opportunities and Constraints Plan

3.3.4 Natural Areas and Ecological Resources

Ecological Setting

The Plan Area is located within the Central Parkland Subregion of the Parkland Natural Region. This region is the most densely populated in Alberta, containing the cities of Edmonton, Calgary, and Red Deer. The Central Parkland region has been cultivated extensively for over a century, with only about 5% of the native vegetation remaining. Agriculture, along with oil, coal, and gravel extraction are the main industries. The mean annual temperature is 2.3°C with an average of 16.5°C between June and August, and -9.6°C in the coldest months. The mean yearly precipitation is 451mm with the wettest months typically being June and July.

The Plan Area is adjacent to the North Saskatchewan River on its west side, and Pointe Aux Pins Creek runs through the western portion of the Plan Area. The vegetation adjacent to the Creek is treed.

The lands located between the North Saskatchewan River and the existing residential along Pointe Aux Pins Drive are considered 'below top of bank' and 'benchlands'. The 'benchlands' which exist north of Pointe Aux Pins Creek and east of Range Road 231, is an area of land that is relatively level and bounded by distinctly steeper slopes above and below. The remainder of these lands are considered 'below top of bank'. Lands 'below top of bank' typically have freshly moved sediment and can show signs of erosion and slope instability. Both the 'benchlands' and the below 'top of bank' lands have lower elevations than the 'tablelands' (the portion of land at a higher elevation, which generally are level in nature), which comprise the remainder of the Plan Area (see **Figure 5**). Due to the lower elevation of the 'benchlands' and below 'top of bank' lands, a more detailed review and technical analysis is required to determine development feasibility (i.e., geotechnical, servicing, access, etc.). However, to ensure compliance with the City's MDP, part of these

lands must be maintained as naturalized space for both recreation and ecology.

An existing tree stand, 2.22 ha in size, is located in the north-east corner of the ASP area, which will remain. This tree stand is considered potential habitat for species, which is further described under 'Wildlife'.

Wetlands

Figure 5 identifies the 13 wetlands and ephemeral waterbodies located within the Plan Area. An initial desktop analysis performed by WSP identified the largest wetland, located adjacent to the west side of Township Road 543, as a 'semi-permanent graminoid marsh', however, following a more recent collection of field data, this wetland was reclassified to a 'seasonal graminoid marsh'. Due to this reclassification and confirmed by the *Alberta Lands Policy and Programs Branch – Water Boundaries Unit* on November 9, 2023, no portion of the identified wetlands within the Plan Area meets the criteria for a Crown ownership claim under Section 3 of the *Public Lands Act*. However, if the Province's final design decision does not align with the letter from the *Water Boundaries Unit*, this ASP will require an amendment.

The other 12 wetlands / ephemeral waterbodies within the Plan Area are classified as 'temporary graminoid marsh' and 'ephemeral waterbodies', all of which have been cultivated by past agricultural operations. All waterbodies slated for removal within the Plan Area will require *Water Act* approval prior to rezoning.

Rare Plants and Rare Ecological Communities

A desktop review completed by WSP in May of 2023 returned no records of species, communities, nor areas of land or water that have practical conservation value within the Plan Area. However, one historical record of a rare vascular plant is located approximately 1 km

north of the Plan Area (a long-leaved bluets). It was noted in this desktop review that the preferred habitat for this species is not likely present in the Plan Area due to the dominance of cultivated land. Also confirmed by the desktop review, the Plan Area does not reside within an Environmentally Sensitive Area (ESA).

Wildlife

Wildlife habitat within the Plan Area includes wetlands, cultivated fields, and the tree stand located in the north-east corner of the Plan Area. However, because the Plan Area is surrounded by agriculture and urban development interspersed with industrial areas and transportation corridors, some of the undisturbed habitat patches remaining in the Plan Area may provide habitat or shelter, but are likely insufficient to serve as long term habitat for wildlife.

A desktop assessment confirmed 15 historic records and 25 historic fish records within 3 km of the Plan Area. Fourteen of those species are provincially or federally listed and are considered Wildlife Species of Management Concern (WSMC). Of the 24 fish species, four were stocked; there are no fish bearing waterbodies with the Plan Area. One invertebrate, northern crayfish (*Faxonius virilis*) was also recorded and is considered invasive in Alberta.

The five following animals: Canadian toad (amphibian), red-sided garter snake (natricine snake), sora (bird), common yellowthroat (bird) and black tern (bird), have a medium level of likelihood of being present in the Plan Area. The seasonal graminoid marsh and the tree stand are considered potential habitat for these species. The remaining species have a low likelihood of being found in the Plan Area due to a lack of suitable habitat.

The BIA addresses ecological connectivity and wildlife movement in the Plan Area, and notes that because the Plan Area, east of Pointe Aux Pins Drive is predominantly comprised of agricultural land with

heavily altered graminoid marsh wetlands scattered throughout and is situated within a matrix of agricultural lands surrounded by industrial development, only a semi-permeable to impermeable matrix for medium to large wildlife movement exists. However, the seasonal marsh and the tree stand likely provide some viable habitat for animals moving through the area.

Small mammals and herptile species require a high degree of local / adjacent connections or contiguous features to fulfil their life requisites. While the seasonal and temporary wetlands could provide limited habitat and connectivity in the wetter months, they may not be consistent enough to offer high-quality habitat. Once cultivated over, as the majority of seasonal and temporary wetlands within the Plan Area are each year, the service they provide to local wildlife is greatly, if not completely, impeded.

Movement is further limited, as impermeable barriers to small terrestrial and amphibian species movement bound the Plan Area on three sides. These barriers include Township Rd 543 and its associated residential lots adjacent to the western boundary, Wilshire Boulevard and the residential complex to the north, and Highway 21 to the east.

Medium and large terrestrial species are more tolerant of habitat gaps and can traverse the Plan Area to reach adjacent habitats. Additionally, the agricultural lands provides opportunistic foraging opportunities for species such as coyote, moose, and deer. Although there are developed barriers present to the north, east and west of the Plan Area, these features are more permeable to larger-bodied species and allow for passage into adjacent lands.

Ecological connectivity for avian species, including passerines and raptors, is relatively unobstructed; however, the only core nesting habitat appears to be present within the tree stand. Waterbirds may use the seasonal and temporary wetlands when inundated during wetter months and when not cultivated over. However, they tend to favour less disturbed areas for nesting, as roads present potential

movement barriers during breeding seasons (i.e., juveniles can only move short distances). The lack of large core habitat likely restricts the presence of avian species to those that are disturbance tolerant, opportunistic, or used to the effects of human presence. Please see **Appendix B** for the complete BIA.

3.3.5 Environmental Assessment

WSP completed a Phase I Environmental Assessment (ESA) for the Plan Area in June of 2023; the objective of the ESA was to identify areas of actual or potential environmental concern and associated contaminants of potential concern (CoPCs) on or within proximity to the Plan Area.

The ESA noted that some evidence of potential environmental concern was identified within the Plan Area, specifically a 'former farmstead area' was identified as an Area of Potential Environmental Concern (APEC) due to associated potential contaminating activities (PCAs), see **Figure 5**, which included:

- Multiple areas of debris (i.e., metal, plastic, etc.)
- Potential burn barrel / pit area with metal debris; and
- Historic farmstead features (not directly observed): fuel ASTs, septic field / septic tank, water well.

The CoPCs associated with the aforementioned PCAs include:

- Petroleum Hydrocarbons
- Polycyclic Aromatic Hydrocarbons
- Volatile Organic Compounds
- Metals
- Phenols
- Fecal and Total Coliforms
- Hazardous Building Materials

Pertaining to the 'former farmstead area' on site, the ESA recommends that soil sampling be undertaken to further assess the APEC once debris is removed (as currently debris on the site restricted the ability to completely observe the area). Soil sampling is also recommended for the former burn barrel / pit area to determine if any COPCs are present.

In addition, if any staining, odors (i.e., hydrocarbons) or septic fields are discovered during the clean-up of the Plan Area, soil sampling is recommended to determine if any CoPCs are present. Please see **Appendix C** for the complete ESA.

3.3.6 Historic Resources

In Alberta, under the Historical Resources Act, historic resources include, but are not limited to archaeological sites, historic structures, other built heritage sites with historic or architectural significance, paleontological sites, and certain Indigenous Traditional Use sites. As per the *Subdivision and Development Regulation* of the MGA, applications for subdivision of areas containing, or likely to contain historic resources must be referred to Alberta Culture for approval under the Historical Resources Act.

In May of 2023, WSP completed an Historic Resources Overview (HRO) for the Plan Area to determine if there were known historic resources within or adjacent to the ASP area. The HRO determined that the Plan Area contained three areas with 'historic resources value', specifically:

- Two legal subdivisions (LSDs) rated an HRV of '5a', meaning that they contain lands with high potential for containing archaeological resources due to higher archaeological sensitivity or proximity to a known archaeological site; and

- One LSD rated an HRV of '4p', meaning that it contains a paleontological resource which requires avoidance or additional assessment prior to disturbance.

In addition, the ASP area is located within the FkPh-54 and FjPh Borden Blocks, within which 63 and 136 archaeological sites have been previously recorded respectively. The majority of the recorded archaeological sites are outside, but near the Plan Area. However, there was one archaeological site located within the Plan Area, which was a collection of lithic tools including an Early Precontact projectile point.

Given the presence of HRV 4 and 5 lands within the Plan Area that indicate a high level of potential for containing historic resources, Historical Resources Act approval is required prior to development of any part of the ASP, at the NSP level.

The application for Historical Resources Act approval should be made through the Historic Resource Management Board's (HRMB) Online Permitting and Clearance system. Should the HRMB identify areas of concern that may trigger a requirement for Historic Resource Impact Assessment in the future, this will be identified and development impacts to such areas can then be avoided or otherwise mitigated. Please see **Appendix D** for the complete HRO.

3.3.7 Agricultural Impact Assessment and Soil Management

An Agricultural Impact Assessment and a Soil Management Plan was completed by WSP as part of the ASP as per municipal requirements. Although the Plan Area is located on prime agricultural lands, due to the site's location abutting the City's Westpark neighbourhood, the City of Fort Saskatchewan's annexation of the Plan Area lands, and the growth projections as outlined in the MDP, it is determined that development of the ASP area is required to support the City's growth.

The extent of agricultural lands that will be removed as a result of this ASP will have a limited impact on regional agriculture, and due to the neighbourhood adjacent location within the City, the development of the ASP area will not fragment adjacent agricultural operations. However, it is recommended that some mitigation measures should take place to ensure that the development of the ASP area will not negatively impact the southern adjacent agricultural lands, and vice versa.

As per the Proposed Staging Plan (**Figure 13**), the project stages to be developed along the southern boundary of the Plan Area are Stages 2 and 3, which will likely be developed in approximately 10 to 15 years. Developing this southern area as some of the final phases of the Plan Area, will protect the southern agricultural lands from potential impacts from the development of the ASP area during construction (dust and litter).

Once development of the ASP area is complete, there will be little impact from the Plan Area on the agricultural operations. The impacts will generally be imposed from the agricultural lands onto the Plan Area. To limit these impacts, a fence will be constructed on the border between the Plan Area and the agricultural lands. Also, as noted in the AIA, impacts as a result of the agricultural operations, which may include dust and noise will only occur 5 to 10 days per year, which equates to 1.3% to 2.7% of the entire year. To ensure that residents are aware of these potential (but minimal) impacts, it is recommended that a 'What to Expect' guide for new residents is created and distributed to provide them information about living next to nearby agricultural operations.

Regarding Soil Management, as development occurs, topsoil will be removed and stockpiled in an appropriate location in the southern portion of the Plan Area. The soil will be repurposed and/or disposed of in accordance with Provincial and Municipal standards.

The Soil Management Plan also contains a list of soil conservation techniques that have been utilized by other jurisdictions with success. It is recommended that these are considered during development of the ASP area. For example, these recommendations include the placement of at least 300 mm of topsoil being placed on front and rear yards, open spaces, stormwater management facilities and sports fields in the Plan Area, a minimum of 600 mm being placed in tree and shrub bedding plants in the Plan Area, etc.

Clubroot is a disease that affects plants in Alberta, if clubroot is encountered in the Plan Area's soils, a Clubroot Management Plan shall be developed. Please see **Appendix E** for the complete Agricultural Impact Assessment and Topsoil Management Plan.

Policies associated with the recommendations of the Agricultural Impact Assessment and Topsoil Management Plan can be found in **Section 4.5.14**.

3.3.8 Utility Rights-of-Way

A major power line right of way (5815 RS), owned by AltaLink, is in the western portion of the Plan Area. If development occurs within proximity to this Powerline ROW, setbacks may be required, which will be integrated into the future planning process as necessary.

3.4 Public Engagement

Feedback obtained from engagement with stakeholders and the public assisted in the creation of this ASP, along with municipal plans and policies, regional policy direction, site constraints and opportunities, connectivity, and servicing constraints pertinent to the planning process. The following section provides a summary of the engagement events which occurred through the development of this ASP. For more detailed information and feedback pertaining to the engagement events, please see **Appendix F (WWHR)**.

Land Owner Session - April 20, 2023

A Landowner Session was held on April 20, 2023 to introduce the project to stakeholders and nearby landowners / residents, and obtain feedback on preliminary project information. In total, 23 people participated.

School Board Consultation - June / July 2023

Following the development of the initial plan and statistical assumptions, in June and July of 2023, WSP contacted both the Elk Island Public School Board and the Elk Island Separate School Board, with a draft concept plan, the land use statistics, and projected student populations, via email.

WSP asked that the school boards review the plan and statistics, and the student projection factors, and for the school boards to provide information on the number of future students required to justify the development of a new school facility. Details of this consultation can be found in the School Board Consultation Report within **Appendix G**.

Land Owner Session / Public Open House - December 6, 2023

A second Land Owner Session combined with a Public Open House was held on December 6, 2023, to introduce the project to the public, and to provide nearby landowners / residents (specifically those who own property / live on Pointe Aux Pins Drive) with an update of ASP's progress and to present the draft land-use concept. In total, 26 people participated.

Public Open House - May 30, 2024

A third session, formatted as a Public Open House, was held on May 30, 2024, to present the land-use concept revisions to the public and nearby landowners / residents. In total, 23 people participated.

Council Presentation, Committee of the Whole Meeting - June 18, 2024

A presentation, summarizing the ASP's process and final design concepts was made to the City of Fort Saskatchewan's Mayor and Council, through a Committee of the Whole Meeting held on June 18, 2024. The presentation began with a brief Powerpoint presentation summarizing the ASP project, and was followed by a question-and-answer session, allowing the Mayor and member of Council to directly ask questions to the project team.

Online Notice of Public Feedback Materials - July 2024

Following the final Open House event on May 30th, minor revisions were made land-use concept pertaining to the shape and configuration of the storm water management facility and some of the open space areas. As a result of these minor changes, the City placed the revised ASP online through the month of July, to allow the general public to view the document and submit written feedback. The public was invited to submit written feedback on the ASP. In total, the City received seven emails from the public providing comments.



Image Source: [istock.com/nazar_ab](https://www.istock.com/nazar_ab)

4.0 Land Use, Transportation & Servicing Concept

4.1 Land Use Concept

The Pointe Aux Pins ASP is a residential neighbourhood, designed to accommodate low-density residential development in the form of single-family and semi-detached homes, medium-density residential developments, such as townhomes and stacked townhomes, high-density residential developments in the form of low-rise apartments, and commercial development dispersed within the commercial-mixed use site² and within residential mixed-use developments³. Parks and open spaces have been distributed through the Plan Area, in the form of various sized parks and a neighbourhood sized-park (the future school site), to provide future community with optimal access to greenspace. One 'neighbourhood node' which includes a concentration of residential-mixed use developments and areas for community gathering and celebration has been placed strategically within the Plan Area.

The following paragraphs describe the design concept's features in detail.

² A 'commercial-mixed use site' refers to a land use designation that includes a combination of commercial pad sites and residential-mixed use buildings, which include at-grade commercial and above-grade residential apartment units. The mix of these varying building types on one site attributes to it being classified as a 'commercial-mixed use site', see **Image 3**.

Residential

The ASP's residential development will be comprised of low, medium, high density, and residential mixed-use development, in various housing forms to satisfy the density requirements and policies of the City's MDP and the EMRB Growth Plan. These housing forms will include single-family and semi-detached dwellings (low density); townhomes (medium density), stacked townhomes (medium density), low-rise apartments (high density), and residential mixed-use developments that will accommodate at-grade, small-scale commercial units and above-grade residential apartment units (high density).

The general location of areas that include residential development are illustrated in **Figure 6**, as indicated on the legend as 'Low Density Residential', 'Low / Medium Density Residential', 'Medium Density Residential', 'Medium / High Density Residential', 'Commercial-Mixed Use', and 'Residential-Mixed Use'. Although specific locations of residential development types will be further articulated in subsequent NSPs, following the adoption of this plan, but prior to subdivision approval, the following housing forms will be generally located within the following land-use designations:

- Low Density Residential: single-family and semi-detached homes;
- Low / Medium Density Residential: street-oriented townhomes or street-oriented stacked townhomes;
- Medium Density Residential: a combination of townhomes, stacked townhomes, and low-rise apartment buildings to achieve density target;

³ 'Residential mixed-use development' refers to a development primarily of comprised residential, with small-scale, at-grade commercial units, see **Image 4**.

- Medium / High Density Residential: a combination of townhomes, stacked townhomes, low rise apartments buildings and seniors housing to achieve density target;
- Residential-Mixed: multi-family buildings with small-scale at-grade commercial units; and
- Commercial-Mixed Use Site: a combination of residential-mixed use developments, mixed with commercial pad sites.

Please see the following images for example images of these various housing types.

In addition, visitable or 'at-grade' housing policies have also been integrated into this ASP, to encourage the development of visitable lots which can accommodate the development of homes appropriate for those with mobility challenges.



Image 1 - Townhomes, Calgary



Image 2 - Townhomes, Garrison Woods, Calgary

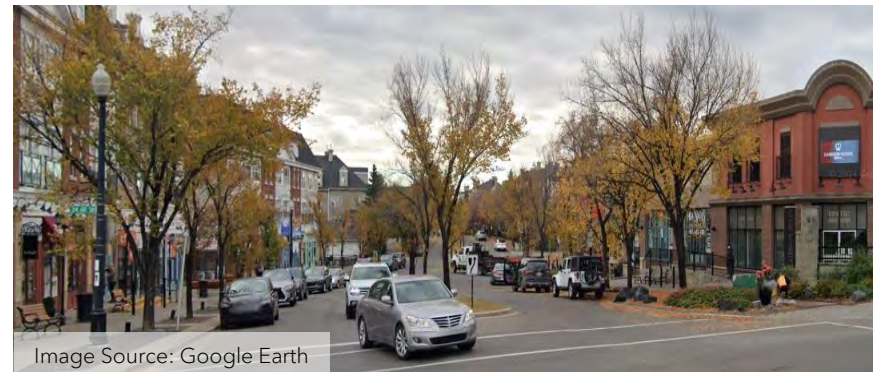


Image 3 - Example of Commercial Mixed-Site, Marda Loop, Calgary



Image 4 - Residential Mixed-Use, Calgary



Image Source: Google Earth

Image 5- Residential Mixed-Use, Calgary



Image Source: istock.com/TrongNguyen

Image 7 - Stacked Townhomes



Image Source: Google Earth

Image 6- Low Rise Apartment Building



Image Source: Google Earth

Image 8- Residential Mixed-Use, Peachland

Parks and Open Space

Municipal reserve parks, open space, including the natural area, tree-stand (MR), and a future school site will complement the area's planned residential development and support the projected growth of the city. The proposed open space concept includes a variety of parks and pocket parks, varying in size from 0.16 ha to 0.83 ha, a multi-use pathway system, and larger open space area (2.8 ha) included as part of the future school site. Proposed parks have been distributed through the Plan Area to allow all residents to be within close proximity to at least one greenspace, particularly to increase accessibility for younger and elder age groups, and in turn, provide positive impacts on the community's well-being, mental, and physical health. Specifically, the park and open space placement throughout the Plan Area ensures that all residential developments are located within a 5-minute walk (or a 400 m distance) from a greenspace area (as illustrated on **Figure 8**).

In addition, placement of some of the ASP's open space area (1.06 ha) has been located to buffer the existing residential development along Pointe Aux Pins Drive from future development.



Image 9 - Example of Pocket Park



Image 10 - Example of Pocket Park, Scarboro, Calgary

Transportation and Active Transportation

The ASP's transportation concept is designed to be compatible with existing connections to the north (from the Westpark neighbourhood) and provides access points to Highway 21 from the east. The road network identified in the ASP's land-use concept are based on a modified grid pattern and have been designed to promote efficient movement of users. User safety was also a consideration of the design of the transportation network and will be further articulated through subsequent NSPs. This ASP has included policies on block length, crossing-features, and traffic calming such as roundabouts, to improve safety and interactions between pedestrians, vehicles, and active transportation users. At the NSP stage, upon further analysis, alternative traffic calming measures will also be considered.

The road network, road designs, and all road classifications identified in the ASP align with the requirements as defined by the City of Fort Saskatchewan Traffic Impact Assessment Guidelines and the

Engineering Service Standards. All roads will include accommodations for pedestrians in the form of either sidewalks or multi-use pathways.

The ASP also identifies a pathway network that connects key destinations for active transportation users, including connections to the Plan Area's future school site, commercial areas, and 'neighbourhood node'. All collector roads within the Plan Area will be designed to accommodate transit; key destinations for transit in the neighbourhood will include commercial areas, the 'neighbourhood node', and the school site, and key external destinations will include the DOW Centennial Centre, downtown, and connections to regional transit.

Neighbourhood Node

The City's MDP emphasizes the importance of the development of 'neighbourhood nodes', particularly within the development of future urban areas, such as this Plan Area. The purpose of a 'neighbourhood node' is to *become* walkable neighbourhood centre and local destination for adjacent residential areas, which contain higher density residential development and other uses such as neighbourhood scale commercial uses, neighbourhood gathering spaces, etc. The MDP explains that the composition of each node can vary, however, all nodes must accommodate a diversity of uses and become a focal point of the community. In addition to its land-use composition, a neighbourhood node must also be well connected to the area's vehicular and active transportation networks.

One 'neighbourhood node' has been located within the Plan Area, as illustrated on **Figure 6**. As per the City's MDP, this node will serve as a local destination for the Pointe Aux Pins neighbourhood and will help foster a sense of community belonging and encourage social interactions. The result of the creation of this node will lead to increased feelings of community, safety, and civic responsibility, as well as community walkability and pedestrian oriented design.



Image Source: Image generated using Gemini AI

Image 11 - Inspiration for Node



Image Source: Photo licensed from Adobe Stock

Image 12 - Inspiration for Node

The node is located in the centre of the Plan Area, and the location of this node provides interface connection between one of the Plan Area's major north-south collector roads, one of the east-west collector roads, and is located adjacent to an open space area, which is connected to the multi-use pathway that surrounds the neighbourhood's SWMF. The node's location also provides vistas to the east along the southern east-west collector, to the north-west through the park and into the SWMF area, and is connected by the Plan Area's transportation network and pathway system. The node will be designed to include convenient and safe access to transit and transit related facilities, and will be accessible to the Plan Area's residents, as well as to the existing Pointe Aux Pins Drive residents, through the proposed pathway system.



Image 13 - Inspiration for Node, Greisbach, Edmonton

This node is intended to be the centrepiece of the entire Pointe Aux Pins ASP area and will include a concentration of residential-mixed use development and medium density residential development,

complemented by spaces for community gathering (i.e outdoor seating, patios, small plaza) and enhanced urban design features (i.e. pedestrian-scale wayfinding, elevated landscape design, bike parking, street furniture). This node will incorporate residential mixed-use lands, park space (MR), and medium density residential lands, as per **Figure 6**. The node will be designed to integrate / connect its land uses through streetscaping and urban design features and utilize the intersection's proposed roundabout at this location as a visual feature / placemaker. The node will include enhanced, safe connections into the park (MR), where it is anticipated that activities / gathering within the node could extend / spill into. Places for gathering, such as the aforementioned outdoor seating and patios, will be included in various pockets within the node, however, it is anticipated that a plaza area be located within the residential-mixed use lands to create outdoor areas to support the commercial uses.



Image 14 - Inspiration for Node

Future zoning for the residential mixed-use lands will provide a variety of housing types with integrated local commercial and business

opportunities, primarily in greenfield areas, see **Image 15** for an example.



Image Source: istock.com/onurdongel
Image 15 - Residential-Mixed Use Development

The residential mixed-use component of this node will include an at-grade commercial element. The pedestrian-friendly, small-format commercial spaces that can be developed within this node are envisioned to be local commercial services that support the neighbourhood, such as a day care, coffee shop / canteen, or convenience store, however, will ultimately be determined on neighbourhood need.

Residential densities in this node will be targeted at a minimum of 70 upnrha in accordance with the MDP policies. Residential development will transition to lower densities at the periphery, to integrate with the adjacent uses.

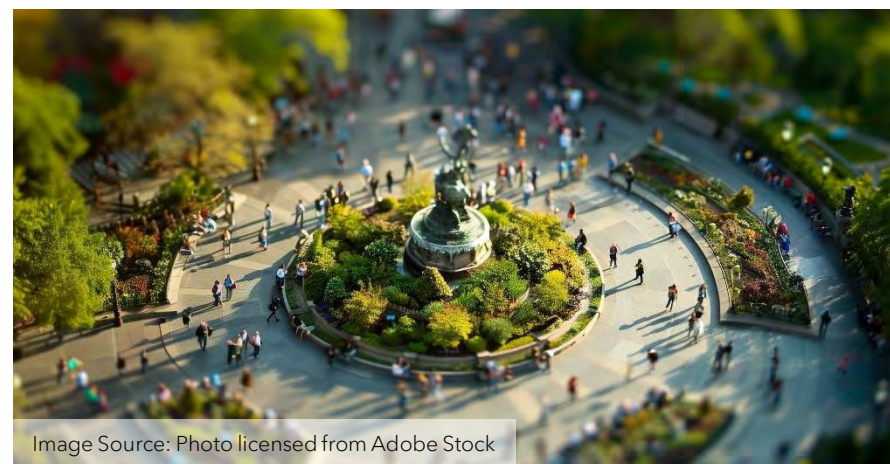


Image Source: Photo licensed from Adobe Stock
Image 16 - Plaza Inspiration for Node



Image Source: Design Charrette Review - West LA Commons
Image 17 - Inspiration for Node



Image Source: Redefining the Street: Expert Panel Calendar - AIA New York / Center for Architecture

Image 18 - Inspiration for Node



Image Source: istockphoto.com/SundryPhotography

Image 19 - Plaza Inspiration for Node

Commercial Mixed-Use Site

The Plan Area's commercial-mixed use lands are intended to accommodate medium-format commercial pad sites that are intentionally designed to serve the community of Pointe Aux Pins as well as the travelling public, due to its location between residential lands and Highway 21. As per the City's MDP, local commercial centres must be placed relative to high visible transportation routes, which this proposed design concept aligns with.

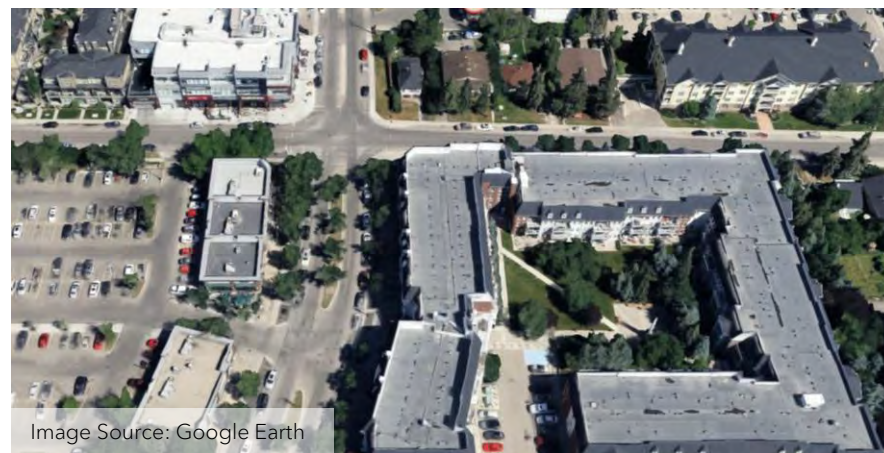


Image Source: Google Earth

Image 20 - Example of Commercial Mixed-Use Site, Calgary

This commercial mixed-use site will include a variety of building types, including medium-format commercial pad sites and residential mixed-use buildings. The specific development composition of the site will be further detailed in subsequent NSP(s), however, to meet targeted density requirements, this site shall generally contain a 40% portion that includes residential units (at ~100 units / ha). Although this site is intended to cater to the travelling public (in vehicles) and Pointe Aux Pins residents (by vehicle, or via active transportation), internal site design will promote safety and walkability for active transportation users, while considering vehicular connectivity. For example, buildings shall be street oriented, parking facilities shall be oriented towards the

rear of lots, shared parking shall be encouraged, and development shall be arranged to maximize direct and safe connections to pedestrian and active transportation networks.



Image Source: Google Earth

Image 21 - Example of a Commercial Mixed-Use Site, Marda Loop, Calgary



Image Source: Google Earth

Image 22 - Inspiration for Residential Mixed-Use Building within Commercial Mixed-Use Site

Medium-format commercial entities envisioned for this land-use include pharmacies, convenience stores, hair salons, tutoring, small format office enterprises (accountant, lawyer), banks / credit unions,

hair salons / barber, boutiques, restaurant's / cafes, specialty (smaller-format) grocery stores, and other similar medium format commercial uses. In addition, it is recommended that developments that include residential units within the commercial mixed-use lands must be located to provide adequate residential setbacks from Highway 21 and may require noise attenuation studies and noise mitigating measures.

Pointe Aux Pins Drive Estate Lots

Located along the west side of Pointe Aux Pins Drive are a number of existing residential estate lots. These existing lots have been incorporated into the ASP area but will not be altered through the implementation of this plan. To assist in the mitigation of impacts on these lots due to future development of the Plan Area, a 10 m wide a strip of municipal reserve (MR) lands has been incorporated along the east side of Pointe Aux Pins Drive and proposed future residential lots (1.06 ha in total). This 10 m wide strip, a 'buffer', will also include a multi-use pathway; a fence, developed as per City of Fort Saskatchewan Engineering Standards will also be established on the east side of the buffer to provide additional separation.

In addition, Pointe Aux Pins Drive will not allow through-traffic and will 'dead-end' at its southernmost point to ensure that as the ASP area develops, traffic will not increase on the Drive. However, to provide adequate emergency vehicle access, a trail pathway, wide enough to accommodate emergency access, will be integrated at the southern point of Pointe Aux Pins Drive, through the park (MR), which will connect to one of the future neighbourhood streets within the Plan Area.

Natural Areas

A significant portion of the west side of the Plan Area has been designed as 'Natural Area'. This Natural Area includes lands deemed below 'top of bank' and is identified on **Figure 6**. The Natural Area lands will remain in their current state to preserve a significant portion of lands in their natural form within the Plan Area, particularly near the Pointe Aux Pins Creek and the North Saskatchewan River Valley. As these lands will remain as is, they will continue to accommodate natural drainage, and provide valuable connectivity to the River Valley and Creek for wildlife, particularly avian species. Maintaining 31.0 ha (20.93% of the gross area) as Natural Area, demonstrates this ASP's commitment to preserving and maintaining a significant portion of the natural integrity of the site. In addition, the tree stand located in the Plan Area' north-east corner (1.42 ha) is also being retained to preserve additional natural lands, wildlife areas, and to reflect the City's objective of considering climate change.

Stormwater Management Facility (SWMF)

As demonstrated by the maintenance of the Natural Area and tree stand, ecology, wildlife, naturally occurring topography and drainage, were all significant considerations in the development of the design concept.

Through various design concept iterations, drainage calculations and stormwater projections and requirements, the final design concept includes one central SWMF, which has been placed in the general location of where the area's only 'Seasonal Graminoid Marsh' is located. Based on the predicted stormwater runoff rates, combined with the desire to respect the land's natural topography, to meet the design standards of the City and Province, and to adequately control and accommodate runoff, the physical lowering of the ultimate pond is required.

It is not possible for this marsh to remain unmolested, however, through the inclusion of naturalized stormwater management facility design opportunities, the functionality of the marsh will be retained in the post urban landscape. SWMF design opportunities include seeding and planting of suitable native upland and wetland species in appropriate water depths, incorporating wildlife habitat structure within or near the pond, and planning hydrology to establish and maintain appropriate water depths to promote the growth and establishment of self-sustaining wetland plant communities.

Through the design and development of this SWMF, it will likely provide additional wildlife habitat (i.e. possible shorebirds, riparian perching birds, and waterfowl) than what currently exists, as a greater area of standing water will be maintained. In addition, the SWMF also provides central vistas from the central open space network to the River Valley. See **Image 23** and **25** for a visual example of a naturalized SWMF, and **Image 24** for an example illustration of a naturalized SWMF.

In addition, the inclusion of other LID features will be explored at the NSP stage to improve drainage throughout the neighbourhood. LID features that may be considered include bioswales, bioretention basins at intersections, box planters and soil cells.

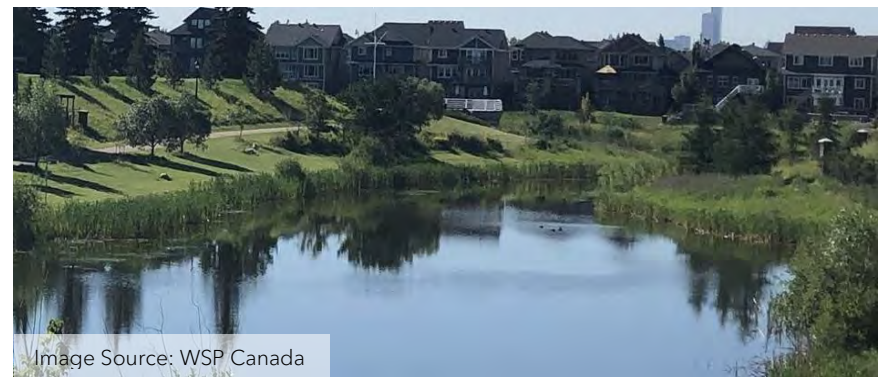


Image Source: WSP Canada
Image 23 - Naturalized SWMF, Edmonton

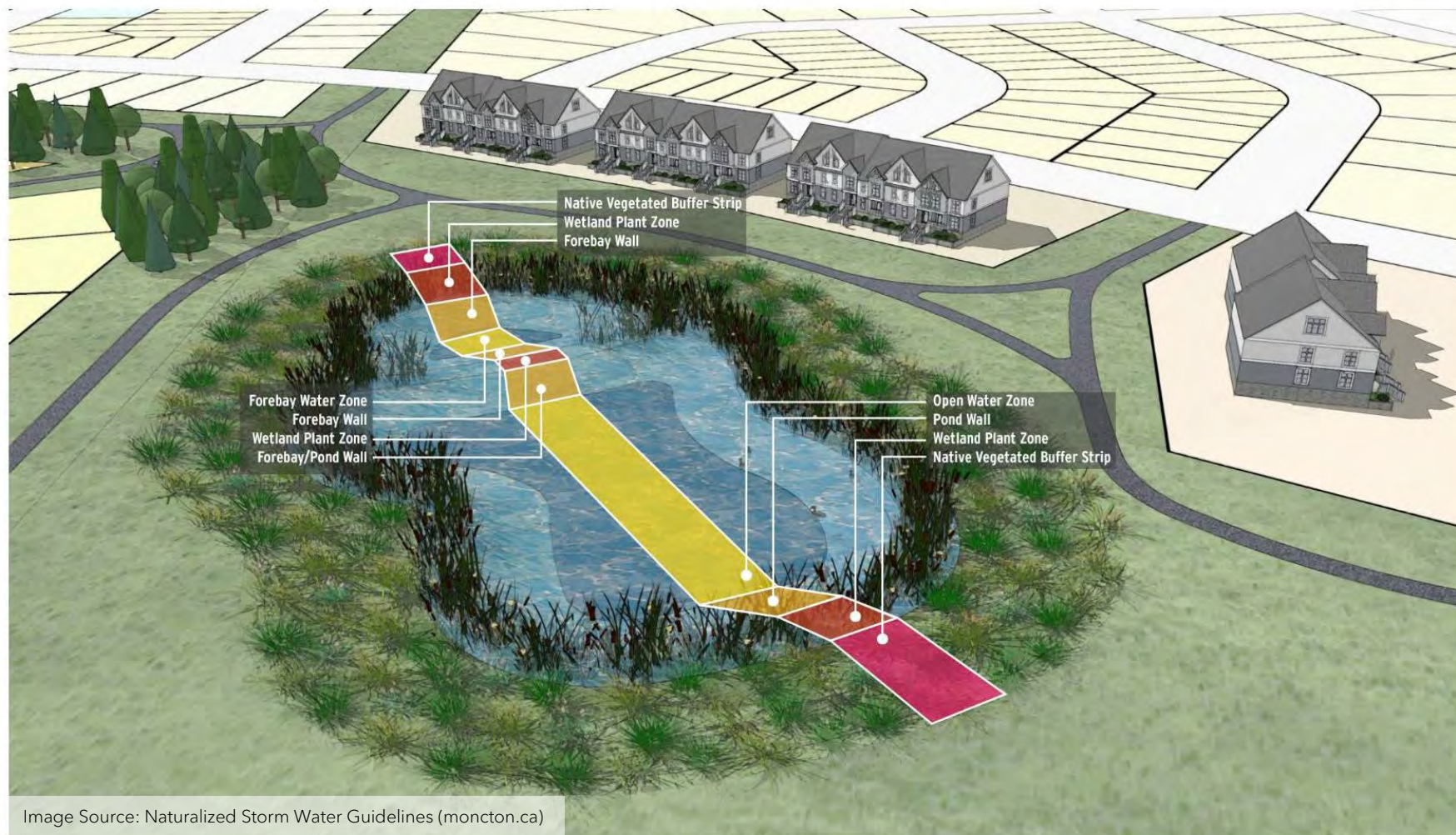


Image 24 - Example of Naturalized SWMF, City of Moncton & WSP, Naturalized Stormwater Management Guidelines



Image Source: WSP Canada

Image 25 - Naturalized SWMF with Surrounding Pathway, Edmonton

Special Study Area

13.6 ha of land within the west part the Plan Area has been designated as Special Study Area. The Special Study Area lands include the 'benchlands' and a portion of land directly adjacent to the North Saskatchewan River (see **Figure 6**). Due to the lower elevation of these lands, they are subject to unique constraints and issues that go beyond the scope of this ASP. Accordingly, these lands require a more detailed review and technical analysis to determine their development feasibility (i.e. geotechnical, servicing, access, Phase 1 Environmental Site Assessment, etc.). It will be the responsibility of the respective landowners to undertake the development feasibility analyses; the technical requirements for the analyses will be determined through discussions with the City Administration and will also require an amendment to the ASP to change the designation from Special Study Area to a suitable land use designation.

However, as prescribed by the City's MDP, the lands that are part of the North Saskatchewan River Valley must be maintained as naturalized space, and public access must be provided to these lands to encourage the use and enjoyment of these lands, while also protecting sensitive ecosystems. As noted, once an ASP amendment occurs to change the designation from Special Study Area to a suitable land use designation, policies shall be developed to ensure the protection of the sensitive River Valley lands.

Wildlife Movements / Ecological Impacts

As per the BIA (**Section 3.3.4 / Appendix B**), the proposed development area within the ASP (east of Pointe Aux Pins Drive) will not have a significant, adverse impact to the ecological integrity of the Plan Area lands, due to their previous agricultural activities, the existing neighbourhood to the north, and the highway to the east.

However, the retention and preservation of the 'Natural Area' lands (31 ha) and the tree stand (1.42 ha) will help to ensure that some wildlife habitats remain as urban development occurs.

Although the proposed concept does not retain any of the natural features that were examined by the BIA east of Pointe Aux Pins Drive, save for the tree stand, the BIA notes that the loss of these natural features is unlikely to have significant regional effect on native vegetation, community composition, and habitat quality for wildlife frequenting the general area due to the level of current and historical disturbance observed.

Construction and operational activities associated with future development, including increased human activity and sensory disturbance, may disturb wildlife, resulting in new local movement patterns. However, the BIA notes that regional movement patterns should not be impacted as the habitat potential represented by the Plan Area is quite common in the landscape.

Post development, it is anticipated that large- and medium-sized terrestrial wildlife will be relegated to the North Saskatchewan River and associated ravine system, however the location of the SWMF provides a connection to the river and ravine system through the Natural Area lands. This design connection will allow wildlife to move from the river / ravine to the SWMF and back and back without significant disturbance. In addition, placement of the parks / open space areas, and landscaped boulevards will also provide areas that can act as passage corridors for wildlife, particularly birds, so free movement between the SWMF to the parks and into the River Valley system can occur.

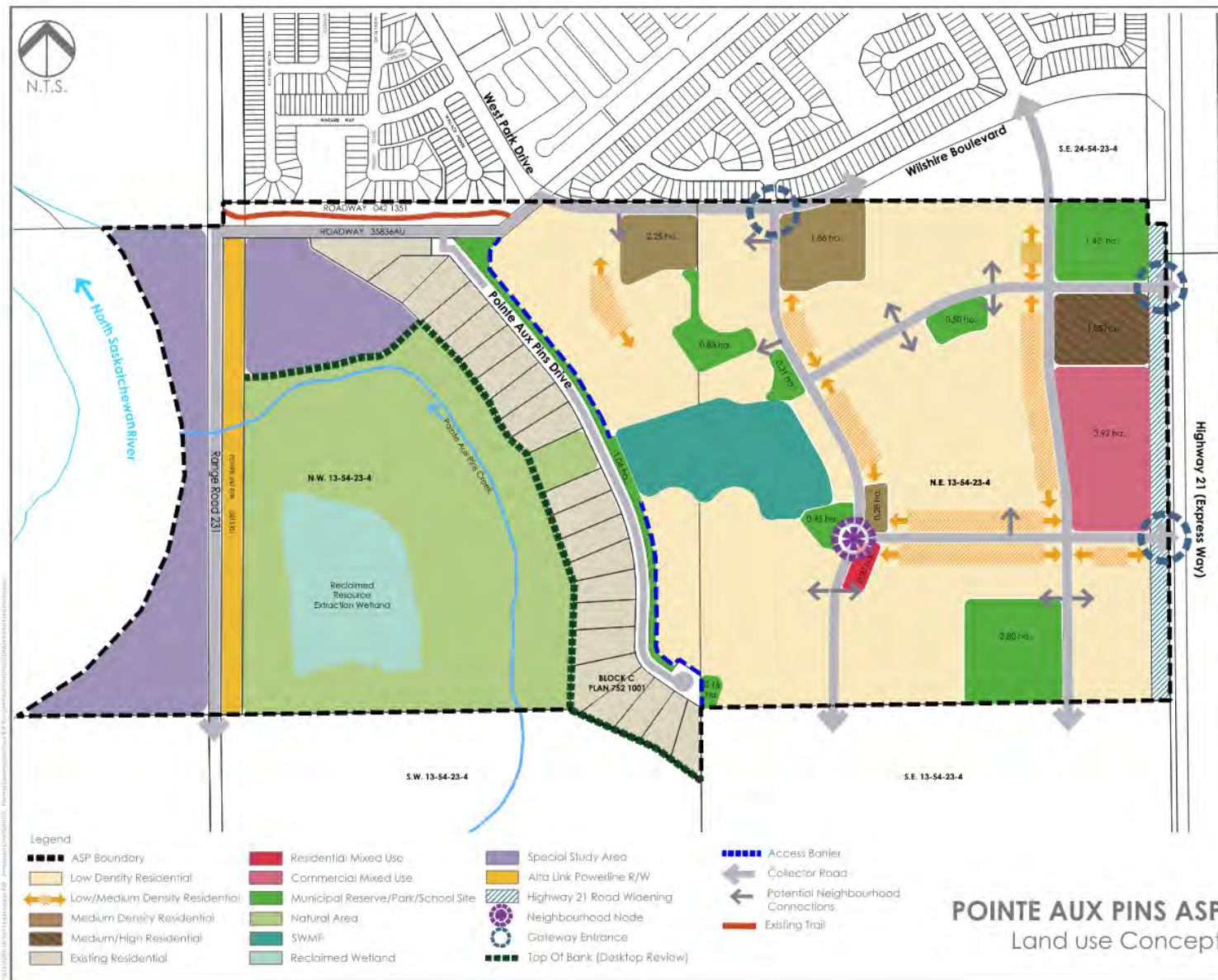


Figure 6 - Land Use Concept

4.2 Land Use & Population Statistics

ASP Stats	Area-A		Area- B		Area-C		ASP TOTALS	
	Area (ha.)	%	Area (ha.)	%	Area (ha.)	%	Area (ha.)	%
GROSS AREA	67.0		15.0		66.0		148.0	
Government Roadway 0421351	0.00		0.00		1.80		1.8	
Government Roadway 35836AU	0.00		0.00		1.11		1.1	
Highway 21 Road Widening	2.45		0.00		0.00		2.5	
Powerline RW	0.00		0.00		3.07		3.1	
Natural Area	0.00		0.00		30.96		31.0	
Pointe Aux Pins Estate Lots (Existing)	0.00		0.00		13.55		13.6	
Special Study Area	0.00		0.00		13.57		13.6	
GROSS DEVELOPABLE AREA	64.58		15.0		1.92		81.5	
Land Uses								
Municipal Reserve- Tree Stand	2.04	3.2%	0.00	0.0%	0.00	0.0%	2.04	2.5%
Municipal Reserve	4.73	7.3%	1.39	9.3%	0.00	0.0%	6.12	7.5%
Park Sites	1.93							
Schools Site	2.80							
SWMF - PUL								
Storm Pond/PUL	3.27	5.1%	1.65	11.0%	0.00	0.0%	4.92	6.0%
Transportation								
Collector Roads	7.07	10.9%	0.62	4.1%	0.00	0.0%	7.69	9.4%
Residential Roads, Lanes and Walkways	9.04	14.0%	2.48	16.5%	0.00	0.0%	11.52	14.1%
Government Road Allowance	0.00	0.0%	0.00	0.0%	1.92	100.0%	1.92	2.4%
TOTAL DEDICATION	26.15	40.5%	6.14	40.9%	1.92	100.0%	34.2	42.0%
NET DEVELOPABLE AREA	38.43	59.5%	8.88	59.1%	0.00	0.0%	47.3	58.0%
Residential								
Low Density Residential	25.71	39.8%	7.11	47.3%	0.00	0.0%	32.82	40.3%
Low / Medium Density Residential	5.03	7.8%	0.52	3.5%	0.00	0.0%	5.55	6.8%
Medium Density Residential	2.15	3.3%	1.25	8.3%	0.00	0.0%	3.40	4.2%
Medium / High Density Residential	1.85	2.9%	0.00	0.0%	0.00	0.0%	1.85	2.3%
Residential Mixed-Use(Residential Portion100%)*	0.27	0.4%					0.27	0.3%
Commercial Mixed-Use(Residential Portion 40%)	1.37	2.1%					1.37	1.7%
Residential Total	36.38		8.88		0.00		45.3	55.5%
Commercial/Mixed Use								
Residential Mixed-Use(0.27ha. Included above)	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.0	0.0%
Commercial Mixed-Use (Commercial Portion 60%)**	2.05	3.2%	0.00	0.0%	0.00	0.0%	2.1	2.5%
Commercial/Mixed Use Total	2.05	3.2%						2.5%
Net Developable Total	38.43	59.5%	8.88	59.1%	0.00	0.0%	47.3	58.0%

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



Figure 7 - Land Use Statistics Areas

Overall Stats Residential	Area (ha)	Minimum Unit/ha	Units	People/Unit	Population	% of NRA
Low Density Residential	32.8	25	821	2.8	2,297	72.5%
Low / Medium Density Residential	5.6	45	250	2.8	699	12.3%
Medium Density Residential	3.4	65	221	1.8	398	7.5%
Medium / High Density	1.9	100	185	1.5	278	4.1%
Residential Mixed-Use (Residential Portion full site)	0.3	50	14	1.5	20	0.6%
Commercial Mixed-Use (Residential Portion 40%)	1.4	75	103	1.8	185	3.0%
Total	45.3		1,593		3,877	100.0%

** Please Note: Commercial Mixed Use is calculated at 60% Commercial and 40% Residential

Population Per Net Hectare (ppnha)

Units Per Net Residential Hectare (uprha)

86

35

Student Generations	
Public School Board	
Elementary School	517
Junior High School	172
Senior High School	172
	861
Separate School Board	
K to Grade 4	74
Grades 5 to 8	64
Grades 9 to 12	109
	247

Student Factors:

Public School Board – 0.54 students per unit:

- Elementary – 60%;
- Junior High – 20%;
- Senior High – 20%⁴.

Separate School Board – student generation factor not used, as suggested by the school board, however, the following estimate was provided:

- K to Grade 4 – 74 students + 4% increase / year (133 students in 15 years);
- Grades 5 to 8 – 64 students + 4% increase / year (115 students in 15 years);
- Grades 9 to 12 – 109 students + 4% increase / year (196 students in 15 years)⁵.

⁴ Dragon, Brent, Asst Director, Elk Island Public Schools. "Re: Pointe Aux Pins ASP". Received by Chuck McNutt, 24 July. 2023. Email interview.

⁵ Corrigan, Paul, Superintendent, Elk Island Catholic Schools. "Re: Pointe Aux Pins ASP". Received by Chuck McNutt, 14, September. 2023. Email interview.

4.3 Vision

The Pointe Aux Pins neighbourhood, located in south Fort Saskatchewan is an accessible, connected, residential neighbourhood that provides a diverse array of housing options to support the city's diverse and growing population. The residential areas within the Pointe Aux Pins neighbourhood are complemented by areas of open space, parks, a school site, multi-use pathways, a neighbourhood node, small and medium format commercial uses, and retained natural areas, to promote neighbourhood interactions, gathering, physical activity, ecological integrity, and enhance residents' and visitors' access to the outdoors.

4.4 Guiding Principles

The following principles guide the development of this ASP, and advised by the policies outlined within the EMRB Growth Plan and the MDP:

Complete Community

Residents of the Pointe Aux Pins ASP neighborhood will be part of a complete community, with convenient access to a school site, a network parks and opens spaces, recreational amenities, and small to medium-format commercial services, offering safe and convenient options for walking and cycling to maintain a healthy balance of mobility choices. The design of the neighbourhood, providing access to a variety of parks and open spaces, housing choices, and mobility choices, considers the social, physical, and mental well-being of its future residents through the provision of disbursing amenities (pathways, parks / open space, neighbourhood node) throughout the Plan Area for effective accessibility. The promotion of compact neighbourhoods that offer a variety of housing options and active transportation options helps foster connections, reduces vehicular air pollution, and decreases cost of road maintenance, while encouraging interactions among neighbours and helping build a sense of community.

The establishment of a 'neighbourhood node' will enhance the *complete community* concept within Pointe Aux Pins, as it will be developed into an accessible and pedestrian friendly destination that will serve as vibrant, local space and place for the community to gather. It will provide opportunities for the development of a higher density mix of uses including small-format commercial, higher density housing, public gathering spaces, and recreation uses.

Housing Diversity & Density

Fort Saskatchewan is a diverse, inclusive, and growing community. To meet the city's population growth targets and the diverse needs of this new population, additional housing stock must be developed. Future housing stock must be designed and reflect the needs of the city's growing population, thus, Pointe Aux Pins will include low, medium, and high-density housing options within the Plan Area. These housing forms will include single-family and semi-detached dwellings, townhomes, stacked townhomes, low-rise apartments, and residential mixed-use buildings. The medium and high-density housing types will be located on the basis of the following principles:

- At neighborhood entrances;
- Along higher volume corridors such as collector roads to allow for efficient traffic distribution;
- In proximity to the neighbourhood node; and
- To allow for appropriate land use transitions.

The development of senior-catered apartment developments and 'visitable' housing units shall also be integrated into Pointe Aux Pins to ensure the development of a variety of housing forms where people can age-in-place.

Visitable Housing

'Visitable' / at-grade residential housing is housing intended and designed to accommodate populations with varying abilities and mobility challenges. Lots available to accommodate visitable housing will be reviewed, considered, and potentially integrated into parts of Pointe Aux Pins ASP where possible. The development of 'visitable'

homes are intended to increase housing choices and options for future residents. However, more detailed analysis of the site is required to determine the feasibility of developing 'visitable' lots and will be furthered examined in subsequent NSPs.

Efficient Use of Land

In order to ensure that development and servicing occur in an efficient and contiguous manner, development within the Plan Area will begin at its northern boundary and gradually transition to the Plan Area's south in an effort to mitigate land fragmentation and to extend servicing networks in an economically efficient manner, reducing capital and operating costs.

In addition, the overall ASP will meet a minimum residential density target of 35 upnrha, which meets the requirements of the EMRB Growth Plan and MDP and maximizes developable land area, through policy, by encouraging higher density housing to be located adjacent to key corridors. Meeting required density targets will ensure that the neighbourhood will provide enough capacity to support an estimated population of 3,877 while not contributing to unnecessary urban sprawl.

Connectivity

Pointe Aux Pins will become a well-connected neighborhood that provides a variety of safe transportation options to its residents. The development concept creates a framework for a compact and lively community that promotes walking, cycling, transit use, and convenient vehicle access to public areas and community amenities and services while providing for efficient vehicular movement through a modified-grid-based street system. As pedestrian connectivity is a high priority of this ASP, as well as the City's Municipal Development Plan and Transportation Master Plan, smaller block sizes will be implemented to enhance walkability within the Plan Area. In addition, the street network provides access through the community and to adjacent established areas within Fort Saskatchewan. Residential

development logically extends existing land uses from the north while strategic connections provide integration with the city's existing fabric.

Protection of Natural Integrity of the Area

The Plan Area's central SWMF has been placed where the area's only 'Seasonal Graminoid Marsh' is located, and the Land Use Concept follows the natural topography of the area as much as possible within a realistic engineering design. The functionality of the marsh will be retained in the post urban landscape, through naturalized stormwater management facility design, which will likely provide additional wildlife habitat than what currently exists within the Plan Area.

In addition, the location of the central SWMF, the park / open space sites, the 'buffer' between Pointe Aux Pins Drive and the site's 'Natural Area', and the retained tree stand within the Plan Area's north-east corner, provides spaces for urban wildlife and wildlife connectivity.

A significant portion of the Plan Area (20.93% of gross area) is being maintained as 'Natural Area' and is located surrounding the Pointe Aux Pins Creek and in the River Valley. This natural area will contribute significantly to the maintenance of the ecological integrity of the area and will be developed with future recreational connections for residents' and visitors into the River Valley system.

4.5 Policy

The following sub-sections include the policies that will guide the development of the Pointe Aux Pins ASP area.

4.5.1 Residential

Purpose

The following residential policies are to ensure residential development occurs within an appropriate density range to meet the goals of the Edmonton Metropolitan Region Growth Plan and City of Fort Saskatchewan MDP, while maximizing servicing efficiencies, reflecting the vision and principles of this ASP, and maintaining compatibility with adjacent land-uses.

Policy 4.5.1.1

Residential development shall be directed to the areas shown on **Figure 6 – Land Use Concept**.

Policy 4.5.1.2

The minimum overall residential density within the Plan Area shall be 35 units per net residential hectare.

Policy 4.5.1.3

The maximum density will be calculated at the subdivision level. This policy may be waived if the subsequent NSP(s) identify details of density at the block level.

Policy 4.5.1.4

The Plan Area shall offer a variety of low, medium, and high-density housing, including single-detached and semi-detached dwellings, town homes, stacked townhomes, low-rise apartments, and residential mixed-use development that includes above-grade apartment units, to meet a diverse range of community housing needs, consumer choice, and a range of affordability options. The

locations of these housing types and densities will be refined within subsequent NSP(s).

Policy 4.5.1.5

Medium and high-density development within the Plan Area shall be street-oriented and directed along collector roads, transit routes, within closer proximity to parks and open spaces, and within or adjacent to the neighbourhood node.

Policy 4.5.1.6

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

Policy 4.5.1.7

Live-work spaces and home occupations are encouraged to be developed throughout the Plan Area, however, they must achieve compliance with the City's Land-Use Bylaw and other relevant municipal bylaws.

Policy 4.5.1.8

Innovative housing types, such as visitable housing, live-work units, seniors' apartments, and housing with reduced setbacks shall be explored and identified within subsequent NSP(s). If housing with reduced setbacks is explored within subsequent NSP(s), it must be demonstrated that the stormwater management system will function at the initially planned level of service.

4.5.2 Parks and Open Space

Purpose

The parks and open space policies provide direction for the dedication and development of reserve lands for parks, open space, and natural areas, within the Plan Area to meet the active and passive

recreational needs of residents within Pointe Aux Pins, and Fort Saskatchewan.

Reserve land will be used to create the variety of park space and natural areas throughout the Plan Area, and multi-use pathways will provide access to the area's parks and open spaces, school site, neighbourhood node, and provide connections to adjacent neighbourhoods.

Policy 4.5.2.1

The municipal reserve and parks areas are to be located throughout the Plan Area as per **Figure 8 – Open Space Plan**.

Policy 4.5.2.2

The amount of Municipal Reserve dedication shall be ten percent (10%) of the gross developable per the Municipal Government Act.

Policy 4.5.2.3

Municipal Reserve must be dedicated as reserve land, and the full amount will be provided during the subdivision process as per the Municipal Government Act.

Policy 4.5.2.4

Subsequent NSP(s) will identify how MR will be distributed through the future NSP area boundaries, and prior to subdivision approval, a detailed reserve analysis shall be submitted to the City to determine the specific amount of reserve owing and the allocation of reserve for the ownership areas.

Policy 4.5.2.5

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

Policy 4.5.2.6

A variety of parks and open spaces shall be included within the Plan Area to serve diverse community needs and provide nearby access to greenspaces from all residential areas, including a variety of parks, pocket parks / tot lots, a school site, and a multi-use pathway network.

Policy 4.5.2.7

A multi-use pathway shall be developed around the SWMF to complement the open space network.

Policy 4.5.2.8

Urban and functional design details of the proposed open space network must be further refined in subsequent NSPs and must include features such as benches, waste receptacles, and cycling infrastructure.

Policy 4.5.2.9

Greenspaces, open spaces, and / or parks shall be located through the Plan Area to ensure that all residential development is located within a 5-minute walkshed or 400 m distance from a green or open space.

Policy 4.5.2.10

All parks within the Plan Area that are smaller than 0.1 ha shall have, as per the MDP, direct access from one public road with a minimum 25% road frontage to ensure visibility into the site. This will be identified through subsequent NSPs, which will articulate the location of all public roads (arterial, collector, and local).

Policy 4.5.2.11

Parks and open spaces greater than 0.1 ha must have direct access from at least two public roads (excluding lanes) with a minimum of

50% road frontage unless adequately serviced by a shared-use pathway. This will be identified through subsequent NSPs.

Policy 4.5.2.12

Parks and open spaces shall have adequate lighting to ensure safety of users. Lighting, frontage, and design of spaces shall take into consideration basic CPTED principles and universal design standards to promote accessibility.

Policy 4.5.2.13

The Plan Area shall include multiple points of pedestrian access to public open spaces, parks, natural areas, the future school site, and the multi-use pathway surrounding the SWMF. Points of pedestrian access to these open spaces / public areas shall provide optimum connectivity to active transportation users and be articulated in subsequent NSP(s).

Policy 4.5.2.14

Encourage community gardens to be located within the Municipal Reserve / park lands where appropriate.

Policy 4.5.2.15

Public spaces such as parks shall be designed to encourage both passive and active recreational opportunities and include multi-use pathways along and / or through these public spaces to enhance connectivity, sightlines, and natural surveillance.

Policy 4.5.2.16

Parks and open spaces shall be accessible via multiples modes of transportation and shall include bicycle parking.



Image Source: istockphoto.com/p_wei
Image 26 - Inspiration for Community Garden, Re: Policy 4.5.2.14

Policy 4.5.2.17

Location, size, and design of parks and open spaces shall be defined through subsequent NSP(s) and further refined through the subdivision process and detailed engineering design.

Policy 4.5.2.18

Trails over 0.6m in width and 0.01 ha in area shall be accepted as MR unless accommodating buried utilities or SWMF.

Policy 4.5.2.19

A multi-use pathway connection along Westpark Drive to Wilshire Blvd. will be provided as illustrated on **Figure 8**.

Policy 4.5.2.20

Opportunities will be provided for the establishment of trail connections from the Plan Area to surrounding neighbourhoods.

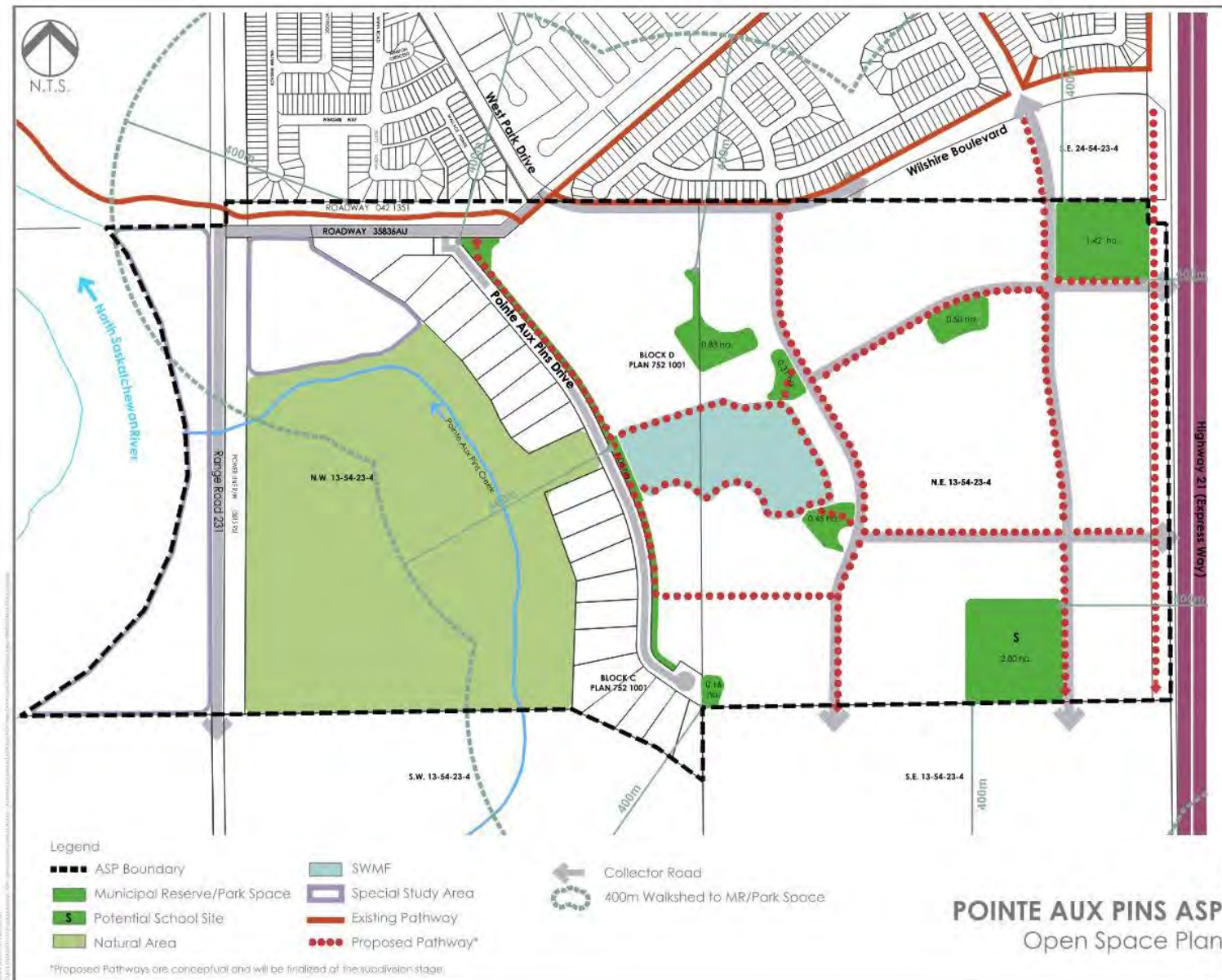


Figure 8 - Open Space Concept

Policy 4.5.2.21

As per **Figure 8**, a multi-use pathway will be developed along Highway 21.

Policy 4.5.2.22

Trails for public utility lots shall be a minimum of 6.0m to facilitate access for emergency and maintenance vehicles.

Policy 4.5.2.23

Xeriscaping shall be used along multi-use pathways to reduce water, energy, and labour requirements.

4.5.3 Active Transportation Network

Purpose

The active transportation network has been designed to improve the area's efficiency of its entire transportation network, but to also serve to encourage recreation within and through the Plan Area.

Active transportation routes will be located along the Plan Area's collector roads; multi-use pathways will be included through the neighborhood road network, and through the area's parks and open spaces; please see **Figures 8 and 9**.

Policy 4.5.3.1

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

Policy 4.5.3.2

Where multi-use pathways are not provided, separated sidewalks shall be constructed along all major streets, local and collector roads, and connect to the node and commercial mixed-use lands in the Plan Area to encourage alternative modes of travel, and provide a complete sidewalk network.

Policy 4.5.3.3

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

Policy 4.5.3.4

Key roadway crossings for pedestrians and cyclists shall be identified and prioritized in subsequent NSPs.

4.5.4 Transportation / Road Network

Purpose

The following transportation policies ensure the street and pathway network within the Plan Area allows residents to travel through and around Pointe Aux Pins, access community amenities via all modes of travel, and guide the development of a street network that promotes safe and efficient travel in and through the area for pedestrians, transit, cyclists, and vehicles. Subsequent NSPs will provide further detail pertaining to the Plan's road design.

The proposed road network has been designed in accordance with City of Fort Saskatchewan standards, and roundabout locations have been included within the design concept as per the City's Transportation Master Plan, however alternative traffic calming measures will be considered at the NSP stage.

Future construction of the Plan Area's road network, including the extension of Westpark Drive from Wilshire Boulevard, will be constructed as per the City's Engineering Standards.

A Transportation Impact Assessment was also completed to inform this ASP, please see **Appendix H** for the TIA.

Policy 4.5.4.1

The Plan Area's transportation network shall reflect a modified grid pattern, and be generally designed as per **Figure 9**.

Policy 4.5.4.2

Four roundabouts are located within the Plan Area as per **Figure 9**, to improve traffic flow, promote safety, enhance urban design, and reduce fuel consumption by decreasing 'stop and go' vehicle movements. Alternative traffic calming measures at these identified intersections may be further explored at the NSP stage and any alternative to roundabouts would necessitate revisions to **Figure 9**.

Policy 4.5.4.3

Where possible, given the constraints within and surrounding the Plan Area, the street layout shall follow a grid or modified grid-like network to enable efficient distribution of traffic and allow multiple route choices.

Policy 4.5.4.4

All collector roads within the Plan Area will be designed to accommodate transit. As the City of Fort Saskatchewan begins to plan for transit in the south part of the city, key transit destinations within the Plan Area will be the commercial areas, the neighbourhood node, and the school site.

Policy 4.5.4.5

The subsequent NSP(s) that will be developed to further detail the planning for this ASP area shall include the identification of transit routes, and the location of transit and active transportation infrastructure, such as transit shelters and bike stands.

Policy 4.5.4.6

Complete Street standards be considered for implementation throughout the Plan Area to ensure that all modes of transportation are accommodated while minimizing land consumption.

Policy 4.5.4.7

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

Policy 4.5.4.8

All development within the Plan Area shall front onto collector and arterial roads where possible. Subsequent NSP(s) shall articulate the locations of all back lanes throughout the neighbourhood, which also must be provided wherever possible.

Policy 4.5.4.9

Where a back lane is provided, front drive access shall not be permitted. Back lane access will promote CPTED, traffic calming, pedestrian safety, and contribute to an engaging street experience.

Policy 4.5.4.10

Front driveways should be avoided along collector roads where possible. Where front driveways are required in the Plan Area, they shall not conflict with future bus stop locations.

Policy 4.5.4.11

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

Policy 4.5.4.12

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

Policy 4.5.4.13

Traffic calming measures shall be incorporated throughout the Plan Area, particularly at key intersections, to enhance pedestrian and community safety. Transportation Association of Canada's (TAC) Canadian Guide to Traffic Calming will inform the traffic calming strategies and enhancements which will also be based on adjacent land-uses, street type (one way, two way / local, arterial, collector), location on street (mid-block, intersection), speed limit, and other roadway characteristics (on street parking, cycling facilities, bus route, etc). These strategic and appropriate locations for traffic calming enhancements will be identified within subsequent NSPs and subdivision approvals throughout the Pointe Aux Pins neighborhood.

Policy 4.5.4.14

Treed boulevards shall be provided along both sides of all major streets, local and collector roads, situated between the road right-of-way and the sidewalk or multi-use pathway.

Policy 4.5.4.15

Block length within the Plan Area shall not exceed 250 m in length. In addition, a walkway connection is required for all blocks exceeding 200 m to enhance connectivity and direct access. Block lengths and walkway connections and their locations shall be articulated in subsequent NSP(s).

Policy 4.5.4.16

The school site, commercial development, and recreational amenities shall be located along collector roads with the exception of pocket parks, to increase accessibility and connectivity.

Policy 4.5.4.17

Traffic Impact Assessments should be undertaken for any revisions to the ASP, subsequent NSPs or for significant developments as directed by the City of Fort Saskatchewan confirming roadway infrastructure and traffic control requirements to accommodate additional traffic.

Policy 4.5.4.18

Noise attenuation studies must be undertaken prior to rezoning and noise mitigating measures for residential development adjacent to Highway 21 shall be implemented in accordance with the study and to the satisfaction of City Administration.



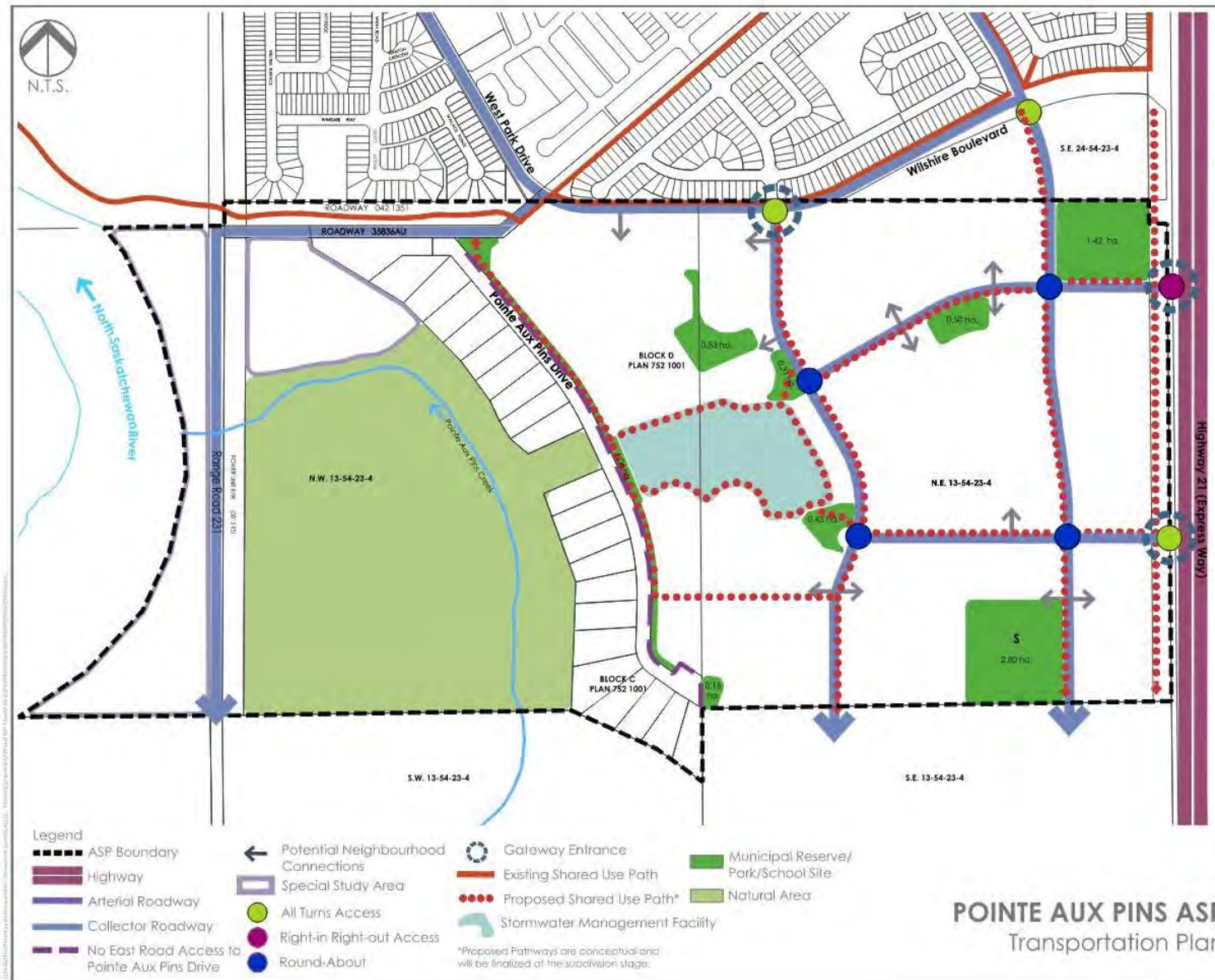


Figure 9 - Transportation Concept

4.5.5 Neighbourhood Node

Purpose

As described in **Section 4.1**, one neighbourhood node has been proposed within the Plan Area and will be generally located within the centre of the Plan Area as per **Figure 6**.

The following policies will be used to guide the design and development of this node to become a walkable, attractive neighborhood destination / focal point, to promote community gathering, activity, and to foster community building and social interactions. The node will include medium and high-density residential development, small-format commercial uses, public community gathering spaces / recreational areas, enhanced urban design features, and be well connected by the road network, the multi-use pathway system, and to future transit connections.

Policy 4.5.5.1

One 'neighbourhood node' shall be located within the Plan Area, in the general location as identified on **Figure 6**. The subsequent NSP shall articulate the boundary of the 'neighbourhood node'.

Policy 4.5.5.2

Residential densities within the 'neighbourhood node' shall have a minimum density of 70 upnhra.

Policy 4.5.5.3

The 'neighbourhood node' shall include medium and high-density residential development, in the form of townhomes, stacked townhomes, low-rise apartments, and residential mixed-use developments.

Policy 4.5.5.4

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

Policy 4.5.5.5

Diverse medium and high-density housing forms is encouraged while delivering the density target as per **Policy 4.5.5.2**, to provide housing options and create inclusive communities.

Policy 4.5.5.6

The 'neighbourhood node' shall transition to lower densities at the periphery of the site to integrate with adjacent residential areas.

Policy 4.5.5.7

'Neighbourhood node' design guidelines shall be developed and included in subsequent NSP(s), which will create a welcoming, pedestrian friendly, visually appealing development with engaging interface between the public and private realm. The 'Neighbourhood node' design guidelines should include architectural guidelines, that guide the development of cohesive, attractive, and pedestrian-friendly building exteriors, and streetscaping / landscape features within the nodes, including guidance for building materials, building scale, massing, signage, lighting outdoor furnishings, planting, etc.

Policy 4.5.5.8

The 'neighbourhood node' shall include cohesive amenities such as street furniture, bike parking, and pedestrian-scaled wayfinding.

Policy 4.5.5.9

The 'neighbourhood node' shall include inviting areas for community gathering, including pedestrian-scale architectural features and lighting.

Policy 4.5.5.10

Transit and active transportation connections shall be developed to and from the 'neighbourhood node' to increase community accessibility. These connections and locations of transit stops must be identified in subsequent NSPs in collaboration with the City of Fort Saskatchewan.

Policy 4.5.5.11

Within the 'neighbourhood node', buildings and entrances shall be oriented towards the street, and parking areas shall be designed to

be located adjacent, under, or to the rear of buildings. When located adjacent, parking frontage along the street shall be no longer than the building frontage, and must be screened by the use of landscaping as per the Urban Design Guidelines within the NSP and to the satisfaction of City Administration.



Image Source: istockphoto.com/RamonCliff

Image 27 - Inspiration for Node Design

4.5.6 Urban Design

Purpose

The purpose of this section's policies are to encourage the development of high-quality built forms and varying architectural styles within the Plan Area to create a sense of place and identity, add character, continuity, and aesthetic value to public and private developments and spaces within the neighbourhood, support walkability and pedestrian-oriented design, and provide guidance for the development of sustainable landscape forms and safe neighbourhood design.

General Urban Design Policies

Policy 4.5.6.1

A district branding concept shall be developed for the Plan Area. The implementation of this branding concept shall be concentrated within the neighborhood node and reflected at neighbourhood gateways, but also reflected through elements spanning through the Plan Area, such as signage, wayfinding, lighting, street furniture, banners, planters, bike racks, and other streetscape and landscape elements to reinforce the visual character of the neighbourhood. The purpose of the development of a distinct branding concept is to enhance placemaking and neighbourhood character. This branding concept must be defined through the first NSP developed for the Plan Area and carried through all future NSP(s) prepared for Pointe Aux Pins.

Policy 4.5.6.2

The general design of buildings shall also be oriented towards the street and include active interfaces, wherever feasible, to support walkability and pedestrian safety.

Policy 4.5.6.3

The creation of blank walls that face the street shall be avoided.

Policy 4.5.6.4

Ensure a proper transition between higher and lower intensity uses, as well as between existing multi-family uses and new development, which will be further detailed in subsequent NSP(s). Transitional elements shall include, but are not limited to building setbacks, landscaped buffers, building heights, densities, and variations in architectural design techniques to minimize building massing.

Policy 4.5.6.5

Exterior building materials shall be durable and of high quality and should be selected based on their functional and aesthetic quality, durability, and ease of maintenance. These exterior building features shall be identified and outlined in subsequent NSPs.

Policy 4.5.6.6

CPTED principles shall be integrated into part of the Plan Area where public activity and gathering will occur, such as in parks and open spaces and within the 'neighbourhood node'. Such CPTED principles to be considered within future designs include:

- Passive / natural surveillance, such as avoiding the development of blind spots and hiding places and locating green spaces and recreational areas so they are visible from nearby homes and streets; and
- Natural access control, such as installing walkways in locations safe for pedestrians and installing design features to guide visitors to desired areas.

Policy 4.5.6.7

Subsequent NSPs shall address lighting design and placement guidelines that minimize projection into natural areas, while ensuring open spaces are properly lit and well-maintained. International Dark Sky Association guidelines shall be considered for all public realm lighting within the Plan Area.

Policy 4.5.6.8

Subsequent NSP(s) shall articulate a local road network and encourage that at the time of subdivision design, innovative and creative approaches shall be considered for parcel design, including:

- Porkchop lots;
- Shallow wide lots;
- Alley-oriented developments;
- Radburn concept developments;
- Fronting greenspaces; and
- Alternative roadways designs.

Policy 4.5.6.9

The type and placement of landscaping and street furniture to establish areas for social gathering within commercial-mixed use areas, the neighbourhood node, parks, multi-family residential sites, and along multi-use pathways shall be articulated through subsequent NSP(s). Landscaping and street furniture must also align with the district branding concept as identified in **Policy 4.5.6.1**.

Policy 4.5.6.10

Gateway entrances into the Plan Area should be developed in locations as illustrated on **Figure 6**. A gateway entrance should include features such as pillars, elevated landscaping, and signage, or other entry features, in order to provide placemaking as well as attractive entrance points into the Pointe Aux Pins neighbourhood. The features within these gateway entrances must align with the district branding concept as identified in **Policy 4.5.6.1**, and will be further identified at subsequent NSP(s).

Policy 4.5.6.11

Building massing should avoid wind tunneling impacts. Site design and massing should maximize the amount of sun penetration and reduce shadowing impact.

Policy 4.5.6.12

Funding mechanism for the maintenance of urban design features, such as gateway and entryway features on public lands shall be explored at the subsequent NSP stage.

Specific Urban Design Policies for 'Neighbourhood Nodes', etc.

Policy 4.5.6.13

The following urban design policies shall only apply to developments within the 'neighbourhood node', medium and high-density residential development, residential mixed-use development, and development within the commercial mixed-use site.

- a) Where feasible, developments shall be located to the property line or have reduced front yard setbacks, to define street edges, and to increase pedestrian safety and accessibility;
- b) Primary entrances shall be oriented towards the street. The use of design elements, such as well-defined entrances, awnings, canopies, signs, and landscaping are encouraged;
- c) Where feasible, multiple, smaller, parking lots should be created rather than single, large parking lots;
- d) Shared parking opportunities should be implemented where feasible;
- e) Parking lots along collector roads, shall be located at the rear, or under buildings, and should not be located along a street where possible. When located behind a building, parking lot frontage shall be no longer than building frontage and must be screened by the use of landscaping as per the Urban Design Guidelines within the NSP and to the satisfaction of City Administration;
- f) Main level facades fronting collector roads shall incorporate the following features to create interest at the pedestrian level and improved walkability through interactive interfaces between public and private realms:

- Bay windows;
- Ground oriented entrances;
- Porches;
- Decorative roof lines;
- Canopies, awnings, and overhangs,
- Architectural lighting,
- Masonry and treatment, such as patterns and variation of colours and materials.
- These architectural treatment details must be identified and outlined in subsequent NSPs.
- g) Development shall incorporate winter city design principles such as building and design strategies to:
 - Block wind and down drafts;
 - Maximize exposure to sunshine through orientation and design;
 - Create visual interest with light;
 - Provide infrastructure that supports desired winter life and improves comfort in cold weather.



Image 28 - Inspiration for Urban Design

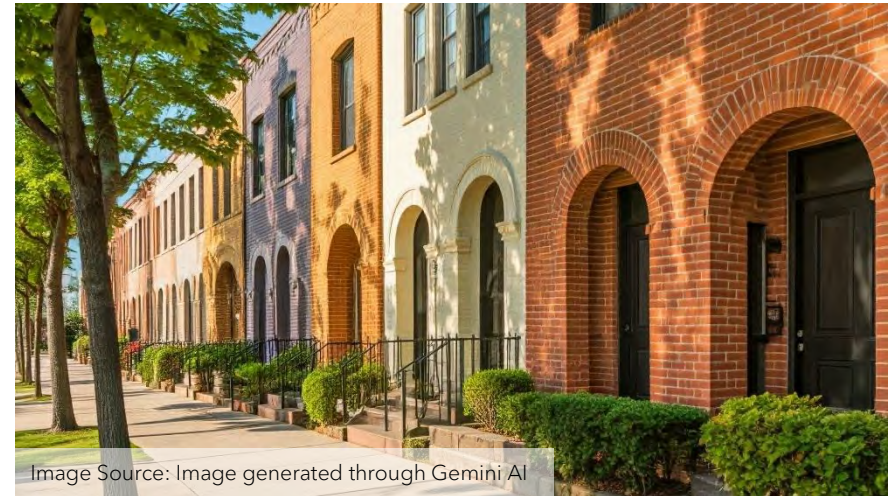


Image 30 - Example of Parking Lot Placement at Rear of Property, Re: Policy 4.5.6.13(e)



Image Source: Google Earth

Image 31 - Inspiration for Neighbourhood Gateway, Edmonton



Image Source: File:Marylhurst Oregon neighborhood sign.jpg

Image 32 - Inspiration for Neighbourhood Gateway

4.5.7 Landscape

Purpose

The purpose of this section's policies are to guide the inclusion of landscaping throughout the Plan Area to beautify and add visual interest to the neighbourhood, to promote and preserve natural habitat quality and natural features, and to promote the inclusion of CPTED principles.

Policy 4.5.7.1

Landscaping should be provided throughout the Plan Area to:

- Soften the large extent of parking areas and the transition between buildings and parking areas;
- Screen the parking and loading / unloading areas;
- Enhance and define gateways and building entrances;
- Provide visual interest to the streetscape; and
- Provide connections between natural habitats.

Policy 4.5.7.2

Hardy tree species shall be included in the detailed landscape design of public parks, plazas, and open spaces such that they provide wind shelter and enable solar penetration in consultation with City Administration.

Policy 4.5.7.3

Landscaping should incorporate native and adapted plant species where appropriate. Habitat restoration of natural areas should also be undertaken where appropriate.

Policy 4.5.7.4

To improve habitat quality, planting palettes that contain varied structures (herbaceous, small shrubs, tall shrubs, and canopy trees), rather than single plantings of shrubs or trees, shall be integrated into to improve habitat quality.

Policy 4.5.7.5

Large, planted vegetation shall be strategically located through the Plan Area and along roadways to encourage wildlife security, add habitat value, and movement and further promote an 'incorporated' or 'nested' presentation of structures being built. Subsequent NSPs shall identify locations of the landscaped corridors and articulate the landscaping standards for these corridors.

Policy 4.5.7.6

Landscape design shall be considered as part of the detailed design of the 'neighbourhood node', gateways, multi-family, residential mixed-use, commercial areas, parking lots, and roadways, and shall mimic the nature of natural vegetation growth. This landscape design must be identified through subsequent NSP(s) and shall be based on the following criteria:

- Plant species shall enhance aesthetics while also ensuring they are regionally appropriate, hardy, and include native and adapted plant species;
- Hardscape elements shall be incorporated where appropriate, and include walkways, retaining walls, and seating areas to add functionality and create varied and interesting spaces; and
- Targeted lighting shall be integrated to increase safety.

Policy 4.5.7.7

The east-west collector road located between the Plan's Area entrance / Highway 21 and the 'neighbourhood node' shall include enhanced landscaping, wider sidewalks, and a wide treed boulevard to create an enhanced pedestrian environment, as well as connecting and enhancing the use of the 'neighbourhood node'.

Policy 4.5.7.8

The addition of landscaped screening, such as linear planting of trees / shrubs, shall be explored to be integrated along the west side of the

multi-use pathway located on the buffer adjacent to Pointe Aux Pins Drive, to provide the existing estate lots with some visual screening from the multi-use pathway and developing ASP area.



Image Source: Image generated by Gemini AI

Image 33 - Inspiration for linear landscape screening as per Policy 4.5.7.8

Policy 4.5.7.9

A fence, developed per City of Fort Saskatchewan's engineering standards shall be constructed on the east side of the buffer located between new development within the ASP area and Pointe Aux Pins Drive. This fence will provide screening and separation between the existing Pointe Aux Pins estate lots and the ASP area. As per **Policy 4.5.7.8**, additional landscape screening will be integrated along the west side of the fence to enhance greenery and landscape aesthetics for the existing estate lots. In addition, the fence will be designed to maintain CPTED principles, and will include permeable access points that will allow future ASP residents to access the multi-use pathway that will be integrated along the buffer.

4.5.8 Commercial Mixed-Use Site

Purpose

The purpose of the commercial mixed-use site policies are to encourage the development of a site where single-storey commercial buildings are integrated with residential mixed-use buildings (at-grade commercial with above-grade residential uses), in order to achieve the proposed density split. The following policies will guide development in the commercial mixed-use site area to ensure the proposed density split is achieved while maintaining connectivity for both vehicles and pedestrians.

Policy 4.5.8.1

Development within the commercial mixed-use shall be directed to the designated area along Highway 21 as illustrated on **Figure 6 - Land Use Concept**.

Policy 4.5.8.2

Development within the commercial mixed-use site shall be arranged in a manner that maximizes direct connections to the pedestrian and active transportation network from adjacent residential areas by

orienting building entrances towards the street, plaza, pedestrian and cycling routes, rather than parking lots.



Image Source: WSP Canada
Image 34 - Inspiration for Commercial Mixed-Use Site, Re: Policy 4.5.8.2

Policy 4.5.8.3

Development within the commercial mixed-use site shall be provided in a manner that minimizes the potential impact on adjacent properties. At the discretion of the approval authority, this may include building orientation and placement to alleviate privacy / noise concerns, landscaping, orientation, building setbacks, and screen fencing to reduce visual impact to achieve appropriate massing transition, maximize sun penetration, noise mitigation, and reduce impact on privacy.

Policy 4.5.8.4

Parking lot areas within the commercial mixed-use site shall be minimized by implementing shared parking regulations, in accordance with the City's Land Use Bylaw.

Policy 4.5.8.5

At-grade residential dwelling units within 'residential mixed-use' buildings within the commercial mixed-use site will not be permitted. If within a 'residential mixed-use' building, all residential dwelling units shall be located above at-grade commercial units, however, it is required that a separate entrance provide access to residential units must be constructed at grade.

Policy 4.5.8.6

Residential dwelling units located above commercial establishments must be developed with adequate sound protection to mitigate noise from transferring between uses.

Policy 4.5.8.7

Use of energy efficient building and site design is highly encouraged.



Image Source: [istockphoto.com/SundryPhotography](https://www.istockphoto.com/SundryPhotography)

Image 35 - Inspiration for Commercial Mixed-Use Site

4.5.9 School Site

Purpose

A 2.8 ha site has been identified on **Figure 6 - Land Use Concept** to support the future school site. The location of this future school site was determined to allow for its potential expansion to the south. If and when the area south of the Plan Area develops into a residential neighbourhood, this school site could accommodate students generated by additional development in this location.

The following policies support the development of a school facility to be located adjacent to the southern boundary of the Plan Area as per **Figure 6 - Land Use Concept**.

Policy 4.5.9.1

A 2.8 ha school site shall be dedicated as Municipal Reserve as part of the required reserve obligation. It is intended additional lands required for the future school site will be provided by the future neighbourhood located to the south of the Plan Area, and the school will service the Plan Area as well as this additional future neighbourhood located to the south.

Policy 4.5.9.2

The outdoor recreational facilities of the future school (i.e. playgrounds, fields, and other outdoor spaces) shall be designed with the intent of these facilities being a part of, and complementary to, the Plan Area's open space network.

Policy 4.5.9.3

The school site shall be located along one of the Plan Area's collectors and shall also be connected to the area's active transportation network to maximize accessibility.

Policy 4.5.9.4

The Plan Area's school site shall have direct access from at least two public roads (excluding lanes) with a minimum of 50% road frontage.

Policy 4.5.9.5

The City shall collaborate with the School Boards to confirm the specific location of the future school building within the designated area.

Policy 4.5.9.6

The school facility should be designed to allow for adaptability to be able to accommodate a variety of uses over time.

Policy 4.5.9.7

Land and energy efficient design within the school site is encouraged.

4.5.10 Infrastructure, Servicing, and Staging

Purpose

The purpose of the infrastructure, servicing and staging policies are to ensure that the Plan Area is developed in a contiguous, efficient, cost-effective, and sustainable manner, and does not fragment or remove existing agricultural lands from operation before necessary. The fulfillment of the policies will ensure that, once the Plan Area is fully developed, all development will be sufficiently serviced by all municipal services, including water, stormwater, and sanitary.

The following servicing related policies and figures were informed by the Servicing Study prepared for this ASP, please see **Appendix I** for this complete study.

General

Policy 4.5.10.1

Development within the Plan Area shall be serviced with municipal water, sanitary sewer, and a stormwater system, excluding the existing estate residential lots located along Pointe Aux Pins Drive.

Policy 4.5.10.2

Infrastructure development within the Plan Area shall be developed in a contiguous manner.

Policy 4.5.10.3

Where developers propose the introduction of a new residential use, such as reduced setback housing development, subsequent NSP(s) shall demonstrate the SWMF will function at the initially planned level of service.

Policy 4.5.10.4

Where possible, multiple-use corridors and rights-of-ways, common utility alignments and clustered / share equipment, shall be encouraged.

Policy 4.5.10.5

Municipal utility alignments may be refined during the subdivision process, however, will require an amendment to this ASP.

Policy 4.5.10.6

Municipal utilities should be aligned to avoid negative impacts on Open Space and ER lands.

Policy 4.5.10.7

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

Saskatchewan standards and all relevant servicing studies / reports and be developed in an efficient, contiguous and staged manner using contemporary and emerging sustainable infrastructure solutions.

Policy 4.5.10.8

Integrate existing utility rights-of-way into the Plan Area to make use for potential multi-use corridors and pedestrian linkages while having regard for the safe, ongoing operation of these facilities.

Policy 4.5.10.9

The neighbourhood shall be designed to accommodate infrastructure programming requirements in the public realm including snow clearing and landscaping maintenance.

Policy 4.5.10.10

Where possible, Low Impact Development techniques and climate change adaptation strategies should be integrated into the Plan Area's servicing infrastructure, such as gravity fed stormwater systems, groundwater filtration, the construction of naturalized wetlands, and use of permeable materials to limit off-site stormwater runoff.

Policy 4.5.10.11

All servicing tie-ins throughout the Plan Area shall be positioned to allow for maximizing boulevard planning where possible.

Sanitary

Sanitary servicing for the Plan Area will require construction of gravity sanitary sewers sloping from north to south and discharging to an interim lift station located in the eastern portion of the Plan Area (see **Figure 10 – Sanitary Servicing Plan**) in accordance with the provisions of the City's Utilities Master Plan. Wastewater will be pumped from the lift station and will be conveyed through a force main northward

to an existing gravity sewer on Southfort Drive, just north of Southridge Boulevard across Highway 21 in the Southfort neighbourhood, in accordance with the provisions of the City's Utilities Master Plan. Sewage will then be conveyed through the City's existing infrastructure to the Alberta Capital Region Wastewater Treatment Plant in Strathcona County. The interim lift station shall be relocated as development dictates.

Connection to the proposed sanitary sewer infrastructure by the existing Pointe Aux Pins residents is not proposed with this development but may be available at the expense of the residents, if desired.

Policy 4.5.10.12

Sanitary servicing shall be provided in accordance with City of Fort Saskatchewan Utilities Master Plan and engineering standards generally as per **Figure 10**.

Policy 4.5.10.13

The sanitary sewer system shall be designed to adequately and efficiently service the full build-out of the Plan Area.



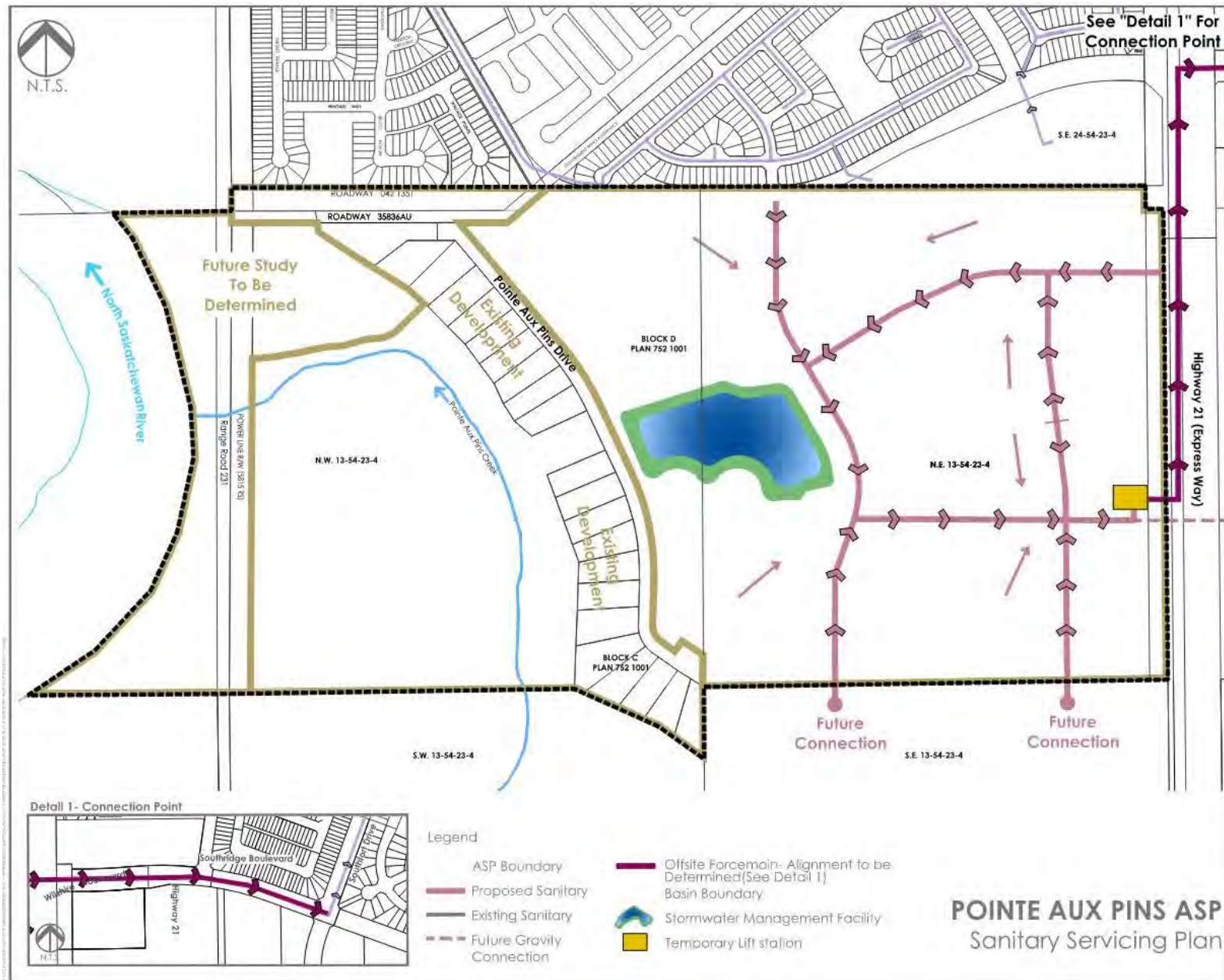


Figure 10 - Sanitary Servicing Concept

Stormwater

A single stormwater management facility is proposed to service all the Plan Area located to the east of Pointe Aux Pins Drive as outlined on **Figure 11 – Storm Servicing Plan**. As described in **Section 4.1**, through many design iterations, the final design concept placed the SWMF in the general location of the ‘seasonal graminoid marsh’. To provide adequate collection and drainage for the Plan Area, the marsh would need to be lowered. Specifically, this SWMF is designed for 1m depth of dead storage and 2m of active storage, with an additional 0.6m of freeboard above the high-water level to function properly. Although some thought was given to retaining the existing natural wetland as-is, a separate storm facility would then need to be constructed in the same general location, but at a significantly lower elevation than the retained wetland, thereby leaving the wetland area perched and likely unable to survive. A reconstructed storm pond in the general vicinity of the wetland therefore takes the best advantage of the natural topography and will be the most efficient approach to managing stormwater. Once completed, it will be a major amenity and focal point for the community and be a natural stepping stone and connection corridor for wildlife habitat to circulate in and through the area.

The stormwater facility will serve a utility function, collecting and retaining surface rainwater from the Plan Area during all storm events and then discharging it at pre-development rates into the North Saskatchewan River system through a single discharge point into Pointe Aux Pins Creek. Minor rain events having 1:5 or less likelihood of high intensity will be conveyed through the on-street gutter and underground piped system to the stormwater management facility. Rainfall events exceeding the 1:5 annual event likelihood are intended to surcharge the piped system and be directed overland to the stormwater management facility. This combined system is designed to accommodate mild to extreme rainfall events up to a

1:100 likelihood. Events in excess of a 1:100 likelihood are beyond the acceptable design standards and may cause flooding.

The lands to the west of the Pointe Aux Pins lots, lying below the top of bank, and the benchlands, are excluded from the drainage basin for this pond and will require an independent analysis and separate stormwater management facility together with a second outfall as deemed appropriate.

Policy 4.5.10.14

The stormwater management system shall be designed to adequately and efficiently service the full build-out of the Plan Area, and generally designed as per **Figure 11**.

Policy 4.5.10.15

The stormwater management system shall align with City of Fort Saskatchewan standards and other applicable and relevant municipal policies and guidelines.

Policy 4.5.10.16

The Plan Area’s SWMF shall be designed to complement the open space system and associated amenities and include a multi-use pathway around the perimeter of the pond to encourage both passive and active recreational opportunities.

Policy 4.5.10.17

The SWMF shall incorporate a naturalized design and LID principles, i.e. different depths of water, emergent and non-emergent vegetation, vegetated swales, native vegetation in landscaping, etc., and respect the natural topography and existing surface hydrology, intended to provide habitat opportunities for wildlife and improve water quality. Buffers shall be incorporated around these features to prevent pollution from entering these retained wet areas.

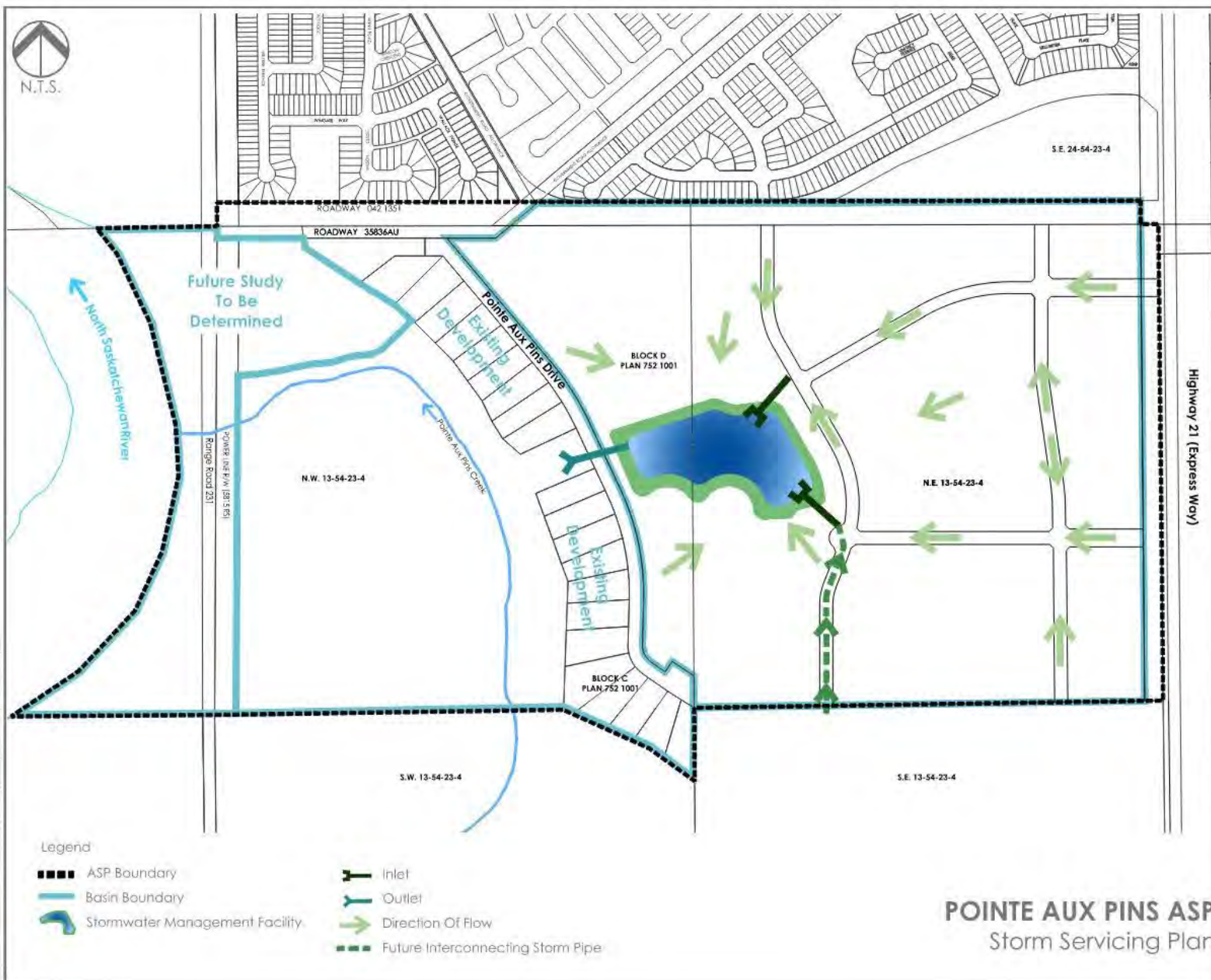


Figure 11 - Stormwater Servicing Plan



Image Source: WSP Canada

Image 36 - Naturalized SWMF with Surrounding Pathway, Edmonton



Image Source: WSP Canada

Image 37 - Naturalized SWMF with Surrounding Pathway, Edmonton

Water

Potable water and fire protection for the Plan Area will be provided by a piped system connecting to the City of Fort Saskatchewan's municipal water infrastructure from existing facilities located in the Westpark Neighbourhood to the north. Connections will be made, when required, to existing 300 mm waterlines located to the north within Willow Link and another within Westpark Drive, both connections lying just north of Wilshire Boulevard. 300mm watermains will be extended south into the ASP Plan Area and looped through the neighbourhood. A 300mm connection stub will be provided for the future residential lands to the south and for a possible extension eastward across Highway 21.

There is an existing waterline servicing the estate residential lots along Pointe Aux Pins Drive. This is a 200 mm waterline that connects from Woodhill Lane and is routed along Township Road 534 to Pointe Aux Pins Drive. It is intended that this 200 mm waterline (see **Figure 12**) will be re-established to continue to provide looping through the subdivision at the time of development.

Currently, this 200 mm waterline then connects to a trickle fill system line near the intersection of Township Road 543 and Pointe Aux Pins Drive. The trickle fill system line was a former County owned water line that the City of Fort Saskatchewan took over when the lands were annexed. It will remain as is unless the residents of Pointe Aux Pins Drive decide to have it upgraded at their own cost, however stubs will be incorporated into this line which will be suitable for fire flow requirements.

Policy 4.5.10.18

To ensure adequate domestic water and fire flows, water servicing in the Plan Area shall be provided in accordance with the Hydraulic Network Analysis, to the satisfaction of the Fleet, Facilities, & Engineering Department.

Shallow Utilities

Shallow utilities such as natural gas, power, street lighting, phone and cable are available in the Westpark neighbourhood to the north. Utilities will be extended by the respective franchise utility companies from their major trunk services. Utilities will be placed within road rights-of-way or within easements registered to lands within the Plan Area. Fibre optic technology should be utilized wherever possible and available.

Policy 4.5.10.19

Shallow utilities shall be extended into the Plan Area as required to provide convenient and reliable power, natural gas, and telecommunications service to the Plan Area.

Policy 4.5.10.20

The location of all shallow utilities and the provision of rights-of-way and easements related line assignments should be addressed to the mutual satisfaction of the City of Fort Saskatchewan, the applicant, and the utility companies.

Policy 4.5.10.21

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

Policy 4.5.10.22

All new electrical and communication wires and cables shall be buried where feasible.

Policy 4.5.10.23

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

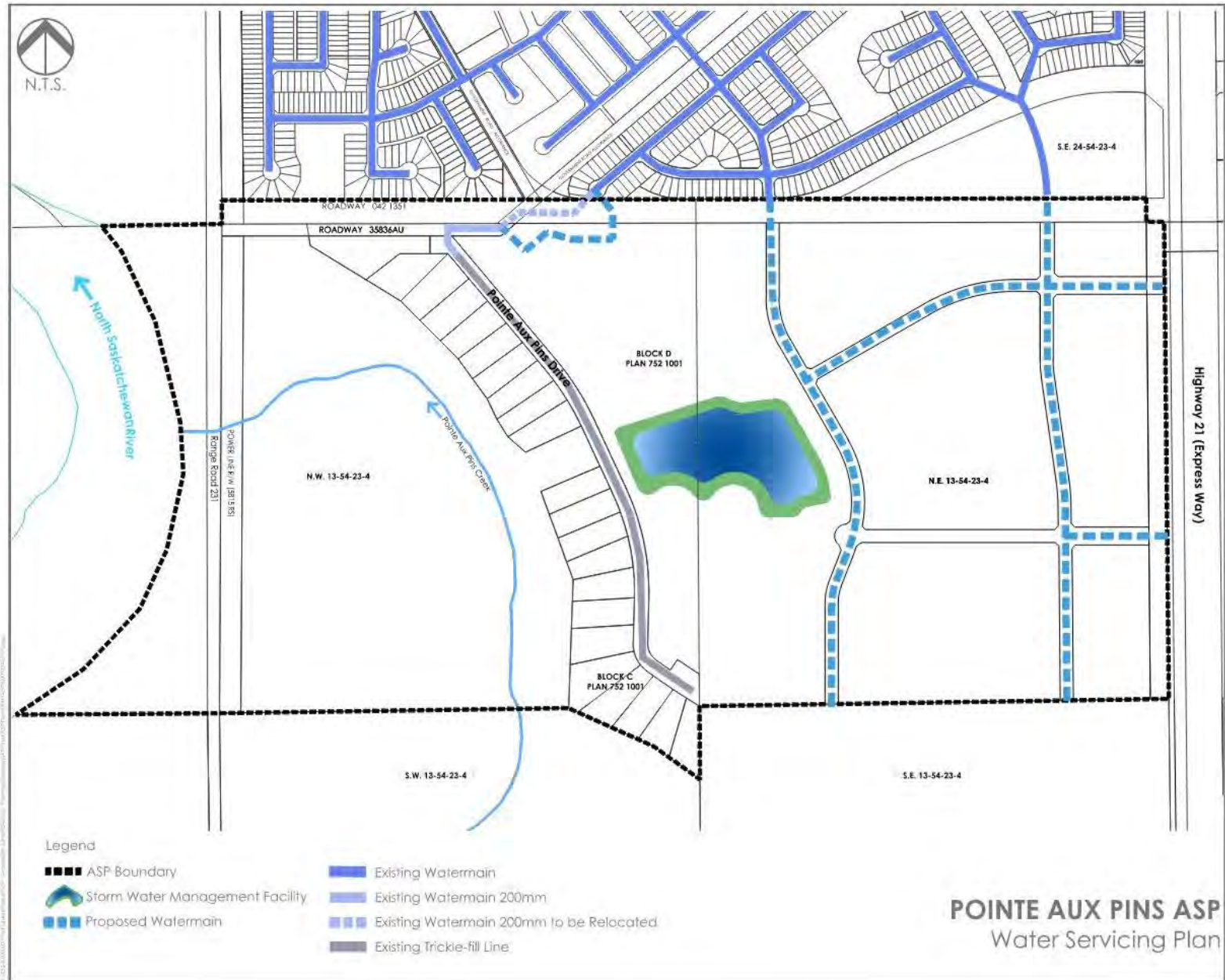


Figure 12 - Water Servicing Plan

4.5.11 Natural Areas

Purpose

As illustrated in the Land Use Concept (**Figure 6**), a significant portion of Plan Area's lands are being maintained as 'Natural Area' (31 ha / 20.93%). This 'Natural Area', adjacent to the Pointe Aux Pins Creek and within the River Valley system will continue to provide important ecological habitats for flora and fauna and as the Pointe Aux Pins neighbourhood develops, as this area will remain untouched. A portion of this 'Natural Area' has been identified as a Reclaimed Resource Extraction Wetland; as formerly this was a location where resource extraction occurred that will be transitioned back to a natural wetland to provide drainage for the area and habitat.

Policy 4.5.11.1

No development is to occur within the Natural Areas as identified in **Figure 6**, to provide important ecological habitat and natural drainage.

4.5.12 Special Study Area

The 'Special Study Area' lands (13.6 ha / 9.11%), as identified in **Figure 6**, will also remain untouched until additional technical and other environmental studies are complete. These additional studies are to confirm the development feasibility of the area.

Policy 4.5.12.1

Future development is prohibited within the 'Special Study Area' lands until additional technical studies are complete to determine the land's development feasibility. These technical studies shall be initiated by the owner(s) of these lands, and include but are not limited to a geotechnical analysis, a Phase 1 Environmental Site Assessment (prior to rezoning), a servicing study, etc.

Policy 4.5.12.2

The 'Special Study Area' lands will require their own stormwater management system outside of the Plan Area's SWMF as identified on **Figure 6**.

Policy 4.5.12.3

Utility rights of way shall be confirmed by land survey and setbacks shall be finalized to the satisfaction of the approval authority as a condition of subdivision if and when development occurs within the adjacent Special Study Area lands.

4.5.13 Financial Sustainability

Purpose

The purpose of this section is to ensure infrastructure and public spaces within the Plan Area are developed and maintained in a way that is financially sustainable for the City of Fort Saskatchewan.

Policy 4.5.13.1

A Financial Impact Assessment that reflects the cost of providing and maintaining infrastructure and services to new development shall be created at the NSP level.

4.5.14 Ecology, Wildlife, Heritage, Environment, and Agriculture

The purpose of this section's policies are to:

- Ensure that future development of the Plan Area meet Provincial and Federal regulations pertaining to the environment, heritage resources;
- Promote wildlife connectivity through the Plan Area once development occurs;
- Retain natural areas and drainage patterns where possible;
- Help mitigate premature loss of agricultural lands through the development of the Plan Area; and

- Mitigate potential issues between future residents of the Plan Area and adjacent agricultural lands.

Policy 4.5.14.1

Developments within the Plan Area shall integrate and link land use components (i.e. North Saskatchewan River Valley and Ravines System, parks, SWMF) to provide habitat and encourage connectivity. Linkage locations and details will be further refined in subsequent NSPs.

Policy 4.5.15.2

Ecologically significant natural areas and existing drainage patterns shall be retained within the Plan Area using various land use designations, such as Municipal Reserve / Parks, Natural Area, Reclaimed Wetland, and SWMF.

Policy 4.5.14.3

As per **Figure 6**, a section of the Plan Area's western half is designated as 'Reclaimed Wetland'. Natural wetlands shall be reconstructed within this area to contribute to the Plan Area's drainage, ecology, and biodiversity.

Policy 4.5.14.4

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

Policy 4.5.14.5

ER shall be dedicated in the vicinity of Pointe aux Pins Creek in accordance with the provisions of the MGA.

Policy 4.5.14.6

Where appropriate and in order to minimize the amount of impervious surfaces, permeable surfaces should be considered for the shared-use pathways.

Policy 4.5.14.7

Grading, contouring, and varied shoreline configuration shall be considered where feasible to maximize habitat for upland, riparian, emergent, and submerged vegetation to maximize habitat opportunities for small mammals, aquatic and benthic invertebrates, and avian species.

Policy 4.5.14.8

Areas designed to provide habitat or ecological functions, such as the SMWF shall consider light mitigation where applicable, such as:

- Artificial lighting implemented for only specific purposes shall be reduced in areas where possible;
- Where possible, keep lights close to the ground, with directed and shielded light to reduce light spill; and
- Utilize dark or non-reflective surfaces within landscaped features throughout the neighbourhood.

Policy 4.5.14.9

All development within the Plan Area shall meet or exceed all applicable Regional, Provincial, and Federal Acts, Regulations, and Guidelines with respect to air quality, water quality, and flood plain and hazard management.

Policy 4.5.14.10

All waterbodies slated for removal within the Plan Area will require *Water Act* approval prior to rezoning.

Policy 4.5.14.11

If the Province reclassifies any of the Plan Area's wetlands which may then require Crown ownership following a potential reclassification, the ASP must be amended to align with this decision.

Policy 4.5.14.12

For all waterbodies that cannot be avoided, a Wetland Assessment Impact Report (WAIR) and corresponding replacement plan must be developed.

Policy 4.5.14.13

A temporary Erosion and Sediment Control Plan shall be implemented during construction which will include practices and mitigation measures for addressing surface water runoff and channelization/pooling, soil transportation and stockpiling, and dust. The Plan shall note that runoff from roads should be captured and treated before release.

Policy 4.5.14.14

Construction activities, including removal of vegetation, shall accommodate sensitive wildlife periods to comply with the *Migratory Birds Convention Act (MBCA)*. This period for the ASP area (zone B4) lies between April 15 and August 31 for breeding birds and the raptor breeding period between March 15 to August 15.

Policy 4.5.1.15

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

Policy 4.5.14.16

Appropriate setbacks must be implemented during development and construction activities for the protection of ecologically sensitive species, in accordance with the recommendations from the Biophysical Study and Provincial Regulations.

Policy 4.5.14.17

An on-site Biophysical Assessment shall be conducted at the NSP stage and will include the recommendations from the report.

Policy 4.5.14.18

Refueling and fuel storage shall not occur within 100m from any waterbody adjacent to or within the ASP boundary to prevent contamination should a spill occur.

Policy 4.5.14.19

A Phase II ESA must be completed during the rezoning process and will be required to confirm whether contamination exists within the APEC. If the Phase II ESA confirms that contamination exists, then the developer must follow the recommendations within the Phase II ESA, which will likely include land remediation.

Policy 4.5.14.20

Where necessary, contaminated material shall be removed and disposed of in an environmentally sensitive manner, in accordance with Federal, Provincial and Municipal regulations.

Policy 4.5.14.21

During the preparation of subsequent NSP(s), the developer shall apply for a Historical Resources Act approval, which may trigger a requirement for a Historic Resource Impact Assessment to be completed.

Policy 4.5.14.22

During development, there is potential that historic resources are encountered, thus, all ground-disturbing projects remain subject to Section 31 of the HRA (Notice of Discovery of Historic Resource), which requires that: *a person who discovers a historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery.* In keeping with this condition, contractors must exercise caution during construction and stop work in the immediate area if historic resources are discovered. Notification of such discoveries must be made to the HRMB.

Policy 4.5.14.23

To protect the existing Pointe Aux Pins homeowners from the impacts of development, no policies within this ASP shall negatively impact adjacencies or the existing estate residential lots located along the west side of Pointe Aux Pins Drive.

Policy 4.5.14.24

As development occurs within the Plan Area, agricultural lands should continue to be utilized for production where feasible, to ensure agricultural production is maintained on agricultural lands for as long as possible.

Policy 4.5.14.25

Access to operational agricultural lands / farmland shall be maintained year-round, and will be provided along Highway 21 as development proceeds.

Policy 4.5.14.26

Development sequencing shall occur in accordance with the Proposed Staging Plan (**Figure 13**) in order to protect the southern agricultural lands from development / construction impacts.

Policy 4.5.14.27

A fence shall be constructed along the southern boundary of the Plan Area as Phases 2 and 3 are being developed to help mitigate potential impacts between southern agricultural lands and Plan Area lands.

Policy 4.5.14.28

A variety of mitigation measures shall be implemented to limit impacts on adjacent, operational agricultural lands. Mitigation measures shall be implemented to limit impacts on adjacent, operational, agricultural lands. Mitigation measures have been identified in **Section 6 of Appendix E - Agricultural Impact Assessment**, and listed below:

- Develop the Plan Area in contiguous stages over time to limit premature subdivision of agricultural lands;
- Maintain as best as possible, existing drainage courses within the Plan Area to mitigate effects to water and soil quality;
- Maintain a buffer between developed residential lands and the southern adjacent agricultural lands if in operation;
- Ensure adjacent agricultural areas remain functional by maintaining access to those lands;
- Work with the City of Fort Saskatchewan to develop distribute 'What to Expect' guide for new residents to provide information pertaining to living next to a nearby agricultural operations.

Policy 4.5.14.29

During the preparation of subsequent NSP(s), a Topsoil Management Plan shall be prepared by the developer prior to stripping and grading, that provides detail on how and where topsoil will be removed and stockpiled, and how it will be repurposed and disposed of. Topsoil conservation recommendations shall be included within this Topsoil Management Plan for the purposes to manage / maintain usable topsoil as based on best practices. Recommended topsoil

conversation techniques have been identified within **Appendix E** and are as follows:

- Maintain a minimum of 300mm of topsoil to be placed on front and rear yards, open spaces, boulevards, stormwater management facilities, and sports fields, and 600mm on tree and shrub planting beds;
- As development occurs, topsoil will be removed and stockpiled in a specified area in the Plan Area, where it will be either repurposed onsite, utilized for reclamation purposes elsewhere within City limits as needed, or within neighbouring municipalities. Where the topsoil will be used will be determined through communication by the City to adjacent municipalities to ensure effective soil management; and
- A Clubroot Management Plan shall be developed when completing topsoil management planning, if clubroot is encountered. This shall be completed by the developer during the stripping and grading stage.



5.0 Implementation

5.1 Intermunicipal Coordination

Purpose

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

Policy 5.1.1

Land Use and Subdivision applications should consider regional drainage, intermunicipal connectivity and transportation, local planning initiatives, interface conditions, and any other matters as mutually considered important.

5.2 Development Staging

Purpose

The purpose of these policies is to support a clear and effective decision-making process that allows Council to make development decisions based on the coordination of growth, servicing, and supports the most efficient use of land within this ASP area.

Based on development and land absorption averages from the Fort Saskatchewan area from 2012 to 2022, it is anticipated that approximately 60 lots will be constructed per year within the ASP area for the first eight years of development. Based on this estimate, it will likely take 15 to 20 years to complete the entire build-out of the ASP area. However, please note that this is an estimate and may be impacted by global, national, or provincial market conditions.

Policy 5.2.1

Progression of development should occur in an orderly manner, as shall be guided as illustrated in **Figure 13**.

Policy 5.2.2

Variations to the exact staging boundaries are expected and will not constitute an amendment to the ASP.

Policy 5.2.3

Alternate sequencing of development should be considered without amending this ASP to align with ownership boundaries.

5.3 Subdivision Applications and Other Considerations

Purpose

The purpose of these policies is to establish implementation of development targets and policy direction within this ASP.

Policy 5.3.1

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

Policy 5.3.2

All subdivision decisions shall conform to the policies of the City's MDP, this ASP, and to the policies of the relevant subsequent NSPs that must be adopted prior to the submission of future subdivision applications.

Policy 5.3.3

Subdivision and development of the Plan Area will proceed in a manner which:

- Allows for the orderly and efficient expansion of the city;
- Creates sufficient provision for 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 / walkability; and
- Supports development of an open space system as envisioned by this ASP and detailed in subsequent NSPs; to the satisfaction of the Subdivision Authority.

Policy 5.3.4

The Developer shall be solely responsible for all costs for the provision of municipal infrastructure (roads, water, sanitary sewer, storm drainage) within the area being developed.

Policy 5.3.5

Residential densities will be implemented at the subdivision stage.

Policy 5.3.6

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

5.4 Plan Review and Amendment

Purpose

The purpose of these policies is to ensure this ASP remains relevant and effective over time.

Policy 5.4.1

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

- Re-location or elimination of a major arterial or collector roadway (other than a minor shift in alignment);
- Significant change in the general land use pattern (residential, commercial, industrial) shown in this ASP;
- Significant change to the open space system; or

- Deviation from the utility servicing concepts beyond those contemplated in this ASP.

Policy 5.4.2

This ASP shall be reviewed:

- To ensure consistency with the City's statutory plans, guiding documents, and policies as deemed necessary;
- To bring the 'Special Study Area' into the Plan Area; or
- After a period of 5 years from adoption to ensure this ASP is adequate.

5.5 Future Neighbourhood Structure Plans (NSPs)

Purpose

Following the adoption of this ASP by the City of Fort Saskatchewan, a series of NSPs must be developed that align with this ASP, to providing planning direction for a 'neighbourhood unit'. As per the City of Fort Saskatchewan's *Terms of Reference for the Preparation of Area Structure Plans and Neighbourhood Structure Plans*, the area of land that a NSP covers shall be no less than 16 ha, and no more than 65 ha, except where physical features / characters unique to the area require the consideration of a smaller or larger plan area. In addition, NSPs will refine and provide additional details pertaining to pedestrian, active transportation, and transportation network connections, site design and urban design details, open space design features, and servicing components.

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

Policy 5.5.1

The drafting of the future, subsequent NSPs shall align with the City of Fort Saskatchewan's *Terms of Reference for the Preparation of Area Structure Plans and Neighbourhood Structure Plans* and this ASP.

Policy 5.5.2

The future NSP areas shall generally align with this ASP **Figure 13 – Proposed Staging Plan** as follows:

- NSP #1: to include Stages 1 and 2
- NSP #2: to include Stage 3
- NSP #3: to include Stage 4.

Policy 5.2.3

Subsequent NSP(s) shall include a detailed staging plan identifying development time frames for key infrastructure.

Policy 5.5.4

Development of the roadway connection between the northern boundary of the Plan Area and Wilshire Blvd, shall be triggered when development begins in Stage 1.

Policy 5.5.5

The development of the Plan Area's temporary lift station will occur as Stage 1 develops.

Policy 5.5.6

A buffer, as identified within the Agricultural Impact Assessment (**Appendix E**) should be maintained as Urban Reserve along the southern boundary of the Plan Area if agricultural operations persist on the lands to the south of the Plan Area, as development of Stage 2 and Stage 3 reaches this southern boundary, in order to mitigate nuisance impacts.

Policy 5.5.7

Detailed phasing shall be provided at subsequent NSP stages, that will provide certainty pertaining to development timelines and sequencing for the existing agricultural operations in and around the Plan Area.



Image Source: WSP Canada

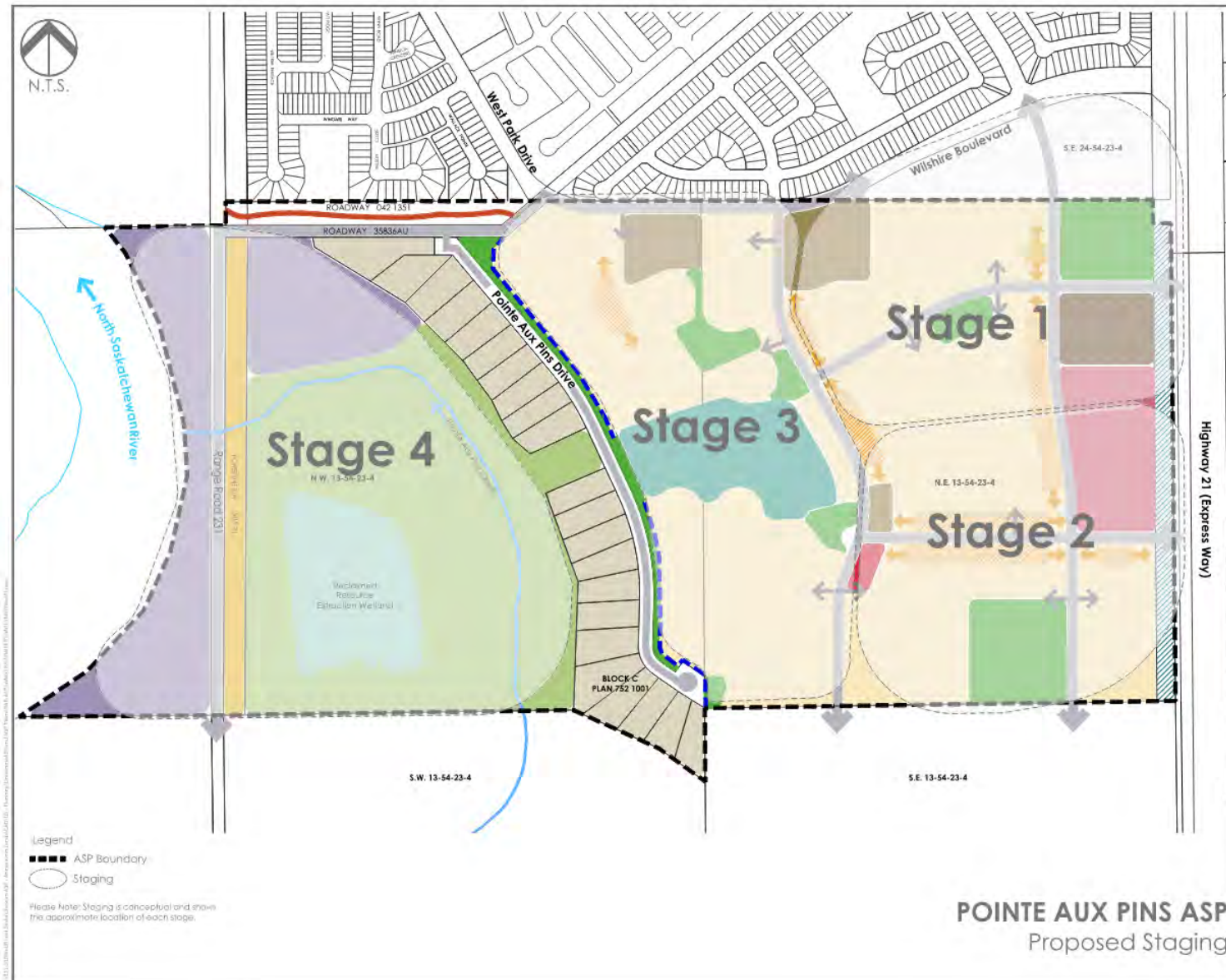


Figure 13 - Proposed Staging Concept