



# **CITY OF FORT SASKATCHEWAN AGENDA**

## **Regular Council Meeting Tuesday, January 27, 2015 – 6:00 P.M. Council Chambers – City Hall**

- 6:00 P.M.**
1. **Call to Order** Mayor Katchur
  2. **Approval of Minutes of January 13, 2015 Regular Council Meeting** (attachment)
  3. **Delegations**  
*Those individuals in attendance at the meeting will be provided with an opportunity to address Council regarding an item on the agenda, with the exception of those items for which a Public Hearing is required or has been held. Each individual will be allowed a maximum of five (5) minutes.*
  4. **Unfinished Business**
  5. **New Business**
    - 5.1 Development of Traffic Calming Policy Grant Schaffer (attachment)
  6. **Bylaws**
    - 6.1 Bylaw C5-15 to Amend Land Use Bylaw C10-13 by Redistricting a Portion of SE ¼ Section of 19-54-22-W4M and a Portion of Lot 1, Block 1, Plan 022 6974 from UR - Urban Reserve District to RC - Comprehensively Planned Residential District, R3 – Small Lot Residential District, PR – Parks and Recreation District, and DC(A)-07 - Direct Control – Residential (Southfort Meadows Stage 5) – Southfort Meadows Stage 4 and 5 – 1<sup>st</sup> reading Janel Smith-Duguid (attachment)
  7. **Mayor and Councillors Boards/Committees Update**
  8. **Administrative Inquiries**
  9. **Notice of Motion**
    - 9.1 Heritage Centre Project Coun. Hennig (attachment)
  10. **Adjournment**



**CITY OF FORT SASKATCHEWAN  
MINUTES  
REGULAR COUNCIL  
Tuesday, January 13, 2015 - 6:00 PM  
Council Chambers – City Hall**

**Present:**

Members of Council:

Mayor Gale Katchur  
Councillor Birgit Blizzard  
Councillor Sheldon Bossert  
Councillor Frank Garritsen  
Councillor Stew Hennig  
Councillor Arjun Randhawa  
Councillor Ed Sperling

Administration:

Kelly Kloss, City Manager  
Troy Fleming, General Manager, Infrastructure & Community Services  
Brenda Rauckman, General Manager, Corporate & Protective Services  
Brenda Molter, Director, Legislative Services  
Wendy Kinsella, Director, Communications and Marketing  
Richard Gagnon, Director, Culture Services  
Janel Smith-Duguid, Director, Planning & Development  
Coreen Karst, Acting Director, Protective Services  
Reade Beaudoin, Digital Media Coordinator  
Sheryl Exley, Legislative Officer

**1. Call to Order**

Mayor Katchur called the regular Council Meeting to order at 6:00 p.m.

**2. Approval of Minutes**

**2.1 Approval of Minutes of December 9, 2014 Regular Council Meeting**

**R1-15**

MOVED BY Councillor Bossert that the minutes of the December 9, 2014 regular Council Meeting be adopted as presented.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**3. Delegations**

None.

#### **4. Unfinished Business**

None.

#### **5. Bylaws**

##### **5.1 Bylaw C1-15 – Designate the Warden's House and Yard as a Municipal Historic Resource - 3 Readings**

Presented by: Richard Gagnon, Director, Culture Services

##### **R2-15**

MOVED BY Councillor Garritsen that Council give first reading to Bylaw C1-15, which designates the Warden's House and Yard as a Municipal Historic Resource.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

##### **R3-15**

MOVED BY Councillor Garritsen that Council give second reading to Bylaw C1-15, which designates the Warden's House and Yard as a Municipal Historic Resource.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

##### **R4-15**

MOVED BY Councillor Garritsen that Council provide unanimous consent to proceed with third and final reading to Bylaw C1-15, which designates the Warden's House and Yard as a Municipal Historic Resource.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

##### **R5-15**

MOVED BY Councillor Garritsen that Council give third reading to Bylaw C1-15, which designates the Warden's House and Yard as a Municipal Historic Resource.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**5.2 Bylaw C2-15 - Amend Traffic Bylaw C4-09 - School Zones and Order to Comply – 3 Readings**

Presented by: Coreen Karst, Acting Director, Protective Services

**R6-15** MOVED BY Councillor Blizzard that Council give first reading to Bylaw C2-15, which amends Traffic Bylaw C4-09.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**R7-15** MOVED BY Councillor Blizzard that Council give second reading to Bylaw C2-15, which amends Traffic Bylaw C4-09.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**R8-15** MOVED BY Councillor Blizzard that Council provide unanimous consent to proceed with third and final reading to Bylaw C2-15, which amends Traffic Bylaw C4-09.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**R9-15** MOVED BY Councillor Blizzard that Council give third reading to Bylaw C2-15, which amends Traffic Bylaw C4-09.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**5.3 Bylaw C3-15 – Amend Road Closure Bylaw C5-09 - Cemetery Road and 109 Street- 3 Readings**

Presented by: Janel Smith-Duguid, Director, Planning & Development

**R10-15** MOVED BY Councillor Garritsen that Council give first reading to Bylaw C3-15, which amends Road Closure Bylaw C5-09 (Cemetery Road and 109 Street).

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**R11-15** MOVED BY Councillor Garritsen that Council give second reading to Bylaw C3-15, which amends Road Closure Bylaw C5-09 (Cemetery Road and 109 Street).

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**R12-15** MOVED BY Councillor Garritsen that Council provide unanimous consent to proceed with third and final reading to Bylaw C3-15, which amends Road Closure Bylaw C5-09 (Cemetery Road and 109 Street).

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**R13-15** MOVED BY Councillor Garritsen that Council give third reading to Bylaw C3-15, which amends Road Closure Bylaw C5-09 (Cemetery Road and 109 Street).

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

## **6. New Business**

### **6.1 Offer to Purchase a Portion of Road Plan 822 1665**

Presented by: Janel-Smith Duguid, Director, Planning & Development

**R14-15** MOVED BY Councillor Garritsen that Council accept the offer to purchase 0.49ha of land from Road Plan 822 1665 as shown in Appendix "A" to the Council report dated January 6, 2015, and that the funds be allocated to the City of Fort Saskatchewan's Land Purchase Reserve, subject to the following conditions:

- a) That the offer to purchase is based on market value;
- b) That the final sale is subject to approval of a Road Closure Bylaw, to be submitted by the applicant;
- c) That the portion of Road Plan 822 1665 closed by the Road Closure Bylaw be consolidated with Lot 1, Block 37, Plan 102 6236 with all costs to be borne by landowner; and
- d) That the calculation of final purchase price be based on market value and the area confirmed by the survey plan submitted with the Road Closure Bylaw application.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Birgit Blizzard, Sheldon Bossert, Ed Sperling

Against: Arjun Randhawa

CARRIED

**6.2 Fort Saskatchewan Public Library Board Appointment**

Presented by: Brenda Molter, Director, Legislative Services

**R15-15**

MOVED BY Councillor Bossert that Council approve the appointment of Morgan Northey to the Fort Saskatchewan Public Library Board for the balance of a three-year term commencing January 14, 2015 and expiring on December 31, 2017.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**6.3 Heritage Centre Plebiscite**

Presented by: Brenda Molter, Director, Legislative Services

Mayor Katchur called a short recess at 6:48 p.m.

The regular Council Meeting reconvened at 6:54 p.m.

**R16-15**

MOVED BY Councillor Hennig that Council rescind resolution #275-14 which states "that Council direct Administration to undertake a plebiscite with the citizens of Fort Saskatchewan to determine if the cost of the Heritage Centre of \$7,410,000.00 and annual operating budget of \$550,000.00 has majority public support to proceed, and the cost of the plebiscite is not to exceed \$40,000.00, which will be taken from the Financial Stabilization Reserve, and further that the plebiscite is to be undertaken by March 31, 2015, prior to awarding the construction tender."

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Sheldon Bossert

Against: Arjun Randhawa, Birgit Blizzard, Ed Sperling

CARRIED

**Notice of Motion**

Councillor Hennig gave Notice that he will introduce the following motion at the January 27, 2015 regular Council Meeting:

"That Council consider the Heritage Centre Project and budget dollars associated with the construction and operation of the facility."

**7. Mayor and Councillors Boards/Committees**

Members of Council provided an update on current and upcoming activities for Boards/Committees.

**8. Administrative Inquiries**

Members of Council were given the opportunity to ask questions and provide concerns and comments.

## **9. Notice of Motion**

### **9.1 Reconsider Library City Grant Funding**

**R17-15** MOVED BY Councillor Bossert that Council reconsider resolution #220-14: that request #74-0002 – Library City Grant Funding be approved at \$90,000.00 in the 2015 Budget.

In Favour: Stew Hennig, Birgit Blizzard, Sheldon Bossert, Ed Sperling

Against: Gale Katchur, Frank Garritsen, Arjun Randhawa

CARRIED

**R18-15** MOVED BY Councillor Bossert that Council amend resolution #220-14 by increasing the Library City Grant Funding in the amount of \$37,378.00.

In Favour: Stew Hennig, Birgit Blizzard, Sheldon Bossert, Ed Sperling

Against: Gale Katchur, Frank Garritsen, Arjun Randhawa

CARRIED

**R19-15** MOVED BY Councillor Bossert that Council approve resolution #220-14, as amended.

In Favour: Stew Hennig, Birgit Blizzard, Sheldon Bossert, Ed Sperling

Against: Gale Katchur, Frank Garritsen, Arjun Randhawa

CARRIED

**R20-15** MOVED BY Councillor Bossert that Council amend the 2015 Budget to include the increase in Library City Grant Funding in the amount of \$37,378.00 to be tax funded.

In Favour: Stew Hennig, Birgit Blizzard, Sheldon Bossert, Ed Sperling

Against: Gale Katchur, Frank Garritsen, Arjun Randhawa

CARRIED

**10. Adjournment**

**R21-15** MOVED BY Councillor Hennig that the regular Council Meeting adjourn at 7:59 p.m.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard,  
Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

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Mayor

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Director, Legislative Services



# **CITY OF FORT SASKATCHEWAN**

## **Development of Traffic Calming Policy**

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### **Motion:**

That Council approve the development of a Traffic Calming Policy and Procedure at a cost not to exceed \$25,000 to be funded from the Financial Stabilization Reserve.

### **Purpose:**

To develop a Traffic Calming Policy and Procedure that provides a standardized and consistent approach to responding to neighborhood traffic issues.

### **Background:**

Regularly issues arise during the year that require further study or technical investigation in order to determine the best course of action, or to prepare appropriate recommendations to Council. An example of this would be to determine the feasibility of using the current RCMP building for another purpose. Often such investigations could be funded within the existing budget, however as the need to conduct them has become more regular, including the expenditure as an actual budget item has been considered the best practice.

As part of the 2015 draft budget, Project Management included a request for \$30,000 to conduct studies and technical investigations, however the information for specific 2015 investigations was not included. During budget deliberations, members of Council preferred that Administration present specific initiatives on an as-needed basis, as opposed to establishing a technical investigation budget.

The primary investigation initiative planned for 2015 was to be the development of a traffic calming policy and procedure, to provide Administration with a standardized approach to neighborhood traffic issues. Council and Administration frequently receive feedback from citizens regarding excessive vehicle speed in various locations throughout the City. There are a number of specific areas currently of concern, which is why this matter is before Council now, and not delayed to the 2016 budget deliberations. This would allow work to be done in 2015 so Council could consider any recommended options as part of the 2016 budget, otherwise a two year delay occurs.

### **Overview:**

Traffic calming could be defined as physical measures to alter motorist behaviour on a street or street network. Traffic calming also includes traffic management, which involves changing traffic routes or flows within a neighbourhood.

Traffic calming is intended to improve the quality of life for residents on traffic calmed streets, achieve slower speeds for motor vehicles, and increase the safety and the perception of safety for non-motorized users of the street. Traffic calming is also intended to promote increased pedestrian, cycle and transit usage in an effort to help reduce the negative effects of motor vehicles on the environment.

The objective of traffic calming is to achieve uniform driving patterns, at reduced travel speeds. That objective is consistent with resident expectations on roads where lower speeds are desired to enhance safety and livability in communities and neighbourhoods. That objective is not tenable on roads where higher speeds are desired. Consequently, physical traffic calming should not normally be used on roads intended for higher speeds, or those which move large volumes of traffic, such as arterial roads.

Some of the most common types of traffic calming measures are:

1. Traffic circles;
2. Raised circles in the middle of intersections, intended to slow the speed of vehicles as they travel around the circle;
3. Choker, chicane or pinch points, which are devices, that create an impediment on the road by placing a fixed object on the street, forcing motorists to divert around the object or slow down on a narrower section of road; and
4. Speed humps, which are raised sections of road to reduce speeds.

Many communities across Canada utilize traffic calming however implementation in those places are guided by a Traffic Management Guides and Calming Criteria / Policy, which has been developed by each community to meet their unique needs. This criteria / policy provides administration with a standardized approach to neighborhood traffic issues.

### **Discussion:**

As previously noted, Council and Administration frequently receive feedback from citizens regarding excessive vehicle speed in various locations throughout the City. In response to these complaints Project Management (Engineering) have deployed radar based traffic counters. These traffic counters not only count the vehicles travelling on the roadway, but log the speeds of the vehicles over a one week time period. With this data, traffic reports are generated, which not only provide traffic counts, but the speed data of the vehicles.

The V85 speed is the indicator used by traffic engineers to determine the speed of traffic. V85 refers to the speed at which 85% of drivers travel at or below. V85 is also the speed people feel comfortable driving on the particular section of roadway regardless of the speed limit. This means that drivers will naturally adjust their speed to something close to this speed.

In most cases the measured V85 speed of traffic is at or below the posted speed limits on local roads when traffic studies are conducted by the City. However, 50 km/hr on some local roads may feel too fast for pedestrians and homeowners within neighbourhoods.

In some cases the V85 is abnormally high. In these situations the data is analyzed to look for patterns for enforcement (is it one or two people at certain times of the day). Enforcement can work in the short-term, but studies have shown that once drivers realize that enforcement is not always there, driver behaviour will begin to revert back. The most effective means of reducing the V85 is installing an engineered solution.

Engineered solutions (traffic calming) can be retrofitted into an area, and these are designed to make it uncomfortable for drivers to drive at excessive speeds. Depending on the class of roadway and existing conditions, there are many different options available.

Traffic calming can be a hot-button solution within a neighbourhood. The measures taken will affect all residents within the area, as well as emergency services responding to the area. For this reason policies and procedures must be developed prior to the implementation of retrofit traffic calming so that a criteria is established for the need, type, and implementation of the solution. This will allow residents with concerns regarding speed within their neighbourhood to follow a defined process that could lead to a neighbourhood accepted solution. This will also clarify our approach to traffic calming so that a consistent approach is taken across the City.

Traffic calming must be done at the neighborhood level, and not just at a single location (in most cases). Implementing traffic calming measures on a roadway may just move traffic to the next road and thus move the problem along if not implemented at the neighbourhood level.

Traffic calming installations will vary in cost starting at \$30,000 for a simple installation, ranging upwards of \$500,000 for full neighbourhood implementation. The range depends on the types of issues, location of the issues, and the class of roadway being impacted.

The policy and procedures to be developed will clearly identify the types of traffic calming allowed on different classes of roadway, outline the steps required to implement the measures, and define the warrants required to justify the implementation.

Council's feedback will be sought during the development of the policy to guide the establishment of, and explain the criteria and warrants. The policy will define the threshold speeds, the public support required, and the process to implement a solution. The policy will create a fair implementation process for any neighbourhood concerned with speed and traffic.

#### **Plans/Standards/Legislation:**

The development of this policy / procedure aligns with Council's Strategic Plan: Strategy 1 – Position for Growth, **1.8** Identify local strategies to address traffic issues within the City.

#### **Financial Implications:**

The development of a Traffic Calming Policy and Procedure would be funded from the Financial Stabilization Reserve. This amount is not to exceed \$25,000.

#### **Alternatives:**

1. That Council approve the development of a Traffic Calming Policy and Procedure at a cost not to exceed \$25,000 to be funded from the Financial Stabilization Reserve.
2. That Council approve the development of a Traffic Calming Policy and Procedure, and that the request be funded from Pay-As-You-Go in the 2015 budget.
3. That Council not approve the development of a Traffic Calming Policy and Procedure, and that the request be included as part of the 2016 budget deliberations, with no further study on traffic calming being taken in 2015.

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File No.:

Prepared by:	Grant Schaffer Director, Project Management	Date: January 16, 2015
Approved by:	Troy Fleming General Manager, Infrastructure and Community Services	Date: January 20, 2015
Reviewed by:	Kelly Kloss City Manager	Date: January 21, 2015
Submitted to:	City Council	Date: January 27, 2015

## CITY OF FORT SASKATCHEWAN

### **Bylaw C5-15 to Amend Land Use Bylaw C10-13 by Redistricting a Portion of SE ¼ Section of 19-54-22-W4M and a Portion of Lot 1, Blk 1, Plan 022 6974 from UR - Urban Reserve District to RC – Comprehensively Planned Residential District, R3 – Small Lot Residential District, PR – Parks and Recreation District, and DC(A)-07 - Direct Control – Residential (Southfort Meadows Stage 5)**

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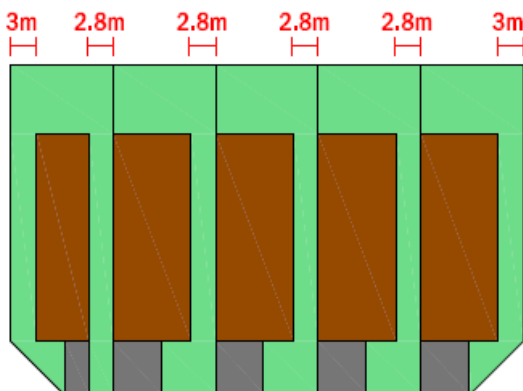
#### **Motion:**

That Council give first reading to Bylaw C5-15 to amend Land Use Bylaw C10-13 by redistricting a portion of SE ¼ Section of 19-54-22-W4M and a portion of Lot 1, Blk 1, Plan 022 6974 from UR - Urban Reserve District to RC – Comprehensively Planned Residential District, R3 – Small Lot Residential District, PR – Parks and Recreation District, and DC(A)-07 - Direct Control – Residential (Southfort Meadows Stage 5).

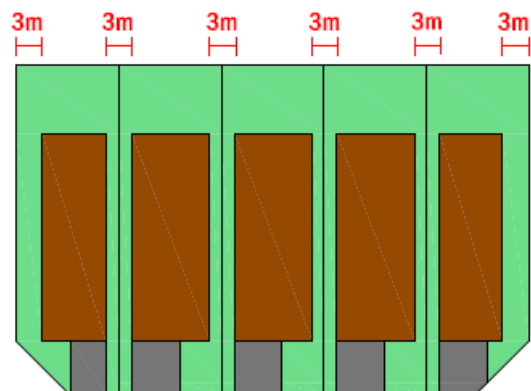
#### **Purpose:**

The purpose of Bylaw C5-15 is to redistrict lands for Southfort Meadows Stage 4 and Stage 5. Three residential zonings have been requested, including a Direct Control (Administration) which would facilitate a Pilot Project to assess the feasibility of “mature neighbourhood setbacks” within the Developing Community Area.

The intent of the Mature Neighbourhood Setback Pilot Project is to convert two seemingly unusable setback areas into one useful setback area. The dwelling unit would be located on the west property line and would see a setback of 2.4m (7.9ft) from the east property line, as per the diagram below. The corner lots would be the exception, as the flanking setback would apply.



**Pilot Project Layout**



**R3 District Layout**

This project is considered a pilot project given the unique features being proposed. Pilot projects such as this represent an opportunity for the City of Fort Saskatchewan to introduce unique housing product to the area and offering a diversity of housing product to current and new residents.

As per the Land Use Bylaw, a total of 3.0m separation between houses is required, provided through two separate setbacks. With the Pilot Project, a total of 2.4m separation is required, provided by one setback. The developer estimates a \$7,500 cost savings will be created for the builder through reduced lot costs. The developer intends to require builders to transfer the reduced cost into improved external architectural features, such as façade design, materials, textures, colours, rooflines, windows, doors, and/or decorative detailing.

Administration does not typically provide input into architectural controls, but through Subsection 9.12.6(b) of the Direct Control zoning under amend Land Use Bylaw C5-15, the architectural controls are to be developed collaboratively between the developer and the Subdivision Authority. At the time of permit application, should the Development Authority consider the approved architectural controls not in adherence, the development permit could be refused as per Subsection 9.12.6(c) of the proposed Land Use Bylaw amendment C5-15.

### **Background:**

The application was received from WSP Canada Inc. (formerly Focus) on behalf of Southfort Development Corp. This subject area is located south of Southfort Estates and east of the existing Southfort Meadows neighbourhood.

Similar regulations have been introduced in Edmonton, Leduc, and Spruce Grove. The regulations in Edmonton require a 1.5m setback, as opposed to the 2.4m setback. As such, the majority of complications experienced in Edmonton relate to the increase in density.

At full build-out, the proposed redistricting is estimated to provide approximately 110 dwelling units. The estimated density for Southfort Ridge Stages 4 and 5 is 25 du/ndrha, which achieves the Capital Region Growth Plan density targets of 25 du/ndrha – 30 du/ndrha.

### **Plans/Standards/Legislations:**

The Municipal Development Plan (MDP), Community Sustainability Plan (CSP) and Southfort Area Structure Plan (SF-ASP) provide policy direction in relation to this application. An analysis of the application against relevant policies is provided as Appendix “B”.

The above-mentioned plans support a diversity of housing products and housing innovation. The proposed regulations combined with the requirement for improved architectural standards will create a product currently not available within Fort Saskatchewan. Should the pilot project be permitted, five different housing products will be visible from the intersection of Meadowview Drive and Greenfield Link.

A Direct Control zoning is the ideal method for testing innovative regulations. The Development Authority has greater discretion to ensure the plan aligns with Council’s direction. Direct Control zonings are site specific, and therefore the justification to limit the regulations to a specific area is greater.

Further analysis regarding how this proposed amendment aligns with Council approved plans will be outlined in the subsequent Public Hearing report.

Should Council grant first reading to Bylaw C5-15, notifications will be mailed to adjacent residents and ads will be published in the local newspaper for two consecutive weeks, as per the *Municipal Government Act*.

### **Financial Implications:**

Analysis on the financial considerations will be examined and outlined in the subsequent Public Hearing report to Council.

### **Alternatives:**

1. That Council give first reading to Bylaw C5-15 to amend Land Use Bylaw C10-13 by redistricting a portion of SE ¼ Section of 19-54-22-W4M and a portion of Lot 1, Blk 1, Plan 022 6974 from UR - Urban Reserve District to RC – Comprehensively Planned Residential District, R3 – Small Lot Residential District, PR – Parks and Recreation District, and DC(A)-07 - Direct Control – Residential (Southfort Meadows Stage 5).
2. That Council not proceed with first reading to Bylaw C5-15, thus leaving the lands in their current legal designation, and advise how they wish to proceed.

### **Attachments:**

1. Bylaw C5-15
2. Schedule "A" – Map Amendment to Figure 9 of Bylaw C10-13
3. Appendix "A" – Air Photo
4. Appendix "B" - Relevant Policies
5. Appendix "C" – Draft DC(A)-07 Land Use Bylaw District
6. Appendix "D" - Requested existing Land Use Bylaw districts (RC, R3, & PR)
7. Appendix "E" – Southfort Ridge/Meadows Outline Plan

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File No.: Bylaw C5-15

Prepared by:	Janel Smith-Duguid Director, Planning & Development	Date: January 19, 2015
Approved by:	Troy Fleming General Manager, Infrastructure & Community Services	Date: January 19, 2015
Reviewed by:	Kelly Kloss City Manager	Date: January 21, 2015
Submitted to:	City Council	Date: January 27, 2015



## CITY OF FORT SASKATCHEWAN

### A BYLAW OF THE CITY OF FORT SASKATCHEWAN IN THE PROVINCE OF ALBERTA TO AMEND LAND USE BYLAW C10-13

#### BYLAW C5-15

**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 has the power to amend the Land Use Bylaw;

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

1. That Appendix A, Land Use District Map, covering Part of SE ¼ Section of 19-54-22-W4M and Part of Lot 1, Block 1, Plan 022 6974 be amended to redistrict from UR - Urban Reserve District to RC – Comprehensively Planned Residential District, R3 – Small Lot Residential District, PR – Parks and Recreation District, and DC(A)-07 - Direct Control – Residential (Southfort Meadows Stage 5), as shown on the attached Schedule “A”.
2. This Bylaw is cited as an Amendment to Land Use Bylaw C10-13, as amended and repealed and replaced from time to time.
3. That Schedule “A” of Bylaw C10-13 be amended as follows:
  - (a) by adding the following Direct Control Land Use District:

#### **“9.12 DC(A)-07 DIRECT CONTROL - Residential (Southfort Meadows Stage 5)**

##### **9.12.1 Purpose**

The general purpose of this Land Use District is to establish site-specific direct control provisions to facilitate a Pilot Project to assess the feasibility of mature neighbourhood setbacks within the Developing Community Area. Dwelling units may be located on the property line, provided an Access Easement has been registered on the neighbouring property to ensure access for maintenance, the other side yard setback meets or exceeds the Site Development Regulations, and the architectural treatment within the Pilot Project distinguishes the street from the surrounding development. The Pilot Project will provide for innovative development to maximize housing variety while enhancing the streetscape.

##### **9.12.2 Area of Application**

Portion of Southeast ¼ Section of 19-54-22-W4M and a portion of Lot 1, Block 1, Plan 022 6974, as shown in **Figure 17**.

##### **9.12.3 DC(A)-07 Uses:**

- Accessory development
- Bed and breakfast
- Community garden

- Day care facility (limited)
- Group home (limited)
- Home business
- Home office
- Show home
- Single detached dwelling
- Temporary sales centre

#### 9.12.4 DC(A)-07 Site Subdivision Regulations

	Interior Site	Corner Site
Site Area	374.4m <sup>2</sup> (4,024.0ft <sup>2</sup> ) minimum	435.2m <sup>2</sup> (4,684.6ft <sup>2</sup> ) minimum
Site Width	11.6m (38.0ft) minimum	11.8m (42.0ft) minimum
Site Depth	34.0m (111.5ft) minimum	

#### 9.12.5 DC(A)-07 Site Development Regulations

	Interior Site	Corner Site	
<b>Front Yard Setback</b>	6.0m (19.7ft) minimum  7.0m (23.0ft) maximum	Front	6.0m (19.7ft) minimum  7.0m (23.0ft) maximum
		Flanking	3.0m (9.8ft) minimum  4.5m (14.8ft) maximum
<b>Rear Yard Setback</b>	8.0m (26.2ft) minimum		
<b>Side Yard Setback</b>	<p>0.0m (0.0ft) setback from the a side lot line for a single detached dwelling when:</p> <ul style="list-style-type: none"> <li>a) The 0.0m (0.0ft) setback is located next to the minimum 2.4m (7.9ft) side setback of the adjacent lot; and</li> <li>b) A Right-of-Way Easement with a minimum width of 1.5m is registered against Title of the adjacent site that provides for: <ul style="list-style-type: none"> <li>i. The encroachment of eaves from the subject dwelling into the easement a maximum distance of 0.6m (2.0ft);</li> <li>ii. The encroachment of the footing of the subject dwelling into the easement a maximum distance of 0.6m (2.0ft);</li> <li>iii. A drainage swale, constructed to the satisfaction of the City of Fort Saskatchewan; and</li> <li>iv. Permission to access the easement area for maintenance of both properties.</li> </ul> </li> </ul>		



<b>Principal Building Height</b>	Two and one half (2 ½) storeys not to exceed 10.0m (32.8ft) maximum
<b>Site Coverage</b>	45% maximum for principal building over one storey, excluding decks
	50% maximum for principal building of one storey, excluding decks
	50% maximum for all buildings and structures where principal building is over one storey
	55% maximum for all buildings where principal building is one storey
<b>Density</b>	Maximum of one dwelling unit per site

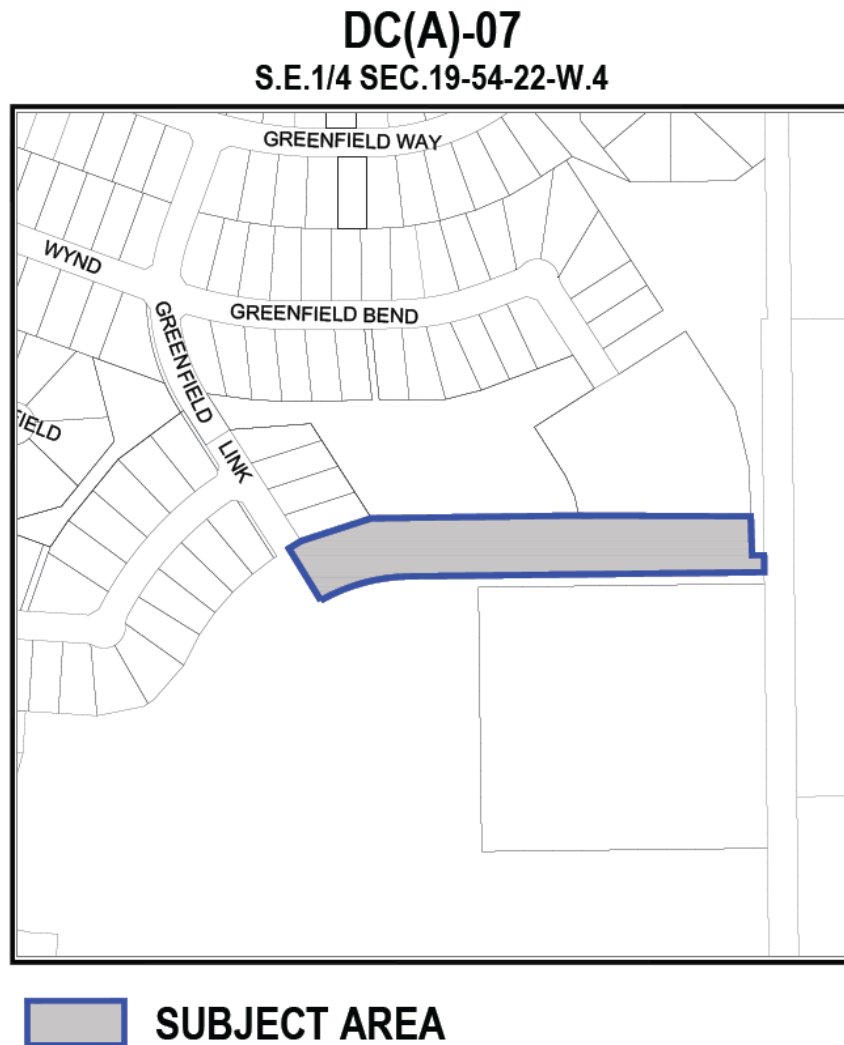
#### 9.12.6 Additional Development Regulations for DC(A)-07:

- a) All development and uses within this Land Use District are subject to the applicable provisions of Part 4 – General Regulations for all Land Use Districts, Sections 5.1 to 5.13 of Part 5 – Residential Land Use Districts, Part 11 – Parking and Loading, and Part 12 – Signs.
- b) The Developer's architectural controls shall require all dwellings within the DC(A)-07 District to be designed and constructed to high architectural quality and provide for variety and visual interest within the development that differentiates from adjacent developments. In order to translate the savings in land costs facilitated by this District into improved quality and aesthetics, architectural controls outlining equivalently priced upgrades to the exterior of dwellings within the DC(A)-07 District will be developed collaboratively between the Developer and the Subdivision Authority. Upgraded elements may include, but are not limited to: façade design, materials, textures, colours, rooflines, windows, doors, and decorative detailing.
- c) All applications for Development Permits within the DC(A)-07 District shall demonstrate façade design and architectural elements in accordance with the approved architectural controls, to the satisfaction of the Development Authority.
- d) No less than 50% of the side yard shall be landscaped with soft landscaping elements such as trees, shrubs, plants, lawns, and ornamental plantings.
- e) The Development Authority shall have the ability to vary the DC(A)-07 District regulations in accordance with Section 3.3 (Variance to Regulations) of this Bylaw.

- f) The front façade of the principal building shall be designed in such a matter that:
  - i. The attached garage shall not protrude more than 1.0m (3.3ft) past the front entrance to the dwelling unit;
  - ii. The garage shall account for no more than 72% of the building width; and
  - iii. The minimum site width is no less than 10.93m (35.9ft).

(b) by adding the following map:

- (i) **“FIGURE 17 - Applicable Area DC(A)-07 – Residential (Southfort Meadows Stage 5)”**



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

READ a first time this                      day of                      2015.

READ a second time this \_\_\_\_\_ day of \_\_\_\_\_ 2015.

READ a third time and passed this                      day of                      2015.

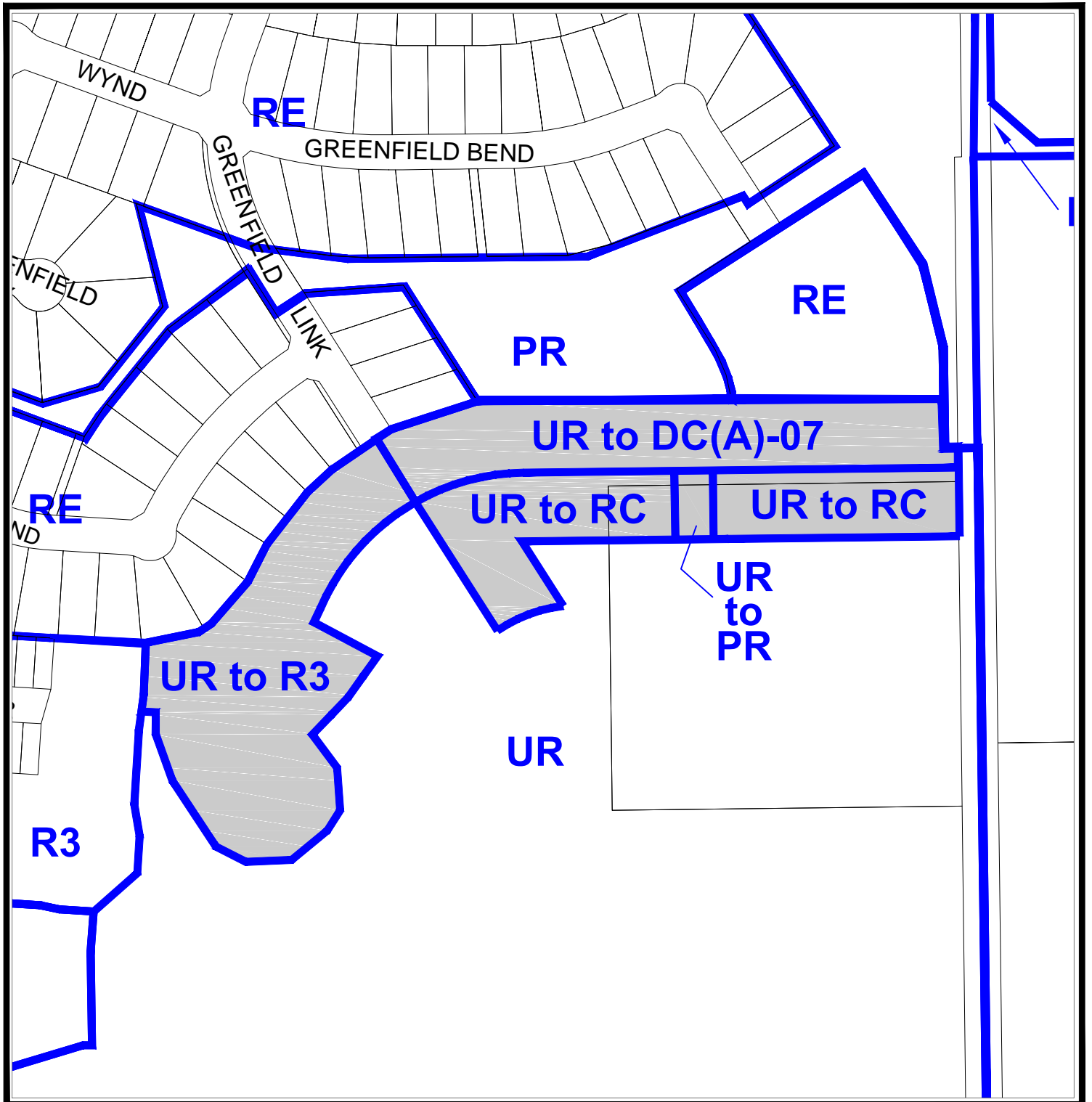
MAYOR \_\_\_\_\_

DIRECTOR, LEGISLATIVE SERVICES

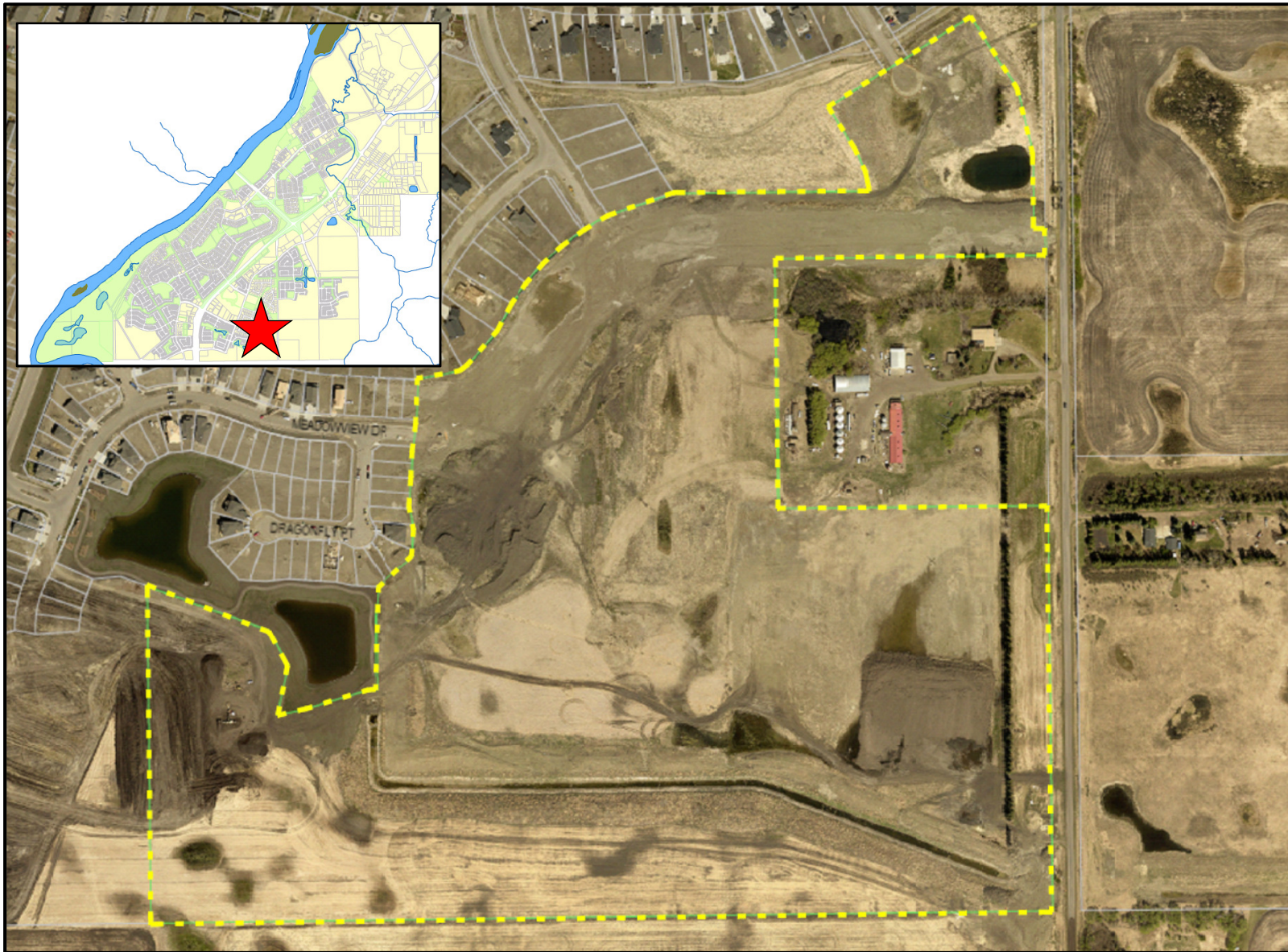
DATE SIGNED: \_\_\_\_\_

# BYLAW C5-15

## Schedule "A"



## APPENDIX A



**DISCLAIMER:** The information shown is for reference only. The City of Fort Saskatchewan disclaims all responsibility for the accuracy, completeness, timeliness and merchantability of information shown. Use this information at your own risk



**Related Policy to Bylaw C5-15**  
**Southfort Meadows Stage 4 & 5 Redistricting**

**Municipal Development Plan – Bylaw C16-10**  
**Designation: Developing Community Area**

<b>6.0 Developing Community Area</b>		
<b>6.4.5</b>	Require that new greenfield development follows an efficient and logical pattern of phasing.	Satisfactory
<b>6.4.7</b>	Reinforce the development of complete neighbourhood units by encouraging a range of dwelling unit types and densities, along with supporting services, in each residential neighbourhood within the Developing Community Area.	Satisfactory
<b>7.0 Community Design</b>		
<b>7.1.4</b>	Recognizing the role that streets and parks play as a key feature of the public realm, encourage building and housing development that face public streets and parks, rather than turning its back on the public realm.	Satisfactory
<b>7.1.7</b>	In undeveloped portions of Westpark and Southfort, promote small block sizes, encouraging the development of 60 to 100 metre block widths in order to encourage walking and cycling.	Opportune for improvement
<b>7.1.8</b>	In undeveloped portions of Westpark and Southfort, encourage the use of block shapes that can facilitate changes in future land uses.	Opportune for improvement
<b>8.0 Mobility</b>		
<b>8.14</b>	When undertaking transportation planning, ensure that streets are designed for all users, with adequate facilities for pedestrians, cyclists, and users of public transit, as well as consideration for the effective operation of Public Works and Emergency Services.	Satisfactory
<b>9.0 Housing</b>		
<b>9.1.1</b>	Encourage a range of housing types within all areas of Fort Saskatchewan, with close access to neighbourhood services and amenities.	Satisfactory
<b>9.1.3</b>	Increase the overall density of housing in existing urban areas to reduce the requirement for additional infrastructure servicing and to meet the density targets established in the Capital Region Plan.	Satisfactory
<b>9.2.3</b>	Achieve neighbourhood targets of 20% of new housing units to be developed as affordable or attainable housing.	Opportune for improvement
<b>10.0 Parks &amp; the Natural Environment</b>		
<b>10.1.1</b>	Provide all neighbourhoods with access to passive and active recreational opportunities.	Excels
<b>12.0 Sense of Community</b>		
<b>12.1.1</b>	Promote land use patterns and mobility connections that foster community interactions.	Satisfactory

## Community Sustainability Plan – R173-14

UR – Urban Resources		
UR1	Rezone city to allow mixed use development, higher densities and a higher percentage of land (approximately 10-15% more) being dedicated to green spaces.	Satisfactory
UR4	Develop the City around neighbourhood nodes so people can walk to their nearest node for daily needs and amenities.	Opportune for improvement
UR6	Emphasize the pedestrian experience in all urban design ensuring people have places to socialize and connect.	Satisfactory
UR14	Promote all new building development to follow a green building rating system (e.g., LEED®) or develop a municipal green building code to be adhered to by developers.	Opportune for improvement
UR19	Restrict maximum lot size and minimum density to promote higher density.	Satisfactory
UR36	Promote alternate building form and materials that have low environmental impact for building and construction (e.g., straw bale, rammed earth, and sod buildings).	Opportune for improvement
NE – Natural Environment		
NE2	Incorporate the natural environment, greenways and parks in the overall design of the City.	Satisfactory
CC – Compassionate Community and Sense of Community		
CC5	Adapt land use policies to allow for a greater range of housing options including mixed use and high density developments	Satisfactory
CC25	Create a sense of community where people make an effort to know their neighbours.	Satisfactory

## Southfort Area Structure Plan – Bylaw C7-13

### Designation: Low Density Residential

4.1 Overall		
Prior to acceptance of redistricting applications, an Outline Plan and an Engineering Design Brief for the parcel in its entirety shall be provided by the developer, demonstrating how the proposed development will integrate with adjacent development and align with the objectives and policies of this Area Structure Plan.		Satisfactory
When determined necessary, the City shall host design forums prior to accepting redistricting and subdivision applications to facilitate a round table discussions between various City Departments and the developer. The developer shall demonstrate how the proposed development will achieve the planning and operations goals of the City.		Satisfactory
Neighbourhood character and quality shall be enhanced through public realm improvement such as boulevards, entrance features, street furniture, public art, and other landscape features.		Excels

<b>4.2 Residential</b>	
Provide a variety of lot sizes and housing forms to provide choice and accommodate all residents in the community.	Excels
Urban design shall be used to create a cohesive neighbourhood with a variety of architectural styles that encourages interaction with the public realm by orienting buildings towards public streets and parks.	Excels
The City may consider entering a Pilot Project to grant variances to a group of residential lots in a greenfield development in exchange for innovative neighbourhood design and diverse housing options. Notification of the proposed Pilot Project shall be circulated to adjacent property owners with an opportunity for residents to comment, which will be taken into consideration before entering an agreement.	Excels
<b>4.6 Green Spaces</b>	
Provide neighbourhoods with access to passive and active recreational opportunities.	Excels
<b>6.4 Transportation</b>	
Prohibit front driveway access to arterial and major collector roadways. Front drive access from minor collector roads may be permitted on a limited basis.	Concerns to be addressed
Where possible and considered necessary by the City, dwellings with front access shall face dwellings with rear access to allow one side of the street to be used for off-site parking and snow storage, especially in developments that are primarily semi-detached and multi-attached dwelling.	Concerns to be addressed



## Appendix C

### 9.12 DC(A)-07 DIRECT CONTROL – Residential (Southfort Meadows Stage 5)

#### 9.12.1 Purpose

The general purpose of this Land Use District is to establish site-specific direct control provisions to facilitate a Pilot Project to assess the feasibility of mature neighbourhood setbacks within the Developing Community Area. Dwelling units may be located on the property line, provided an Access Easement has been registered on the neighbouring property to ensure access for maintenance, the other side yard setback meets or exceeds the Site Development Regulations, and the architectural treatment within the Pilot Project distinguishes the street from the surrounding development. The Pilot Project will provide for innovative development to maximize housing variety while enhancing the streetscape.

#### 9.12.2 Area of Application

Portion of Southeast ¼ Section of 19-54-22-W4M and a portion of Lot 1, Block 1, Plan 022 6974, as shown in **Figure 17**.

#### 9.12.3 DC(A)-07 Uses:

- Accessory development
- Bed and breakfast
- Community garden
- Day care facility (limited)
- Group home (limited)
- Home business
- Home office
- Show home
- Single detached dwelling
- Swimming pool
- Temporary sales centre

#### 9.12.4 DC(A)-07 Site Subdivision Regulations

	Interior Site	Corner Site
Site Area	374.0m <sup>2</sup> (4,024.0ft <sup>2</sup> ) minimum	435.2m <sup>2</sup> (4,684.6ft <sup>2</sup> ) minimum
Site Width	11.6m (38.0ft) minimum	11.8m (42.0ft) minimum
Site Depth	34.0m (111.5ft) minimum	

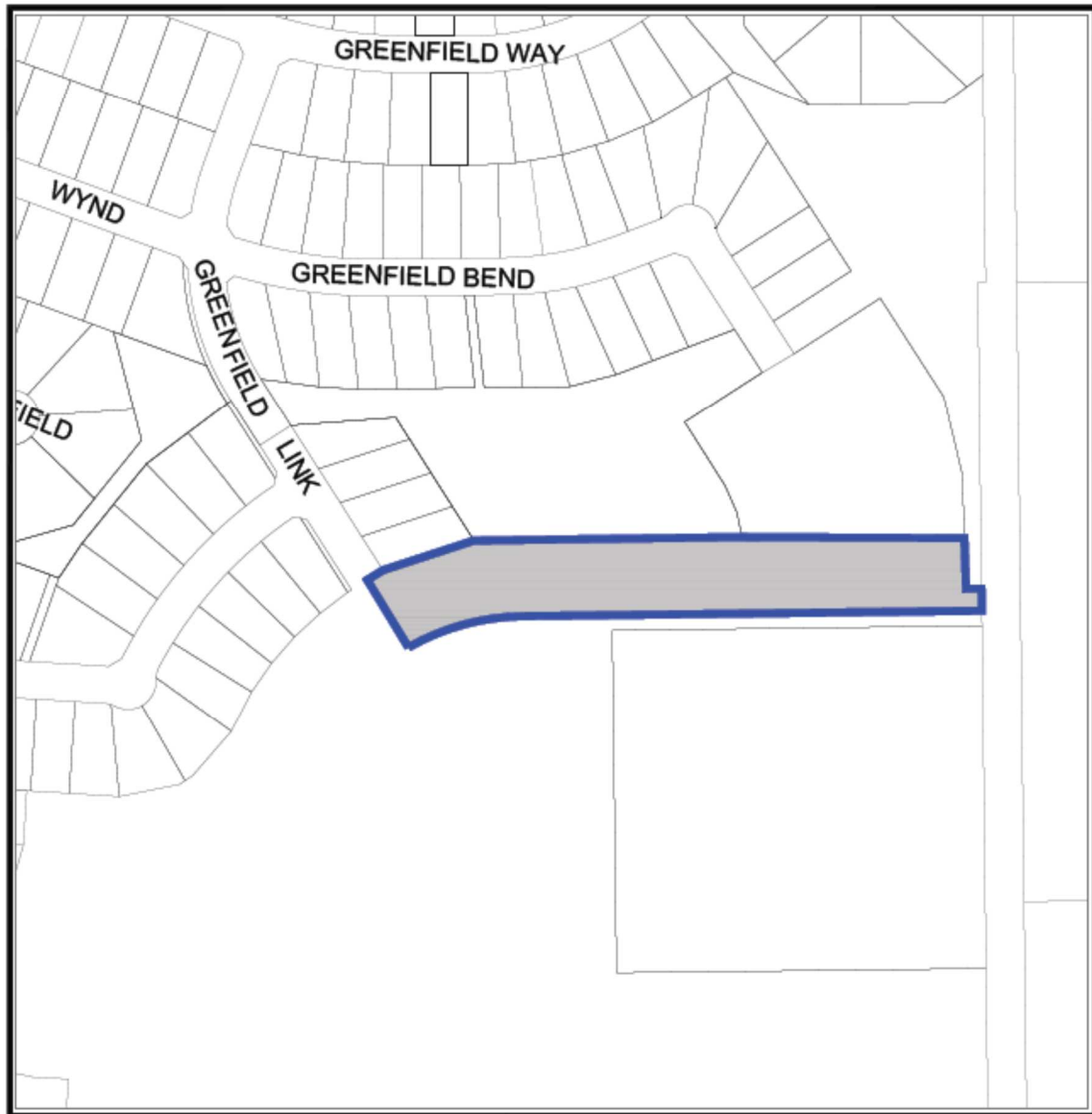
### 9.12.5 DC(A)-07 Site Development Regulations

	Interior Site	Corner Site	
<b>Front Yard Setback</b>	6.0m (19.7ft) minimum  7.0m (23.0ft) maximum	Front	6.0m (19.7ft) minimum  7.0m (23.0ft) maximum
		Flanking	3.0m (9.8ft) minimum  4.5m (14.8ft) maximum
<b>Rear Yard Setback</b>	8.0m (26.2ft) minimum		
<b>Side Yard Setback</b>	<p>0.0m (0.0ft) setback from the a side lot line for a single detached dwelling when:</p> <ul style="list-style-type: none"> <li>a) The 0.0m (0.0ft) setback is located next to the minimum 2.4m (7.9ft) side setback of the adjacent lot; and</li> <li>b) A Right-of-Way Easement with a minimum width of 1.5m is registered against Title of the adjacent site that provides for: <ul style="list-style-type: none"> <li>i. The encroachment of eaves from the subject dwelling into the easement a maximum distance of 0.6m (2.0ft);</li> <li>ii. The encroachment of the footing of the subject dwelling into the easement a maximum distance of 0.6m (2.0ft);</li> <li>iii. A drainage swale, constructed to the satisfaction of the City of Fort Saskatchewan; and</li> <li>iv. Permission to access the easement area for maintenance of both properties.</li> </ul> </li> </ul>		
<b>Principal Building Height</b>	Two and one half (2 ½) storeys not to exceed 10.0m (32.8ft) maximum		
<b>Site Coverage</b>	45% maximum for principal building over one storey, excluding decks		
	50% maximum for principal building of one storey, excluding decks		
	50% maximum for all buildings and structures where principal building is over one storey		
	55% maximum for all buildings where principal building is one storey		
<b>Density</b>	Maximum of one dwelling unit per site		

#### **9.12.6 Additional Development Regulations for DC(A)-07:**

- a) All development and uses within this Land Use District are subject to the applicable provisions of Part 4 – General Regulations for all Land Use Districts, Sections 5.1 to 5.13 of Part 5 – Residential Land Use Districts, Part 11 – Parking and Loading, and Part 12 – Signs.
- b) The Developer’s architectural controls shall require all dwellings within the DC(A)-07 District to be designed and constructed to high architectural quality and provide for variety and visual interest within the development that differentiates from adjacent developments. In order to translate the savings in land costs facilitated by this District into improved quality and aesthetics, architectural controls outlining equivalently priced upgrades to the exterior of dwellings within the DC(A)-07 District will be developed collaboratively between the Developer and the Subdivision Authority. Upgraded elements may include, but are not limited to: façade design, materials, textures, colours, rooflines, windows, doors, and decorative detailing.
- c) All applications for Development Permits within the DC(A)-07 District shall demonstrate façade design and architectural elements in accordance with the approved architectural controls, to the satisfaction of the Development Authority.
- d) No less than 50% of the side yard shall be landscaped with soft landscaping elements such as trees, shrubs, plants, lawns, and ornamental plantings.
- e) The Development Authority shall have the ability to vary the DC(A)-07 District regulations in accordance with Section 3.3 of this Bylaw.
- f) The front façade of the principal building shall be designed in such a matter that:
  - i. The attached garage shall not protrude more than 1.0m (3.3ft) past the front entrance to the dwelling unit;
  - ii. The garage shall account for no more than 72% of the building width; and
  - iii. The minimum site width is no less than 10.93m (35.9ft).

**DC(A)-07**  
**S.E.1/4 SEC.19-54-22-W.4**



 **SUBJECT AREA**

## 5.21 RC – Comprehensively Planned Residential District

### <sup>13</sup>5.21.1 RC Purpose

This District is generally intended to accommodate a range of dwelling forms and flexibility in the design and development of a neighbourhood not exceeding a maximum density of 35 dwelling units per net residential hectare. Development in this District may require a Neighbourhood Design Concept setting out the mix of land uses, lot sizes, housing types, streetscapes, relationships of buildings and architectural form and character.

### 5.21.2 RC Permitted and Discretionary Uses

#### **RC Permitted Uses:**

- Accessory development
- Duplex dwelling
- Home office
- Identification Sign
- Multi-attached dwelling
- Secondary suite dwelling\*
- Semi-detached dwelling
- Single detached dwelling

#### **RC Discretionary Uses:**

- Bed and breakfast
- Community garden
- Day care facility (limited)
- Group home (limited)
- Home business
- Show home
- Temporary sales centre

\*Subject to regulations in Section 4.35 Secondary Suites.

### 5.21.3 RC Site Subdivision Regulations for Single Detached Dwellings and Duplex Dwellings

	Interior Site	Corner Site
Site Area	309.4m <sup>2</sup> (3,330.4ft <sup>2</sup> ) minimum	342.4m <sup>2</sup> (3,685.6ft <sup>2</sup> ) minimum
Site Width	9.1m (29.9ft) minimum	10.6m (34.8ft) minimum
Site Depth	34.0m (111.5ft) minimum	

<sup>13</sup> C19-14

#### 5.21.4 RC Site Subdivision Regulations for Semi-Detached Dwellings

	Interior Site	Corner Site
<b>Site Area</b>	238.0m <sup>2</sup> (2,561.8ft <sup>2</sup> ) minimum	271.0m <sup>2</sup> (2,917.0ft <sup>2</sup> ) minimum
<b>Site Width</b>	7.3m (24.0ft) minimum	9.1m (30.0ft) minimum
<b>Site Depth</b>	34.0m (111.5ft) minimum	

#### 5.21.5 RC Site Development Regulations for Single Detached, Duplex and Semi-Detached Dwellings

	Interior or Corner Site	
<b>Front Yard Setback</b>	Front Yard*	3.0m (9.8ft) minimum with a lane
		<sup>1</sup> 4.5m (14.7ft) maximum with a lane
		*Where a semi-detached dwelling has front vehicular access to one unit and rear vehicular access via a lane to the other unit, the front yard setback for the unit with lane access may be increased to a maximum of 7.0m (23.0ft)
	Flanking Yard	6.0m (19.7ft) minimum without a lane
		7.0m (23.0ft) maximum without a lane
<b>Rear Yard Setback</b>	8.0m (26.2ft) minimum	3.0m (9.8ft) minimum on a corner site
		4.5m (14.8ft) maximum on a corner site
<b>Side Yard Setback</b>	<sup>2</sup> 1.5m (4.9ft) minimum	

<sup>1</sup> C19-14

<sup>2</sup> C19-14

### 5.21.5 RC Site Development Regulations for Single Detached, Duplex and Semi-Detached Dwellings

	Interior or Corner Site
<b>Principal Building Height</b>	<p>For single detached and duplex dwellings: Two and one half (2 ½) storeys not to exceed 10.0m (32.8ft) maximum</p> <p>For semi-detached dwellings: Three storeys not to exceed 11.0m (39.4ft) maximum. A maximum differential of one storey shall be allowed between adjacent sites.</p>
<b>Site Coverage</b>	<p>45% maximum for principal building over one storey, excluding decks</p> <p>50% maximum for principal building of one storey, excluding decks</p> <p>52% maximum for all buildings and structures where principal building is over one storey</p> <p>57% maximum for all buildings and structures where principal building is one storey</p>
<b>Density</b>	<p>For single detached dwellings: maximum of one dwelling unit per site, plus one secondary dwelling unit where permitted</p> <p>For semi-detached dwellings: maximum of one dwelling unit per site</p> <p>For duplex dwellings: maximum of two dwelling units per site</p>

#### 5.21.6 RC Site Subdivision Regulations for Multi-Attached Dwellings

	Interior Site	Corner Site
<b>Site Area</b>	187.0m <sup>2</sup> (2,011.9ft <sup>2</sup> ) minimum	271.0m <sup>2</sup> (2,917.0ft <sup>2</sup> ) minimum
<b>Site Width</b>	5.5m (18.0ft) minimum for an Internal unit  7.0m (23.0ft) minimum for an End unit	8.5m (27.9ft) minimum
<b>Site Depth</b>	34.0m (111.5ft) minimum	

#### 5.21.7 RC Site Development Regulations for Multi-Attached Dwellings

	Interior or Corner Site	
<b>Front Yard Setback</b>	Front Yard**	3.0m (9.8ft) minimum with a lane  4.5m (14.8ft) maximum with a lane  **Where a multi-attached dwelling has front vehicular access to one or more dwelling units and rear vehicular access via a lane to other units, the front yard setback for units with lane access may be increased to a maximum of 9.0m (29.5ft)
		6.0m (19.7ft) minimum without a lane  7.0m (23.0ft) maximum without a lane
	Flanking Yard	3.0m (9.8ft) minimum on a corner site  4.5m (14.8ft) maximum on a corner site
<b>Rear Yard Setback</b>	8.0m (26.2ft) minimum	
	6.0m ( 19.6ft) minimum where a garage or carport is attached to the principal building and is accessed from a lane at the rear of the site	



#### 5.21.7 RC Site Development Regulations for Multi-Attached Dwellings

	Interior or Corner Site
<b>Side Yard Setback</b>	<sup>1</sup> 1.5m (4.9ft) minimum
<b>Principal Building Height</b>	Three storeys not to exceed 11.0m (39.4ft) maximum. A maximum differential of one storey shall be allowed between adjacent sites.
<b>Site Coverage</b>	45% maximum for principal building
	52% maximum for all buildings and structures
<b>Density</b>	Maximum of one dwelling unit per site

#### 5.21.8 Additional Development Regulations for RC

- (a) All development and uses within this Land Use District are subject to the applicable provisions of Part 4 – General Regulations for all Land Use Districts, Sections 5.1 to 5.13 of Part 5 – Residential Land Use Districts, Part 11 – Parking and Loading, and Part 11 – Signs; and
- (b) No vehicular access to the street shall be permitted from the front yard when a rear lane is provided.

#### 5.21.9 Site Planning and Design Standards for RC

- (a) Development in this District shall generally follow a Neighbourhood Design Concept for the area which sets out the mix of land uses, housing types, streetscapes, relationships of buildings and architectural form and character; and
- (b) Neighbourhood Design Concepts shall demonstrate compliance with the following principles of urban design, to the satisfaction of the Development Authority:
  - i. Design sites and buildings with people as the primary focus and with setbacks that are generally consistent with existing adjacent development;
  - ii. <sup>2</sup>Create animated, active streetscapes with interesting building facades and human-scale building and setbacks, particularly at the street level. Use upper-storey setbacks to minimize the mass and shading of multi-storey buildings and provide additional design features on the first two storeys;

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<sup>1</sup> C19-14

<sup>2</sup> C19-14

- iii. Avoid blank facades and provide articulation or additional design features to break up long solid walls;
- iv. Create appropriate transitions in building scale and height to adjacent areas of lower intensity;
- v. Locate building entrances to connect directly with the public street network and clearly articulate building entrances through design and landscaping features;
- vi. Design sites and buildings that allow for convenient, universal access and have clear signage;
- vii. Promote pedestrian comfort with appropriate landscaping, furniture, weather protection and buffers from vehicular traffic;
- viii. Design for active and alternative transportation by providing convenient access to buildings from transit stops, and including bicycle parking and mid-block pedestrian connections where appropriate;
- ix. Design sites and buildings to facilitate social interaction by including patios, courtyards, plazas and sidewalk amenity space to the extent reasonably feasible, to enliven the public or semi-public realm;
- x. Design sites and buildings for visual interest and maximum use in different seasons and at different times of the day;
- xi. Locate vehicle parking, access and service areas to minimize their impact on pedestrians, surrounding properties and the public realm by:
  - a. Minimizing the width of driveways and curb cuts across sidewalks;
  - b. Providing underground parking where possible and locating surface parking to the side or rear of buildings;
  - c. Locating loading or other service areas to the side or rear of buildings and buffering or screening these areas; and
  - d. Integrating service connections, vents, mechanical rooms and equipment within the architectural treatment of buildings to the maximum extent feasible.
- xii. Ensure that parking areas, service areas and public spaces are well-lit and visible from other locations and clearly signed if they are not visible from the public street.

**<sup>3</sup>5.21.10**

a) Notwithstanding the above site development regulations, where a dwelling constructed prior to the adoption of this Bylaw (as amended) has a 1.2m (3.9ft) minimum side yard setback, it shall be considered to be in conformity with the Land Use Bylaw; and

(b) Notwithstanding the above site development regulations, where a dwelling is to be constructed on a site located in a subdivision with an application received and deemed complete prior to the adoption of this Bylaw (as amended), it may be constructed with a 1.2m (3.9ft) side yard.

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<sup>3</sup> C19-14

## 5.17 R3 – Small Lot Residential District

### 5.17.1 R3 Purpose

This District is generally intended to accommodate single detached dwellings and accessory uses on small lots.

### 5.17.2 R3 Permitted and Discretionary Uses

#### R3 Permitted Uses:

- Accessory development
- Home office
- Single detached dwelling
- Secondary suite dwelling\*
- Swimming pool

#### R3 Discretionary Uses:

- Bed and breakfast
- Community garden
- Day care facility (limited)
- Group home (limited)
- Home business
- Show home
- Temporary sales centre

\*Subject to Regulations in Section 4.35 Secondary Suites.

### 5.17.3 R3 Site Subdivision Regulations

	Interior Site	Corner Site
<b>Site Area</b>	374.0m <sup>2</sup> (4,024.0ft <sup>2</sup> ) minimum	435.2m <sup>2</sup> (4,684.6ft <sup>2</sup> ) minimum
<b>Site Width</b>	11.6m (38.0ft) minimum	11.8m (42.0ft) minimum
<b>Site Depth</b>	34.0 (111.6ft) minimum	

#### 5.17.4 R3 Site Development Regulations

	Interior Site	Corner Site	
<b>Front Yard Setback</b>	6.0m (19.7ft) minimum  7.0m (23.0ft) maximum	Front	6.0m (19.7ft) minimum  7.0m (23.0ft) maximum
		Flanking	3.0m (9.8ft) minimum  4.5m (14.8ft) maximum
<b>Rear Yard Setback</b>	8.0m(26.2ft) minimum  <sup>1</sup> 6.0m (19.6ft) minimum where a garage or carport is attached to the principal building and is accessed from a lane at the rear of the site		
<b>Side Yard Setback</b>	1.5m (4.9ft) minimum		
<b>Principal Building Height</b>	Two and one half (2 ½) storeys not to exceed 10.0m (32.8ft) maximum		
<b>Site Coverage</b>	45% maximum for principal building over one storey, excluding decks		
	50% maximum for principal building of one storey, excluding decks		
	50% maximum for all buildings and structures where principal building is over one storey  55% maximum for all buildings and structures where principal building is one storey		
<b>Density</b>	Maximum of one dwelling unit per site, plus one secondary suite dwelling where permitted		

#### 5.17.5 Additional Development Regulations for R3:

- (a) All development and uses within this Land Use District are subject to the applicable provisions of Part 4 – General Regulations for all Land Use Districts, Sections 5.1 to 5.13 of Part 5 – Residential Land Use Districts, Part 11 – Parking and Loading, and Part 11 – Signs;

<sup>1</sup> C19-14

- (b) <sup>2</sup> Subject to Section 1.3.4, where a dwelling constructed prior to the adoption of this Bylaw has a 1.2m (3.9ft) minimum side yard setback, it shall be considered to be in conformity with the Land Use Bylaw;
- (c) <sup>3</sup> Subject to Section 1.3.4, where a dwelling is to be constructed on a site located in a subdivision with an application received and deemed complete prior to the adoption of this Bylaw, it may be constructed with a 1.2m (3.9ft) side yard; and
- (d) <sup>4</sup> Subject to Section 1.3.5, where a dwelling constructed prior to the adoption of this Bylaw exceeds the maximum front yard setback, it shall be considered to be in conformity with the Land Use Bylaw.

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<sup>2</sup> C19-14

<sup>3</sup> C19-14

<sup>4</sup> C19-14

## **8.7 PR – Parks and Recreation District**

### **8.7.1 PR Purpose**

This District is intended to provide for parks, open space and natural areas with minor accessory developments to serve the active and passive recreational needs of the community.

### **8.7.2 PR Permitted and Discretionary Uses in the PR District**

#### **PR Permitted Uses:**

- Accessory development
- Community service facility
- Fascia sign
- Freestanding sign
- Identification sign
- Indoor recreation facility
- Natural conservation use
- Outdoor recreation facility
- Park
- Projecting sign
- Public facility

#### **PR Discretionary Uses:**

- Campground
- Communication tower
- Community garden
- Eating and drinking establishment
- Eating and drinking establishment (limited)
- Those uses which, in the opinion of the Development Authority, are similar to a permitted or discretionary use and which conform to the general purpose and intent of this District.

### **8.7.3 PR Site Subdivision Regulations**

	<b>Interior or Corner Site</b>
Site Area	At the discretion of the Development Authority
Site Width	At the discretion of the Development Authority
Site Depth	At the discretion of the Development Authority

#### 8.7.4 PR Site Development Regulations

	Interior Site	Corner Site
Front Yard Setback	6.0m (19.7ft) minimum	Front: 6.0m (19.7ft) minimum  Flanking: at the discretion of the Development Authority
Rear Yard Setback	8.0m (26.2ft) minimum	
Side Yard Setback	3.0m (9.8ft) minimum	
Building Height	14.0m (45.9ft) maximum	
Site Coverage	40% maximum	

#### 8.7.5 Additional Development Regulations for PR

- (a) All development and uses within this Land Use District are subject to the applicable provisions of Part 4 - General Regulations for all Land Use Districts, Sections 8.1 to 8.4 of Part 8 – Institutional Land Use Districts, Part 11 - Parking and Loading, and Part 12 – Signs;
- (b) The Development Authority may modify the parking standards for development in the PS – Public Service District set out in Part 11 - Parking and Loading; and
- (c) Development design, siting, landscaping, screening and buffering shall minimize and compensate for any objectionable aspects or potential incompatibility with development in abutting Land Use Districts; and the Development Authority may modify the site development regulations in Section 8.7.4 above in order to achieve this compatibility.



# SOUTHFORT

Strata Development Corp.

Scale 1:3000





# CITY OF FORT SASKATCHEWAN

## Heritage Centre Project

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### Motion:

That Council consider the Heritage Centre Project and budget dollars associated with the construction and operation of the facility.

### Purpose:

The purpose of this report is to determine the next steps with regard to the Heritage Centre Project.

### Background:

At the January 13, 2015 regular Council meeting, Councillor Hennig gave notice that he would cause to be introduced at the January 27, 2015 regular Council meeting a motion that Council consider the Heritage Centre Project and budget dollars associated with the construction and operation of the facility.

During discussions of the previous Council, the timing of projects on the 10 Year Capital Plan were reconsidered, resulting in the Heritage Centre being moved ahead for planning in 2014, and construction in 2015 and 2016. Based on this direction, Administration proceeded with the Heritage Centre Project. Project funding was to be by way of Municipal Sustainability Initiative (MSI) Grant funding, as opposed to debenture funding. If Council, at this time, wishes to reprioritize the timing of the Heritage Centre Project, they have the ability to do so. Further, should Council decide to cancel the project, MSI funding could and would be reallocated to another Capital Project, to be determined at a later date.

On a number of occasions, the Heritage Centre Project has been reviewed by Council with respect to the budget, concept, and location. Those discussions and the decisions made resulted in the Heritage Centre being located in Legacy Park, with an associated construction cost of \$7,956,800, as per the 2015 budget.

The Capital and Operating cost breakdown is as follows:

#### Phase 1:

2014-16 Building	\$6,281,800
2016 - Fixtures, Furniture and Equipment, and exhibit to current service level	\$ 500,000
2016- Building landscaping, courtyard	\$ 300,000

#### Phase 2:

2016 - Parking, road connection	\$ 875,000
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<b>Total Project Budget</b>	<b>\$7,956,800</b>
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The net Operating cost (after revenue) for creating a “destination with full programming” was estimated at \$520,000. During the budget process, Council was informed that net Operating costs could be reduced to \$310,000 for a basic “keep the lights on” service level; or \$400,000 for “partial programming”.

**Next Steps:**

As noted below, there are a number of potential resolutions which have been prepared for Council's consideration. This will help to determine and clarify the next steps for the Heritage Centre Project.

**Alternatives:**

1. That Council proceed with the Heritage Centre Project, as approved in the 2015 budget.
2. That the Heritage Centre Project be considered upon completion of the Recreation Master Plan.
3. That Council delay the Heritage Centre Project, and be considered during the 2016 budget.
4. That Council cancel the Heritage Centre Project, by rescinding Council Resolution #42-14, which states: "That Council approve the proposed site location of the new Interpretative Centre building and parking lot on Lot 2, Plan 9221716, specifically on the West portion of Legacy Park, between 100 Street and 100 Avenue and the Legacy Park utility road; and the general building design concept of the new Interpretive Centre."
5. That Council:
  - a) Delay the Heritage Centre Project to the latter of the 10 Year Capital Plan.
  - b) Authorize Administration to prepare a report for Council's consideration regarding the reallocation of MSI Grant funds, which had been allocated to the Heritage Centre Project.

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Prepared by:	Sheryl Exley Legislative Officer	Date: January 22, 2015
Approved by:	Brenda Molter Director, Legislative Services	Date: January 22, 2015
Approved by:	Brenda Rauckman General Manager, Corporate & Protective Services	Date: January 22, 2015
Reviewed by:	Kelly Kloss City Manager	Date: January 22, 2015
Submitted to:	City Council	Date: January 27, 2015