

Schedule A

Fort Saskatchewan

SOUTHFORT

Area Structure Plan

Bylaw C4-19

May 28, 2019



CITY OF
FORT SASKATCHEWAN
ALBERTA

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EXECUTIVE SUMMARY

The Southfort Area Structure Plan (ASP) provides land uses, access and servicing, and policy direction for a 700 hectare (1700 ac) area on the southeast side of Fort Saskatchewan that will ultimately accommodate a population of 18,300 – 21,000. The principles and objectives established in the Plan will guide the location, intensity and character of land uses, as well as circulation patterns within the neighborhood until fully developed.

The Plan complies with the Municipal Government Act, and is based on policy guidance from the Municipal Development Plan, Community Sustainability Plan, previous Southfort Area Structure Plan, the Edmonton Metropolitan Region Growth Plan, and other significant policy documents.

As this ASP was approved under the Capital region Board's Growth Plan, the density target remains unchanged for greenfield development within this ASP area. The 2019 amendment to the ASP does not propose changes to the density of the ASP, and falls outside of the submission criteria defined by the Regional Evaluation Framework 2.0. These amendments did not require review and approval by the Edmonton Metropolitan Region Board.

Key Elements of the Southfort area include:

- An assortment of residential housing types and densities;
- A variety of commercial sites including a regional commercial power centre, vehicle oriented shopping centre, vehicle oriented commercial sites, neighbourhood service nodes, and a proposed residential mixed use site;
- Five school sites to accommodate six schools based on the needs of Elk Island Public Schools, Elk Island Catholic Schools, and the Fort Saskatchewan Christian School;
- Fort Saskatchewan Community Hospital, completed in 2012;
- Dow Centennial Centre (DCC), a major recreation/cultural facility completed in 2003;
- The Fort Saskatchewan Correctional Centre;
- The Protective Services Buildings (PSB);;
- An interconnected walkway system that links the major open space areas with the City's trail systems; and
- General water, sanitary and storm water servicing schemes required to efficiently service the neighborhood.



2013 Update – Population Estimates:

- 5500 – 6500 new dwelling units, totalling 7300 – 8400 dwelling units
- 13,600 – 16,300 new residents, totalling 18,300 – 21,000 residents

The population estimate of 18,300 – 21,000 people is lower than the 2003 estimate of 23,700 people. This is largely attributed to population trends, where fewer people are occupying a dwelling unit than estimated in 2003, according to the 2012 Municipal Census. Development estimates are summarized in **Appendix A**.

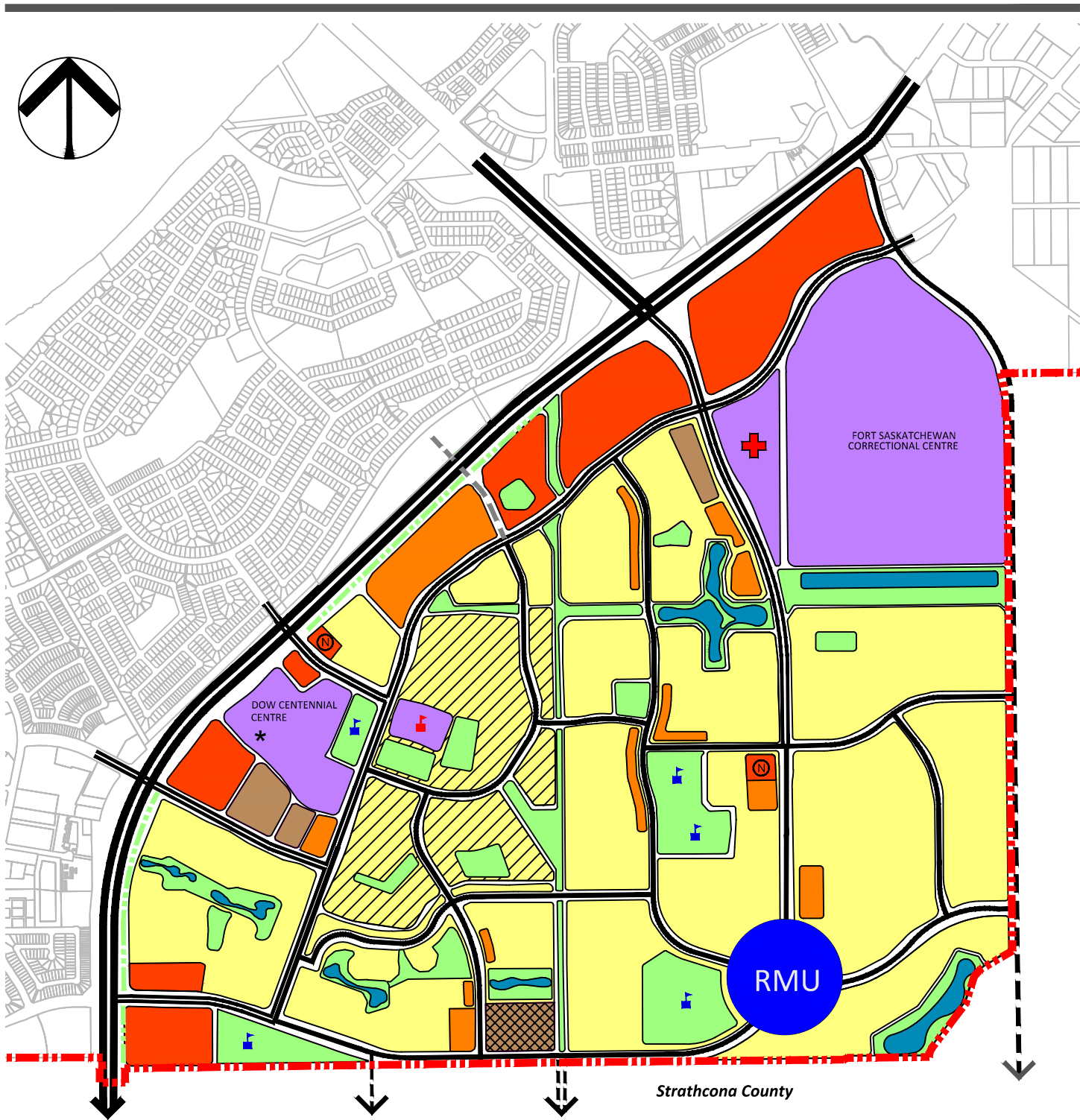
The Plan is sensitive to the existing developed areas, and sets forth goals and objectives for development of the remaining area. The Plan is intended to be flexible in implementation. Specific details of site design, minor circulation patterns and lot layout, will be determined through subsequent Outline Plans, subdivision plans, and development permits.

2019 Update – Population Estimates:

- 3,543 – 4,251 new dwelling units, in addition to 3,238 current dwelling units
- 8,858 – 10,628 new residents, in addition to 7,277 current residents

The decrease in the population estimate is due to the land use reconfiguration and loss of residential land to accommodate a high school site. Density per net residential hectare remains unchanged.





Land Use Concept Plan City of Fort Saskatchewan Southfort Area Structure Plan

- - - - - Municipal Boundary
- * Park & Ride Site
- ||||| Urban Forest Corridor

- Low Density Residential
- Estates Residential
- Medium Density Residential
- High Density Residential
- High Density Street Oriented Mixed Use
- Residential Mixed Use
- Park
- f Potential School Site
- f Potential Private School Site

- Storm Water Management Facility
- Commercial
- N Neighbourhood Service
- Institutional
- Freeway
- Arterial
- Potential Arterial
- Collector
- Potential Collector
- Optional Collector



Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.

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1.0 INTRODUCTION AND BACKGROUND

1.1 Introduction

Strong economic growth in the Edmonton Metropolitan Region and northern Alberta has increased the demand for new housing, commercial, and institutional development in Fort Saskatchewan. The City's primary locations for new growth within greenfield areas include the Southfort and Westpark communities.

The objective of the Southfort Area Structure Plan (the Plan) is to provide a framework for development of a primarily residential neighbourhood that is attractive, sustainable, complete, and complementary to Fort Saskatchewan.

The Plan complies with the Municipal Government Act, and is based on policy guidance from the Municipal Development Plan, Community Sustainability Plan, previous Southfort Area Structure Plan, the Edmonton Metropolitan Region Growth Plan, and other significant policy documents. The Plan is also heavily influenced by public and stakeholders input.

1.2 Plan approval and subsequent amendments

The Southfort Area Structure Plan was originally approved by Resolution #9-61231 on July 25, 1979. Significant updates to reflect community developments occurred in 1986, 2003, 2013, and 2019. The objectives of the Plan are to:

- Provide a comprehensive summary of the development objectives for the Southfort area;
- Incorporate the objectives and principles of previously approved policy documents;
- Provide the City of Fort Saskatchewan with a statutory framework to guide future decisions on redistricting and subdivision of lands in Southfort.



The 2019 updates were completed to primarily address the requirement of an additional school site. The updates also reflect provisions for adequate amounts of lands for green spaces, and recreational amenities. These changes reflect the feedback received from the school boards and City departments including Public Works and Recreation.

The 2019 update redistributed the allocation of open spaces in the Southfort Ridge and Southfort Meadows neighbourhoods. Residential density in the ASP area remains unchanged. There is a reallocation of proposed low density, medium density, and high density land uses in the southwest portion of the ASP area to maintain the overall ASP density.

The 2019 amendments were completed to:

- Identify service nodes as a commercial land use on the Land Use Concept for clarity;
- Increase the number of potential schools from five to six meet the needs of the Elk Island Public Schools and Elk Island Catholic School Boards;
- Reallocate land uses in the southwest portion of the ASP to accommodate a 6.9 ha (17.1 ac) potential school site along Southridge Boulevard without changing the residential density of the ASP;
- Reclassify Southridge Drive east of Southfort Drive and 94 Street south of Sienna Boulevard as a collector road to align with the Southfort Area Structure Plan Transportation Study, and the Addendum to the Southfort Area Structure Plan Transportation Study;
- Identify potential southbound arterial and collector roads along Southridge Boulevard to align with the Southfort Area Structure Plan Transportation Study;
- Relocation of a proposed storm water management facility in the southwest portion of the ASP along Greenfield Link;
- Relocate and re-categorize a high density residential site along Southfort Boulevard to a high density residential mixed use street oriented site in the southwest portion of the ASP along Greenfield Link;



- Reallocate a medium density residential development in the southwest portion of the ASP;
- Figures are updated to reflect the changes in the Land Use Concept; and
- Appendix A - Development Estimates are updated to reflect the above updates.

In 2013, updates were completed to reflect Fort Saskatchewan's current status and future direction, and to ensure consistency with the principles and policies of the Municipal Development Plan, Community Sustainability Plan, and Capital Region Growth Plan. The 2013 Updates did not introduce any new land supply within Fort Saskatchewan, but rather redistributed and refined future land uses within undeveloped portions of the previously planned area. Future development of these undeveloped lands will align with the goals and objectives of previously approved statutory documents.

The 2013 amendments were completed to incorporate:

- Municipal Development Plan (MDP), approved in 2010;
- Community Sustainability Plan (CSP), approved in 2009;
- Growing Forward: The Capital Region Growth Plan, approved in 2010;
- Increased residential densities and demand for housing diversity;
- Incorporation of a Residential Mixed Use site;
- Realignment of road network patterns;
- Reduced number of potential schools from seven to five to reflect population and development trends, and consultation with Elk Island Public and Catholic School representatives;
- Dedication of a 7.4 hectare (18.3 acre) parcel near the Dow Centennial Centre for the new Royal Canadian Mounted Police detachment;
- Completion of the Fort Saskatchewan Community Hospital in 2012; and
- Incorporation of three new commercial sites adjacent to Highway 21, based on Council direction.

The 2003 amendments were completed to incorporate;

- Reflect the Strathcona County Boundary Accord and municipal boundary adjustment;
- Realignment of circulation patterns;



- Redistribution of land uses, parks and open space;
- Provision of trail connectors throughout the Plan area;
- Reduced number of school sites from ten to seven to reflect population and development trends;
- Increased commercial use area; and
- Provision of a buffer and transition area between the Fort Saskatchewan Correctional Centre and residential uses.

1.3 Scope of the Plan

The Plan provides for the orderly staged development of the Southfort neighbourhood. The Plan specifies the intent for land use designations, residential density patterns, park and school dedications, major roadways and trail alignments, and utility requirements. Providing for residential and non-residential growth opportunities strengthens the municipality's residential, commercial, and recreational opportunities. Municipal requirements, approved statutory documents, input from landowners, consultation with school district representatives, and public consultation has been incorporated throughout the Plan.

The Land Use Concept map is schematic and intended to be flexible to permit well thought out neighbourhood design and diverse housing options. The Land Use Concept provides general locations for major land uses and transportation patterns. Precise locations, sizes, shapes, and land uses will be determined through subsequent detailed planning, including Outline Plans, redistricting applications, and subdivision applications.

1.4 Regional Context

Fort Saskatchewan is a vibrant economic and cultural hub located on the banks of the North Saskatchewan River. Home to more than 26,000 people the city boasts state of the art recreation, culture and historic amenities, including 50 km of outdoor trails, a performing arts theatre and fitness centre within the Dow Centennial Centre, and the 1875–1885 North West Mountain Police (NWMP) Fort representation in historic downtown. Strategically located within Alberta's Industrial Heartland, Fort Saskatchewan is poised to experience significant residential and industrial growth in the coming years. Fort Saskatchewan is bordered by the City of Edmonton, Strathcona County, and Sturgeon County. It is identified as part of the Metropolitan Area policy tier in the Re-imagine. Plan.



Build. Edmonton Metropolitan Region Growth Plan Approved in October 2017 and formed the majority of Priority Growth Area “G” in the former Capital Region Growth Plan approved in 2010.

1.5 Report Format

This report has been divided into seven sections. Sections one through three provides background information into the preparation of the Plan. Sections four to six describe the Plan, and outlines objectives and policies based upon existing statutory plans, the previous Area Structure Plan, and public and stakeholder input. The implementation process is described in section seven.

Appendix A is Development Estimates. **Appendix B** is the 2013 Survey Results. **Appendix C** is the 2019 Public Engagement Summary. **Appendix D** is the Addendum to the Southfort Transportation Study, and **Appendix E** is Amendments.



2.0 INFLUENCING FACTORS

2.1 General

In preparation of the Plan, natural and manmade factors were considered to identify potential influences over development.

2.2 Location and Context

The Plan area is comprised of approximately 700 hectares (1700 acres) of land located in the southeastern portion of Fort Saskatchewan (**Figure 1**). The Plan area is bound by Highway 15/21 to the north and west, and by Strathcona County rural land to the south and east. Across Highway 21 is Westpark, a developing residential neighbourhood.

2.3 Existing Land Use

The Plan area has been developing since the late 1970s, with a combination of residential densities, commercial, and institutional uses. At the time of the 2019 updates, approximately 70% of the gross developable area was developed or zoned for development. Development had primarily occurred in the north and southwest portions of the Plan area. Vehicle oriented commercial centres are situated along the northern boundary of the Plan area, adjacent to Highway 21. A small amount of neighbourhood level commercial also exists along Highway 21.

At the time of the 2019 amendments, over 2,500 parcels were districted residential, according to the City of Fort Saskatchewan's Geographic Information Systems data. The following Table provides an estimate of how residential lots were divided among Land Use (Bylaw C10-13) districts at the time of the updates.



RESIDENTIAL LAND USE DISTRICTS		LOTS	%
R1	Large Lot Residential District	0	0.0
R2	Medium Lot Residential District	0	0.0
R3	Small Lot Residential District	648	25.7
R4	Lane Lot Residential District	110	4.4
R5	Semi-Detached and Duplex Residential District	90	3.6
RE	Residential Estate Lot District	225	8.9
RC	Comprehensively Planned Residential District	1227	48.6
RML	Low Density Multiple Residential District	24	1.0
RMM	Medium Density Multiple Residential District	5	0.1
RMH	High Density Multiple Residential District	2	0.0
RHR	High Rise Residential District	0	0.0
DC(A)-02	Direct Control – Residential (Southfort Gate – South Side)	104	4.1
DC(A)-05	Direct Control – Multi-Attached Residential (Sienna)	52	2.1
DC(A)-06	Direct Control – Residential (SouthPointe Stage 7)	39	1.5
TOTAL		2526	100

Commercial amenities are primarily located along Highway 21, and consisted mostly of large vehicle oriented retailers. The expansive parking lots provide opportunities for commercial intensification.

Three major institutional uses provide services and employment opportunities in Southfort.

The Fort Saskatchewan Correctional Centre was relocated from downtown to the Southfort neighbourhood in 1986. A 120 metre (394 feet) City owned storm water pond provides a buffer between the Correctional Centre and the residential neighbourhood to the south. The Correction Centre Facility site is 63.8 hectares (157.7 acres).

The Fort Saskatchewan Community Hospital is located west of the Correction Centre. The hospital opened in 2012, and is located on a 10.3 hectares (25.5 acre) site. .

The Dow Centennial Centre (DCC) site is 18.76 hectares (46.4 acres) in total area. The Dow Centennial Centre (DCC) opened in 2003 and provides a state of the art performing arts theatre and recreational facility serving the community



and region. The DCC site includes the Protective Services Building (PSB), St. Andre Bessette Catholic High School, Taurus Field, and a park and ride facility.

Approximately 39.8 hectares (98.4 acres) were zoned PR - Parks and Recreation within the Plan area at the time of the 2019 updates.

Figure 2 demonstrates Land Use district patterns, at the time of the 2019 updates.



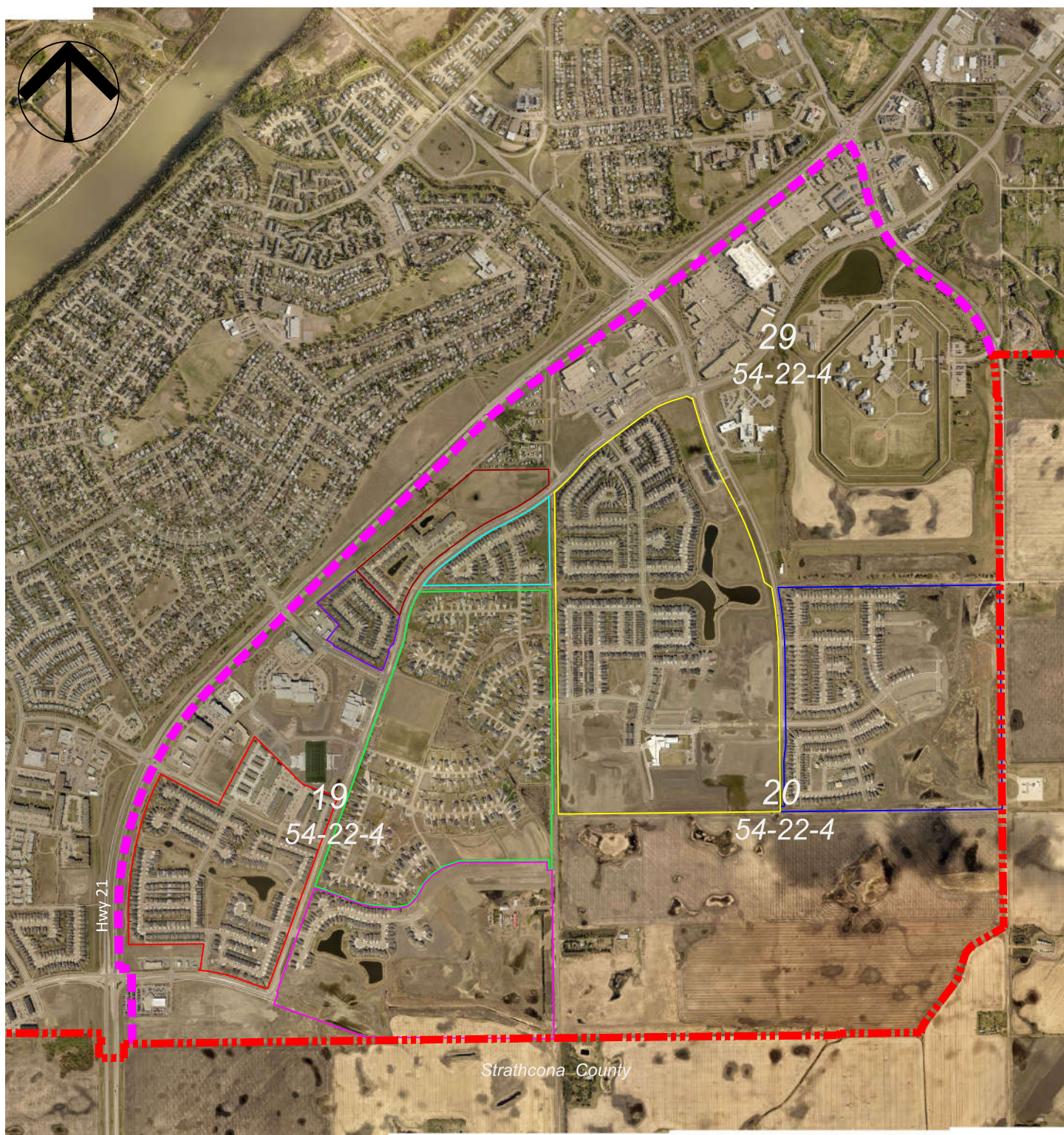


Figure 1.0 - Plan Area
City of Fort Saskatchewan
Southfort Area Structure Plan

- | | |
|--|---|
| --- Plan Area | --- Southfort Heights |
| --- Municipal Boundary | --- Southfort Village |
| --- Southfort Ridge | --- Southfort Bend |
| --- Southfort Meadows | --- SouthPointe |
| --- Southfort Estates | --- Sienna |

Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.



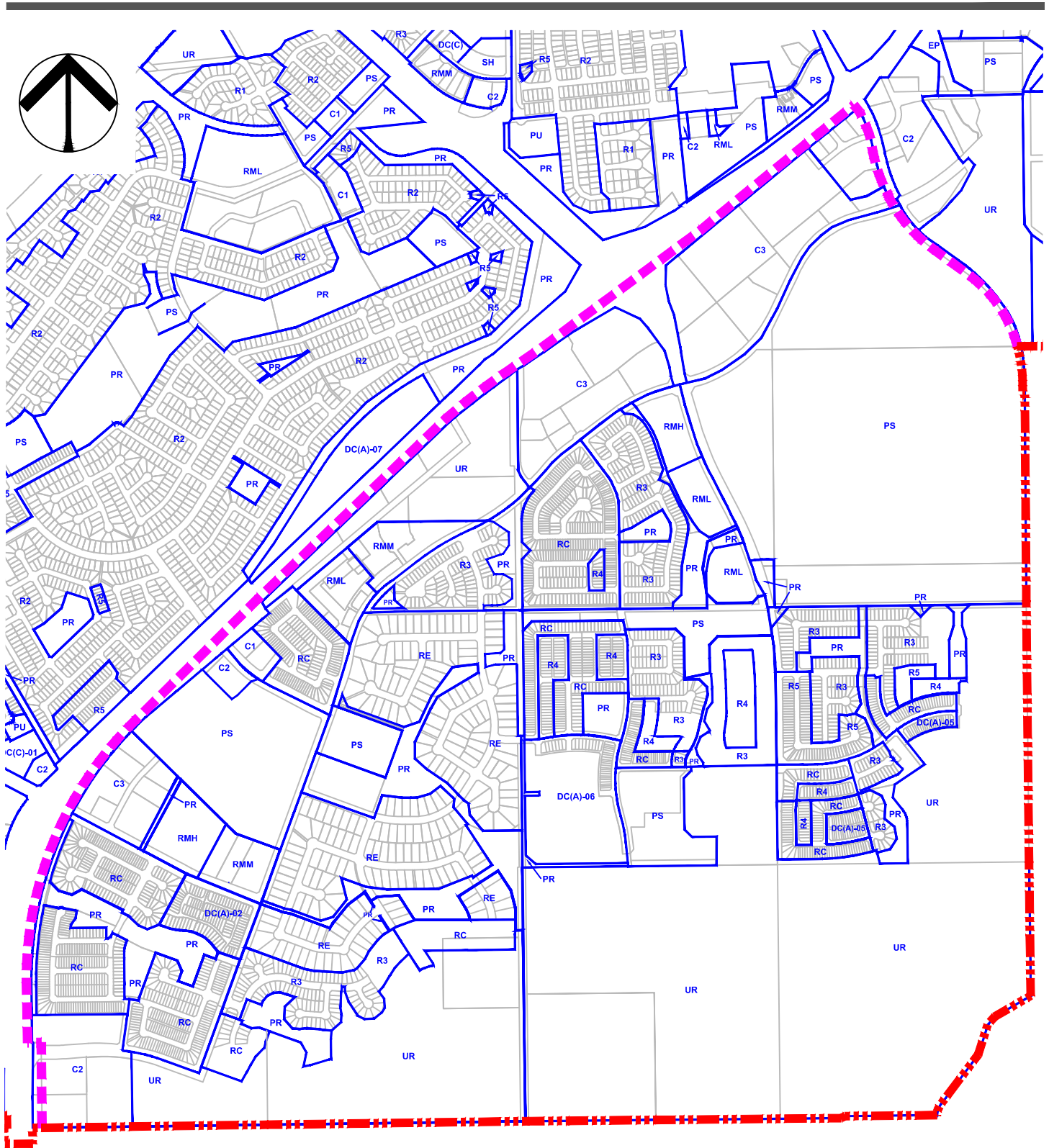


Figure 2.0 - Land Use Zoning Plan

City of Fort Saskatchewan

Southfort Area Structure Plan

(Refer to the Land Use Bylaw for zoning information)

- Plan Area
- Municipal Boundary



Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is also dependant upon provincial funding.

2.4 Vegetation

The undeveloped portion of the Plan area is mainly cultivated farmland, with a few small tree stands located adjacent to farmsteads and along internal roads. Wherever possible, existing tree stands and wetlands should be preserved and incorporated into the community.

2.5 Soils

Soils within the Plan area have been evaluated using the Soil Survey of Edmonton map sheet 83-H (1962). Soils throughout the area are Chernozemic in order and are predominantly Malmo Silty Clay Loam with a transition to 60% Peace Hills Sandy Loam and 40% Penhold Loam following the highway. The predominant clay loam is described as an eluviated black soil developed on lacustrine material. Detailed geotechnical evaluation will be required with development applications as soils are known to vary. The water table is known to vary throughout the area and from year to year. Soil conditions are not expected to have severe limitations on development.

2.6 Topography

The Area Structure Plan area is characterized by gently undulating topography, with elevation differences of approximately 6 metres (20 feet) sloping to the northeast of the development area, an approximate slope of 0.2% from west to east (**Figure 3**). A significant portion of SE 20-54-22-W4 at the southeast corner of the Plan area slopes southeast. Topography is not expected to have severe limitations on development.



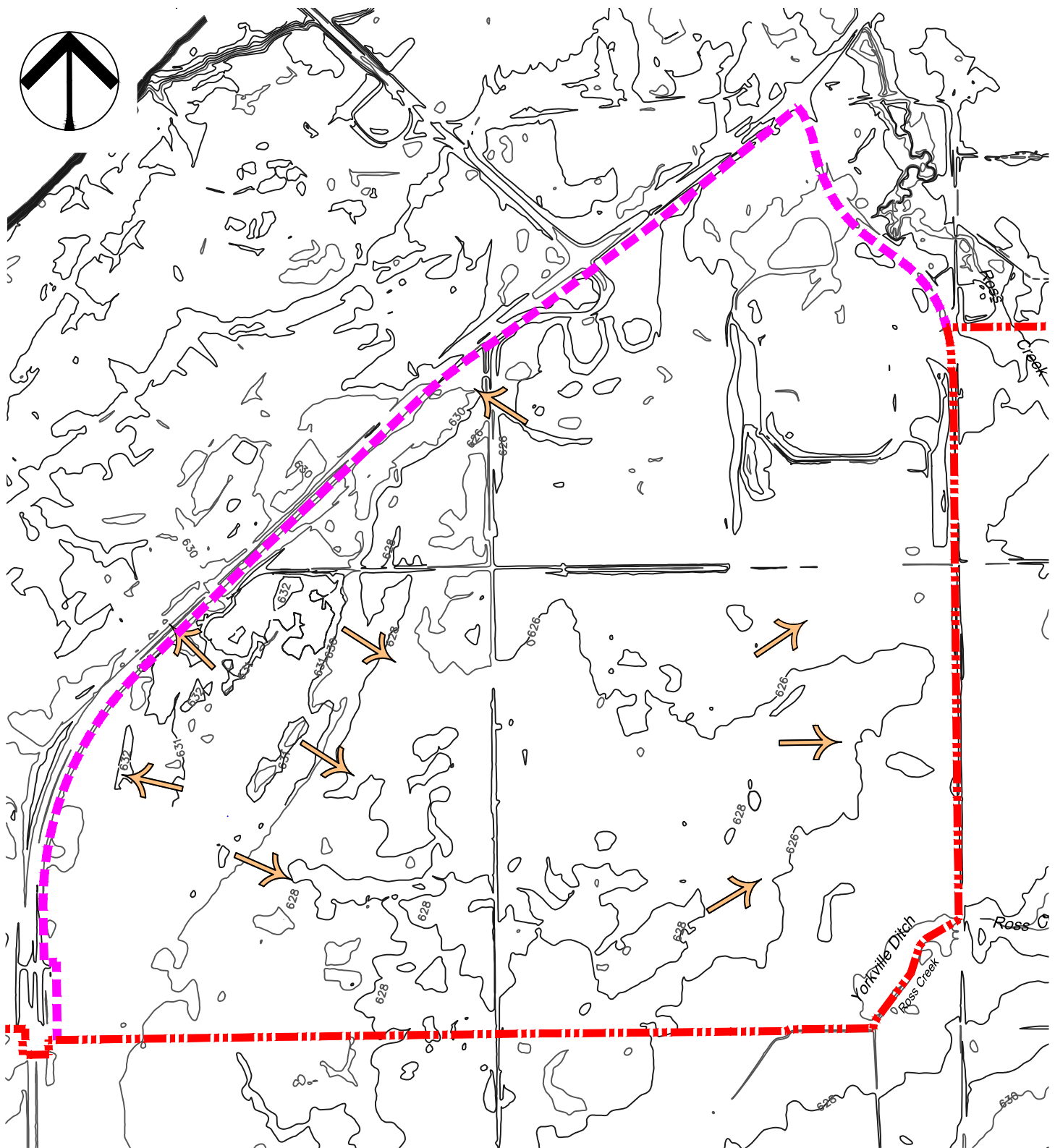


Figure 3.0 - Topography Plan

City of Fort Saskatchewan
Southfort Area Structure Plan

- Plan Area
- Municipal Boundary
- Direction of slope



Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.

2.7 Public Consultation

To reflect Fort Saskatchewan vision, Engaged People, Thriving Community, the 2013 and 2019 updates involved consultation with residents, developers, and various community stakeholders.

The 2019 updates reflect feedback provided from City departments, Elk Island Public Schools, and Elk Island Catholic Schools regarding green space allocation in the Southfort.

The following consultation events were hosted in preparation of the 2019 updates:

December 6, 2018 – Public Open House

May 28, 2019 – Public Hearing

At the time of 2013 updates, Southfort residents were invited to provide input through a survey that was distributed to every household. 109 residents completed the survey, the results of which are summarized in **Appendix B**. Feedback received was integrated throughout the plan, including in the formation of policies.

As the implementers of the Plan, developers were invited to multiple round table discussions. Through the collaborative approach, concerns were identified early in the process, and solutions were integrated into the final Plan.

School board representatives were consulted to determine future school site needs and preferences early in the Plan preparation process.

The following consultation events were hosted in preparation of the 2013 updates:

March 12, 2012 – Project initiation

May 1, 2012 – Round table consultation with Developers

July 5, 2012 – School board authorities' consultation

July 25, 2012 – Round table consultation with Developers

October 3 – October 31, 2012 – Surveys distributed to residents



November 23, 2012 – 1st Draft circulated

December 13, 2012 – Round table consultation with Developers

February 5, 2013 – 2nd Draft circulated to stakeholders, neighbouring municipalities/counties, and general public.

March 12, 2013 – Official Council direction received during Regular Council Meeting

June 11, 2013 – Public Hearing during Regular Council Meeting



3.0 POLICY CONTEXT

3.1 Policy Terms

This plan uses specific terminology within policies to ensure that they have clear intentions that are designed to be achieved through actions.

Require- these policies are compulsory obligations and must be met in order to receive City support for a proposal.

Encourage- these policies provide direction for what is expected. Proposals should be consistent with all applicable encourage policies in order to be supported by the City. Proposals that do not meet an applicable encourage policy must provide justification as to why the policy cannot be met.

Consider- these policies provide criteria for when actions may be suitable. Proposals that fall under a consider policy will be evaluated on a case-by-case basis and how they align with the goals and objectives of the plans.

3.2 General

The Southfort Area Structure Plan aligns with the goals and priorities of existing regional and municipal statutory documents.

3.3 Municipal Development Plan

The City's Municipal Development Plan (MDP) was adopted September 14, 2010 as Bylaw C16-10. The MDP is a policy document that provides the framework for the physical development of Fort Saskatchewan until 2030.

The MDP establishes Fort Saskatchewan's vision as

The Fort: Engaged People, Thriving Community

Relevant MDP policies to the Southfort Neighbourhood include:

6.0 Land Use



6.2 General Urban Area	
6.2.1	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 City.
6.2.2	Within each neighbourhood encourage a mix of dwelling unit types, schools, places of worship, recreational opportunities, and neighbourhood commercial uses.
6.2.3	Ensure that all new commercial uses have an orientation towards the surrounding neighbourhood, with emphasis on access by pedestrians, cyclists, and transit. These uses should be of a size and scale that is consistent with the surrounding residential uses.
6.2.4	Encourage commercial and professional uses oriented towards local neighbourhood markets to locate within the General Urban Area.
6.4 Developing Community Area	
6.4.1	Encourage amendments to the Southfort and Westpark ASPs that support the Capital Region Board density targets for Fort Saskatchewan and that provide high quality residential neighbourhoods with a variety of housing types and access to numerous local amenities.
6.4.2	In support of the Capital Region Board density targets, intensify the Southfort and Westpark areas by increasing the proportion of multiple family residential developments, and by discouraging vehicle-oriented commercial developments.
6.4.5	Require that new greenfield development follows an efficient and logical pattern of phasing.
6.4.6	Discourage Land Use Bylaw amendments that would result in leapfrog development.
6.4.7	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.
6.4.8	Review the Land Use Bylaw to ensure that new developments incorporate uses that contribute to neighbourhood completeness and diversity. Such uses may include a mix of dwelling unit types, schools, places of worship, recreational opportunities, and neighbourhood commercial uses.
6.4.9	Ensure that all new commercial uses have an orientation towards the surrounding neighbourhood, with emphasis on access by pedestrians, cyclists, and transit. These uses should be of a size and scale that is consistent with the surrounding residential uses.
6.4.10	Encourage commercial and professional uses oriented towards local neighbourhood markets to locate within the Developing Community Area, and consider residential and uses as part of these developments.
6.5 Residential Mixed Use Centre	
6.5.4	Encourage the development of Residential Mixed Use areas as major transit nodes within the City.
6.5.6	Support amendments to the Southfort Area Structure Plan (ASP) to facilitate the development of higher density residential and commercial uses in the location generally identified as a Residential Mixed Use Centre in the MDP



	Future Land Use Plan.
6.5.7	Consider additional areas for the Residential Mixed Use Centre designation as market demand warrants it.
6.6 Commercial	
6.6.1	Direct all highway commercial and vehicle-oriented commercial uses to those areas designated as Commercial.
6.6.2	Explore future infill opportunities to intensify low-density, vehicle-oriented commercial sites.
6.6.3	Discourage amendments to Area Structure Plans or the Land Use Bylaw to create new vehicle-oriented commercial uses outside of those areas included within the Commercial designation.
6.6.4	Encourage a high quality of building design in commercial areas, with buildings that are adaptable to different users over time.
6.6.5	Review the Land Use Bylaw to ensure that the appropriate range of commercial uses is available in each of the existing commercial Land Use Districts.
6.7 Major Institutional	
6.7.2	Preserve the Major Institutional land base.
6.7.3	Ensure the compatibility of surrounding land uses with the Fort Saskatchewan Correctional Centre and the Fort Saskatchewan Community Hospital.
7.0 Community Design	
7.1 Urban Structure and Place Making Policies	
7.1.2	Provide public realm improvements such as street furniture, public art, street trees, and other landscape features in urban areas, with special attention given to the Downtown and Mixed Use Centres.
7.1.3	Through implementation of Area Structure Plans, encourage multiple connections to the existing street network and create a permeable network of internal streets.
7.1.4	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.
7.1.7	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.
7.1.8	In undeveloped portions of Westpark and Southfort, encourage the use of block shapes that can facilitate changes in future land uses
7.1.9	For new developments, ensure that site layout and building design considers microclimate and other physical conditions to create neighbourhoods that are sensitive to their site context and that reduce resource needs. Encourage the use of passive design strategies.
7.1.10	Develop guidelines to locate parking behind, under, above, or to the side of buildings where appropriate.
7.2 Sustainable Design Policies	
7.2.2	Explore opportunities to achieve LEED® for Neighbourhood Development standards on City redevelopment or private neighbourhood development projects.
7.2.3	Work with the development community to provide incentives for the



	development of buildings and developments that meet green building standards.
8.0 Mobility	
8.1 General Policies	
8.1.1	Promote active transportation and public transportation as a priority over motorized modes.
8.1.4	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.
8.2 Pedestrian and Cyclists	
8.2.1	Ensure the delivery of pedestrian and bicycle facilities throughout the City as an integral part of the transportation system for both recreational and commuting use.
8.2.2	Plan for pedestrian and cyclist facilities as part of development and redevelopment proposals, ensuring the provision of adequate walking and cycling paths and lanes, and adequate cycle facilities such as secure storage, changing rooms, and showers where appropriate/feasible.
8.2.3	Continue to extend the multi-use trail network, including additional connections to the River Valley Greenbelt
8.3 Public Transportation	
8.3.1	Plan for public transportation as part of implementation of statutory plans, major development and redevelopment proposals.
8.4 Roadways	
8.4.1	Use the Transportation Master Plan as a reference to ensure that adequate rights-of way are preserved and incorporated into future development areas.
8.4.2	Limit vehicular accesses along Highways 15 and 21 to provide an expressway standard.
8.4.3	Ensure that Transportation Impact Studies are prepared to evaluate the impacts of major development on the safe and efficient movement of pedestrians, cyclists, public transit, and vehicles
8.4.4	Review road standards to ensure that all roads are pedestrian-friendly with features such as parking lanes, street trees, boulevards, and landscaping to enhance the quality of the pedestrian environment and to buffer pedestrians from motorized traffic.
8.4.5	Work to reduce pedestrian barriers and to increase opportunities for safe crossings of major roads and expressways.
9.0 Housing	
9.1 Diverse Housing Options	
9.1.1	Encourage a range of housing types within all areas of Fort Saskatchewan, with close access to neighbourhood services and amenities.
9.1.3	Increase the overall planned densities in the Southfort and Westpark ASP areas to bring these plans into conformance with the density targets for Fort Saskatchewan in the Capital Region Growth Plan.
9.1.6	Develop incentives to support higher density housing and affordable housing. Explore the options available for density bonusing and reduction of the Off-Site



	Levy fees for affordable housing.
9.2 Affordable Housing	
9.2.1	Implement the Affordable Housing Strategy to encourage the availability of affordable housing options through policies, regulations and incentives.
9.2.3	Achieve neighbourhood targets of 20% of new housing units to be developed as affordable or attainable housing.
9.3 Seniors' and Supportive Housing	
9.3.1	Support development opportunities that encourage aging in place. Such opportunities include the provision of smaller units throughout the City, and supportive housing.
9.3.2	Engage in partnerships to promote both market and non-market affordable housing to be developed for a variety of housing situations including seniors, people with special needs, and people experiencing transitional and emergency housing needs.
10.0 Parks and the Natural Environment	
10.1 General Policies	
10.1.1	Provide all neighbourhoods with access to passive and active recreational opportunities.
10.1.6	Investigate opportunities to utilize conservation tools (i.e., transfer of development credits, conservation easements, and land trusts) made available through the Provincial Land Use Strategy and other provincial policies to develop and enhance the open space and trails network.
10.2 Municipal, School and Environmental Reserves	
10.2.1	Require municipal and school reserves dedication equal to 10% of the land remaining after any environmental reserve has been dedicated as part of a new subdivision process as per Sections 666-670 of the MGA, as amended. Reserve lands should be the primary option with cash-in lieu taken only when land would not integrate with the Recreation, Culture and Parks Master Plan's Pathway and Parks Network Plan.
10.2.2	Require environmental reserve dedication as per Section 664 of the MGA, as amended. Environmental reserve lands shall remain as natural areas or may be used for trails as long as a trail will not unduly impact the natural environment.
10.2.3	Require that environmental reserve, municipal and school reserves be identified through the ASP and ARP processes, to the satisfaction of the Municipality.
10.2.5	Collaboration with the school authorities should occur to identify the necessary requirements and locations for parks and school grounds.
10.2.6	Encourage joint use of municipal reserve lands for recreational, park and school purposes.
10.3 Waterbodies	
10.3.1	No development shall occur within the 1:100 year flood fringe area of the North Saskatchewan River, Ross Creek or other waterbodies or natural features, with the exception of permitted and discretionary used listed in the PR – Parks and Recreation Land Use District, in accordance with the Land Use Bylaw, as amended.
10.3.6	New development near steep slopes shall be setback from the Top of Bank in



	accordance with the Land Use Bylaw, as amended.
10.3.7	Design of subdivisions shall incorporate natural water courses and waterbodies as community amenities and critical elements of the ecosystem function.
10.4 Pathways and Trails	
10.4.1	Facilitate the continued development of community and regional trail systems that provide connectivity for both leisure and commuting purposes.
10.5 Maintenance	
10.5.2	Consider naturalization and xeriscaping for parks, where possible, to reduce water, energy and labour requirements.
11.0 Infrastructure and Resource Management	
11.1 General Policies	
11.1.1	Ensure that infrastructure capacity constraints, including water, wastewater, and stormwater, are considered as part of the review process for development projects.
11.2 Water	
11.2.2	Employ landscape standards to require the provision of drought resistant landscaping as part of any new developments.
11.2.3	Preserve downstream watershed quality by monitoring the quality of storm and creek waters that feed into the North Saskatchewan River from the City, and by minimizing the impacts of development on the overall watershed.
11.3 Sanitary Sewer	
11.3.2	Discourage the use of new private sewage disposal systems.
11.3.4	Complete the necessary system modeling and analysis to ensure the increased residential density in Developing areas can be economically supported by current design.
11.4 Stormwater Management	
11.4.1	Review development regulations to encourage the use of low impact development techniques for stormwater.
11.4.2	Maximize retention of stormwater or require enhancement to natural wetlands where possible to ensure a high quality of stormwater effluent.
11.4.3	Minimize effective impervious area for all new development to reduce development related stormwater run-off.
11.5 Energy	
11.5.2	Explore opportunities to provide local renewable, low emission energy sources such as solar or wind.
12.0 Sense of Community	
12.1 General Policies	
12.1.1	Promote land use patterns and mobility connections that foster community interactions.
12.3 Youth	
12.3.3	Encourage the creation of childcare facilities within neighbourhoods.
12.4 Safety	
12.4.2	Endorse Crime Prevention Through Environmental Design (CPTED) principles for city design with the exception of areas dedicated to wildlife habitat.
12.5 Recreation and Culture	
12.5.4	Integrate culture and the arts into public space planning and design.



12.5.5	Support the local arts community by involving local artists in beautification, revitalization and public space projects.
13.0 Responsive Local Economy	
13.3 Economic Diversification	
13.3.1	Support economic diversification by ensuring there are sufficient commercial and industrial lands available to suit a variety of business opportunities.
13.3.3	Collaborate with local business associations and industry to support the continued development of existing businesses and attract new businesses and industries to meet the needs of the local population.
15.0 Public Engagement and Communication	
15.1 General Policies	
15.1.5	Establish standards regarding the type and quality of public engagement for all development proposals. Ensure that all development applications meet the public engagement standards before being considered for approvals.
15.1.6	Require municipal initiatives and development proposal applications to communicate how the proposal contributes to the Community Sustainability Plan's vision and goals.
16.0 Implementation and Monitoring	
16.1 Conformity	
16.1.1	All statutory plans and documents, including revisions, shall conform to the MDP. The City shall review all existing statutory and non-statutory plans to ensure that they are consistent and where necessary, prepare amendments.
16.1.2	Subdivision and development plans shall conform to this Plan, applicable statutory plans, and the Land Use Bylaw.
16.3 Implementation	
16.3.2	Conduct a comprehensive review and update the Off-Site Levy Bylaw at minimum every five years.

3.4 Community Sustainability Plan

The Community Sustainability Plan- 2014 Update was adopted October 14, 2014 by Resolution R173-14. The CSP provides a high level strategic plan to guide community decision-making towards a sustainable future. The CSP was developed in tandem with the MDP. The CSP & MDP are the highest level of municipal strategies adopted by Council.

The CSP adopts the Brundtland Commission's definition of sustainability:

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

Seven Sustainability Principles were adopted to reflect Fort Saskatchewan values. The City holds the responsibility to apply all of the principles to each community decision.



- Principle A: A Welcoming Community
- Principle B: A Community with Spirit
- Principle C: Stewardship of the Environment
- Principle D: Using our Resources Wisely
- Principle E: A Responsive Economy
- Principle F: A Complete Community
- Principle G: A Community Designed for People

3.5 Land Use Bylaw

The Southfort Area Structure Plan will guide development regulations required under the Land Use Bylaw (LUB). Prior to subdivision, specific land use districts must be approved by Council in accordance with the intent of this Plan. If an application does not conform to the LUB, Council may consider a Direct Control (DC) zoning for the site.

3.6 City of Fort Saskatchewan – Strathcona County Boundary Accord

In January 2002, the Boundary Accord between the City of Fort Saskatchewan and Strathcona County was signed, providing for the transfer of 265 hectares (654 acres) of land from Strathcona County to the City of Fort Saskatchewan (**Figure 4**). Approximately 187 hectares (462 acres) or 70% of the annexed area was added to the Southfort community. The Boundary Accord allowed both Fort Saskatchewan and Strathcona County to plan for the development of their respective lands.

3.7 Growing Forward: The Capital Region Growth Plan (Repealed)

The Growing Forward: The Capital Region Growth Plan was approved by the Government of Alberta in 2010. The Growth Plan included a Land Use Plan component, based on sound planning principles. The primary purpose of the Capital Region Growth Plan was to manage sustainable growth that protects the Region's environment and resources, minimizes the regional development footprint, strengthen communities, increases transportation choices, and supports economic development. This Plan was repealed in 2017, when the Capital Region Board was replaced by the Edmonton Metropolitan Region Board.

The Growth Plan identified Priority Growth Areas for the Capital Region, and established subsequent density targets. The majority of Priority Growth Area



“G” included Fort Saskatchewan, and established the density target at 25-30 dwelling units per net developable residential hectare.

The following Table provides an estimate of existing densities in Southfort neighbourhoods, based upon endorsed subdivision plans at the time of the 2013 updates.

Subdivision	Dwelling Units (du)	Net Developable Residential Hectares (ndrha)	Density (du/ndrha)
Southfort Heights	92	4.78	19.25
Southfort Estates	234	33.59	6.97
Southfort Meadows	47	2.40	19.58
Southfort Ridge	455	12.25	37.14
Southfort Village	443	10.67	41.52
SouthPointe Estates	562	21.24	26.46
Sienna	303	12.19	24.86
TOTAL	2136	97.12	21.99
<i>Total Excluding Southfort Estates</i>	<i>1902</i>	<i>63.53</i>	<i>29.94</i>

Southfort has been developing since the 1970s. A large portion of existing development was approved for subdivision prior to approval of the Capital Region Growth Plan, including Southfort Estates, a large lot subdivision. If the Estates are excluded from the calculation, Southfort’s existing density averages to 29.94 dwelling units per net developable residential hectare . As the remainder of Southfort develops, the City will continue to ensure development incorporates a variety of housing products while monitoring density patterns to ensure we are working towards achieving the objectives of the Growth Plan.

3.8 Re-imagine. Plan. Build. Edmonton Metropolitan Region Growth Plan

The Edmonton Metropolitan Region Board (EMRB) is a regional growth management board mandated by the Province of Alberta to implement the region’s 30-year Growth Plan and to create a regional metro servicing plan. The Edmonton Metropolitan Region Board replaced the Capital Region Board and came into effect on October 2017. The EMRB Growth Plan (Re-imagine. Plan. Build) was approved by the Government of Alberta on October 26, 2017.

The Edmonton Metropolitan Regional Structure provides the foundation for managing employment and population growth in the Region. The City of Fort Saskatchewan is identified as part of the Metropolitan Area Policy Tier. The Metropolitan Area is defined as the area surrounding the Metropolitan Core and



includes urban communities, major local employment areas, and portions of county lands.

As part of the Metropolitan Area Policy Tier, the minimum greenfield residential density target for Fort Saskatchewan is 35 dwelling units per net developable residential hectare. This density is only applied to greenfield lands that did not have approved Area Structure Plans in place by October 26, 2017. The Southfort ASP was approved before this date and therefore is not bound by the EMRGP density target. Future development in the Southfort area will continue to be 25-30 dwelling units per net developable residential hectare. Under the EMRGP, an aspirational intensification target for Fort Saskatchewan's built-up areas is 15%; which is applicable to the existing (built-up) residential development of the Southfort ASP. This provision encourages intensification of the City's existing developed neighbourhoods, leading to enhancing servicing efficiencies and utilization of resources.

The 2019 update to the Southfort Area Structure Plan does not trigger the review of the amendment by the Edmonton Metropolitan Region Board as it does not meet the submission criteria specified under the Regional Evaluation Framework 2.0.

The EMRGP provides population and employment projections for member municipalities for the year 2044. In 2014, Fort Saskatchewan had a population of 22,800. The low population projection for 2044 is 43,600. The high population projection for 2044 is 63,500. In 2014, Fort Saskatchewan had 12,341 employment positions. The 2044 projection is 21,275 employment positions.

The following Table provides an estimate of existing densities in Southfort neighbourhoods, based upon endorsed subdivision plans at the time of the 2019 updates.

Subdivision	Dwelling Units (du)	Net Developable Residential Hectares (ndrha)	Density (du/ndrha)
Southfort Heights	92	4.78	19.25
Southfort Estates	234	33.59	6.97
Southfort Meadows	113	6.19	18.26
Southfort Ridge	586	19.68	29.78
Southfort Village	443	10.67	41.52
Birch Hills	451	6.32	71.36
SouthPointe Estates	817	29.60	27.60
Sienna	518	19.09	27.13
TOTAL	3254	129.92	25.05
<i>Total Excluding Southfort Estates</i>	<i>3020</i>	<i>96.33</i>	<i>31.35</i>



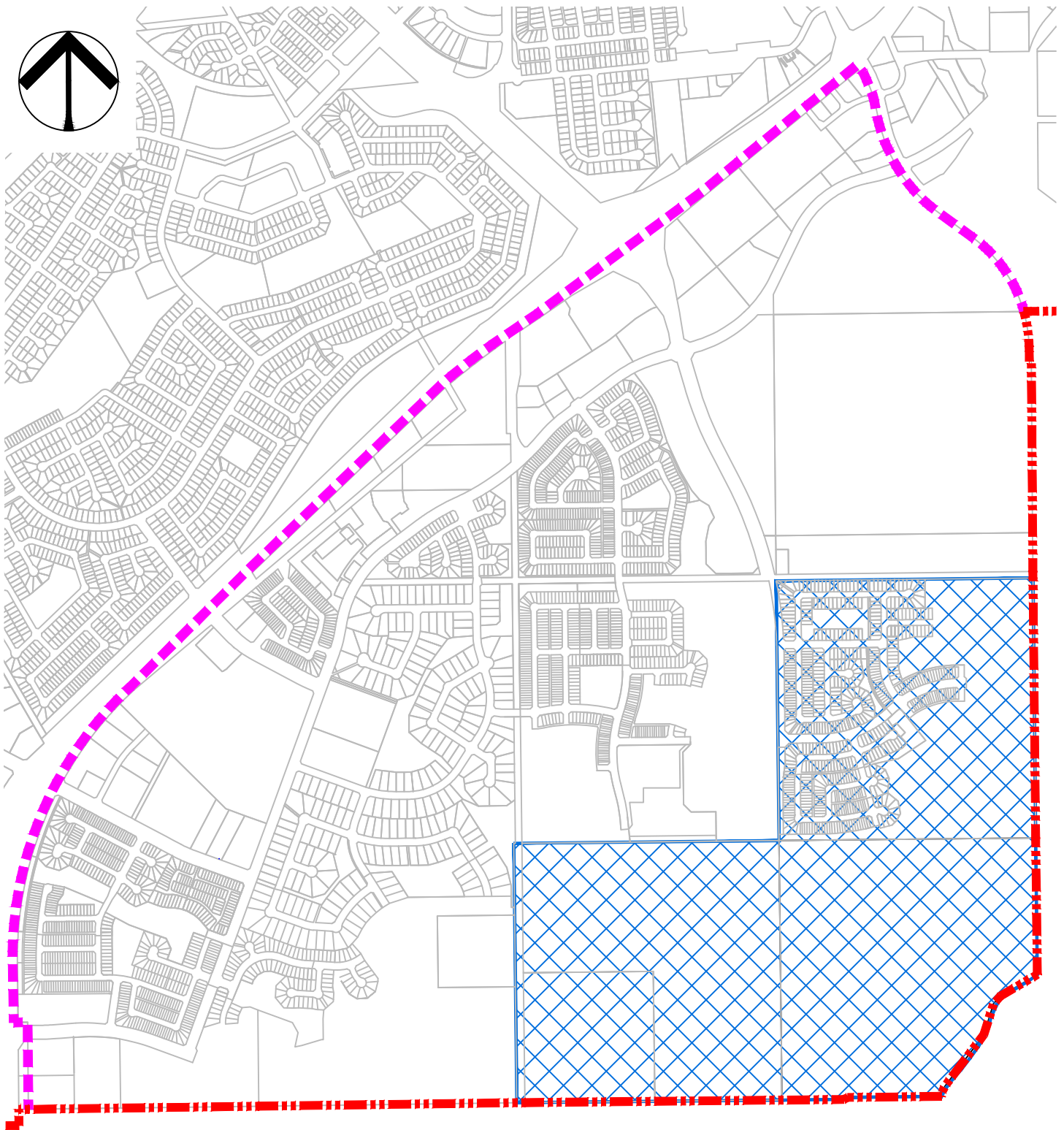


Figure 4.0 - 2002 Annexed Area Plan

City of Fort Saskatchewan
Southfort Area Structure Plan

- XXXXXX Annexed Area
- Plan Area
- Municipal Boundary

Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is also dependant upon provincial funding.



4.0 OBJECTIVES AND POLICIES

4.1 Overall

The overall goal of the Plan is to create a diverse and inclusive community that accommodates a range of residential housing types and built forms, commercial, and institutional development opportunities, while conserving and optimizing the natural environment.

The 2019 updates were completed to incorporate existing statutory and non-statutory documents, including the Municipal Development Plan, the Community Sustainability Plan, and the Edmonton Metropolitan Region Growth Plan . The 2019 updates did not introduce new land supply within Southfort, but rather redistributed and refined future land uses within previously planned undeveloped land.

Public input was highly valued throughout the 2013 and 2019 updates. Some comments received from residents were used to develop policies, which can be identified by the graphic:

PUBLIC INPUT

The City of Fort Saskatchewan is required to adopt a Municipal Development Plan. The City endeavours to ensure consistency between the Municipal Development Plan and its Area Structure Plans including this Plan. Policies that directly reference the Municipal Development Plan are identified by this graphic.

MDP

The following describes the objectives and policies for development in Southfort. Development within Southfort shall follow the objectives and policies outlined in this document.

4.1.1 Overall Objectives

- To provide a safe and complete community for people to live, work, and play.

To provide a variety of housing choices to meet the needs of different income and age groups.



- To provide a consistent vision for landowners and developers to help increase certainty in investment.
- To create a flexible planning concept in order to stimulate innovative planning and design that is adaptable to area analysis and consumer preferences.
- To allow for sustainable and economical phased development consistent with municipal and regional policies.
- To conserve and optimize the use of land and resources through sensitive integration of development with the natural environment.
- To encourage efficiency wherever possible through strategically planned traffic networks, amenity provisions, and site orientation.
- To consider providing a range of commercial opportunities throughout the community, giving consideration to accessibility, convenience, and potential impact on adjacent residential areas.

4.1.2 Overall Policies

- 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.
- 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.

MDP

- Development phasing shall be determined by the efficient and logical extension of services that prevents “leapfrog” development.

PUBLIC INPUT

- Neighbourhood character and quality shall be enhanced through public realm improvement such as boulevards, entrance features, street furniture, public art, and other landscape features.



- Site orientation and landscape design for residential, commercial, and institutional development shall consider strategies to conserve energy and water.

MDP

- With the exception of areas dedicated to wildlife habitat, natural surveillance through approaches such as Crime Prevention Through Environmental Design (CPTED) shall be considered for all site and building design.
- Adequate buffering or transitional land uses shall be provided between conflicting land uses. The Urban Forest Corridor Initiative along Highway 21 and other major arterials shall be continued as a means to reduce land use conflict.
- Temporary or interim uses in undeveloped areas that limit future intended uses or impact existing adjacent uses shall not be permitted.

4.2 Residential

The majority of the land in the Plan is proposed for residential use. The Plan encourages a range of housing forms, including single detached, semi-detached, multi-attached (townhouses), and apartment dwellings.

The undeveloped portions of Southfort are expected to achieve an average density of 25-30 dwelling units per net residential hectare (du/nrha), in line with the Capital Region Board density targets. Low density residential, as identified in the Land Use Concept Map, shall include single detached, semi-detached, duplexes, and multi-attached (townhouses), and shall not exceed a density of 35du/nrha. Medium density shall include multi-attached, and apartment buildings up to 4 stories, and shall achieve a density between 36-70 du/nrha. High density developments shall include apartment buildings 4 stories and higher, and shall achieve a density over 70 du/nrha. A High Density Street Oriented Mixed Use development site located along Southridge Boulevard and Greenfield Link shall be developed at 75 - 85 du/nrha. This development will include multi-attached (townhouses, stacked town houses) and apartment buildings. In this site, neighbourhood commercial, and community services in the main level of buildings along Southridge Boulevard and Greenfield Link will be supported.

The Land Use Concept map identifies general locations for low, medium, and high density development, and residential mixed use development. The final location and size of all density classifications shall be determined through subsequent Outline Plans. The variety of land uses and development opportunities within Fort Saskatchewan helps to support market affordability and continued growth.



Based upon survey responses, the majority of Southfort residents prefer a streetscape similar to the Erin Ridge neighbourhood in St. Albert, as shown in **Appendix B**. Architectural diversity and ample landscaping helps to create this design, and should be integrated throughout Southfort.

4.2.1 Objectives

- To foster quality residential development in Southfort and provide for long term residential growth.
- To create an attractive and complete community that is designed for people to live, work, and play.
- To ensure a variety of housing forms and choices are incorporated throughout the community to accommodate all members of the community and support market affordability.
- To integrate a mix of uses throughout the community to improve pedestrian accessibility.
- To achieve the density target of 25-30 du/nrdha as per the repealed Capital Region Growth Plan.
- To strive towards achieving aspirational intensification target as per the Edmonton Metropolitan Region Growth Plan

4.2.2 Policies

PUBLIC INPUT

- Provide a variety of lot sizes, housing types, and built forms to provide choice and accommodate residents of different age and income groups in the community.

MDP

- Urban design principles shall be used and implemented 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.
- The overall targeted density for undeveloped lands at the time of the 2013 Updates shall be 25-30 dwelling units per net developable residential (du/ndrha), in line with the Municipal Development Plan and the Capital Region Growth Plan.



- In support of the City's Market Affordable Housing Strategy, consider strategies to provide market affordable housing options and supportive housing units.
- Implementation of innovative strategies including Pilot Projects 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.
- Manufactured home developments and/or use of innovative housing technologies to provide affordable housing options if the design and appearance is compatible with the surrounding area and conforms with the Land Use Bylaw. This will be subject to a more detailed evaluation at the time of development.
- Large estate style subdivisions, similar to Southfort Estates, shall be limited to the central portion of the Plan area, as indicated in the Land Use Concept map. The development of additional rural road cross-section estate subdivisions within the Plan area is not supported.
- A high density, mixed-use, street-oriented site shall be located along Southridge Boulevard and Greenfield Link. An integrated, inclusive, and quality development that offers a variety of housing choices shall be established through a site specific vision, objectives, and subsequent regulations and/or guidelines of the Southfort Meadows Outline Plan. Land Use Bylaw shall be updated to reflect the same.

4.3 High Density Street Oriented Mixed Use

A High Density Mixed Use area will be located at the intersection of Southridge Boulevard and Greenfield Link. The intent of this area is to provide a variety of housing for different age and income groups. Housing options could include street-oriented townhouses, stacked townhouses, and 4-8 storey apartment buildings. This area will have a dwelling unit density of 80-90 du/ndha. Along Southridge Boulevard and Greenfield Link, apartment buildings will have street oriented commercial and residential land uses at grade. This will create a continuous active streetfront. This area will support multiple modes of transportation including pedestrians, cycling, and public transit.



4.3.1 Objectives

- To support a diversity of housing options with close proximity to commercial and retail amenities.
- To promote development that respects the human scale.
- To create a sense of place with spaces and opportunities to enhance social interactions and recreation.
- To provide opportunities to allow residents within Southfort Meadows the ability to live, work and recreate locally.
- To enhance walkability by designing buildings and the public realm with the pedestrian experience in mind along Southridge Boulevard and Greenfield Link.
- To develop community identity through site layout with focus on the pedestrian experience, and integration of the site into Fort Saskatchewan's urban fabric.
- To develop a visually appealing neighbourhood hub which boasts quality construction and design principles focused on longevity.
- To encourage provisions for inclusion of a transit along Greenfield Link and South Ridge Boulevard adjacent to the High Density Street Oriented Mixed Use area to support neighbourhood access.

4.3.2 Policies

- Provision of neighbourhood commercial and professional services shall support residential land uses.
- An innovative mix of housing forms and uses shall achieve the density intended for this site.
 - Housing typologies to include a diversity of built forms such as town homes, stacked town homes, and mid to high rise apartment-style buildings with an active ground level along Greenfield Link and Southridge Boulevard.
 - An active ground level is to be achieved with two storey townhomes, or a single or two storey neighbourhood commercial acting as a base.
- To support community interactions and walkability, the urban design for the High Density Street Oriented Mixed Use area shall:



- Orient retail development toward the street, wherever feasible, to support a visually stimulating pedestrian experience.
- Locate commercial building frontages adjacent to the property line and provide for reduced front yard setbacks for residential buildings, to define the street edge.
- Orient primary entrances for commercial buildings and individual ground floor residential entrances toward the street.
- Ensure residential development addresses the street and sidewalk with entries, balconies, porches and other architectural features.
- Avoid the creation of blank walls.
- Design corner buildings to front both streets.
- Activate frontages by utilizing transparency through glazing at grade wherever appropriate and by integrating doorways and windows into the facades along the streets.
- Clearly demarcate street crossings to be convenient and safe for pedestrians and highly visible to motorists.
- Create shared parking opportunities where feasible.
- Locate parking lots behind, under, above, or to the side of buildings. Parking and loading areas shall be screened from public view.
- Create multiple, smaller, parking lots rather than a single large parking lot.
- Provide outdoor amenity space for residents that is functional, accessible, and well connected to the City's trail and open space network.
- Incorporate the use of street trees and landscaping, street furniture, bicycle infrastructure (bike racks, bike fix-it stations), lighting features and other applicable design elements that support CPTED principles to create a safe and interesting pedestrian environment.
- Incorporate landscaping and urban design elements including and not limited to planters, boulevard trees, special paving, public art, lighting, and benches to establish areas for social gathering.



- To support connectivity with adjacent areas, the urban design for the High Density Street Oriented Mixed Use area shall:
 - Provide a safe pedestrian, bicycle, and accessibility friendly environment by providing elements such as multi-use pathways, wide sidewalks, and accessibility ramps.
 - Connect the area and adjacent lands through the provision of multi-use trail connections that link to parks, open spaces, storm water management facilities, schools, and transit stops.
 - Design and construct transit stops in locations that are accessible, safe, and attractive.
- Building heights, densities and architectural treatments shall compliment development adjacent to the High Density Street Oriented Mixed Use area:
 - Mixed use development shall be integrated horizontally (i.e. locating compatible uses beside one another) and/or vertically (i.e. within the same building).
 - Site buildings to mitigate shadowing impacts on adjacent developments, streets and public spaces internal to the site.
 - Sun-shadow pattern shall be considered with the design.
 - Incorporate winter-city design principles by creating multi-seasonal spaces which provide shelter from the elements and provide refuge for transit users and pedestrians.
 - Incorporate architectural articulation through the use of massing, and the placement of doors, windows, porches, balconies, chimneys and other features.
 - Use a variety of façade materials to distinguish individual units, and accentuate the main level of buildings.
 - Divide building façades that are 12.0 meters or taller into three zones – base, middle and top, each of which should be articulated through the use of material changes and built elements to create an architecturally diverse façade.
- To ensure the contiguous and efficient development, a site master plan



and a phasing plan shall be required at the development permit stage.

4.4 Commercial

The Land Use Concept map identifies multiple locations for commercial opportunities. The majority of the community's commercial amenities are adjacent to Highway 15/21, but a smaller neighbourhood service use is proposed for future development. A Residential Mixed Use node identified in the Southeast portion of the Plan area is intended to create a vibrant hub with diverse housing, which is described in greater detail in Section 4.4.

Cornerstone Centre is a regional commercial power centre located at the intersection of Highway 15/21. SouthPointe Centre is a vehicle oriented shopping centre at the intersection of Highway 15/21. Vehicle oriented commercial sites are located along Town Crest Road and Southridge Boulevard. Neighbourhood commercial nodes are located along 84 Street and SouthPointe Boulevard.

Commercial sites vary in size, zoning, and location, providing a variety of opportunities for uses and services. The strategic locations of the commercial sites aims to provide high visibility for larger commercial uses, while still providing opportunities for residents to access their daily needs without depending upon an automobile.

Through the Plan preparation process, Council directed Administration to introduce two new commercial sites to the Plan area. The first, located at the intersection of 92 Street and Southfort Drive allows for commercial opportunities and the possibility for residential mixed use development. The second, located east of Highway 21 and north of Southridge Boulevard, is open to all forms of commercial development.

Based upon survey responses, the majority of Southfort residents prefer a small neighbourhood commercial node within their neighbourhood, similar to the commercial site located at Westpark Boulevard and Highway 21, as shown in **Appendix B**. 52% of survey respondents said they walk or bike to shopping amenities.

4.4.1 Objectives

- To integrate employment areas and neighbourhood level service opportunities into the residential areas to support a live, work, play lifestyle while improving pedestrian accessibility.



- To continue to support development of existing highway commercial lands to provide employment opportunities and to serve the needs of the community and the region.

4.4.2 Policies

PUBLIC INPUT

- Develop complete neighbourhoods with a range of neighbourhood level services throughout Southfort.
- Provide local neighbourhood level commercial development that allows walkable access to commercial services. .
- P Commercial uses in residential neighbourhoods shall mitigate potential visual, aesthetic, noise, and other impacts.
- Urban design shall be used to create cohesive commercial nodes with a complementing architectural standard.

MDP

- Integrate passive design strategies into site layout and building design to reduce energy and water usage.
- Ensure neighbourhood services consider complementary interaction with common spaces and surrounding residential uses.
- Site design that provides parking lots behind, under, above or to the side of buildings wherever possible. Landscaping and paving shall be in accordance with the Land Use Bylaw or to the extent in which it meets the underlying intent of the landscape requirements, and loading areas shall be screened from public view. .

MDP

- Vehicle oriented commercial uses shall be located near the entrances to Southfort from Highway 21 to enhance visibility and minimize impacts. Direct future additional vehicle-oriented commercial to existing designated areas before considering amendments to create additional designated areas.
- The commercial property located between SouthPointe Commercial and Southfort Bend Gardens shall provide opportunities for commercial development and residential mixed use development. The commercial property located east of Highway 21 and north of Southridge Boulevard shall be open to all commercial opportunities.
- A neighbourhood level service node shall be located adjacent to the medium density site along 94 Street in the SouthPointe neighbourhood.



4.5 Residential Mixed Use

A Residential Mixed Use (RMU) area is planned within the southeast portion of the Plan area to provide a focal point with a range of potential residential, commercial and community services opportunities to serve the Southfort area. Within the RMU area residential development is the primary use. Commercial uses, including commercial only buildings and/or buildings with commercial use at the ground floor with residential above, are encouraged to complement residential development within the RMU area. The location of the RMU area shall consider other retail services and shall be designed to provide Southfort residents with access to essential neighbourhood services within 800 metres. It is meant to serve as an attractive gathering place for local residents, with connectivity to surrounding areas by pedestrians, cyclists, public transit, private vehicles and other forms of transportation.

4.5.1 Objectives

- To encourage a diversity of uses which supports daily activity in the neighbourhood and creates a vibrant focal point for the Southfort community.
- To provide walkable access to services and amenities for Southfort residents.
- To encourage provisions for a transit node within the RMU to support neighbourhood access, should the City determine expansion of transit services feasible.
- To foster community interactions and connectivity with adjacent areas through urban design.

4.5.2 Policies

- A diversity of non-residential land uses including neighbourhood commercial, institutional and professional services shall be permitted in the RMU area.
- To meet the intent of the RMU, an innovative mix of building forms and uses shall achieve a medium density residential target, as referenced in the Residential section of this Plan.
- To support community interactions and walkability, the urban design for the RMU area shall:



- Orient retail development toward the street, wherever feasible, to support a visually stimulating “main street” pedestrian experience;
- Locate commercial building frontages built to the property line and provide for reduced front yard setbacks for residential buildings, where feasible, to define the street edge;
- Orient primary entrances for commercial buildings and individual ground floor residential entrances toward the street;
- Ensure residential development addresses the street and sidewalk with entries, balconies, porches and other architectural features;
- Avoid the creation of blank walls and design corner buildings to face both streets;
- Clearly demarcate street crossings to be convenient and safe for pedestrians and highly visible to motorists;
- Create multiple, smaller, parking lots rather than a single large parking lot, where feasible;
- Implement shared parking opportunities, where feasible;
- Locate parking lots behind, under, above or to the side of buildings, wherever possible. Landscaping and paving shall be in accordance with the Land Use Bylaw and loading areas shall be screened from public view.

MDP

MDP

- Encourage site and building layouts which mitigate adverse microclimatic effects and support passive solar orientation; and
- Provide the type and placement of landscaping and street furniture to establish areas for social gathering.
- To support connectivity with adjacent areas, the urban design for the RMU area shall:
 - Maintain convenient vehicle circulation without compromising the safety and attractiveness of the pedestrian environment;



- Create efficient connections and direct pathways for pedestrian and non-vehicular movement;
 - Encourage the provision of multiple, direct, connections between the RMU area and adjacent lands; and
 - Consider the design and placement of transit stops which supports access as well as a safe and attractive streetscape.
- Building heights, densities and architectural treatments shall compliment development adjacent to the RMU area.
- MDP

 - Block sizes will be small, to support walkability, and be designed to provide flexibility to accommodate land use changes over time.
 - Mixed use development shall be integrated horizontally (i.e. locating compatible uses beside one another) and/or vertically (i.e. within the same building).

4.6 Institutional

Institutional uses throughout Southfort provide opportunities for recreation, employment, health, and leisure. Between three major facilities including the Dow Centennial Centre, the Fort Saskatchewan Correctional Centre, and the Fort Saskatchewan Community Hospital, approximately 105 hectares (261 acres) of the Plan area is dedicated to institutional uses, or approximately 15% of the gross developable area.

In 2019, Elk Island Public Schools (EIPS) had 3,086 students in 8 schools. Elk Island Catholic Schools (EICS) had 1,259 students in 4 schools. Educational programming in the city include Christian schools, French immersion programs, outreach schools, and self-contained special education.

The Land Use Concept map for Southfort incorporates six potential future schools on five sites. Between the five sites, the total land dedicated for schools is approximately 39 ha (96ac). Approximately 56% of the total Municipal Reserve dedication for Southfort will be used for school sites, according to the Land Use Concept map.

The distribution of school sites is as follows:



School Sites	Area (ha/ac)	Location	Proposed Schools
1 2	8.5 ha (21 ac)	Centre of the Plan area along Allard Way. Joint site for Public and Catholic elementary to junior high schools	<ul style="list-style-type: none"> • SouthPointe School Public (K-9) • Proposed Catholic Elementary School
3	10.0 ha (24.7ac)	DOW Centennial Centre site along Southfort Drive.	<ul style="list-style-type: none"> • St. Andre Bessette School Catholic (9-12)
4	6.9 ha (17 ac)	Southwest of the Plan area along Southridge Boulevard	<ul style="list-style-type: none"> • Proposed Public High School
5	10.0 ha (24.7ac)	Southeast of the Plan area	<ul style="list-style-type: none"> • Proposed High School
6	3.5 ha (8.6 ac)	Across from the DOW Centennial Centre site along Southfort Drive. Privately owned site.	<ul style="list-style-type: none"> • Place of Worship with a possible private school component.

The school sizes mentioned above are approximate and may change based on detailed planning and site and neighbourhood layout. Additional institutional uses may be required in the Plan area, and will be identified through subsequent Outline Plans, redistricting applications, and subdivision plans.

10% of survey respondents said they currently walk or bike to school.

4.6.1 Objectives

- To identify ideal locations for future school sites that best utilize Municipal Reserve dedications while meeting the School Boards' needs.
- To integrate schools and community facilities into the neighbourhood and open space system, while encouraging multiple uses of sites.
- To ensure school sites and community facilities are located in a manner that can be supported by higher density residential developments and maintain pedestrian and vehicular connectivity.



4.6.2 Policies

MDP

- Develop complete neighbourhoods by incorporating community uses such as schools, places of worship, and recreational opportunities.

MDP

- Support joint use of Municipal Reserve lands for recreational, park and school purposes.
- School sites shall be centrally located and connected to the pathway systems to improve pedestrian accessibility.
- Vehicular access to school sites shall be from a collector roadway. Preferred sites will be accessible from two collectors to provide sufficient distance between separate accesses and allow for dedicated bus bays.

MDP

- Locate parking lots behind, under, above or to the side of buildings wherever possible.
- Continue to support and partner with community organizations to provide community assets.
- Where a school sites is required, approximately 2.73- 6.5ha (6.76 - 16ac) for elementary/junior high school sites, and 5.81 - 12ha (14.37- 30ac) for high school sites shall be provided.

4.7 Green Space

Southfort offers neighbourhood, community, and regional parks with opportunities for passive and active recreation for all Fort Saskatchewan residents. Fort Saskatchewan's multi-use trail network provides over 50km for year-round activity, including walking, inline skating, biking, and cross country skiing.

In addition, neighbourhood parks have been strategically located throughout the Plan area, allowing all residents to be located within close proximity to a neighborhood park or school site (**Figure 5**). All of the neighborhood parks and open spaces are connected by an extensive greenway trail and walkway system that also provides linkages to proposed school sites.

Based upon survey responses, the majority of Southfort residents felt manicured parks were missing from their neighbourhood, and a large percentage felt gathering spaces were missing, as shown in **Appendix B**. 65% of survey respondents said they use the walking paths a couple times a week, primarily for recreation. 66% of survey respondents said they use the paths to access parks.



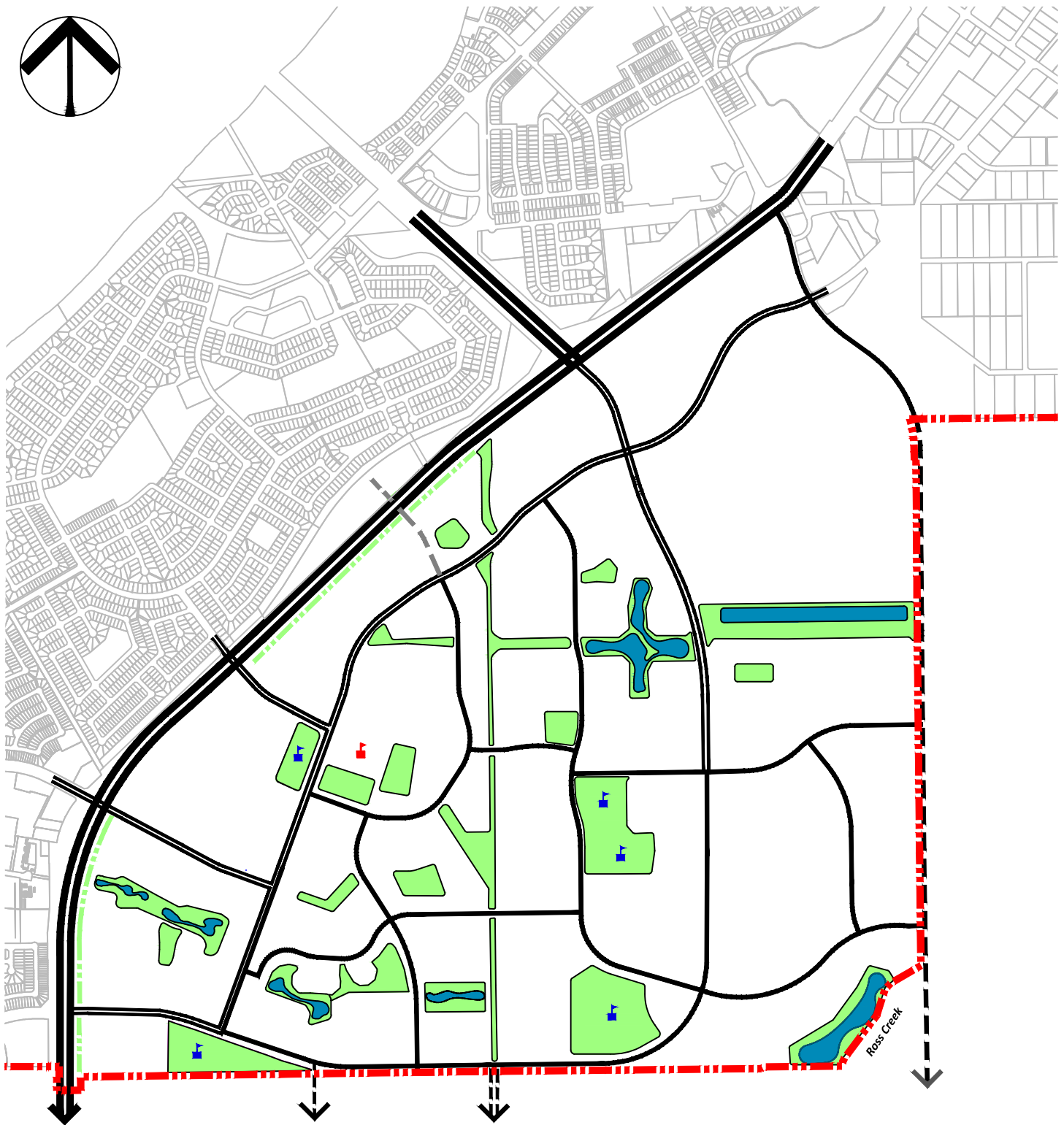


Figure 5.0 - Green Spaces Plan

City of Fort Saskatchewan

Southfort Area Structure Plan

--- Municipal Boundary

- Park
- Storm Water Management Facility
- Urban Forest Corridor
- Potential School Site
- Potential Private School Site

- Freeway
- Arterial
- Potential Arterial
- Collector
- Potential Collector
- Optional Collector



Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.

4.7.1 Objectives

- To protect the natural environment.
- To provide open space and trail connections within Southfort and to other areas of Fort Saskatchewan in accordance with the Recreation, Culture, and Parks Master Plan.
- To best utilize Municipal Reserve dedications to provide passive and active recreational opportunities that benefits Fort Saskatchewan residents.

4.7.2 Policies

- Protect the natural environment and native vegetation, including mature and regenerating tree stands from any damaging activities.

MDP

- Encourage landscaping with natural vegetation (xeriscaping) for parks to reduce water, energy and labour requirements.

MDP

- Provide neighbourhoods with access to passive and active recreational opportunities.

- Ensure all parks and open spaces, schools and recreational sites are connected through trails and/or walkways. Facilitate continued development of community and regional trail systems that provide connectivity for both leisure and commuting purposes.

- Trails and Public Utility Lots shall be minimum 6 metre width to facilitate access for emergency and maintenance vehicles.

- Opportunities for trail connections from Southfort to other Fort Saskatchewan neighbourhoods shall be provided through pedestrian crosswalks at arterial and collector road intersections.

MDP

- Developers shall provide Municipal Reserve land dedication equal to 10% of gross developable area. Cash-in-lieu will only be accepted when land would not integrate with the Recreation, Culture and Parks Master Plan's Pathway and Parks Network Plan.

- Park space, school sites, and trails over 6 metres in width shall be accepted as Municipal Reserve, unless accommodating buried utilities or storm water management ponds.



PUBLIC INPUT

- Work with community leaders to develop neighbourhood assets, such as a community garden and outdoor rinks, if determined feasible.
- Wherever possible, existing tree stands and wetlands should be preserved and incorporated into the community.



5.0 SERVICING AND UTILITIES

5.1 General

Servicing of the Plan area must meet the Engineering Standards and requirements of the City of Fort Saskatchewan. Development phasing will depend upon the efficient and logical extension of services, while accommodating future growth. Wherever possible, existing infrastructure will be utilized before extending utilities. Periodic review of water, sewer, and storm models should be undertaken as development progresses to determine if any adjustments to the servicing plans are required. Environmental and economical sustainability shall be a priority for all servicing provisions.

5.2 Water Supply and Distribution

The water distribution system for the Plan area is shown on **Figure 6**. The system is connected to the surrounding network by a 300mm diameter main following 86 Avenue and four mains crossing the highway:

- A 450mm diameter main from the Westpark Reservoir at Southfort Boulevard;
- A 450mm diameter main from the Main Reservoir at 94 Street; and
- A 300mm diameter main at 84 Street and another at 101 Street; and
- A Capital Region Northeast Water Services Commission (CRNWSC) supply line along the Township Road 225 government road allowance (92 Street), which is within a future linear park space shown in **Figure 5**.

These lines are connected by a 300mm diameter main following Southfort Drive/86 Avenue from Southfort Boulevard to 101 Street. The internal system is comprised of looped mains of varying diameter (typically 200mm).

The water distribution system is designed to ensure sufficient and reliable flow and pressure throughout the Plan area. The Water Distribution Master Plan and the City's Engineering Standards guide future development of the system. Outline Plans will include hydraulic modeling to determine appropriate sizing and looping of mains within the internal network.

The existing 300mm diameter core distribution main will be looped from the northeast through the Sienna neighbourhood to the southwest through the SouthPointe and Southfort Meadows neighbourhood. Through these development areas, internal 300mm diameter loops branching from the core loop will be required. Where possible, the 300mm diameter looping mains



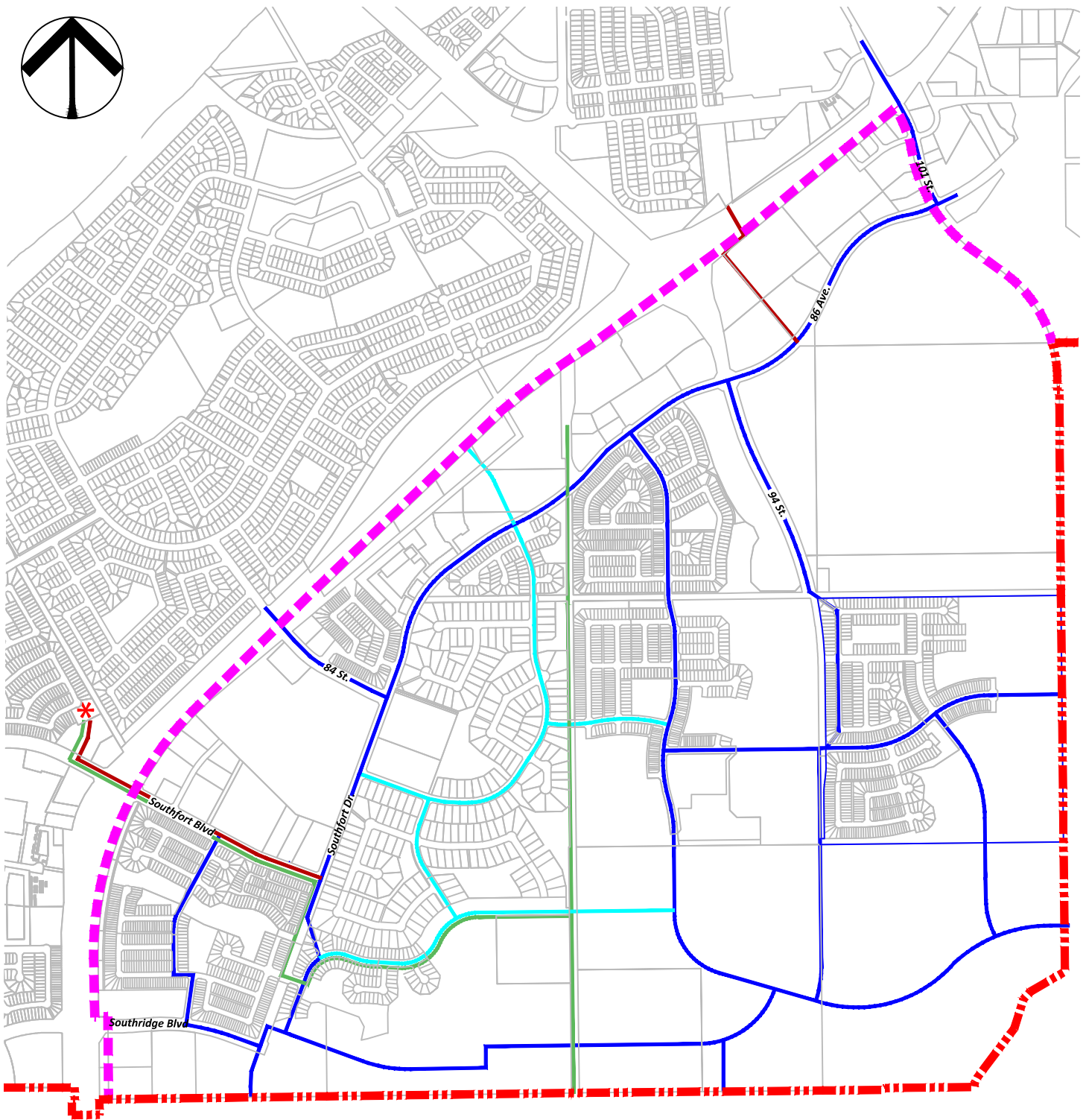


Figure 6.0 - Water Servicing Plan

City of Fort Saskatchewan

Southfort Area Structure Plan

- Pressure Mains - 250mm
- Pressure Mains - 300mm
- Pressure Mains - 400mm to 450mm
- Water Commission Supply
- * Westpark Reservoir System
- - - Municipal Boundary



Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.

should be an integral part of the internal network and provide direct service to lots in order to reduce redundant piping.

At the time of the 2019 updates, the Westpark Reservoir had been expanded. An additional connection from the regional water commission supply line to the reservoir had been constructed in consultation with CRNWSC.

5.3 Sanitary Sewage Collection

The sanitary sewer system for the Plan area is shown on **Figure 7**. Most of the developable land within the Plan area generally slopes at a minimal grade from west to east. The majority of the sanitary sewer within the Plan area drains northeast by gravity. Special consideration is required for a portion of the site located in the far southeast near the Yorkville Ditch where elevations are lower. Servicing for this area will be determined in the Outline Plan. The entire Plan area drains to the 1050mm diameter Ross Creek trunk sewer, which connects at the intersection of 86 Avenue and 101 Street.

The sanitary sewer system is designed to ensure sufficient capacity and flow velocities throughout the Plan Area. Gravity flow will be used where feasible. The Sanitary Sewer Master Plan and the City's Engineering Standards will guide future development of the system.

Flat terrain and the desire to avoid lift stations will have considerable influence on the depth and size of pipe required. The depth of the gravity sewer is approximately 8 metres deep at the location of the tie in to the trunk sewer. However, this depth will be reduced to the minimum allowable depth as the sewer system is extended southward. Outline Plans will need to demonstrate that the downstream system has capacity for the proposed development. Oversizing may be required to accommodate future upstream flows. The Sanitary Sewer Master Plan and the City's Engineering Standards will guide future development of the system.

5.4 Stormwater Drainage

The stormwater management system for the Plan area is shown on **Figure 8**. Most of the developable land within the Plan area generally slopes at a minimal grade from west to east to defined drainage channels (Ross Creek and Yorkville Ditch). Natural drainage follows this grade. Several natural ponds and wetlands are present as a result of the flat nature of the land.

The Plan area is divided into three overall stormwater catchments. The first includes the hospital site and most of the land west of 94 Street. The second



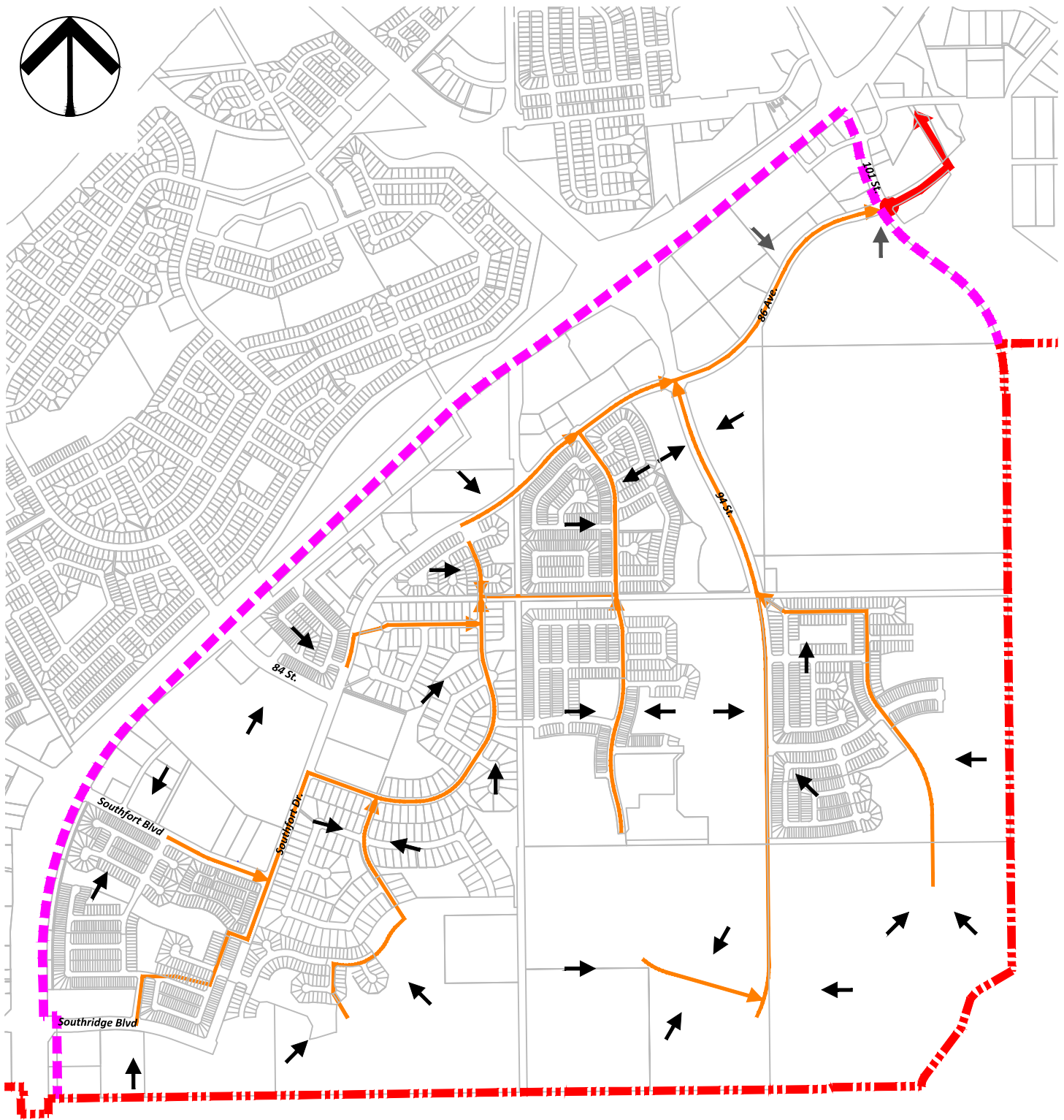


Figure 7.0 - Sanitary Servicing Plan

City of Fort Saskatchewan

Southfort Area Structure Plan

- Gravity Mains
- Internal Sub-Basins
- - - Municipal Boundary



Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.

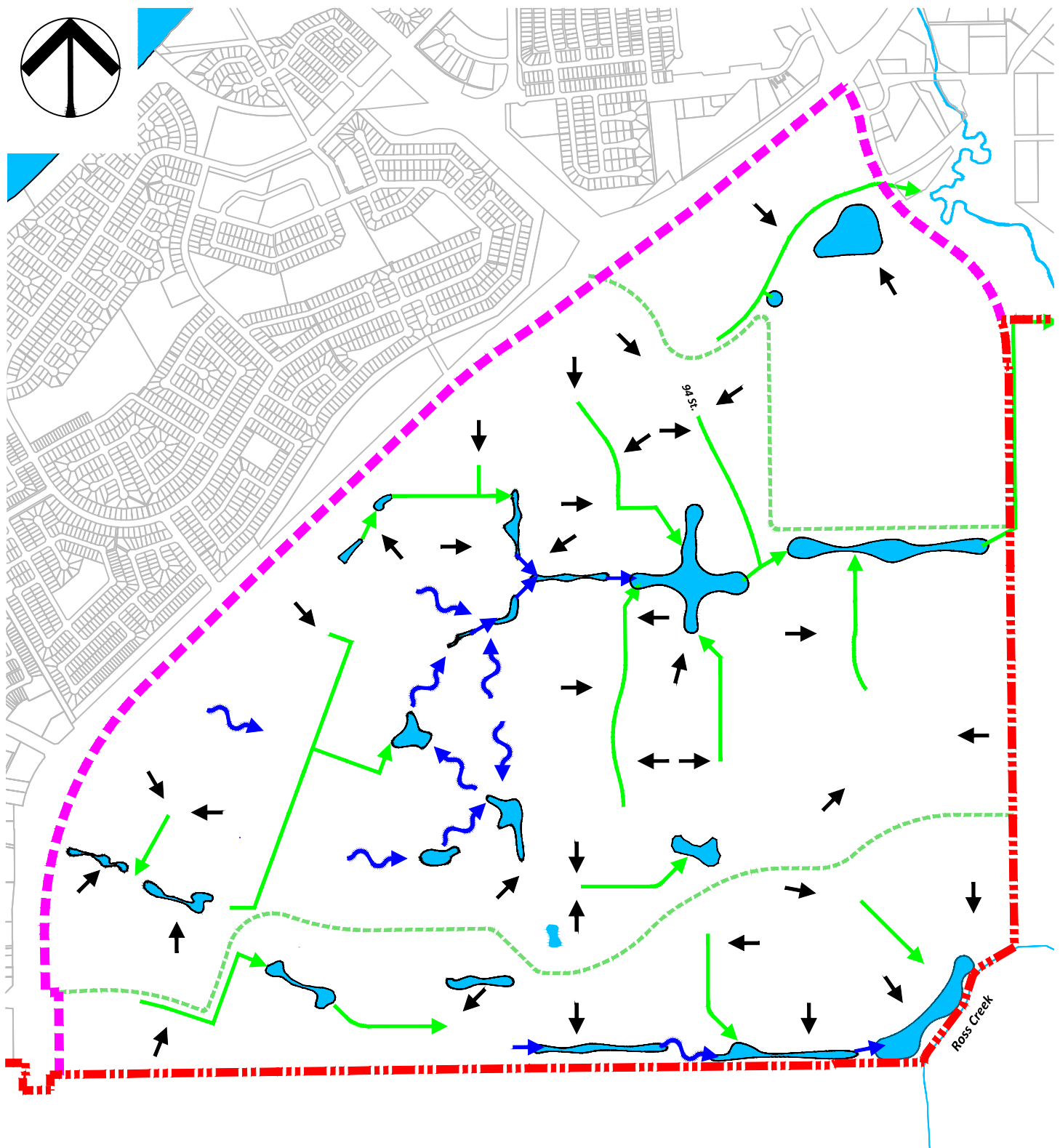


Figure 8.0 - Storm Servicing Plan

City of Fort Saskatchewan

Southfort Area Structure Plan

--- Municipal Boundary

- Storm Water Management Facility
- Sanitary Basin Boundary
- Gravity Mains
- Surface Drainage Collection
- Underground Drainage Collection

Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.



consists of the correctional centre and the commercial area east of 94 Street. The third consists of land at the far south of the Plan area.

The stormwater management system includes an underground pipe network, ditches and bioswales, overland flow routes, detention ponds, and on-site storage. The constructed wetland south of the correctional centre, which discharges to Ross Creek via the Southfort trunk storm sewer, serves the first catchment and the majority of the Plan area. The second catchment generally uses on-site storage for flow control, and outfalls directly to Ross Creek. An interim ditch serves the third catchment, which drains to the Yorkville Ditch to Ross Creek. All runoff ultimately drains to the North Saskatchewan River.

The Southfort Stormwater Management Plan, City and Provincial standards, and industry best practices guide future development of the stormwater management system. The system will be designed to make best use of natural grade and existing topography. Modeling and studies may be required when submitting an Outline Plan to determine pipe and pond sizing, flow routes, and treatment measures.

Within developed areas of the Plan area, except Southfort Estates, runoff from minor (1:5 year) storm events will be collected and conveyed by an underground pipe network. Discharge from all residential foundation drains will be collected by an underground network. These flows will be directed to a receiving pond or a dedicated surface channel, bio-swale, or wetland. Drainage in Southfort Estates will be through ditches and swales. Runoff from major (1:100 year) events will be managed through carefully planned surface grading that conveys flows along roads, utility corridors, and greenbelts. Detention (dry) and retention (wet) ponds shall be used to provide surcharge capacity. The stormwater management system should utilize existing ponds and wetlands where feasible subject to Provincial regulations and approvals.

Existing wetlands will be retained as natural amenities or as a functional part of the stormwater management system. If it is demonstrated that it is unfeasible to retain a particular natural wetland, Provincial approval would be required before the wetland is destroyed and compensation for the wetland will be required in accordance with Alberta Environment regulations and policy.

Low Impact Development practices should be used where feasible to limit runoff volumes. Engineering design must ensure discharge to Ross Creek does not exceed predevelopment flow rates (3.5L/ha/s (0.0035m³/ha/s) for the 1:100 year event as per the August 2005 Southfort Stormwater Management Plan by Associated Engineering Ltd.). Water quality will be addressed through use of ponds, wetlands, and other best practices.



5.5 Franchise Utilities, SuperNet, and Postal Service

Natural gas, electricity, and communications systems will be provided by utility company service providers in accordance with franchise agreements. Extension, expansion, and upgrades of these systems will be coordinated with extension of municipal water and sewer systems. Where possible, conduits should be sized to allow for future expansion and additional systems.

Electrical and communications conduits, wires, and cables must be buried and surface equipment typically be contained to the boulevard within road allowances in a clustered manner. Natural gas mains should typically be contained within utility right-of-ways along property frontages. Land or right-of-ways shall be set aside to accommodate equipment and stations that cannot be accommodated within road allowances or standard utility lots.

Where SuperNet infrastructure is required, it should share alignment with other communications utilities. Effort should be made to determine future SuperNet needs and sufficient conduit should be placed in anticipation.

5.6.1 Servicing and Utility Objectives

- To provide an efficient and sustainable servicing system based on the logical extension of municipal and franchise utilities.
- To ensure an efficient, effective, and coordinated utility layout that allows for ease of maintenance and replacement, limits conflicts, and minimizes adverse visual, environmental, and safety impacts.
- In support of the efficient use of municipal infrastructure and land, consider opportunities to co-locate community amenities wherever practical.
- To recognize the constraints associated with the existing topography and development, including terrain, flood limits, ecologically sensitive areas, and existing roads, utilities, and transmission lines.
- To protect the CRNWSC supply line for maintenance and potential future twinning if necessary.

5.6.2 Servicing and Utility Policies

MDP

- Development phasing shall be determined by the efficient and logical extension of services that prevents “leapfrog” development.



- Where possible, encourage multiple-use utility corridors and right-of-ways, common utility alignments, and clustered/shared equipment.
- Encourage the connection and overlap of stormwater ponds with school sites, park areas, playgrounds, and sports fields.
- Where utility structures are located in amenity areas, they shall have adequate screening and buffering from other adjacent land uses.
- Require all new electrical and communications wires and cables to be buried, and encourage the burial of existing overhead lines where feasible.
- The CRNWSC shall be consulted when seeking additional connections to the supply line, and prior to development of the supply line corridor as a linear park space so that there are no adverse impacts on operation, maintenance and potential twinning, if necessary, of the supply line.



6.0 TRANSPORTATION

6.1 Access, Intersections, and Geometry

Road geometry must conform to Transportation Association of Canada (TAC) guidelines and the City's Engineering Standards. The road cross-section will consider all roadway uses, including parking and maintenance.

Intersection spacing, including parking lot access must conform to TAC guidelines. Block length or road configuration may warrant pedestrian walkway short-cuts and emergency access. Special access considerations (e.g. additional accesses, queing lanes, bus bays etc.) may be required at institutional, commercial, and multi-unit residential sites to accommodate high volumes of traffic or site specific needs such as loading zones and drop-off areas.

Offset intersections may be used within the local road network to reduce conflict points and shortcutting. However, to ensure efficient traffic flow on collectors and arterials, offsets should be limited and full-direction intersections should be used.

Utility lots perpendicular to 'T' intersections must be aligned to allow direct pedestrian crossings. Use of mid-block pedestrian crossings should be avoided but may be permitted for trail network connectivity. Special provisions to enhance pedestrian visibility and safety may be required at these locations. The safety of non-motorized users must be a design priority.

6.2 Pedestrian Circulation

Active and public transportation are the highest prioritized forms of transportation, as they promote healthy lifestyles, reduces impact on the environment, and encourage interaction between neighbours. Effective pedestrian linkage between residential, institutional, commercial, and recreational areas is essential to the overall development concept. Block lengths, pedestrian crossings, and walkways that all enhance pedestrian circulation shall be primary neighbourhood design considerations.

A series of multi-use trail linkages along the highway corridor and through greenbelts connects the Plan area with surrounding communities. An internal trail network provides linkage through the Plan area. The Recreation, Culture and Parks Master Plan, and Engineering Standards will be used to guide future development of trails and sidewalks.



Trails must accommodate various forms of active transportation, and ensure universal accessibility for wheelchairs and strollers. Alignments and routes must consider both recreational and commuter usage. According to survey results, 53% of respondents use the trails for both recreation and getting to a destination. In general, the trail system is fed from connecting local sidewalks and accommodates higher volumes of traffic travelling longer distances than local sidewalks.

The trail network must ensure pathway continuity, and provide efficient and safe pedestrian circulation within the Plan area while providing linkages to surrounding. Trails should follow greenbelts, parks, storm ponds, environmentally or topographically interesting features, and major roads.

Universally accessible sidewalks must be provided for pedestrians along all classifications of roads. Local roads with low traffic volume should accommodate certain active transportation forms, such as cycling. Sidewalks will generally be used for direct access to lots, short trips, and linkage to the trail system. Along major roads serviced by a trail on one side, sidewalks provide a separate path for pedestrians, helping to reduce conflict with other faster moving trail users.

6.3 Vehicular Circulation

The roadway system for the Plan area is shown on **Figure 9**. The road network within the Plan area connects to Highway 15/21 and surrounding network via:

- Southridge Boulevard and Southfort Boulevard to the Westpark community;
- 84 Street to the Pineview community;
- 94 Street to the highway junction; and
- 101 Street to the Sherridon and “Old Fort” communities.

Highway 15/21 is identified as part of the Regional Road/Highway network in the Capital Region Growth Plan. 94 Street is an extension of Highway 15 from the river crossing to Highway 21. The Plan area also connects to the Eastgate Industrial Park via 86 Avenue. Strathcona County rural grid roads, Township Road 544, and Range Road 225, intersect the Plan area boundary to the east and south and Range Road 224 parallels the east boundary and connects to 101 Street. Internal collector and arterial roads provide linkage through the Plan area.



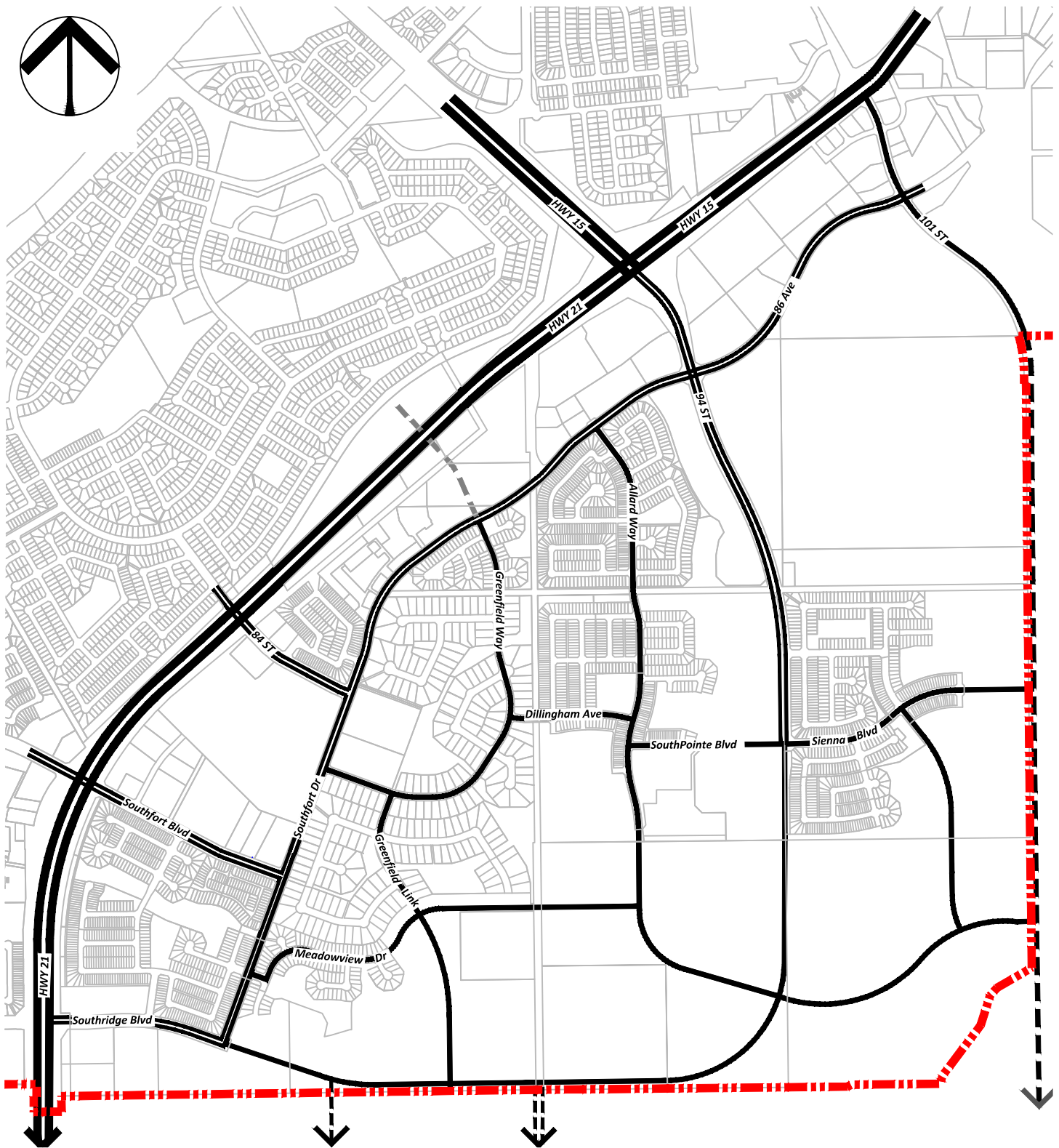


Figure 9.0 - Transportation Plan

City of Fort Saskatchewan
Southfort Area Structure Plan

--- Municipal Boundary

- Freeway
- Arterial
- Potential Arterial
- Collector
- Potential Collector
- Optional Collector



Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.

The transportation network will continue to be developed in a manner that harmoniously provides for all modes of transportation. Transit routes will ensure bus stops are located within convenient walking distance to all residential lots, and will provide direct service to commercial nodes. Roads must be developed to accommodate the safe and timely operation of busses, emergency vehicles, and maintenance equipment and to move vehicular traffic in harmony with other users.

The network must ensure the efficient and safe flow of vehicular traffic through the Plan area. The number and length of cul-de-sacs should be limited. Alignments and connections should be direct and logical, and multiple links should be provided to divide traffic and provide greater routing flexibility. Parked vehicles and snow windrows must be considered so that the flow of traffic is not adversely affected. Traffic calming measures that follow TAC guidelines may be permitted, if deemed necessary during Outline Plan review.

The City's transportation master plan, Transportation Guidelines, as well as TAC guidelines will be considered when designing development. Periodic transportation analysis should be undertaken as development progresses to determine if any adjustments to the road network are required. Engineering Design Briefs will require a traffic impact assessment to verify the function of collectors and arterial roads. Reduction or increase of the classification may be permitted or required if conditions warrant.

A conventional hierarchical system of lanes, local roads, collectors, and arterials will generally be used within the Plan area. To allow flexibility over time, local road alignments will be established in Outline Plans. Innovative and alternative configurations may be used if supported by study.

Traffic circles may be considered at intersections that might otherwise require all-directional stop control or signalization, where their use could improve traffic flow and safety. Circles must be sized to properly accommodate all anticipated traffic including busses, emergency vehicles, and maintenance equipment.

A series of arterials and major collector roadways, including an additional arterial connection to Highway 21 extending from Greenfield Way, will provide for convenient vehicular circulation and serve to connect across the Plan area and beyond the Plan area boundary.

As the Plan area builds out, it will become necessary to widen Southfort Boulevard, 94 Street, and Southridge Boulevard. The remaining portions of the 87 Avenue and 92 Street rural grid roads within the Plan area will be converted to trails.



6.4.1 Transportation Objectives

- To provide for safe and convenient access for anyone travelling into, out of, and within the Plan area.
- To provide a harmonious transportation network that supports all modes of transportation.
- To endeavor to work with Strathcona County to provide connections to rural grid roads.
- To recognize the constraints associated with the existing topography and development, including terrain, flood limits, ecologically sensitive areas, utilities, and existing roads.
- To recognize Highway 15/21 as part of the Regional Road/Highway network.

6.4.2 Transportation Policies

MDP

- Ensure streets accommodate all users and transportation forms. Roadways shall include adequate facilities for pedestrians, cyclists, and public transit users, as well as allow for the effective operation of Public Works and Emergency Services.
- Require that public transit routes, stops, and facilities be defined in Outline Plans and accommodated as part of roadway design.
- Support the regional transit park and ride facility at the Dow Centennial Centre site. Highway 15/21 shall form part of the Capital Region's Intermunicipal bus network.
- Continue to extend the multi-use trail network.
- Encourage alternative configuration development that may include off-site parking, rear sidewalk corridors, and/or other layouts that reduce infrastructure requirements and long-term maintenance.

MDP

- Require the provision of safe and convenient pedestrian linkages between blocks to minimize walking distances. Small block widths of 60 to 100 metres shall be encouraged to benefit pedestrians and cyclists.

MDP

- Work to reduce pedestrian barriers and to increase opportunities for safe crossings for major roads and expressways.



- Ensure that Transportation Impact Studies are prepared to evaluate the impacts of major development on the safe and efficient movement of pedestrians, cyclists, public transit, and vehicles.
- Where appropriate, consider the use of well-planned traffic circles or roundabouts where the use could improve traffic flow and safety. Any traffic circles must be able to properly accommodate all anticipated types of traffic safely, comfortably, and efficiently.
- Require noise attenuation studies and noise mitigating measures for residential development adjacent to Highway 21.

MDP

- Limit permanent new access points along Highway 15/21 to maintain an expressway standard, and continue their function as part of the Regional Road/Highway network.
- Prohibit front driveway access to arterial and major collector roadways. Front drive access from minor collector roads may be permitted on a limited basis.

PUBLIC INPUT

- 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.

PUBLIC INPUT

- Provide diversity in street names to allow for easy navigation.
- Consult and cooperate with Strathcona County to plan for long term increased traffic volumes to and from the connecting roadways on the east and south boundaries of Southfort.
- Estate lots may use rural roadway cross sections including ditches and paved carriageways, but shall be otherwise serviced to conventional urban standards.



7.0 IMPLEMENTATION

7.1 Staging and Implementation

The Southfort community provides Fort Saskatchewan an opportunity to demonstrate sustainable development based on sound planning principles. With the majority of the gross developable area already developed, the remaining lands shall be developed in a manner that continues to implement the policies and objectives outlined in regional and municipal statutory documents.

Development shall follow the principles and objectives outlined in this Area Structure Plan, as well as the Municipal Development Plan, Community Sustainability Plan, Edmonton Metropolitan Growth Plan, and other significant policy documents. Southfort will be a complete community designed for people.

Prior to redistricting and subdivision approval, Developers will be required to provide an Outline Plan and an Engineering Design Brief for the parcel in its entirety to demonstrate how development will align with municipal and regional statutory documents, including this Area Structure Plan. Developers shall follow the general intent of the Land Use Concept.

Design Forums will be used early in the redistricting and subdivision application process to facilitate a round table discussion between various City departments and the developer. Through this process, concerns can be identified early in the process, and both parties can work to develop a solution.

Staging will occur in a logical pattern, as determined through location of services, accesses, and existing development (Figure 10). Figure 10 shows the anticipated staging for the development of the undeveloped lands within the ASP area. Public Works and Engineering will collaborate with the Developers to ensure servicing adheres to the Engineering Design Standards.

The City will work with community leaders to develop neighbourhood assets, and to resolve neighbourhood concerns. Through this process of collaboration, the City continues to work towards its vision:

My Fort: Engaged People, Thriving Community



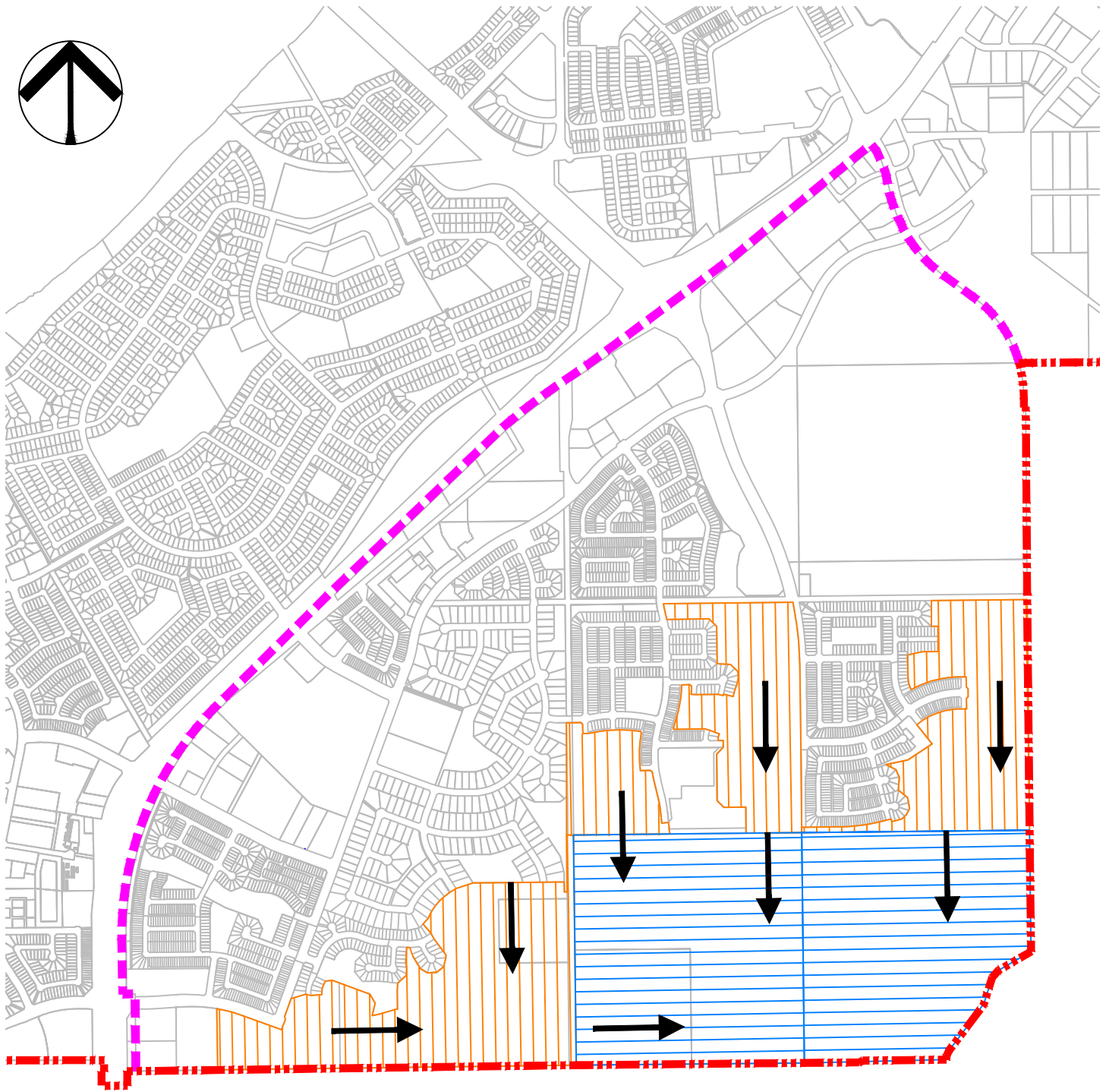


Figure 10.0 - Staging Plan
City of Fort Saskatchewan
Southfort Area Structure Plan

- - - - - Municipal Boundary
- - - - - Plan Area
- Stage 1
- Stage 2
- ➔ Direction of Development

Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.



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APPENDIX A – DEVELOPMENT ESTIMATES

Gross Area	694.2ha	%
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Highway Interchange (15 & 21)	4.9	0.7
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Gross Developable Lands in Hectares (gdha)	689.3	%
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Institutional		
Correctional Centre	76.54	11.1
Hospital	10.33	1.5
Dow Centennial Centre Site (excluding school 2.35ha)	16.41	2.4
Commercial	74.3	10.8
Existing Roads	99.1	14.4
Existing Parks and School Site	42.75	6.2
Existing Stormwater Management Facility (SWMF)	22.89	3.3
Subtotal (existing non-residential net)	342.32	
Total Residential Net Area	346.98	

2018 Municipal Census Statistics	Southfort	Fort Sask
Southfort Population	7,277	26,328
Occupied Dwelling Units	3,238	9,937
Residents per Dwelling	2.25	2.65
Unoccupied Dwellings and Vacant Lots	639	1,242
Total Dwelling Units including Vacant Lots	3,877	11,179

Population Forecasts	Undeveloped Land	Southfort Total
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Remaining Developable Lands (gross)	217.9 gdha	
**Future Roads (assume 20% of undeveloped lands)	39.2 ha	
Future Parks and School Sites (assume 10% total municipal reserve including cash-in-lieu to date)	23.91 ha	
**Future Stormwater Management Facility (assume 6%)	13.1 ha	
Remaining Undeveloped Residential Land (net)	141.7 ndrha	
Additional Dwelling Units(25-30du/nrha)	3,543 – 4,251	7,420-8,128
Additional Population (at 2.5 persons per unit)	8,858- 10,628	18,550-20,320



EMRB Population Projections (2014)		Fort Sask
Low 2044		43,600
High 2044		63,500

*Southfort's population excludes the Fort Saskatchewan Correctional Centre.

** Assumptions for future infrastructure are more conservative than that under 2013 amendment and actual trends



APPENDIX B – SURVEY RESULTS 2013



Southfort Neighbourhood Survey Results



CITY OF
FORT SASKATCHEWAN

Corporate Strategies
Planning & Development

November 21, 2012



Your neighbourhood is growing How should it grow?

The plan that sets the guidelines for building development in Southfort is almost 10 years old, and is in need of an update. As part of the update process, Planning & Development sought input from Southfort residents through a survey that was mailed to each household. Residents had from October 3 to October 31 to complete the survey.

109 residents completed the survey!

- 84 (77%) Completed online
- 13 (12%) Mailed hard copy
- 12 (11%) Completed via text message

As an incentive for completing the survey, the City of Fort Saskatchewan gave away an iPad to one lucky resident.

Congratulations **Kyler Mullins!**

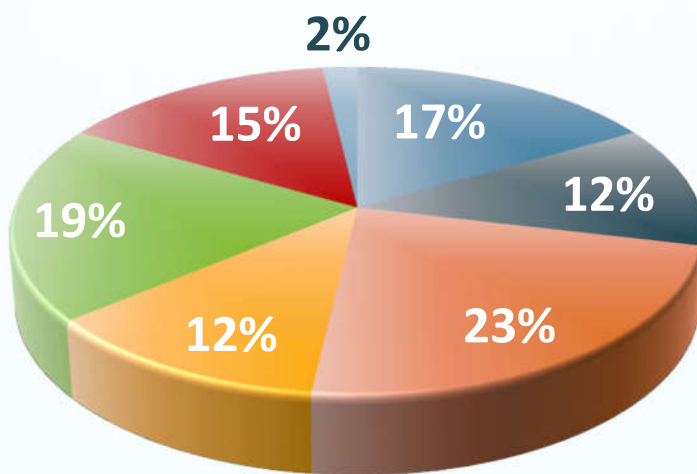
Residents who did not live in Southfort were also welcome to discuss the future of the community with Long Range Planner.

The results of the survey have been summarized in this document.



CITY OF
FORT SASKATCHEWAN

What neighbourhood do you live in?



■ Southfort Heights

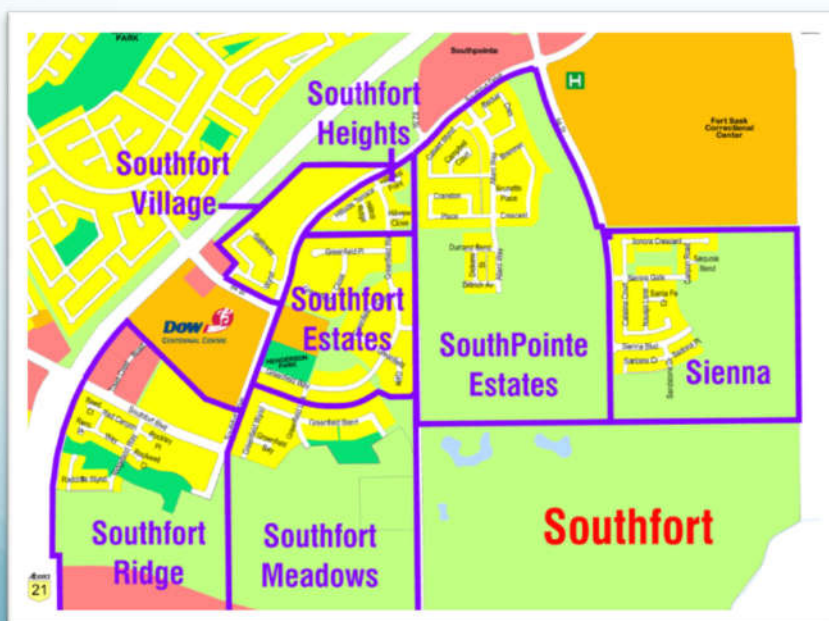
■ Southfort Village

■ Southfort Estates

■ SouthPointe
Estates

■ Sienna

■ Southfort Ridge





CITY OF
FORT SASKATCHEWAN

Which street would you prefer in your neighbourhood?



1

54



2

8



3

41



4

7

None of the above

9

0

20

40

60



CITY OF
FORT SASKATCHEWAN

Which type of park do you feel is missing from your neighbourhood?



Large Natural Parks

10



Playground

10



Manicured Parks

46



Gathering Spaces

38

None of the above

4

0

20

40

60



CITY OF
FORT SASKATCHEWAN

What type of commercial would you prefer in your neighbourhood?



Big Box Stores

6



Residential/Commercial
Mixed Use

30



Small Neighbourhood Level

45

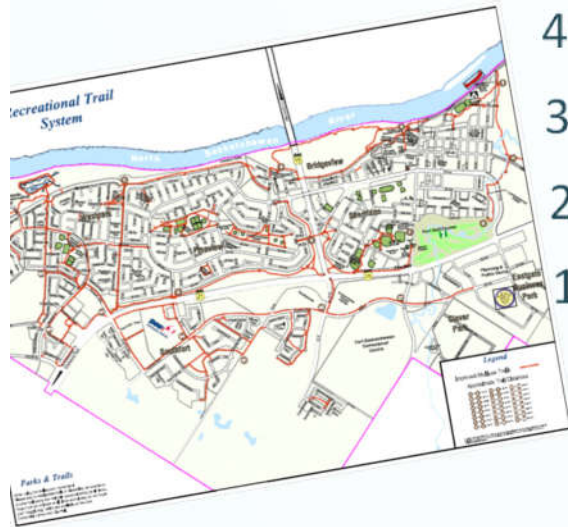
None of the above

26

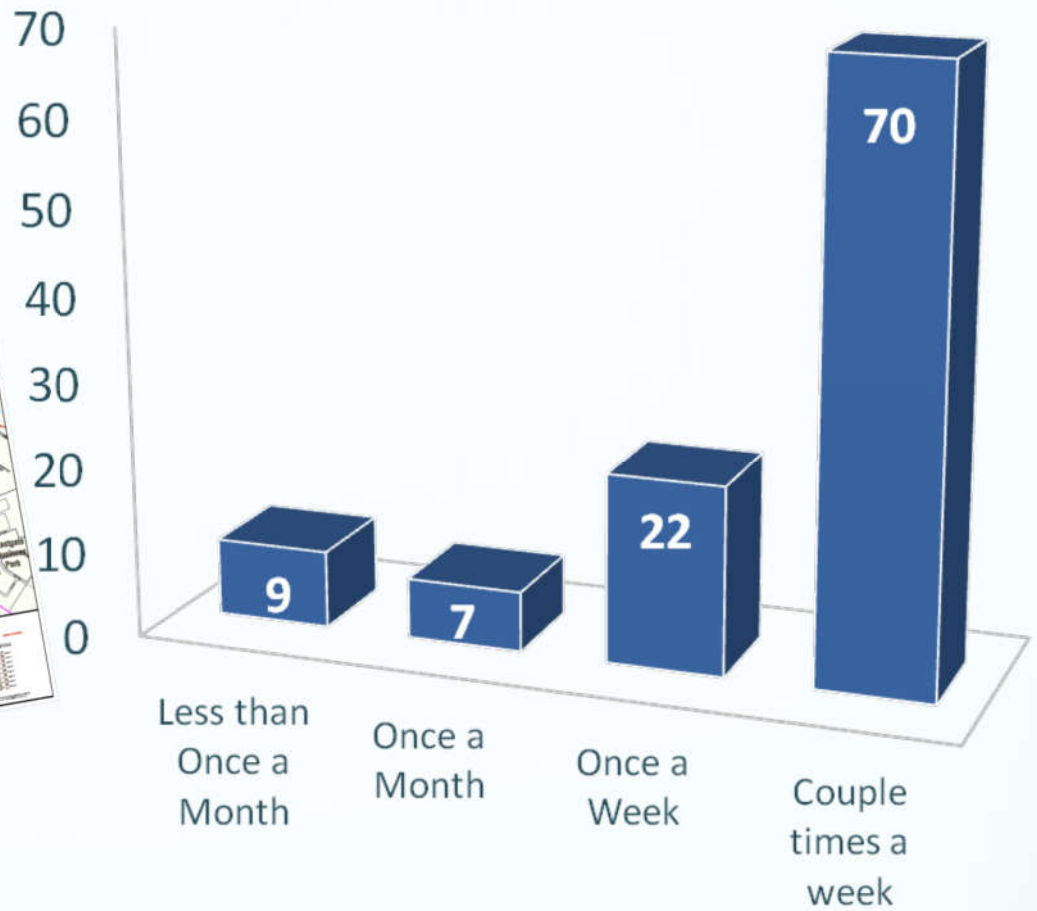
0 10 20 30 40 50



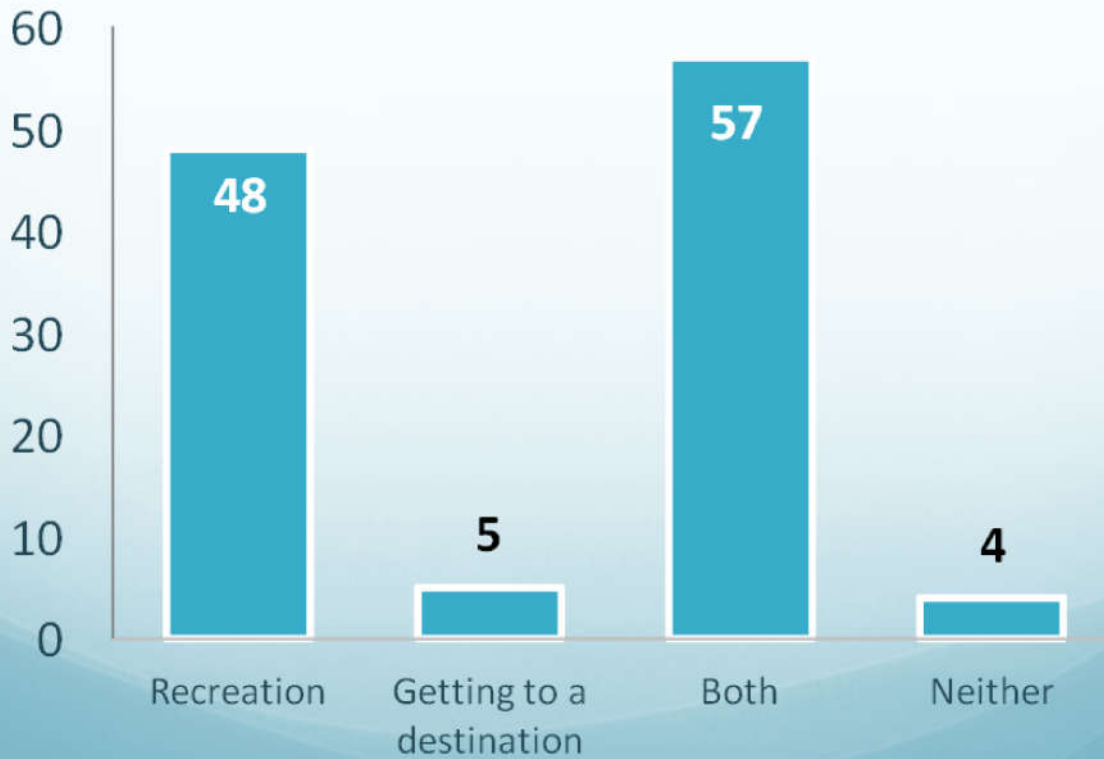
CITY OF
FORT SASKATCHEWAN



How often do you use the walking paths?



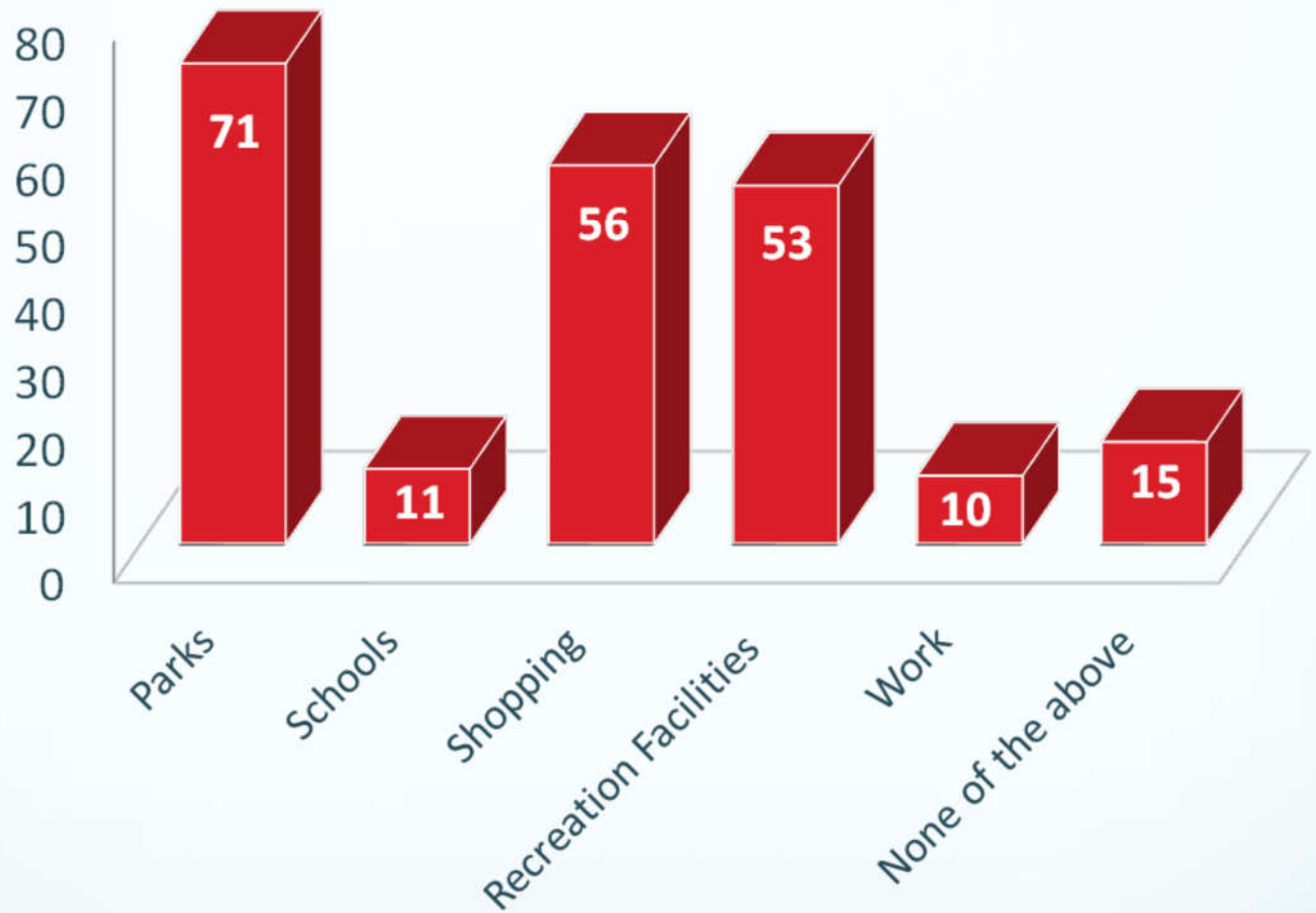
What do you use the walking paths for?



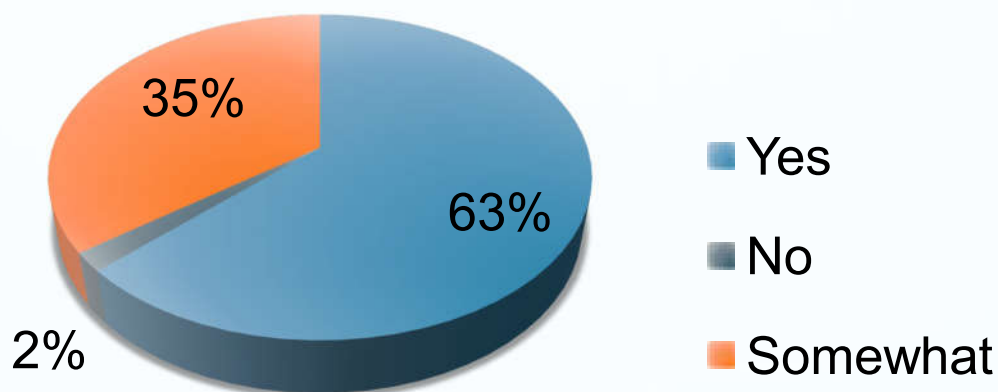


CITY OF
FORT SASKATCHEWAN

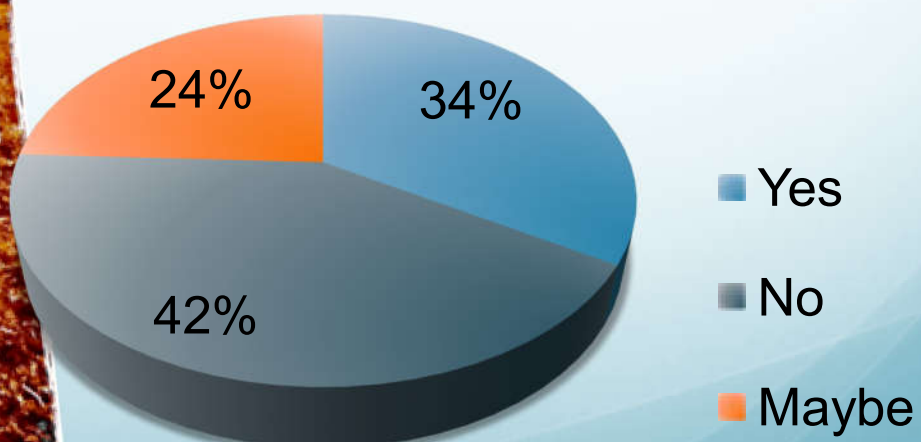
Do you walk or bike to any amenities?



Is it important for you to know your neighbours?



Would you use a community garden, if there was one in your neighbourhood?





CITY OF
FORT SASKATCHEWAN

Comments

What *you* had to say!

Residents rated the following positively :

- *Paths*
- *Dow Centennial Center*
- *Green Spaces*
- *Trees*
- *Cleanliness*
- *Quietness*

Concerns:

- *Traffic*
- *Lack of Parking*
- *Noise (especially Southfort Drive)*
- *Houses are too close together*
- *Speeding*

Residents would like:

- *Elementary School*
- *Transit Service*
- *More sidewalks in Estates*
- *A Community Garden*
- *Outdoor Rink*
- *Manicured Tree Groupings*
- *More Amenities*





CITY OF
FORT SASKATCHEWAN

If you have any questions regarding the Plan updates, survey results, or would like to stay informed on the project please contact the Long Range Planner, Janel Smith at 780-992-6243 or jsmith@fortsask.ca



The plan that sets the guidelines for building development in the Southfort and Westpark neighbourhoods are almost 10 years old, and are in need of an update. This is your opportunity to provide input into what the future of your neighbourhood could look like!

The Southfort and Westpark Area Structure Plans outline:

- Objectives and Policies
- Parks and School locations
- Land Uses and Housing Types
- Densities
- Phasing



As the people who live, work, and play in these neighbourhoods, we want to know what you like about your communities, and what would you improve? Your input will help us to shape development for the remainder of Southfort and Westpark.

Residents who **complete the brief survey** (5 minutes) will be entered to **win an iPad!** Surveys can be completed online at fortsask.ca or complete the attached survey and mail your answers to:

City of Fort Saskatchewan
Attn: Long Range Planner
11121 88 Avenue
Fort Saskatchewan, AB T8L 2S5

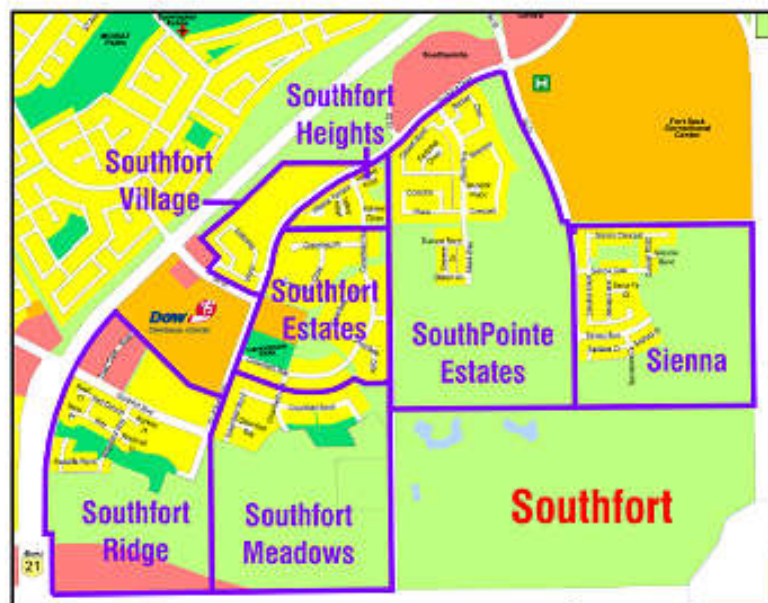
You can also text your answers to 780-668-0277. Make sure to include your name and your phone number for the iPad draw (example: John Smith 780-123-4567: 1J, 2C, 2D, 3A). Personal information will not be shared, and entry forms will be shredded after the iPad draw.

Survey results will be posted on the City's website (fortsask.ca), Facebook (facebook.com/fortplanning), and Twitter (@fortplanning). Please return surveys by **October 31, 2012**.

If you have any questions, would like more information, or would like to stay informed on the plan updates, contact the Long Range Planner, Janel Smith, at jsmith@fortsask.ca or 780-992-6243.

Thank you for your time, and good luck!





Southfort is a 700 hectare (1,700 ac) developing community in Fort Saskatchewan that will ultimately house over 23,700 residents. Within Southfort, there are 7 neighbourhoods: Southfort Heights, Southfort Village, Southfort Estates, SouthPointe Estates, Sienna, Southfort Ridge, and Southfort Meadows.



Westpark is a 500ha (1232ac) developing community in Fort Saskatchewan, that will ultimately house over 12,200 people. Within Westpark, there are 5 neighbourhoods: Westpark Estates, Valley Pointe, Westwood Trails, Forest Ridge, and Windsor.

Both plans were last updated in 2003, and are now being updated to reflect Fort Saskatchewan's current status, future direction, and recently approved planning documents, including:

- Municipal Development Plan (2010),
- Community Sustainability Plan (2009),
- Capital Region Growth Plan and density target (2010),
- Increased residential density and demand for housing diversity,
- Road network and school sites

1. What neighbourhood do you live in? (See maps above)

- | | |
|-------------------------|----------------------|
| 1A) Southfort Heights | 1H) Westpark Estates |
| 1B) Southfort Village | 1I) Valley Pointe |
| 1C) Southfort Estates | 1J) Westwood Trails |
| 1D) SouthPointe Estates | 1K) Forest Ridge |
| 1E) Sienna | 1L) Windsor |
| 1F) Southfort Ridge | |
| 1G) Southfort Meadows | |



2. Which street would you prefer in your neighbourhood? *(Select one or more)*



None
of the
above.

2E

3. Which type of park do you feel is missing from your neighbourhood?



4. What type of commercial would you prefer in your neighbourhood?



5. How often do you use the walking paths?

- 5A) Couple times a week
- 5B) Once a week
- 5C) Once a month
- 5D) Less than once a month

6. What do you use the walking paths for?

- 6A) Getting to a destination
- 6B) Recreation
- 6C) Both
- 6D) I don't use the walking paths

7. What amenities do you walk or bike to?
(Select one or more option)

- 7A) Parks
- 7B) Schools
- 7C) Shopping
- 7D) Recreation Facilities
- 7E) Work
- 7F) None of the above

8. Why did you choose your neighbourhood?
(please rank: 1 highest – 7 lowest. If texting answers list from highest to lowest: 8C, 8F, 8G – Trees and nature, 8D, etc.)

- 8A) Safety # _____
- 8B) Affordability # _____
- 8C) Quietness # _____
- 8D) Parks & paths # _____
- 8E) Amenities (stores, schools, etc.) # _____
- 8F) Family Friendly # _____
- 8G) Other # _____

9. Is it important to you to know your neighbours?

- 9A) Yes
- 9B) No
- 9C) Somewhat

10. Would you use a community garden, if there was one in your neighbourhood?

- 10A) Yes
- 10B) No
- 10C) Maybe

Please share any additional comments:

iPad Draw: Name: _____ Number: _____

Provide your email if you would like to stay informed: _____

APPENDIX C- PUBLIC ENGAGEMENT 2018



Southfort Area Structure Plan Update

Open House

December 6, 2018

Welcome!

Please sign-in.



CITY OF
FORT SASKATCHEWAN
FORTSASK.CA

Plan Area

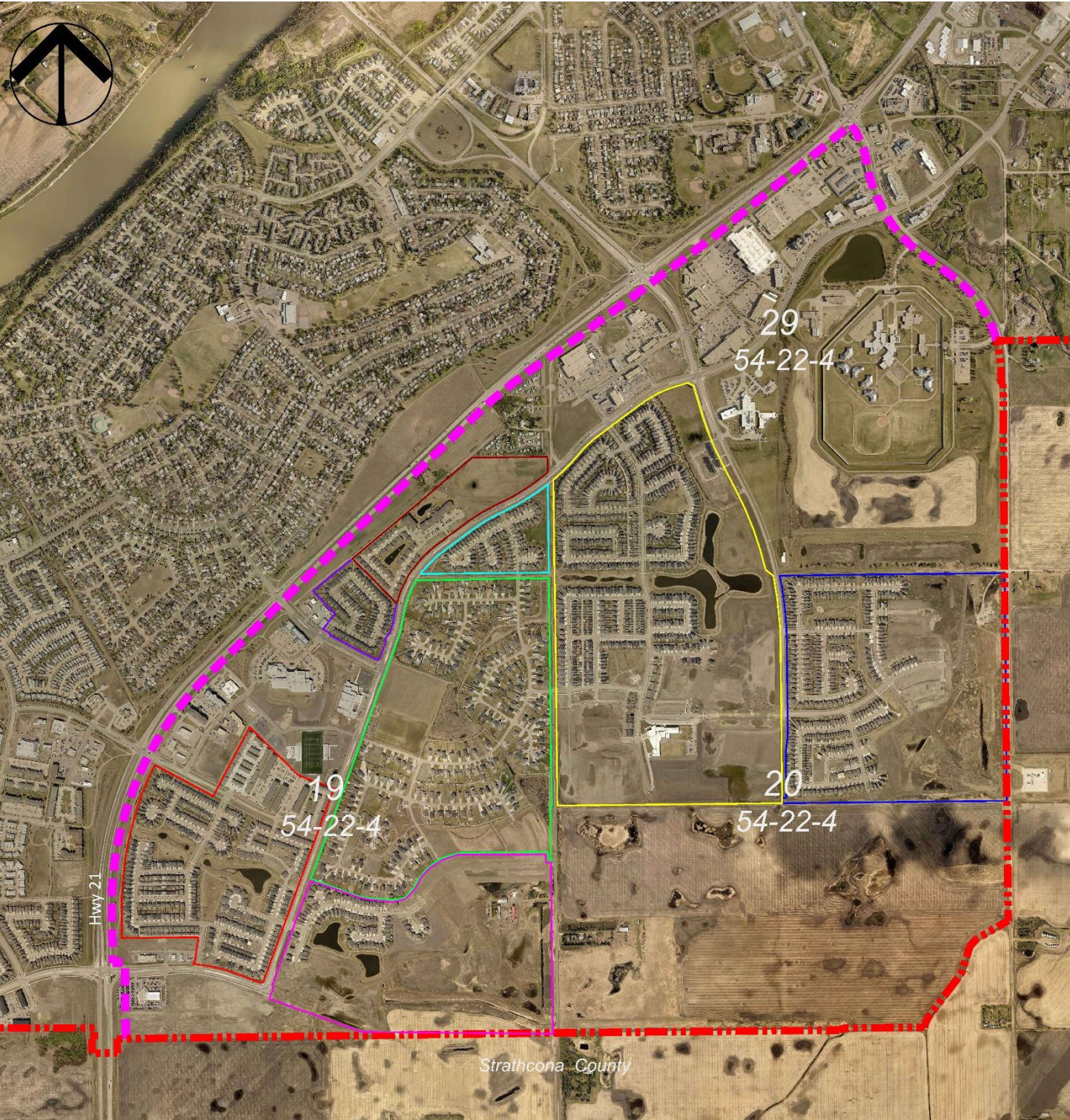


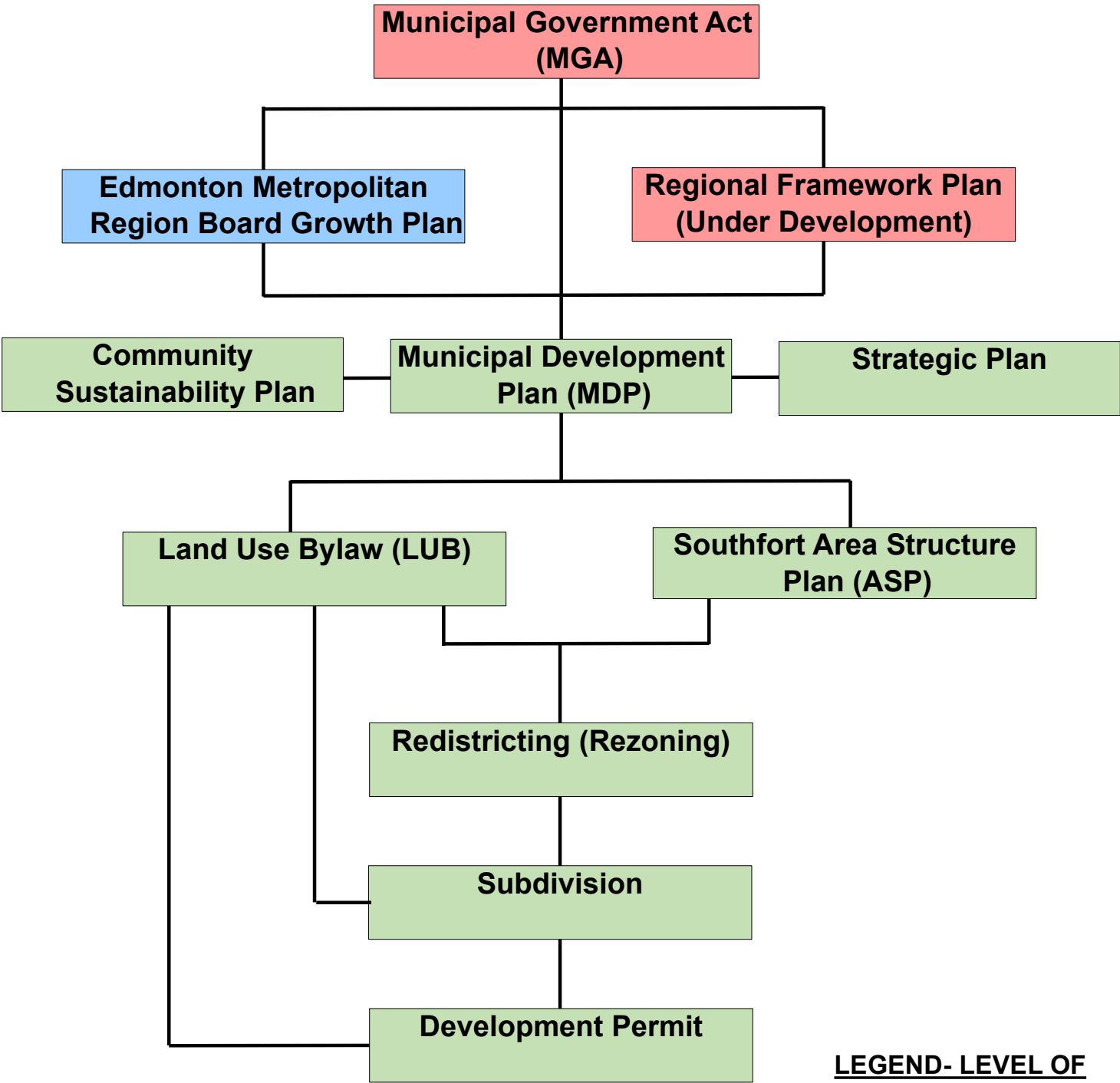
Figure 1.0 - Plan Area
City of Fort Saskatchewan
Southfort Area Structure Plan

- | | | | |
|--|--------------------|--|-------------------|
| | Plan Area | | Southfort Heights |
| | Municipal Boundary | | Southfort Village |
| | Southfort Ridge | | Southfort Bend |
| | Southfort Meadows | | SouthPointe |
| | Southfort Estates | | Sienna |

Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.



Planning Policy Hierarchy



LEGEND- LEVEL OF GOVERNMENT

- Provincial Planning Policy
- Edmonton Metropolitan Region Board Planning Policy
- Municipal Planning Policy

Summary of the Proposed Updates

Draft- December 2018

Proposed updates to the Southfort ASP include:

- Addition of a 6.9 ha (7.1 ac) park/potential high school site along Southridge Boulevard;
- Relocating a High Density Residential site along Southfort Boulevard to a High Density Street oriented Mixed Use site in the southwest portion of the ASP;
- Reallocating medium density residential development in the southwest portion of the ASP;
- Relocating a storm water management pond further north along Greenfield Link providing for a more centrally located amenity;
- Relocating a proposed arterial road further along 92 Street;
- Addition of a collector road east of the potential high school site along Southridge Boulevard.

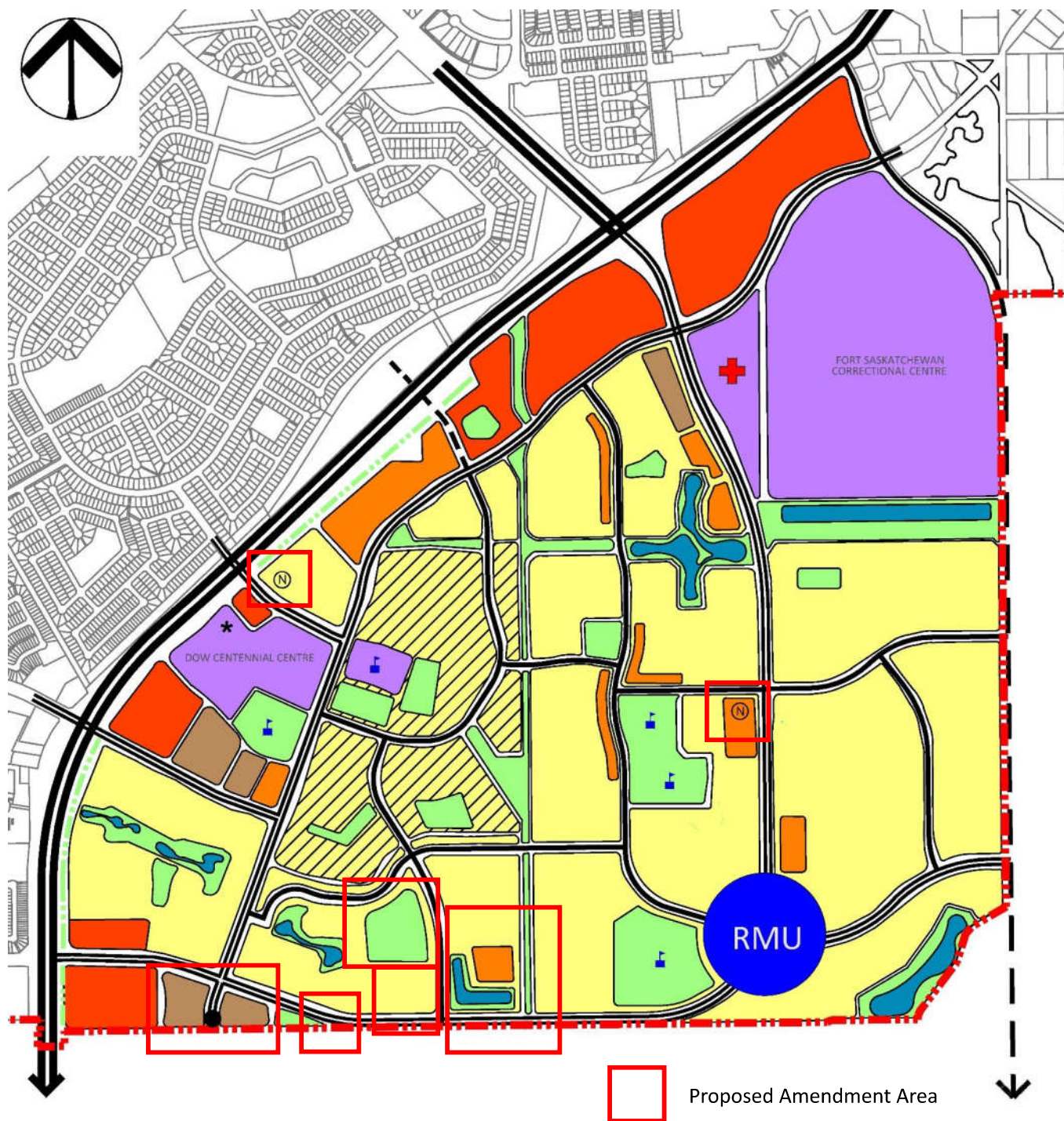
Housekeeping updates include:

- Minor changes to the policy statements;
- Identifying the existing Southfort Village service node as a commercial land use;
- Identifying the zoned SouthPointe service node as a commercial land use;
- Updating references of the Capital Region Board (CRB) to the Edmonton Metropolitan Region Board (EMRB), including the “Re-Imagine. Plan. Build.” Growth Plan that was approved by the Province in 2017.



Existing Land Use Concept

Southfort ASP Bylaw C7-13 (June 11, 2013)



Land Use Concept

City of Fort Saskatchewan

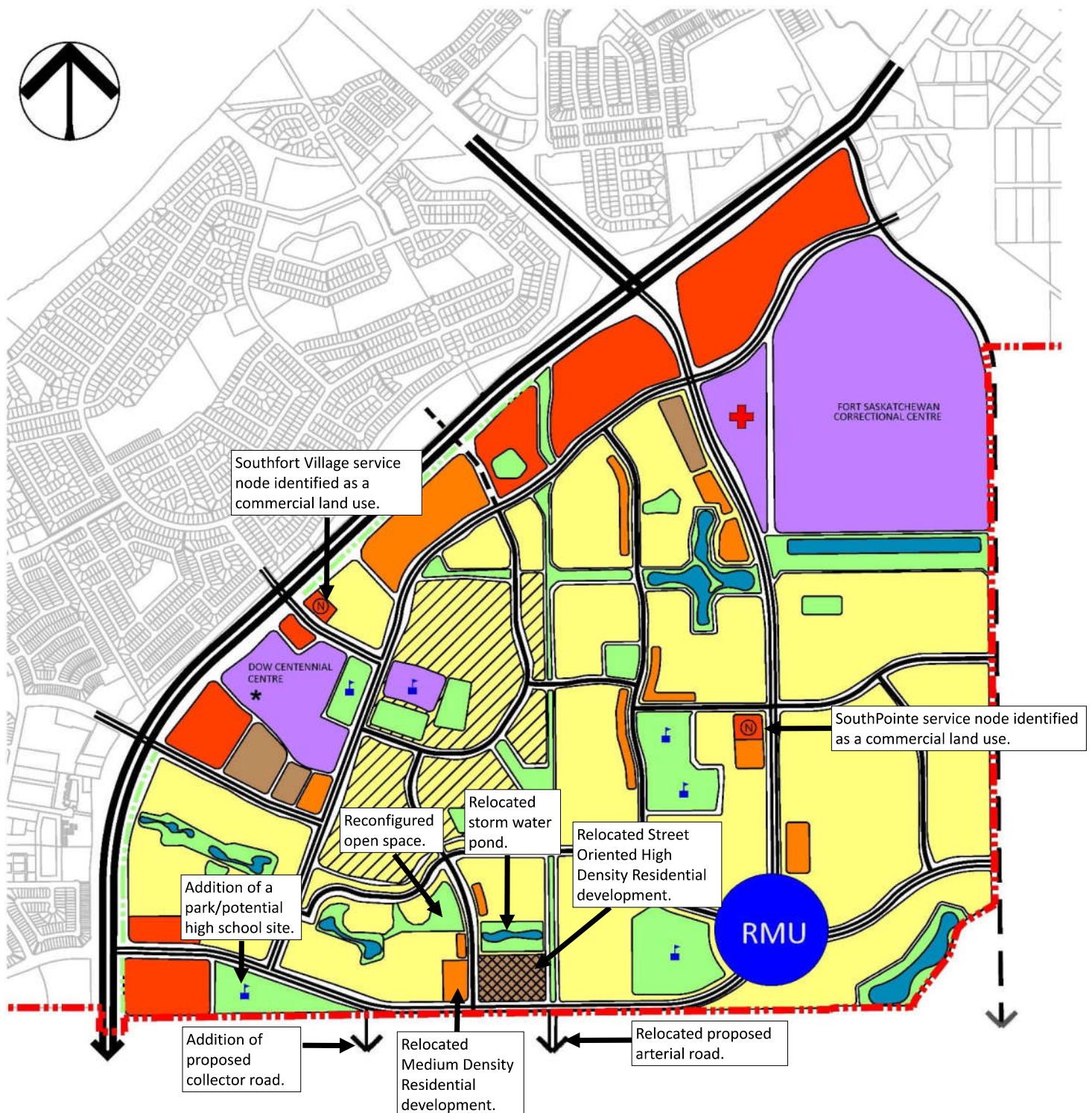
Southfort Area Structure Plan

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Proposed Land Use Concept

Draft- December 2018



Land Use Concept Plan

City of Fort Saskatchewan

Southfort Area Structure Plan



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Proposed Green Space Plan

Draft- December 2018

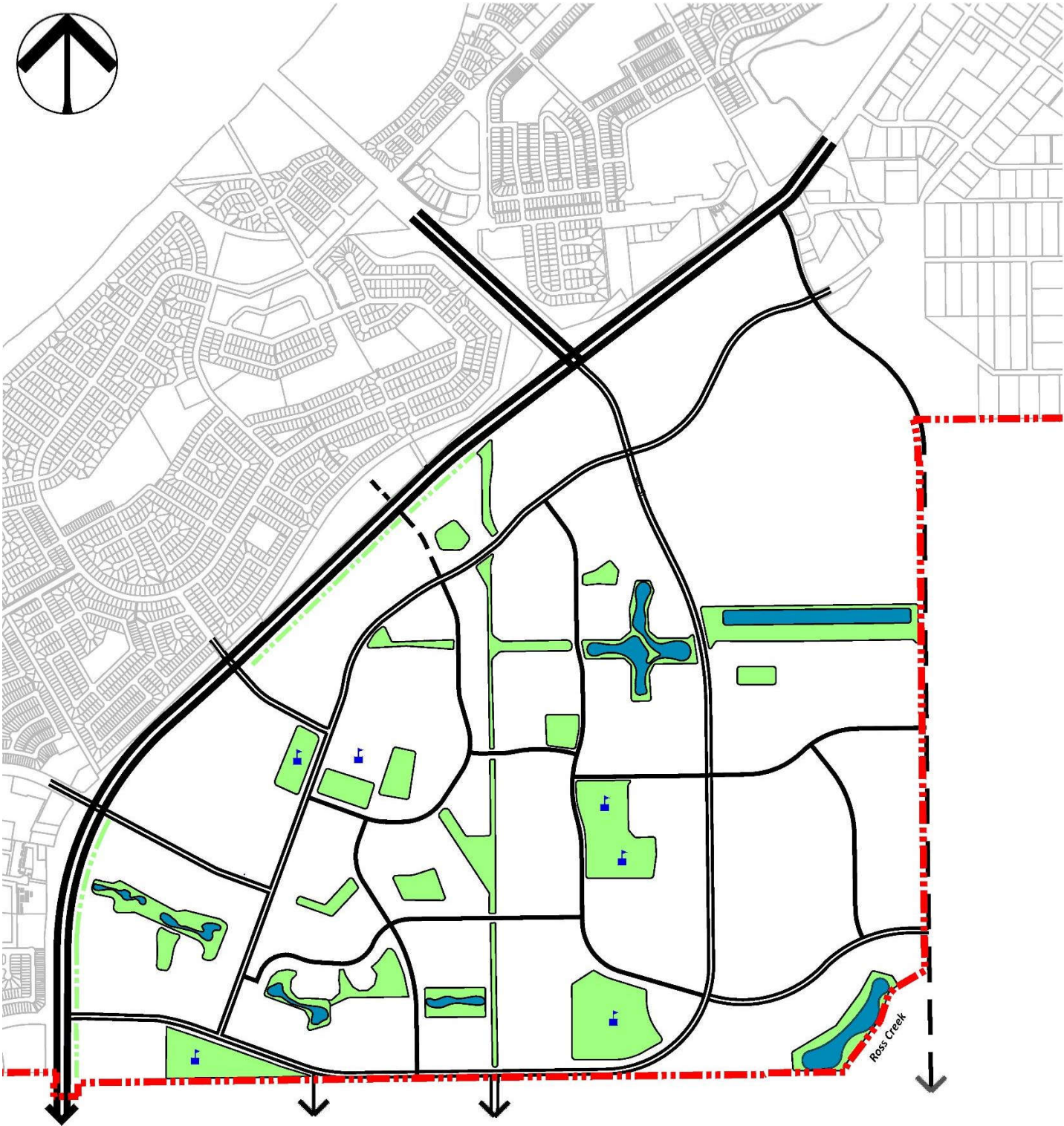











Figure 5.0 - Green Spaces Plan
City of Fort Saskatchewan
Southfort Area Structure Plan

- | | | | |
|---|---------------------------------|--|--------------------|
|  | Park |  | Freeway |
|  | Storm Water Management Facility |  | Arterial |
|  | Potential School Site |  | Collector |
|  | Urban Forest Corridor |  | Optional Collector |
|  | Municipal Boundary | | |

Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.



Development Estimates

Draft- December 2018

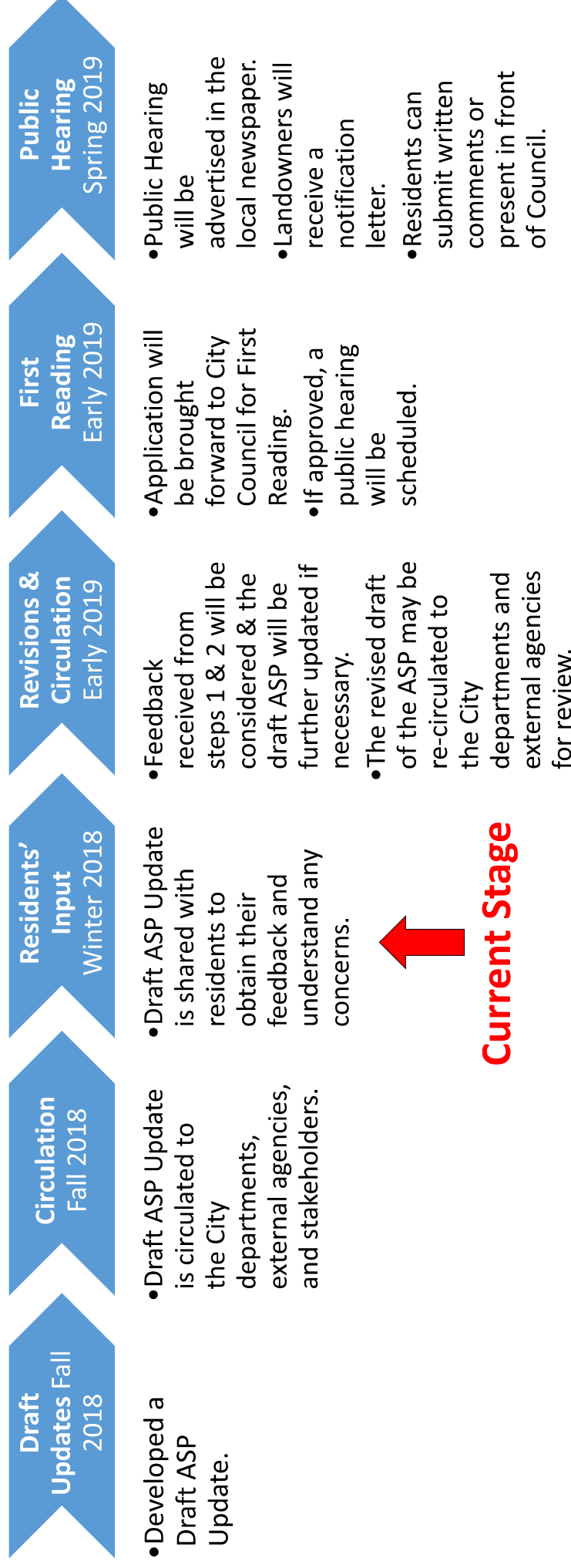
2018 Municipal Census Statistics	Southfort	Fort Sask
Southfort Population	7,277	26,328
Occupied Dwelling Units	3,238	9,937
Residents per Dwelling	2.25	2.65
Unoccupied Dwellings and Vacant Lots	639	1,242
Total Dwelling Units including Vacant Lots	3,877	11,179

Population Forecasts	Undeveloped Land
Remaining Developable Lands (gross)	217.9 gdha
Future Roads (assume 18% of undeveloped lands)	39.2 ha
MR to be dedicated as Future Parks and School Sites	23.91
Future Stormwater Management Facility (assume 6%)	13.1
Remaining Undeveloped Residential Land (net)	141.7 ndrha
Additional Dwelling Units (25-30 du/nrha)	3,543 – 4,251
Additional Population (at 2.5 persons per unit)	8,858 – 10,628

Dwelling Units and Population	Total
Total Southfort Dwelling Units	7,420 – 8,128
Total Southfort Population (2.5 residents/unit)	18,550 – 20,320

EMRB Population Projections (2014)	Fort Sask
Low 2044	43,600
High 2044	63,500

Area Structure Plan Update Process



There is typically a 4-6 week period between the First Reading and the Public Hearing.



Thank you!

Please fill out the Exit Survey.

Updates will be posted on the City's
website at www.fortsask.ca/southfort

For additional information, please contact:

Matthew Siddons

Current Planner

City of Fort Saskatchewan

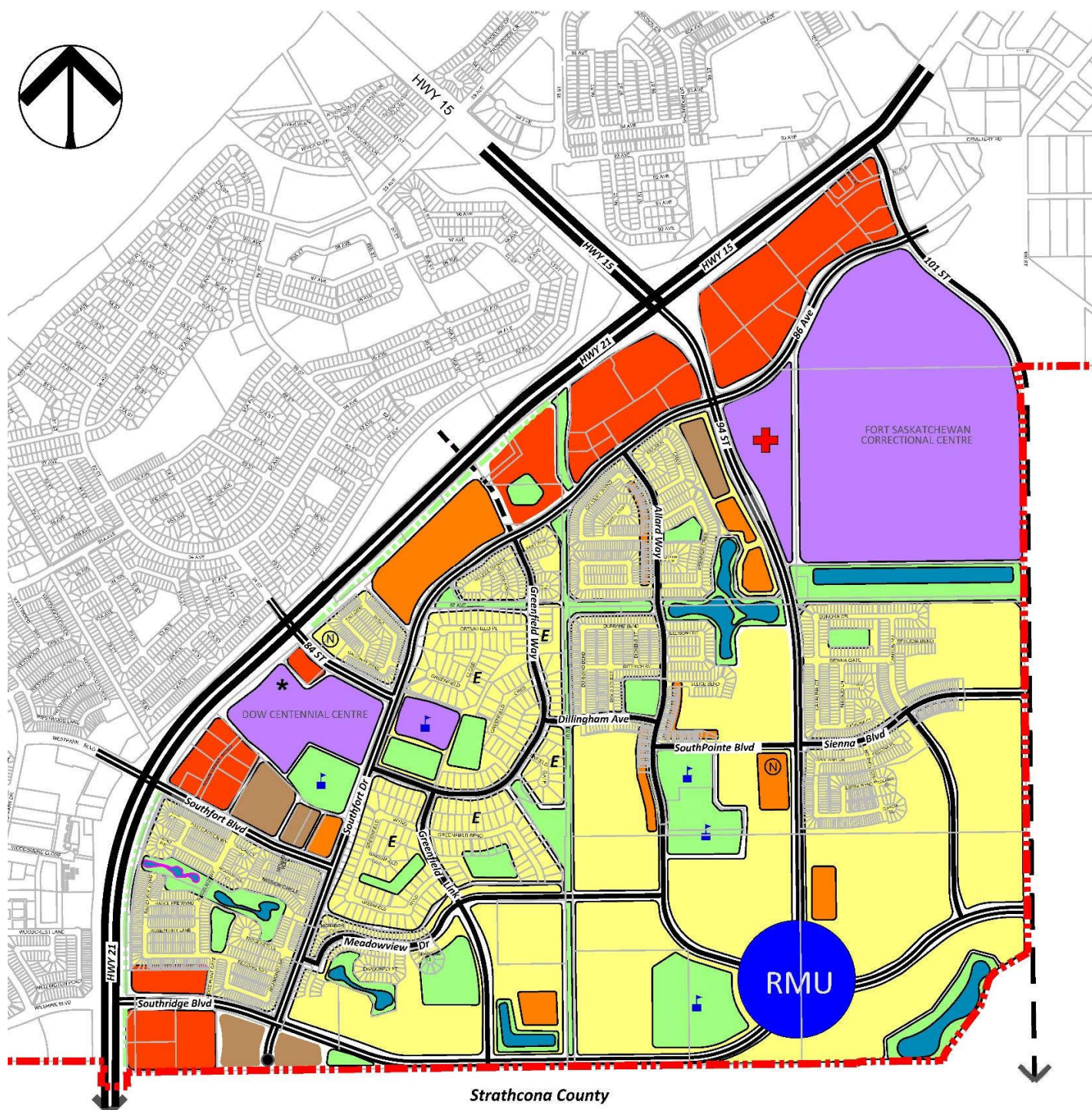
Phone: 780.992.6286/Email: msiddons@fortsask.ca



CITY OF
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FORTSASK.CA

Land Use Concept with Lots

Southfort ASP Bylaw C7-13 (June 11, 2013)



Land Use Concept with Lots

City of Fort Saskatchewan Southfort Area Structure Plan

- Municipal Boundary
- * Future Park & Ride
- Urban Forest Corridor

- Low Density Residential
- E* Estates Residential
- Medium Density Residential
- High Density Residential
- High Density Street Oriented
- Mixed Use
- Residential Mixed Use
- Park
- + Potential School Site

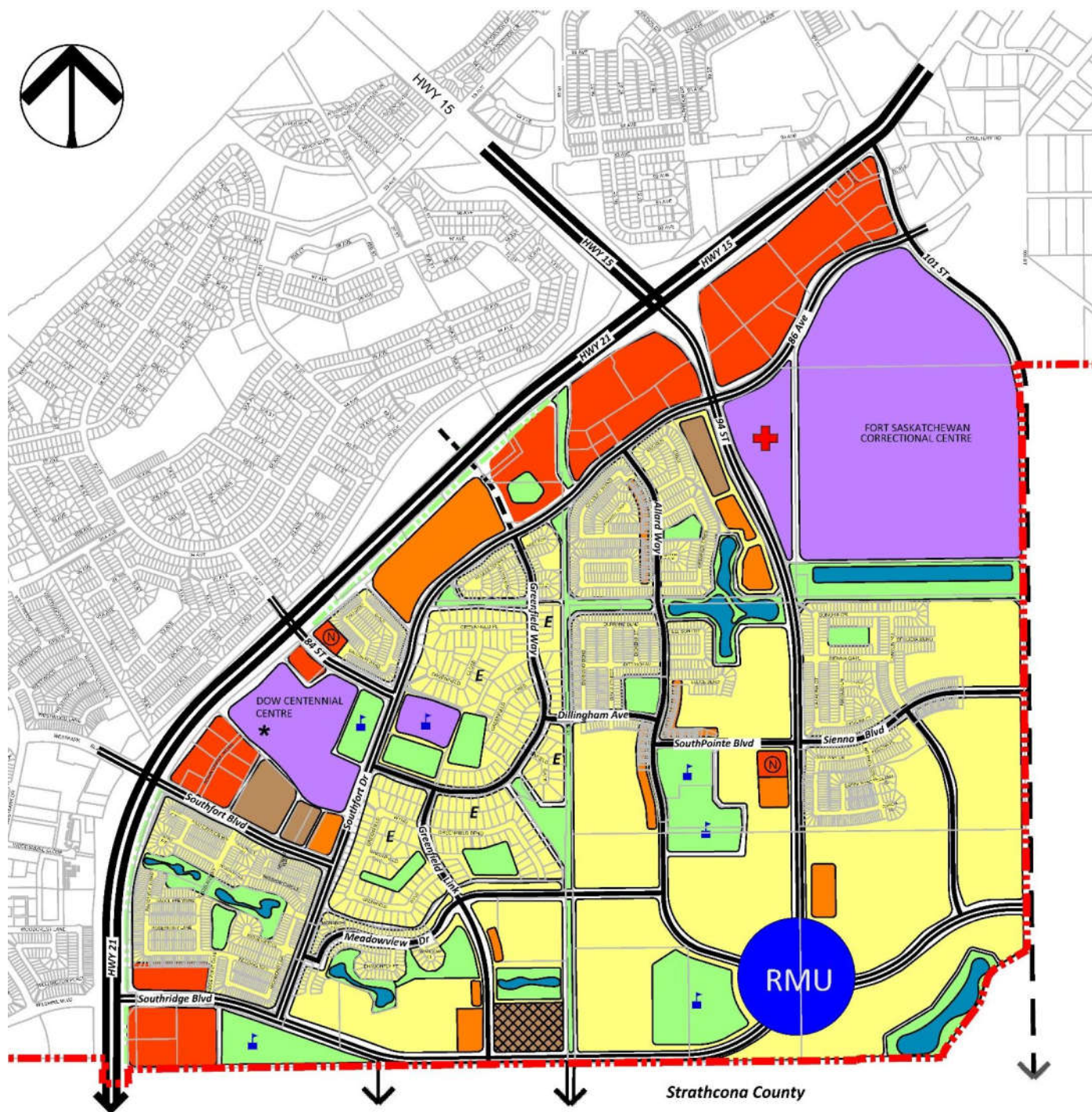
- Storm Water Management Facility
- Commercial
- (N) Neighbourhood Service
- Institutional
- Freeway
- Arterial
- Collector
- Optional Collector
- Lot Parcel

Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.



Land Use Concept with Lots

Draft- December 2018



Land Use Concept including Lots City of Fort Saskatchewan Southfort Area Structure Plan

- - - - - Municipal Boundary
- * * * * * Park & Ride Site
- ||||| Urban Forest Corridor

- Low Density Residential
- E Estates Residential
- Medium Density Residential
- High Density Residential
- High Density Street Oriented Mixed Use
- Residential Mixed Use
- Park
- + Potential School Site

- Storm Water Management Facility
- Commercial
- N Neighbourhood Service
- Institutional
- Freeway
- Arterial
- Collector
- Optional Collector
- Lot Parcel

Note: All size, locations, and areas depicted are conceptual. Actual location & size will be determined through the outline plan and subdivision approval process. The number, size, and location of future school sites may change in response to student demographics. Building of new schools and other institutional uses is dependant upon provincial funding.



Feedback Board

Please share your comments on a sticky note



CITY OF
FORT SASKATCHEWAN
FORTSASK.CA

APPENDIX D-TECHNICAL REPORTS

[City of Fort Saskatchewan Transportation Master Plan \(May 2018\)](#)

[City of Fort Saskatchewan Transportation Master Plan Addendum \(October 2018\)](#)

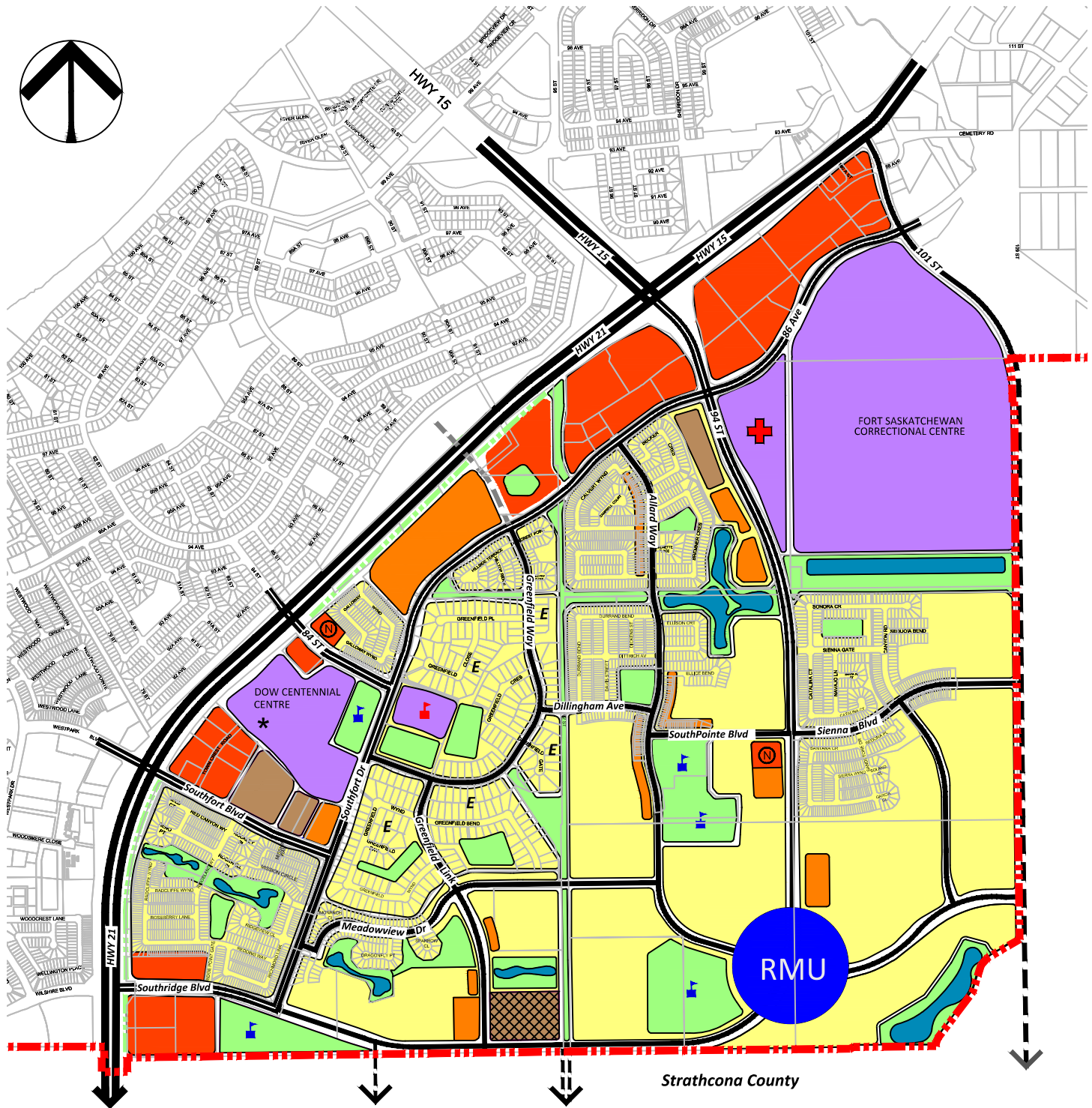
[Southfort Area Structure Plan Transportation Study \(August 2015\)](#)

[Addendum to Southfort Area Structure Plan Transportation Study \(April 2016\)](#)



APPENDIX E-LAND USE CONCEPT INCLUDING LOTS





Land Use Concept including Lots

City of Fort Saskatchewan

Southfort Area Structure Plan

- Municipal Boundary
- * Park & Ride Site
- |||| Urban Forest Corridor
- Lot Parcel

- Low Density Residential
- E Estates Residential
- Medium Density Residential
- High Density Residential
- High Density Street Oriented Mixed Use
- Residential Mixed Use
- Park
- + Potential School Site
- + Potential Private School Site

- Storm Water Management Facility
- Commercial
- N Neighbourhood Service
- Institutional
- Freeway
- Arterial
- Potential Arterial
- Collector
- Potential Collector
- Optional Collector

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APPENDIX F – AMENDMENTS

Bylaw	Date	Description	Page #'s Affected

All ASP amendments are also available on the City Website at www.fortsask.ca

