

City of Fort Saskatchewan

Bylaw C9-15

Adopt the Josephburg Road North Industrial Area Structure Plan

Motion:

1. That Council give second reading to Bylaw C9-15 to adopt the Josephburg Road North Industrial Area Structure Plan.
2. That Council give third reading to Bylaw C9-15 to adopt the Josephburg Road North Industrial Area Structure Plan.

Purpose:

The purpose of this report is to present Council with information on the updated Josephburg Road North Industrial Area Structure Plan, and to consider second and third reading of Bylaw C9-15.

Background:

The Josephburg Road North Industrial Area Structure Plan (JRNI-ASP) was adopted by Council as Bylaw C13-09 on January 25, 2011. The purpose of the JRNI-ASP is to provide a policy framework for orderly planning in the area, respond to future subdivision and development proposals, and establish a preliminary servicing concept for the Josephburg Road North Industrial area.

The update to the JRNI-ASP was undertaken in order to consider alternative servicing for a portion of the Area Structure Plan (ASP) area. The update also reviewed land use patterns to assess the future industrial development needs for Fort Saskatchewan.

The JRNI-ASP update predominantly consists of minor text amendments throughout the document in order to bring the information contained up to date (such as population statistics, references to repealed Land Use Bylaws, etc.). Major changes can be summarized in three points:

1. **Change of land use designation** within the southeast quadrant of the ASP area from light industrial to medium industrial. The entire ASP area will be designated as medium industrial with this update.

The land use designation was re-designated from light to medium industrial in order to coincide with the alternate servicing. The ASP area west of Range Road 221 will have alternate servicing, which has been designed for less intense uses associated with medium industrial land uses.

2. **Alternate servicing provisions** include trickle water feed, on-site sanitary systems, and use of storm ponds for fire suppression east of Range Road 221. Full urban services are still required west of Range Road 221.

The existing JRNI-ASP requires full urban servicing within the entire ASP area; however, medium industrial developments are often land intensive and require less servicing than a typical commercial or light industrial use. Minimal activity has occurred within the Josephburg

ASP area for the past six years for a variety of reasons, such as limited flexibility of the ASP policies regarding servicing requirements.

Therefore, alternative servicing was contemplated with this ASP update. Alternate servicing includes use of septic tanks, trickle water with on-site cisterns, and storm ponds for fire suppression.

3. **Revised Highway 15 Vicinity Overlay boundary** due to the revised servicing model. The Highway 15 Vicinity Overlay area is intended to allow some minor commercial uses that are compatible with the industrial character of the area, subject to a Risk Assessment. The Highway 15 Vicinity Overlay area now lies west of Range Road 221 along the Highway 15 frontage.

The Land Use Bylaw (LUB) currently zones a portion of the subject area with the Highway 15 Vicinity Overlay. The Overlay allows uses in addition to the underlying zoning, subject to a Risk Assessment. To ensure conformance between the JRNI-ASP and the LUB, the Overlay boundaries within the LUB will require amendment through the LUB 2015.

As alternate servicing was being considered, and a portion of the subject area was graduating from a light industrial designation to a medium industrial designation, a Risk Assessment was prepared by Doug McCutcheson and Associates. The Risk Assessment concluded the alternate servicing for industrial uses was acceptable, with 'shelter-in-place' design considerations potentially warranted within the Highway 15 Vicinity Overlay. No concerns were identified with graduating the land use from light to medium.

Plans/Standards/Legislation:

The *Municipal Government Act* (MGA) provides municipalities the ability to adopt an ASP in order to provide a framework for subsequent subdivision and development of an area of land. As per the MGA, an ASP must describe the sequence of development proposed for the area, the land uses proposed for the area, either generally or with respect to specific parts of the area, the density of population proposed for the area either generally or with respect to specific parts of the area, and the general location of major transportation routes and public utilities.

The MGA requires that while preparing a statutory plan, a municipality must provide a means for any adjacent municipality and any person who may be affected to make suggestions and representations. As such, public consultation during the update of the JRNI-ASP included the following:

1. Two public Open Houses:
 - a) The first Open House was held November 7, 2013 at the outset of the update to gather information from stakeholders, landowners, neighbours, and the general public regarding the state of the current ASP, and recommended changes to consider during the update process. Alternative options for servicing and land use were provided for consideration.
 - b) A second Open House was held November 27, 2014 to present a draft of the JRNI-ASP update.
2. The draft JRNI-ASP and opportunities to provide feedback were also provided through the City's website.

3. A presentation of the draft JRNI-ASP was made to the Alberta Industrial Heartland Association Economic Development Committee to inform our stakeholders of the intended changes included in the update.
4. The draft JRNI-ASP was sent to a number of stakeholders for their information and comments, including Alberta Transportation, landowners within the ASP area, and neighbouring landowners. Comments were received from CN Railway Properties, with suggested regulatory and policy recommendations for lands in the vicinity of their railways. The regulatory recommendations for inclusion within the Land Use Bylaw were kept on file for information. The policy recommendations were reviewed and current processes were found to be in compliance with the recommendations. As such, no changes to existing policy were made.
5. The draft JRNI-ASP was circulated to Strathcona County, Sturgeon County, Lamont County, and the City of Edmonton. Responses were not received from the City of Edmonton and Lamont County. Sturgeon County provided a letter identifying no concerns regarding the JRNI-ASP update. Strathcona County provided a list of concerns, and comments regarding the draft JRNI-ASP. Most of the comments received were minor issues, and textual amendments. Some concerns related to the need for Alberta Transportation's involvement and the need for a Traffic Impact Assessment (TIA). As amending the road network was not part of the update, the need for a supplemental TIA was considered unnecessary. However, it was agreed further TIAs may be necessary when the local road network is established at the Outline Plan stage.

Approval from the Capital Region Board (CRB) is required for the ASP adoption because the plan area is located within 1.6km of the Alberta Industrial Heartland. Following first reading, Administration submitted an application under the Regional Evaluation Framework. Approval was granted by the CRB on June 8, 2015. The application was not part of an appeal process.

The Bylaw received first reading on March 10, 2015. To meet the advertising requirements of the MGA, and to promote transparency with residents and local businesses, the Public Hearing was advertised as follows:

1. Notices were sent to landowners within the plan area.
2. Notices were sent to adjacent landowners within Fort Saskatchewan and Strathcona County. At the time this report was prepared, one resident contacted staff to speak in opposition to the land use change from Light Industrial to Medium Industrial, due to increased noise and traffic impacts the change would have to their property located adjacent to the JRNI-ASP area, south of Township Road 554. The resident planned to prepare a written response stating this information.
3. Advertisements for the Public Hearing ran in two consecutive issues of the local newspaper, on July 2 and 9, 2015.
4. Information regarding the proposed bylaw and Public Hearing were available on the City of Fort Saskatchewan website.

Financial Implications:

Changes made within the proposed bylaw do not pose any financial implications to the City of Fort Saskatchewan. The bylaw proposes revised servicing models which are intended to provide a cost incentive to developers within the plan area.

Alternatives:

1. That Council give second and third reading to Bylaw C9-15 to adopt the Josephburg Road North Industrial Area Structure Plan.
2. That Council not proceed with second and third reading to Bylaw C9-15, thus leaving the current Josephburg Road North Industrial Area Structure Plan Bylaw C13-09 in place, and advise how they wish to proceed.

Recommendation:

That Council give second and third reading to Bylaw C9-15 to adopt the Josephburg Road North Industrial Area Structure Plan.

Attachments:

1. Bylaw C9-15
2. Schedule A – Updated Josephburg Road North Industrial Area Structure Plan
3. Appendix A – Redline original Josephburg Road North Industrial Area Structure Plan
4. Appendix B – 2009 JRNI-ASP Land Use Concept Map
5. Appendix C – 2015 JRNI-ASP Land Use Concept Map
6. Appendix D – REF 2015-006 CRB Approval Letter

File No.: Bylaw C9-15

Prepared by:	Claire Negrin Long Range Planner	Date: July 3, 2015
Approved by:	Troy Fleming General Manager, Infrastructure & Community Services	Date: July 8, 2015
Reviewed by:	Kelly Kloss City Manager	Date: July 8, 2015
Submitted to:	City Council	Date: July 14, 2015