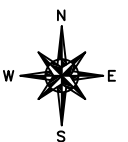










# Bison Meadows Area Structure Plan Bylaw 44-2010 (Amendment 1)

Date of Adoption November 19th, 2010




## LEGEND

 Park	 Emergency Response
 Institutional	 Assisted Living/ Residential
 Public Utility	 Storm Water Management

 Public Road R.O.W  
Potential Long-Term

 Heavy Industrial Transition Overlay (3km)

 ASP Boundary

**Strathcona**  
County

BYLAW 44-2010

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING A NEW MEADOWS AREA STRUCTURE PLAN.

WHEREAS Council previously adopted the Bison Meadows Area Structure Plan Bylaw 32-2008; and

WHEREAS it is deemed advisable to replace the Bison Meadows Area Structure Plan;


NOW THEREFORE, the Council of Strathcona County, duly assembled, pursuant to the authority conferred upon it by the *Municipal Government Act, R.S.A. 2000, c. M-26*, and amendments thereto, enacts as follows:

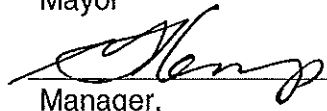
1. That Bylaw 44-2010 is to be cited as the "Bison Meadows Area Structure Plan".
2. That Schedule "A" attached hereto is hereby adopted as part of this Bylaw.
3. That Bylaw 32-2008 is hereby repealed.
4. This Bylaw comes into effect after third reading and upon being signed.

Read a first time this 14 day of September, 2010.

Read a second time this 14 day of September, 2010.

Read a third time and finally passed this 9 day of November, 2010.

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Manager,  
Legislative and Legal Services

Date Signed: November 19, 2010

**BISON MEADOWS AREA STRUCTURE PLAN**  
**Part of NE ¼ Section 3-53-23-W4**  
**Strathcona County**

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# **BISON MEADOWS AREA STRUCTURE PLAN**

May 26, 2008

## **1.0 INTRODUCTION**

### **1.1 Purpose**

The purpose of the Bison Meadows Area Structure Plan (ASP) is to provide a framework for the future subdivision and development of lands in that portion of the NE ¼ of 3-53-23-W4, which lie south of Lakeland Drive and west of Sherwood Drive in the Sherwood Park Urban Service Area, Strathcona County. All the land within the plan area is owned by Strathcona County and as such is generally intended for institutional, public utility and public service uses. Other uses, such as community commercial and limited residential, may also be considered if a there is determined to be need for such development in the community.

### **1.2 Community Context**

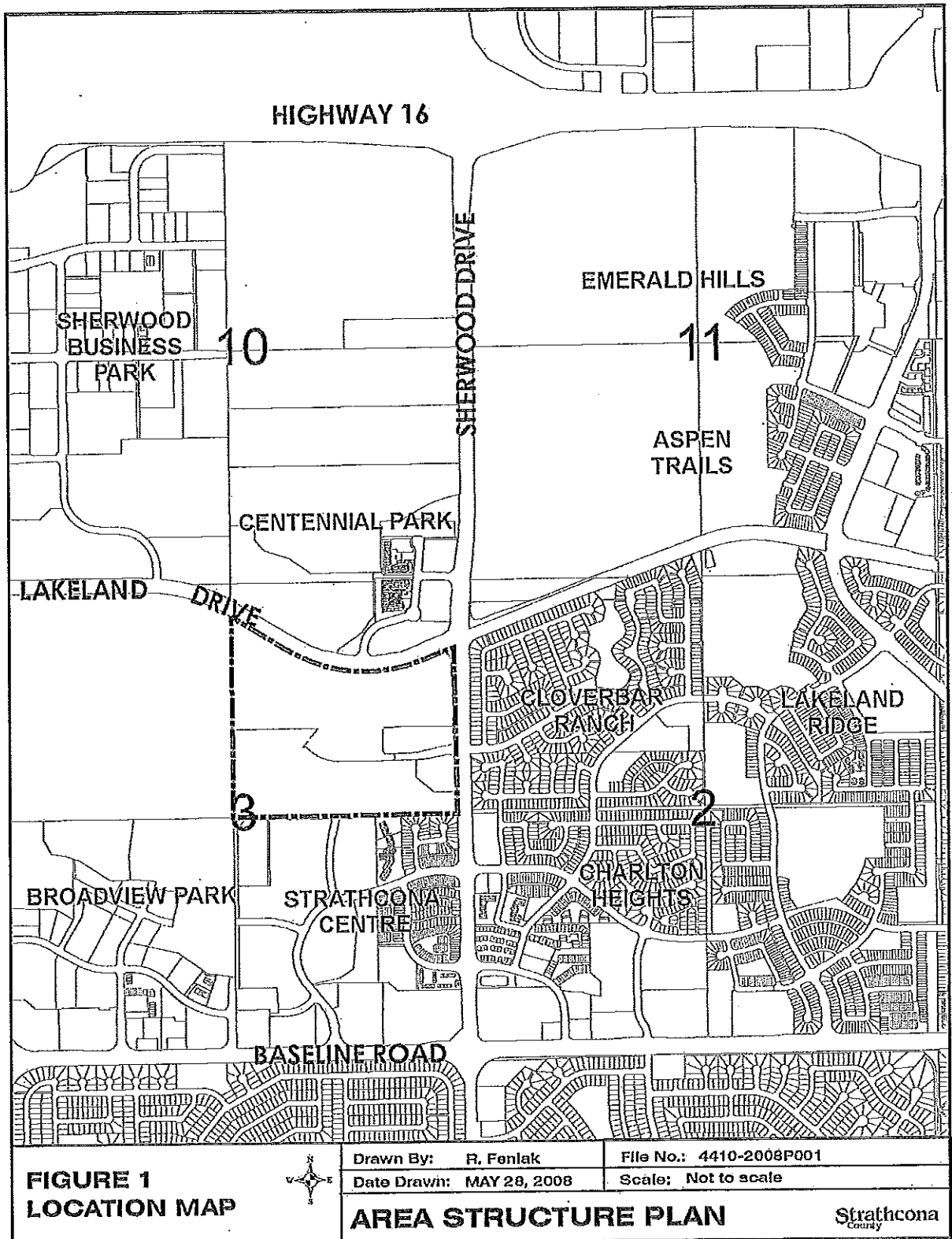
The Bison Meadows ASP area is centrally located in north Sherwood Park and is approximately 3 km. north of the Centre in the Park. It is well located in relationship to provincial and regional transportation networks which link it to the rest of Strathcona County, to the Edmonton Metropolitan Region, and beyond. The adjacent arterials act as truck and transit routes: Baseline Road to the south, Broadmoor Boulevard to the west, Lakeland Drive abutting to the north, and Sherwood Drive abutting to the east. Strathcona Station Park-and-Ride facility is located on Bethel Way, in the adjacent ¼ Section to the south.

The uses proposed in the Bison Meadows ASP are compatible with existing and proposed uses in the surrounding area. These adjacent uses include residential areas to the northeast, east and southeast; commercial, light industrial and business uses wrapped around the northwest, west and southwest sides of the ASP area; and recreational/institutional uses abutting the southern boundary. Millennium Place and Centennial Park are major recreational facilities just north of Lakeland Drive. Figure 1 illustrates the location and community context of the Bison Meadows ASP area.

### **1.3 Background**

The Bison Meadows ASP is replacing The Lakeland College ASP, which was adopted in January, 2004, to provide a framework for the subsequent development of a campus for Lakeland College, with associated complementary uses and facilities. The Lakeland College ASP also identified land for long-term expansion of the campus, an emergency responses site, a seniors' residential complex, a campus residential component, and a storm water management/park area.

After adoption of the Lakeland College ASP, the College was not able to locate a campus on the land and the site was identified as a possible location for other types of public service uses. As the focus of the Lakeland College ASP was development of the College campus, it was appropriate to amend the ASP to allow for a variety of new uses to be considered.



## **1.4 Municipal Policy Framework**

The Strathcona County *Municipal Development Plan* (Bylaw 1-2007) identifies two Policy Areas on the subject lands. The majority of the land is shown as Institutional, with a small area of Medium Density Residential in the south-east corner.

The following Land Use Districts, as defined under the Strathcona County *Land Use Bylaw* (Bylaw 8-2001) currently exist on the subject land:

- PS Public Service District
- DC-8 Direct Control District (97-8)
- DC-32 Direct Control District (2004-1)
- AD Agriculture/Future Development District

The Bison Meadows ASP complies with two general development restrictions affecting the site contained in the County's *Land Use Bylaw* (Bylaw 8-2001): The Heavy Industrial Transition Overlay (IH-O) [Section 15.4] and the Setbacks from Pipelines [Section 6.7].

The *Lakeland College ASP* (Bylaw 3-2004), will be repealed upon adoption of the Bison Meadows ASP Bylaw.

## **2.0 SITE CONDITIONS**

### **2.1 Physical Conditions**

The ASP area comprises approximately 42.6 hectares (105.3 acres) of rolling terrain sloping downwards from southeast to northwest with an elevation drop of approximately 13 m. There are pockets of low-lying areas with high water tables, especially in the north and northwest. There is a height of land just west of the north-south ¼ Section line which divides the Plan area from westward-flowing drainage in the NW ¼ Section. The soil and groundwater conditions are not expected to pose significant restrictions on development and servicing of the site.

The dominant vegetation cover is grass, the area having been cultivated in recent times. There are residual tree stands in the northeast, the northwest and along the southern boundary.

Physical site conditions are illustrated on Figure 2.

### **2.2 Existing Development and Ownership**

Existing development, also illustrated on Figure 2, is confined to the southeast on sites gaining access from Sherwood Drive via Bison Way. The RCMP Detachment building north of Bison Way occupies a site of approximately 2 hectares (4 acres) zoned PS. The Silver Birch Seniors' Lodge south of Bison Way sits on a 1.6-hectare (3.75 acre) site, which is part of a larger land use district.

All of the land within the ASP Area is controlled or owned by Strathcona County. There



Dwg No.: N:\PDS Admin\4000-4499 Land Use Services\4410-ASP\2008\2008P001\2008P001\4410-2008P001 Figure2-Site Conditions.mxd

is a sanitary utility right-of-way running diagonally across the site from southwest to northeast and a power line right-of-way running east to west along the southern boundary.

### **3.0 GENERAL POLICIES**

#### **3.1 General Intent**

The Development Concept illustrated on Figure 3 shall serve as the basis for the subsequent subdivision and development of the Bison Meadows ASP area. Land use boundaries, road rights-of-way, servicing pipeline routes and other development features are intended to be general and may be modified at subsequent subdivision and development stages of planning approval.

#### **3.2 Setbacks from Pipelines**

Two high pressure petroleum product pipelines are located along the western edge of the ASP area. Building setbacks from pipelines shall comply with the requirements of The County's Land Use Bylaw, Section 6.7 (Bylaw 8-2001).

#### **3.3 Setback from Heavy Industrial Development**

Development in the Bison Meadows ASP area shall be subject to the use restrictions and additional regulations of the Heavy Industrial Transition Overlay [IH-O] in The County's Land Use Bylaw, Section 15.4 (Bylaw 8-2001).

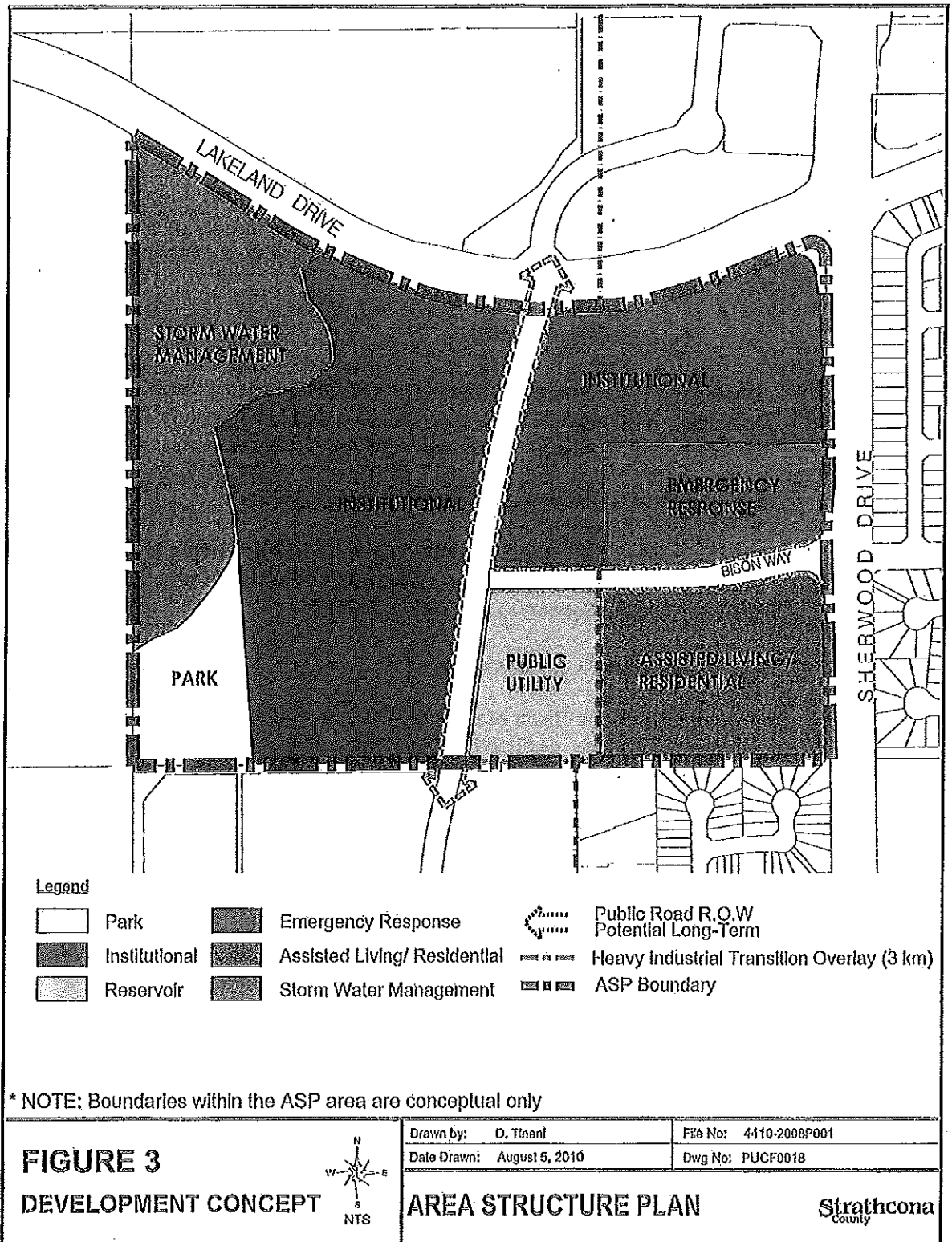
#### **3.4 Sustainable Development**

Development in the Bison Meadows ASP area shall be guided by the four principles for guiding sustainable development as outlined in Chapter 4 of Strathcona County's Municipal Development Plan (Bylaw 1-2007). These principles are evaluated through the lens of 12 themes -- land, natural habitat, water, carbon, transport, food, materials, waste, economy, well-being, equity, and culture. The proposals in the ASP area will reflect The County's goal for sustainable development. Opportunities for sustainable development will be explored at the subdivision, detailed design and implementation stages of development.

### **4.0 LAND USE**

#### **4.1 Land Use Concept**

General land uses are illustrated on Figure 3 and summarized on Table 1.



**Table 1. General Land Use Area Summary**

GENERAL LAND USE	AREA		
	Hectares	Acres	%
Institutional	20.96	51.79	50.5
Public Utility	2.15	5.31	5.2
Emergency Response	3.70	9.14	8.9
Assisted Living Residential	5.30	13.10	12.8
Storm Water Management	7.25	17.92	17.4
Park	2.16	5.35	5.2
<b>TOTAL ASP AREA (excluding roadway)</b>	<b>41.52</b>	<b>102.61</b>	<b>100.0</b>

## **4.2 Institutional**

**4.2.1** The Institutional area is primarily intended for the development of public or government services. Some examples may include a courthouse, school, or college campus. Appropriate community development may also be contemplated in this area in order to respond to specific community needs. For example, community commercial development may be appropriate in this area in order to provide services to the existing residential development in the area and any future residential development.

## **4.3 Emergency Response Site**

**4.3.1** The Emergency Response site comprises the RCMP Detachment site and adjacent lands to the north. The RCMP site has been designed to accommodate future expansion of the present RCMP building.

## **4.4 Assisted Living/Residential**

**4.4.1** The Assisted Living/Residential area is currently occupied, in the northeast corner, by the Silver Birch Seniors' Lodge, which is operated by the Pioneering Housing Foundation.

**4.4.2** Residential development in this area is proposed to include independent, assisting living, and long-term care facilities. Housing forms may include apartments, townhousing, and semi-detached units. Additional amenity developments, such as a seniors' community centre and minor commercial uses intended to serve the residents of this area, may also be developed.

**4.4.3** Further development of this land shall be done in a comprehensive manner that integrates the existing Silver Birch Lodge with other forms of residential and institutional development. The Assisted Living/ Residential Area is expected to accommodate a population of approximately 450.

#### **4.5 Storm Water Management/Park Area**

**4.5.1** The Storm Water Management area provides space for the development of the southern portion of a storm water management pond designed to service the Bison Meadows ASP and surrounding areas (See Section 6.4 below). The County intends also to develop open space facilities in the area.

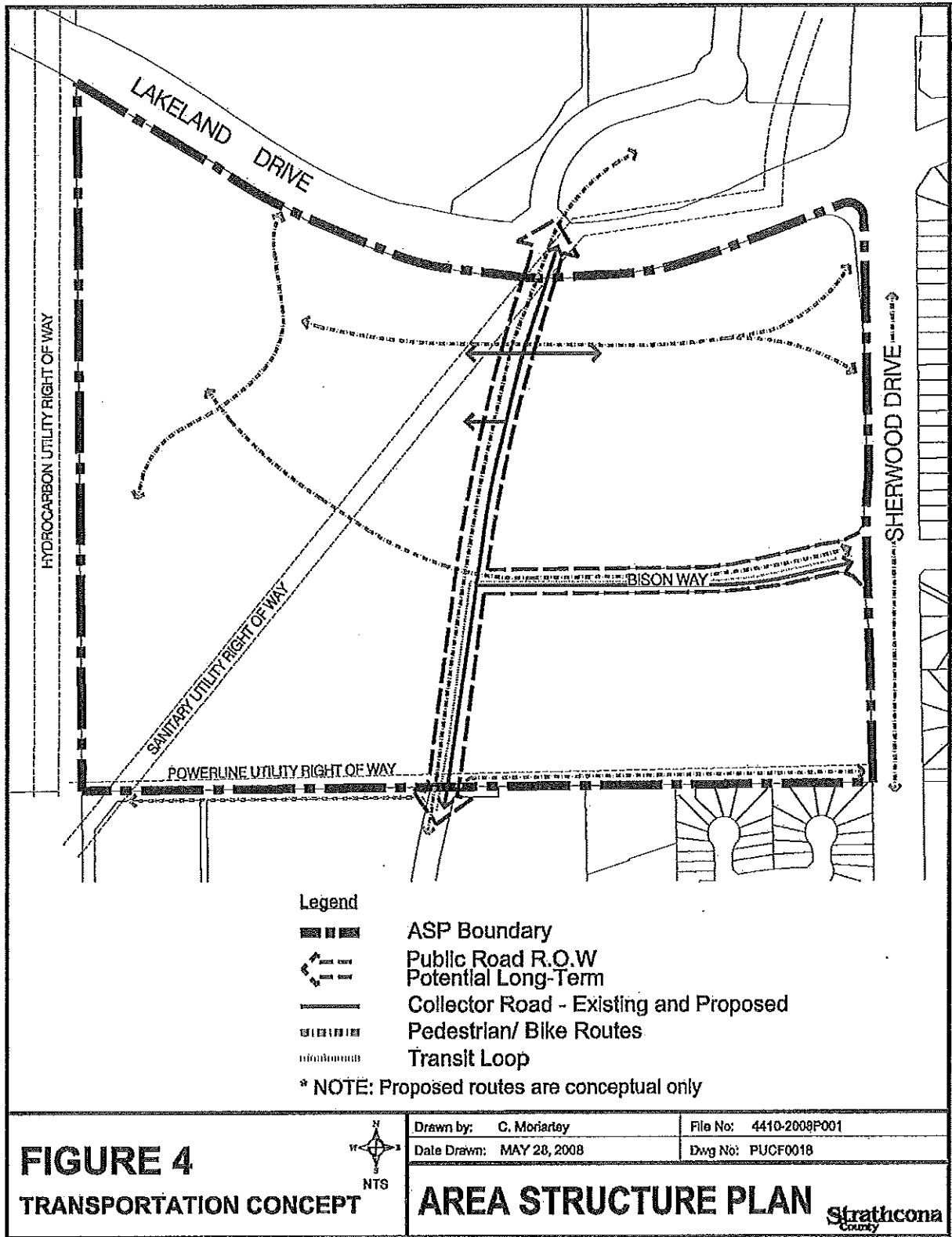
**4.5.2** The Park area is intended for further development of open space and recreational opportunities. The park area is located in the southwest corner of the ASP lands. The County foresees an outdoor recreation development on these lands in conjunction with adjacent park lands on surrounding quarters.

### **5.0 ACCESS AND CIRCULATION**

#### **5.1 Transportation Concept**

**5.1.1** The general Transportation Concept for the ASP area, illustrated on Figure 4, is an internal circulation system connected to the existing and planned external network of roads and pathways. The concept integrates alternative modes of transportation including walking, cycling, transit, and driving of both private and delivery vehicles.

**5.1.2** Depending on the level of development, functional designs may be required for the intersections at Lakeland Drive / Sherwood Drive and at the next intersection on Lakeland Drive to the west, which provides access to the ASP area and to Centennial Park Village north of Lakeland Drive.



## **5.2 External Road Access**

- 5.2.1 The ASP area has direct access to the abutting arterial roads, i.e. Lakeland Drive to the north and Sherwood Drive to the east. The intersections at these locations will be designed to accommodate the projected traffic. The Sherwood Drive intersection provides access to the Emergency Response and Assisted Living/Residential sites via Bison Way.
- 5.2.2 The ASP Area will have access to the south through an extension of Bethel Way.

## **5.3 Internal Vehicular Circulation**

- 5.3.1 The proposed public roadway system within the ASP area is shown on Figures 3 and 4. Bethel Way, which abuts the ASP area to the south, will be extended and continue through the land to intersect with Lakeland Drive. Bethel Way will intersect with Bison Way at the northwest corner of the public utility site. All roads will be designed as a multi-modal route friendly to pedestrians, cyclists, transit riders and drivers.
- 5.3.2 The existing right-of-way for Bison Way is a minimum of 24.0 m. Specific design standards within the right-of-way will be determined at the subdivision and development stage. Access to the public road from the adjacent development sites in the ASP area will be via driveways.
- 5.3.3 There will be sidewalks on both sides of the roadway. Traffic-calming measures may be included, such as sidewalk bulbs at intersections and crosswalks paved with the same materials as the sidewalks to indicate preference to the pedestrian.

## **5.4 Transit**

- 5.4.1 The public road will serve as a transit route extending bus service into the ASP area from the routes using Sherwood Drive. In the long term, transit service will enter the area from Bethel Way, where a Park 'n Ride facility is presently located.
- 5.4.2 The bus stops on the transit route are expected to be located on Bison Way in front of the RCMP station and Seniors' residential complex. Bus bays and bus shelters will be provided in this area.

## **5.5 Pedestrian and Bike Circulation**

- 5.5.1 The pedestrian and bike circulation system within the ASP area will be a continuous network of sidewalks, pathways and on-street bikeways connecting activity destinations. The pathways will be barrier-free for all users, including the elderly and the handicapped, and wide enough to accommodate both pedestrians and cyclists. Bike storage facilities will be conveniently located near the principal destination areas.

- 5.5.2 The pedestrian and bike circulation system will be linked with the rest of the community, including Millennium Place, Centennial Park and other significant local destinations. Direct connections will be made with the existing Heritage Parkway Trails on Sherwood Drive and with the planned Trans-Canada Trail along Lakeland Drive.

## **5.6 Parking and Loading**

- 5.6.1 Parking and loading areas will be distributed to allow convenient access to the buildings and facilities they serve, while ensuring minimum intrusion into the pedestrian environment.
- 5.6.2 Parking and loading standards will comply with or exceed the minimums required by The County's Land Use Bylaw, unless there is agreement between the County and developer to vary the parking requirements. There will be sufficient parking to serve the needs of the uses within the ASP area, without intruding into the surrounding community.

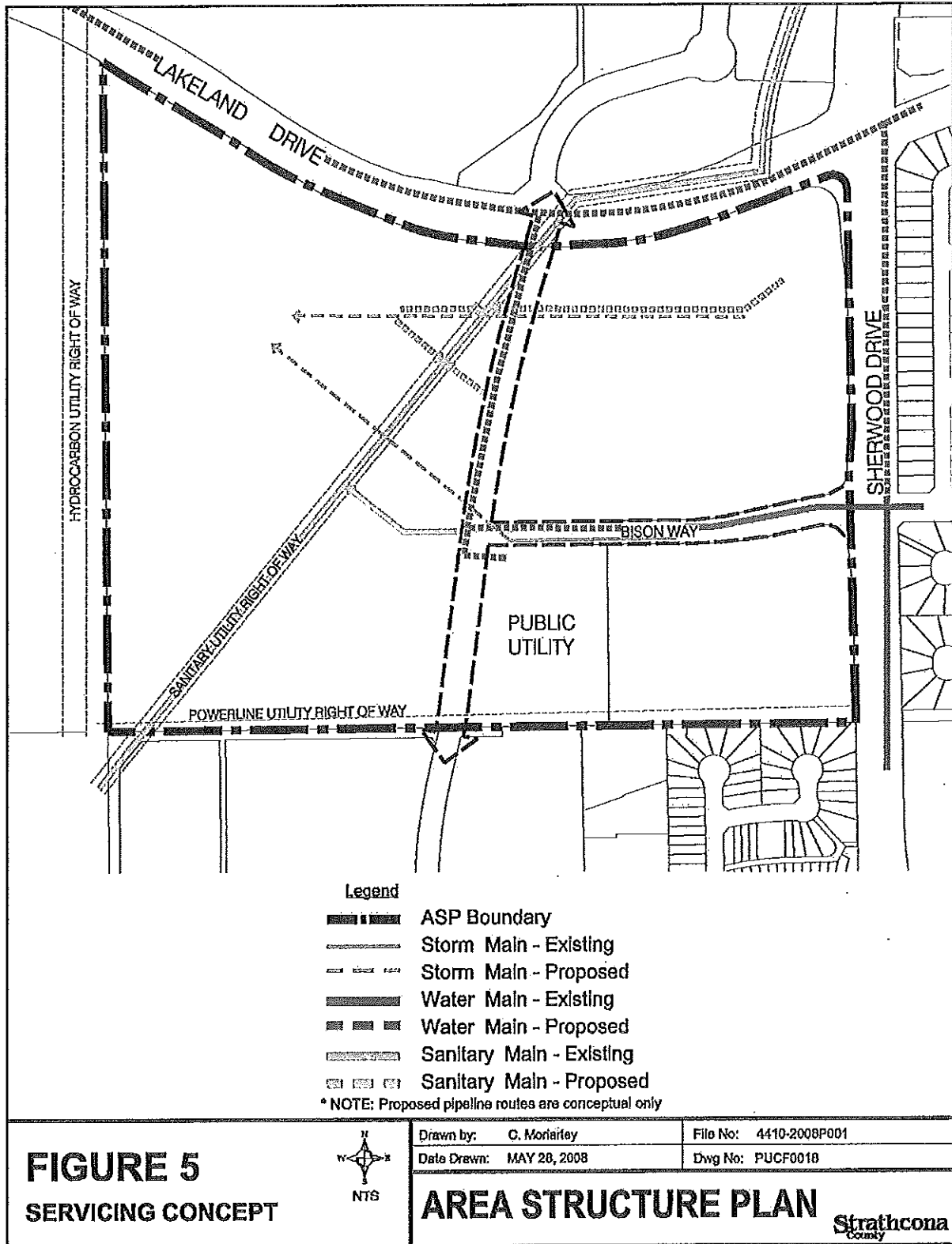
## **6.0 UTILITY SERVICES**

### **6.1 Servicing Concept**

- 6.1.1 The general servicing concept for the ASP area is illustrated on Figure 5. A Servicing Design Brief was prepared in concert with the Lakeland College development proposal. It showed that the ASP area can be satisfactorily serviced with public utilities, including water supply, sanitary sewerage and storm water management. It is also expected that power, gas, telephone and cable services can be provided without significant problems. Future development proposals will be required to update the Servicing Design Brief as needed.

### **6.2 Water Supply**

- 6.2.1 The water distribution system will make use of the existing mains on Bison Way and Lakeland Drive. The Bison Way main will be joined to the Lakeland Drive main along the future extension of Bethel Way. The waterline along Sherwood Drive between Lakeland Drive and Bison Way completes the looped system. This area is fed by both the Lakeland Drive and Sherwood Drive water mains. The sizing of the water mains will follow Strathcona County standards for minimum sizes and depths of bury.



**6.3 Sanitary Sewerage**

- 6.3.1** All buildings in the ASP area will be serviced by gravity sewers draining to the central trunk sewer, which traverses the ASP area diagonally on its way northwards to the Capital Region treatment facility. All sanitary sewers will be sized as per the County standards, following minimum velocities, minimum sizes, and depths of bury.

**6.4 Storm Water Management**

- 6.4.1** Storm water from the entire ASP area, through both major and minor systems, will be drained to a detention pond identified in the NW Sherwood Park Master Drainage Plan (December 2002). The south portion of the detention pond lies in the Storm Water Management area. It will be connected to the north pond, on the opposite side of Lakeland Drive. Strathcona County standards for maximum spacing of manholes and catch basins will be followed at detailed design and construction stages of development.

**6.5 Shallow Utilities**

- 6.5.1** No significant problems are anticipated in supplying the ASP area with franchise utilities. The general area is served by Aquila for power, Atco for the supply of gas, Telus for telephones, and Shaw Cable for cable service. Design plans will be forwarded to these entities, or to their successors, at the detailed subdivision and development stage to identify distribution corridors/rights-of-way, easements and any off-site upgrading which may be needed in any of the utility systems.

**7.0 IMPLEMENTATION**

**7.1 Subdivision and Development**

- 7.1.1** The proposals in the Bison Meadows ASP area will be implemented through the subdivision and development process, which will include the making of development agreements and/or leasehold agreements.

**7.2 Phasing**

- 7.2.1** Phasing will be determined by the development proponents and by the construction of major public infrastructure. The timing of development within the ASP area is particularly dependent on construction of the internal road system.