

BYLAW 14-98

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF AMENDING THE CLARKDALE MEADOWS AREA STRUCTURE PLAN BYLAW 100-91 AS AMENDED.

WHEREAS it is deemed advisable to amend the Clarkdale Meadows Area Structure Plan;

NOW THEREFORE, the Council of Strathcona County, pursuant to the authority conferred upon it by the Municipal Government Act, S.A. 1994 c-M26.1 and amendments thereto, enacts as follows:

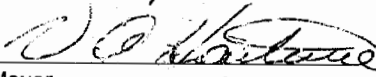
That Bylaw 100-91, as amended, be amended as follows:

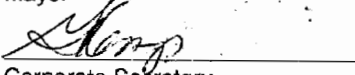
1. That this Bylaw 14-98 is to be cited as the "Clarkdale Meadows Area Structure Plan Amendment No. 3".
2. That Schedule "A" attached hereto is hereby adopted as part of the Bylaw.

Read a first time this 7th day of July, 1998.

Read a second time this 13 day of April, 1998:9

Read a third time and finally passed this 13 day of April, 1998:9


Mayor


A/ Corporate Secretary

Date Signed: April 20, 1999

**CLARKDALE MEADOWS
AREA STRUCTURE PLAN AMENDMENT
STRATHCONA COUNTY**

Prepared for:

Genstar Development Company

Prepared by:

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Engineers, Planners & Surveyors
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Edmonton, AB T5S 1G3

0699-588-00-01

FEBRUARY, 1999

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1.0 INTRODUCTION

1.1 Purpose

This report has been prepared to support an amendment to the Clarkdale Meadows Area Structure Plan (Bylaw No. 53-84, titled Area Structure Plan No.1) and its subsequent amendment, Bylaw No. 29-94.

Generally, this amendment has been prepared in order to advance minor changes to the future land use and circulation pattern in the northern portion of the plan area and to provide for a re-alignment of the future north/south collector (Clarkdale Drive) extending north off Meadowview Drive and its intersection with the future Davenport Drive extension.

1.2 Regulatory Requirements

Municipal Government Act

The proposed amendment has been prepared within the statutory context of Part 17 of the Municipal Government Act, Section 633(2)(a). The Act provides that an Area Structure Plan must describe:

- the sequence of development proposed for an 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.

Municipal Development Plan

The amendment complies with the provisions of the Strathcona County Municipal Development Plan (MDP), Bylaw No. 59-86, as amended.

The developments proposed for the amendment area are intended to be designed and constructed with due recognition to the ideals, goals, design guidelines, land uses and service requirements that are described in the Municipal Development Plan.

A number of policies contained in Part Four, Section A of the GMP are particularly relevant to this amendment and have been considered in its preparation. Such policies include the following:

Residential development in Sherwood Park shall maintain it's primarily single family orientation but strive to diversify its population base and housing opportunities.

(Section 2.a)

Future residential neighbourhoods shall be encouraged to preserve and develop amenities to take advantage of natural topography and other environmental features such as unique tree stands, ravines and water courses.

(Section 2.g)

Future residential neighbourhoods shall be encouraged to incorporate energy conservation measures, innovative housing designs and to establish a unique neighbourhood identity.

(Section 2.h)

Alternative and appropriately designed residential development backing or fronting on major collector and arterial roads may be considered.

(Section 2.j)

The plan for the amendment area complies with and stems from these policies as well as the general intent and purpose of the Municipal Development Plan.

Municipal policies for the preparation of Area Structure Plans and their amendments (SER-008-007) have been observed in the preparation of this report.

1.3 Site Location and Context

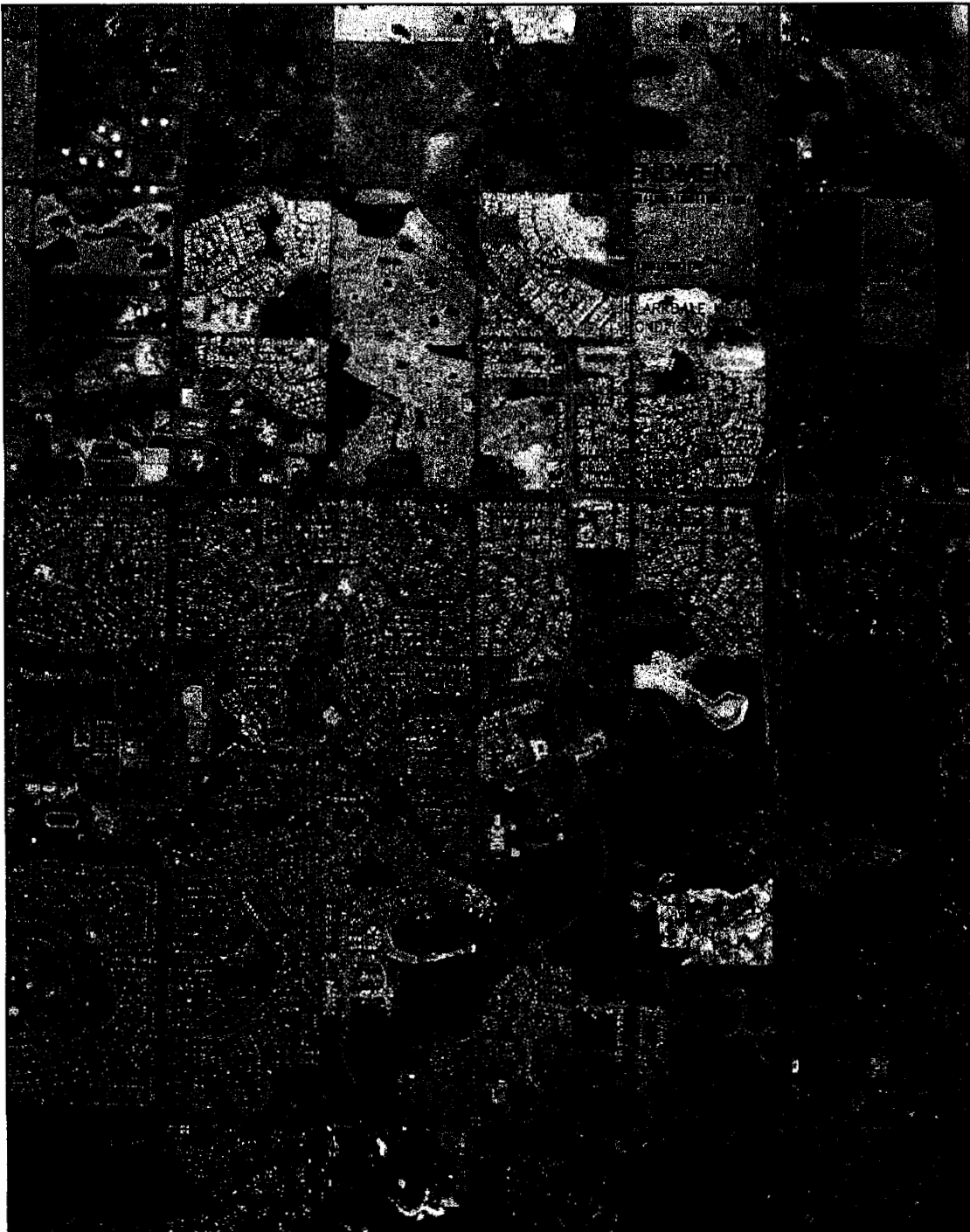
The amendment area lies within the northeast portion of the Urban Service Area of Sherwood Park. The amendment area consists of approximately 30.95 ha. (76.48 acres) within the NE Sec. 1, Twp.53, Rg.23, W4M. It is located north of the Clarkdale Meadows Pond, immediately west of Highway 21 (Figure 1). The northern limit of the amendment area is the northern boundary of the Clarkdale Meadows ASP (Figure 2).

1.4 Background

Existing Clarkdale Meadows Area Structure Plan

The lands are currently approved under Bylaw 53-84, the Clarkdale Meadows Area Structure Plan, as amended April 26, 1994 as Bylaw 29-94

Specifically, the Clarkdale Meadows ASP outlines future land use and circulation patterns for lands west of Highway 21, north of Baseline Road, south of the future extension of Lakeland Drive and west of Cloverbar Road. The approved ASP - Land Use and Circulation Plan is shown on Figure 3.



DATE: Feb 1, 1999
FILE: 0699-588-00-01
DWG: 588SK001
BY: KK
FOR: BEP

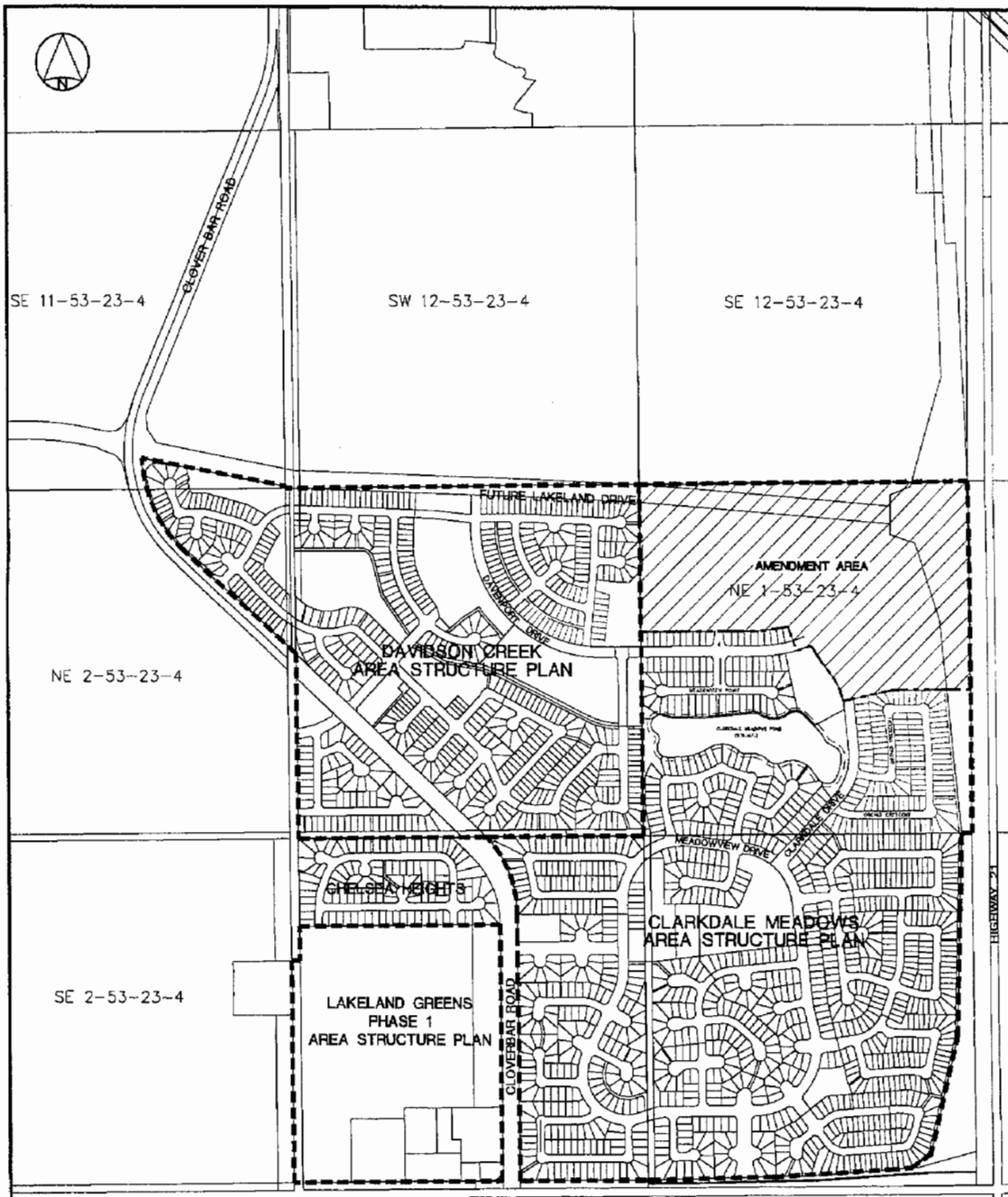


**CLARKDALE MEADOWS AREA
STRUCTURE PLAN AMENDMENT**

LOCATION MAP
Strathcona County
For: Genstar Development Company



FIGURE 1



NOTE:
THIS PLAN IS CONCEPTUAL ONLY. THE
LOCATIONS OF LOCAL ROADS AND BLOCK
LINES ARE SUBJECT TO REVISION AT THE
TIME OF SUBDIVISION.

DATE: FEB. 01, 1999
FILE: 0699-588-00-01
DWC: 588SK002
BY: KK
FOR: BCP



LEGEND

- AMENDMENT AREA BOUNDARY
- ASP BOUNDARIES

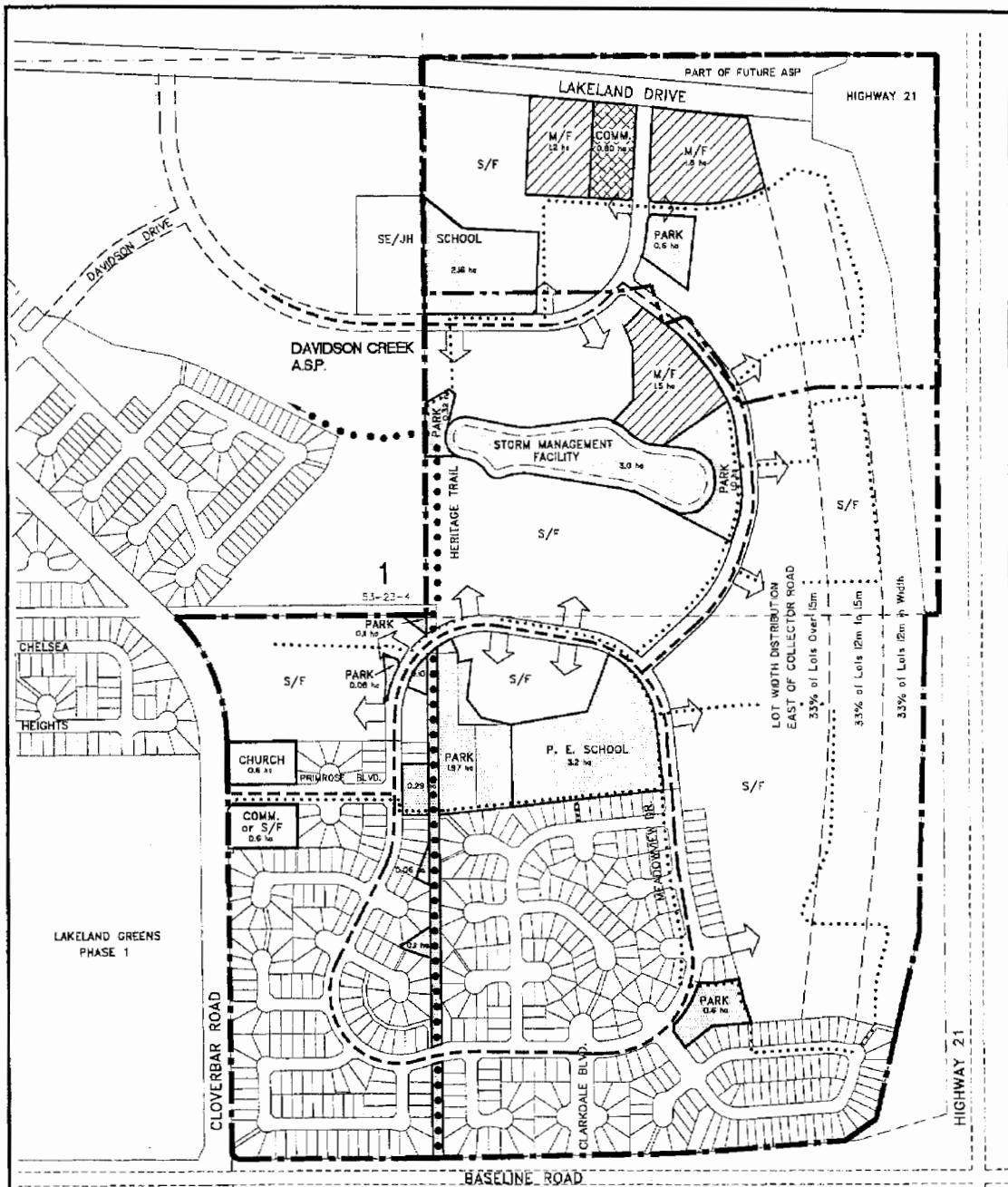
**CLARKDALE MEADOWS AREA
STRUCTURE PLAN AMENDMENT**

A.S.P. CONTEXT

Strathcona County
For: Genstar Development Company



FIGURE 2



- LEGEND**
- — — — — APPROVED A.S.P. BOUNDARY
 - · — · — · — A.S.P. BOUNDARY
 - ◻ RESIDENTIAL ACCESS
 - S/F SINGLE FAMILY
 - M/F MULTI FAMILY
 - ● ● ● HERITAGE TRAIL
 - · · · · PEDESTRIAN ACCESS
 - - - - - POSSIBLE TRANSIT ROUTE

DATE: Feb 01, 1998
 FILE: 0699-588-00-01
 DWG: 588SK015
 BY: KK
 FOR: BP



**CLARKDALE MEADOWS AREA
 STRUCTURE PLAN AMENDMENT
 BYLAW NO. 53 - 84**

**APPROVED LAND USE &
 CIRCULATION PLAN**

Strathcona County
 For: Genstar Development Company

FIGURE 3

The approved ASP identifies three multi-family housing sites. Two separate sites are located immediately adjacent to the future Lakeland Drive and another site is northeast of the Clarkdale Meadows Pond, adjacent to the future Clarkdale Drive. The remainder of the plan area is comprised of low density residential housing.

A neighbourhood commercial site is identified on the west side of the intersection of future Lakeland Drive and the future Clarkdale Drive.

A 2.05 ha school/park site is located adjacent to, and immediately north of the future Davenport Drive, on the western edge of the plan area.

A neighbourhood park is shown situated in the northeast sector of the amendment area, adjacent to the future extension of Davenport Drive, directly south of the largest identified multi-family site.

Land Use Bylaw Status

Strathcona County Land Use Bylaw No. 42-89, designates the developed lands within the ASP boundary as R1 - Single Detached Residential, RP - Small Lot Residential, PR - Parks and Recreation, PS - Public Services and PU - Public Utility. Undeveloped lands are presently designated AR - Rural.

2.0 SITE ANALYSIS

2.1 Site Description

Topography and Drainage

The lands within the amendment area have a moderately rolling topography (Figure 4). There is a ridge bisecting the ASP from east to west, defining the major overland drainage basins in this area. Lands south of the ridge form part of the drainage basin utilizing the existing Clarkdale Pond, while lands north of the ridge generally slope to the northwest and northeast and form part of a different drainage basin. There is also a minor ridge in the northeast quadrant of the amendment area running east to west and extending halfway across the plan area.

Several high elevation points are found within the site; in the northwest, central and west central regions of the amendment area.

Soils and Vegetation

The soils of the ASP area are clay loam soils formed on glacial till deposits. Soils of similar composition are common within parts of the Urban Service Area of Sherwood Park and present no constraints to development.

Lands within the amendment area are currently undeveloped or are being used for agricultural purposes.

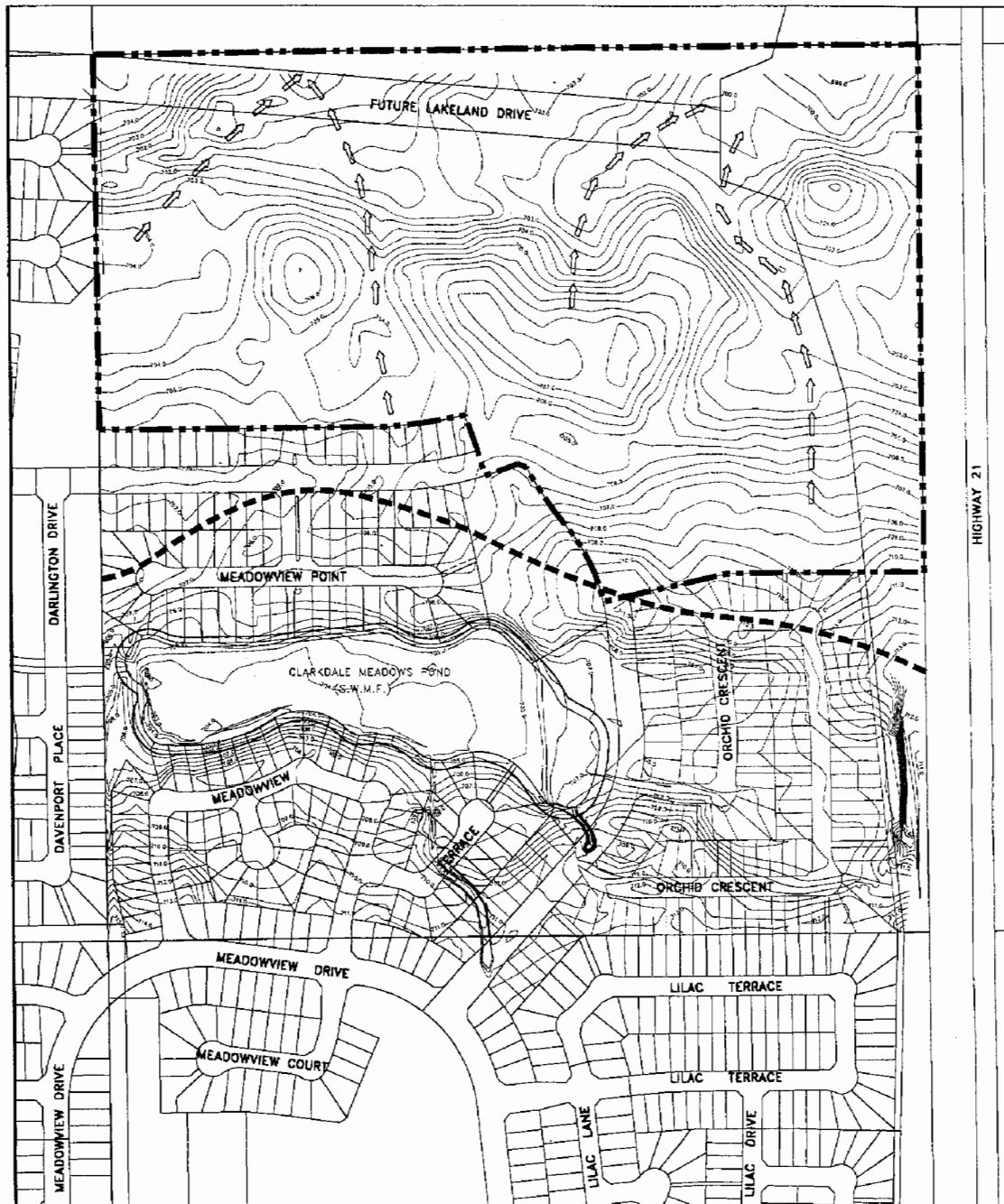
Natural vegetation consists primarily of shrubs located in wet areas and thin rows of Poplar species trees along the quarter section lines.

Opportunities and Constraints

The ASP amendment area is well suited to urban development in terms of soils, slopes and overall drainage conditions. The topography of the site provides opportunities for viewpoints to be incorporated into the development pattern at several locations. The amendment area poses no notable constraints to development.

2.2 Land Ownership

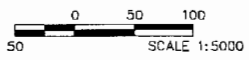
The Genstar Development Company owns all of the developable land within the Area Structure Plan boundary.



HIGHWAY 21

NOTE:
THIS PLAN IS CONCEPTUAL ONLY. THE
LOCATIONS OF LOCAL ROADS AND BLOCK
LINES ARE SUBJECT TO REVISION AT THE
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DATE: FEB. 01, 1999
FILE: 0699-588-00-01
DWG: 5885K003
BY: KK
FOR: BEP



- LEGEND:
- AMENDMENT AREA BOUNDARY
 - ← MAJOR DRAINAGE
 - - - - MAJOR RIDGE

**CLARKDALE MEADOWS AREA
STRUCTURE PLAN AMENDMENT
SITE ANALYSIS**

Strathcona County
For: Genstar Development Company



FIGURE 4



3.0 PROPOSED AMENDMENT

3.1 Land Use Concept

The proposed amendment shown on Figure 5 will result in a reconfiguration of the currently approved land use and circulation system. The area of the amendment will remain predominantly low density residential development, with overall land use, residential densities and circulation similar to the existing areas of Clarkdale Meadows to the south.

The amendment will

- modify the collector and local roadway alignment
- eliminate one multi site and consolidate the remaining two in one area
- eliminate the neighbourhood commercial site west of Clarkdale Drive and south of the future extension of Lakeland Drive
- remove a 2.05 ha portion of the school site north of Davenport Drive and replace it with two neighbourhood parks.

The collector road system in the northern region of the amendment area has been redefined to ensure more consistent inter-community traffic flows. Development patterns have been reviewed and subsequently modified based on the revised transportation linkages. These modifications reflect the sensitivities and parameters of neighbourhood development with respect to location, access, function and appearance.

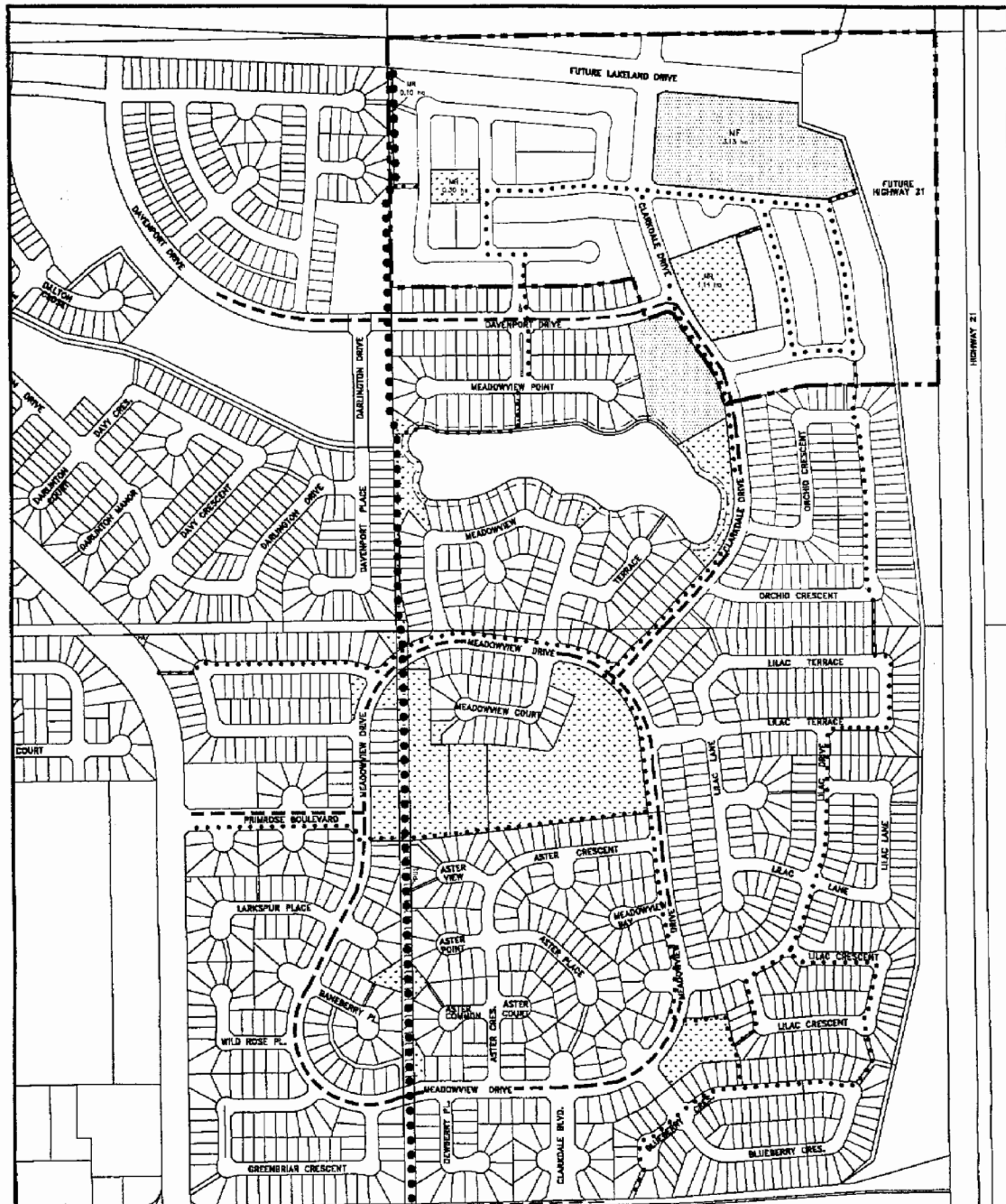
Widening of Highway 21 is required by Alberta Transportation & Utilities. Additional widening is also required by Strathcona County for the future Lakeland Drive interchange. Both government agencies will be purchasing their respective land requirements. Land Use Statistics Tables 3.1A and 3.1B reflect their widening requirements.

The land use concept for the overall ASP is shown on Figure 5, while that for the amendment area is shown on Figure 6. Development and student generation statistics, for the approved ASP and proposed amendment are presented in Tables 3.1 and 3.2. Specific development statistics for the amendment area only are presented in Table 3.3.

3.2 Transportation Pattern

Collectors

The approved ASP shows Clarkdale Drive terminating at an intersection with the future extension of Davenport Drive. The amendment proposes that Clarkdale Drive will instead be extended north from Meadowview Drive, to an intersection with the future extension of Lakeland Drive and Davenport Drive will terminate at Clarkdale Drive. This new alignment will provide a continuous



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DATE: FEB. 01, 1999
FILE: C699-588-00-01
DWG: 588SK016
BY: KK
FOR: BP



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SCALE 1:7500

LEGEND	
	AMENDMENT AREA BOUNDARY
	MUNICIPAL RESERVE
	MULTI-FAMILY RESIDENTIAL
	LOW DENSITY RESIDENTIAL
	COMMERCIAL
	HERITAGE TRAIL
	PEDESTRIAN ACCESS
	POSSIBLE TRANSIT ROUTE

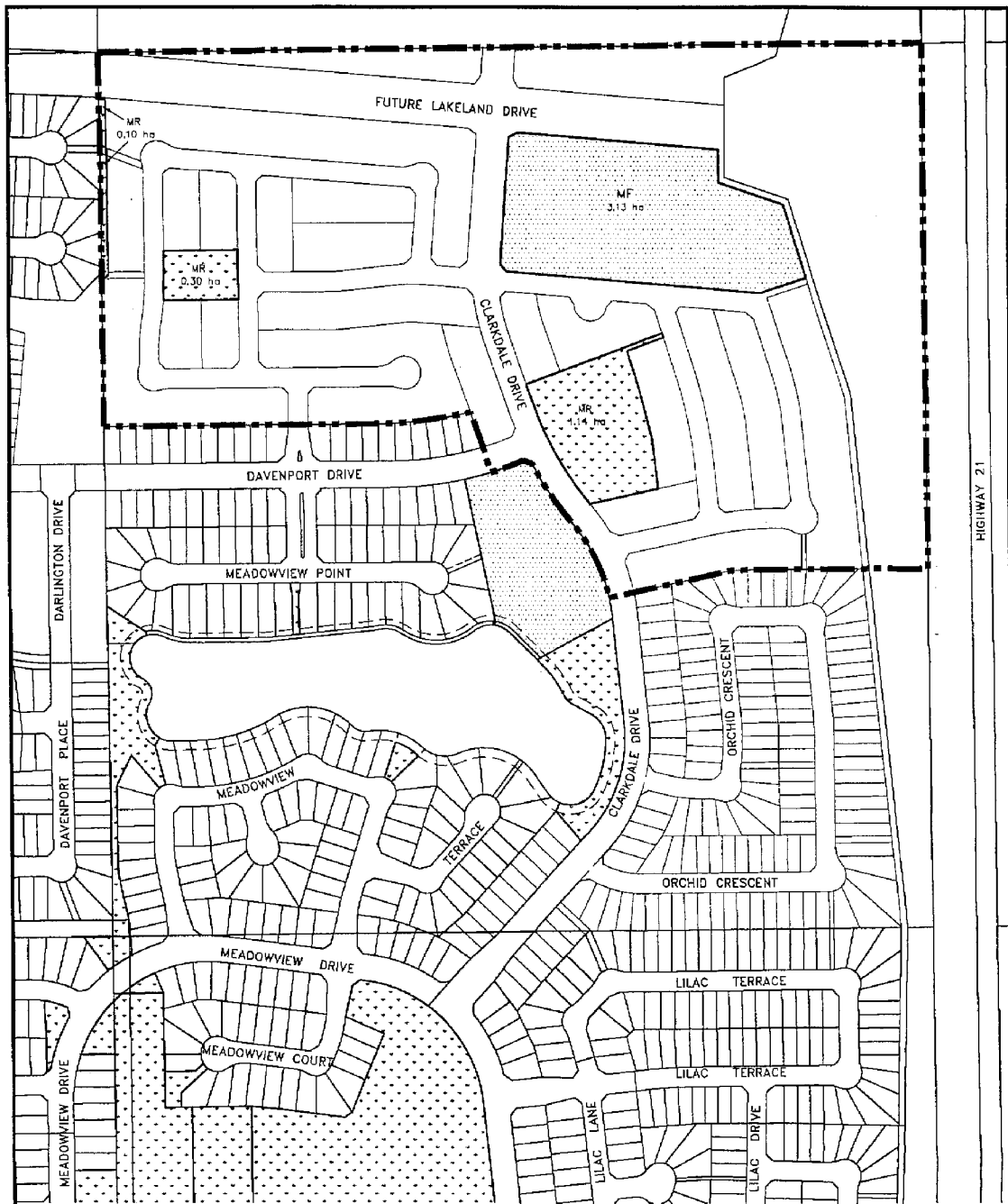
CLARKDALE MEADOWS AREA STRUCTURE PLAN AMENDMENT

LAND USE AND CIRCULATION

Strathcona County
For: Genstar Development Company

FIGURE 5









NOTE:
THIS PLAN IS CONCEPTUAL ONLY. THE
LOCATIONS OF LOCAL ROADS AND BLOCK
LINES ARE SUBJECT TO REVISION AT THE
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DATE: FEB 02, 1999
FILE: 0699-588-00-01
DWG: 588SK004
BY: KK
FOR: BEP



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SCALE 1:5000

LEGEND

-  AMENDMENT AREA BOUNDARY
-  MUNICIPAL RESERVE
-  MULTI-FAMILY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL

**CLARKDALE MEADOWS AREA
STRUCTURE PLAN AMENDMENT**

**LAND USE AND
CIRCULATION**

Strathcona County
For: Genstar Development Company

FIGURE 6



collector link from the central portion of the neighbourhood north to Lakeland Drive. The location of the proposed future Clarkdale Drive and Lakeland Drive intersection and its relationship to any future interchange development at Lakeland Drive and Highway 21 has been reviewed and approved by Alberta Transportation and Utilities (See Appendix A). Strathcona County has accepted Alberta Transportation and Utilities recommendation on this issue.

Davenport Drive will continue to provide intra-community traffic linkages with the Davidson Creek neighbourhood. The new collector alignments will also act to preserve the Clarkdale Meadows neighbourhood identity in the northern part of the plan.

The major roadway system will ultimately provide good linkages to other parts of the neighbourhood, Urban Services Area of Sherwood Park and the City of Edmonton.

Local Roads

Two local roads that ultimately form a large crescent will access the lands east of Clarkdale Drive. Internal to this will be a north/south interconnecting local road with a neighbourhood park buffer at the intersection of Davenport Drive and Clarkdale Drive.

The lands west of Clarkdale Drive will have access from both Davenport Drive and Clarkdale Drive. The access west off of Clarkdale Drive forms a T-intersection that culminates in a park site with a north south crescent behind it. The remainder of this local road pattern forms an east west crescent north of the local access road and a single family cul-de-sac south of the local access road with a block of lots fronting on Clarkdale Drive.

3.3 Residential Land Use

Residential development will be of a form and density, which will complement the residential uses, established in the balance of the Clarkdale Meadows neighbourhood.

East of Clarkdale Drive

The currently approved ASP amendment area shows two separate multi-family sites, one east of Clarkdale Drive and one west of Clarkdale Drive. The amendment will consolidate the two sites east of Clarkdale Drive. The sites will be approximately 1.6 hectares and 1.4 hectares in size. They have been consolidated on the east side of the plan area to allow more direct access to the internal pedestrian linkage system and the major Municipal Reserve site adjacent to the Clarkdale Meadows Pond.

The remainder of the lands east of Clarkdale Drive will be designated for single detached development. Lands adjacent to Highway 21, may be developed at a marginally higher density than conventional single family. Development of lots less than 12.0 metres in width may occur on the lands south of the most easterly multi-family site, fronting onto the north-south local road within

this area of the Plan. This would include the lots backing onto the Highway 21 right-of-way and that block of lots immediately opposite, on the west side of the internal local road. Such development would extend south to the point where the local road changes orientation from north south to east west.

Site specific criteria will dictate design parameters and development regulations that can only be achieved through the process of Direct Control zoning. Development regulations under this zoning may include the provision for rear lane access, in order to accommodate on-site parking and garage development. The balance of land use in this area will consist of housing on lots, which are similar in size and density to existing development within the approved Area Structure Plan.

Changing buyer profiles and consumer demographics will require the developer to supply the market with housing forms, which are both affordable and innovative.

West of Clarkdale Drive

Residential development in this portion of the amendment area will all be single detached in nature with lots sizes between 12.0 to 15.0 metres in width or greater. In the west central region of this area, a linear pattern of development will surround an internal residential block that will be divided by a neighbourhood park. Lot sizes here will be consistent with the minimum development regulations of the RP zoning district of the Land Use Bylaw.

The southern part of this area will consist of single family lots in a small crescent and a single-family cul-de-sac with a block of lots fronting onto Clarkdale Drive. These lots will adhere to the development regulations of the R1 zoning district of the Land Use Bylaw.

3.4 Commercial Land Use

The amendment proposes to delete the approved neighbourhood commercial site of approximately 0.75 ha (1.85 ac.), located at the intersection of Lakeland Drive and Clarkdale Drive. As a result of extensive commercial development on Baseline Road a need has not been identified for a neighbourhood commercial site at this location. It will be replaced with single family housing.

3.5 Parks, Open Space and Walkways

The amendment proposes to delete a 2.05ha.(5.06ac) portion of the approved school site area north of Davenport Drive in the Northwest region of the ASP. Discussions with the School Board and Strathcona County have determined the site to be surplus. Two large school sites, 1.33 ha. and 3.54 ha. in size, have been planned for the lands immediately west of the Clarkdale ASP area, in the Davidson Creek neighbourhood. It is anticipated that these sites will provide adequate development area for future school facilities, when required.

The approved school site area will be replaced with two separate park sites, a 1.15ha (2.84ac) site east of Clarkdale Drive and a 0.40ha (0.99 ac) park west of Clarkdale Drive. The larger site east of Clarkdale Drive will be designed to provide an amenity for all residents in this area of the Neighbourhood. Pedestrian linkages will be provided east and west of the parks to allow for cross-neighbourhood movements and access to the Clarkdale Meadows Pond and the Heritage Trail. The park site on the west side of Clarkdale Drive will be located within the internal residential block in the west central portion of the Plan area. This site will provide a pedestrian linkage, from the most northern lots of the plan, south to the Clarkdale Pond and the existing Heritage Trail system.

The amendment area provides a variety of park sites and pedestrian linkages. These elements have been designed to allow residents to enjoy recreational areas, and conveniently and safely access the pathway system from any part of the amendment area. The amendment also supports pedestrian linkages and recreational opportunities to the balance of the Clarkdale Meadows ASP area as well as providing the final link of the Heritage Trail, through the Clarkdale Meadows neighbourhood, up to the future Lakeland Drive.

3.6 Municipal Reserve

The Municipal Reserve (MR) dedication requirement for the Clarkdale Meadows ASP has been calculated at 12.6 hectares. This is based on 9.6% for the original approved ASP area and 10% of the area added to the ASP lands through Bylaw No. 29-94.

With the deletion of the school site, and the refinement of other parcels that have been developed since the original ASP was approved, the amount of MR provided for in the amended Plan is approximately 10.2 hectares. In addition, 50% of the land above the 1 in 5 year storm level associated with the Clarkdale Meadows Pond (which is designated as a Public Utility Lot) has been credited as part of the required MR dedication. This area amounts to 0.596 hectares. This credit was agreed upon between Genstar and Strathcona County prior to the registration of Plan 972 1940 (under which the pond is registered).

Further to the above, the total Municipal Reserve dedication for the amended Plan, including the MR credit for the Clarkdale Meadows Pond is approximately 10.796 ha. The amount of MR required is approximately 12.6 ha. This results in a net shortage of 1.804 ha of MR to be dedicated for the Clarkdale Meadows ASP lands.

The difference between the amount of MR required and the amount provided under this amendment will be deferred to other lands owned by Genstar. This may include the establishment of a regional recreation site in the vicinity of Clarkdale Meadows, although final direction on this matter will come from Strathcona County.

3.7 Servicing

Water

Water supply will be provided through an extension of the existing facilities in Clarkdale Meadows and adjacent developments. The existing transmission line on Cloverbar Road feeds the water distribution lines.

Sanitary Sewage

The Regional Sanitary Sewer Outfall on the Cloverbar Road alignment was designed to serve the Clarkdale area. Connection to the Regional line will be through a proposed connection on Davenport Drive and an existing connection on Dawson Crescent.

Both water and sanitary sewage flow directions are shown schematically on Figure 7.

Stormwater Management

Storm drainage is currently provided through the Clarkdale Meadows pond, a stormwater management facility located in the central portion of the neighbourhood (Figure 8). This system serves the balance of lands south of the east/west ridge within the amendment area, which provides a natural drainage boundary for the Plan. The area north of this ridge will drain northwesterly and will require a stormwater management system, which is compatible with the potential development of the adjacent lands. All major overland storm flows directed to Lakeland Drive shall cross under the roadway in accordance with County Standards. A stormwater management study will be undertaken concurrently with the submission of subdivision plans for lands within the amendment area.

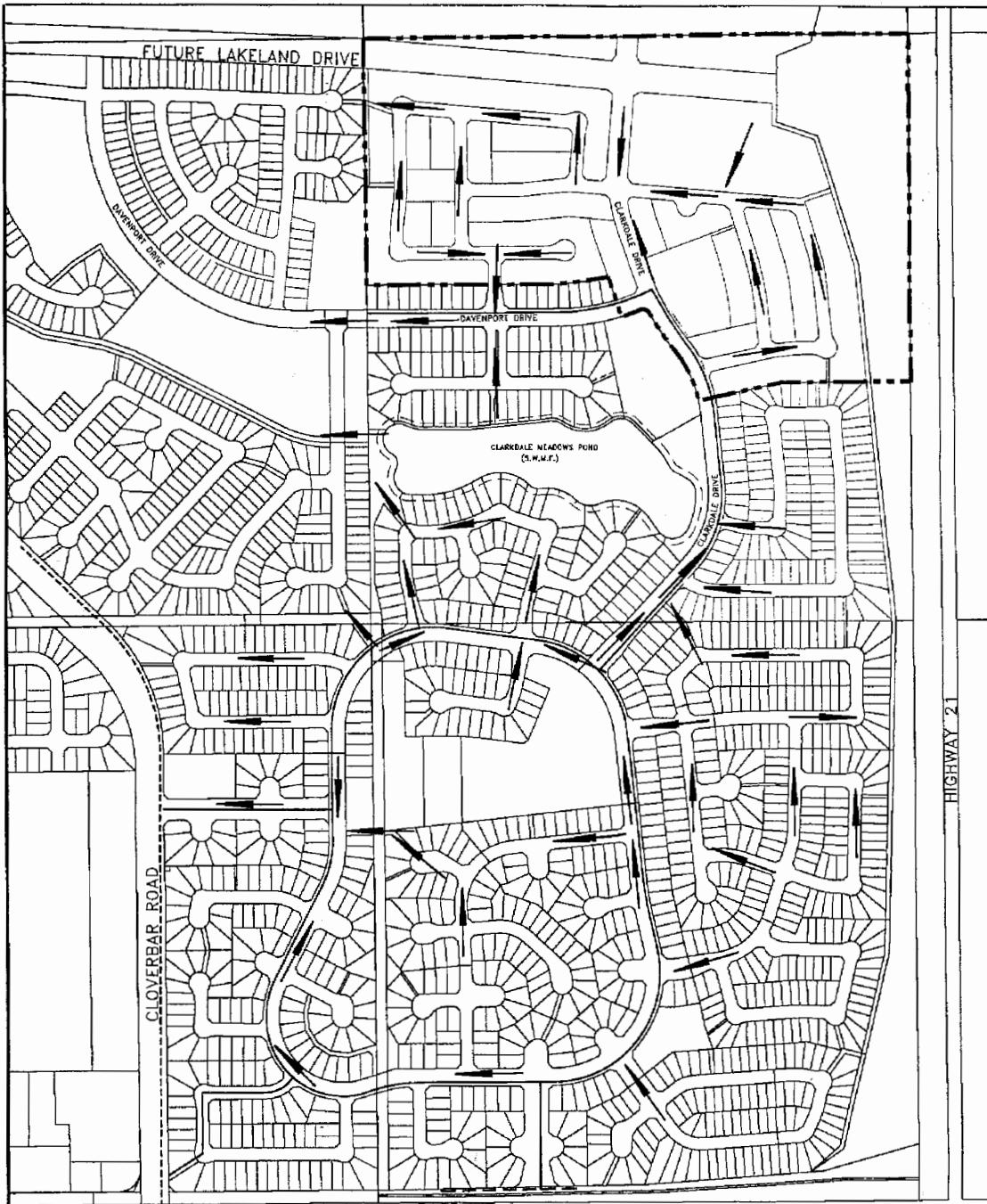
A geotechnical investigation for the amendment area will be undertaken concurrently with the submission of subdivision plans for lands within the amendment area.

Other Services

Other essential services, such as natural gas, electrical power, telephone and cable TV are available for extension into the future developments as may be required.

3.8 Staging

Development of Clarkdale Meadows started in 1984 in the Southwest region of the plan area and has extended easterly since then. The future pattern for development will advance northward into the amendment area lands and subsequently proceed on both sides of Clarkdale Meadows Drive (Figure 9).



HIGHWAY 21

DATE: FEB 02, 1999
 FILE: 0699-588-00-01
 DWG: 588SK005
 BY: KK
 FOR: BEP



0 75 150
 75 SCALE 1: 7500

- LEGEND**
- AMENDMENT AREA BOUNDARY
 - SANITARY DRAINAGE PATTERN
 - PRIMARY WATER DISTRIBUTION SYSTEM
 - EXISTING WATER TRANSMISSION MAIN

**CLARKDALE MEADOWS AREA
 STRUCTURE PLAN AMENDMENT
 WATER & SANITARY**

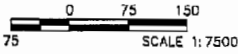
Strathcona County
 For: Genstar Development Company

FIGURE 7





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 FOR: BEP



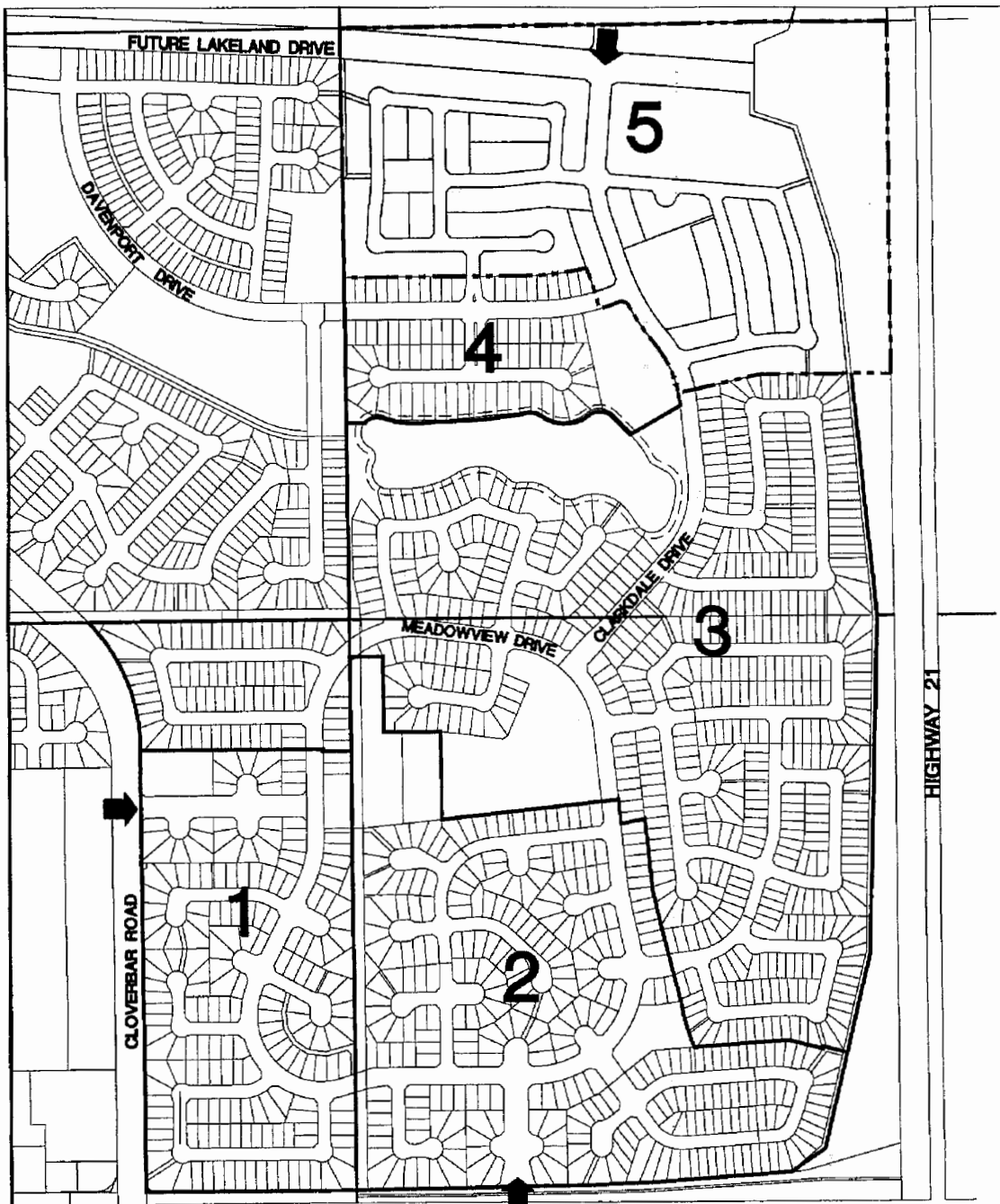
- LEGEND**
- AMENDMENT AREA BOUNDARY
 - STORM DRAINAGE PATTERN
 - - - STORM DRAINAGE BOUNDARY

**CLARKDALE MEADOWS AREA
 STRUCTURE PLAN AMENDMENT
 STORM DRAINAGE**

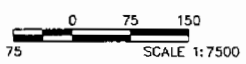
Strathcona County
 For: Genstar Development Company



FIGURE 8



DATE: FEB 02, 1999
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 DWG: 588SK007
 BY: KK
 FOR: BEP



- LEGEND**
- AMENDMENT AREA BOUNDARY
 - ➡ RESIDENTIAL ACCESS
 - STAGE BOUNDARY

**CLARKDALE MEADOWS AREA
 STRUCTURE PLAN AMENDMENT
 DEVELOPMENT STAGING**
 Strathcona County
 For: Ganstar Development Company



FIGURE 9

**TABLE 3.1A
APPROVED CLARKDALE MEADOWS ASP
LAND USE STATISTICS**

Category	Hectares	Acres	%	Units	Population
Gross Area	140.85	348.0			
Highway 21 Road Plan	6.22	15.4			
Lakeland Drive Road Plan	2.36	5.8			
North of Lakeland Drive	1.69	4.2			
Gross Developable Area	130.58	322.7	100.0		
Residential Housing					
- Single Detached	77.35	191.2	59.3	1,416	4,813
- Multi-Family	4.50	11.1	3.4	167	433
Subtotal	81.85	202.3	62.7	1,583	5,246
Open Space					
- School/Playground	5.25	13.0	4.0		
- N.H. Parks	6.05	14.9	4.6		
Open Space Subtotal*	11.30	27.9	8.6		
Neighbourhood Commercial**	1.41	3.5	1.1		
Institutional	0.62	1.5	0.5		
Public Utility Lots					
- Pipeline	1.10	2.7	0.8		
- Stormwater Facility	3.00	7.4	2.3		
- Others	1.10	2.7	0.8		
Public Utility Lots Subtotal	5.20	12.8	4.0		
Circulation					
- Collector Roads	8.90	22.0	6.8		
- Other Roads	21.30	52.6	16.3		
Circulation Subtotal	30.20	74.6	23.1		

Assumptions:

Single detached dwellings: persons per unit: 3.4; Units per net ha = 18.3 (7.4 upa).
Multi-Family Units: persons per unit: 2.6; Units per net ha = 37.0 (15.0 upa).

* Municipal and School Reserve shall total 9.6% of the Net Developable Area for the original ASP and 10.0% of the new lands added to the amended Area Structure Plan area for a total Municipal and School Reserve of 12.6 ha being required. The difference between the amount required and amount provided above will be deferred to other lands.

** May possibly be single family detached residential use.

**TABLE 3.1B
PROPOSED AMENDMENT - CLARKDALE MEADOWS ASP
LAND USE STATISTICS**

Category	Hectares	Acres	%	Units	Population
Gross Area	140.85	348.0			
Highway 21 Road Plan	6.22	15.4			
Lakeland Drive Road Plan	2.36	5.8			
North of Lakeland Drive	1.69	4.2			
Gross Developable Area	130.58	322.7	100.0		
Residential Housing					
- Single Detached **	78.55	194.09	60.15	1,437	4,887
- Multi-Family	4.63	11.4	3.6	171	445
Subtotal	83.13	205.49	63.75	1,608	5,332
Open Space					
- School/Playground	3.20	7.9	2.45		
- N.H. Parks	7.00	17.3	5.36		
Open Space Subtotal*	10.2	25.2	7.8		
Institutional	0.62	1.5	0.5		
Public Utility Lots					
- Pipeline	1.10	2.7	0.8		
- Stormwater Facility	3.89	9.6	3.0		
- Others	1.10	2.7	0.8		
Public Utility Lots Subtotal	6.09	15.0	4.6		
Circulation					
- Collector Roads	9.06	22.4	6.9		
- Other Roads	21.48	53.11	16.44		
Circulation Subtotal	30.54	75.51	23.35		

Assumptions:

Single detached dwellings: persons per unit: 3.4; Units per net ha = 18.3 (7.4 upa).
Multi-Family Units: persons per unit: 2.6; Units per net ha = 37.0 (15.0 upa).

* Municipal and School Reserve shall total 9.6% of the Net Developable Area for the original ASP and 10.0% of the new lands added to the amended Area Structure Plan area for a total Municipal and School Reserve of 12.6 ha being required. The difference between the amount required and amount provided above will be deferred to other lands.

** All neighbourhood commercial has been converted to single detached housing. This includes 12 units from a site outside the amendment area and 41 ppu from that site.

**TABLE 3.2A
APPROVED CLARKDALE MEADOWS ASP
STUDENT GENERATION STATISTICS**

Dwelling Units - 1,583	Elementary	Junior High	Senior High	TOTAL
Public Students	554	235	220	1009
Separate Students	206	87	75	368
TOTAL STUDENTS	760	322	295	1,377

**TABLE 3.2B
PROPOSED AMENDMENT - CLARKDALE MEADOWS ASP
STUDENT GENERATION STATISTICS**

Dwelling Units - 1,596	Elementary	Junior High	Senior High	TOTAL
Public Students	561	238	222	1021
Separate Students	209	88	76	373
TOTAL STUDENTS	770	326	298	1,394

**TABLE 3.3A
AMENDMENT AREA ONLY
APPROVED LAND USE STATISTICS**

Land Use	Area (ha)
Future ASP	1.69
Lakeland Drive	2.36
Highway 21	5.15
Roads	
- Collectors	0.74
- Local Roads	3.19
P.U.L.	0.26
Commercial	0.81
M.R./School Site	2.65
Residential	
- Low Density	11.1
- Multi-Family	3.0
TOTAL	30.95

**TABLE 3.3B
AMENDMENT AREA ONLY
PROPOSED LAND USE STATISTICS**

Land Use	Area (ha)
Future ASP	1.69
Lakeland Drive	2.36
Highway 21	5.15
Roads	
- Collectors	1.15
- Local Roads	3.73
P.U.L.	0.26
M.R./Trails	1.55
Residential	
- Low Density	11.93
- Multi-Family	3.13
TOTAL	30.95

4.0 AMENDMENT IMPACTS

4.1 Land Use, Housing and Population

The points outlined below highlight the changes to the approved Clarkdale Meadows ASP. This information indicates that the proposed reconfiguration of land uses, within the amendment area only, may have the following effects on the neighbourhood:

1. The amendment will slightly increase the area of lands designated for single detached residential development.
2. The number of single family residential units will change from 1416 to 1425, an increase of 9 units or 0.63%.
3. The potential population total will change from 5246 to 5291, an increase of 45 persons or approximately 0.85%.
4. The potential student population will change from 1377 to 1394, an increase of 17 students or 1.2%.
5. The realignment of Clarkdale Drive has generated approximately 0.16 ha of additional collector roadway.
6. The detailed design and construction of the Clarkdale Meadows Pond has resulted in approximately 0.89 ha of additional lands designated as public utility lot.
7. The ASP area contains 10.2 ha of lands designated as municipal reserve and 0.596 ha of lands credited as reserve in conjunction with the stormwater facility for a total of 10.796. The net shortage of MR is 1.804 ha.
8. With the deletion of the northern commercial site, the ASP now contains approximately 0.66 ha less of lands designated for commercial development.

The amendment will add approximately 9 single detached housing units to the plan area. These additional lots are within the amendment area only.

4.2 Transportation

Traffic flows generated by this increase in housing will be in the order of **260** additional trips per day, once the neighbourhood is completely built out.

The amendment to the Clarkdale Meadows ASP should be viewed as a modest refinement that will have a minimal effect on the overall neighbourhood. Changing community needs, Strathcona County Administration requirements and further detailed transportation and land use planning on the part of the landowner, brought about this amendment.

5.0 AMENDMENT RATIONALE/SUMMARY

This amendment will reconfigure land use north and east of the Clarkdale Pond and will reconcile these changes with the approved ASP. The land use modifications are due to the deletion of the school site in the northwest region of the plan and to the realignment of Clarkdale Drive.

Internally, the local street patterns will be modified to provide a variety of development options, with lot sizes complementary to the previously developed lands within Clarkdale Meadows.

This amendment will facilitate orderly extension of the existing Clarkdale Meadows neighbourhood. It will be developed to a density, which is compatible with the existing neighbourhood.

The treatment of open spaces and pedestrian linkages will provide an amenity to future residents and will be integrated into the existing pedestrian trail system and the amenity features of the Clarkdale Pond.

Access and egress configurations will direct traffic to the future Lakeland Drive, Highway 21 and Baseline Road.

The proposed amendment is compatible with relevant municipal statutory plans and will provide a quality living environment for this area of Sherwood Park.

APPENDIX A

Technical Standards Branch

4999 - 98 Avenue
Edmonton, Alberta, Canada
T5K 2B6

Telephone 403/427-2087
Fax 403/422-2846

May 8, 1998

UMA Engineering Ltd.
17007 - 107 Avenue
Edmonton, Alberta
T5S 1G3

Attention: Robert Duckworth

Dear Sir:

Subject: Proposed Intersection Relocation - W. Of Highway 21
Clarkdale Drive/Lakeview Drive

Please refer to your memo dated May 5, 1998 regarding a minimum distance between the diamond ramp intersection and the nearby collector road intersection.

As you know Alberta Transportation and Utilities does not currently plan to build an interchange at this location, however if one was required in the future, we would consider Lakeview Drive to be an urban arterial (or collector) roadway and Clarkdale Drive to be a collector. As such, the intersection spacing requirements would be based on typical urban criteria as shown in TAC's Urban Supplement to the Geometric Design Guide for Canadian Roads.

Based on the above, the plan you submitted, which shows a 340m offset from the future interchange ramp junction to the collector road junction, is suitable for future interchange development if that is required. We have no objection to the plan as submitted.

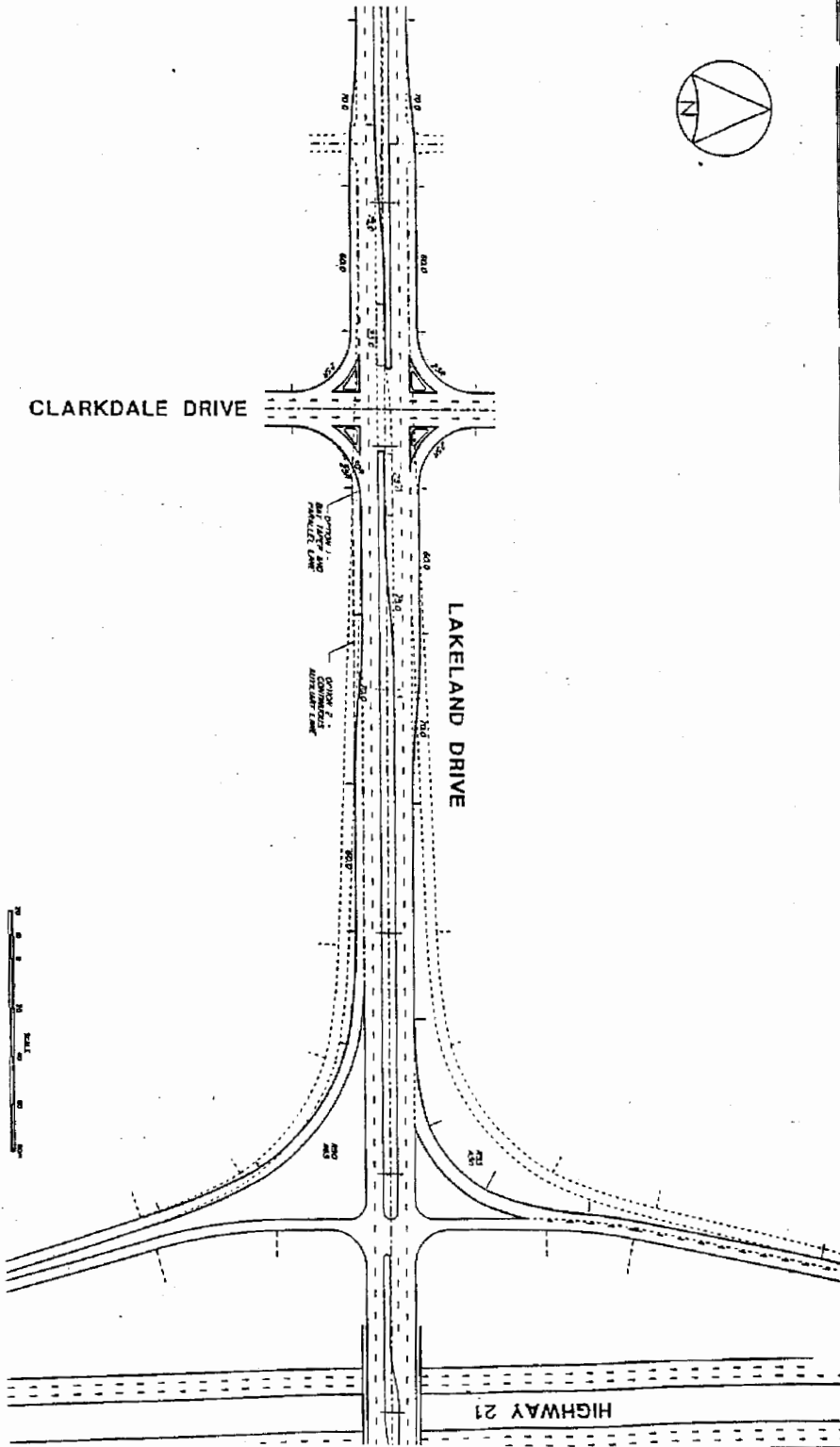
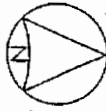
If you need additional information, please contact Peter Ho or myself.

Yours truly,



Bill Kenny, P. Eng.
Acting Director
Roadway Design
Technical Standards Branch

cc J. Der



UMM

CLARKDALE DRIVE / LAKEVIEW DRIVE
 PROPOSED INTERSECTION RELOCATION - WEST OF HIGHWAY 21

GENSTAR



Clarkdale Meadows Area Structure Plan Bylaw 14-98 (Amendment 3)

Low Density Residential
Municipal Reserve
Future Highway 21



Road Plan
ASP Boundary

