

BY-LAW 29-94

A BY-LAW OF THE COUNTY OF STRATHCONA NO. 20 IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF AMENDING THE CLARKDALE MEADOWS AREA STRUCTURE PLAN BY-LAW 100-91.

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

NOW THEREFORE, the Council of the County of Strathcona No. 20, pursuant to the authority conferred upon it by the Planning Act, 1980, R.S.A., enacts as follows:

1. That this By-law 29-94 is to be cited as the "Clarkdale Meadows Area Structure Plan Amendment No. 1".
2. That Schedule "A" attached hereto is hereby adopted as part of the By-law.

Read a first time this 8th day of March, 1994.

Read a second time this 26th day of April, 1994.

Read a third time and finally passed this 26th day of April, 1994.



Reeve



Corporate Secretary

Clarkdale meadows

AREA STRUCTURE PLAN (AMENDED)

GENSTAR DEVELOPMENT COMPANY

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APRIL, 1994

**CLARKDALE MEADOWS
AREA STRUCTURE PLAN
(AMENDED)
COUNTY OF STRATHCONA NO. 20**

Prepared for:

Genstar Development Company

By:

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April 1994

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1.0 INTRODUCTION

1.1 PLAN PURPOSE

Strathcona County approved the original Clarkdale Meadows Area Structure Plan (Bylaw 53-84 titled "Area Structure Plan No. 1") on May 15, 1984. The Area Structure Plan provided the development framework for approximately 96 ha of land in Section 1, Twp.53, Rg.23, W4M, north of Baseline Road between Highway 21 and the Cloverbar Road (formerly Lakeland Boulevard) alignment.

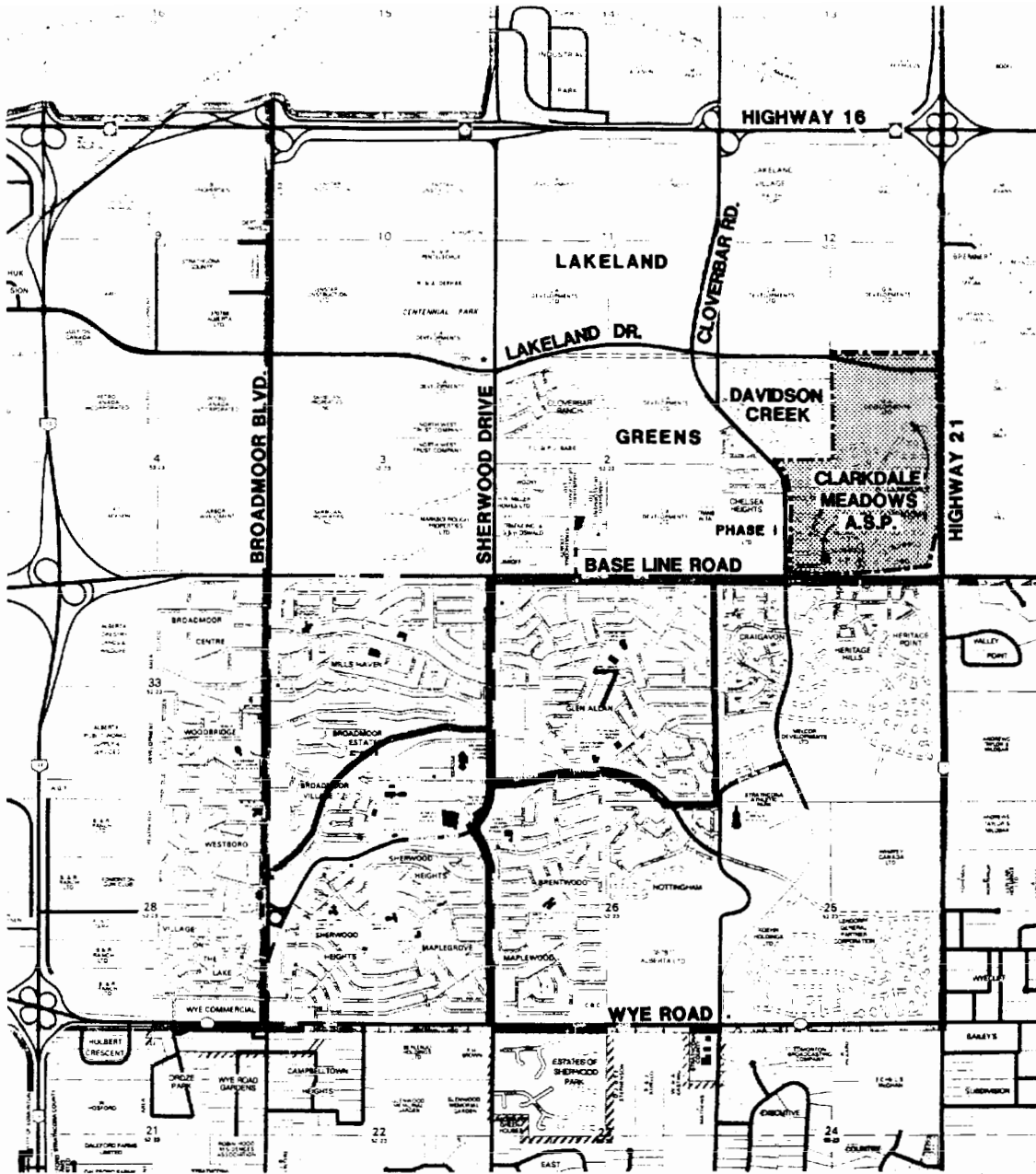
The amendment includes the addition of approximately 34 ha to the northerly part of the plan area, as shown on Figure 1.

This document has been prepared to meet the statutory requirements of the Alberta Planning Act; specifically section 64(1) which describes the purpose, adoption process and content of an Area Structure Plan. It establishes a basic framework for subsequent subdivision and development of the land included in the plan.

1.2 REGULATORY REQUIREMENTS

This Area Structure Plan conforms with the County of Strathcona No. 20 General Municipal Plan, which is Bylaw 59-86, as amended. The residential and related developments proposed for the area affected by the Area Structure Plan 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 General Municipal Plan.

County operational policies that describe the content of Area Structure Plans have also been followed in its preparation. The information provided and the guidelines set out cover the topics that are required by the municipality. Supporting maps and tables are included for clarification and illustration purposes.



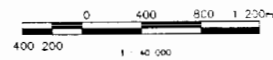
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**CLARKDALE MEADOWS
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County of Strathcona No. 20

REGIONAL LOCATION



FIGURE 1



DWG. NO.: 314FD003

The Clarkdale Meadows lands are also regulated by the Edmonton Metropolitan Regional Planning Commission and the provisions of the Regional Plan. That plan shows the area to be part of the Sherwood Park Urban Area and subject to the County's General Municipal Plan and Land Use Bylaws. Since the Area Structure Plan proposes urban development forms and related compatible uses, it is therefore also in conformity with the Regional Plan.

1.3 LOCATION AND OWNERSHIP

The original Area Structure Plan lies within Section 1 north of Baseline Road between the Cloverbar Road alignment and Highway 21. The northern boundary of the original Clarkdale Meadows Area Structure Plan was approximately the ridge that defines the north limit of the drainage basin for the stormwater management facility. The amendment extends the north boundary of the Area Structure Plan to the southerly boundary of the proposed alignment of Lakeland Drive. The northwesterly boundary is the Davidson Creek Area Structure Plan as shown on the Regional Location Plan, Figure 1.

Genstar Development Company owns all of the developable land within the original and amended Area Structure Plan boundaries. Mid-West Gas Transmission Ltd. controls an easement for a natural gas pipeline which is located within the original Area Structure Plan. About 47 ha of land in the southerly part of the Area Structure Plan have been developed or approved for residential and related purposes.

2.0 EXISTING FEATURES

2.1 LAND USE

The undeveloped lands are currently being used for agricultural purposes, mainly cereal crop production. This is illustrated on the photomosaic information on Figure 2.

Except for the urban residential development that has taken place, there are no other buildings in the area. The natural gas pipeline in the 15.24 m easement within the central part of Section 1 will remain in place.

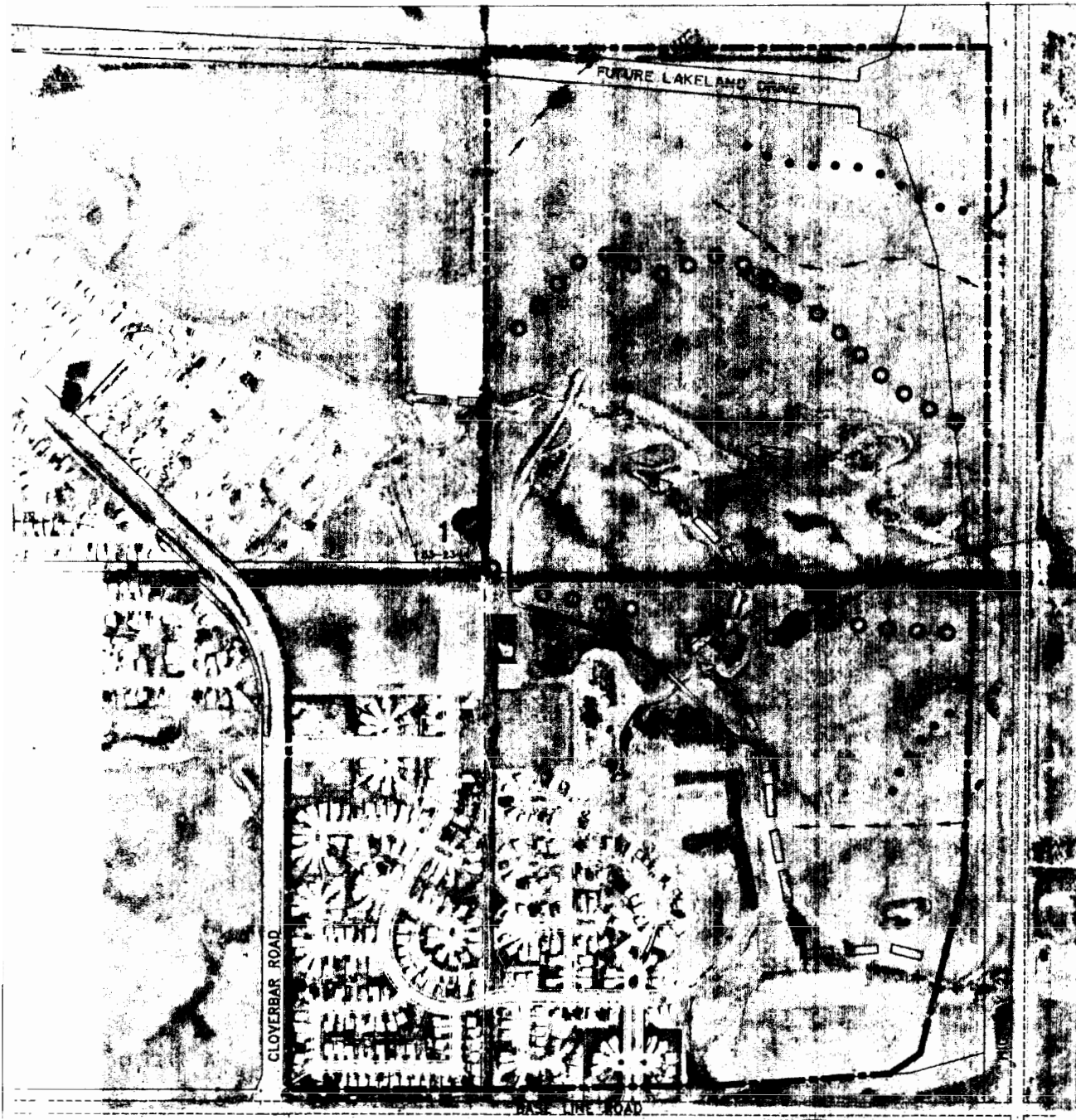
2.2 TOPOGRAPHY AND DRAINAGE

The undeveloped land within the area structure plan is generally undulating. It slopes to the northwest from Baseline Road to a natural depression in the central part of the area, which drains through the Davidson Creek development area. The northerly portion drains into the depression, as well and also to the northwest. Relief is in the order of 10 m within the area.

There are a number of other small depressions and hummocks which will be filled and levelled as part of the future site grading activities. The large depression in the north central area will be used as a stormwater management facility site.

2.3 SOILS AND VEGETATION

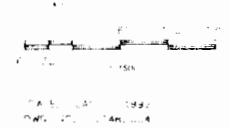
In general the soils in the area have developed on glacial till and deposits were produced by postglacial sortation, such as caused by lake, stream or wind deposition processes. It is anticipated that the predominant soil profile will be a clay till overlain by topsoil and interbedded by silty sand lenses or layers of varying thickness. These layers may be moist or water bearing. The clay till will be comprised of an unsorted mixture of pebbles, sand and silt in a clay mixture. Most of the till deposits will have a medium plasticity and a stiff consistency. However, in the slough areas, there may be a layer of silty clay under the topsoil.



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- LEGEND**
- ASY. BOUNDARY
 - MAJOR DRAINAGE
 - MINOR DRAINAGE
 - MAJOR NATURAL FEATURE
 - MINOR NATURAL FEATURE

FIGURE 2



NATURAL FEATURES

No major construction problems are anticipated in the development of these lands. Standard construction procedures that have been used in the existing Clarkdale Meadows development, can also be used in the remainder of the area.

Surface materials are of a black loam nature in the order of 100 to 300 mm thick. During construction it can be stockpiled for future use in landscaping of lawns and other areas.

Natural vegetation consists primarily of thin rows of aspen, poplar and chokecherry trees along some of the original fence lines bordering the quarter sections. Their age and size is variable, with some of the older poplars ranging to 30 cm in diameter. Other shrub locations are in the vicinity of the wet areas. The vegetation, mostly of willow reeds and grass, outlines their perimeters in concentric circles between the field and the wetter areas.

In accordance with the tree retention policy of the County, trees of substance will be incorporated into the area land uses where feasible. These will include some within the thin rows of trees along the original fence lines. Otherwise no retention of vegetation is deemed appropriate due to its low quality or because of site grading requirements.

2.4 ADJOINING DEVELOPMENTS

Some development has taken place adjacent to Clarkdale Meadows, as well as internally. These areas and their community names are shown on various figures.

In the northwest quarter of Section 1 is Davidson Creek, which is a low density residential area. Homes have been constructed on about one-third of the area. The stormwater from the Clarkdale Meadows stormwater management facility will flow through the management facility in this area as part of the overall drainage management system.

To the west is the Chelsea Heights residential area which is fully developed at this time. Also, to the west and between Chelsea Heights and Baseline Road is the recently approved Lakeland Greens - Phase 1 Area Structure Plan lands. No development has taken place there at this time.

2.5 ACCESS AND SERVICES

The County has completed functional planning for the major roadways in the plan area. It has defined a grid system of arterial roads that will best meet the overall transportation requirements.

Baseline Road is the southerly boundary of the plan. It is a 6 lane divided roadway that connects with Highway 16A and the City of Edmonton to the west and Highway 21 to the east. The major north-south roadway between Baseline Road and Highway 16 adjacent Clarkdale Meadows is Cloverbar Road on the west side of the plan area. It will be divided arterial and will connect to Highway 16 at a grade separated interchange.

Cloverbar Road has been located, and partially constructed, by existing developments within the W 1/2 Sec. 1. Primrose Boulevard is the access from this road to Clarkdale Meadows. On the southerly side, Clarkdale Boulevard is the access onto Baseline Road.

Lakeland Drive, a divided arterial, will provide a major east-west component of the vehicular circulation pattern. It will form the northerly boundary of Clarkdale Meadows and connect to Highway 21. The intersection of the north/south collector and Lakeland Drive immediately west of Highway 21 shall comply with Alberta Transportation and Utilities requirements. Various figures show the outline of the land requirements for these roadways, including the required widening for Highway 21.

Municipal utilities are available to serve the undeveloped area as described in Section 4. This will be done by extending existing lines as required. Interconnections will also be made with the Davidson Creek area to complete the overall servicing plans for both areas.

3.0 DEVELOPMENT CONCEPT

Clarkdale Meadows will be predominantly a low density residential development area. Related institutional, open space and commercial areas will be provided to meet the needs of the future population. They will be compatible with adjacent land uses.

3.1 LAND USE PATTERNS

Figure 3 shows the land use pattern for the area. The subdivision layout for the existing development is also indicated.

1. Residential Land Uses

The area is, and will be, developed largely as a single detached residential community, but with some selectively located multiple family sites.

Single family homes, with ownership tenure and leisure living lifestyle will be emphasized. Proximity to the amenity features will guide the type and nature of the product developed. Detail design and the division of the area into cul-de-sac, loop and crescent sub-units will facilitate the development of housing in response to changing market conditions. In general, density distribution policy will allow small lots to be developed in the sector closest to the highway, with lot sizes increasing towards the west and more central part of the community.

Lot widths immediately east of Meadowview Drive will be larger (15 m) with gradation to smaller lots (12 m) against Highway 21. Subdivision stages will adhere as closely as possible to the percentage distribution of 33% for 15 m or larger with the balance 12 m to 15 m in this area. Land use will be RP or equivalent.

In the area north of the existing development on Primrose Boulevard, there will also be a transition in lot sizes. Smaller lots will be located in the vicinity of Cloverbar Road and the existing RP lots in Davidson Creek. Larger lots will be closer to the existing Primrose Boulevard development and fronting Meadowview Drive.

Three multi-family sites are located in the area. These could include townhouse or senior housing types, at densities allowed by the land use bylaw. There will however be a density maximum limit of 15 units per acre so that impacts on adjacent single family development will be minimal.

The area is basically divided into 3 sub-units by the collector roadway system, as shown on Figure 3.

In the southern part, the Meadowview Drive circle roadway includes the existing developed lands, with future growth largely to the east and north. Arterial road connections are by Clarkdale Boulevard and Primrose Boulevard.

In the northerly part, a loop roadway, with two connections to the future Lakeland Drive will provide internal access to that part of the area north of the stormwater management facility. This collector roadway is integrated with, and forms part of, the Davidson Creek development area circulation system.

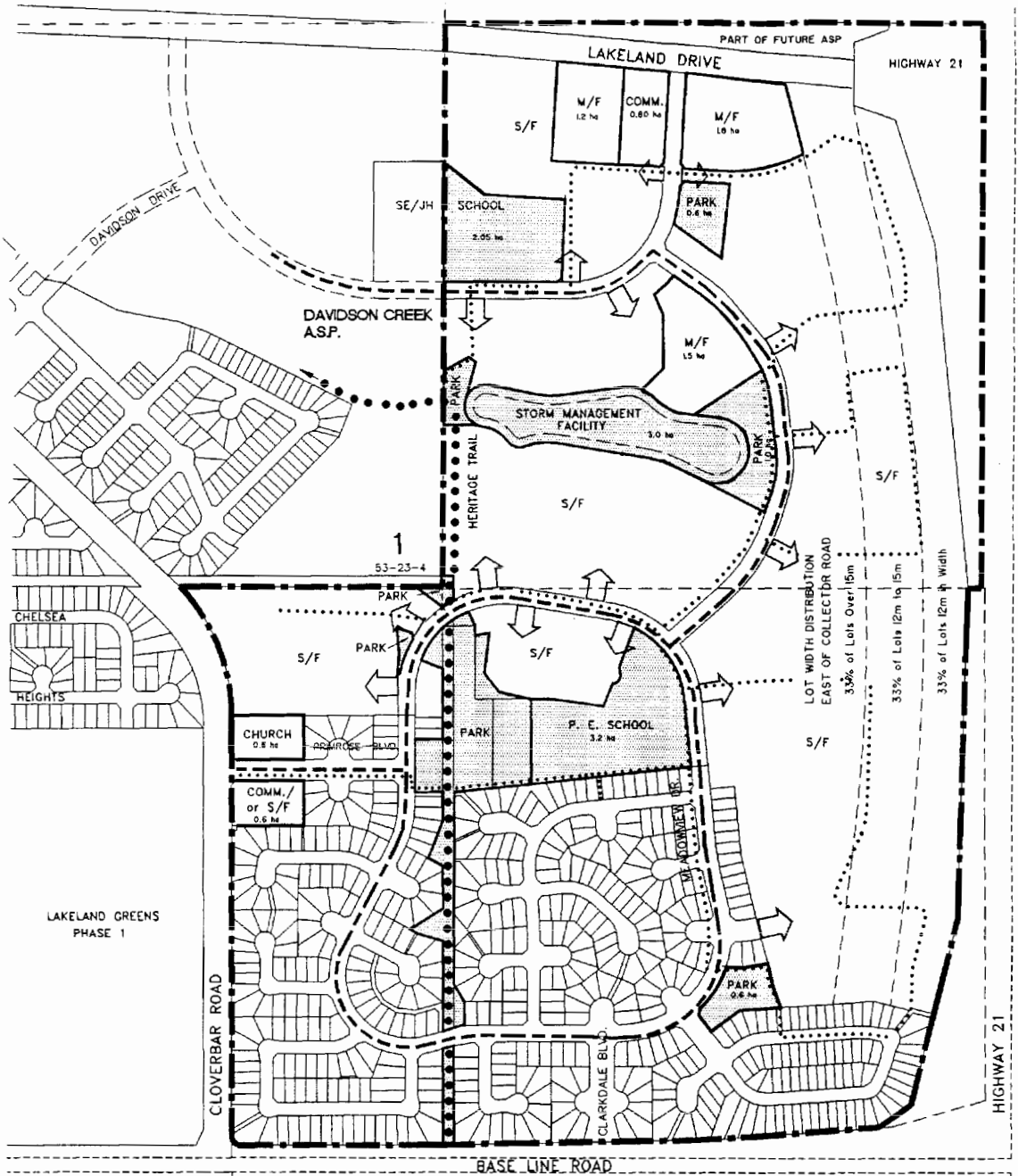
These two areas are linked by a collector road that will provide access to the future subdivision pattern in the central part of the community.

Table 3-1 sets out statistics regarding the areas estimated to be in the various land use categories indicated on the plan.

2. Institutional and Open Space

A site for a public elementary school is located adjacent to the existing developed area within the southerly circle collector roadway. It consists of 3.2 ha for school purposes and 3.12 ha for parks/open space use.

In the northerly area, a 2.05 ha site will be provided adjacent to the reserve located in the Davidson Creek area. They will be combined to form the site for a separate elementary/junior high school building and related open space use.



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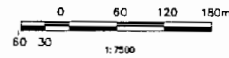
LAND USE & CIRCULATION

LEGEND

- A.S.P. BOUNDARY
- HERITAGE TRAIL
- ➔ RESIDENTIAL ACCESS
- PEDESTRIAN ACCESS
- S/F SINGLE FAMILY
- POSSIBLE TRANSIT ROUTE
- M/F MULTI FAMILY



FIGURE 3A



DATE: OCT. 22, 1993
 DWG. NO.: 314R030

**TABLE 3-1
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 Area Structure Plan 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 3-2 provides the student generation estimates for the area.

Pocket parks within the residential area will be provided in the locations schematically shown on the land use plan. They will be developed for passive open space use by the residents in their immediate vicinity.

The pipeline right-of-way will be used for open space purposes as well. It forms part of the Heritage Trail walkway system and will be completed with landscaping and a path built to a standard compatible with the existing area.

A church site has been provided at Cloverbar Road on the north side of Primrose Boulevard. There is an existing fire station in the vicinity of the southeasterly quadrant of the Baseline Road and Cloverbar Road intersection.

**TABLE 3-2
STUDENT GENERATION STATISTICS**

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

3. Commercial Uses

A neighbourhood commercial site is located at the future intersection of the collector road and Lakeland Drive. There is also an existing neighbourhood commercial site on the south side of Primrose Boulevard at Cloverbar Road. This site will be converted to a low density residential use in the future when the commercial site in Lakeland Greens - Phase 1 is approved and an appropriate commercial land use applied.

3.2 CIRCULATION

The transportation plan is deliberate to reinforce neighbourhood identification and direct traffic to follow a clear hierarchy of roadway systems. Individual lots will front onto local roadways within a subdivision development module. There will be combinations of crescents, cul-de-sacs, or other loop roads that will be located to make the most effective subdivision layouts. These local streets will join to the collector roadway system which will, in turn, connect to the arterial roads which make up the regional transportation network.

The collector and arterial circulation systems are highlighted on Figure 3. A central circular collector roadway is used in the southerly area. It connects both Cloverbar Road and Baseline Road. In the northerly area, the loop collector system ties to, and complements the circulation pattern for the Davidson Creek plan. The central collector road integrates these two areas to give good access to the institutional facilities and access to the internal development modules. Any of the collector roads can be used for transit route purposes.

Right-of-way and pavement widths for the various road systems will be defined at the time of detail subdivision. They will meet the design requirements of the County. Screen fencing will be built along Lakeland Drive as deemed appropriate. Buffering of Baseline Road has been developed. Buffering for Highway 21 will be developed in accordance with County requirements at the time of detail subdivision design.

The timing of the construction of the future Lakeland Drive will be dependant upon the actual recorded levels of traffic utilizing other existing accesses to Clarkdale Meadows. When traffic volumes reach excessive levels based on industry standards, and other access options are unavailable, development of a portion of the arterial roadway would be required.

Pedestrian circulation will be by sidewalks adjacent to the roadways, as well as internal walkways. These walkways will be provided to give the most direct access to the various focal points of the neighbourhoods. The Heritage Trail System will also be an important route for pedestrian and bicycle circulation through the area and beyond. It has been constructed through the existing development. It will extend northerly within Clarkdale Meadows to the westerly end of the stormwater facility, then connect to the system designed through the Davidson Creek lands.

4.0 MAJOR UTILITY SERVICES AND STAGING

4.1 UTILITIES

1. Water System

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

2. 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 an existing connection on Primrose, a proposed connection through the southern portion of Davidson Creek and either an additional connection within the northern portion of Davidson Creek or through a separate connection north of Lakeland Drive.

Both water supply and sanitary sewage flow directions are shown schematically on Figure 4.

3. Stormwater Management

Storm drainage will be provided through the stormwater management facility in the central portion of the plan area. This system will serve the original Clarkdale area structure plan plus the balance of land north of the stormwater management facility up to the ridge which provides a natural drainage boundary. The remaining additional area 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 prior to submission of subdivision plans being submitted for lands within the 39.5 hectares added to the original Area Structure Plan.

A geotechnical investigation for the additional lands will also be undertaken prior to submission of subdivision plans for lands within the area being added to the original Area Structure Plan.

Figure 5 indicates the directions of major storm flows for the area.

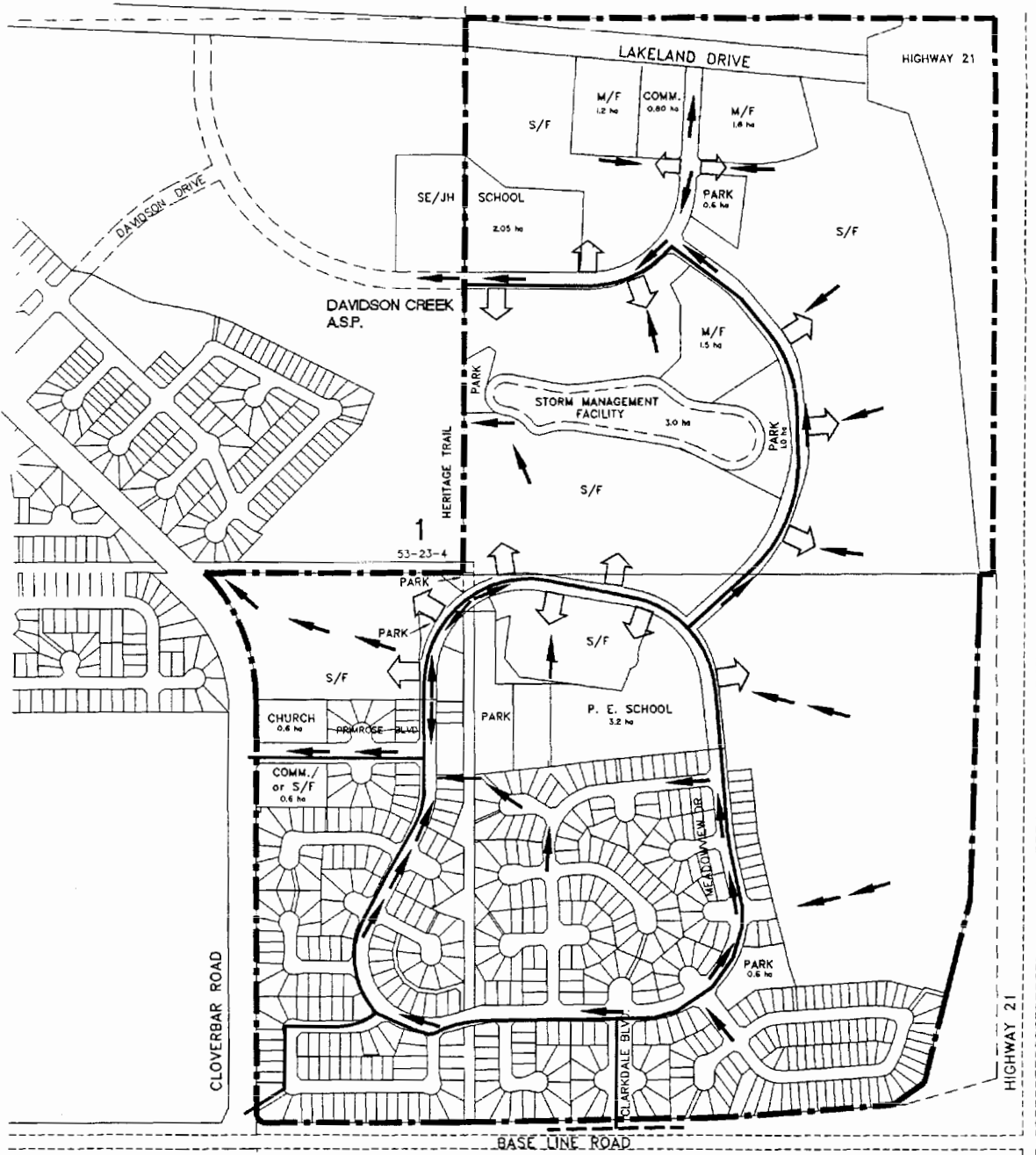
4. Other Services

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

4.2 DEVELOPMENT STAGING

Development of Clarkdale Meadows started in 1984 in the southwest corner of the plan area and has extended easterly since then. The pattern for development will continue eastward and northward as contemplated in the original area structure plan document.

The proposed staging is shown in Figure 6.



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WATER & SANITARY SEWER

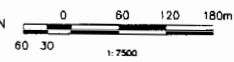
LEGEND

- A.S.P. BOUNDARY
- PRIMARY WATER DISTRIBUTION SYSTEM
- EXISTING WATER TRANSMISSION MAIN

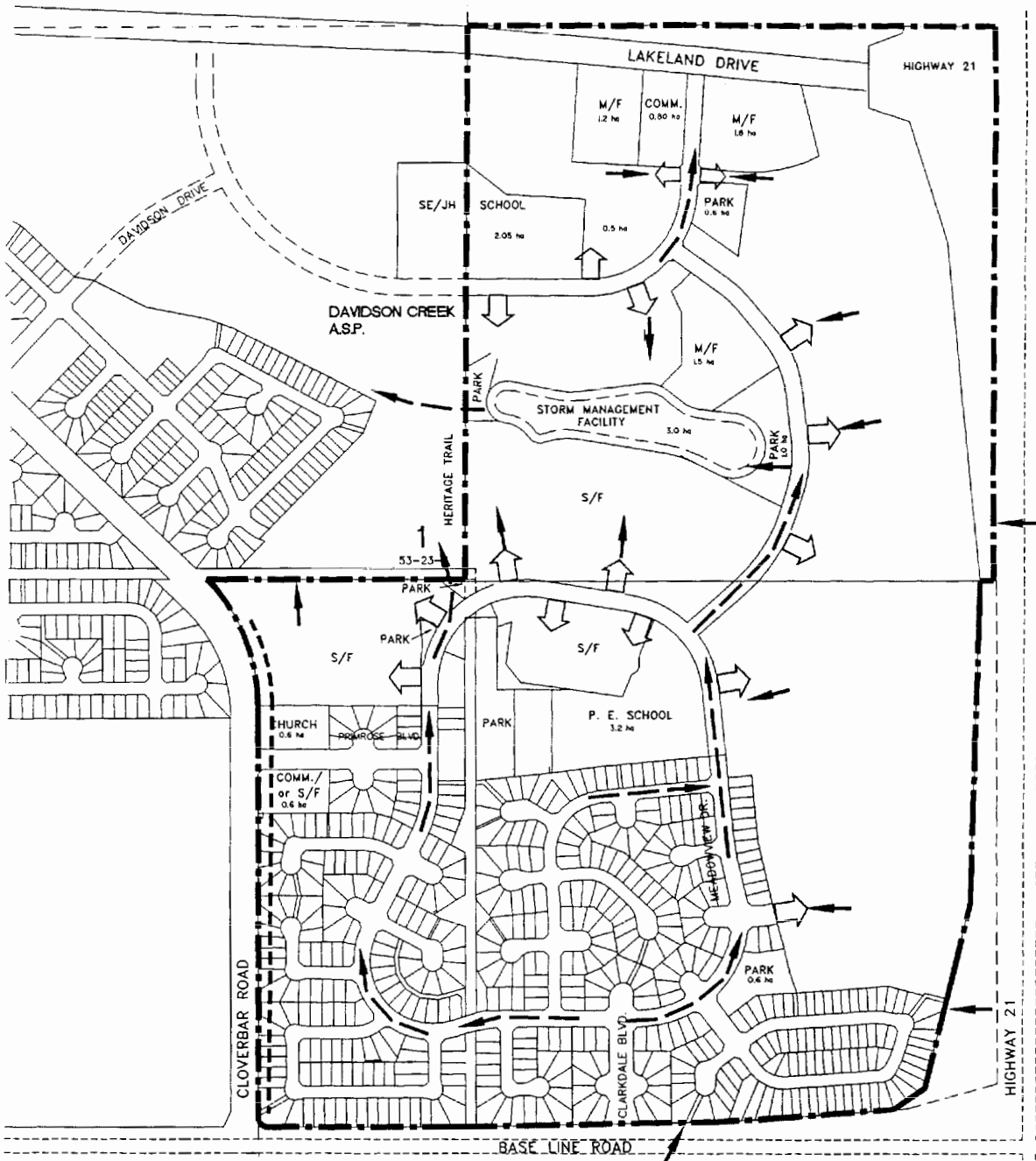
- SANITARY TRUNK SEWER
- SANITARY DRAINAGE PATTERN
- ⇨ RESIDENTIAL ACCESS



FIGURE 4A



DATE: OCT. 22, 1993
DWG. NO: 314RD031



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 AREA STRUCTURE PLAN**
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STORM DRAINAGE

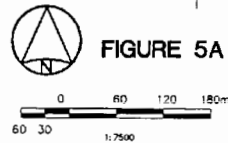
LEGEND

--- A.S.P. BOUNDARY

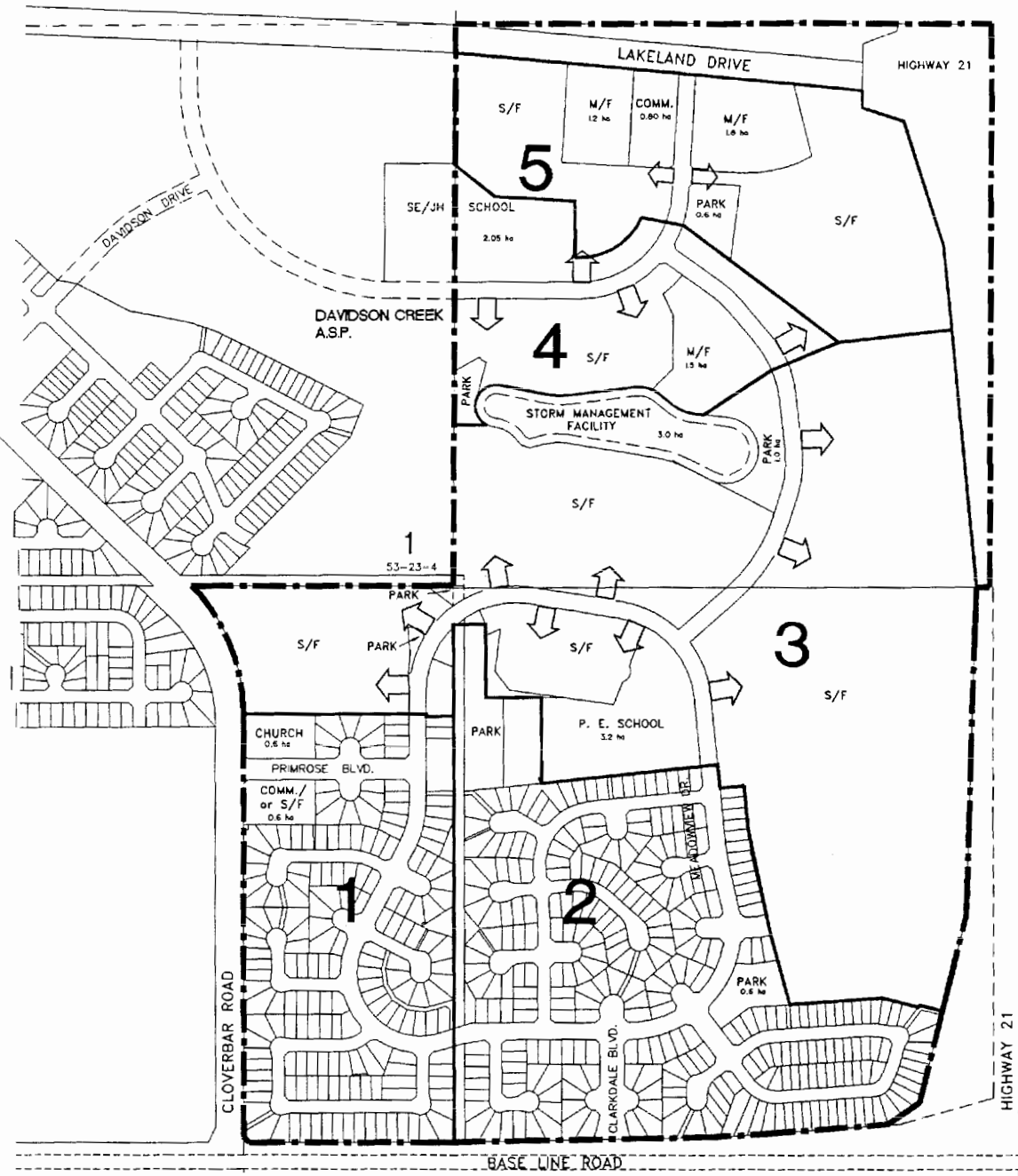
--- STORM DRAINAGE BOUNDARY

RESIDENTIAL ACCESS

STORM DRAINAGE PATTERN



DATE: OCT. 22, 1993
 DWG. NO. 314RD032



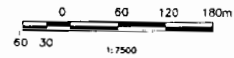
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LEGEND
 - - - - - A.S.P. BOUNDARY
 ———— STAGE BOUNDARY

➡ RESIDENTIAL ACCESS



FIGURE 6A













DEVELOPMENT STAGING

DATE: OCT. 22, 1993
 DWG. NO.: 314RD033



Clarkdale Meadows Area Structure Plan Bylaw 29-94 (Amendment 1)

Single Family (S/F)		Storm Management Facility		Road Plan	
Commercial (Comm.)		Highway 21		ASP Boundary	
Park				Stage Boundary	
School				Major Vehicle Access	
Church	