

BYLAW 59-99

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF AMENDING THE FOXBORO AREA STRUCTURE PLAN BYLAWS 90-90 AND 65-93.

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

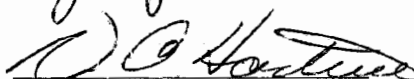
NOW THEREFORE, the Council of Strathcona County, pursuant to the authority conferred upon it by the Municipal Government Act, S.A. 1994 c-M26.1 and amendments thereto, enacts as follows:

1. That this Bylaw is to be cited as the "Foxboro Area Structure Plan Amendment No. 2".
2. That Schedule "A" attached hereto is hereby adopted as part of this Bylaw.

Read a first time this 29 day of June, 1999.

Read a second time this 6 day of July, 1999.

Read a third time and finally passed this 6 day of July, 1999.


Mayor


A/C Corporate Secretary

Date Signed: July 12/99

Bylaw 59-99
Schedule "A"



Stantec

**Amendment to the Foxboro
Area Structure Plan**

Prepared for:
Foxhaven Properties Inc.
Foxboro Properties Ltd. &
Qualico Developments (West) Ltd.

Prepared by:
Stantec Consulting Ltd.

File: 161 09022

July 1999

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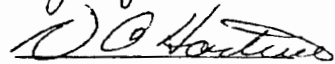
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SCHEDULE "A"

AMENDED



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AMENDMENT TO THE FOXBORO AREA STRUCTURE PLAN

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AMENDMENT TO THE FOXBORO AREA STRUCTURE PLAN

1.0 INTRODUCTION & BACKGROUND

The Foxboro Area Structure Plan (ASP) was originally approved by Strathcona County Council on 11 December 1990 under Bylaw No. 90-90. The ASP comprised land within the North ½ of Section 25-52-23-W4 bounded by Highway 21 to the east, Granada Boulevard and Bev Facey High School to the west, The Ridge and Regency ASPs to the south and Section 36-52-23-W4 to the north. The gross area was approximately 103.20 hectares consisting primarily of single detached residential with park and school sites located throughout the plan area, and an area of multiple unit residential in the far west.

The ASP was amended on 28 September 1993 to include land within the South ½ of Section 36-52-23-W4 lying south of the Heritage Wetlands. This area added approximately 29.17 hectares to the Foxboro ASP and consisted of park space and residential uses ranging from small lot single detached to medium density multiple.

The current amendment to the Foxboro ASP has been prepared on behalf of Foxhaven Properties Inc. and Foxboro Properties Ltd., owners of the land pertaining to the amendment. Development of the lands is managed by Qualico Developments (West) Ltd., managing partner of the project.

Figure 1.0 - Location Plan shows the location of the Foxboro ASP within the southeast area of Sherwood Park, including an outline of the area to which the current amendment applies. Figure 2.0 - 1990 Foxboro ASP shows the land use concept from the original 1990 Foxboro ASP (Bylaw 90-90) and Figure 3.0 - 1993 Amendment identifies the land use concept from the 1993 amendment to the Foxboro ASP (Bylaw 65-93).

2.0 PURPOSE

The general purpose of the amendment to the Foxboro ASP is to promote a variety of housing opportunities for existing and future residents of Sherwood Park by introducing a variety of low and medium density housing forms. In order to accommodate the residential development objectives for the neighbourhood the alignment of the collector road has been revised. Foxhaven Drive in the north portion of the neighbourhood now intersects with what is proposed to be named Foxboro Drive which will continue south through the area.

Furthermore, the amendment fosters the retention and integration of natural low areas by integrating them into the Heritage Wetlands as part of the stormwater management system. The location and size of municipal reserve parcels is also addressed in the amendment.

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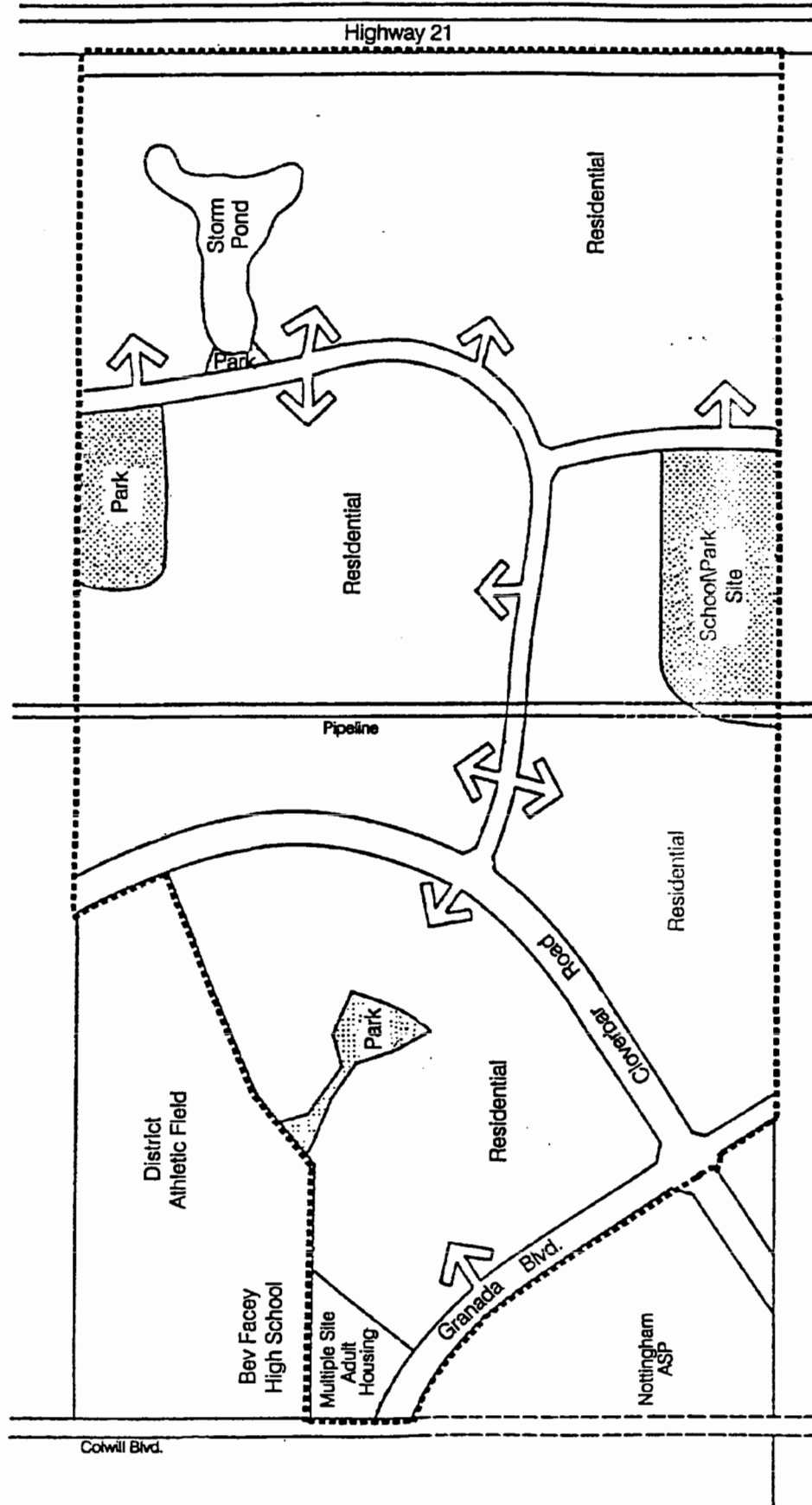
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Client/Project
 Qualico
 Foxboro Area Structure Plan

Figure No.
1.0

Title
Location Plan

June, 1999
 16109022



Client/Project
Qualico
Foxboro ASP

Figure No. **2.0**

Title
1990 Foxboro ASP
Bylaw 90-90
June, 1999
16109022

Legend
Major Vehicle Access



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11575 Avenue Road, Suite 1000, Toronto, Ontario M3J 1W2, Canada

3.0 DESCRIPTION OF AMENDMENTS

The changes to the Foxboro ASP, incorporated by the current amendment, occur south of the Heritage Wetlands within the S.E. ¼ of Section 36-53-23-W4 and the N.E. ¼ of Section 25-53-23-W4 primarily within the interior portion of the neighbourhood. The amendment to the Foxboro ASP describes a number of changes to the collector roadway, single unit and multiple unit residential, park and stormwater management aspects of the Neighbourhood:

Collector Roadway

- The looping collector roadway alignment in the northerly portion of the neighbourhood has been revised to introduce a right angle intersection with the proposed Foxboro Drive.

Single Unit Residential

- The realignment of the road also permits the development of single unit housing immediately south of the Wetlands and north of Foxboro Drive.
- An area of traditional residential has been introduced in the southeasterly quadrant of the Neighbourhood to accommodate the development of narrow lot, laned housing.

Multiple Unit Residential

- The low density multiple residential site within the S.E. ¼ of Section 36 has been relocated between the naturalized storm pond and Highway 21.

Park Sites

- The northerly park site has been shifted away from the collector road and its area slightly reduced to approximately 2.4 ha. An existing tree line along the quarter section is maintained to provide better connection to the Heritage Trail and to park sites within the Neighbourhood.
- A park / vista has been introduced immediately south of the Heritage Wetlands at the intersection of Foxhaven and Foxboro Drives. A second park/vista has also been introduced to provide a linkage into the constructed wetlands area to the south along Foxboro Drive.
- A park site has been designated within the traditional residential area to bring open space to that residential enclave.

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- A park site has been designated in the northeasterly portion of the Neighbourhood with connections to the existing tree line along the quarter section and the constructed wetlands.
- A park site has been designated in the residential area north of the traditional area with linkages into the constructed wetland.
- A small park site has been designated at the intersection of Foxboro Drive and Regency Drive.

Stormwater Management Facilities

- The storm pond will become a constructed wetlands and connected to the Heritage Wetlands thereby reducing the overall area required for this function.

The Land Use Concept for the amendment is shown in Figure 4.0 - Foxboro ASP Amendment. A discussion of the amendments and rationale is provided in more detail below. The land use statistics and demographic profile are contained in the appendix.

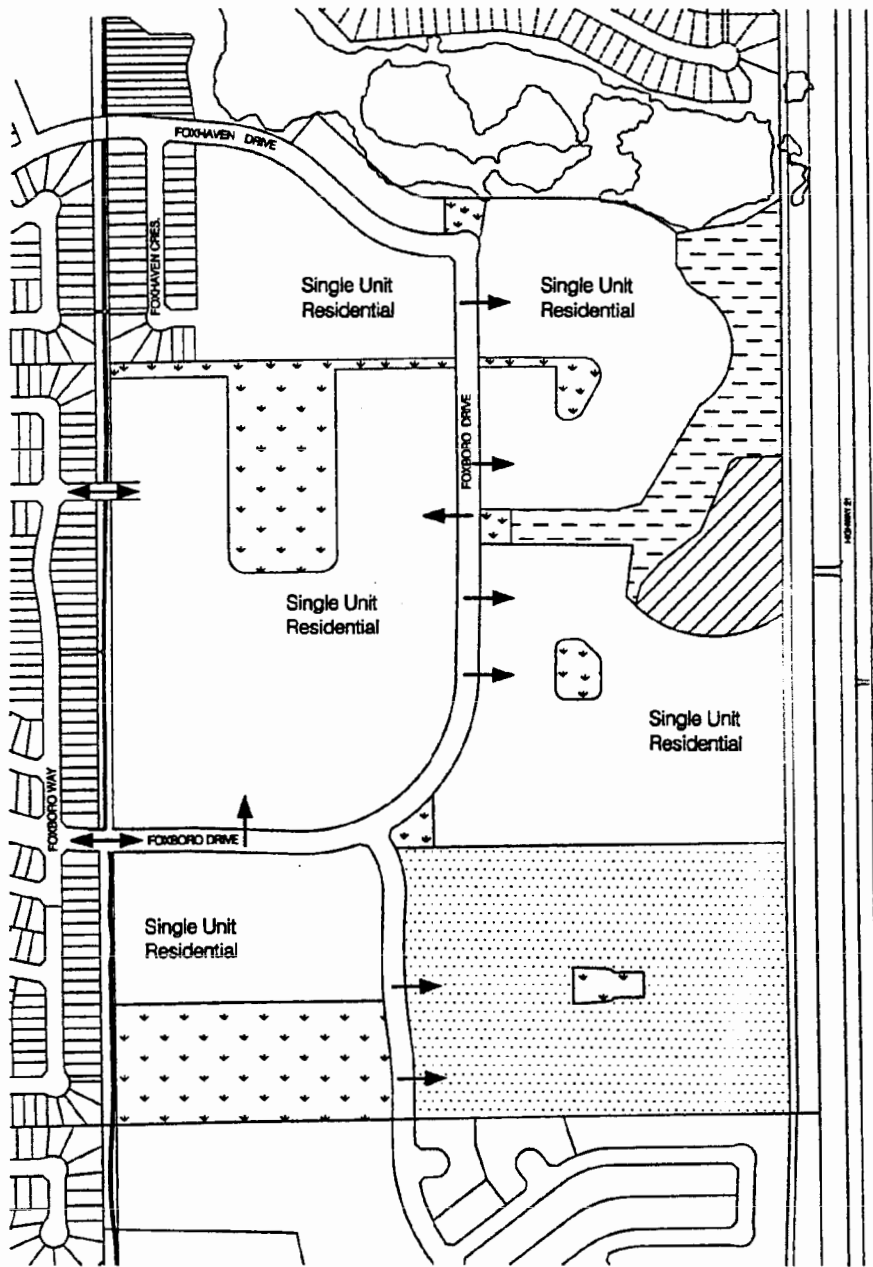
4.0 RATIONALE

4.1 Collector Roadway Network

Under the existing ASP, Foxhaven Drive loops through the amendment area and back out to Clover Bar Road. In order to reduce the potential for speeding traffic through the area, the collector road alignment has been revised to provide for an intersection of Foxhaven Drive at right angles to the proposed Foxboro Drive immediately south of the Wetlands.






The amendment modifies the collector road, Foxhaven Drive, in the north part of the plan immediately south of the Heritage Wetlands. Foxhaven Drive continues through the community and joins with Clover Bar Road at each end.

Under the stewardship of the respective landowners and Qualico Developments (West) Ltd., the Wetlands are being developed as an integral feature and amenity within the Heritage Hills and Foxboro Neighbourhoods. By providing an intersection at Foxhaven and Foxboro Drives rather than a looping collector alignment, traffic speed is reduced in the vicinity of the Wetlands and both residential development and park space / vistas can be accommodated to open up the area to residents.



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Legend

-  School/Park/Open Space
-  Low Density Multiple Unit
-  Traditional Residential
-  Semi Detached Residential
-  Storm Pond

Client/Project

Qualico
Foxboro ASP Amendment

Figure No.

4.0

Title

**Foxboro ASP
Amendment**

July, 1999
16109022

The design and function of the intersection will need to be reviewed in further detail prior to development. Features to promote a safe flow of vehicular and pedestrian traffic through and around the intersection such as channelization of traffic, cross-walks and directional signage will be reviewed in consultation with the County.

A more detailed analysis of the amended collector roadway network and associated traffic volumes can be found in the Technical Design Brief prepared concurrently with this amendment.

4.2 Single Unit Residential

An area of traditional, narrow lot residential development with rear lanes has been designated in the southeast quadrant of the neighbourhood. Using a grid-like roadway pattern, development within this area will move houses closer to the street (similar to many older neighbourhoods) with front porches/verandas and lane access.

The lots proposed within this area will be narrower than lots developed under the County's RP zoning and will require a Direct Control (DC) Special Purpose District to accommodate their development. Resulting from the public consultation process it has been determined that a mix of lot widths would be desired in the traditional housing area with the intent of providing a mix of housing opportunities and a varied streetscape. The traditional area is proposed to be comprised of a maximum of 35% 8.5 meter (28.0 ft.) wide lots with the balance of the area having a lot width of 9.1 meters (30.0 ft.) or greater. The area will be relatively self contained with appropriate access opportunities. The lands designated for this traditional development are not adjacent to any existing residential development either in the Foxboro Neighbourhood or The Ridge Neighbourhood.

Discussions with Dundee Development Corporation, owners of the abutting land in The Ridge to the south have resulted in some private agreements to address the transition of the narrow lot, laned housing in Foxboro to larger single unit housing in The Ridge.

In addition, careful attention will be dedicated to the establishment of appropriate development standards and architectural controls within the traditional housing area in consultation with Foxboro residents and the County to ensure a high quality residential environment. Continued consultation with the community within the Foxboro plan area is proposed in the development of the DC Special Purpose District, architectural controls, landscape treatments and overall aesthetics.

AMENDMENT TO THE FOXBORO AREA STRUCTURE PLAN

Similar to other areas in the County, opportunities exist for the development of cul-de-sacs with flanking (rather than backing on) lots. Recent experience with these lots in other areas of the County have identified problems with respect to such issues as lot grading and drainage. If such lots are developed in Foxboro, these issues will be reviewed in more detail with the County and solutions identified.

A majority of the ASP area will continue to be developed as Single Unit Residential housing stock. These areas will be characteristic of a housing form containing front drive garages and appropriate levels of architectural and landscape considerations.

4.3 Multiple Unit Residential

The low density multiple residential area has been relocated from north of the park site to the southeast, next to the naturalized storm pond and Highway 21. In this location, it is exposed to the open space provided by the naturalized storm pond, while supplying additional separation from the highway to the single unit residential.

Compared to the original location, there is also less direct interface between the low density multiple residential and single unit residential with this location.

As represented by its designation as a low density multiple residential site, the type of development envisioned will be townhouse style development with double front attached garages rather than low rise apartment housing. Attention will be directed in the detailed layout of the neighbourhood to limit the area of low density residential potentially impacted by the modest amount of additional traffic generated by the multiple unit development.

The inclusion of both traditional housing and multi-unit development within new neighbourhoods is consistent with several policies in the Urban Service Area contained in the recently adopted Strathcona County Municipal Development Plan:

Policy 10.45 - Residential development in the Urban Service Area shall maintain its primarily single detached dwelling unit orientation, but *strive to diversify and intensify the range of residential forms available.*

Policy 10.47 - Residential multiple unit dwellings shall be located in accordance with development guidelines governing site size, density, locational and other development criteria in b) the new residential neighbourhoods.

While Policy 10.48 f) in the Residential Neighbourhood Design Guidelines notes that lanes should be discouraged in new residential neighbourhoods, the same Guidelines state in 10.48 c) that new neighbourhoods should encourage innovative

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housing designs and encourage master planned themed communities to establish a unique neighbourhood identity.

Furthermore, the proposal for traditional housing strives to provide an innovative housing form that is essentially unavailable in Strathcona County. Traditional forms of development rely on the grid street pattern, reduced front yard setbacks and the use of rear garages and lanes. While the MDP may discourage their use, rear lanes are a key element within neo-traditional design and need to be employed if this form of development is to be supported.

The introduction of the traditional housing development results in a slightly increased residential density in Foxboro. Compared to the approved plan, the amendment generates accommodates approximately 149 more residents, or 63 more units, within the same area.

4.4 Park Space

The northerly park site has been relocated away from the collector roadway and its area slightly reduced to approximately 2.4 hectares. However, in this location it takes advantage of linkages to the tree line to be retained along the quarter section with connections into the Heritage Trail. Shifting the site away from the collector road promotes pedestrian (particularly child) safety in the vicinity of the park. Consideration will be given in determining the width of the east – west corridor/tree line. Attention will be given to the width of the corridor and associated trail to ensure to the extent possible the existing tree stand quality is maintained.

The park will be of sufficient size to accommodate active play fields as well as passive and playground areas. Qualico will pursue opportunities with the Foxboro Neighbourhood and County to work together in developing these facilities.

As described earlier, a vista / park site has been designated immediately south of the Wetlands to provide pedestrian access and views to the amenity. A small park site on the western face of the constructed wetlands along Foxboro Drive provides a public access point into the wetland area and a future trail network.

Three other neighbourhood park sites have been added within the plan to bring open space into the residential areas and to facilitate pedestrian linkages throughout the community. These sites have been dispersed throughout the Neighbourhood to provide a balanced distribution of open space.

A small park site has been incorporated at the intersection of Foxboro Drive and Regency Drive to provide both a physical and visual amenity to the neighbourhood.

AMENDMENT TO THE FOXBORO AREA STRUCTURE PLAN

The park site also has the benefit of buffering the view of the traditional development from Foxboro Drive.

The school/park site along the southern boundary of the neighbourhood remains in the same location and relative size in the amendment.

Municipal reserves owing on the Foxhaven Properties Inc. and Foxboro Properties Ltd. lands will be provided in the form of land totalling 10% of the Gross Developable Area of these properties. The developer will work with Neighbourhood residents and the County to address the specific locations and development of the park sites.

4.5 Storm Pond

The storm pond is proposed to be developed as a constructed wetland and configured to connect into the Heritage Wetlands. Due to the consolidation of Qualico's land ownership north and south of the Wetlands, the stormwater management aspect of the Wetlands can deal with lands on both sides rather than being treated as separate entities. This facilitates a reduction in area dedicated to stormwater management.

The facility within northeast Foxboro now extends south from the wetlands in a more linear path along the low-lying area next to Highway 21 and then to the west. This new configuration allows for more of the residential development along its lengthened perimeter and also separating a substantial amount of residential development away from the highway.

In areas where residential lots back onto the stormwater management facilities, further review of the design of the facilities will be necessary to ensure a suitable transition from the private lot to the public lands.

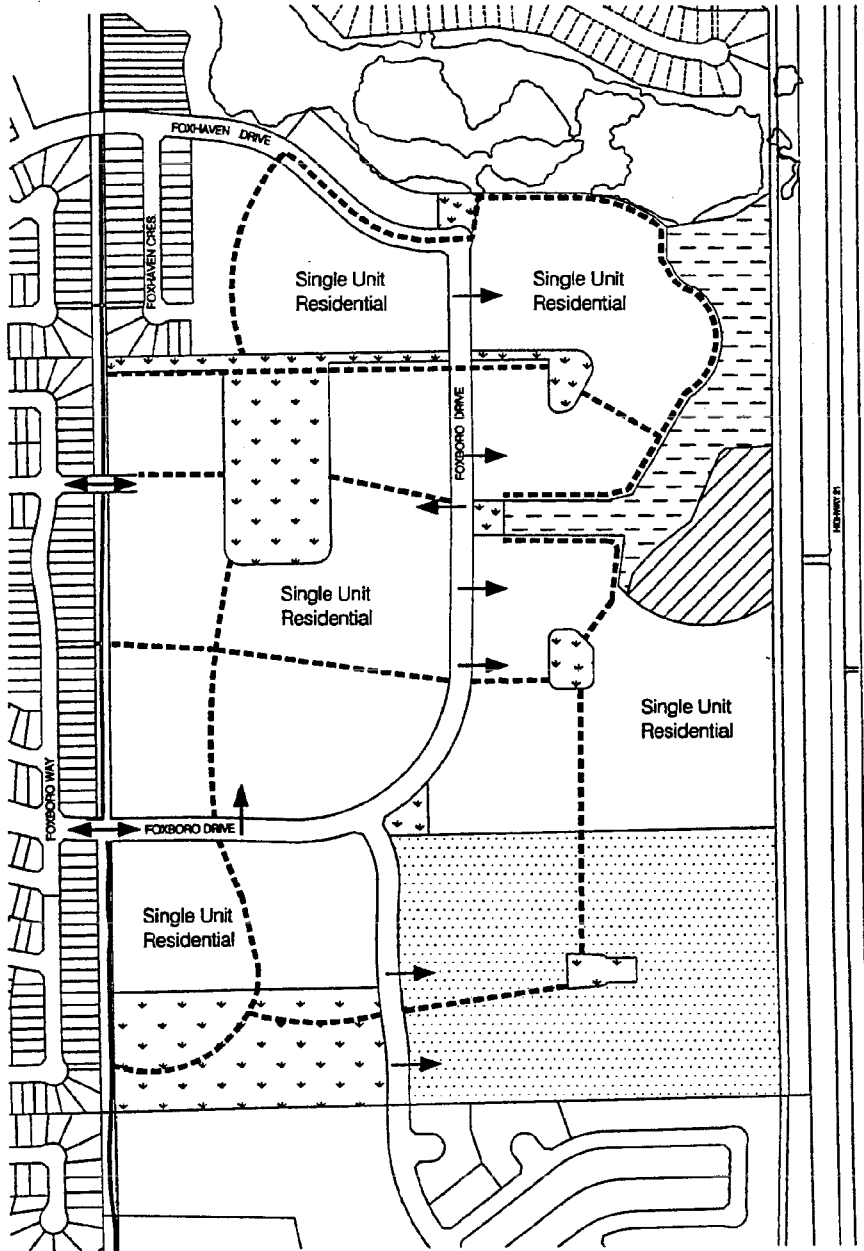
5.0 LINKAGES

5.1 Pedestrian Linkages

The designation of additional park site within the Foxboro Neighbourhood combined with the constructed wetlands, Heritage Trail and preservation of the tree line provides excellent opportunities for the creation of pedestrian linkages throughout the area.







As shown on Figure 5.0 - Linkages, the various open space aspects of the plan and local roadway/sidewalk network provide a variety of on-street and off-street pedestrian linkages.

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Legend

-  School/Park/Open Space
-  Low Density Multiple Unit
-  Traditional Residential
-  Semi Detached Residential
-  Storm Pond
-  Pedestrian Linkages

Client/Project

Quadco
Foxboro ASP Amendment

Figure No.

5.0

Title

Linkages

July, 1999
16109022

5.2 Transit Linkages

As shown on Figure 5.0, opportunities for public transit routes in the east portion of Foxboro exist along the main Foxhaven Drive/Foxboro Drive collector loop and along Regency Drive.

6.0 ENGINEERING SERVICES

A Technical Design Brief outlining revised servicing concepts has been prepared concurrently with the amendment. This report addresses changes to the overall engineering design resulting from the revisions to the land use concept, including a traffic impact assessment to address the realignment of the collector roadway network and related aspects of the amendment.

7.0 IMPLEMENTATION

Development within the Foxboro Neighbourhood will likely proceed on a number of fronts to cater to different markets. The logical and economical extension of services will determine these development locations.

Redistricting and subdivision applications will be prepared in accordance with the ASP. As noted earlier, a Direct Control (DC) Special Purpose District is required for development of the lands designated for traditional residential housing.

Table 2 - Demographic Profile

FOXBORO ASP (BYLAW 90-90)

| Population | Area | Units | Population |
|----------------------|--------------|--------------|-------------------|
| Single family | 59.50 | 1,100 | 3,917 |
| Low density multiple | 1.30 | 40 | 100 |
| TOTAL | 60.80 | 1,140 | 4,017 |

| Student Generations | Elementary | Junior | Senior |
|----------------------------|-------------------|---------------|---------------|
| Public | 435 | 180 | 170 |
| Separate | 160 | 70 | 60 |

1993 AMENDMENT (BYLAW 65-93)

| Population | Area | Units | Population |
|-------------------------|--------------|--------------|-------------------|
| Single family | 16.01 | 288 | 996 |
| Semi-detached | 1.11 | 25 | 83 |
| Low density multiple | 3.96 | 147 | 359 |
| Medium density multiple | 0.95 | 71 | 138 |
| TOTAL | 22.03 | 531 | 1,576 |

| Student Generations | Elementary | Junior | Senior |
|----------------------------|-------------------|---------------|---------------|
| Public | 206 | 82 | 72 |
| Separate | 88 | 39 | 24 |

COMBINED (BYLAWS 90-90 & 65-93)

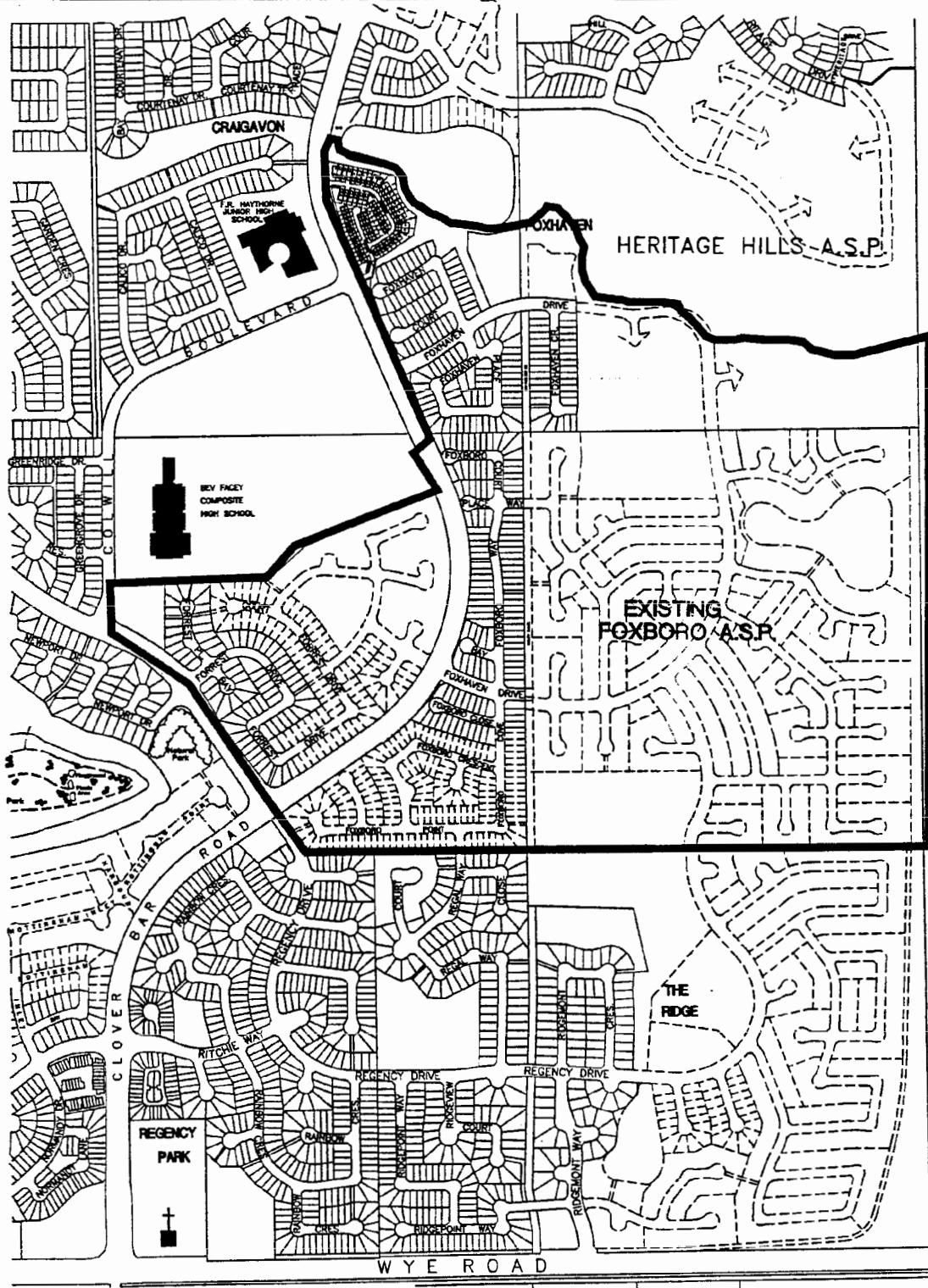
| Population | Area | Units | Population |
|-------------------------|--------------|--------------|-------------------|
| Single family | 75.51 | 1,388 | 4,913 |
| Semi-detached | 1.11 | 25 | 83 |
| Low density multiple | 5.26 | 187 | 459 |
| Medium density multiple | 0.95 | 71 | 138 |
| TOTAL | 82.83 | 1,671 | 5,593 |

| Student Generations | Elementary | Junior | Senior |
|----------------------------|-------------------|---------------|---------------|
| Public | 641 | 262 | 242 |
| Separate | 248 | 109 | 84 |

JUNE 1999 AMENDMENT

| Population | Area | Units | Population |
|-------------------------------------|--------------|--------------|-------------------|
| Low Density Residential | 66.10 | 1,215 | 4,301 |
| Semi-Detached Residential | 0.84 | 19 | 63 |
| Traditional Residential | 11.40 | 242 | 782 |
| Low Density Multiple Residential | 5.27 | 187 | 459 |
| Medium Density Multiple Residential | 0.95 | 71 | 138 |
| TOTAL | 84.56 | 1,734 | 5,742 |

| Student Generations | Elementary | Junior | Senior |
|----------------------------|-------------------|---------------|---------------|
| Public | 659 | 260 | 243 |
| Separate | 269 | 104 | 87 |



KEY PLAN

Pt. SE 36-52-23-W4
 NE 25-52-23-W4
 Pt. NW 25-52-23-W4

FOXBORO ASP

| | | |
|------------------------|----------------|---------------------------|
| Drawn by: J. Wacko | | File No: 4410-21(5)-99P04 |
| Revised Date: dd/mm/yy | Revision No. x | |
| Date Drawn: 05/06/99 | Scale: N.T.S. | DWG No: PUGF0008 |

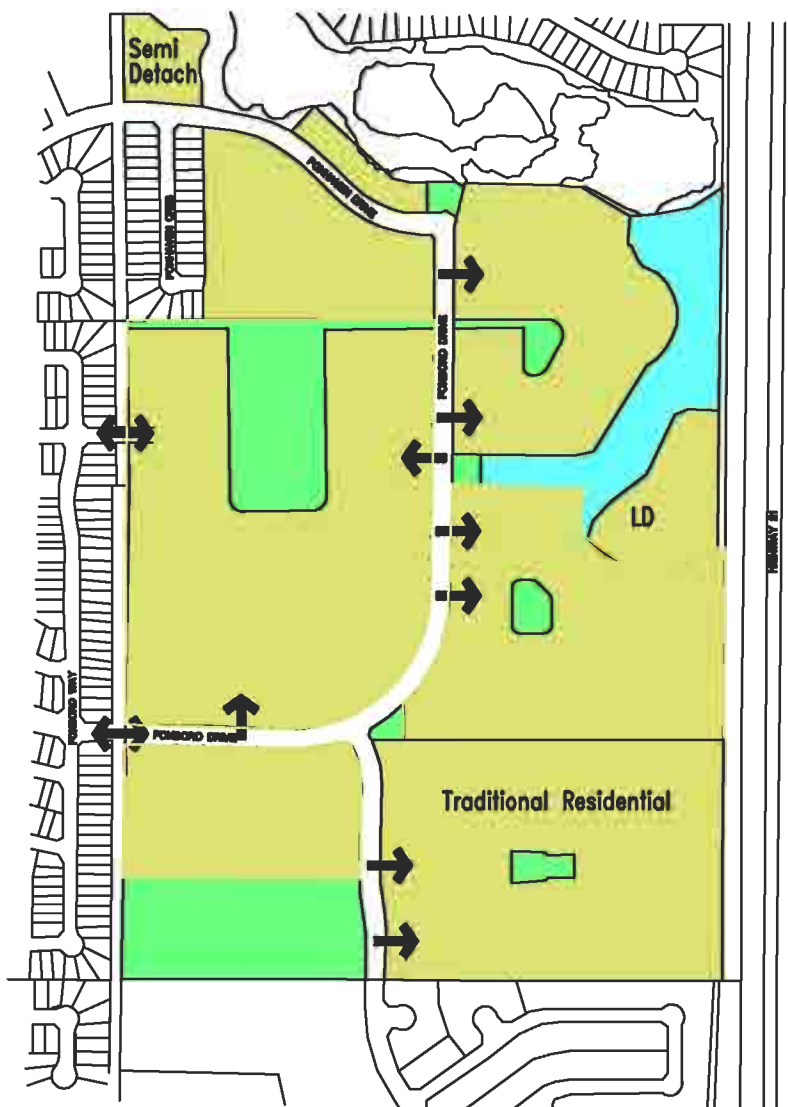
PLANNING SERVICES BRANCH

PLANNING & DEVELOPMENT REVIEW SERVICES **Strathcona**
 County

**Amendment to the Foxboro Area Structure Plan
Land Use Demographic Profile**

Table 1 - Land Use Statistics

| | Original ASP (Bylaw 90-90) | 1993 Amendment (Bylaw 65-93) | Combined | Updated ASP |
|-------------------------------------|-------------------------------|---------------------------------|----------|-------------|
| GROSS AREA | 103.20 | 29.17 | 132.37 | 132.37 |
| CIGOL Pipeline | 1.01 | 0.52 | 1.53 | 1.53 |
| Highway 21 Widening | 1.60 | 0.00 | 1.60 | 1.60 |
| Cloverbar Road | 3.68 | 0.00 | 3.68 | 3.68 |
| Granada Boulevard | 1.70 | 0.00 | 1.70 | 1.70 |
| GROSS DEVELOPABLE AREA | 95.21 | 28.65 | 123.86 | 123.86 |
| Municipal Reserve | 10.20 | 1.32 | 11.52 | 10.59 |
| Circulation | 20.21 | 5.30 | 25.51 | 25.51 |
| Stormwater Management Facility | 4.00 | 0.00 | 4.00 | 3.20 |
| RESIDENTIAL | | | | |
| Low Density Residential | 59.49 | 16.01 | 75.50 | 66.10 |
| Semi-Detached Residential | 0.00 | 1.11 | 1.11 | 0.84 |
| Traditional Residential | 0.00 | 0.00 | 0.00 | 11.40 |
| Low Density Multiple Residential | 1.31 | 3.96 | 5.27 | 5.27 |
| Medium Density Multiple Residential | 0.00 | 0.95 | 0.95 | 0.95 |
| TOTAL | 60.80 | 22.03 | 82.83 | 84.56 |



Foxboro Area Structure Plan Bylaw 59-99 (Amendment 2)

Date of Adoption 06-July-1999

Residential



School/Park/Open Space



Storm Pond



Road Plan



Major Vehicle Access

