

BY-LAW 27-95

A BY-LAW OF THE COUNTY OF STRATHCONA NO. 20 IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF AMENDING BY-LAW NO. 49-86, AS AMENDED.

WHEREAS it is deemed advisable to amend the Strathcona Centre 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:

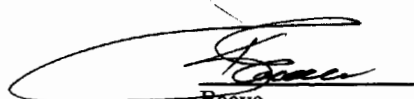
That By-law 49-86 be amended as follows:

1. That this By-law 27-95 is to be cited as the "Strathcona Centre Area Structure Plan Amendment".
2. That Schedule "A" attached hereto is hereby adopted as part of this By-law.

Read a first time this 21st day of March, 1995.

Read a second time this 25th day of April, 1995.

Read a third time and finally passed this 25th day of April, 1995.


Reeve


Corporate Secretary

STRATHCONA CENTRE AREA STRUCTURE PLAN (1995 AMENDMENT)

February 1995

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BY-LAW 27-95
SCHEDULE "A"

The Strathcona Centre A.S.P. is an overall development strategy for the lands within the S.E. 1/4 SEC. 3-TWP. 53-RGE. 23-W4. The intent of the plan, as provided for in Section 64 of the Planning Act of Alberta, is to put forth a framework that describes the preferred and appropriate land uses for this area.

The policies of the Edmonton Metropolitan Regional Plan, the Strathcona County General Municipal Plan, the Strathcona County Land Use Bylaw, and other related policy documents guide the Strathcona Centre concept. Each of these documents focus on a different level of detail to ensure that development objectives build upon both general and specific interests. Ultimately, the many dependent variables of the marketplace (*including surrounding developments and neighbouring A.S.P.s*) will influence the type, style, and pace of development within Strathcona Centre.

This report presents an amendment to the Strathcona Centre A.S.P. as amended (*Bylaw 52-88*). It advances the concept from its 1989 form to one that better suits the present development environment.

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INTRODUCTION

1. PURPOSE OF THE 1995 AMENDMENT

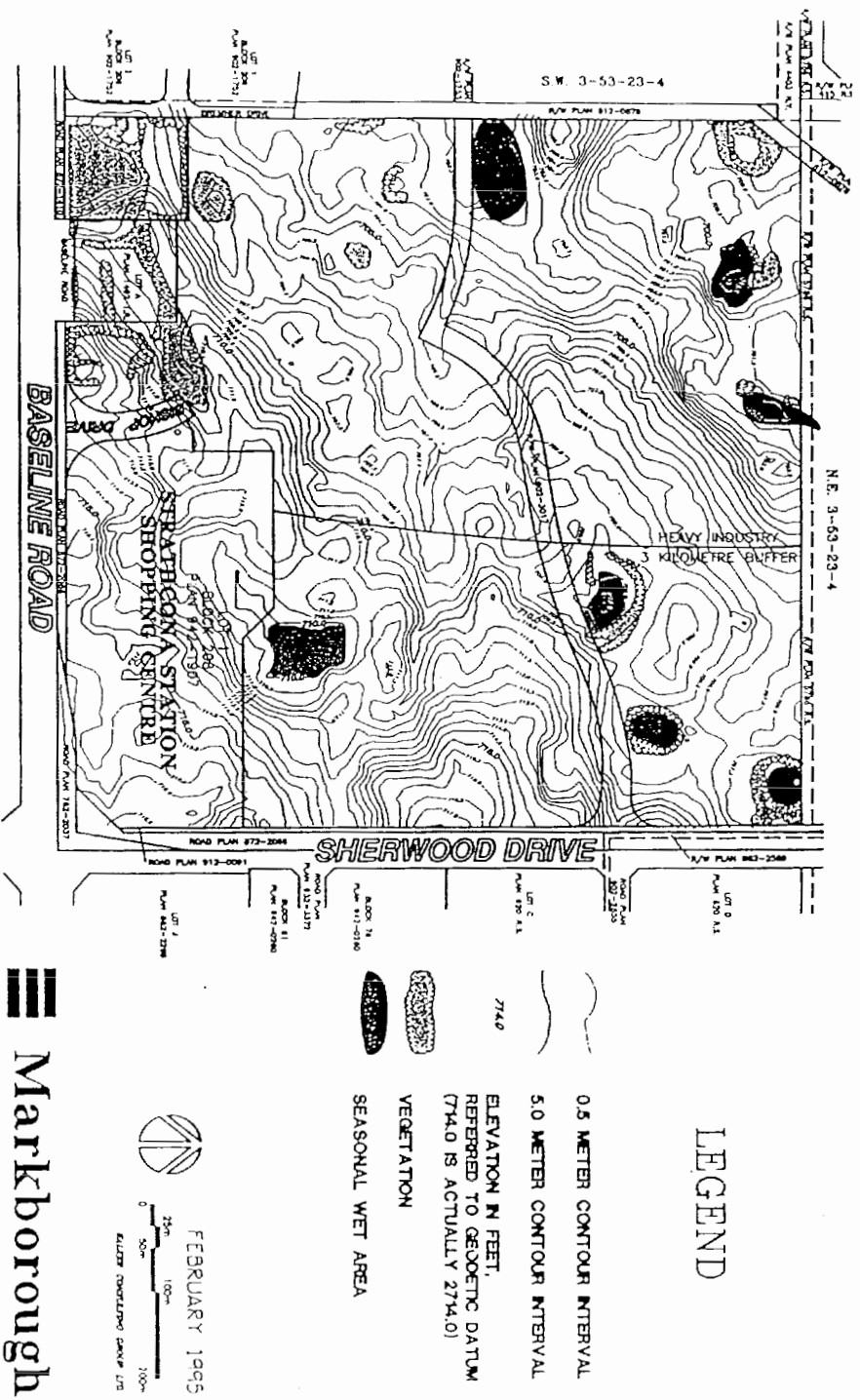
The current amendment does not propose to change the fundamental elements of the Strathcona Centre A.S.P. The revised plan also continues to conform to the Edmonton Metropolitan Regional Plan, the Strathcona County General Municipal Plan, the Strathcona County Land Use Bylaw, and other related policies and regulations.

Current demand for commercial land has caused the amount of commercial in Strathcona Centre to be reduced. As a result, the objective of the development strategy has been modified to build upon the growth of the Strathcona Station Shopping Centre as a smaller commercial centre than was previously proposed. The principle effect of this change is an increase in the size of the residential component encompassing the entire area north of Strathcona Station and east of the "3 kilometre line" (as it is defined in the *Strathcona County General Municipal Plan, 1986, Bylaw 59-86*). As the geographic center of Sherwood Park and future expansion to the north, Strathcona Station . . . along with the exceptional park system, institutional/recreational areas, and Park and Ride site of Strathcona Centre . . . is still intended to be an ideal landmark for the long term development of Sherwood Park.

Figure 1 shows the context of the Strathcona Centre A.S.P. within Sherwood Park.

STRATHCONA CENTRE

Figure 2 SITE FEATURES (1995 AMENDMENT)



LEGEND

- 0.5 METER CONTOUR INTERVAL
- 5.0 METER CONTOUR INTERVAL
- ELEVATION IN FEET, REFERRED TO GEODETIC DATUM (714.0 IS ACTUALLY 274.0)
- VEGETATION
- SEASONAL WET AREA



FEBRUARY 1995
 0 50m 100m 150m
 FILTER OVERLAPPING DATA LTR

Markborough

2. REVIEW OF THE 1995 AMENDMENT

Since the approval of the previous amendment in 1989, circumstances surrounding the development of Strathcona Centre have continued to change. There are differences in the economics, land use requirements, and physical characteristics of the site that require refinements to the plan and its objectives.

The alignment of the proposed collector - Bishop Drive - has been determined by the installation of a water main that crosses the site from the intersection of Jim Common Drive and Sherwood Drive out to the future extension of Bremner Drive. Together with the subdivision for the Strathcona Station Shopping Centre and the existing subdivisions in the southwest corner, Strathcona Centre has effectively been divided into thirds (*from top to bottom*). When including the "3 kilometre" line which separates the residential and industrial/commercial areas, the top two-thirds are further divided (*site features are shown in Figure 2*).

The amount of commercial area in the Town Centre has been reduced to about 12.5 hectares (*31 acres*). The overall commercial area within the ASP has been reduced to 17.2 hectares (*42.4 acres*). However, this plan, like the previous amendment, includes a substantial area for an integrated institutional project or series of projects in the northwest. Within this area, there is an 3.2 hectare (*8 acre*) gifted parcel to the County of Strathcona for public institutional uses. A Park and Ride transit depot is also gifted as part of 4.0 hectares (*10 acres*) provided to the County. Centrally located parks, a walkway connection to the Strathcona County Heritage Parkway Trail and a series of pedestrian links connect virtually all areas of the plan.

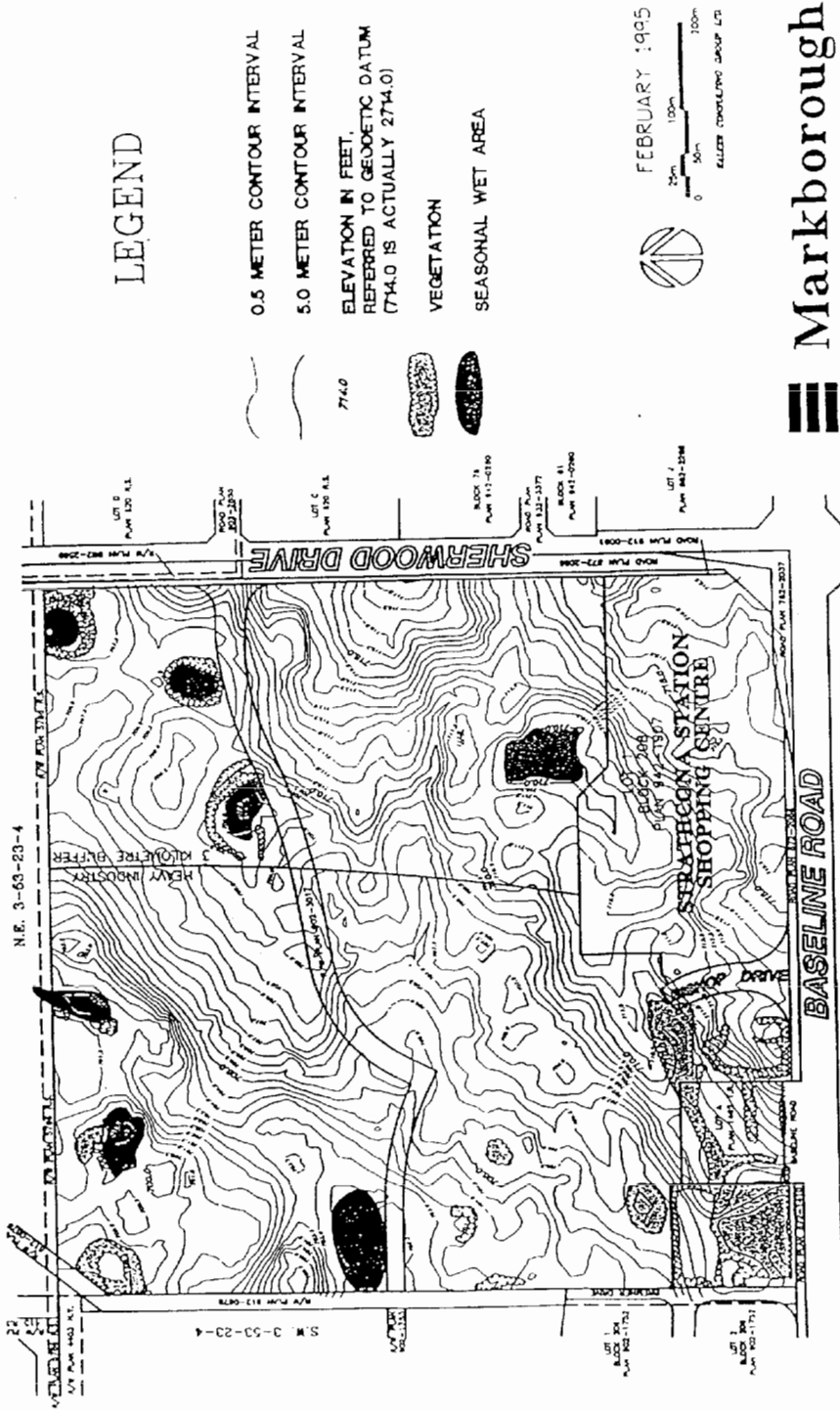


Figure 2 SITE FEATURES (1995 AMENDMENT)

STRATHCONA CENTRE

The residential component has been increased to about 16.5 hectares (41 acres) to make use of the available area east of the 3 kilometre line and north of Strathcona Station. Densities will generally decrease as one moves north and east away from the shopping centre and the institutional/industrial areas.

Lastly, the detention pond has been split into two separate facilities to take advantage of natural drainage movements.

DEVELOPMENT STRATEGY (1995 Amendment)

The development strategy for Strathcona Centre has been updated to reflect objectives for 1995 and beyond. The Development Concept (*Figure 3*) for the 1995 Strathcona Centre A.S.P. Amendment is provided following this page. Detailed land use statistics (*Table 1*) follow the Development Concept.

3. RESIDENTIAL

An important policy aim of the Strathcona County General Municipal Plan (G.M.P.) is to maintain the single family orientation of the municipality while striving to diversify the population base and housing opportunities. Also, multiple family residences are to be provided in the proximity of the Town Centres. While the current amendment does not define specific densities for particular areas, the tendency will be to develop the lower densities furthest from the shopping centre and industrial uses . . . towards the north boundary of the plan.

The boundaries of Sherwood Drive, the "3 kilometre" line, and Strathcona Station provide a sensible pocket for the residential neighbourhood. The area has been increased to nearly

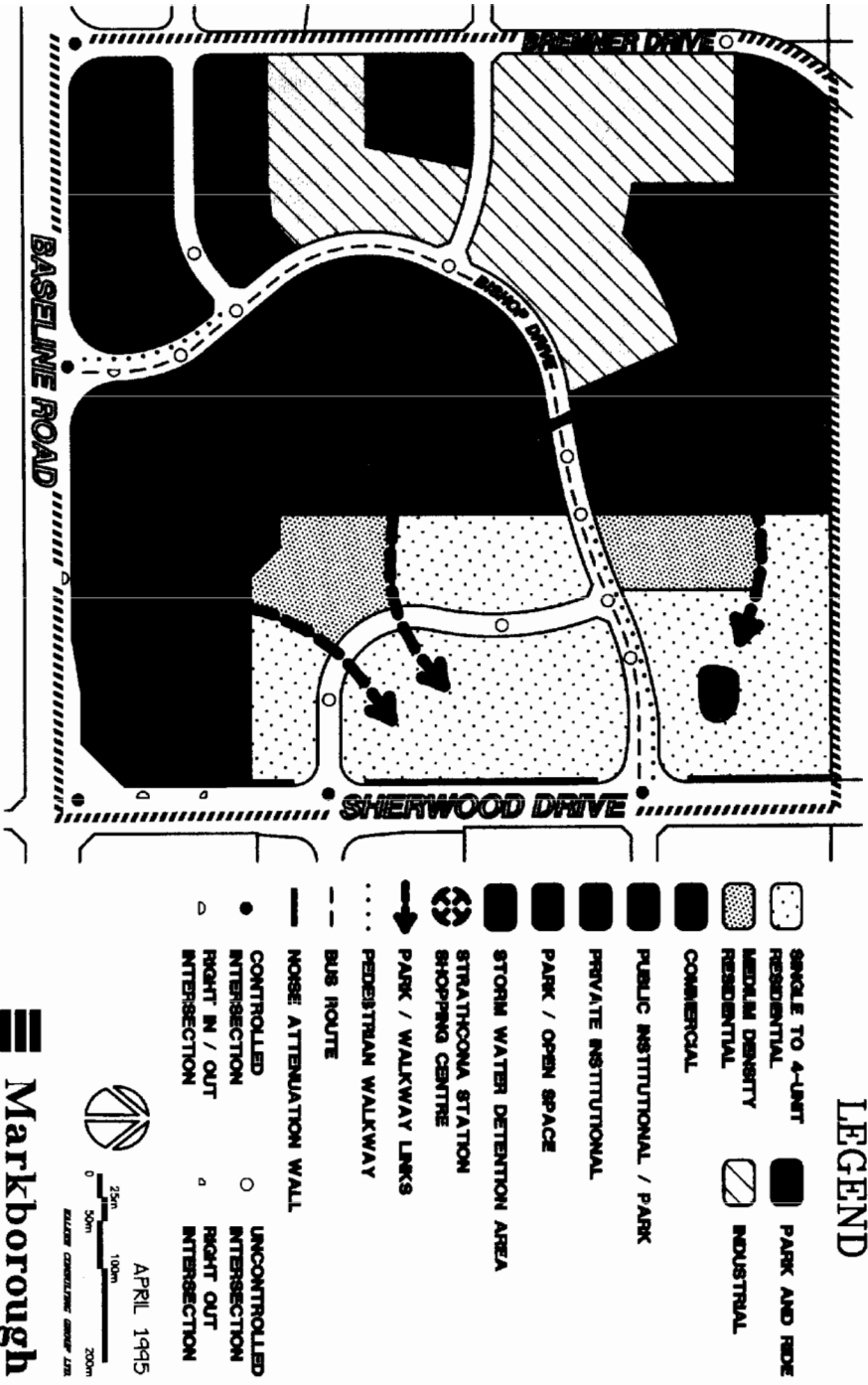


Figure 3 DEVELOPMENT CONCEPT (1995 AMENDMENT)

STRATHCONA CENTRE

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TABLE 1
LAND USE STATISTICS (1995 Amendment)

TOTAL AREA	64.7 ha	159.9 ac	100%
Road Widening	4.1 ha	10.1 ac	6.3%
Detention Ponds	2.4 ha	6.0 ac	3.8%
Public Institutional	3.2 ha	8.0 ac	5.0%
Park and Ride	0.8 ha	2.0 ac	1.3%
C. of T. SF250 (Lazarenko Property)	1.5 ha	3.7 ac	2.3%
GROSS DEVELOPABLE AREA (GDA)	52.7 ha	130.1 ac	81.4%
■ Total Commercial*	15.7 ha*	38.7 ac*	24.2%*
Strathcona Station	8.4 ha	20.7 ac	13.0%
Remaining Commercial*	7.3 ha*	18.0 ac*	11.3%*
■ Gross Residential	16.5 ha	40.7 ac	25.5%
■ Industrial	9.3 ha	22.9 ac	14.3%
■ Private Institutional	1.9 ha	4.7 ac	2.9%
■ Park	5.3 ha	13.0 ac	8.1%
■ Circulation	4.1 ha	10.2 ac	6.4%
Bishop Drive	3.0 ha	7.4 ac	4.6%
Connector Roads (To Bremner Dr.)	1.1 ha	2.8 ac	1.8%

*excludes C. of T. SF250 (Lazarenko Property) also proposed as commercial

16.5 hectares (41 acres) and might adjoin a residential area to the north recently discussed by the County for the proposed Braemar A.S.P. The expanded neighbourhood will ensure greater flexibility for road configurations and create more opportunities for varied housing types and styles. As the Development Concept shows, a large majority of the residential area consists of single to four-unit residences. In particular, the northeast part of the plan will be made up entirely of single family lots. Lower and medium multiple residential will be located next to the shopping centre, in keeping with recommended planning practices, with another medium density project beside (*as part of*) the private institutional layout. Development setbacks adjacent to Strathcona Station have been set by the existing Development Permit issued for the shopping centre. These lower and medium uses may well be developed under Direct Control (DC) Districtings as a way to design the transition to lower densities with greater detail.

As in the original A.S.P. and previous amendment, the residential area will focus on adult oriented projects more appealing to an aging population and maturing family profile. Housing projects will target "empty nesters" by way of 4-plex units, narrower infill housing and semi-detached units. This product variation may be presented along a single street . . . as distinct from the normal, regimented streetscapes associated with smaller housing units. There will, however, be housing cells which could accommodate younger childbearing families. (*Estimated numbers of units are shown in Table 2 on Page 15.*)

Subdivisions will take advantage of natural topography, and innovative designs (*including land planning and architecture*) in providing a unique neighbourhood identity. For example, a decorative wall will be built along Sherwood Drive that includes entrance features and sound

attenuation properties. If for no other reason, the highly competitive and economic process of home building will perpetuate the desire for greater quality and affordability.

4. PRIVATE INSTITUTIONAL

Cultural facilities, churches, schools, and other similar uses are intended for the private institutional area. Located next to the residential, the site is ideal for incorporating a dormitory or senior citizens' complex. There is also an opportunity for a shared recreational complex, joint-use athletic fields, or common area/open space to be designed in conjunction with the public institutional lands to the west.

5. PUBLIC INSTITUTIONAL

The public institutional and reserve land north of Bishop Drive make up an area of 14 acres. Development of this area will be under the direction of the County to be used at a time and in a manner deemed appropriate. As such, the parcel outline may vary according to the design of the facility. *(There may be a need, for instance, for more or less frontage on Bishop Drive; or alternatively to design the primary access off Bremner Drive.)*

Proposed uses might include government offices, post secondary education centres, and health service facilities. The size allows for almost any development to include a recreational facility, park space, or athletic fields as part of an overall concept.

The combination of public institutional and recreational/park space might also be valuable to the private institutional and residential areas to the east. A report prepared by the County ("*Strathcona Tomorrow*," 1992) recommended planning partnerships of joint use facilities between the County, businesses, and local government; and this proposed configuration - public institutional surrounded by industrial, park space, and private institutional - may well provide for such a partnership.

6. PARKS AND OPEN SPACE

Under this A.S.P., Markborough will dedicate 5.3 hectares (*13 acres*) of land to the County for "reserve" lands. When combined with the gifted lands, a total of 8.5 hectares (*21 acres*) is available for park space, recreational fields, and/or public institutional uses. These reserve lands are located north and south of the collector road (*Bishop Drive*) with a small park inside the residential area. The open areas serve as "green space" buffers between the residential and commerce/business industrial areas.

Emphasis is placed on the location of these public lands to allow for the possibility of joint use fields and facilities with the private institutional facilities. Open spaces have been centrally located to be relatively close to all areas of the plan. Most importantly, the large parks are no farther than about 350 metres from any area of the residential.

The Strathcona County Heritage Parkway will connect from Jim Common Drive through to the Park and Ride transit station and out to Baseline Road. The Trail will run through the large park south of Bishop Drive creating an attraction for the entire ASP area and beyond.

7. BUSINESS INDUSTRIAL

The industrial areas are relatively unchanged from the original A.S.P. and previous amendment. The focus of the industrial uses continues to highlight a diversified mix of light industry and business industrial. It is important that these areas compliment Strathcona Station and other surrounding lands with uses such as high profile industries, distribution centres, corporate offices, and service industries.

8. COMMERCIAL

In January of 1994, the Edmonton Metropolitan Regional Planning Commission released the "Market Areas Study:" a report that researched shopping patterns within the Edmonton Region. Edmonton was still found to be the dominant supplier of goods, services, and employment for the Regions' Municipalities, although nearly half - including Sherwood Park - are now more self-sufficient than in 1988. Sherwood Park is a market centre for the eastern and southeastern parts of the Region and derives a substantial benefit as a result. The growth of Strathcona Station will help to promote this role and to provide additional and diverse employment opportunities. At present, 61.9% of Sherwood Park residents work in Edmonton while 27.8% are employed in Sherwood Park ("Market Area Study," 1994).

Strathcona Station, started in 1994, is situated in the southeast corner of the plan. The shopping centre will provide the base and expected retail requirement for many years in this area of Sherwood Park. Anchored by the 110,000 sq. ft. K-Mart, this 200,000 sq. ft. centre will provide the opportunity for ancillary type retail outlets off Bishop Drive. Walkway links will provide easy access from the residential to the commercial and business areas.

9. VEHICULAR CIRCULATION, AND PARK AND RIDE

The circulation pattern has not changed from the previous amendment. Bishop Drive will remain as the collector for Strathcona Centre, carrying traffic to Baseline Road and Sherwood Drive. Connector roads out to Bremner Drive will reduce the amount of traffic on Bishop Drive and help to separate the residential and commercial/industrial flows. Points of intersection have been included in the Development Concept (*Figure 3*) although more detailed information can be found in the "Traffic/Transportation Assessment" which is part of the Strathcona Centre Design Report. Also, any deviation from the proposed intersections/accesses shown in *Figure 3* would require approval from the County Engineer.

The Park and Ride transit depot is a 0.8 hectare (2 *acre*) site intended to improve and increase the use of public transportation from Sherwood Park to the City of Edmonton. Opened in October of 1994, and with a capacity of 200 cars, it will serve as an important transit station for the long term growth of Sherwood Park.

10. POPULATION

The County of Strathcona produced its most recent population projections in early 1994. The population for Sherwood Park has increased by an annual average of 3.75% since 1990. The largest 5-year age group is 45-49 at 9.3% of the total population. Its shadow is the 15-19 group at 9.1%. By the time the 45-49 group moves up to 50-54 in 1999, the shadow (20-24) will surpass in overall numbers: 9.3% to 8.1%.

The implications of these and other population statistics are beyond the scope of this report; however, with a projected population increase of 3.81% in 1995, Strathcona Centre should gain a share of the residential lot absorption in Sherwood Park. An increase in absolute numbers will also place a greater demand on employment opportunities within Sherwood Park.

The revised population statistics and student generations are shown in *Table 2*.

The residential neighbourhood in Strathcona Centre is estimated to house nearly 1,560 people. Population projections (*shown in Table 2*) distinguish between areas for seniors' housing and areas for family-oriented households. Because the type and style of homes will focus on the seniors' market, student generations have not been calculated for these areas.

11. DEVELOPMENT STAGING

The sequence of development for Strathcona Centre will follow the logical extension of roads and services for the area. Residential development will begin along Bishop Drive and move towards Strathcona Station. At the same time, industrial and additional commercial areas will progress to the north and west from the Park and Ride site. This sequencing is represented in *Figure 4*.

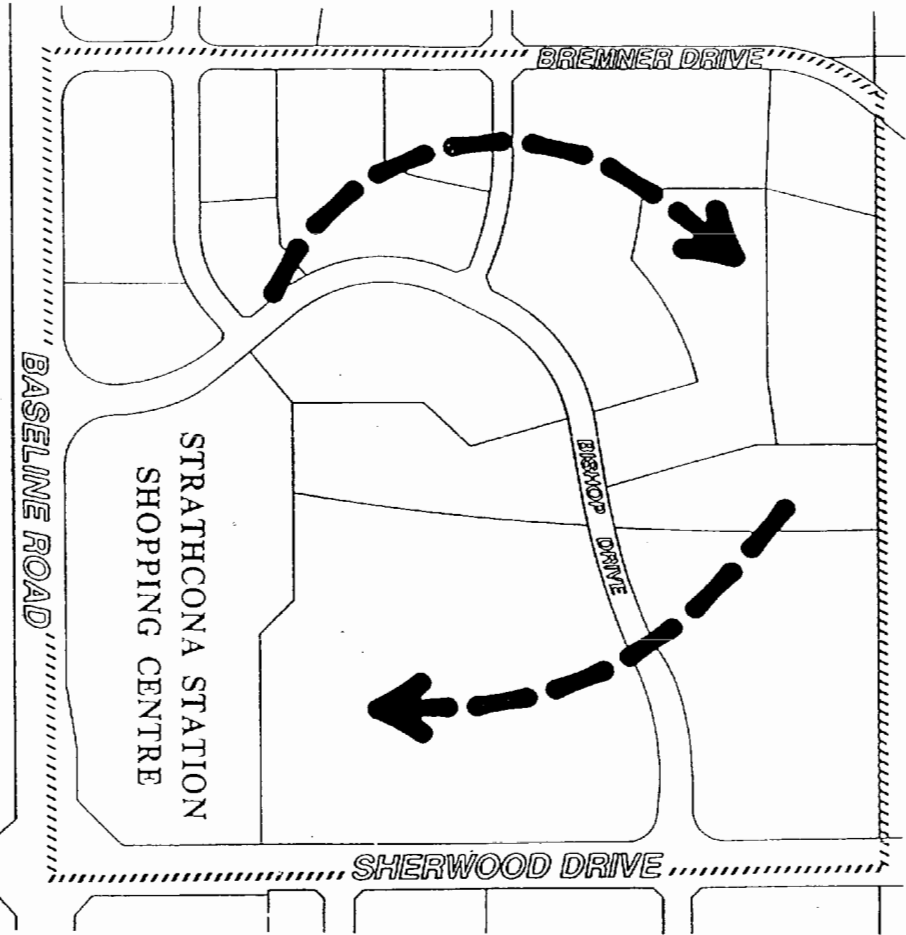
POPULATION STATISTICS & STUDENT GENERATIONS (1995 Amendment)

TABLE 2

		HOUSING SPECIFICATIONS		ESTIMATED		PERSONS		POPULATION	
		Hectares (+)	Acres (-)	Percent (+)	No. of Units	Per Unit			
Single to 4-Unit Residential		± 13.3 ha	± 33 ac	± 80%	270	* 3.26		881	
Medium Density Residential		± 3.2 ha	± 8 ac	± 20%	525	** 1.10		578	
TOTALS		16.5 ha	41.7 ac		795			1459	

* Obtained from County.
 ** Obtained from County for medium density seniors' housing.

		PUBLIC			SEPARATE			STUDENT FACTORS		STUDENTS	
		Elem.	Jr.	Sc.	Elem.	Jr.	Sc.	Per Unit			
Single to 4-Unit Residential (230 Units)	88	37	35	33	14	12	0.94		219		
Medium Density Residential (600 Units)	0	0	0	0	0	0	0		0		
TOTAL PROJECTED STUDENTS									219		



LEGEND



DIRECTION OF DEVELOPMENT



Markborough

Figure 4 SEQUENCE OF DEVELOPMENT (1995 AMENDMENT)

STRATHCONA SHOPPING CENTRE

12. UTILITY SERVICES

Storm Water Drainage

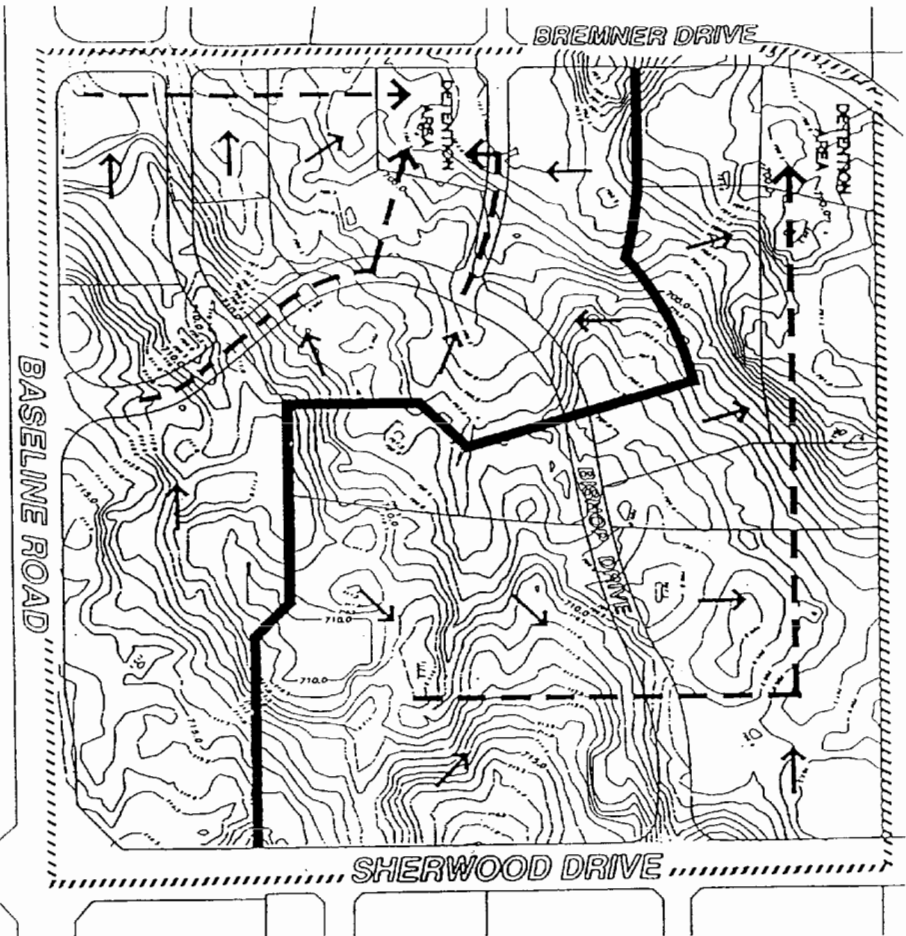
The existing Area Structure Plan amendment has a storm water detention facility located in the northwest corner. This amendment proposes two storm water detention facilities, each at the locations of natural drainage from the site: at the mid-point on the west side, and at the northwest corner. The major elements of the on-site system of storm water management are illustrated by *Figure 5*.

Water Reticulation

Since the 1989 plan amendment, a 300 mm watermain has been installed across the site in an east/west direction. It is necessary to loop this 300 mm watermain through the 8.4 hectare (20.7 acre) commercial site - Strahcona Station - to an existing 300 mm water main at Cranford Way.

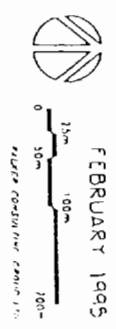
The low area in the northwest corner may have to be protected from high water pressure by pressure reducing valves.

The water reticulation is shown in *Figure 6*.



LEGEND

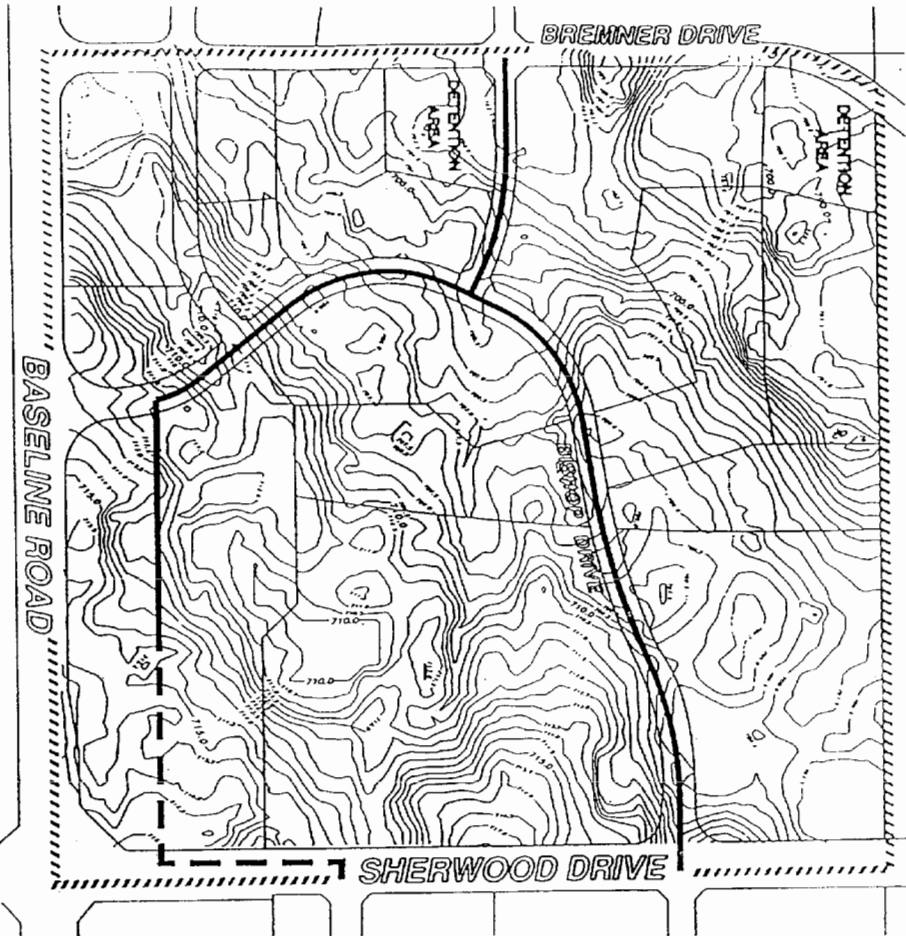
- SUB-BASIN BOUNDARY
- - - PROPOSED MAINS
- DIRECTION OF DRAINAGE



Markborough

Figure 5 STORM DRAINAGE SYSTEM (1995 AMENDMENT)

STRAATHCONA CENTRE



LEGEND

- EXISTING 3000 WATERMAIN
- - - PROPOSED 3000 WATERMAIN

FEBRUARY 1995
 0 25m 50m 100m 200m
 MILTON CONSULTING GROUP LTD

≡ Markborough

Figure 6 WATER RETICULATION (1995 AMENDMENT)

STRAITHCONA CENTRE

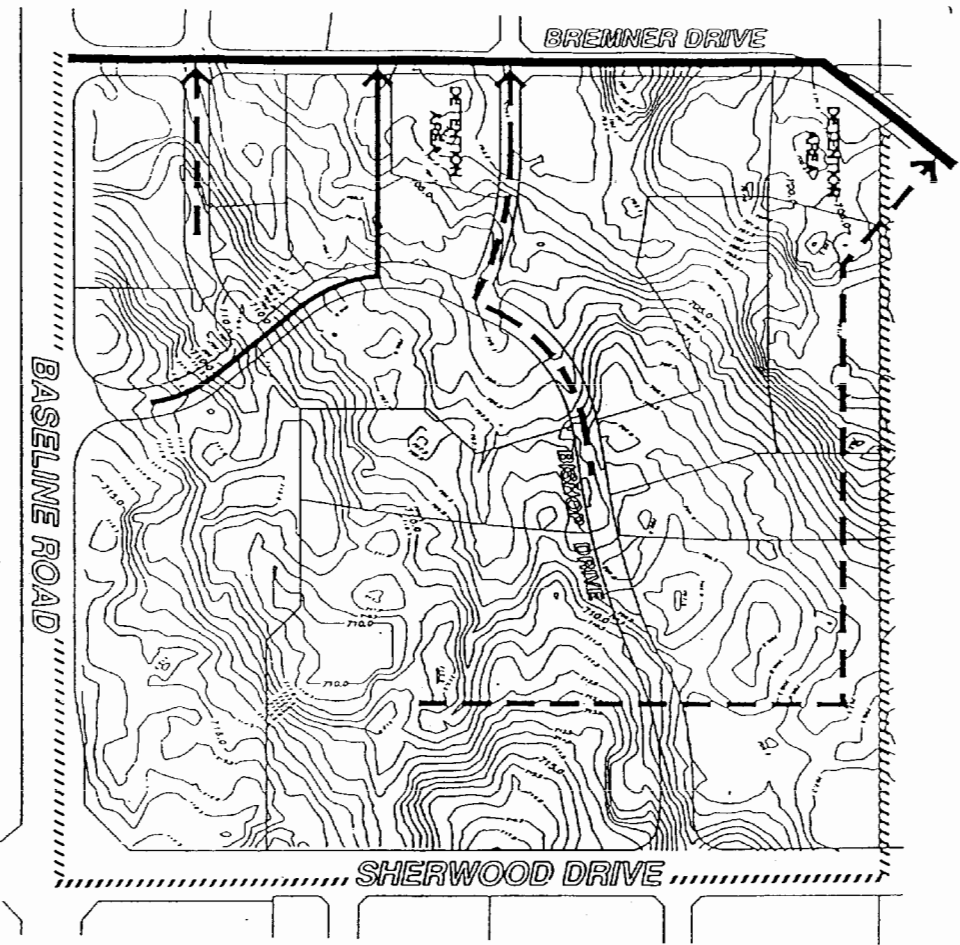
Sanitary Sewerage System

A different configuration of sanitary sewers is designed in this amendment. It is proposed that four connections be made to the Sherwood Park Central Trunk Sanitary Sewer. Figure 7 shows the layout for the Sanitary Sewerage System.

Franchise Utilities

The amended plan will be serviceable by franchise utilities as outlined in the original area structure plan.

More detailed aspects of servicing are found in the Strathcona Centre Design Report.



LEGEND

- SHERWOOD PARK CENTRAL TRUNK (EXIST.)
- - - PROPOSED MAINS
- EXISTING MAIN



AUGUST 1994
 0 125 250
 METERS (APPROXIMATE)


 Markborough

Figure 7 SANITARY SEWERAGE SYSTEM (1995 AMENDMENT)

STRATHCONA CENTRE

CONCLUSION

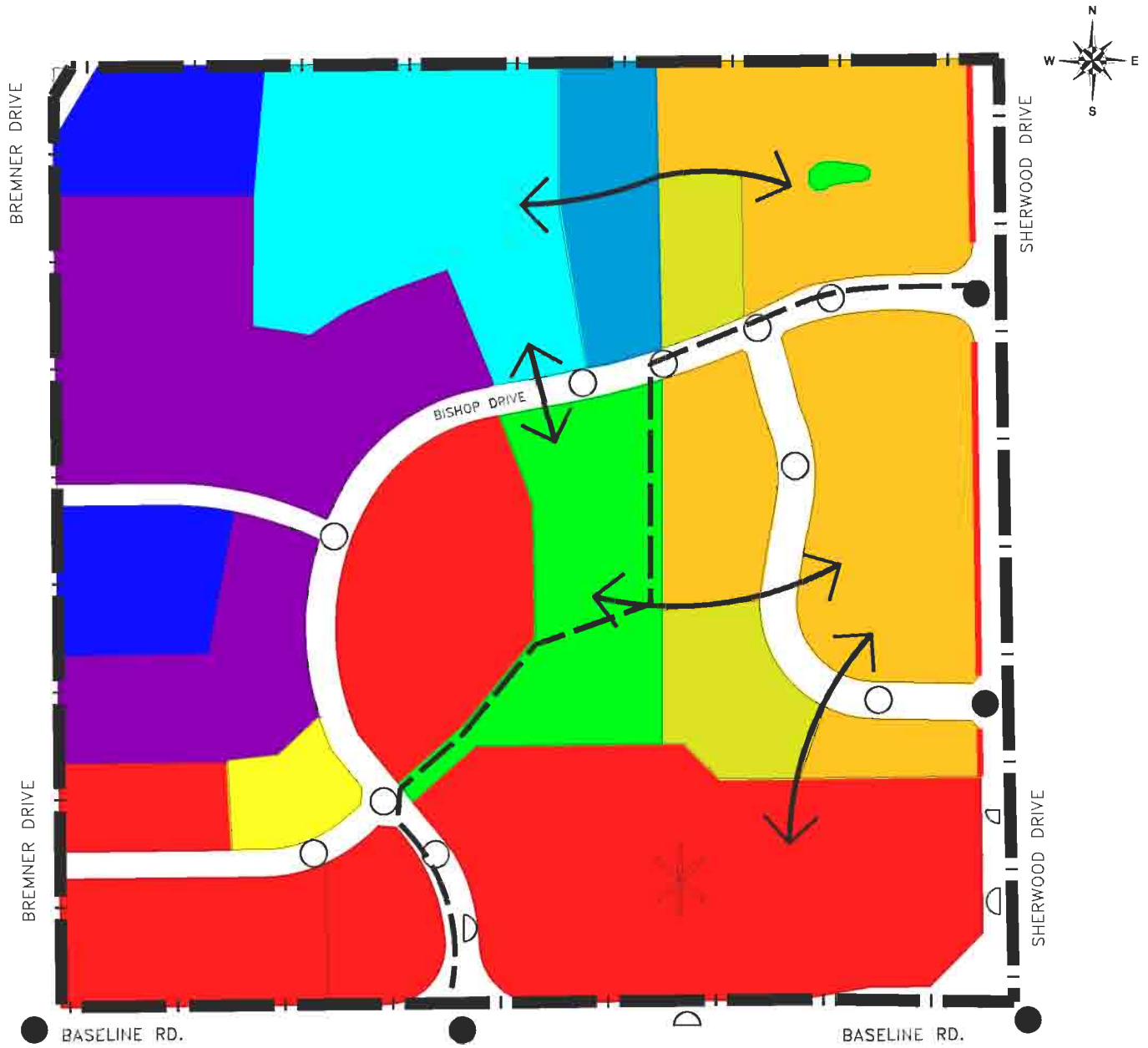
13. CONCLUSION

Over the past number of years the amount of commercial proposed along Baseline Road has increased considerably. The Arbor Park A.S.P. (SE 4-53-23-4), for example, includes over 23 hectares (56.8 acres) of commercial related uses. Similarly, the Broadview Park A.S.P. (SW 3-53-23-4) has 23 hectares (56.8 acres) of commercial with an additional 26 hectares (64.2 acres) for business industrial. The Lakeland Greens A.S.P. (SW 1-53-23-4) and Durham Town Square A.S.P. (SW 2-53-23-4) show another 11 hectares (27.2 acres) of commercial uses between them. It is evident that Baseline Road is attracting commercial development along its length. This is not to say, necessarily, that the Sherwood Park North Town Centre concept is transforming into a lengthy arterial strip development but that those areas north of Baseline Road, on either side of Strathcona Centre, may also be appropriate for commercial activities. As a consequence, though, there is not the same demand for commercial land as when the North Town Centre concept was first introduced.

The 1995 plan amendment reduces the amount of commercial to about 17 hectares (42 acres). Directly associated with this change is an increase in residential land to nearly 16.5 hectares (41 acres). Housing will be geared to a combination of senior and empty nester

buyer profiles. Subdivisions will incorporate opportunities for condominium and fee-simple parcels to co-exist in the same areas. Designs will reflect many new images of housing and accommodation that are even now influencing the approach to residential land development.

The last change in the 1995 amendment is the addition of substantial reserve lands. These areas are now introduced and located to serve both the residential and commercial properties more effectively than before. The greenspace lands act as buffers between the residential and business/industrial and commercial areas. The amount of reserve can be classified as public institutional land and open space. These 8.5 hectares (21 acres) will be under the direct control of the County of Strathcona.



Strathcona Centre Area Structure Plan Bylaw 27-95 (Amendment 2)

Single to 4-Unit Residential		Park / Open Space		Road Plan	
Medium Density Residential		Park and Ride		ASP Boundary	
Commercial		Controlled Intersection		Park / Walkway Links	
Industrial		Uncontrolled Intersection		Noise Attenuation Wall	
Public Institutional / Park		Right in / Right Out Intersection		Pedestrian Walkway	
Private Institutional		Right out Intersection		Strathcona Station Shopping Centre	
Storm Water Detention					