

BY-LAW 90-90

A BY-LAW OF THE COUNTY OF STRATHCONA NO. 20 IN THE PROVINCE OF ALBERTA,
FOR THE PURPOSE OF ADOPTING THE FOXBORO AREA STRUCTURE PLAN.

WHEREAS it is deemed advisable to adopt the Foxboro 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:

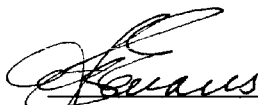
1. That this By-law shall be cited as the "Foxboro Area Structure Plan".
2. That Schedule "A" attached hereto is hereby adopted as part of this By-law.

Read a first time this 20th day of November, 1990.

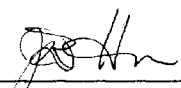
Read a second time this 11th day of December, 1990.

Read a third time and finally passed this 11th day of

December, 1990.



Reeve



Corporate Secretary

BY-LAW 90-90

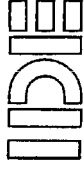
SCHEDULE "A"

FOXBORO
AREA STRUCTURE
PLAN

STRATHCONA

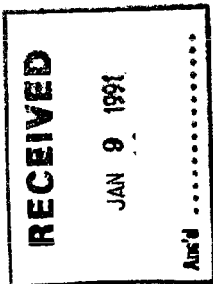
George Wimpey Canada Limited
First National Properties Ltd.

Bylaw 90-90



I.D. ENGINEERING COMPANY LIMITED
Planners and Engineers

December 1990



FOXBORO
AREA STRUCTURE PLAN
STRATHCONA COUNTY

GEORGE WIMPEY CANADA LIMITED.
FIRST NATIONAL PROPERTIES LTD.

I. D. ENGINEERING COMPANY LIMITED
PLANNERS AND ENGINEERS
44-391

DECEMBER 1990

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1.0 INTRODUCTION

1.1 General

This area structure plan, adopted on December 11 as Bylaw 90-90, will guide the ultimate development of a substantial portion of the north 1/2 of section 25-52-23-W4. These lands, legally described as Blocks A and B, Plan 802-2694, are shown in Figure 1.

1.2 Planning Context

This area structure plan has been prepared in the context of the Edmonton Metropolitan Regional Plan, and is consistent with the policies of that plan. It is also in conformance with the land use designation and policies of the Strathcona County General Municipal Plan and other municipal policies with respect to use and development.

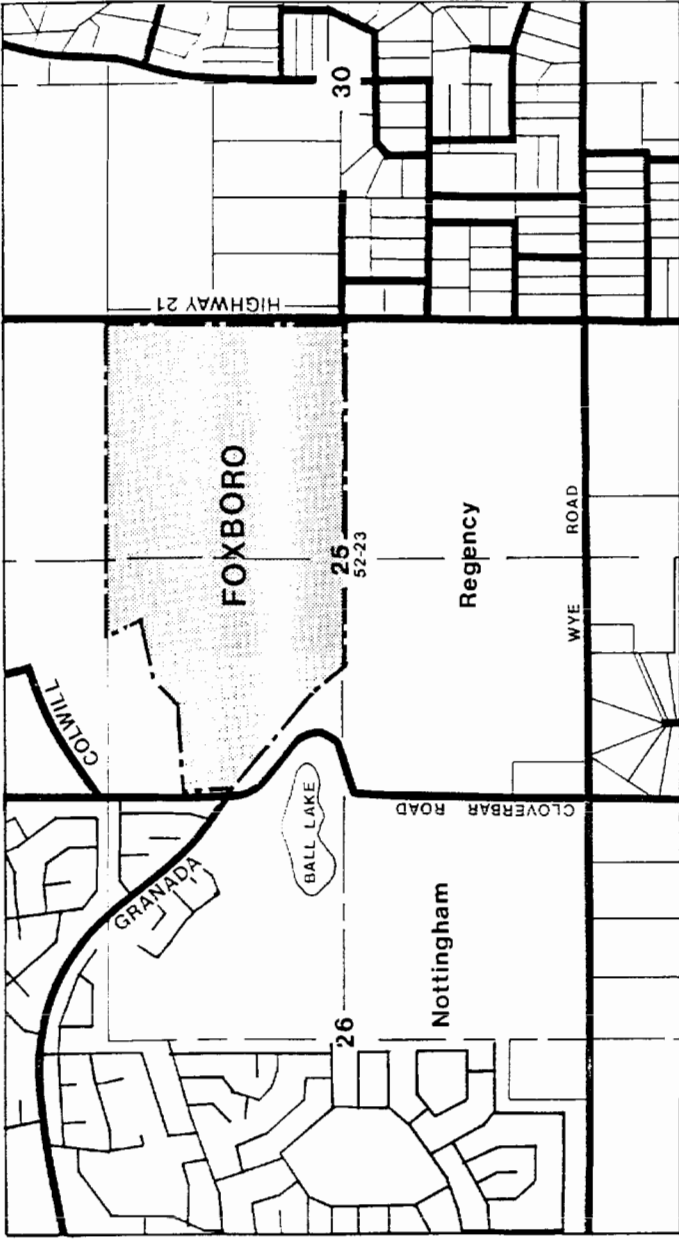


FIGURE 1

LOCATION

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FOXBORO

2.0 SITE ANALYSIS

2.1 Location

The site is located between Colwill Boulevard on the west and Highway 21 on the east. The southwestern boundary is the future extension of Granada Boulevard. The plan is bounded on the northwest by Bev Facey High School and the Strathcona Athletic Park. The north and south boundaries follow the quarter section lines as shown on Figure 1.

2.2 Land Ownership

Block A, Plan 802-2694, located in the NW-25-52-23-W4, contains 43.4 ha. Block B, in the NE-25-52-23-W4, contains 60.8 ha. Undivided half interests in these lands are held fee simple by each of First National Properties Ltd. and George Wimpey Canada Limited. Except for small areas included in the Regency and Nottingham plan areas, these lands are coterminous with the Foxboro area.

2.3 Topography

Figure 2, Site Features, shows the topographic contours. There is a prominent ridge across the southwest edge of the site. From here, the land slopes generally to the north east. A portion in the southwest drains southwest to Ball Lake. Some portions are relatively flat, but most of the site is a hummocky moraine. There are some steeper slopes, particularly in the southeastern portion. There are some areas of poor drainage, particularly in the eastern portion of the plan, some of which contain standing water at times.

There is a relief change of approximately 15m from the highest to lowest points on the site.

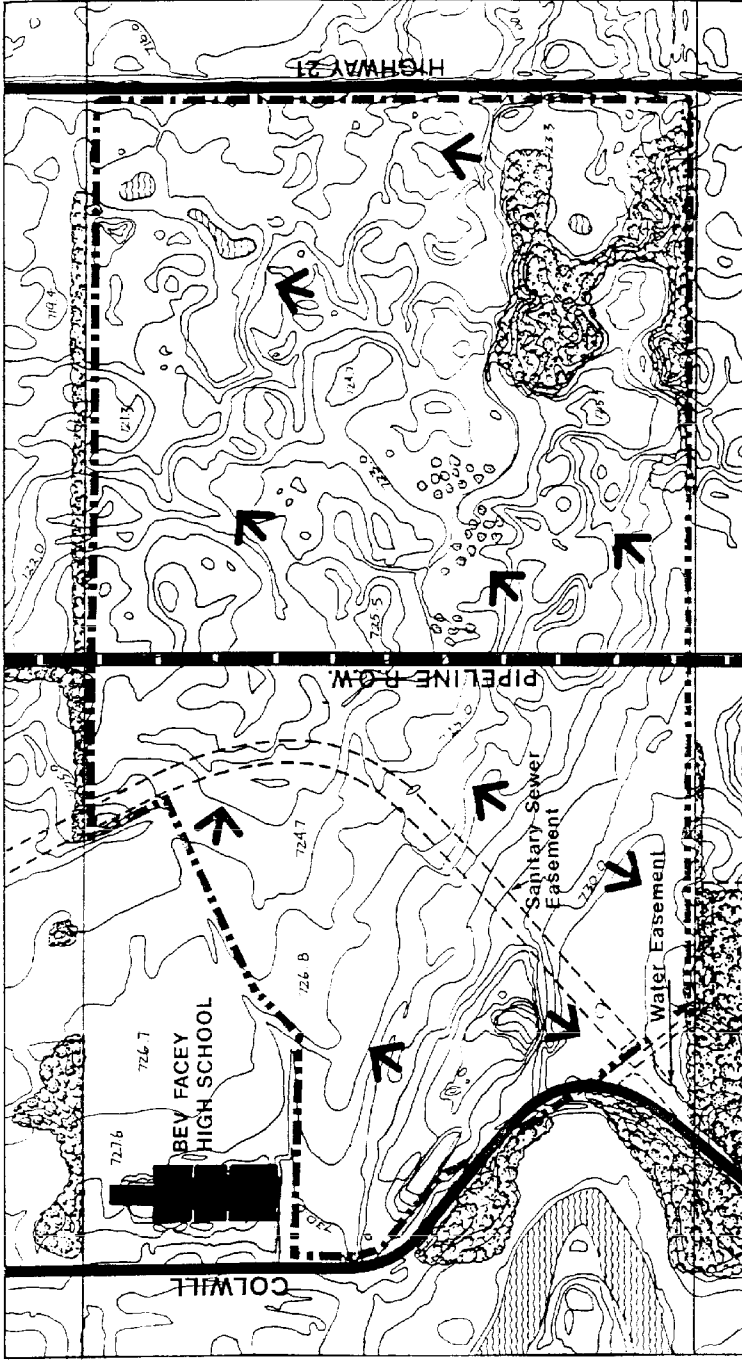


FIGURE 2

SITE FEATURES



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2.4 Vegetation

Most of the site has been cleared for agricultural purposes. There is considerable vegetation in the more hummocky southeast area, consisting primarily of willow, shrubs, poplar, aspen, and other vegetation adapted to the sloping and wet conditions of that part of the site. The trees on the site are generally old or stunted and few are suitable for preservation. Vegetation can be seen on Figure 2, Site Features.

2.5 Soil Conditions

While the soils in the area are not particularly good for cultivation, they are not anticipated to create any problems for urban development. This is discussed further in the engineering design brief.

2.6 Existing Land Use

The majority of the land is used for agricultural purposes, particularly hay production. Substantial portions in the east portion of the site are not actively farmed, because of the topography and they remain under the natural vegetation cover.

There are no buildings on the site. As shown in Figure 2, the centre of the site is crossed north-south by a 10 inch high pressure natural gas transmission line. This will remain within its current alignment and will be incorporated in a PUL or municipal reserve in future development. The setback provisions of the Land Use By-law will have to be taken into account by adjacent development.

An easement has been given to the County for a waterline in the Cloverbar Road alignment north to Granada and then northwest along the alignment of the Granada Boulevard extension. This is also shown on Figure 2. Also shown on Figure 2 is a sanitary sewer easement which runs from the Regency area on the alignment of proposed local roads, then, from the intersection with Granada, north along the Cloverbar Road right-of-way.

2.7 Adjacent Land Use

The lands further north form part of the Heritage Hills area, which is currently under development. The developing area of Heritage Hills is separated from this site by a considerable distance of undeveloped land.

Lands to the northwest are occupied, as noted previously, by Bev Facey High School and the Strathcona Athletic Park.

Lands to the south are being currently planned for residential development as part of the Regency Park area. Construction has started on the first phase of that development. The majority of land there remains agricultural.

The residential development of the Nottingham Green area, surrounding Ball Lake, has started to the west of Foxboro.

Highway 21, on the east, forms the limit of the Sherwood Park Urban Service Area. Beyond the Highway are a mixture of country residential and agricultural lands.

2.8 Access

Cloverbar Road now extends south from Baseline Road as far as Colwill Boulevard, and will, in the future, extend southwest to the Glen Allan government road allowance, which it will then follow south to connect with Wye Road.

Granada Boulevard is now constructed along the Nottingham Green area as far as Colwill Boulevard. It will be extended further southeast to connect with Clover Bar Road as development proceeds.

When these two arterials, Cloverbar Road and Granada, are completed they will provide the major access to the plan area. Future secondary access will be provided by collector connections from the Heritage Hills area to the north and from the Regency Park area to the south.

The extreme west edge of the plan area has some limited access to Colwill immediately south of Bev Facey High School. It is not anticipated there will be any access to Highway 21 on the plan's eastern boundary.

3.0 DEVELOPMENT CONCEPT

3.1 Overall Development Concept

The proposed overall development concept is shown on Figure 3, which shows how the collector roadways will be integrated with the Regency lands to the south as well as those lands between Foxboro and the Heritage Hills plan further north.

3.2 Residential

In general terms, the Foxboro area is proposed to be developed for single detached residential use. Residential development will be complemented by school and park sites and a storm water lake. These uses are discussed in the following sections. They are shown schematically on Figure 4, which provides the overall structure for Foxboro.

The Foxboro area is intended as a relatively low density residential area, with some strategically located multiple development. Detailed design and the division of the area in sub-units will facilitate the development of housing in response to changing market pressure in a

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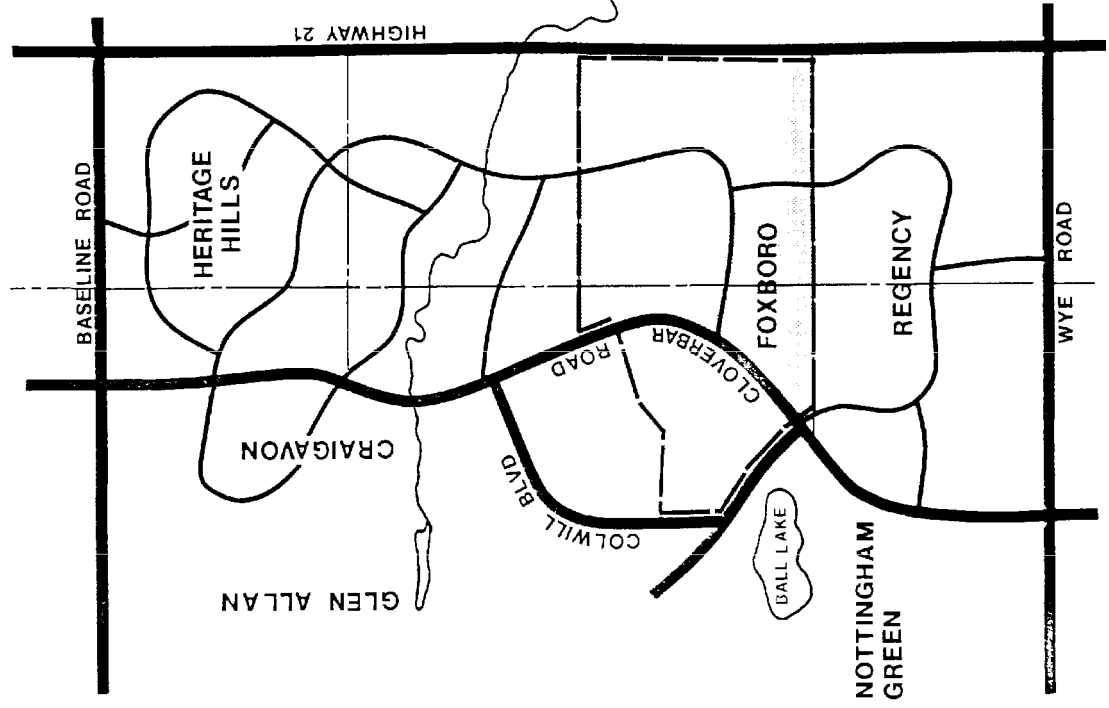


FIGURE 3

OVERALL
DEVELOPMENT
CONTEXT

FOXBORO

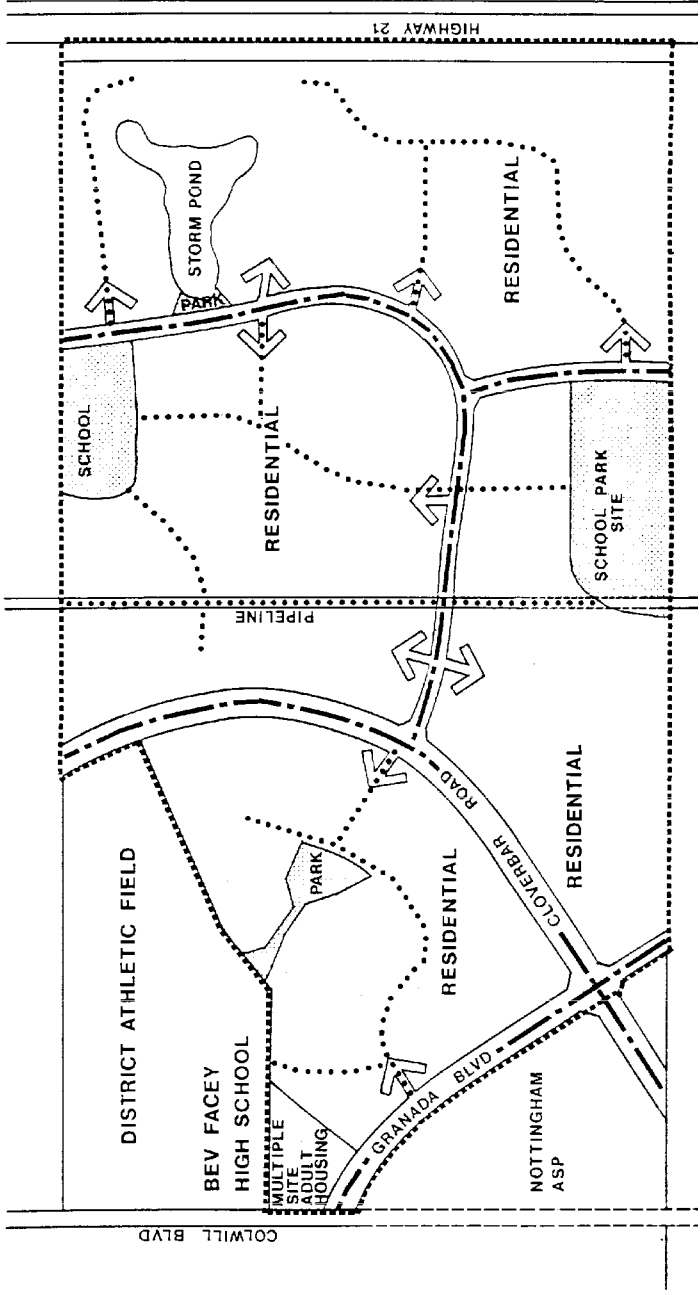





FIGURE 4
 AREA STRUCTURE
 PLAN

-  Major Vehicle Access
-  Pedestrian Access
-  Potential Bus Routes



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sensitive manner. The control mechanisms in the Land Use By-law will be selected to ensure compatibility of uses and ease of implementation. The multiple housing site in the northwest corner of the plan area will be developed for "adult housing" such that impact on existing adjacent single family development will be minimized. Toward this end, the DC - Direct Control District of the Land Use Bylaw may be used to ensure architectural quality and that building heights do not exceed those permitted for single family residential development in Nottingham. Residential density will be allowed to a maximum of 30 dwelling units/net hectare (12 dwelling units/net acre).

The site is divided into three development units by the alignment of Cloverbar Road and the pipeline right-of-way. That portion of Foxboro west of Cloverbar Road is intended primarily for single detached housing, with one multiple housing site identified at Colwill Boulevard immediately south of Bev Facey High School.

The second residential unit, located between Cloverbar Road and the pipeline, is also intended primarily for single detached development.

The design of the third residential unit, between the pipeline and Highway 21, is primarily influenced by the collector connections to adjacent areas, the ownership boundaries, and the topography. This area contains the public junior high school and the separate elementary/junior high school. Development is intended to be primarily single detached housing. Development will back on Highway 21 with an appropriately designed buffer along the widening for the Highway.

Appendix 1 to this plan provides a statistical profile based on a detailed plan included in the engineering design brief. It will be adjusted as detailed planning is implemented.

3.3 Stormwater Lake

A stormwater lake is located in the northeast part of Foxboro. It is located at the site's lowest spot, in an existing low area. Its exact configuration will be finalized as part of the subdivision process.

3.4 Schools and Parks

Municipal reserves, equal to 10% of the developable area, will be dedicated for school and park sites. All sites will have suitable drainage and soil conditions.

One small park site is proposed near the entrance, from Cloverbar Road, to the western most residential unit. As such, it will provide a visual feature and a pedestrian link to the Strathcona Athletic Park. Because this residential cell is somewhat isolated, this park could provide local play space for children.

As noted above, the plan provides for a major school and park site in the south central area. It completes the school park site, a portion of which is included in the Regency area. The overall site is to include a public junior high school, and a separate elementary/junior high school. Public school students will be accommodated by a site further south.

One small municipal park reserve is proposed for a site adjacent to the stormwater pond. This is intended primarily for passive recreation and improves the amenity value of the stormwater pond.

The final site, on the collector at the north end of Foxboro, would provide another public elementary school and park site.

3.5 Circulation

Pedestrian linkages will also be required to provide easy access to neighbourhood services such as parks, schools, and commercial facilities. The pipeline right-of-way is an obvious pedestrian corridor. The plan included in the Design Brief, indicates appropriate walkway and public utility lot locations given the possible local road pattern illustrated there. Pedestrian traffic will use the sidewalks along the local roadways wherever possible with walkways to ensure continuous routes to major destinations. Figure 4 shows the conceptual pedestrian linkage.

Based on the County's intersection spacing standards, the western residential unit is limited to two access points from the adjacent arterials. To avoid any problems with shortcutting through this area, it is proposed that internal routes be relatively indirect.

The residential unit between Cloverbar Road and the pipeline is similarly designed to protect the residential environment by avoiding continuous through roads and backing development, as much as possible, onto Cloverbar Road.

The eastern residential unit, comprising one quarter section, is well serviced and connected to the north, south, and west by proposed collector roadways. The residential areas are to be serviced by local roads from the collector. For the most part, direct access to the collectors from individual lots is avoided by flanking lots. As a general policy, no direct access is to be permitted to the collector where traffic volumes are expected to exceed 4,000 vehicle trips per day.

Potential transit routes are shown on Figure 4. Final routes will be designated later.

3.6 Urban Design

The overall visual impression will be a low density, primarily single family, residential area. The design will reflect the standards, such as setbacks, site coverage, and building heights, included in Strathcona's Land Use By-law.

Much of the aesthetic appeal will depend on the treatment of the public open space and the transition between the public and private lands. For example, fencing is required along the back of lots along Cloverbar Road and Granada Boulevard. Reserve areas adjacent to residential areas are to be fenced as well.

Integration of the amenity of the stormwater lake into the broader residential development is to be encouraged through the provision of an accessible lakeside park.

There will be tree planting provided along Cloverbar Road as provided by the arterial road construction program. Boulevards may be provided along some collectors. If islands are provided in cul-de-sacs, they will only be developed in a manner that minimizes maintenance.

Detailed site planning in the south east area will have to be sensitive to the hummocky terrain.

3.7 Tree Retention

The only mature trees within the Foxboro plan area are located along the fence lines bordering the property. The eastern portion of the site includes areas which,

having been cleared in the past, are now overgrown with immature black poplar and aspen, generally not exceeding 4 cm calliper.

This type of native growth is generally regarded as undesirable in urban settings because of the production of "poplar fluff" and sticky bud scales, and its tendency to grow "suckers" from shallow roots which damage lawns. It is, therefore, not appropriate for retention.

Virtually the entire plan area consists of rolling, hummocky terrain. In order to establish lot grading, street gradients, and storm water drainage to meet County standards, the majority of the plan area must be re-graded. The cut and fill necessary to accomplish this makes the removal of virtually all native vegetation a practical necessity.

Native tree cover will be replaced through the planting of more appropriate species in park areas and as described in section 3.6 Urban Design. The County will retain native trees at the municipal and school reserve sites, wherever possible.

4.0 SERVICING CONCEPT

The information in this section is intended as a brief introduction to the servicing considerations. Further explanation is in a separate engineering design brief which includes a possible land use plan and a potential road and servicing layout.

4.1 Water Distribution

The water distribution concept was prepared with reference to the Water Transmission Network Master Plan study developed in 1988 for the Sherwood Park Urban Service Area.

Two 400 mm diameter trunk mains with generally north-south alignments are required by the Master Plan. The westerly trunk follows Granada Boulevard and then north on Cloverbar Road. The Granada Boulevard portion is currently under construction from the existing 350 mm diameter watermain at Nottingham Boulevard to a new residential development, Regency Park, south of Foxboro. The second trunk alignment is through the east portion of Foxboro. The plan area will be serviced from these two trunk mains.

4.2 Sanitary Sewers

The Northeast Sanitary Trunk (NEST) has been extended southerly along Cloverbar Road to service the lands south of Foxboro. This sanitary trunk extension will have the capacity to service the west portion of Foxboro. The east portion of Foxboro will be serviced by a second sanitary trunk draining through the Heritage Hills lands to the north of Foxboro. This trunk will also ultimately connect to NEST.

4.3 Storm Drainage System

A stormwater management study has been completed and submitted under separate cover as part of the engineering design brief.

The area topography divides the Foxboro lands into two drainage basins. A small area of approximately 12.0 ha in the southwest corner drains to Ball Lake. The remainder of the Foxboro area will drain to the east and north. A storm retention facility will be constructed in a depression in the northeast corner of Foxboro to attenuate post-development flows. In addition to the lands subject to this ASP, accommodation will be made for some flows from the Regency Park lands to the south.

It is anticipated that an appropriate cost sharing contribution from Regency Park, for the retention pond and associated storm sewers, will be a requirement of future development agreements.

Outfall from the storm retention facility will be to the natural drainage area east of Highway 21. Upgrading the existing culvert crossing the Highway and the drainage course to the east has been considered in the stormwater management study. Consideration must also be given to future flows from Heritage Hills to the north and the Craigavon area to the northwest.

Detailed design of the retention facility and outfall will ensure that all County standards are met. It should also be noted that storm runoff will be routed under arterials in accordance with County policy.

4.4 Transportation

In order to ensure that future traffic volumes and vehicular access to the eastern part of Sherwood Park are adequately accommodated, a traffic study analyzed the impact of development on the proposed road network. Since a comprehensive approach was required to assess inter-neighbourhood traffic volumes, the study included

not only the Foxboro area but all the lands bounded by Baseline Road, Highway 21, Wye Road and Cloverbar Road. The study addressed projected traffic volumes on the collector roads and requirements in terms of road standards, lanes, and driveway access, as well as the required number and location of collector access from the study area to the arterial road network.

The traffic study concluded that the proposed road network within the study area was adequate in terms of the provision of minor and major collector roads and access to arterial roads for the efficient flow of traffic. The proposed road network allows local traffic to access the arterial road network quickly, while discouraging shortcutting on non-collector routes.

4.5 Geotechnical Information

Previous investigations concluded that soil conditions encountered were typical of the Sherwood Park area and were, in general, relatively good. No major problems are anticipated for the construction of sewer and waterlines. Similarly, the bearing capacity of the soil is adequate for house foundations.

Groundwater should not be a problem except, potentially, in a few isolated low areas. Any such areas will be assessed at the detailed design stage and, in any case, would be filled with engineering competent, compacted clay.

4.6 Franchise Utilities

Power, gas, telephone, and cable services will be provided by the respective utility companies. Services are either contiguous to the ASP area or can be made readily available by short extensions of existing facilities.

4.7 Direction of Development

The direction of development in Foxboro will be determined by the availability of municipal services. It is anticipated that development will begin in the western portion as the existing road network and servicing are located in that area, then progress towards the east.

Figure 5 indicates the proposed direction of development. While the direction of staging is somewhat flexible, the timing of individual phases within the three development areas shown will necessarily be dependent on market trends and absorption rates.



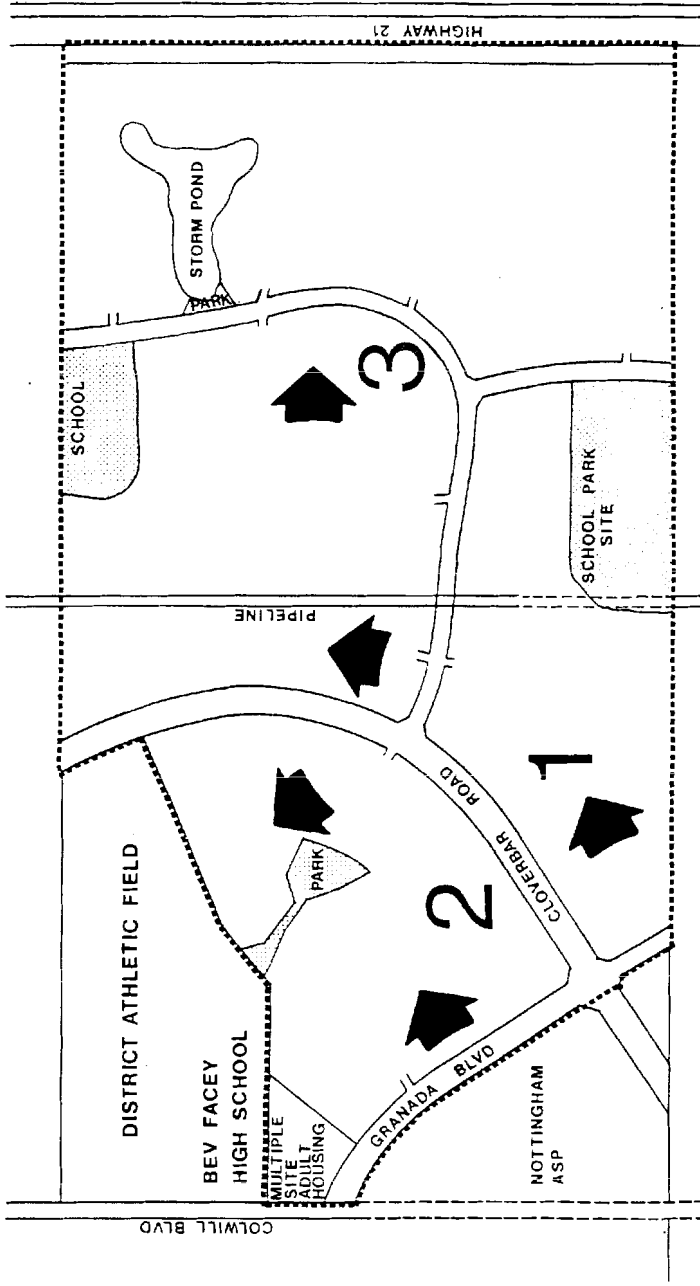
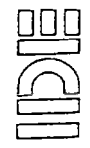


FIGURE 5

DIRECTION OF DEVELOPMENT



FOXBORO



APPENDIX 1: STATISTICAL PROFILE

This appendix contains statistics which were calculated using the detailed plan contained in the engineering design brief. They should be updated to reflect the implementation of detailed plans of subdivision and the designation of Land Use By-law Districts.

FOXBORO STATISTICAL PROFILE

1. LAND USE	Hectares	%
<u>a. Utilities</u>		
Stormwater Lake PUL	4.00	3.88
Circulation		
Highway 21 Widening	1.60	1.55
Granada Blvd.	1.70	1.65
Clover Bar Road	3.68	3.57
Local Roads	19.86	19.24
PUL's and Walkways	0.35	0.33
Pipeline PUL	<u>1.01</u>	<u>0.98</u>
Subtotal	32.20	31.20
<u>b. Reserve Dedication</u>		
Major School/Park Site	5.60	5.43
Northern School/Park	3.20	3.10
Stormwater Lake Park	0.27	0.26
Western Park	0.66	0.64
Unassigned Dedication	<u>0.47</u>	<u>0.46</u>
TOTAL DEDICATION	10.20	9.90
<u>c. Residential</u>		
Single Detached Residential	59.49	57.64
Multiple Dwelling Residential	<u>1.31</u>	<u>1.27</u>
TOTAL	60.80	58.91
GROSS AREA	103.20	100.0

2. POPULATION

<u>Housing Type</u>	<u>Area(ha)</u>	<u>Units</u>	<u>Population</u>
Single Family	59.5	1100	3917
Multiple Family	<u>1.3</u>	<u>40</u>	<u>100</u>
TOTAL	60.48	1140	4017

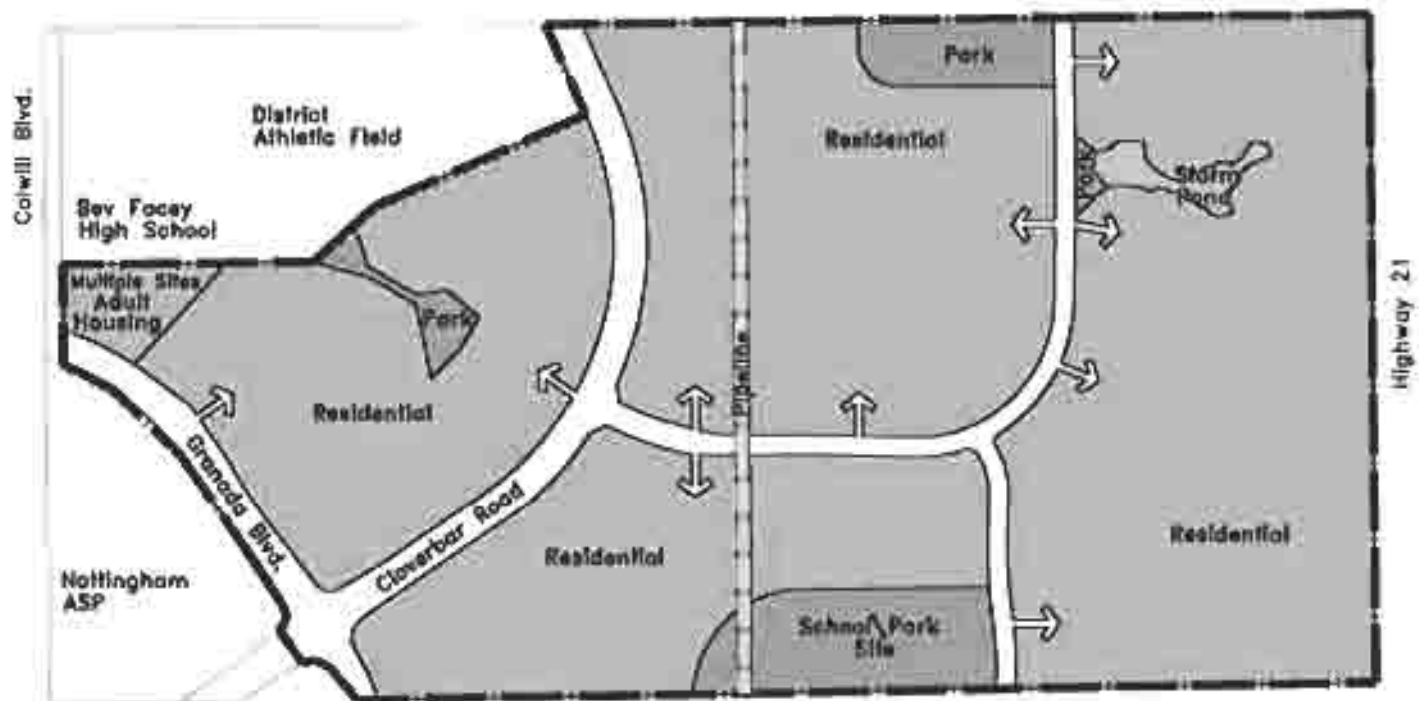
3. STUDENT GENERATION

	<u>Elementary</u>	<u>Junior</u>	<u>Senior</u>
Public	435	180	170
Separate	160	70	60

NOTES:

Dwelling unit, population, and student generation factors taken from "high" figures contained in the Strathcona County New School and Park Site Study, 1990.

Reserve dedication will be 10% of the gross area less any land acquired by Alberta Transportation for the widening of Highway 21 prior to a subdivision.



Foxboro Area Structure Plan

Bylaw 90-90

