

BY-LAW 31-91

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

THE AREA WITHIN THE AREA STRUCTURE PLAN, COMPRISING APPROXIMATELY 28.5 HECTARES (70.4 ACRES), IS LOCATED WITHIN THE SW 1/4 1-53-23-W4 M.

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. This By-law shall be cited as the "Lakeland Greens - Phase I Area Structure Plan.
2. Appendix "A" attached hereto entitled "Lakeland Greens - Phase I Area Structure Plan", is hereby adopted as part of this By-law.

Read a first time this 16th day of April, 1991.

Read a second time this 14th day of May, 1991.

Read a third time and finally passed this 14th day of
May, 1991.



Reeve



Corporate Secretary

By-law 31-91

Appendix "A"

LAKELAND GREENS

PHASE 1 AREA STRUCTURE PLAN

GENSTAR DEVELOPMENT COMPANY



**LAKELAND GREENS - PHASE 1
AREA STRUCTURE PLAN
COUNTY OF STRATHCONA NO. 20**

Prepared for:

Genstar Development Company

By:

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April 1991

1-785
0699-387-01

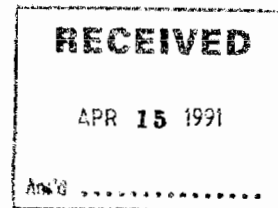


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1.0 INTRODUCTION

1.1 PLAN LOCATION

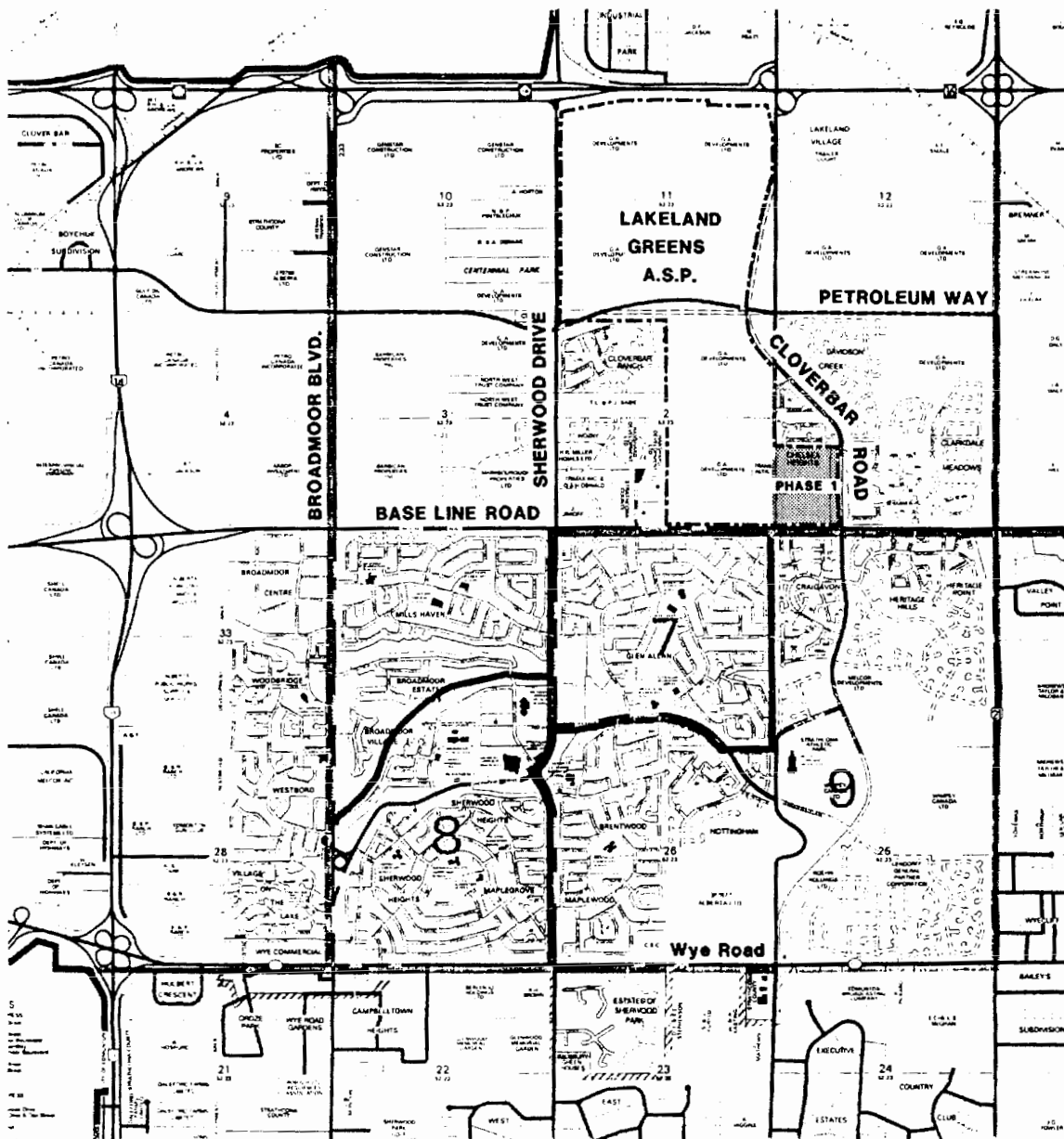
The Lakeland Greens - Phase 1 Area Structure Plan (ASP) contains lands that are situated within the Sherwood Park Urban Service Area of the County of Strathcona No. 20. It is located between Base Line Road and Chelsea Heights and between Cloverbar Road and the westerly boundary of Glen Allan Road.

Figure 1 indicates the regional location of lands that are affected by the plan. The remaining portion of SW Section 1 Twp.53 Rg.23 W4M is included within the boundaries of the ASP.

The Phase 1 lands form an initial stage of the larger Lakeland Greens Area Structure Plan that is currently being processed for by-law approval. The future land uses will include residential, commercial, institutional, business institutional, park/open space, golf course, commercial recreational and public utility uses. These land uses and the utility services and transportation system will be integrated with adjoining developments.

1.2 REGULATORY REQUIREMENTS

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.



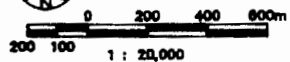
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LAKELAND GREENS - PHASE 1
AREA STRUCTURE PLAN
 County of Strathcona No. 20

REGIONAL LOCATION



FIGURE 1



DWG. NO: 387ASP1

This Area Structure Plan conforms with the County of Strathcona No. 20 General Municipal Plan, which is Bylaw 59-86, as amended. The 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.

The Lakeland Greens Phase 1 lands are also regulated by the Edmonton Metropolitan Regional Planning Commission and the provisions of the Regional Plan. That plan shows the Lakeland Greens Phase 1 lands to be part of the Sherwood Park Urban Service 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.

2.0 EXISTING FEATURES

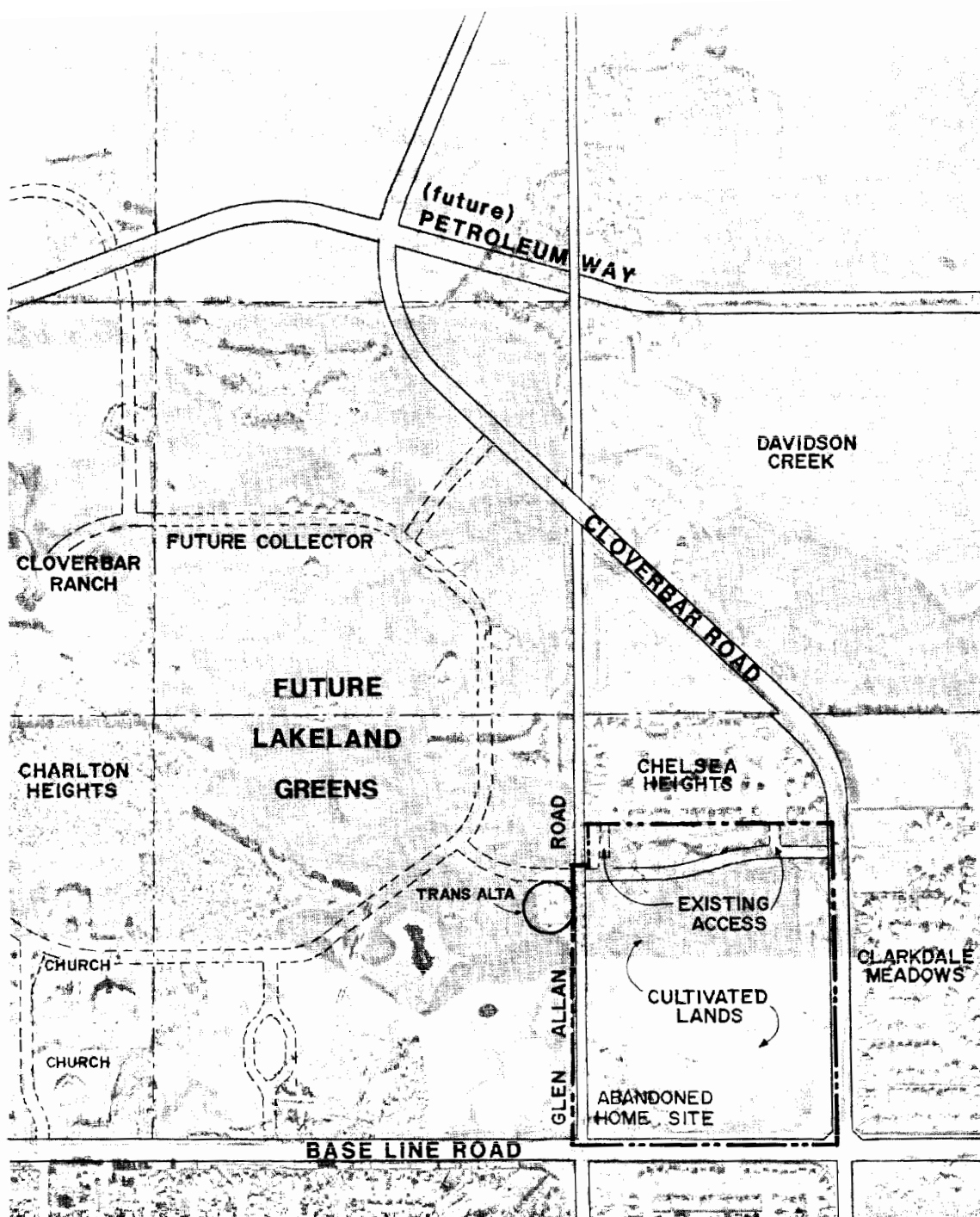
2.1 LAND USE AND OWNERSHIP

The lands within Lakeland Greens - Phase 1 are predominantly used as farmland for cereal crop, grass or oilseed production. This use can be seen from the photo-mosaic information on Figure 2. An abandoned farmstead site is in the southerly area. A TransAlta Utilities transformer substation is located adjacent to the area on its westerly side.

There are two individual property titles involved as well as an existing municipal road allowance. Statistical data regarding title number, ownership and area is provided in Table 2-1. Their locations are shown on Figure 3.

TABLE 2-1
LAND OWNERSHIP Pt SW1-52-23-4

Title Number	Owner	Areas	
		ha	ac
832 083 361	GA Developments Ltd.	23.7	58.4
892 212 547	GA Developments Ltd.	3.8	9.5
Glen Allan Road	Road Allowance	1.0	2.5
	TOTAL ASP AREA	28.5	70.4



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EXISTING LAND USE

LEGEND
 - - - - - A.S.P. BOUNDARY
 FUTURE ROAD WAY

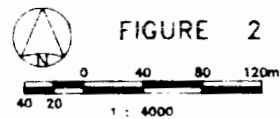
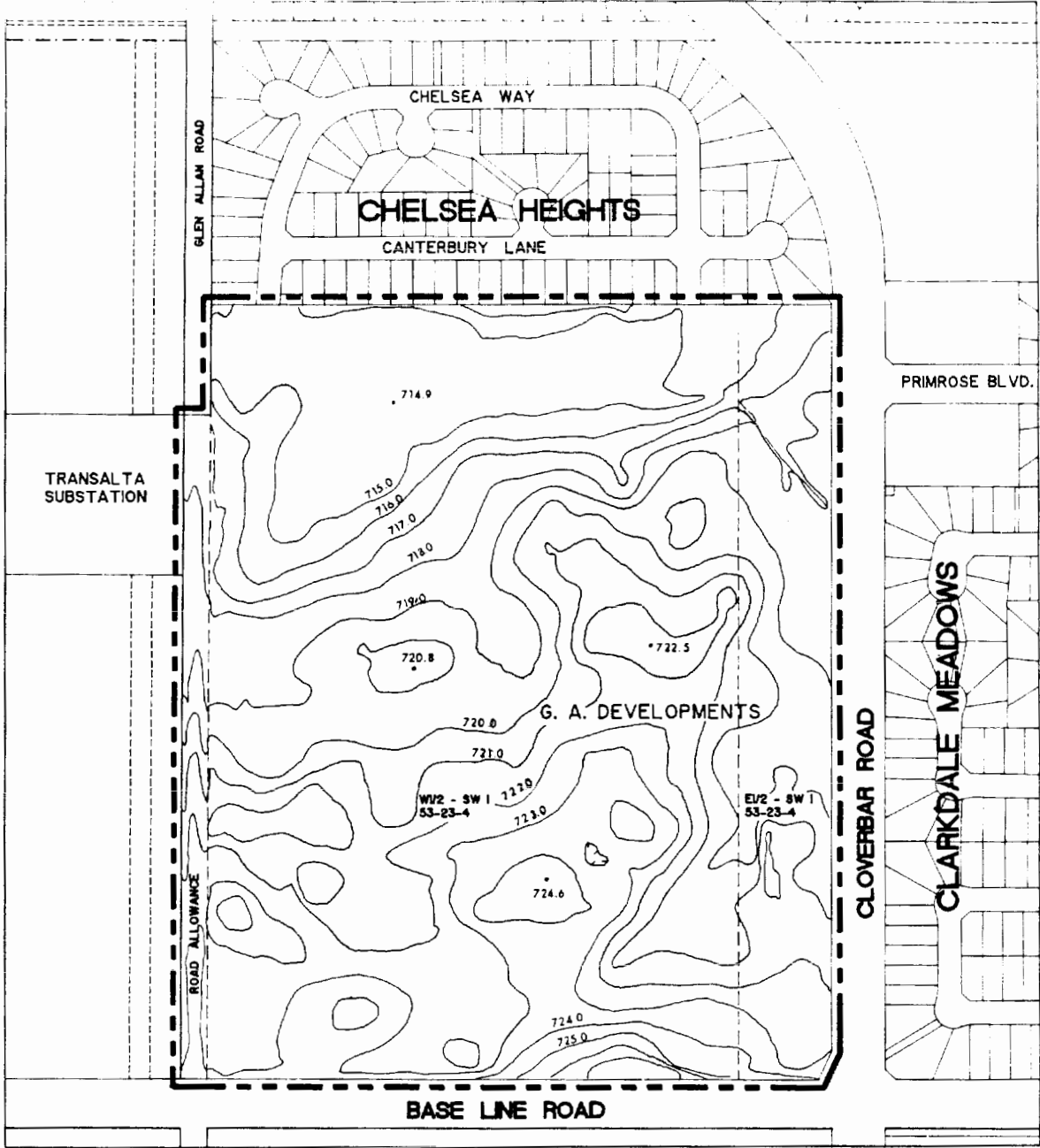
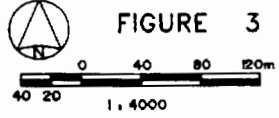


FIGURE 2



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LAKELAND GREENS - PHASE 1
AREA STRUCTURE PLAN
 County of Strathcona No. 20
LAND OWNERSHIP
AND TOPOGRAPHY

LEGEND
 ——— A.S.P. BOUNDARY
 ~~~~~ CONTOUR LINES  
 IN METRES



DATE: March, 1991  
 DWG. NO. 387A5P3r

## **2.2 TOPOGRAPHY AND DRAINAGE**

The ASP lands are relatively undulating. They slope from the south to the north and northwest as shown on Figure 3. The elevation of the southerly portion is about 728 m (2390 ft.). There is an average 2.4% slope, to about 715 m (2346 ft.) elevation, to the northerly portion of this area. This will allow for good surface drainage of the lands.

There are some slough lands clearly visible on the photo mosaic base of Figure 2. These are not interconnected by pronounced drainage courses and have only intermittent runoff during the spring. The summer rainfall will usually cause the moisture level in these isolated low areas to fluctuate slightly, depending upon the intensity of the storms. They will be reclaimed as part of the development process.

## **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.

No major construction problems are anticipated in the development of these lands. Standard construction procedures that are used in areas with similar conditions, such as in Clarkdale Meadows, can also be used in Lakeland Greens - Phase 1.

Surface materials are of a black loam nature in the order of 100 to 300 mm (4" to 12") thick. During construction it can be stockpiled for future use in landscaping of lawns and other areas.

A geotechnical investigation will be required for areas identified as needing further analysis. The recommendations of the investigation will be applied to the engineering designs of the area utility services.

Scrub trees and shrubs are associated with the abandoned homestead site. Other shrub locations are in the vicinity of the wet areas, where the vegetation outlines their perimeters in a buffer area between the fields and the standing water. Thin rows of scrub brush also grow in places along the road allowance bordering the quarter section boundary.

In accordance with the Tree Retention Policy of the County, trees of substance will be incorporated into the residential land uses where feasible. These will only include a few in the vicinity of the abandoned homestead site. Otherwise no retention of vegetation is deemed appropriate due to its low quality or because of grading requirements.

## **2.4 ADJOINING DEVELOPMENTS**

Some development of land has taken place adjacent to the Lakeland Greens Phase 1. These areas and their community names are shown on various figures.

To the east of Cloverbar Road is Clarkdale Meadows. This is a relatively low density residential development. Chelsea Heights to the north is also an 8 ha (20 ac) single family development located on the northerly part of SW Sec. 1. Lots back onto the Phase 1 lands and two local roadway accesses will have to be connected to the subdivision pattern of the new area. Two accesses to Chelsea Heights, from Cloverbar Road and from Glen Allan Boulevard, also pass through the Phase 1 lands at this time.

The lands to the west of Glen Allan Road and existing TransAlta right-of-way substation are still in agricultural use. However, they will be developed as the new urban community of Lakeland Greens. The Area Structure Plan for Lakeland Greens is still being processed for approval as a County Bylaw. Typical uses in the vicinity of these Phase 1 lands will include residential, institutional, golf course, commercial and public utility uses. The collector

road system, land uses and servicing systems within the Phase 1 ASP will be designed to be compatible with the overall development pattern of Lakeland Greens.

## **2.5 ACCESS AND SERVICES**

Baseline Road is the southerly boundary of the plan. It is to be a 6 lane divided roadway that connects with Highway 16A and the City of Edmonton to the west and Highway 21 to the east.

Baseline Road is a designated truck route. Noise attenuation between Baseline Road and adjacent residential development will be built to a standard similar to that existing in Clarkdale Meadows. This will consist of a 2 m earth berm with a 2 m wood screen fence.

The major north-south roadway between Baseline Road and Highway 16 in this area is Cloverbar Road on the east side of the ASP. It will be a divided arterial roadway which crosses Baseline Road at a signalized intersection.

Glen Allan Road, on the west side of the Phase 1 lands, still provides a paved, rural standard road access between Baseline Road and Chelsea Heights. It is also the primary access to the TransAlta Transformer site. It is intended that this road will be closed when an alternate access to these two areas are developed. It would then be incorporated into the adjacent subdivision designs in accordance with applicable County policies. The portion of the road southerly of a future east-west collector road is included in this Area Structure Plan. The northerly section, to the Cloverbar Road intersection, will be part of the Lakeland Greens Area Structure Plan.

## **3.0 DEVELOPMENT CONCEPT**

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### **3.1 DEVELOPMENT OBJECTIVES**

The Lakeland Greens Phase 1 Area Structure Plan establishes the planning framework and guidelines for the future subdivision and development of this unique suburban area. The following objectives are to be achieved through its implementation. They are compatible with the goals and policies of the General Municipal Plan.

- To provide quality innovative and diversified urban development opportunities, spanning market segments.
- To optimize the use of land available for recreation and leisure time activities.
- To provide for residential development with a strong sense of a neighbourhood basis.
- To provide land for schools and neighbourhood park open space and for community commercial uses to meet area wide requirements of four adjacent communities.
- To utilize and expand upon the existing County service systems.
- To provide a proper transition of uses to adequately separate those uses requiring a buffer and to interface uses that compliment each other.
- To encourage development to grow in a staged pattern that makes effective and economical use of existing services and institutional facilities in the area.

## 3.2 LAND USE PATTERNS

Lakeland Greens Phase 1 will be predominantly low density residential development with extensive active space focused on the two community land uses of school/neighbourhood park and community commercial. These related institutional and commercial lands will be provided to meet the needs of the current and future population within the overall area. The basic land use patterns are shown on Figure 4.

### .1 Residential Land Uses

The residential land use in the area will be predominantly for single detached housing as allowed in the applicable land use bylaw districts. Semi-detached and small lot development is provided in the vicinity of the community commercial site. It will form a transition between the commercial and the balance of the single family areas.

Two separate residential areas are defined by the east-west collector roadway that connects Cloverbar Road with the internal collector roadway system of Lakeland Greens to the west. Development to the north of this road will recognize the existing Chelsea Heights land uses.

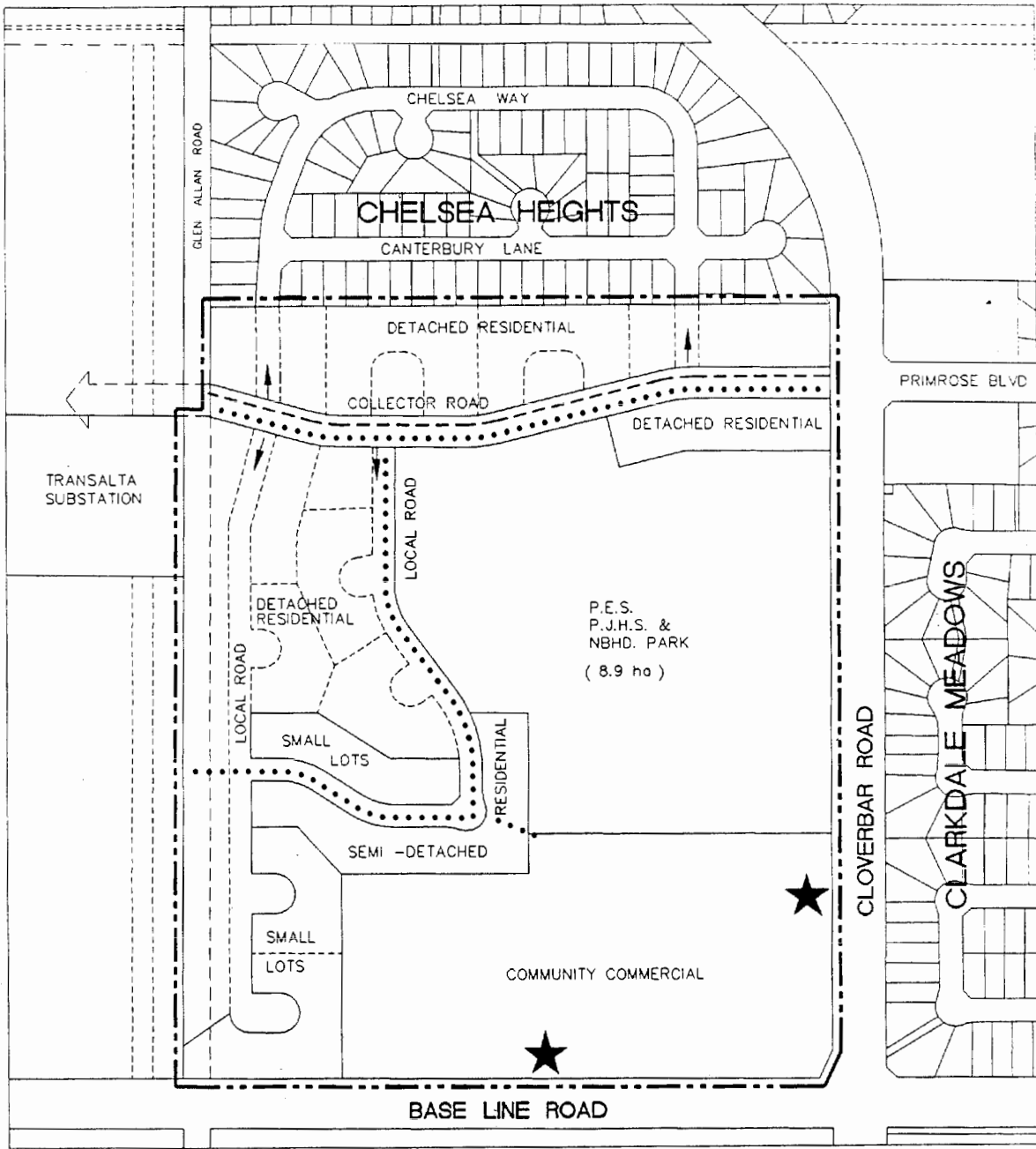
A local roadway loop and cul de sacs will be designed to make effective use of the lands available for housing development in the southwest area.

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 building and public junior high school building is provided in the vicinity of Cloverbar Road and the collector road. These will be on a 7.3 ha (18.0 ac) site. The buildings will be located on the westerly side of the site. Access will be provided utilizing approximately 200 m of local roadway abutting the site.

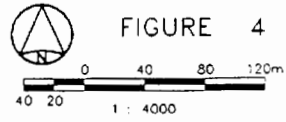




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 LAKELAND GREENS - PHASE 1  
 AREA STRUCTURE PLAN  
 County of Strathcona No. 20

**LAND USE CONCEPT**

- LEGEND**
- A.S.P. BOUNDARY
  - ..... PEDESTRIAN ACCESS
  - ↑ MAJOR VEHICLE ACCESS
  - ★ ALL DIRECTIONAL ACCESS
  - POSSIBLE TRANSIT ROUTE
  - LOCAL ROADS (CONCEPTUAL)



DATE: April 15, 1991  
 DWG. NO: 387RD4

An additional 1.6 ha (4.0 ac) area has been added to this site for neighbourhood park purposes. This school/playground/park site has a combined area of 8.9 ha (22.0 ac). As indicated in Table 3-1, there will be an overdedication for reserve within the Phase 1 ASP when development is complete. The balance can be achieved by transferring reserve credits to other lands under the same ownership in the other areas of Lakeland greens.

The student generation estimate are given in Table 3-2.

**TABLE 3-1  
LAND USE STATISTICS**

| Category                     | Hectares    | Acres       | %            | Units      | Population |
|------------------------------|-------------|-------------|--------------|------------|------------|
| <b>Gross Developable</b>     | <b>28.5</b> | <b>70.4</b> | <b>100.0</b> |            |            |
| Residential Housing:         |             |             |              |            |            |
| Single Detached              | 7.3         | 18.0        | 25.6         | 142        | 480        |
| Single Detached<br>Small Lot | 1.7         | 4.2         | 6.0          | 40         | 135        |
| Semi-Detached                | 1.0         | 2.5         | 3.5          | 32         | 90         |
| <b>Subtotal</b>              | <b>10.0</b> | <b>24.7</b> | <b>35.1</b>  | <b>214</b> | <b>705</b> |
| Open Space:                  |             |             |              |            |            |
| School/Playground            | 7.3         | 18.0        | 25.6         |            |            |
| N.H. Parks                   | 1.6         | 4.0         | 5.6          |            |            |
| <b>Subtotal</b>              | <b>8.9</b>  | <b>22.0</b> | <b>31.2</b>  |            |            |
| <b>Community Commercial</b>  | <b>5.7</b>  | <b>14.0</b> | <b>20.0</b>  |            |            |
| Circulation:                 |             |             |              |            |            |
| Collector Road               | 1.2         | 3.0         | 4.2          |            |            |
| Other Roads                  | 2.7         | 6.7         | 9.5          |            |            |
| <b>Subtotal</b>              | <b>3.9</b>  | <b>9.6</b>  | <b>13.7</b>  |            |            |

\* Overdedication of reserve of 6.1 ha (15.1 ac) to be credited to other lands.

Assumptions: - Single detached dwellings: persons per unit: 3.4; Units per ha = 19.5 (7.9 upa).  
 - Single detached small lot: persons per unit: 3.4; Units per ha = 24.5 (9.9 upa).  
 - Semi-detached: persons per unit: 2.8; Units per ha = 32.7 (13.2 ppa).  
 (Persons per unit values from May 1990 Municipal Census Data.)

**TABLE 3-2  
STUDENT GENERATION STATISTICS**

| <b>214 Dwelling Units</b> | <b>Elementary</b> | <b>Junior High</b> | <b>Senior High</b> |
|---------------------------|-------------------|--------------------|--------------------|
| Public Students           | 81                | 34                 | 32                 |
| Separate Students         | 30                | 13                 | 11                 |
| <b>TOTAL STUDENTS</b>     | <b>111</b>        | <b>47</b>          | <b>43</b>          |

**.3 Commercial Uses**

A community commercial site is located in Lakeland Greens Phase 1 in order to serve local residents and also the larger new residential growth areas that are developing within the general area, with a variety of shopping and employment opportunities. It is a 5.7 ha (14 acres) community retail centre located at the intersection of Baseline Road and Cloverbar Road. It will also become a focal point for the adjoining three communities of Clarkdale Meadows, Craigavon and Heritage Hills.

A community retail facility in this Cloverbar node location is supported by the commercial/institutional structure study of the Sherwood Park area recently completed by the County. There will be provision for suitable screen fencing between this land use and adjacent lands to provide a physical separation between them.

**3.3 CIRCULATION**

The overall Lakeland Greens transportation plan is designed to reinforce neighbourhood identification and direct traffic to follow a clear hierarchy of roadway systems and discourage external vehicles from flowing through the community. Individual lots will front onto local roadways within a subdivision development module. There will be a combination of crescents, cul-de-sacs, or other loop roads that will be located to make the most effective subdivision layouts and living environment. 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 circulation pattern in the Phase 1 area is designed to form a component of the overall system within Lakeland Greens. The east-west major collector provides access between Cloverbar Road and the internal collector roadways. No minor collector roads are required in this area. It will also allow traffic distribution to the other land uses within the area and region.

The collector roadway will be developed adjacent to the northerly side of the TransAlta site. It may be relocated to include part of the substation site at the detail subdivision stage pending a formal agreement for easterly expansion of the site to be completed between TransAlta and Genstar.

The main access to the school and neighbourhood park site will be from the local road on the west, with no access from Cloverbar Road. The commercial site will have direct access from Cloverbar Road and Baseline Road.

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. The collector road will be suitable as a route for public transit service as well. A transportation study/analysis shall be provided for review by the County as part of the Design Brief.

Pedestrian circulation will be by sidewalks adjacent to the roadways. Walkways between lots will be provided to give the most direct access to the various focal points of the schools, neighbourhood park and community commercial uses as shown on Figure 4.

### **3.4 MAJOR UTILITY SERVICES**

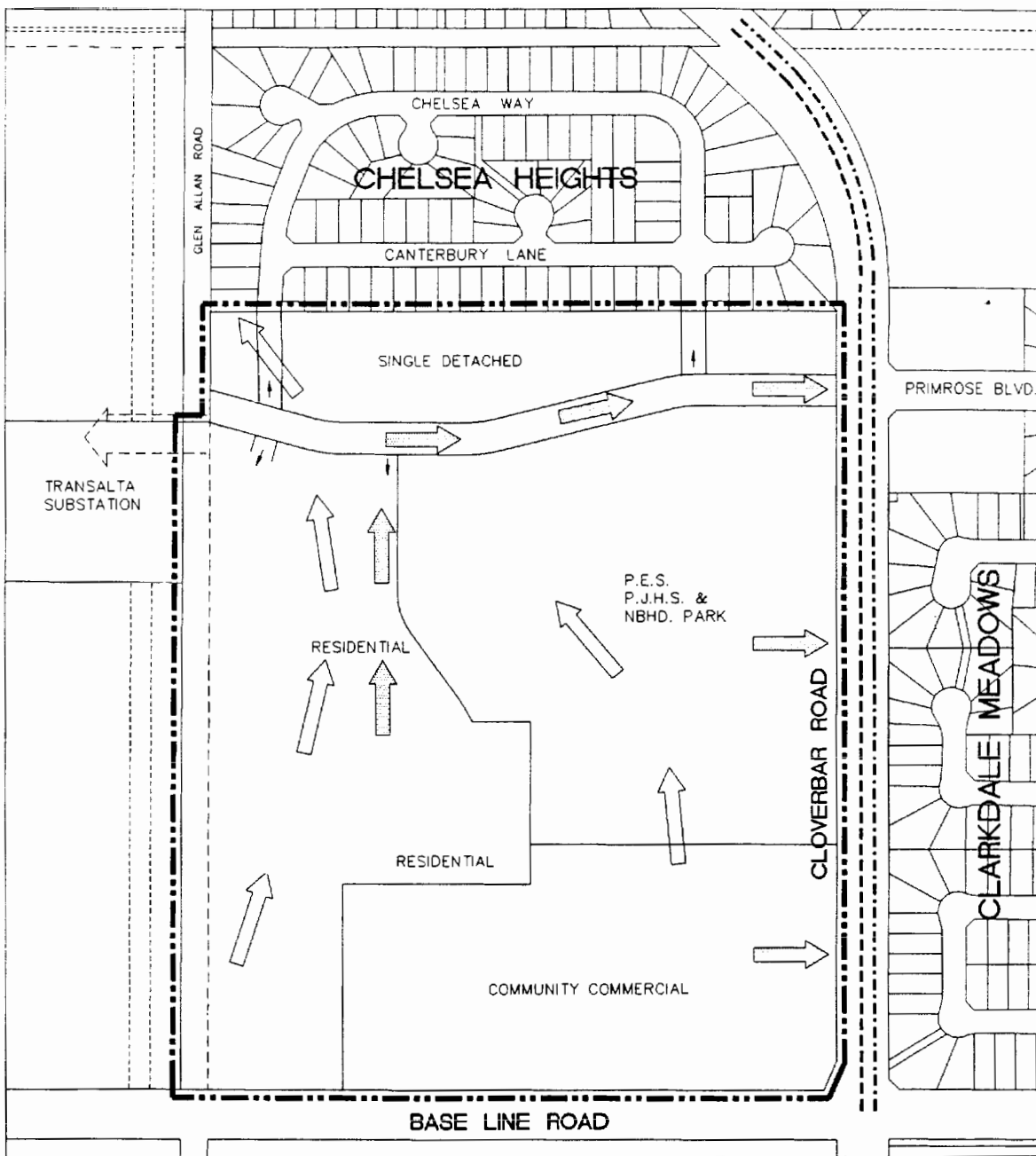
Lakeland Greens Phase 1 has existing major utility service trunks readily available adjacent its development area. It is bounded on the east side by the Northeast Sanitary Trunk Sewer. Lakeland Greens generally slopes in a south to north direction. Therefore, it is proposed that sanitary sewage flows for the area will discharge to this Northeast Sanitary Trunk Sewer.

Water mains are currently servicing developments to the north and east of the proposed Lakeland Greens Phase 1 Lands. The main source of water supply shall be the 600 mm water transmission main along Cloverbar Road. Water mains shall be oversized and extended into the area from the 600 mm transmission main with looping connections to the Chelsea Heights. Provision for extension of future water mains accommodating development to the west of Glen Allen Boulevard shall also be considered.

The schematic location of these major utilities are shown on Figure 5.

Stormwater will drain northerly and northwesterly, ultimately to reach the North Saskatchewan River through natural drainage courses. Major storm flows will be directed from the northwest portion of the Phase 1 lands in a northerly direction along the westerly boundary of Chelsea Heights. Developments within the larger Lakeland Greens plan area will require stormwater management systems that will control the discharges to the offsite streams to an acceptable level. Temporary storage of runoff waters will be provided in wet or dry facilities located in suitable locations, to be defined during detail planning of the development areas. The proposed systems will be compatible with those within the lands currently being developed. They will meet the county standards required for their design and operations and limit discharges to predevelopment flows. No permanent storage facility will be located on the Phase 1 lands. Further information on the systems operations will be provided in the Design Brief.

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. The existing TransAlta Utilities substation will be retained with proposals to alter the size and shape of the parcels to conform to compatible adjacent land uses.








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LAKELAND GREENS - PHASE 1  
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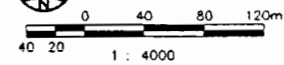
**MAJOR UTILITIES**

**LEGEND**

-  A.S.P. BOUNDARY
-  EXISTING SANITARY TRUNK SEWER
-  EXISTING WATER TRANSMISSION MAIN
-  SANITARY DRAINAGE PATTERN
-  STORM DRAINAGE PATTERN



**FIGURE 5**

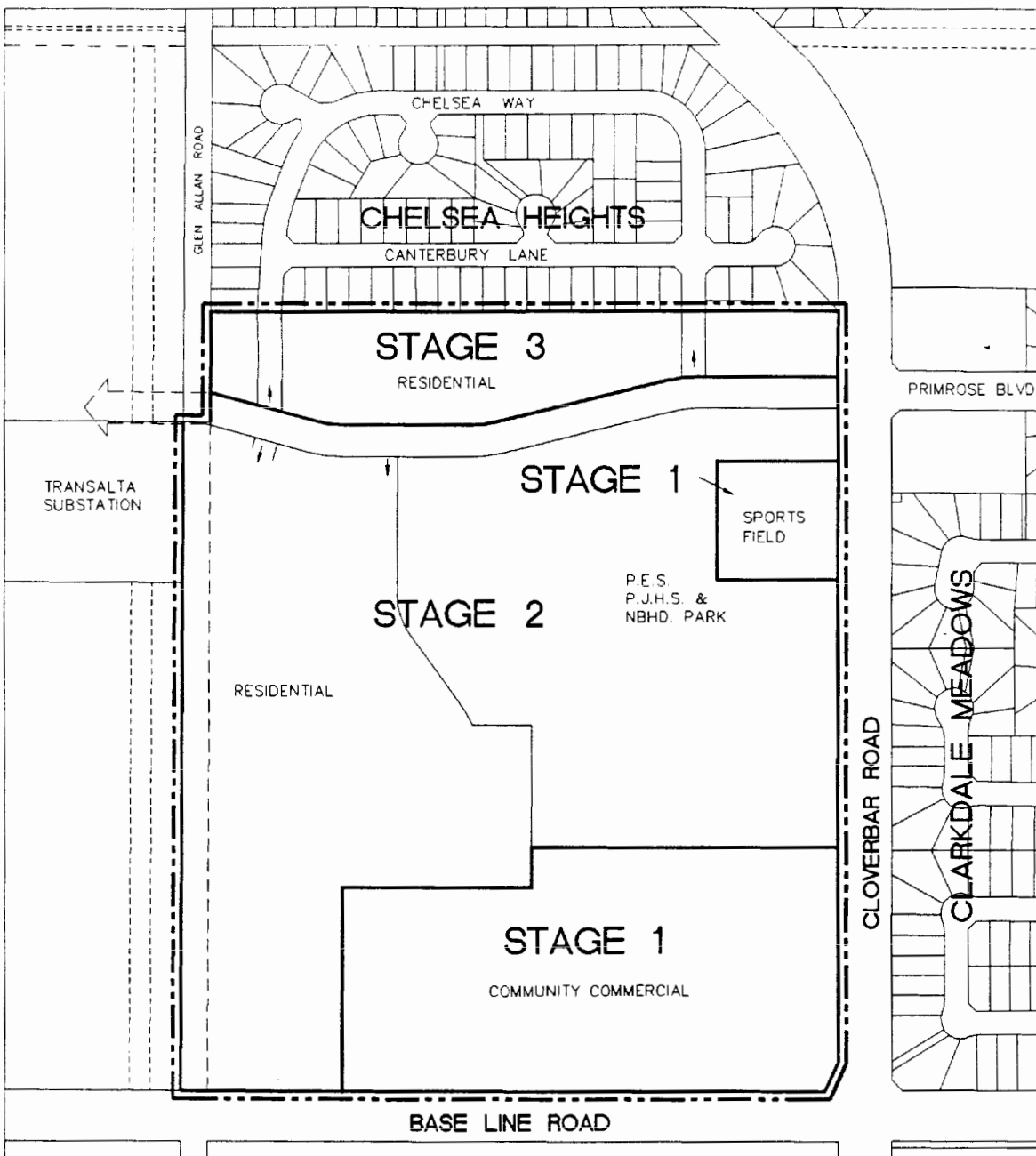


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### **3.5 DEVELOPMENT STAGING**

Development will generally occur in three stages with the sequence being the commercial site, the residential area south of the collector roadway then the residential area north of the collector roadway. These stages are shown on Figure 6.

The school and neighbourhood park lands will be provided as part of the detail subdivision process. A prededication of up to 2 acres for a sports field will be included in the Stage 1 development area.



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LEGEND  
 - - - - - A.S.P. BOUNDARY  
 \_\_\_\_\_ STAGE BOUNDARY

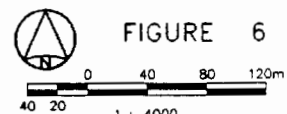
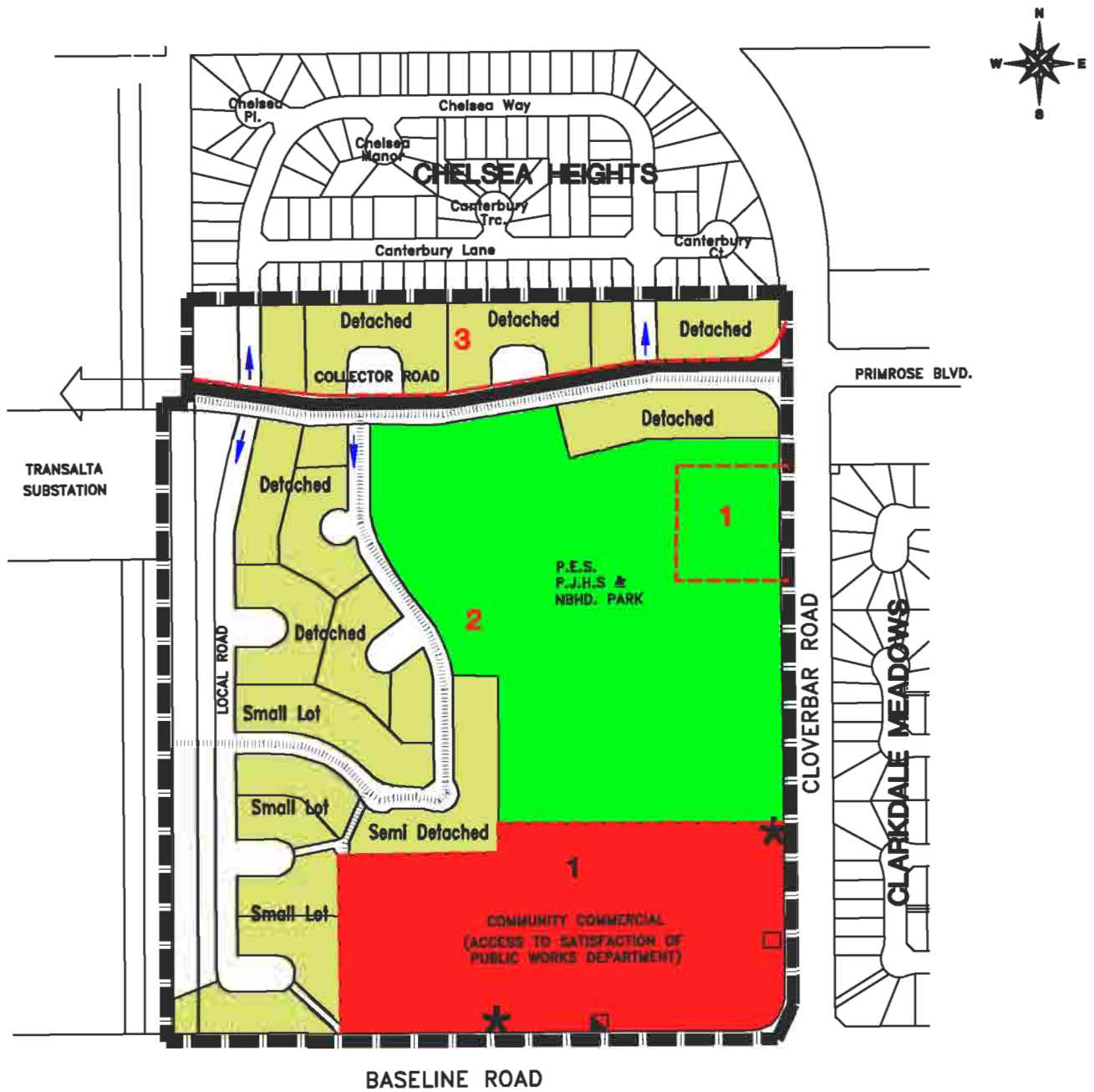


FIGURE 6

DEVELOPMENT STAGING














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 DWG. NO: 387RD6





# Lakeland Ridge Area Structure Plan Bylaw 31-91

Date of Adoption 14-May-1991

|                           |                                                                                     |                        |                                                                                       |                        |                                                                                       |
|---------------------------|-------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------------------------------------|
| Residential               |  | All Directional Access |  | Road Plan              |  |
| Small Lot Residential     |                                                                                     | Right In/Out Access    |  | ASP Amendment          |  |
| Semi Detached Residential |                                                                                     | Right In Only          |  | Area Boundary          |  |
| Detached Residential      |                                                                                     | Major Vehicle Access   |  | Staging Boundary       |  |
| School/Park               |  |                        |                                                                                       | Pedestrian Access      |  |
| Commercial                |  |                        |                                                                                       | Possible Transit Route |  |