CENTRE IN THE PARK

# CENTRE IN THE PARK AREA REDEVELOPMENT PLAN

FINAL Draft February, 2020

STRATHCONA COUNTY

REFLECTIONS
111 FESTIVAL WAY

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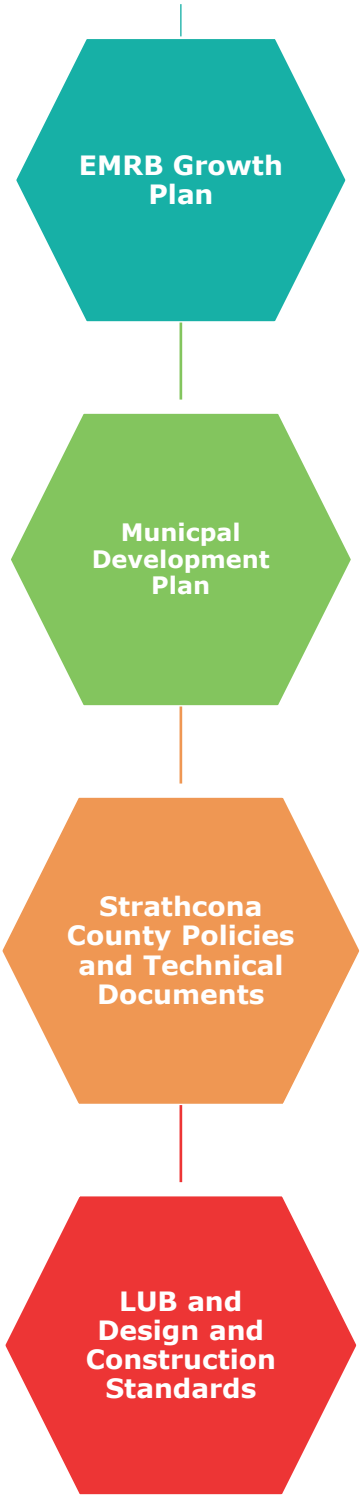
# Section 1

## INTRODUCTION

This ARP is to be read in conjunction with




## 1.1 Location

Centre in the Park is located in the Centre of Sherwood Park with the intersection of Granada Boulevard and Sherwood Drive at its Core. The boundaries of the area are identified within Map 1: Location and Context.

## 1.2 Document Purpose

The Centre in the Park Area Redevelopment Plan sets out the guidelines for redevelopment within the core of Strathcona County's Urban Service Area over the next 25 years. The Municipal Development Plan defines Centre in the Park as an Urban Centre and supports future redevelopment that promotes a compact mix of land uses to encourage walking and transit use. The Municipal Development Plan also indicates that there is significant redevelopment potential in this area for incorporation of higher densities, transit-oriented development, joint use of municipal facilities, multi-seasonal open space, infill of surface parking lots, and green infrastructure, among other possibilities.

As such, the Centre in the Park Area Redevelopment Plan will provide opportunities for increased densities and intensification as well as provision for a sub-regional level of service. This document will describe a vision and goals for the future of Centre in the Park and includes objectives and policies for how the County will achieve that vision through land use decisions.

## 1.3 Document Context

The Centre in the Park Area Redevelopment Plan should be read in conjunction with the Municipal Development Plan and supporting technical studies for the Centre in the Park Area Redevelopment Plan, in addition to other Strathcona County policies and documents such as the County's Transit Master Plan and Social Framework. Additionally, regional plans as well as provincial acts and regulations will apply, such as the Municipal Government Act and the Edmonton Metropolitan Region Growth Plan.

An Area Redevelopment Plan describes general land uses, transportation networks, servicing, and design outcomes for a defined area. Property owners looking to develop within the bounds of an Area Redevelopment Plan must ensure that their proposed development aligns with its goals and land use plan. In order to implement the policies within the Municipal Development Plan and Area Redevelopment Plan, the Land Use Bylaw provides specific regulations for uses, built form, and design within many different land use zones. The Design and Construction Standards are used to define the required design of the public realm such as road right-of-ways.

The planning process for developing land includes subdivision of desired parcels and rezoning to ensure the assigned zone aligns with future development plans. Technical studies are completed throughout the planning processes to support the suitability of proposed development. As a member of the Edmonton Metropolitan Region, the Area Redevelopment Plan must comply with the Edmonton Metropolitan Region Growth Plan, which guides growth and cooperation on a regional basis.

## 1.4 Background

Centre in the Park has long been the core of Sherwood Park, prior to any official Area Redevelopment Plan. In the 1970s, Sherwood Park Mall, the Kinsmen Leisure Centre, and other major developments took place in the area, drawing people from across Sherwood Park and beyond. By 1990, plans were underway to integrate some of these pre-existing developments into a cohesive "centre" for the County. The Broadmoor Lake Park was developed in 1992 with a grand opening on Canada Day in 1995.

The original Centre in the Park Area Redevelopment Plan was adopted in 1990 and set the stage for developments such as Festival Place, the Strathcona County Community Centre and higher density housing. The plan had been amended on several occasions, with the most recent version approved in 2015. Presently, Centre in the Park is a bustling mixed-use area, with approximately half of its area occupied by open space and the other half by residential, institutional, and commercial uses. As of 2018, the population of Centre in the Park was approximately 1008, with about half of those residents over the age of 65.

This plan will set the stage for the future vision and development for the area in alignment with Strathcona County's Municipal Development Plan, approved in 2017. The Municipal Development Plan, titled *"Forwarding our Future. Together."* describes Strathcona County's Urban Centre as an evolving area that with redevelopment and infill opportunities will continue to shape the core and heart of Sherwood Park over time and should always contain and promote a mix of land uses to ensure it maintains its function as an Urban Centre.

## 1.5 Public Engagement

The Centre in the Park Area Redevelopment Plan process had three phases of engagement: phase one occurred between May and July 2018; phase two occurred between January and February 2019; and phase three occurred between September and October 2019. This process generated input from residents and stakeholders through various methods including pop-up events, open houses, online surveys, and one-on-one meetings. The engagement was also designed to provide information and updates on the project. Detailed public engagement summaries were completed and made available to the public for each phase of the project.

In phase one, engagement provided residents with a range of opportunities to learn about the Centre in the Park Area Redevelopment Plan update and provide input to help define the vision for the area.

Casual conversations took place at pop-up engagement events at Sherwood Park Mall, Broadmoor Lake Park, and the Strathcona County Farmers Market. The pop-up events were aimed to raise awareness of the project and promote the open house through postcard invites. The County's social media campaign helped provide information on the project and upcoming opportunities to provide feedback. An open house was held at the Strathcona County Community Centre. Comment sheets, available at the open house, and an online survey gathered input from the public on topics including connectivity/mobility, open space, community, commercial, and residential within Centre in the Park. Full public engagement results can be found in the Centre in the Park Phase One Public Engagement Summary.

A draft concept was developed for comment in phase two. Prior to finalization of the concept Strathcona County's Youth Council was engaged in a charette to design Centre in the Park as a prosperous youth hub.

The information gained from this activity was integrated into the public engagement materials. One open house as well as an online survey provided information and gathered feedback on the concept. The County's social media campaign helped to provide information and attract feedback on the project. The open house was held at the Broadmoor Public Golf Course Clubhouse. The comment sheets available at the open house and the online survey, gathered input from the public on topics including creating a downtown core, mixed-use development, residential housing, transition areas, parking, and transportation and safety. Full public engagement results can be found in the Centre in the Park Phase Two Public Engagement Summary.

Phase three of engagement provided the public with information on the proposed Centre in the Park Land Use Bylaw Zoning Districts and future Arterial Main Street designs. Phase three of engagement consisted of an open house that was held at the Strathcona County Community Centre as well as an online survey. The County's social media campaign provided information on the open house and online survey. Comment sheets provided at the open house, and the online survey gathered input from the public on the proposed Centre in the Park Land Use Bylaw Zoning Districts. Full public engagement results can be found in the Centre in the Park Phase Three Public Engagement Summary.

In addition to the general public major stakeholders and Council committees were consulted throughout all of the project phases.

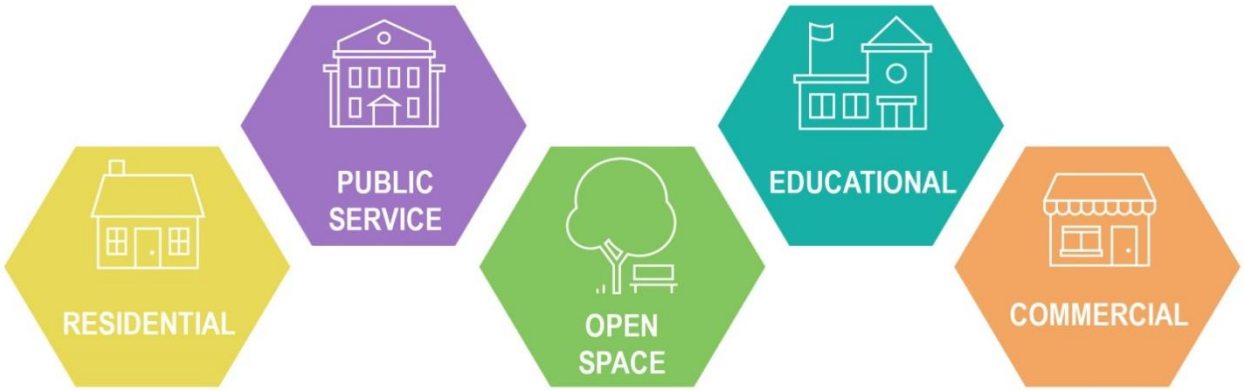
# Section 2

## COMMUNITY CONTEXT

## 2.1 Built Context

### 2.1.1 Existing Development

In 2019, a wide variety of land uses exist in Centre in the Park, including the following, categorized by 5 land use types:




1

In 2019, a wide variety of **RESIDENTIAL** development already exists within Centre in the Park including:

- Broadmoor Lake Townhouses
- Lincoln Park Townhouses
- Reflections Condos
- Festival Estates Condos
- Park Vista Condos
- Bedford Village
- Lakeside Village Row Housing
- Horizon Village Row Housing
- Sherwood Park Care Centre
- Savona Condos

2

In 2019, a variety of **EDUCATIONAL FACILITY** development already exists within Centre in the Park including:

- Salisbury Composite High School
- St. Theresa Catholic School

3

In 2019 a wide variety of **PUBLIC SERVICE** development already exists within Centre in the Park including:

- Strathcona County Hall
- Recreation, Parks and Culture Administration Building and gymnasium
- Strathcona County Community Centre and Library
- District Energy System
- Fire Station No.1
- Sherwood Park Arena and Sports Centre
- Kinsmen Leisure Centre
- Festival Place

4

In 2019 a wide variety of **OPEN SPACE** development already exists within Centre in the Park including:

- Broadmoor Lake Park
- Eastgate Lake
- Prairie Walk
- Sherwood Drive Boulevard
- Sandpiper Greenway
- St. Theresa Sports Fields
- Sports Fields
- Festival hub

5

In 2019 a wide variety of **COMMERCIAL** development already exists within Centre in the Park including:

- Sherwood Park Mall
- Sherwood Park Plaza
- Park Centre and Hotel
- Sherwood Drive Retail Strip
- Brentwood Boulevard Retail Strip
- Savona Centre

### 2.1.2 Street Network

The existing street network in Centre in the Park is based on various street types. The plan area is transected by an arterial street (Sherwood Drive) and two additional arterial streets (Granada Boulevard and Brentwood Boulevard) that feed high levels of traffic into and through the Centre in the Park area. Arterial streets vary in width between 36-40 metre rights-of-way and accommodate 4 or 6 lanes of vehicle traffic. Large streets such as Sherwood Drive pose a barrier to walkability and consideration of safety issues at high pedestrian/cyclist collision intersections, such as the Sherwood Drive and Granada Boulevard/Festival Way intersection, are warranted. Intersections within Centre in the Park, along Sherwood Drive, have experienced a higher number of collisions involving pedestrians than the majority of Sherwood Park intersections.

Within the heart of the community, lower speed commercial streets like Festival Way, Festival Lane and Festival Avenue provide a pedestrian friendly area with on-street parking and wider sidewalks.

Other Neighbourhood streets within the periphery of the plan area like Georgian Way, Gateway Boulevard, and Oak Street provide residents with direct access to their residences. Oak Street is also the primary street access to recreation facilities and amenities, including the Kinsmen Leisure Centre and Broadmoor Lake Park.

### 2.1.3 Transit Service

Centre in the Park is currently served moderately well by public transit, with four regular service routes and three peak hour routes connecting to surrounding neighbourhoods, the Bethel Transit Terminal, and/or the Ordze Transit Centre. Connections to express routes into the City of Edmonton are accessible at the Transit Centres. Several bus stops are located within a 400 m walking distance of residential, commercial, and community service uses within the plan area.

### 2.1.4 Active Transportation

With a characteristic mix of residential, commercial, and community service uses, Centre in the Park is a place that promotes walking between various destinations. All the streets include pedestrian facilities of varying types, typically in the form of separated or mono-sidewalks. A network of multi-use trails currently connects open spaces within the area and to other parts of Sherwood Park.

The Prairie Walk is a wide active transportation route in the heart of Centre in the Park and is designed to reflect Strathcona County's history, culture and natural environment. At present, no designated cycling infrastructure exists in Centre in the Park apart from multi-use trails.

### 2.1.5 Adjacent Development

Land uses adjacent to the plan area are primarily low density residential, with the neighbourhoods of Sherwood Heights, Brentwood, Glen Allan, Broadmoor Estates and Mills Haven as well as the Broadmoor Public Golf Course, directly adjacent to the area.

### 2.1.6 Topography and Drainage

The plan area involves gently undulating topography with a general slope from the east to southwest. Except for some site grading required within interior portions of the plan area, no topographic limitations to development are present on the site.

Natural drainage systems have been modified through site engineering with controlled discharge from Eastgate Lake to Broadmoor Lake and into the Broadmoor Public Golf Course. Increased surface pavement,

streets, and building roof surfaces in Centre in the Park will increase site drainage volumes. Appropriate stormwater management techniques and possible increases in lake holding capacities will have to be considered.

### 2.1.7 Opportunities and Constraints

During the analysis of Centre in the Park and the surrounding context, various development opportunities and constraints emerged. The following chart summarizes these findings.

Table 1: Opportunities and Constraints

| | OPPORTUNITIES | CONSTRAINTS |
|---|---|---|
| DEVELOPMENT | • Space and property owner interest exists for future residential development in areas other than the core of Centre in the Park, where current development is taking place.<br>• Sherwood Park Mall is currently undergoing upgrades to existing commercial space. The large surface parking lot provides opportunities for potential intensification with additional residential or commercial uses.<br>• Potential opportunities for community housing developments.<br>• Density targets from the Edmonton Metropolitan Region Growth Plan support increased development density. | • Infill may affect existing residents during the construction period. Mitigation measures will be required to ensure quality of life is maintained.<br>• Sherwood Drive acts as a barrier between the two sides of the plan area. There is a need to reconnect the two areas through an increase in pedestrian focused mixed-use development. |
| CHARACTER | • Over time, Centre in the Park has become an area with a unique character and sense of place.<br>• Development can follow specific design guidelines, if implemented and enforced, to contribute to the unique character of the area. | • Character defining elements are frequently tied to the pedestrian facilities of a streetscape. Current pedestrian facilities on some roads will require expansion in order to accommodate such features. |
| UTILITIES | • Expansion of the District Energy System may be possible.<br>• Incorporation of sustainable methods of energy generation such as solar and wind holds great potential.<br>• Potential for additional Low Impact Development techniques within private developments. | • Increased demand on water and sewer systems from development may constrain future development or require additional upgrades. |

| | | |
|---|---|---|
| TRANSPORTATION | • Most streets currently provide vehicle prioritization, with opportunities for complete street redesign.<br>• Cycling as a transportation mode may be increased through dedicated infrastructure.<br>• Frequency or intensity of transit service between CITP and other areas in Sherwood Park or regionally may be increased.<br>• Existing intersections provide opportunities to improve flow of all users in a safer and more efficient design. | • Existing streets, especially Sherwood Drive, are already high-traffic corridors for Sherwood Park. Newly establish cross-sections will need to consider the effects on traffic flows.<br>• Visitors to CITP may come from all over Strathcona County, which means that vehicle transportation to the area needs to be adequately accommodated.<br>• Sherwood Park does not have an existing light rail or bus rapid transit system that would allow for conventional transit-oriented development patterns. Significant parking space will be required for the foreseeable future.<br>• Many intersections have current safety issues that require mitigation through design. |
| OPEN SPACE | • Significant open space already exists in CITP, providing the chance to maintain connections and potentially create new ones.<br>• Increased programming of open space can help bring people to Centre in the Park, as well as provide opportunities for urban agriculture.<br>• Open space programming can be improved so that year-round use is better supported.<br>• Additional pond areas interspersed into commercial areas will help to attract people to the area, providing activity in the area. | • Only a small proportion of open space contains mature tree stands. Additional tree planting may be required to provide relief from hard surfacing.<br>• Broadmoor Lake is the current stormwater management facility for CITP and may need future upgrades to keep up with demand as impermeable surface coverage increases with development.<br>• Broadmoor lake is a key wildlife habitat with wildlife management issues that will require mitigation and consideration.<br>• Broadmoor Lake serves as the main source for non-potable water irrigation for Broadmoor Public Golf Course, Prairie Walk, adjacent Sports Fields and the Strathcona County Community Centre, and requires monitoring to ensure there is future capacity. |

## 2.2 Municipal Development Plan Context

The Municipal Development Plan is the County's highest order statutory planning document. Centre in the Park has been designated as an Urban Centre within the Municipal Development Plan. This area redevelopment plan is required to conform to the high-level planning policies and concepts within the Municipal Development Plan. The Municipal Development Plan establishes objectives for Centre in the Park which set the stage for the creation of the vision and principles for this plan. The core ideas of these objectives in the context of Centre in the Park are described below:

### 2.2.1 Compact Mixed-use Development

Compact development is a land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure. The Edmonton Metropolitan Regional Growth Plan, which the Municipal Development Plan is required to conform to, sets density targets for urban centres that can only be achieved through the implementation of compact development forms.

Successful developments connect people and places, both physically and socially, by creating memorable, enduring experiences. Centres work best when they offer 24/7 activities with a variety of opportunities for living, working and playing which are accessible to all. Mixed-use development can be provided both vertically and horizontally in a variety of ways, including a mix of residential, commercial, office, and recreational uses within an area or the creation of buildings with a combination of these uses inside them.

### 2.2.2 Sub-regional Level of Service

Urban centres should provide services that not only meet the needs of their individual communities but also serve a purpose within a regional context. By collaboratively providing services as a region, and utilising partnership opportunities to do so, it prevents the creation of service provision burdens being placed on one, or a few regional municipalities. It also prevents a market surplus of similar regionally scaled services.

### 2.2.2 Incorporate Transit-oriented Development and Walkability

Providing a connected network of well-designed complete streets improves opportunities for multi-modal transportation. The creation of dense main street areas with quick, convenient access to transit terminals can incentivize the use of transit. The form or streets must provide priority to walking, cycling and other modes of active transportation in order to create a comfortable environment for people. While vehicular flows will need to be maintained to a reasonable standard, surface parking should be restricted as large contiguous surface parking areas spread uses apart and require continuous interaction between vehicles and pedestrians, decreasing walkability.

### 2.2.3 Integrate Green Building and Green Infrastructure

Centre in the Park is home to the County's Community Energy Centre. This energy centre provides hot water to area development heated through the use of green infrastructure. This service has the ability to expand to other facilities within the area. Also, the use of green building tactics and programs such as LEED have become the new standards in many communities. The move to a net zero approach to building is on the rise and recognized by the County.

Centre in the Park is a built-up area and as such there is little pervious surface left to filter rainwater through natural processes. Redevelopment creates an opportunity to increase the amount of pervious surfaces within the area through the use of low impact development techniques.

## 2.2.3 Incorporate Areas for Social Interaction

A diverse population needs open spaces to fulfill a range of needs. The open space designs and policies reflect that notion. Throughout this plan, four types of open spaces are referred to in order to fulfill this objective of the Municipal Development Plan, including:

### Integrated Gathering Areas

Integrated gathering areas may be public or privately owned, but are always publically accessible. This may include open spaces such as parks, plazas, courtyards or patios that are integrated into policy areas. These spaces are encouraged throughout all policy areas of this plan as well as within other types of open spaces. They are generally small in nature, serving directly adjacent development. Internal building connections and agoras may also be considered where they are publically accessible and provide connections to outdoor gathering spaces.

### Open Areas

Open areas are outdoor athletic facilities or active recreation areas adjacent to education facilities which fall under a reciprocal use agreement. Open areas are located within the Institutional Policy Area of this plan. Reciprocal use agreements allow for use of the site by both the school boards and the larger community.

### Pond areas

Pond areas are publically owned open spaces surrounding stormwater management facilities or naturalized bodies of water with opportunities for outdoor structures such as playgrounds, trails and seating areas, as well as integrated gathering areas. Pond areas are located within the Greenways and Pond Areas Policy Area of this plan.

### Greenways

Greenways are publically owned open spaces with a primary use of connecting active transportation infrastructure that is not contained within a street right of way. Greenways are located within the Greenways and Pond Areas Policy Area of this Plan.

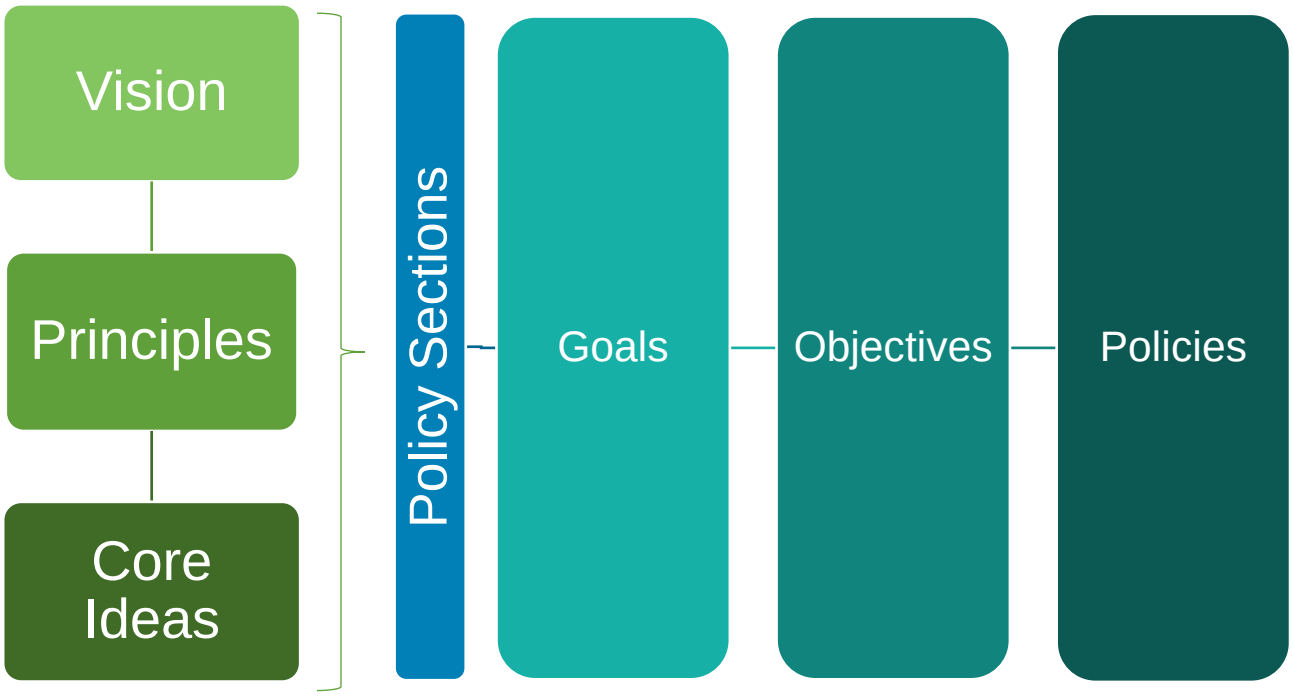
# Section 3

## DOCUMENT FRAMEWORK

## 3.1 Document Structure

This document has a hierarchy of guiding concepts that are used to ensure that every detailed policy is in line with the higher order philosophies. The vision and principles were created in collaboration with our residents and stakeholders through initial phases of consultation. Each of the principles is broken down into several core ideas to add clarity and context to the broader principle statements.

The vision and principles were used to define the overall general policy sections and create a land use concept for the area which establishes policy areas. Each policy section has a unique goal which filters through to the section objectives. Policies are then created for each of the established objectives.



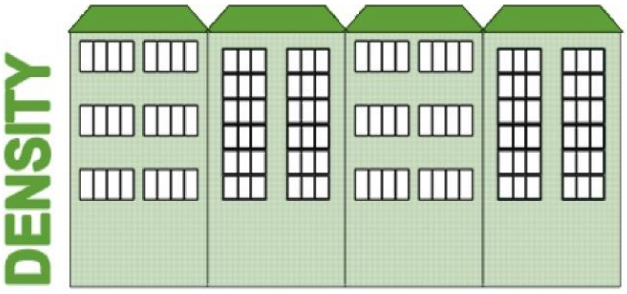

## 3.2 Vision

Based on consultation with the public and area stakeholders the following vision has been created for Centre in the Park:

> *Centre in the Park is the heart of our community. Our mix of community services, open spaces, educational facilities, employment opportunities and residents make it a key destination and gathering space both locally and within the region. Its continuing evolution will reflect our commitment to sustainable local and regional growth by continuing to develop an urban centre with a unique character that attracts people through vibrant streets, compact and diverse land uses and areas encouraging social interaction.*

## 3.3 Principles

Informed by the Centre in the Park vision, three themes have been used to create the plans primary principles including Density, Diversity and Design. The following principles provide guidance to the more details concepts within policy sections of this plan:




### 1 ASPIRE TO INCREASED DENSITIES

Centre in the Park will aspire to the centres density targets of the Edmonton Metropolitan Region Growth Plan. The area provides a unique opportunity to intensify a built-up urban area.

### 2 DIVERSIFY THE LAND USE COMPOSITION

Centre in the Park will offer a wide variety of amenities and foster an environment that is active throughout the day and evening. The area will provide a compact and diverse mix of uses with a range of intensity levels. Interactive spaces that entice people to gather together and socialize will add to the health of the community.

### 3 ENHANCE URBAN CENTRE DESIGN AND CHARACTER

Centre in the Park will be designed and scaled for people. The street network will be attractive and encourage residents and visitors to walk, cycle and gather. The implementation of streetscape improvements, character defining elements, pedestrian infrastructure and addition of pedestrian and bicycle linkages, and the elimination of visual and physical barriers will facilitate the unification of the area.

## 3.4 Core Ideas

Each of the established principles has been broken down into several core ideas which are used to expand on the broad elements of the principles. The core ideas are used to add clarity to intentions of the principles so that connections can be tracked through the more detailed goals and objectives within policy areas:

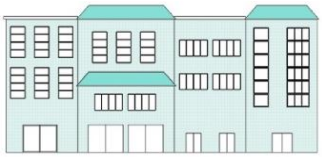
### DENSITY

**a)** Provide opportunities for land use intensification with a focus on form and flexible uses.

**b)** Provide opportunities for compact forms of commercial and community services.

**c)** Provide opportunities for medium and high density residential.

**d)** Provide opportunities to acheive the aspirational density targets as set out by the Edmonton Metropolitan Region Growth Plan, while ensuring a transition is provided to adjacent low density land uses.



### DIVERSITY

**a)** Create the opportunity for additional medium and high density residential within the area to support a wide range of additional services and amenities.

**b)** Provide for a diverse mix of uses including commercial, residentil and community services within shared buildings or shared sites.

**c)** Provide for a variety of open spaces including greenways, pond areas, integrated gathering areas and open areas for people of all ages.

**d)** Maintain and enhance existing public service uses.

**e)** Capitalize on Centre in the Park's established public service role and reinforce this unique location while strengthening the sense of place.

### DESIGN

**a)** Provide redevelopment with a strong public realm component to create active frontages and vibrant streetscapes.

**b)** Integrate character defining elements into open spaces, streetscapes and integrated pond areas.

**c)** Prioritize and improve active transportation infrastructure connections in Centre in the Park and from surrounding districts and neighbourhoods into the area.

**d)** Provide parking that is organized to minimize the effect on pedestrians and the streetscape and maximize developable area.

**e)** Prioritize safety within transportation systems and embrace the concepts of vision zero, complete streets and safe systems.

**f)** Accommodate the continued operation of the existing District Energy System or other opportunities for alternative energy.

**g)** Identify four-season design measures to be incorporated, where feasible, into the street design, infrastructure upgrades, and building design guidelines.

**h)** Use the principles of smart growth including compact forms and complete communities.

**i)** Create a convenient, easy to use and affordable transit service using transit-oriented design principles.

# 3.5 Section Structure

## 3.3.1 General Policy Sections

General policies in Section Four of this document provide guidance for design and placemaking, mobility, and infrastructure. General policy sections apply to the plan to provide for consistent application of the vision and urban character throughout the plan area. The intent of these policies is not to restrict design and innovation, but to establish typologies and guidelines to aid in development that contributes to the character of Centre in the Park and contributes to the overall public realm.

## 3.3.2 Policy Area Sections

Section Five of this document contains the redevelopment policy areas. Within each policy area there are policies specifically related to density, composition, public realm, site design, and building design. Policy areas refer to geographic places and land use types and provide a framework to apply associated policies. Each policy area is defined by a unique character. Policies within this section should be used in conjunction with the general policy sections which include policies applicable to the entire plan area.

## 3.3.3 Goals

Each policy section has a unique goal that specifies what it is that separates that policy section from other policy sections. This goal is used to inform the specific context of the objective and policies.

## 3.3.4 Objectives

Each policy section has several objectives that reflect the unique goal for the specific section. The principles of Density, Diversity and Design are woven into the objectives at every possible opportunity to provide a direct link to the higher-level philosophies of the plan. Each policy is categorized under a specific section objective to ensure the follow through of established ideas.

## 3.6 Policy Structure

This document uses specific terminology within policies, as outlined in Table 2, to ensure that they have clear intentions that are designed to be achieved through actions. All policies must contain one of the following actions:

*REQUIRE* - these policies are compulsory and must be met in order to receive County administration support for a proposal. *Require* policies are always paired with *ensure*. *Require* is the compulsory obligation and *ensure* explains the result that is to be achieved.

*ENCOURAGE* - proposals should be consistent with all applicable *encourage* policies in order to be supported by County administration. Proposals which do not meet an applicable *encourage* policy must provide justification to the satisfaction of County administration as to why the applicable encourage policy cannot be met. *Encourage* policies are always paired with *promote*. *Encourage* is what is expected and *promote* shows active County encouragement for the result that is to be achieved.

*CONSIDER* - proposals that fall under a *consider* policy will be evaluated on a case-by-case basis and may or may not be supported or enacted by County administration based on the specifics of the proposal and how it aligns with the goals and objectives of this plan. Consider policies are always paired with *support*. *Consider* is followed by criteria for when an action may be suitable, and *support* shows passive County support through the conditional consideration of the result that is to be achieved.

TABLE 2: POLICY TERMS

| ACTION | | INTENTION | |
|---|---|---|---|
| Require | Is a compulsory obligation | Ensure | To make sure of a result through a requirement |
| Encourage | Provides direction for what is expected | Promote | Shows active County encouragement |
| Consider | Provides criteria for when actions may be suitable | Support | Shows passive County support through conditional consideration |

# Section 4

## GENERAL POLICIES

This plan and its policies establish a strategic framework to manage growth and support a healthy, compact form of development. The following policies are designed to guide and encourage growth and provide direction to fulfil the overall vision. Policies within this section apply to all policy areas within this plan and should be referenced in conjunction with the applicable policy area sections.

# 4.1 Design and Placemaking

The form of the physical environment impacts human behavior through the opportunities it provides or restricts. A comfortable, human scale and compact form that provides a mix of uses and housing types with connections that encourage users to enjoy the amenities and services. Amenities and services should be accessible by foot, fostering a strong sense of place and reducing car dependency.

Centre in the Park has potential for new infill development that will require a set of guidelines to be flexible enough to respond to fluctuations in market conditions. Vacant or underutilized land may provide for more innovative and compact uses in the future. Infill will be designed to be compatible with existing development, as well as innovative, using best practices and design principles to cater to future trends and markets.

Urban design will be used to create a unique character for Centre in the Park and human scale development will be used to create a comfortable and inviting environment. Together these elements will result in the provision of placemaking opportunities. The creation of places that fit into a cohesive or recognizable theme can help to build the character of an area that is identifiable and creates a sense of community.

## GOAL

The Centre in the Park Area Redevelopment Plan will provide innovative placemaking opportunities through urban design that incorporates human scale development and open spaces.

## OBJECTIVES:

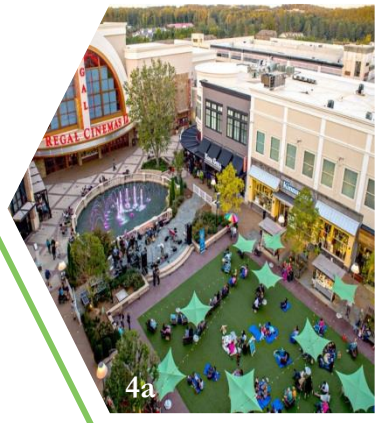
The Centre in the Park ARP will ensure:

1. the provision of high quality **integrated gathering areas**;
2. the creation of **character defining elements**;
3. that **streetscapes** are established as inviting spaces; and
4. that the **built form** creates dense pedestrian-oriented environments.

## POLICIES:

### Integrated Gathering Areas

1. Require that the integrated gathering areas identified on Map 5: Open Space Concept be provided to ensure inviting gathering spaces.
2. Require that, where the existing pond area surrounding Eastgate Lake cannot be expanded, the potential pond area expansion shown on Map 5: Open Space Concept is provided as an integrated gathering area to ensure greater usability of the pond area.
3. Require that the integrated gathering areas identified on Map 5: Open Space Concept be no less than 0.5 acres in size to ensure adequate gathering space.
4. Require that the integrated gathering areas shown on Map 5: Open Space Concept incorporate all of the following to ensure maximized occupancy and function;
   a. A mix of hardscaping and soft scaping;
   b. Unobstructed activity space for events;
   c. Seating and pedestrian infrastructure; and
   d. Strategic placement of trees to provide shade, sunlight and windbreaks.
5. Encourage integrated gathering areas, in addition to those shown on Map 5: Open Space Concept, be located throughout policy areas and are designed to achieve one or more of the following to promote spaces for social interaction and activity:
   a. Add to the streetscape within setbacks;
   b. Break up large buildings;
   c. Provide connections to other open spaces;
   d. Enhance existing greenways and pond areas; or
   e. Provide a sightline from arterial streets to pond areas.
6. Encourage the integration of edible landscapes into integrated gathering areas to promote urban agriculture within the community.
7. Encourage the use of native plants within integrated gathering areas to promote reduced maintenance and water requirements.
8. Encourage the use of permeable paving within hardscaped spaces to promote reduced maintenance and water requirements.
9. Encourage the use of rain gardens within integrated gathering areas to promote sustainable design.
10. Encourage that integrated gathering areas are designed to accommodate activities through all four seasons to promote usage throughout the year.
11. Encourage integrated gathering areas to be highly visible from streets to promote awareness of the spaces and reduce isolation.


4a

4b

5b

4c

### Character Defining Elements

12. Require that a concentration of public services remain within Centre in the Park to ensure that major community services continue to act as the main character defining element essential to the plan area.
13. Encourage the continued expansion of pedestrian wayfinding features within the area to promote destinations and attractions.
14. Require intersections along Sherwood Drive to be framed with buildings, hardscaping and inclement weather tolerant landscaping elements to ensure a sense of place is created for Centre in the Park.
15. Encourage that buildings located on the corners of intersections contain special architectural treatments and elements to promote visual interest and wayfinding.
16. Encourage the integration of a landmark feature at the intersection of Sherwood Drive and Granada Boulevard to promote the creation of a focal point within the centre of the plan area.
17. Encourage the use of landmark features at the beginning and end of significant active transportation infrastructure connections such as Prairie Walk and existing greenways to promote them as unique elements of the public realm.
18. Require the use of uniform decorative pedestrian infrastructure, street lighting, signal lighting and street signage to be incorporated into all areas to ensure a consistent character.
19. Encourage the use of alternative materials for crosswalks and walkways within the area to promote a unique and identifiable character.
20. Encourage the integration of information plaques throughout the area to promote education of the environmental features and area history.
21. Encourage architectural details such as recesses, overhangs, lighting, planters, banners, and canopies to promote visual interest on building facades and provide shelter for pedestrians.
22. Require that promotional signage be integrated into buildings through canopies and awnings, blade signs or incorporated into building walls, facades and windows to ensure pedestrian-oriented design.
23. Require that building facades vary in finishing materials to visually break up large building walls to ensure human scale development.
24. Encourage consistent sidewalk widths, construction materials and landscaping along

**FIGURE 1**

streets to promote continuity of treatments and character within the area.

25. Encourage tactical urbanism such as pop-up parks, temporary seating, painted pavement, street closures, or overhanging features to promote the area as a destination.
26. Encourage standalone and integrated public art throughout the area to promote interest within the public realm.
27. Consider proposals for additional historic resources to be added to the Strathcona County Inventory of Historic Resources, where they meet the criteria for significance and integrity, to support the recognition of the unique history of the area.
28. Consider proposals to designate significant historic resources, listed on the Strathcona County Inventory of Historic Resources, as Municipal Historic Resources to support the preservation and protection of significant historic sites.

### Streetscape

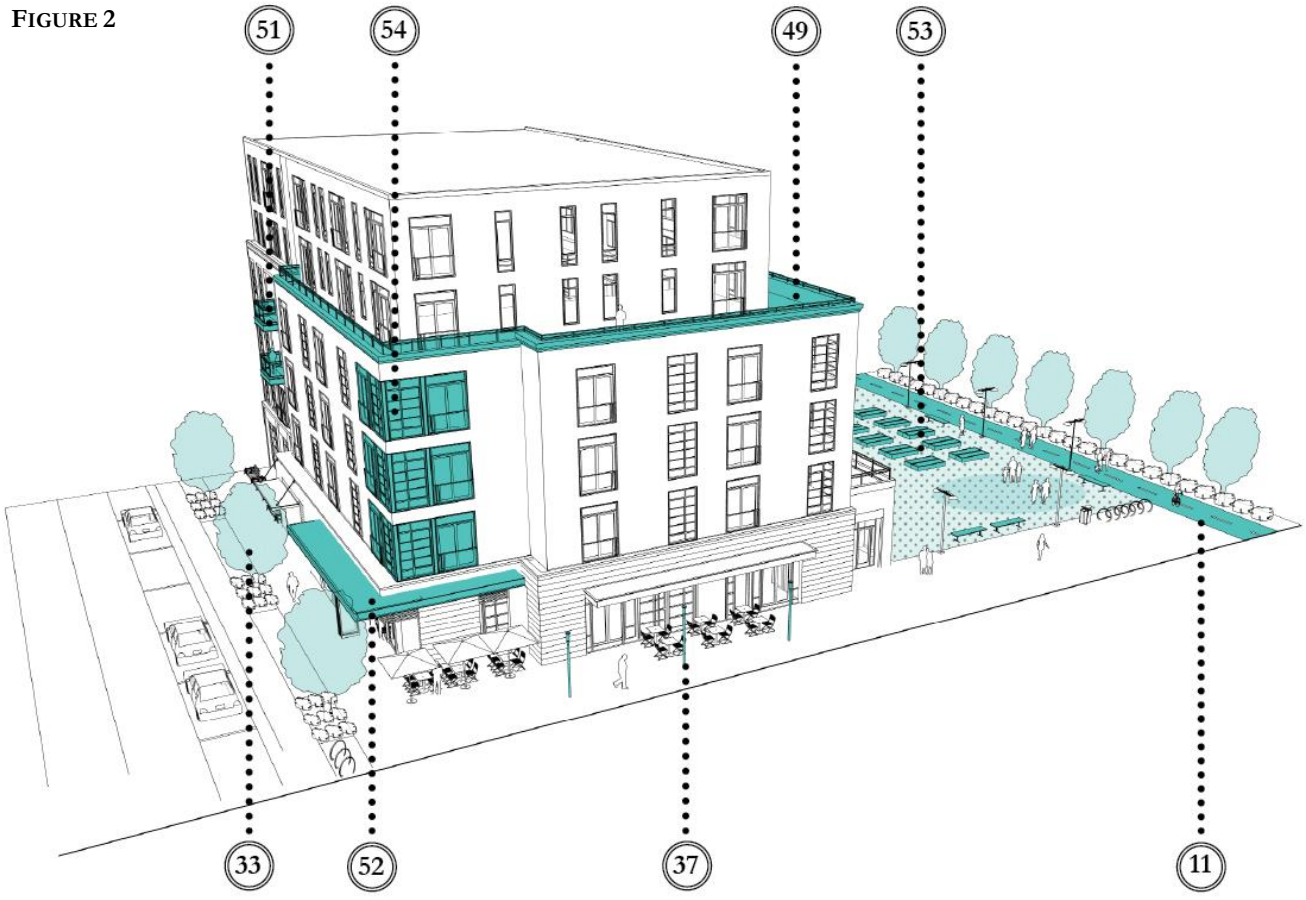
29. Encourage the use of a street wall on all streets to promote a sense of place and urban format.
30. Encourage patios within streetscapes to promote interaction and a lively public realm.
31. Consider the extension of patios onto public right-of-ways, where included within the frontage zone, to support active streetscapes.
32. Encourage the use of pedestrian infrastructure such as boulevard trees, pedestrian scaled lighting, street furniture and litter receptacles within the furnishing zone of all internal private street to promote an active and robust public realm.
33. Require the use of pedestrian infrastructure such as boulevard trees, pedestrian scaled lighting, street furniture and litter receptacles within the furnishing zone of all public streets to ensure an active and robust public realm.
34. Require that loading and waste storage areas are screened from street view and active transportation infrastructure connections to ensure a positive pedestrian experience.
35. Encourage the use of underground solid waste disposal systems for all developments to promote reduced odour and an attractive environment.
36. Encourage the use of transparency along the major pedestrian frontage zone and active frontage areas to promote a lively streetscape.
37. Require that high traffic pedestrian areas include human scale pedestrian lighting to ensure safety and comfort of users.
38. Encourage a street width to building height ratio of no more than 1:4 to promote a human scale urban environment.
39. Encourage a street width to building height ratio of no less than 1:1 to promote a human scale urban environment.
40. Encourage an active transportation to building height ratio of no more than 1:6 to promote safety and comfort for pedestrians.

### Built Form

41. Require that redevelopment result in intensification to ensure compact development.
42. Require that the overall redevelopment of Centre in the Park aspires to 100 dwelling units per net residential hectare to ensure that the regional centres aspirational density target is achieved.
43. Encourage redevelopment to utilize the opportunities for increased heights within the area to promote the achievement of regional density targets.
44. Encourage residential development to have a mixture of different unit sizes to promote a community for all ages, incomes and abilities.
45. Require a sun shadow study be provided for all buildings over 14.5 m to ensure shadowing of open spaces and existing developments is minimized.
46. Require heights in accordance with the maximums identified in Map 12: Height Maximums to ensure a comfortable human scale.
47. Consider heights above 20 m within the 20 m height zones, where community housing units are provided, and the additional height does not compromise the objectives and policies of the policy area, to support a sub-regional level of service.

48. Require that sites incorporate the following key principles of Crime Prevention Through Environmental Design (CPTED) to ensure a safe and comfortable built environment:
    a. Clear distinction between the public and private realms;
    b. Clear sight lines along public pathways and in public spaces;
    c. Opportunities for natural surveillance of lanes, sidewalks, streets, and other public spaces;
    d. Provision of adequate pedestrian lighting on cycling routes, vehicle parking areas, and other public spaces to enhance security; to promote improved visibility and conservation of the night-time environment;
    e. Clear views from streets to pathways, open spaces or car parking areas are maintained; and
    f. Buildings are oriented towards transit controlled locations to improve safety.
49. Require transitions be provided between Centre in the Park and other neighbourhoods through mechanisms such as changes in height or stepbacks to ensure uses are compatible.
50. Require large scale uses to have an urban format, with the façade articulated in regular intervals to ensure interest and rhythm along streetscapes and human scale development.
51. Encourage the use of elements such as balconies, rounded corners and stepbacks to promote the mitigation of wind and provide visual variation.
52. Encourage that the design of buildings account for seasonal conditions by using the following winter design techniques to promote safety and comfort though all seasons:
    a. Seamless grade transitions;
    b. Covered entrances; and
    c. Warm materials such as wood and brick, vibrantly colored accents or colored lighting.
53. Encourage that where buildings front onto open spaces they orient towards them to promote eyes on the street.
54. Encourage that buildings are oriented to maximize the benefit of sunlight in the winter months to promote natural thermal efficiencies and comfortable pedestrian realm in all four seasons.

**FIGURE 2**



# 4.2 Mobility

Connectivity is a fundamental element in any community. The existing development within Centre in the Park will continue to transform into a compact urban centre that is well connected internally as well as with the surrounding community and is highly accessible by multiple modes of travel. The focus is on providing safe pedestrian, cycling and vehicular modes of travel as well as efficient transit, and easily navigable open spaces. The Centre in the Park street network should be safe, attractive and designed to encourage residents and visitors to walk or cycle. The street design provides active streets and enables transportation choice. The implementation of streetscape improvements, the addition of pedestrian and bicycle linkages, and the elimination of visual and physical barriers will facilitate the unification of the area.

In accordance with the Centre in the Park Transportation Master Plan, this Area Redevelopment Plan has examined the existing network for connectivity and makes recommendations to improve safety, connectivity and efficiency for all modes of travel. Four general street types have been created to classify existing and new street types within the Area Redevelopment Plan and are identified in Map 4: Street Network. For existing streets within Centre in the Park, the revised street types retain the existing right-of-way, but the space within the right-of-way has been reallocated to change the character of the street and prioritize the movements of people walking, cycling, and taking transit, to align with the goals and objectives of this Area Redevelopment Plan. New streets within the Area Redevelopment Plan have also been identified and right-of-ways for those streets have been minimized where possible, while providing the necessary facilities.

## GOAL

The CITP ARP will provide for balanced transportation infrastructure which serves all types of transportation modes and users.

## OBJECTIVES:

The Centre in the Park ARP will ensure:

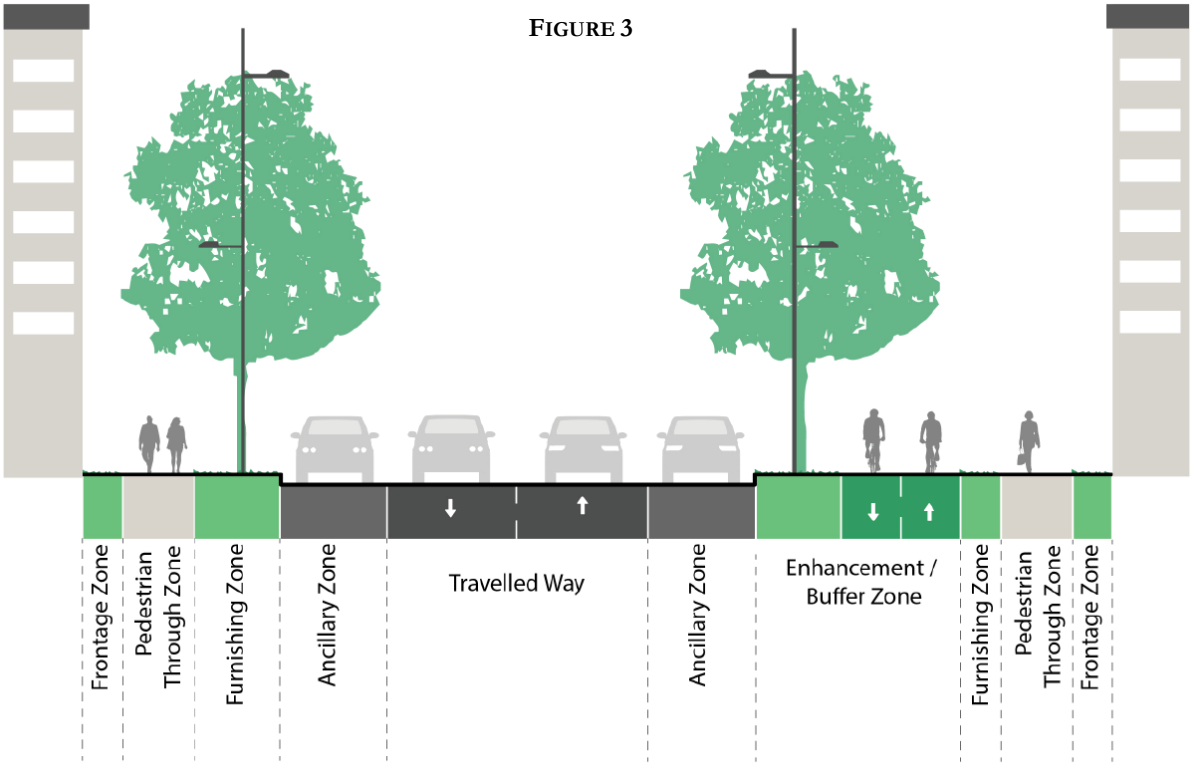
1. the creation of a safe and vibrant complete **street network**;
2. a connected **active transportation network**;
3. increased **transit** connections and options; and
4. **parking** forms that support pedestrian-oriented design.

## POLICIES

### Street Network

1. Require that public street renewal projects align with the principles and intent of cross-sections within the Centre in the Park Transportation Master Plan to ensure safe and connected streets.
2. Require that streets are designed to accommodate all users to ensure opportunities for transportation choice.
3. Require that street cross-sections are selected based on context to ensure compatibility.
4. Require designated cycling facilities within the enhancement/buffer zone on higher speed, higher volume streets to ensure conflicts are minimized.
5. Encourage designated cycling facilities within the enhancement/buffer zone on all public streets to promote the reduction of conflicts between street users.
6. Consider active transportation infrastructure that is multi-use in areas without direct building frontage or on low speed, low traffic streets to support context based infrastructure.
7. Require that streets with abutting active uses contain a frontage zone, pedestrian through zone and furnishing zone to ensure a walkable public realm.
8. Encourage that streets with abutting active uses contain an ancillary zone in addition to a frontage zone, pedestrian through zone and furnishing zone to promote flexible spaces.
9. Require that streets without abutting active uses contain a pedestrian through zone and a furnishing zone abutting the frontage to ensure a walkable public realm.
10. Encourage that streets without abutting active uses include a frontage zone and ancillary zone in addition to the pedestrian through zone and furnishing zone to promote flexible spaces.
11. Require that the cross-sections for Sherwood Drive and Granada Boulevard have no more or less than two through lanes in each direction to ensure a reduced crossing length while maintaining traffic flows.
12. Require that a portion of the existing travelled way of Sherwood Drive and

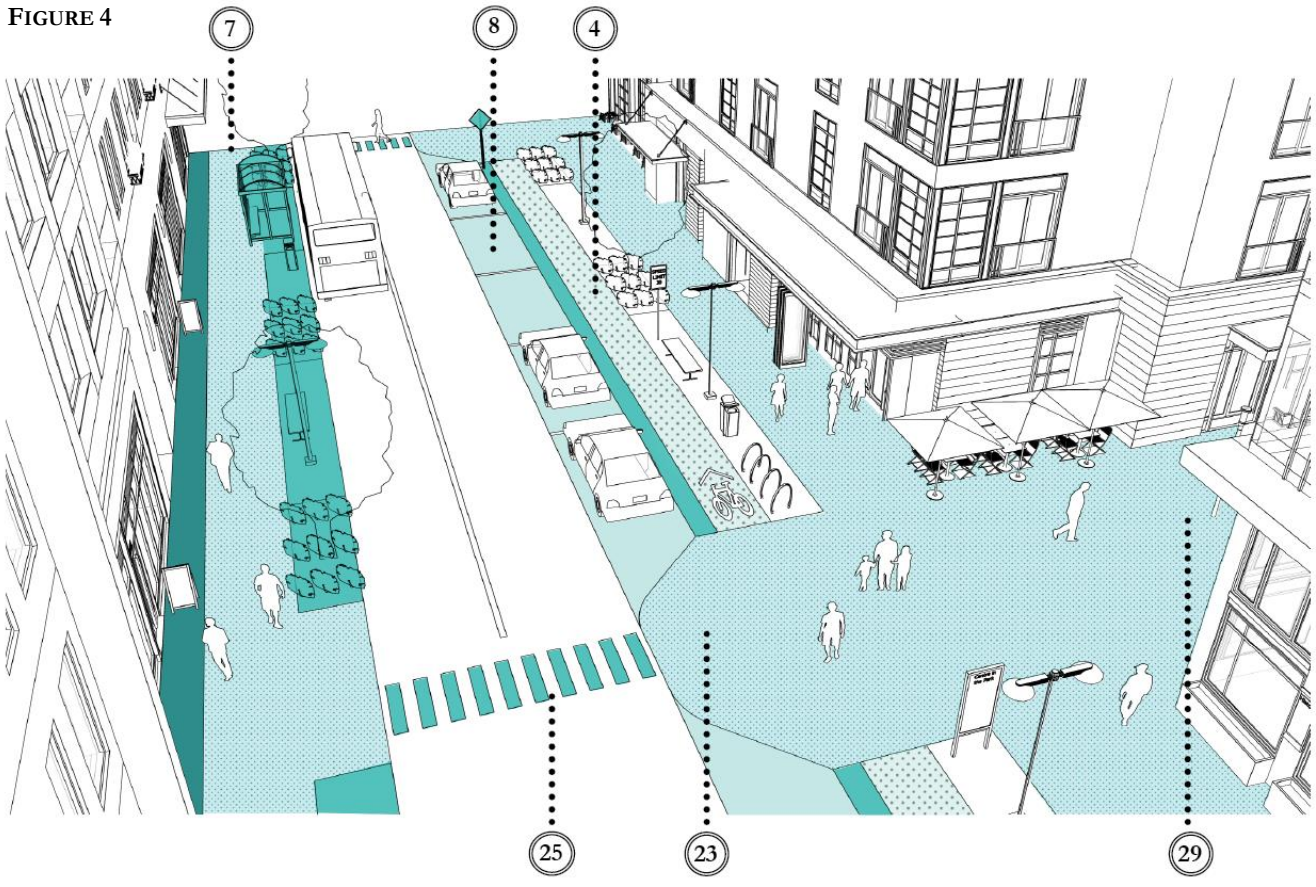
**FIGURE 3**



Granada Boulevard be reclaimed for pedestrians and cyclists to ensure that the corridor is established as a main street arterial.

13. Require that right-of-ways do not include service roads to ensure that buildings have the ability to front directly onto the street.
14. Require a reduction of traffic speeds to between 30-50 km/h, dependent on street context, to ensure improved safety outcomes.
15. Require streets to form part of the active transportation network to ensure connections throughout all policy areas.
16. Require that the design and location of crosswalks prioritizes the safety and comfort of pedestrians to ensure all ages and abilities are accommodated.
17. Require the completion of a corridor design for the portion of Sherwood Drive and Granada Boulevard that falls within the Centre in the Park Area Redevelopment Plan to ensure the integration of area specific standards into the Design and Construction Standards.
18. Require improved and increased crossings at intersections and high pedestrian locations to ensure pedestrian-vehicle safety.
19. Encourage that a gridded network with short block lengths be integrated into policy areas, through the establishment of internal private streets, to promote improved connectivity for people walking and cycling.
20. Require that vehicular access points are placed and designed to minimize impacts to the pedestrian environment to ensure a positive pedestrian experience.
21. Consider the removal of vehicular access points where they are not required for circulation to support pedestrian safety.
22. Require that the placement of new development enables convenient pedestrian and vehicular connections through internal sites to ensure comprehensive connectivity.
23. Encourage the implementation of traffic calming measures such as, but not limited to, pedestrian islands, raised intersections and curb extensions throughout the area to promote pedestrian safety.
24. Encourage additional crosswalks connecting major active transportation infrastructure

**FIGURE 4**



connections to destinations within the area to promote pedestrian-oriented environments.

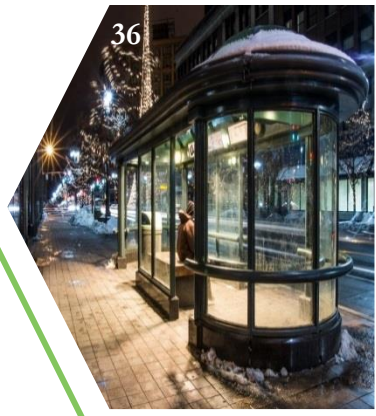
25. Encourage midblock crosswalks connecting high volume pedestrian routes, where combined with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks to promote pedestrian-oriented design.
26. Encourage that pedestrian crossings are accessible with smooth, slip resistant surfaces to promote the safety and comfort of all ages and abilities.

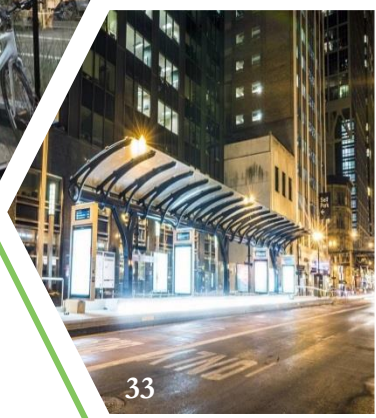
## Active Transportation Network

27. Encourage the form of active transportation infrastructure to be consistent with the Centre in the Park Transportation Master Plan to promote connectivity within the area.
28. Require the integration of active transportation infrastructure connections as identified in Map 6: Active Transportation Network to ensure connectivity.
29. Encourage that sites provide pedestrian infrastructure connections that are publicly accessible between all buildings to promote connectivity of sites.
30. Require clearly marked crossings where active transportation infrastructure requires a connection across an internal private street or vehicular access point to ensure potential conflicts between users are minimized.
31. Encourage the integration of a bike share program into the area to promote active transportation.
32. Require that open spaces connect to each other through active transportation infrastructure to ensure a connected open space network.

## Transit

33. Encourage an on-street, at grade transit transfer facility to be located with direct access off Sherwood Drive to promote the use of transit within the area.
34. Consider the shared use of Strathcona County transit facilities with the area school boards, where efficiencies can be realized, to support efficient use of land and infrastructure.
35. Require direct connections to existing transit facilities in Sherwood Park to ensure transit opportunities are provided locally and regionally.
36. Encourage the use of covered transit stops that are well lit to promote the use of transit through all four seasons.
37. Require that transit stops are accessible by active transportation, with direct connections, to ensure accessibility.





38. Consider the integration of transit stops on internal private streets, where they serve a primary destination within the area, to support the increased availability of transit.
39. Encourage the use of dynamic transit to promote alternative transit options.
40. Require the provision of passenger waiting areas at transit controlled locations that do not impede the flow of pedestrians, cyclists or vehicles to ensure the comfort and safety of all street users.
41. Require that the design of transit controlled locations maintain both the safety and efficient movement of all street users to ensure complete and accessible transportation networks.

## Parking

42. Require bicycle parking for all new developments to ensure the accommodation of active transportation.
43. Encourage bicycle storage rooms in all developments to promote cycling in the area.
44. Encourage parking within the ancillary zone of all streets to promote retail prosperity.
45. Require the integration of on-street parking or flex space within the ancillary zone, adjacent to the major pedestrian frontage zone, to ensure access to commercial or community services and protection of pedestrians.
46. Consider metered parking and paid parking where demand for parking exceeds supply to support alternative transportation modes.
47. Require that new residential parking for apartment style housing is accommodated on-street, underground or within a stacked parking structure to ensure pedestrian-oriented design.
48. Consider integrated garages for row housing or town housing residential developments to support housing diversity.
49. Encourage that new commercial and community service parking is accommodated on-street, underground or within a stacked parking structure to promote pedestrian-oriented design.
50. Require the ground floor of stacked parking structures for commercial or community service uses to be masked with commercial or community uses to ensure active, pedestrian friendly development.
51. Require stacked parking structures for commercial or public service uses to be shielded from street view above the ground floor through screening, orientation, masking or design to ensure that they contribute to the urban form.
52. Require stacked parking structures for residential uses to be to be fully masked with commercial, residential or community uses to ensure active pedestrian friendly development.

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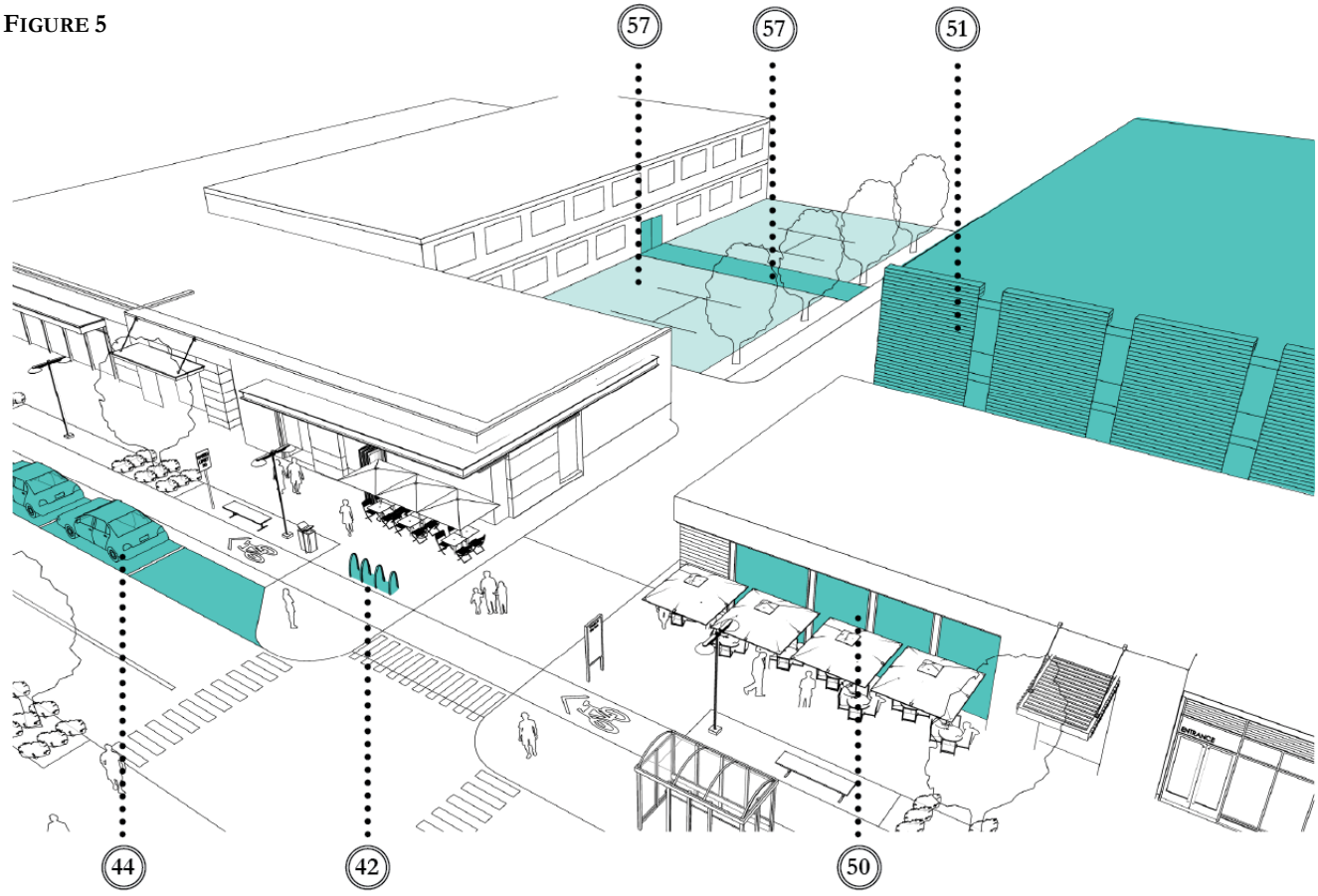
53. Require that entrances to underground or stacked parking structures are integrated into buildings and strategically placed to minimize the impact to pedestrians to ensure that connectivity is not impeded.
54. Encourage that existing surface parking lots are eliminated through infill with buildings, underground parking structures, stacked parking structures or internal private streets to promote intensification.
55. Consider the conversion of on-street parking to parklets or seating areas for seasonal or special event use to support gathering spaces and social interaction.
56. Encourage the use of seasonal, designated scooter and motorcycle parking stalls on streets to promote the increased overall capacity of on-street parking.
57. Require new or remaining surface parking to be used only for commercial or public service uses and be designed consistent with the following to ensure walkability:
    a. Surface parking lots are located at the interior of buildings or interior of sites;
    b. Surface parking lots are not placed abutting or parallel to the major pedestrian frontage zones;
    c. Surface parking lots are designed in smaller clusters, separated by landscaped areas, public spaces or buildings; Accesses to surface parking lots are designed to minimize the interruption of pedestrian connectivity;
    d. Surface parking lots incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    e. Surface parking lots connect active transportation infrastructure safely and efficiently through the site and to transit controlled locations.
58. Encourage the incorporation of car sharing and electric charging stations for on-street and on-site parking to promote inclusive transportation options.
59. Consider the use of reserved, time specific on-street food truck parking spaces adjacent or in close proximity to areas of significant employment to support active frontages.
60. Encourage entrances to parking structures and integrated garages to be placed in a lane to promote pedestrian-oriented design.
61. Encourage shared parking to promote efficient use of land.

**FIGURE 5**



# 4.3 Infrastructure

Urban water, sanitary and wastewater servicing is available within Centre in the Park. As additional areas redevelop with higher densities, upgrades to existing systems will be required. Where possible, opportunities for low impact development will be explored as well as opportunities for alternative energy systems.

## GOAL

The Centre in the Park ARP will provide efficient development of infrastructure to support development as it densifies.

## OBJECTIVES:

The Centre in the Park ARP will ensure:

1. the efficient utilization of **water servicing** and **wastewater servicing**;
2. that **stormwater management** is effective and considers low impact development best management practices; and
3. the integration of sustainable **energy and green infrastructure.**

## POLICIES:

### Water Servicing

1. Require water servicing to be provided to an urban standard acceptable to the County to ensure viability of redevelopment.
2. Require redevelopments to upgrade or pay for upgrades to water servicing as needed, to ensure proper water flows and pressure.

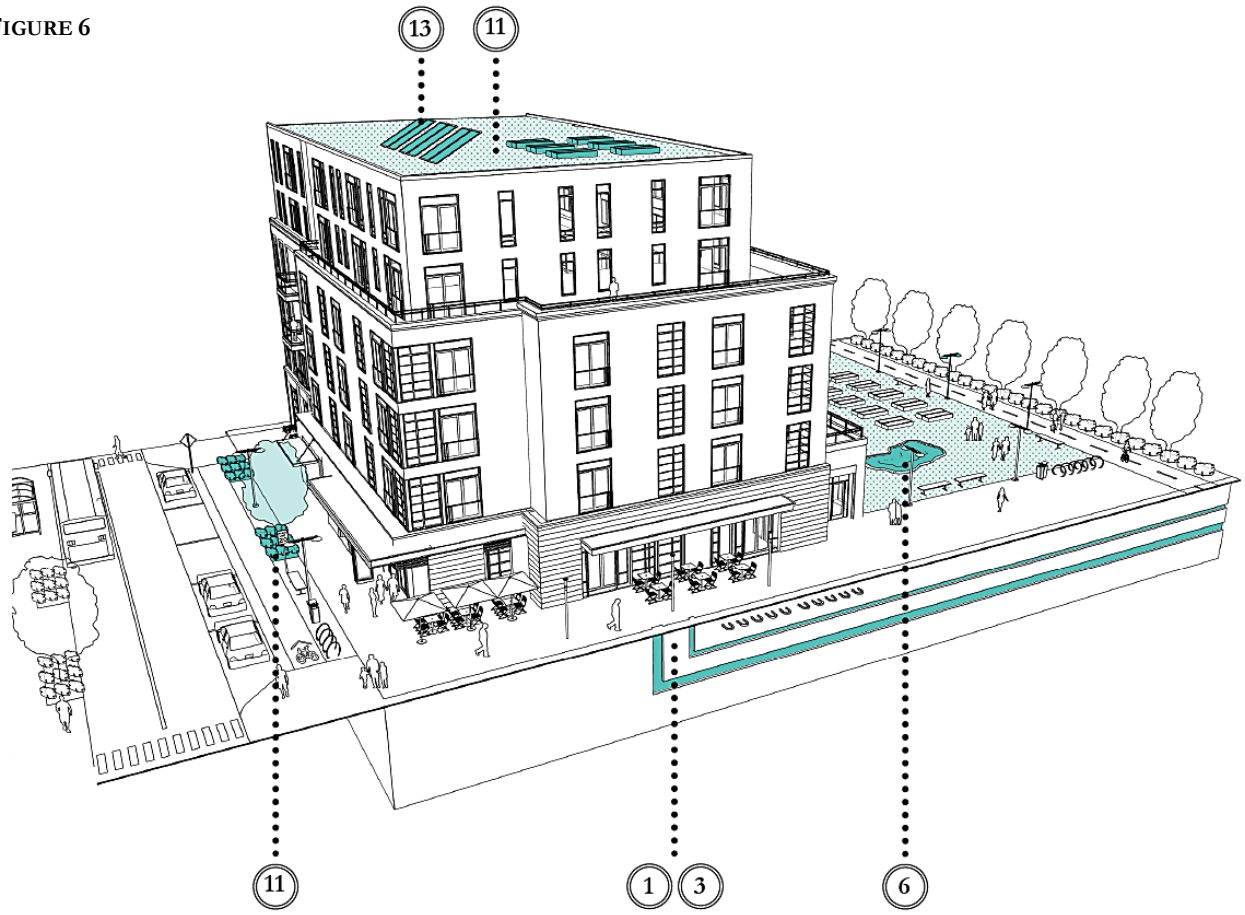
### Wastewater Servicing

3. Require wastewater servicing to be provided to an urban standard acceptable to the County to ensure viability of redevelopment.
4. Require redevelopments to upgrade or pay for upgrades to sanitary servicing as needed, to ensure proper sanitary flows.

### Stormwater Management

5. Require that additional stormwater flows created through redevelopment are retained onsite to ensure proper management of stormwater within the area.
6. Require stormwater management facilities to be integrated with the overall open space network to ensure activation and access to these facilities.

**FIGURE 6**



7. Require stormwater management facilities to be developed at a full urban standard to ensure efficient and effective delivery of services.
8. Require stormwater capacity for non-potable water irrigation for Broadmoor Public Golf Course, Broadmoor Lake Sports Fields, Prairie Walk, and the Strathcona County Community Centre to ensure reuse of water where possible.
9. Require naturalized planting along shorelines to mimic natural wetlands typical to Strathcona County to ensure ecosystem protection.
10. Encourage low impact development practices be utilized in the design of stormwater management facilities to promote additional stormwater infiltration, filtering, and storage.
11. Encourage that low impact development practices such as permeable surfaces, rain gardens and green roofs be integrated into developments to promote reduced runoff from paved surfaces.
12. Require that site planning surrounding stormwater management facilities establish a shoreline width for naturalization to ensure aesthetic expectations are met and erosion, sediment and pollutants are managed.

### Energy and Green Infrastructure

13. Encourage alternative energy systems to promote environmentally sustainable options and reduce emissions.
14. Encourage new development to encompass green building techniques to promote healthier indoor environments and green buildings.
15. Encourage new connections to the existing District Energy System to promote efficient use of existing infrastructure.
16. Encourage building orientation to facilitate solar warming and optimize energy efficiency to promote sustainable building development and reduced energy consumption and emissions.
17. Encourage landscaping to reduce energy demand, through methods such as, trees acting as wind breaks and creating canopies along active transportation infrastructure, to promote sustainable design of public spaces.
18. Encourage opportunities for energy efficient (e.g. LED) street lighting systems to promote the long-term health of neighbourhoods.
19. Encourage the use of energy efficient lighting and implementation of dark sky measures to promote improved visibility and conservation of the night-time environment.
20. Consider the reuse of graywater in accordance with provincial regulation to support reduced water consumption.

# Section 5

## POLICY AREAS

The developable land within the plan area has been divided into policy areas, as indicated in Figure 3: Land Use Concept. Each policy area defines a distinct character through policies for composition, site design, building design, and public realm. Policy within this section should be referred to in conjunction with the policies of the general section which are applicable to all policy areas.

# 5.1 Main Street Policy Area

The Main Street Policy Area is intended to develop as a street-oriented, mixed-use activity node that serves as both a central gathering place within the area as well as a gateway to the rest of the plan area. The intent for this area is a pedestrian-oriented main street, with commercial fronting Sherwood Drive and opportunities for medium to high density residential development above the ground floor or within larger development areas.

The design of buildings and public spaces in the Main Street Policy Area should set the tone for development within the centre, particularly at the intersection of Sherwood Drive and Granada Boulevard. The public spaces and pedestrian environments should be inviting and of high design quality. The use of cohesive design elements is encouraged throughout the policy area. Buildings should be optimally integrated with their surroundings and the main entrances should be oriented towards the public street frontage. Secondary building entrances and design details should also be considered where buildings front onto a main street and an internal street.

## GOAL

The Main Street Policy Area is at the heart of the Centre in the Park area and will consist of higher densities with a focus on the provision of dense, mixed-use development, oriented toward the major pedestrian frontage zone.

## OBJECTIVES:

The Main Street Policy Area will ensure that developments:

1. Increase **density** through infill and redevelopment;
2. **Diversify** the land use composition through street-oriented mixed-use buildings; and
3. Enhance urban **design** and character by creating a main street focused around the intersection of Sherwood Drive and Granada Boulevard.

## POLICIES:

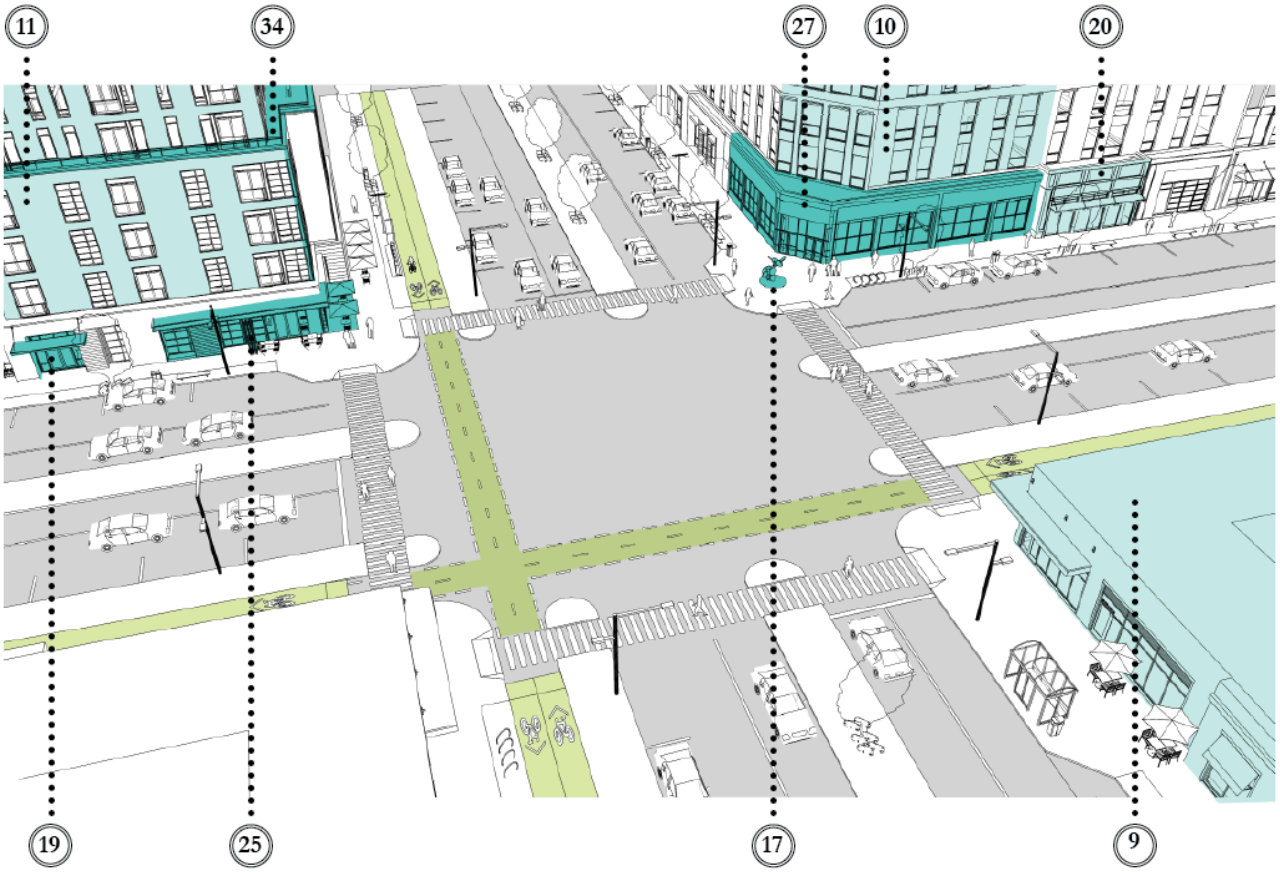
### Density

1. Require redevelopment to result in intensification to ensure compact development.
2. Encourage a minimum overall density of 140 people plus jobs per gross hectare for the policy area to promote transit-oriented development.
3. Encourage a minimum overall residential density of 115 dwelling units per net residential hectare for the policy area to promote achieving the aspirational regional density target of 100 dwelling units per net residential hectare for urban centres.
4. Encourage infill development of existing surface parking lots to promote intensification.
5. Encourage existing buildings to redevelop at higher densities to promote revitalization and intensification.

### Diversity (Land Use Composition)

6. Encourage a range of commercial and community services throughout the policy area, within standalone or mixed-use buildings, to promote services which meet the needs of a diverse range of people.
7. Encourage high density residential with a range of unit types to promote a community for a variety of incomes, ages and abilities.
8. Consider medium density residential where in the form of an apartment to support variety and transitions in scale.
9. Require active uses, such as commercial or community services on the ground floor of buildings along the major pedestrian frontage zone to ensure the creation of a main street.
10. Encourage residential, commercial services or community services above the ground floor of buildings to promote 24/7 activity.

**FIGURE 7**



11. Encourage residential uses within mixed-use buildings to promote increased residential densities.
12. Consider standalone residential buildings or residential uses on the ground floor of buildings where they do not front onto the major pedestrian frontage zones to support increasing residential densities within Centre in the Park.
13. Consider adaptive reuse or the alteration of existing buildings that would work towards the achievement of the policies within this section or the general policy section of this plan to support efficient development.
14. Encourage the provision of community services adjacent to educational facilities to promote synergies with the school site.
15. Encourage the provision of integrated gathering areas throughout the policy area to promote social interactions.
16. Encourage the provision of community housing and seniors housing to promote a sub-regional level of service.

## Design

### *Orientation and Interface*

17. Require landmark features, such as public art, water features or entrance features, where Sherwood Drive intersects with Granada Boulevard and Festival Way to ensure the establishment of the intersection as the focal point of the community.
18. Require main street arterials to contain a major pedestrian frontage zone, as shown on Map 2: Overall and Map 11: Zones, to ensure the creation of a downtown core.
19. Require windows at grade adjacent to the major pedestrian frontage zone and streets to ensure activation of streets and improved safety.
20. Encourage that buildings abutting the major pedestrian frontage zone are clad in higher-quality materials such as brick or glass at street level to promote visual interest.
21. Encourage the screening or shielding of storage and parking areas through the renovation of existing facilities to promote an active and attractive streetscape.
22. Require that new storage areas and parking are shielded from the street view to ensure an active and attractive streetscape.
23. Require setbacks adjacent to lower density development to ensure compatibility and transitioning.
24. Encourage new buildings to be built with a zero setback from arterial streets and internal private streets to promote a continuous street wall.
25. Require buildings adjacent to the major pedestrian frontage zone to have clearly articulated building entrances that are oriented towards streets and the major pedestrian frontage zone to ensure active frontages.
26. Consider setbacks from arterial streets and internal private streets in the following instances to support social interaction and accessibility:
    a. To accommodate integrated gathering areas;
    b. For seating or patios;
    c. To accommodate bicycle parking; or
    d. For accessibility features such as way finding.
27. Require that buildings located on corner sites provide active frontages in one or more of the following forms to ensure consistent character and design:
    a. Entrances on both adjacent streets;
    b. Rounded or diagonal corners; or
    c. A corner entrance.
28. Encourage that new buildings provide entrances and transparency towards greenways, open areas and integrated gathering areas to promote relationships with open spaces and other uses.
29. Encourage integrated gathering areas or active transportation infrastructure between buildings and greenways to promote compatibility and transitioning.

*Scale*

30. Encourage that heights of new buildings be constructed to the maximums outlined within Map 12: Maximum Heights to promote compact development and achievement of the regional density target.
31. Consider heights over the maximums outlined within Map 12: Maximum Heights, up to a maximum of 40 metres in height where community housing is provided within the building to support this vital housing form.
32. Require that buildings be multi-storey or have the appearance of multiple storeys to ensure cohesive development scales.
33. Encourage the use of stepbacks adjacent to streets, integrated gathering areas, active transportation infrastructure connections, greenways and open areas to promote the transition of heights and minimize the impact of high density development on the public realm.
34. Require the use of stepbacks adjacent to the major pedestrian frontage zone to ensure a human scaled main street.
35. Require a maximum width to height ratio of 1:6 for internal private streets and active transportation infrastructure connections to abutting buildings to ensure a comfortable and safe pedestrian experience.
36. Require that building lengths accommodate frequent active transportation infrastructure connections between blocks to ensure connectivity.
37. Require active transportation infrastructure connections to the interior of sites at regular intervals to ensure efficient and convenient access to destinations.

*Access*

38. Require an active transportation infrastructure connection from Sandpiper Greenway to Sherwood Drive and the Strathcona County Community Centre through private sites to ensure connectivity.
39. Require additional active transportation infrastructure connections from Sherwood Drive to Granada Boulevard through private sites to ensure connectivity.
40. Require frequent active transportation infrastructure connections between blocks to ensure connectivity.
41. Encourage an on-street, at grade transit transfer facility be located near or within the Main Street Policy Area to promote efficient and accessible transit.
42. Require that the major pedestrian frontage zone provides separate facilities for cyclists within the pedestrian through zone to ensure pedestrian and cyclist conflict is reduced.

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43. Require that public streets abutting the major pedestrian frontage zone include a frontage zone, pedestrian through zone, furnishing zone and ancillary zone in addition to vehicular through zones to ensure the creation of a main street within the policy area.
44. Require a grid street pattern with short block lengths for internal private streets to ensure direct pedestrian and vehicular connections.
45. Require that intersections on public streets connect to internal private streets to ensure the integration of a grid street pattern.
46. Require that vehicular accesses from public roadways connect directly to an internal private street to ensure the integration of a grid street pattern with short block lengths.
47. Require the use of pedestrian infrastructure such as boulevard trees, pedestrian scaled lighting, street furniture and litter receptacles within the furnishing zone of streets to ensure an active and robust public realm.

# 5.2 Urban Centre Policy Area

The Urban Centre Policy Area includes large areas of undeveloped and underdeveloped land and has the greatest potential for redevelopment within Centre in the Park. Future development will accommodate additional commercial uses at a larger scale than is allowed in the other policy areas within Centre in the Park. Medium and high density residential developments will be provided in both stand alone and mixed-use buildings to provide attainable housing options close to public amenities. This policy area has the greatest opportunity for high density development.

## GOAL

The Urban Centre Policy Area will be a high-density area with a commercial focus that provides opportunity for infill of surface parking and integrates existing development until such time as redevelopment occurs.

## OBJECTIVES:

The Urban Centre Policy Area will ensure that developments:

1. Increase **densities** through infill and redevelopment;
2. **Diversify** the land use composition through mixed-use sites; and
3. Enhance urban **design** and character through the creation of new active streetscapes.

## POLICIES:

### Density

1. Require redevelopment to result in intensification to ensure compact development.
2. Encourage a minimum overall residential density of 180 dwelling units per net residential hectare for the policy area to promote achieving the aspirational regional density target of 100 dwelling units per net residential hectare for urban centres.
3. Encourage infill development of existing surface parking lots to promote intensification.
4. Encourage existing buildings to redevelop at higher densities to promote revitalization and intensification.

### Diversity (Land Use Composition)

5. Encourage a range of commercial and community services throughout the policy area within standalone or mixed-use buildings to promote services which meet the needs of a diverse range of people.
6. Encourage high density residential with a range of unit types to promote a community for a variety of incomes, ages and abilities.
7. Consider medium density residential where in the form of apartments to support variety and transitions in scale.
8. Encourage active uses such as commercial retail or community services on the ground floor of buildings where there are active frontages on the opposing side of the street to promote a vibrant streetscape.
9. Consider residential uses on the ground floor of buildings where there are not active frontages on the opposing side of the street to support residential density targets.
10. Encourage residential, commercial or community service uses above the ground floor of buildings to promote 24/7 activity.
11. Consider adaptive reuse or the alteration of existing buildings that would work towards the achievement of the policies within this section or the general policy section of this plan to support efficient development.
12. Encourage that the existing pond area containing Eastgate Lake be expanded to the west as shown on Map 5: Open Space Concept as potential pond area expansion to promote increased usability and access to the area.
13. Require that an integrated gathering area be provided adjacent to Eastgate Lake as shown on Map 5: Open Space Concept as Potential Pond Area Expansion to ensure increased usability and access to the area.
14. Require the provision of an integrated gathering area located within the vicinity of the intersection of Oak Street and Sherwood Drive as shown on Map 5: Open Space Concept with a direct pedestrian and visual connection to Sherwood Drive to ensure access to open space.
15. Encourage the provision of integrated gathering areas throughout the policy area to promote social interactions.
16. Encourage the provision of community housing and seniors housing to promote a sub-regional level of service.

### Design

*Orientation and Interface*

17. Require clearly articulated building entrances oriented toward streets to ensure an active streetscape.
18. Encourage new buildings to be built with a zero setback from internal private streets and minimal setbacks from public streets to promote a continuous street wall.
19. Consider setbacks from arterial streets and internal private streets in the following instances to support social interaction and accessibility:
    a. To accommodate integrated gathering areas;
    b. For seating or patios;
    c. To accommodate bicycle parking; or

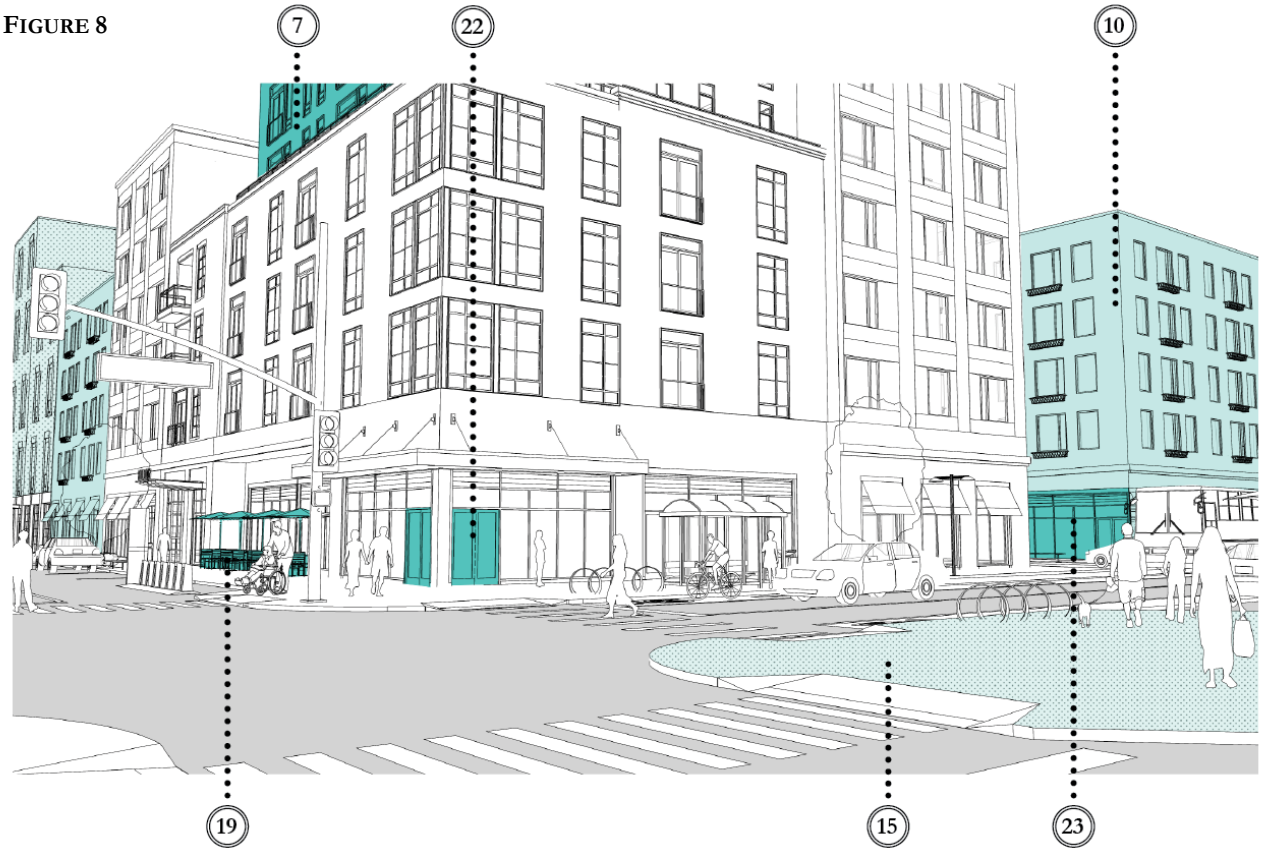
d. For accessibility features such as wayfinding.

20. Require setbacks from greenways, pond areas, Gatewood Boulevard, and the existing low density residential areas to ensure compatibility and transitioning.
21. Encourage treed boulevards, integrated gathering areas or active transportation infrastructure between buildings and greenways, pond areas, Gatewood Boulevard, and the existing low density residential areas to promote compatibility and transitioning.
22. Encourage active uses located on corner sites to provide active frontages in one or more of the following forms to promote the character of the area:
    a. Entrances on both adjacent streets;
    b. Rounded or diagonal corners; or
    c. A corner entrance.
23. Require windows at grade adjacent to streets to ensure activation of streets and improved safety.
24. Encourage the screening or shielding of storage and parking areas through the renovation of existing facilities to promote an active and attractive streetscape.
25. Require that new storage areas and parking are shielded from the street view to ensure an active and attractive streetscape.
26. Encourage entrances and transparency towards greenways, pond areas and integrated gathering areas for new buildings to promote relationships with the open space and other uses.

*Scale*

27. Encourage that heights of new buildings be constructed to the maximums outlined within Map 12: Maximum Heights to promote compact development and achievement of the regional density target.
28. Require that building be multi-storey or have the appearance of multiple storeys to ensure cohesive development scales which align with the design of a compact urban centre.
29. Encourage the use of stepbacks adjacent to streets, integrated gathering areas, active transportation infrastructure connections, greenways and pond areas to promote the transition of heights and minimize the impact of high density development on the public realm.

**FIGURE 8**



30. Require that transition zones accommodate heights consistent with low density forms to ensure appropriate transitions.
31. Require a maximum width to height ratio of 1:6 for internal private streets and active transportation infrastructure connections to abutting buildings to ensure a comfortable and safe pedestrian experience.
32. Require that building lengths accommodate frequent active transportation infrastructure connections between blocks to ensure connectivity.
33. Require active transportation infrastructure connections to the interior of sites at regular intervals to ensure efficient and convenient access to destinations.

*Access*

34. Require a north-south internal private street from Granada Boulevard to Gatewood Boulevard to ensure an internal grid street pattern is created.
35. Encourage that the north-south internal private street from Granada Boulevard to Gatewood Boulevard be established as a pedestrian-oriented commercial street with active frontages on both sides to promote activity and services.
36. Require two active transportation infrastructure connections from Granada Boulevard to Gatewood Boulevard through private sites as shown on Map 6: Active Transportation Network, one of which connects to Eastgate Lake, to ensure accessibility.
37. Encourage a pedestrian connection from Sherwood Drive to Georgian Way, through the existing mall facility to promote connectivity and accessibility.
38. Requires that the redesign of Sherwood Drive includes the removal of the existing service road to ensure that redevelopment has the opportunity for direct street frontage onto Sherwood Drive.
39. Require an active transportation connection from Sherwood Drive to the eastern greenway, through private sites, as shown on Map 6: Active Transportation Network to ensure connectivity.
40. Require frequent active transportation infrastructure connections between blocks to ensure connectivity.
41. Consider transit controlled locations on internal private streets at key destinations to support increased transit usage.
42. Require a grid street pattern with short block lengths for internal private streets to ensure direct pedestrian and vehicular connections.
43. Require that intersections on public streets connect to internal private streets to ensure the integration of a grid street pattern.
44. Require that vehicular accesses from public roadways connect directly to an internal private street to ensure the integration of a grid street pattern with short block lengths.
45. Require the use of pedestrian infrastructure such as boulevard trees, pedestrian scaled lighting, street furniture and litter receptacles within the furnishing zone of streets to ensure an active public realm.

# 5.3 Community Policy Area

The Community Policy Area will accommodate mixed-use development with a focus on residential and community-oriented commercial services. This includes medium and high density residential, community commercial, and limited office uses. The focus of this policy area is to foster activity within a residential community.

## GOAL

The Community Policy Area will provide opportunities for residential uses and supportive commercial and community services that meet the daily needs of residents.

## OBJECTIVES:

The Community Policy Area will ensure that developments:

1. Aspire to increased **densities** through infill and redevelopment;
2. **Diversify** the land use composition through residential development with supportive commercial and community services; and
3. Enhance urban **design** and character through the creation of new residential streetscapes.

## POLICIES:

### Density

1. Require redevelopment to result in intensification to ensure compact development.
2. Encourage a minimum overall residential density of 90 dwelling units per net residential hectare for this policy area to promote achieving the aspirational regional density target of 100 dwelling units per net residential hectare for urban centres.
3. Encourage infill development of existing vacant areas and surface parking lots to promote intensification.
4. Encourage existing buildings to redevelop at higher densities to promote revitalization and intensification.

### Diversity (Land Use Composition)

5. Encourage high density and medium density residential in apartment style housing with a range of unit types to promote a community for a variety of incomes, ages and abilities.
6. Encourage that ground floor residential or open space is provided directly abutting areas containing single family dwellings to promote an appropriate transition of uses.
7. Encourage medium and high density residential to promote increased population density and diversification of the area.
8. Consider commercial and community services where they are small unit sizes primarily servicing local residents to support daily needs.
9. Consider adaptive reuse or the alteration of existing buildings that would work towards the achievement of the policies within this section or the general policy section of this plan to support efficient development.
10. Require the provision of an integrated gathering area located within the Community Policy Area bounded by Georgian Way and Gatewood Boulevard as shown on Map 5: Open Space Concept to ensure convenient access to gathering spaces by residents.
11. Encourage the provision of integrated gathering areas throughout the policy area to promote social interactions.
12. Encourage the provision of community housing and seniors housing to promote a sub-regional level of service.

### Design

*Orientation and Interface*

13. Require that setbacks are based on the context of street types and adjacent development to ensure appropriate transitions and consistency along streets.
14. Require that setbacks are minimized where buildings are oriented towards a street, pond area or integrated gathering area to ensure strong relationships between buildings, open spaces and streets.
15. Require clearly articulated building entrances oriented toward streets to ensure an active streetscape.
16. Encourage the future renovation of existing facilities to shield storage areas and parking from the street view to promote an active and attractive streetscape.
17. Encourage treed boulevards, integrated gathering areas or active transportation infrastructure between buildings and greenways, pond areas and the existing low density residential areas to promote compatibility and transitioning.
18. Encourage that new buildings provide entrances and transparency towards greenways, pond areas and integrated gathering areas to promote relationships with open spaces and other uses.

*Scale*

19. Encourage that heights of new buildings be constructed to the maximums outlined within Map 12: Maximum Heights to promote compact development and achievement of the regional density target.
20. Consider heights within 50% of the maximums outlined within Map 12:

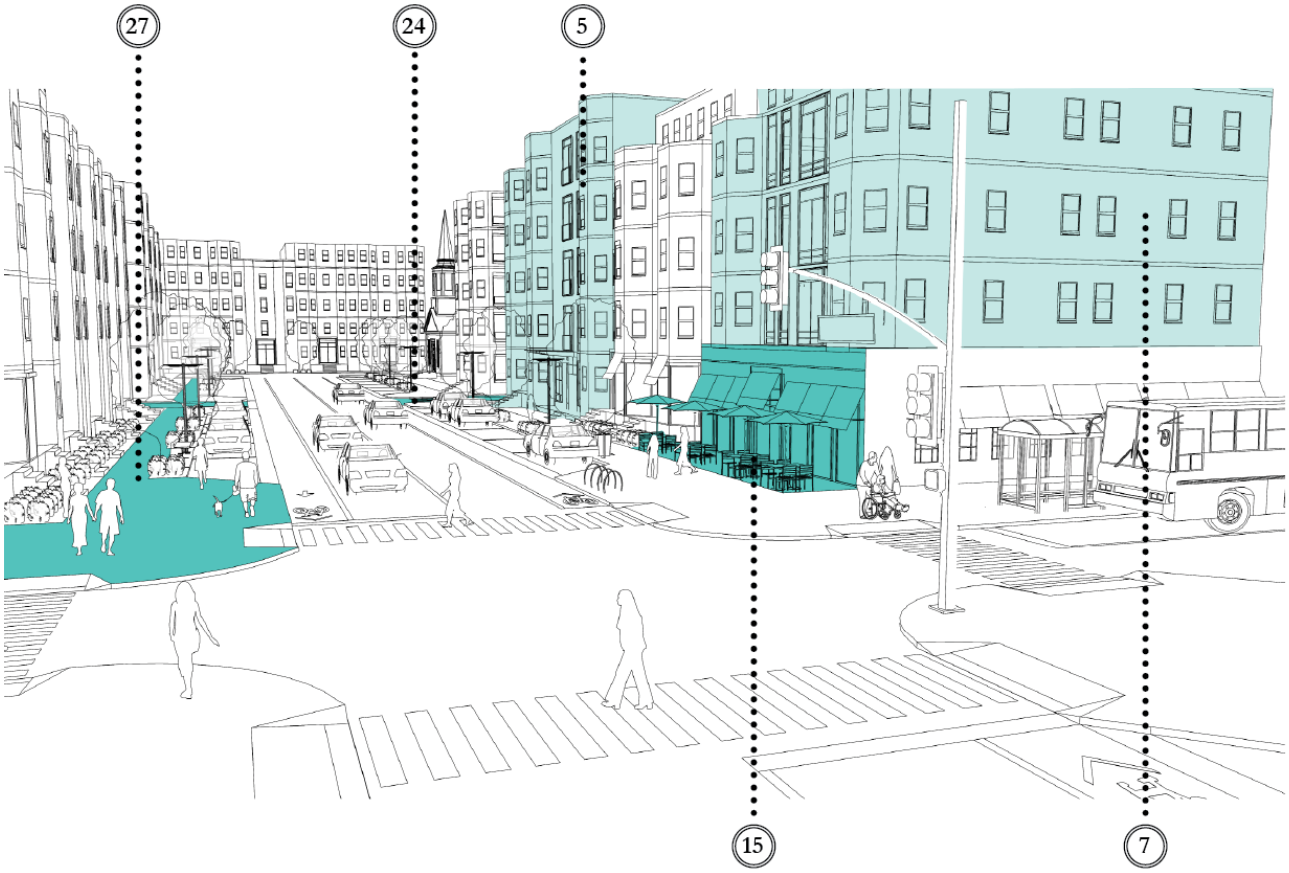
Maximum Heights to support visual variation and reduced shadowing.

21. Encourage the use of stepbacks adjacent to streets, integrated gathering areas, active transportation infrastructure connections, greenways and pond areas to promote the transition of heights and minimize the impact of high-density development on the public realm.
22. Require that transition zones accommodate heights consistent with low density forms to ensure appropriate transitions.
23. Require a maximum width to height ratio of 1:6 for internal private streets and active transportation infrastructure connections to abutting buildings to ensure a comfortable and safe pedestrian experience.
24. Require that building lengths accommodate frequent active transportation infrastructure connections between blocks to ensure connectivity.

*Access*

25. Require an active transportation connection from Georgian Way to the Urban Centre Policy Area as shown on Map 6: Active Transportation Network to ensure accessibility.
26. Require an active transportation connection from Brentwood Boulevard N. to Broadmoor Lake Park as shown on Map 6: Active Transportation Network to ensure access to the pond area.
27. Require frequent active transportation infrastructure connections between blocks to ensure connectivity.
28. Require that existing active transportation infrastructure connections to greenways and pond areas be maintained and enhanced to ensure transportation choice.
29. Require the use of pedestrian infrastructure such as boulevard trees, pedestrian scaled lighting, street furniture and litter receptacles within the furnishing zone of streets to ensure an active public realm.

**FIGURE 9**



# 5.4 Neighbourhood Policy Area

The Neighbourhood Policy Area is intended to continue to accommodate the existing low and medium density residential uses and limited complimentary commercial and community services, while providing opportunities for residential infill development that is sensitive to the scale and design of the existing neighbourhoods. This policy area will consist of primarily residential uses, with a focus on human scaled development that supports the surrounding mixed-use development.

## GOAL

The Neighbourhood Policy Area will provide a variety of low and medium residential with accessory live-work and home-based commercial services.

## OBJECTIVES:

The Neighbourhood Policy Area will ensure that developments:

1. Aspire to increased **densities** through redevelopment that is sensitive to the scale of existing development;
2. **Diversify** the land use composition through low and medium density residential forms and accessory commercial services; and
3. Enhance urban **design** and character through varied architecture and housing styles.

## Policies:

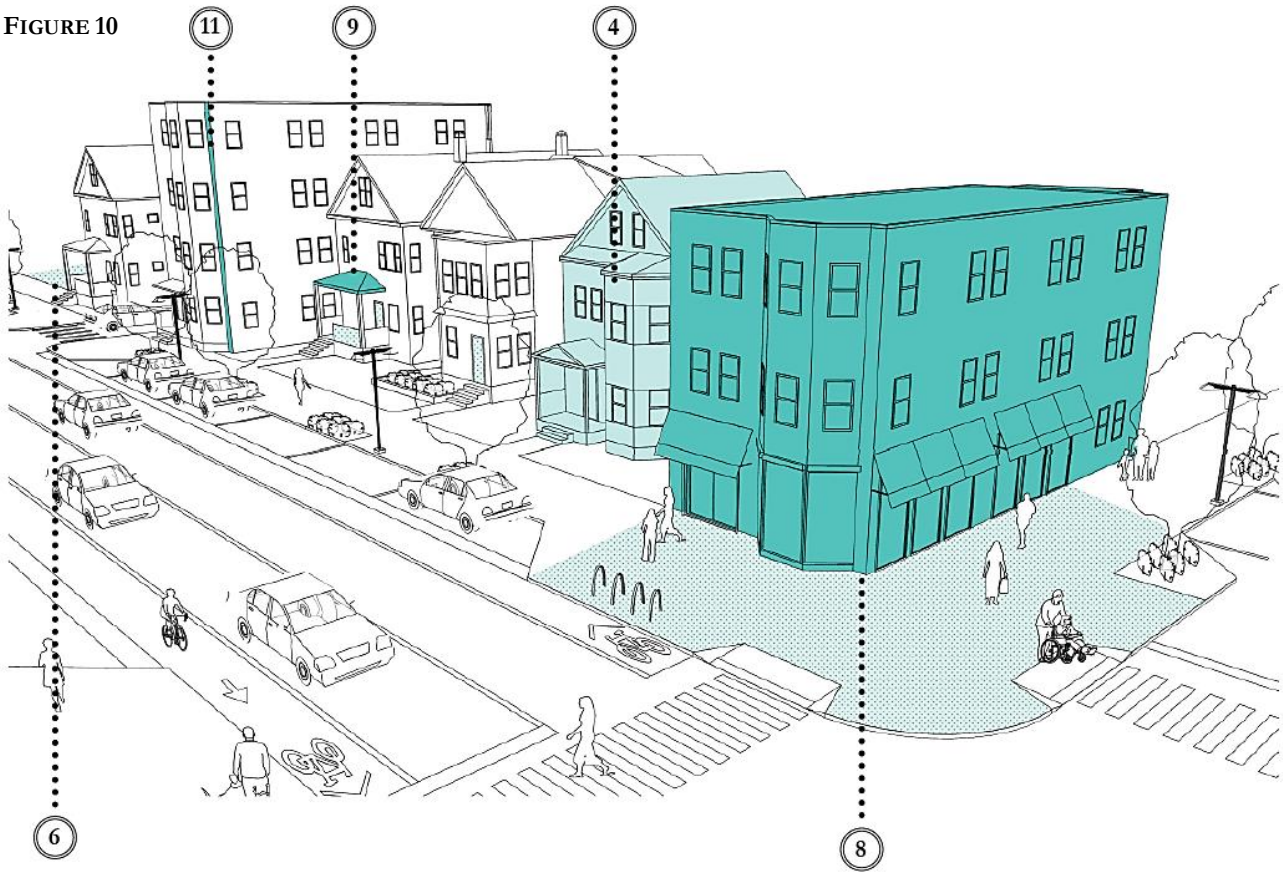
### Density

1. Encourage redevelopment to result in intensification to promote compact development.
2. Encourage a minimum overall residential density of 35 dwelling units per net residential hectare for the policy area to promote achieving the aspirational regional density target of 100 dwelling units per net residential hectare for urban centres.

### Diversity (Land Use Composition)

3. Require new development to be at a scale sensitive to adjacent development to ensure a reduced impact to existing development.
4. Encourage residential redevelopment in the form of townhouses, row houses and stacked townhouses to promote gradual increases in density.
5. Encourage the development of new live-work units, where fronting onto a public street, to promote a diverse mix of uses.
6. Encourage the addition of integrated gathering areas to promote social interaction.
7. Encourage the provision of community housing and seniors housing to promote a sub-regional level of service.

**FIGURE 10**



## Design

*Orientation and Interface*

8. Require new live-work units to orient towards public streets to ensure reduced impact and sufficient access.
9. Encourage new dwellings to be designed so that each unit has architectural features that distinguish it from the other unit(s) to promote urban character.
10. Encourage new dwellings to be oriented towards a street or open space to promote eyes on the street and provide for pedestrian-oriented development.

*Scale*

11. Encourage that heights of new buildings be constructed to the maximums outlined within Map 12: Maximum Heights to promote compatible development and transitions.
12. Require that building lengths accommodate frequent active transportation infrastructure connections between blocks to ensure connectivity.

*Access*

13. Encourage additional active transportation infrastructure connections to and through the policy area to promote connectivity and access.
14. Require redevelopment to restrict driveway access on to public roadways to ensure the reduction of interruptions to active transportation infrastructure.

# 5.5 Public Service Policy Area

The Public Service Policy Area is envisioned to be a hub for public services. This area includes County facilities and property intended for continued community services and emergency services. Future development and redevelopment opportunities will focus on continuing to locate new and expand existing public services within this policy area that act as event and destination generators. Limited commercial and community housing uses that improve the activation of these facilities will also be supported.

## GOAL

The Public Service Policy Area will continue to serve the public service needs of the community and provide opportunities for year-round programmable indoor space and additional sub-regional services.

## OBJECTIVES:

The Public Service Policy Area will ensure that developments:

1. Increase **densities** through redevelopment or infill of existing development or surface parking;
2. **Diversify** the land use composition through new or expanded public services and complementary uses;
3. Enhance urban **design** and character through high quality and unique public facilities.

## POLICIES:

### Density

1. Encourage infill development of existing surface parking lots to promote increased recreational and cultural opportunities within the area.
2. Encourage a minimum overall residential density of 80 dwelling units per net residential hectare within the policy area to promote the overall regional density target of 100 dwelling units per net residential hectare for urban centres.
3. Encourage redevelopment of existing buildings to promote revitalization and intensification.

### Diversity (Land Use Composition)

4. Require that a concentration of public services remains within the policy area to ensure a sub-regional level of service which defines the urban centre.
5. Encourage the development of new and expanded community services to continue to promote a central recreation, social and cultural hub for the community.
6. Encourage that buildings contain multiple community services to promote synergies between uses and efficient use of public lands.
7. Encourage opportunities for public agriculture including community gardens to promote local food initiatives.
8. Consider the development of community housing where accessory and subsidiary to the principal public service uses of the area to support the viability of the area and the need for this vital housing form.
9. Consider a variety of commercial uses, where accessory and subsidiary to the principal public service uses of the area, to support complete communities.
10. Encourage the enhancement and expansion of the existing integrated gathering area abutting Sherwood Drive and Strathcona County Hall shown on Map 5: Open Space Concept to promote activities and festivals in the area.
11. Encourage the continued provision of emergency services within the policy area to promote safety.
12. Encourage the provision of new integrated gathering areas to promote community gathering and interaction.
13. Encourage public facilities to provide year round programmable indoor space to promote events and generate year round destinations.

## Design

*Orientation and Interface*

14. Encourage landmark features to be added to vehicular access points, active transportation access points and destination areas of the Public Service Policy Area to promote visual identification of these spaces.
15. Require that entrances of public buildings front onto public streets or open spaces to ensure a pedestrian-friendly public realm.
16. Encourage that where public buildings abut both a public street and a pond area, entrances are provided to both the public street and the pond area with clear articulation using design features to promote a pedestrian-friendly public realm.
17. Require that entrances to public buildings be universally accessible to ensure access is provided to all users.
18. Encourage that redevelopment fronts onto public streets to promote access to public facilities.
19. Encourage that buildings provide entrances and windows along abutting pond areas and integrated gathering areas to promote their use and form relationships.
20. Encourage the screening or shielding of storage and parking areas through the renovation of existing facilities to promote an active and attractive streetscape.
21. Encourage that new storage areas and parking are shielded from the street view to promote an active and attractive streetscape.

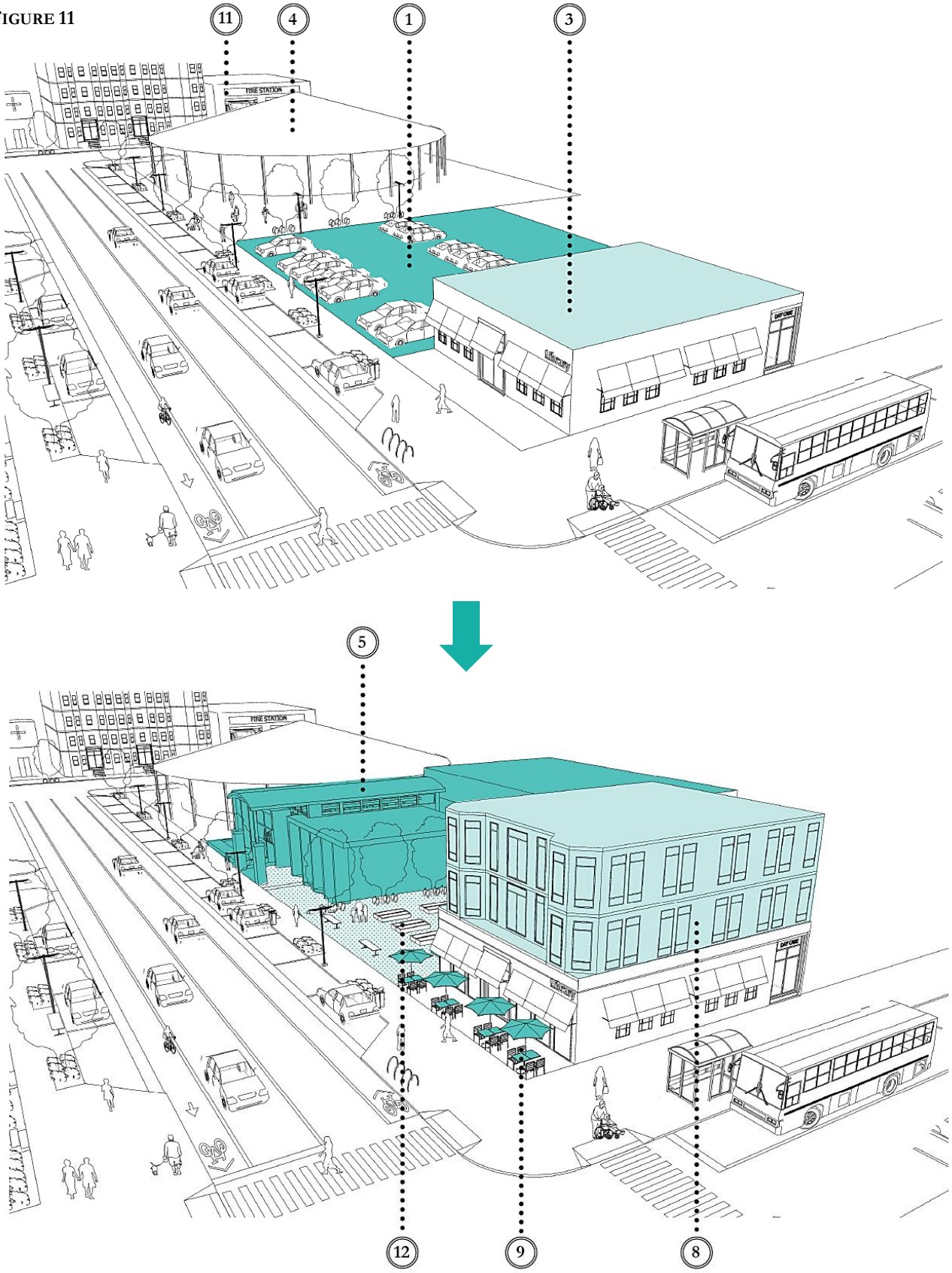
*Scale*

22. Encourage flexibility in built form, including height and massing to promote creative and innovative building design that reflects the policy areas unique uses and context.
23. Require that building lengths accommodate frequent active transportation infrastructure connections between blocks to ensure connectivity.
24. Consider heights over the maximums outlined within Map 12: Maximum Heights where community housing is provided within the building to support this vital housing form.

*Access*

25. Encourage the addition of an active transportation infrastructure connection from Festival Way to Oak Street as shown on Map 6: Active Transportation Network to promote connectivity through the area.
26. Require that the existing active transportation infrastructure connection from Festival Way to the intersection of Festival Avenue and Sherwood Drive as shown on Map 6: Active Transportation Network remain to ensure connectivity through the area.

**FIGURE 11**



# 5.6 Institutional Policy Area

The Institutional Policy Area encompasses existing educational facilities and abutting open areas. The intent of this policy area is to accommodate the continued operation of these educational facilities and provide open areas for active play and community use. Continued collaboration between the County and the area school boards will strengthen valuable partnerships formed through an integrated approach to planning.

## GOAL

The Institutional Policy Area will continue to accommodate the operations of educational facilities and associated open areas to be used by the educational facilities and the larger community.

## OBJECTIVES:

The Institutional Policy Area will ensure that developments:

1. Provide for **educational facilities and open areas** within Centre in the Park;
2. **Diversify** the land use composition through the addition of supportive community services and amenities; and
3. Enhance urban **design** and character through the built form of education facilities and open areas.

## POLICIES:

### Educational Facilities and Open areas

1. Require the allocation of open area adjacent to education facilities to ensure space for active play.
2. Encourage the existing education facilities to remain within the policy area to promote a community for all ages.
3. Encourage that the existing education facilities are maintained, modernized, added to or renovated to promote efficient use of educational facilities and infrastructure.
4. Encourage replacement of existing education facilities with an urban form of educational facility to promote efficient use of public lands and a pedestrian friendly public realm.
5. Encourage a review of the policy area boundaries in the case that an educational facility is replaced within the policy area to promote logical and orderly planning of the area.

### Diversity (Land Use Composition)

6. Encourage open areas to be designed for variety of users to promote accessibility for residents.
7. Encourage open areas to provide opportunities for both passive and active uses to promote the accommodation of all users.
8. Encourage open areas to accommodate community events and festivals to promote opportunities to gather and celebrate together.
9. Encourage that open areas continue to be accessible to both educational facility users and the community to promote multi-functional use of public spaces.
10. Consider new community services which are consistent with one of the following to support a diversity of use:
    a. provides a service that is associated with an existing educational use;
    b. is located within the existing footprint of an educational facility; or
    c. is located within the footprint of an existing parking lot.
11. Encourage open areas to accommodate athletic facilities and playgrounds to promote continued use by both the community and educational facilities.
12. Encourage opportunities for public agriculture including community gardens within open areas to promote local food initiatives.
13. Consider the creation of integrated gatherings areas within open areas where adequate space remains for the primary athletic facility uses to support a variety of users.
14. Require a review of the policy area boundaries in the case that an educational facility or use is removed from the policy area to ensure logical and orderly planning of the area.

### Design

*Orientation and Interface*

15. Encourage renovation or redevelopment of existing facilities and open areas to maximize land use efficiency to promote the urban character of the centre.
16. Encourage renovation or redevelopment of existing facilities to have entrances directly onto streets with minimal setbacks to promote urban forms.
17. Encourage the future renovation of existing facilities to shield storage areas and parking from the street view to promote an active and attractive streetscape.
18. Encourage outdoor programming of open areas for cultural activities, festivals and outdoor play to promote active uses and creativity.

*Scale*

19. Encourage flexibility of built form, including height and massing, to promote creative and innovative building design that reflects the policy areas unique uses, context, urban character.
20. Require that the design of sites eliminate isolated areas, use energy efficient lighting along pathways and in active areas and activate sites to ensure the key principles of Crime Prevention Through Environmental Design (CPTED) are met.

*Access*

21. Encourage additional active transportation infrastructure connections from Sherwood Drive to Festival Way as shown on Map 6: Active Transportation Network to promote connectivity.

# 5.7 Greenways and Pond Areas Policy Area

In addition to integrated gathering areas, open areas, and active transportation infrastructure connections which fall within other policy areas, this policy area provides a set of well-designed pond areas and greenways. These open spaces include not only the greenways but also naturalized wetlands and stormwater facilities adjacent to Broadmoor Lake and highly developed open spaces which include spray parks and play grounds as well as active plazas. All of these spaces should be preserved, revitalized and enhanced to encourage an active and walkable centre with key locations for gatherings to support community connections. The design of open spaces provides opportunities for play and creativity which are important in human and community development. These areas provide important gathering spaces and social interaction opportunities for the community.

## GOAL

The Greenways and Pond Areas Policy Area will continue to revitalize and enhance existing amenities and trails to meet the needs of a diverse group of users.

## OBJECTIVES:

The Greenways and Pond areas Policy Area will ensure:

1. The continued enhancement of **pond areas and greenways**;
2. **Diversification** of types of improvements and amenities within Greenways and Pond areas; and
3. Enhancement of urban **design** and character through revitalization of the public realm.

## POLICIES:

### Pond Areas and Greenways

1. Require areas identified within the Greenways and Pond Areas Policy Area to remain as pond areas, greenways and naturalized stormwater management facilities to ensure connectivity, recreational opportunities and arts and cultural spaces for Centre in the Park residents and users.
2. Encourage the expansion of Eastgate Lake Park or the addition of adjacent integrated gathering areas to promote increased usability of the pond area.

### Diversity (Land Use Composition)

3. Require pond areas to be designed to support all ages, incomes and abilities to ensure accessibility for residents and users.
4. Require pond areas to provide opportunities for both passive and active uses such as, shared plazas, playground spaces, memorial areas for reflection, arts and cultural spaces and public agriculture, to ensure different users are accommodated.
5. Encourage pond areas and greenways to include pollinator habitats to promote a thriving ecosystem.
6. Encourage pond areas to accommodate community events and festivals to promote opportunities to gather and celebrate together.
7. Encourage pond areas to accommodate permanent outdoor amenities such as picnic shelters, playgrounds, memorials and pedestrian infrastructure to promote a space for all.
8. Encourage opportunities for public agriculture including community gardens within pond areas to promote local food initiatives.
9. Encourage opportunities for seasonal commercial uses to promote activation of pond areas.
10. Require the continued enhancement and maintenance of active transportation infrastructure connections to and through greenways and pond areas to ensure connectivity within and to the area.
11. Encourage the provision of integrated gathering areas within greenways where there is direct building frontage or convenient access from a developed area to promote linear parks and interaction between development and the open space.
12. Encourage outdoor programming of pond areas and integrated gathering areas for cultural activities, festivals and outdoor play to promote social interaction.

## Design

*Orientation and Interface*

13. Encourage landmark features to be added to vehicular access points, active transportation access points and destination areas of pond areas and greenways to promote visual identification of these spaces.
14. Require that the design of sites eliminate isolated areas, use energy efficient lighting along pathways and in active areas and activate sites to ensure the key principles of Crime Prevention Through Environmental Design (CPTED) are met.
15. Require that Broadmoor Lake is recognized as wildlife habitat and managed to ensure the provision of habitat for a diversity of species.
16. Require that the design of sites is compatible with wildlife to ensure the limitation of human/wildlife conflict.
17. Encourage the use of dark sky measures to promote conservation of the night-time environment in naturalized areas.

*Scale*

18. Encourage the creative and innovative design of outdoor amenities to promote the policy areas unique uses and context.

*Access*

19. Encourage any redesign of Eastgate Lake to include connections to adjacent land uses and public streets to promote greater usage of the area.
20. Encourage access and connections to Broadmoor Lake Park from other policy areas to promote usability.
21. Require that greenways and pond areas maintain or enhance existing active transportation infrastructure connections to ensure connectivity.
22. Require that the design of greenways and pond areas limit barriers to wildlife movement and reduce human/wildlife conflicts to ensure the safe passage of wildlife through the area.

# Section 6

## IMPLEMENTATION

## 6.1 Amendments, Monitoring and Acquisitions

The Centre in the Park Area Redevelopment Plan is a Council-approved statutory document in accordance with the higher-level Strathcona County Municipal Development Plan, the Edmonton Metropolitan Region Growth Plan and the Municipal Government Act.

The Area Redevelopment Plan is a long-term planning document intended to provide an overall concept and vision for the area. It also implements policies and guidelines to achieve the broad goals of the Plan. The policies and guidelines herein are not to be interpreted as an approval for site-specific development. Each site within the plan area must be assessed on a case-by-case basis as part of any application for Subdivision, Land Use, or Development Permit Approval. The Area Redevelopment Plan does not address the specific situations or condition of specific sites, including constraints such as environmental conditions, and any site may not be suitable for all the purposes indicated in this Area Redevelopment Plan.

In the case that new concepts or ideas arise that are not anticipated by this Area Redevelopment Plan, an amendment may be required. Amendments should maintain alignment with the Vision and Guiding Principles but may be used to implement innovative solutions to problems, alter the land use concept for a specific area, or ensure alignment with other County policies and plans. The Area Redevelopment Plan has been written to accommodate an intense mixture of development and uses within flexible redevelopment areas and therefore, applicants are expected to first consider the use of existing policy areas for the purpose of redesignation before considering the creation of new policy areas to support proposed development. An amendment to the Plan that includes a Public Hearing of Council shall be required in accordance with the Municipal Government Act in order to make any change to the text or maps within the Plan. For any requested amendment, the applicant shall submit supporting information necessary to justify the potential amendment and ensure its consistency with the Municipal Development Plan and other relevant documents.

## POLICIES:

### Amendment to the plan

1. Encourage that amendment proposals contemplate redesignation to existing ARP policy areas, as opposed to extensive amendments within an existing policy area or the creation of new policy areas, to promote consistency with the plan vision and principles.
2. Consider the creation of new policy areas, only where the proposal is supported by the vision and principles of this plan and its unique situation or circumstance would not allow for compliance with an existing policy area, to support innovation and creativity.

### Monitoring

3. Require that policies within the plan are monitored to ensure relevance.
4. Require that, where necessary, policies be updated through the plan amendment process, either in general terms or in response to a specific situation to ensure relevance.
5. Require a high degree of change monitoring within the Centre in the Park area to ensure that re-evaluation of assumptions occurs regularly.

### Acquisitions

6. Consider the acquisition of integrated gathering areas, pond area expansions and key active transportation infrastructure connections where negotiations are agreeable to both the County and private landowners to support an enhanced public realm within the area.

## 6.2 Implementation Items

The items listed in the following table are actions required to implement the policies of this plan.

Table 3: Implementation Items

| IMPLEMENTATION ITEM | JUSTIFICATION |
|---|---|
| Update the Land Use Bylaw to include zoning districts which accommodate the intent of this plan. | New zoning districts are needed in order to achieve the diversity, density and design intent of the plan. |
| Update the Land Use Bylaw to address general regulations, such as parking, to accommodate the intent of this plan. | New parking standards and other general regulations are needed to ensure most of the new parking in the area is underground or within a structure. |
| Monitor pedestrian safety throughout the areas, including on local streets, and implement measures where needed. | Stakeholders and the public have identified issues with pedestrian safety. |
| Review the existing form and location of transit controlled locations within Centre in the Park to ensure that efficiency and safety of all street users is maximized. | Stakeholders and the public have expressed concerns regarding in lane transit stops. |
| Monitor water and wastewater flows. | Managing water and wastewater flow is needed to maintain water quality and environmental protection, as well as ensure capacity as the area densifies. |
| Monitor stormwater levels. | Managing stormwater levels is important for flood mitigation and environmental protection. |
| Monitor traffic counts. | To ensure the streets in the area have the capacity to serve new development while maintaining priority for active transportation. |
| Monitor transit usage. | Encourage the use of transit within Centre in the Park, as well as for those travelling into and out of the area. |

| | |
|---|---|
| Complete a Corridor Study for Sherwood Drive. | To provide a safer crossing for pedestrians and cyclists, as well as to create a more inviting main street to the core of Sherwood Park. |
| Complete a study on the removal of the existing service road adjacent to Sherwood Drive. | To provide a safer crossing for pedestrians and cyclists, as well as allow for street fronting commercial. |
| Integrate design standards specific to Centre in the Park into the County's Design and Construction Standards. | To ensure the vision for the area is achieved, alternative design standards are required for the area to establish a pedestrian-oriented streetscape. |
| Establish funding mechanisms for infrastructure upgrades within the area. | To provide for upgrades to servicing, streets and opportunities for enhancements to the area to create a unique and distinct core for Sherwood Park. |
| Establish Centre in the Park as a priority location for the use of Money in Place of Reserves. | The County will negotiate for the acquisition of integrated gathering areas and pond area expansions, key active transportation infrastructure connections and integrated gathering areas. |
| Create a tactical urbanism program for Centre in the Park. | As the County's Urban Centre, Centre in the Park should be prioritized for tactical urbanism to support the establishment of the area as an activity hub. |
| Review the need for a curbside management study. | As the area densifies appropriate management of curbside parking will be needed. |

# Section 7

# GLOSSARY

Terms not defined within Section 7 may be given their meaning from the following documents in order of priority:

a. Municipal Government Act (MGA).
b. Edmonton Metropolitan Region Growth Plan.
c. Municipal Development Plan.

Other terms shall be given their usual and customary meaning.

Abutting: Means immediately contiguous to, or physically touching, and when used with respect to lots or sites, means to share a common property line.

Accessible: Means the ability to reach and enter a site and building from adjacent land and/or transportation networks, including active transportation, by individuals of all physical abilities. It may also refer to development or facilities designed to accommodate people with disabilities.**

Active Frontages: Means active uses at grade that are located adjacent to the frontage zone of a street and encourage pedestrian activity.

Active Recreation: Means pre-planned organized sports or recreation activities.

Active Transportation Infrastructure: Means linear open space for human-powered travel that does not allow for motorized vehicles, including but not limited to: multi-use trails, sidewalks, bike lanes and cycle tracks.**

Active Transportation Network: Means the system of active transportation infrastructure that is interconnected as identified on Map 6: Active Transportation Network.

Active Transportation: Means human powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power assisted devices moving at a comparable speed.*

Active Uses: Means uses available to the public, such as commercial retail and community service.

Adaptive Reuse: Means transforming the form or function of all or part of a building into a form or function that is compatible with new development of a different form or function.

All-Season Design: Means the design of buildings and spaces so that they are usable in all seasons.

Ancillary Zone: Means the area of a street located between the Travelled Way and Furnishing Zone as generally depicted on Figure 3. The Ancillary Zone provides a flexible space with the opportunity for various permanent and temporary street uses depending on the context and characteristics of the street. The use of this flexible space can vary and can include motor vehicle parking, loading or delivery zones, parklets, bicycle parking, curb extensions, public art, and transit stops. This space also includes the concrete gutter along urban streets and can be used for snow storage.

Apartment Style Housing: Means residential development which includes any form of apartment dwellings as a component within the buildings. This includes wrapped town houses.

Area Redevelopment Plan: Means a statutory plan adopted by a municipality by bylaw in accordance with the MGA to provide a framework for the future redevelopment of a defined area of land.*

At-grade: Means at ground floor level.

Built Form: Means the function, shape, height, and configuration of buildings and adjacent spaces such as streets and open spaces, and how they interrelate with one another

Character Defining Elements: Means defining features that contribute to the unique character of a community or neighbourhood.**

Community Commercial: Means a commercial use mainly consisting of personal, retail and food services of a limited scale that primarily serves the day to day needs of a single neighbourhood.**

Community Housing: Means a category of several types of non-market housing, including but not limited to, affordable housing, that receive direct capital and/ or operating subsidies from any order of government to enable short or long term occupancy by a range of lower income and/or special needs individuals and households.**

Community Service: Means local community services and major community services that support the needs of residents**.

Compact Development or Compact Form: Means a land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses

*As defined in the Edmonton Metropolitan Region Growth Plan
**As defined in the Strathcona County Municipal Development Plan

(residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure. Compact development may include detached and semidetached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.*

Contiguous: Means being in actual contact, sharing a common border, touching or connected through an unbroken sequence.*

Corner site: Means a site abutting two public streets.

Corridor: Means a designated right-of-way or route for moving people and goods as well as accommodating above and below ground linear service, infrastructure piped services. This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors and recreation corridors. *

Crime Prevention Through Environmental Design (CPTED): Means the design, maintenance, and use of the built environment in order to enhance quality of life and to reduce both the incidence and fear of crime. The three basic principles of Crime Prevention Through Environmental Design are natural surveillance, territoriality, and access control.**

Cycling Infrastructure: Means infrastructure specifically installed for cyclists such as, but not limited to, multi-use trails, bike lanes, bike racks, and specialized traffic signs and signals.

Edible Landscapes: Means edible vegetation, such as community orchards, vegetable patches and berry patches, that are located on public lands and produce food for communal use. Edible landscapes fall within the purview of public agriculture.**

Educational Facility: Means any building that is used for education purposes and has students enrolled, such as schools.

Enhancement/Buffer Zone: Means the area of a street located between the ancillary zone and the furnishing zone as generally depicted on Figure 3. This zone accommodates the cycle track and adjacent buffer. This zone may consist of a variety of different elements including curb extensions, parklets, stormwater management features, parking, bike racks, bike share stations, and curbside bike lanes or cycle tracks. It can, in some cases act as an extension of the ancillary zone with a through zone set aside for free movement of cyclists.

Environmental Features: Means individual natural features which provide for biodiversity, such as a wetland or a tree stand.**

Façade: Means an exterior side of a building, typically the front, which looks onto a street or open space.

Flex Space: Means space within the Ancillary zone of a street that is capable of transitioning from parking to other uses such as parklets or seating areas.

Frontage Zone: Means the area of a street located immediately adjacent to buildings or private property and the pedestrian through zone as generally depicted on Figure 3. The Frontage Zone in street-oriented contexts (e.g., Main Streets) is a space used as a support and/or extension of the land uses along the street. Uses of the Frontage Zone can include ground floor retail displays, café seating, temporary signage, queuing areas, and other activities to support active use of the street by people and businesses.

Furnishing Zone: Means the area of a street located adjacent to the Pedestrian Through Zone and the Enhancement/Buffer Zone or ancillary zone as generally depicted on Figure 3. The Furnishing Zone provides an area for signs, streetlight poles, street trees or landscaping, transit stops, benches, bicycle parking, public art, underground and surface utilities, low impacted drainage, snow storage, and concrete curb.

Green Building: Means the practice of creating structures and using processes that are environmentally responsible and resource efficient

*As defined in the Edmonton Metropolitan Region Growth Plan
**As defined in the Strathcona County Municipal Development Plan

throughout a building's life cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.*

Green Infrastructure: Means the ecological processes, both natural and engineered, that provide economic and environmental benefits in urban and rural areas. These include, but are not exclusive to: a. Creeks and streams that carry stormwater, improve water quality and provide habitat; b. Parks and active transportation infrastructure that link habitat and provide recreation opportunities; c. Engineered or natural wetlands or stormwater management facilities that retain stormwater and improve infiltration; and d. Bio-swales, which are above ground conduits for runoff as an alternative to subsurface infrastructure.*

Greenway: Means an open space that is not contained within a street right-of-way which has a primary use of containing active transportation infrastructure.

Grid Street Pattern: Means a type of city plan in which streets run at right angles to each other, forming a grid.*

High Density Residential: Means apartments greater than four storeys.*

Human Scale: Means streetscapes and built form elements which are scaled to pedestrians and designed to encourage inclusive and positive social behaviors.

Infill: Means the development of vacant lots within previously developed areas. (See Redevelopment)*

Integrated Garage: Means a garage that is constructed within the structure of a multi-storey building and does not protrude beyond the storey above.

Integrated Gathering Area: Means open spaces such as parks, plazas, courtyards or patios. Internal building connections and agoras may also be considered where it is publicly accessible during the day and provides connections to outdoor gathering space.

Intensification: Means development at a higher density than currently exists or is planned through: statutory plan amendments; redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings (See Infill and Redevelopment).**

Internal Private Street: Means a privately owned and operated vehicular transportation connection which resembles a public street with pedestrian facilities on both sides and is located on a privately owned lot.

Internal Site: Means the internal portion of a lot which does not front onto a public street.

Landmark Feature: Means unique or recognizable elements such as public art, water features or entrance features, used to establish and accentuate the character of the plan area.

Local Community Services: Means public and private facilities and/or services that support the needs of a neighbourhood including, but not limited to: libraries, recreation centres, social and cultural services, medical offices, institutional facilities and religious services. This does not include schools.**

Local Level of Service: Means a range of services that meet the daily needs of the local community and may include: local employment, convenience retail and small scale entertainment uses; some or all levels of primary and secondary education; small community centres and recreation facilities; services with potential for local or commuter transit service; limited government services; potential for small medical offices or emergency medical services; and potential for social and supportive services.*

Low Density Residential: Means single-detached, semi-detached and duplex.*

Low Impact Development: Means a land planning and engineering design approach for managing

*As defined in the Edmonton Metropolitan Region Growth Plan
**As defined in the Strathcona County Municipal Development Plan

stormwater runoff. Low impact development emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.*

Main Street: Means a pedestrian priority street that acts as a destination and creates a sense of place through a mix of street-oriented land uses with high quality architectural design. The corridor of a Main Street will include separated facilities for people walking, cycling, and driving, as well as reduced speeds and boulevard trees.**

Major Community Services: Means large public or private facilities and/or services that support the community or the municipality including, but not limited to: libraries, indoor and outdoor recreation facilities, social and cultural services, event facilities, transit terminals, health facility and government facilities. This does not include schools.**

Major Pedestrian Frontage Zone: Means the area shown on Map 11: Zones as the major pedestrian frontage zone. This area is to be designed as a defining location for the community through the use of active frontages, pedestrian infrastructure, landmark features and integrated gathering areas.

Masking/Masked: Means to conceal from view.

Massing: Means the general shape and form, as well as size of a building.

Medium Density Residential: Means triplex, stacked townhouses, row housing and apartments less than five storeys.*

Midblock Crosswalk: Means a crossing between intersections that marks a previously uncontrolled and unmarked pedestrian crossing to facilitate safe and direct access as opposed to unsafe risk-taking behaviour at pedestrian desired lines to places, such as schools, parks, major community services and other destinations with high pedestrian volumes.**

Mixed-use Development: Means development that mixes compatible residential, commercial, institutional and recreational land uses within buildings or in close proximity in order to increase density, reduce development footprint through land use and improve public accessibility to amenities.*

Multi-modal Transportation: Means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, transit, ride share, car-pool, rail (commuter/freight), trucks, air and marine.*

Multi-use Trail: Means typically an asphalt path at least 3.0 m wide with paint delineating a two-way travel pattern. Multi-use trails are shared between users cycling and walking, as well as those using mobility aids or other recreational human powered vehicles (scooters, skateboards, and rollerblades for example).

Municipal Development Plan (MDP): Means a statutory plan adopted by a municipality by bylaw in accordance with the MGA that: addresses future land use and development within the municipality; coordinates land use, growth patterns and infrastructure with adjacent municipalities (if there are no IDPs in place); and provides for transportation systems, municipal services and facilities (either generally or specifically).*

Municipal Government Act (MGA): Means the Municipal Government Act (MGA) is the provincial legislation under which all Alberta municipalities are empowered to shape their communities.

Natural Area: Means natural, sensitive or scenic lands owned by the County or the Province that are identified for conservation or nature appreciation or both.**

Naturalized Stormwater Management Facilities: Means natural plantings alongside Stormwater Management Facilities to mimic natural wetlands.

On-Street At-Grade Transit Transfer Facility: Means a pedestrian-oriented transit controlled

*As defined in the Edmonton Metropolitan Region Growth Plan
**As defined in the Strathcona County Municipal Development Plan

location that accommodates multiple buses at one time. Does not accommodate vehicle parking.**

On-Street Parking: Means parking located along the curb of streets and includes parallel parking or angle parking on streets.

Open Area: Means outdoor athletic facilities or active play areas adjacent to education facilities which fall under a reciprocal use agreement.

Open Space Network: Means a system which includes the different types of open spaces and the connections between them through the use of active transportation infrastructure

Open Space: Means public lands that provide social and environmental benefit and may include outdoor infrastructure that provides an identity or sense of place for the community. Open space may include, but is not limited to, landscaped areas, natural areas, active and passive recreational areas and outdoor community gathering spaces.* Open space may include stormwater management facilities.

Parklet: Means a sidewalk extension that converts curbside parking spaces into community spaces, through the use of non-permanent elements including seating, greenery, and/or bike racks.

Pedestrian Infrastructure: Means infrastructure specifically installed for pedestrians such as, but not limited to, traffic calming, pedestrian islands, trees, lighting, street furniture, bus shelters and wayfinding.*

Pedestrian Street: Means a street that is accessible only by active transportation, including cycling and walking.

Pedestrian Through Zone: Means the area of a street located between the Frontage Zone and Furnishing Zone as generally depicted on Figure 3. The Pedestrian Through Zone provides an area for active transportation infrastructure for people of all ages and abilities to access the land uses along the street and to interact with one another. This zone is typically used by people walking but, in the case of multi-use trails, can be shared by those cycling.

Pedestrian-Oriented Design: Means the use of architecture and urban form, placement of buildings, building interface with the street, environmental design, pond areas to enhance people's overall perceptions of the street environment and create a human scale.**

Placemaking: Means a people centred approach to the planning, design, management and programming of public shared use spaces. It is rooted in community-based participation, strengthening the connection between people and the places they share, and creating public spaces that contribute to people's health, happiness and wellbeing.

Plaza: Means a public square or similar open space in a built-up area where people can walk, sit and congregate.**

Pollinator Habitat: Means a diversity of flowering native or naturalized plants.

Pond Area: Means active or passive public spaces located adjacent to storm water management facilities which utilize the pond as a feature in their design and may provide opportunities for built amenities such as playgrounds, trails and seating areas.

Portable: Means a movable structure that may be used temporarily.

Private Realm: Means spaces that are privately owned and are not publicly accessible.

Public Realm: Means spaces that are publicly accessible, including plazas, streets, open spaces, and other outdoor spaces.

Public Service: Means community services or emergency services that serve the public.

Public Street: Means 'road' as defined in part 17 of the Municipal Government Act.

Public Transportation: Means any form of transportation that is operated or funded wholly, or in part, by the County. This includes transit and public ride share.**

Rain Garden: Means a garden area planted in a hole or depression that receives and absorbs

*As defined in the Edmonton Metropolitan Region Growth Plan
**As defined in the Strathcona County Municipal Development Plan

rainwater runoff from impervious urban areas, such as driveways, walkways, parking lots, and roofs.

Recess: Means the space created by building part of the façade further back from the rest of the building.

Redevelopment: Means the creation of new units, uses or lots on previously developed land in existing urban communities, including brownfield sites.*

Regional Growth Plan: Means the Edmonton Metropolitan Region Board's Growth Plan.**

Revitalization: Means the process where an urban area is improved or rehabilitated.

Seasonal Commercial Uses: Means the temporary use of a building or public space for commercial purposes such as a farmer's market or artist gallery.

Single Dwelling: Means a detached building containing one dwelling unit.

Stacked Parking: Means multi-storey above ground parking, such as an above ground parkade.*

Stepback: means the entire horizontal distance that the a storey of a building is set back from the below storey. Tall buildings should typically have a podium base and a step back of upper levels to create a human scaled streetscape.

Stormwater Management Facility: Means a public utility lot designed and constructed to control and store surface water runoff up to high water level.**

Street Furniture: Means elements and amenities installed within the furnish zone for the use and convenience of the public. These include benches, transit shelters, garbage and recycling receptacles, wayfinding kiosks, and bicycle racks.

Street Wall: Means continuous building facades that line a street, creating pedestrian activity. Street walls may be interrupted by compatible spaces such as open space or connections where the street wall continues following the interruption.

Street: Means a public street or internal private street.

Streetscape: Means the area and relationship between buildings and the street, which form the streets character.

Sub-regional Level of Service: Means a broad base of service, office, government and institutional employment, convenience and major retail and entertainment uses, all levels of primary and secondary education and potential for satellite campuses of postsecondary institutions, major community centres and recreation facilities, local and commuter transit service, some government services, emergency medical services, hospitals or community health centres, and social and supportive services to support non-market housing. *

Sun Shadow Study: Means a technical document that provides a visual model and written description of the impact of shadows cast by a development on adjacent land.

Surface Parking Lot: Means an area of land located at-grade where vehicles are temporarily parked.

Tactical Urbanism: Means quick, often temporary or seasonal, inexpensive projects such as a pop-up parklet, large scale chess boards, overhead string lighting or painted plazas and crosswalks that aim to activate spaces. Tactical urbanism is often used in underutilized or unengaging areas with significant access to pedestrian traffic and may include pilot projects.

Technical Studies: Means the study and data gathering for the creation of a transportation plan, utilities plan, financial analysis and other technical documents.

Transit Controlled Location: Means any type of boarding location for transit including, but not limited to, a transit stop, transit transfer facility (on street, at grade) or transit terminal.**

Transition Zone: Means the area shown on Map 11: Zones as the Transition Zone. The purpose of this zone is to create a transition between different densities.

*As defined in the Edmonton Metropolitan Region Growth Plan
**As defined in the Strathcona County Municipal Development Plan

Transition/Transitioning: Means using the placement of land uses to avoid incompatibility issues.**

Transit-Oriented Development: Means compact mixed-use development that has high levels of employment and/or residential densities to support higher order transit service and optimize transit investment, and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.*

Transportation Network: Means the system of transportation uses (i.e. roadways, public transportation, rail, air, pedestrian, etc.) that are interconnected.*

Travelled Way: Means the area of a street that is reserved for the movement of vehicles as generally depicted on Figure 3.

Urban Agriculture: Means the practice of cultivating food in an urban area. This may include, but is not limited to, urban farming, rooftop gardens, urban chickens and bees and public agriculture.*

Urban Character: Means the character of a place defined by the type of building uses, population, streetscape and public space.

Urban Format: Means the development of typically large-scale retail in smaller urban formats to enhance the public realm. Buildings are oriented to the street with doors visible, and directly accessible, from the street. A minimal setback is used to create a street wall adjacent to the sidewalk. Architectural details vary to achieve high-quality, human scaled design and walkability.

Vision Zero: Means a transportation philosophy based on the principle that we, as street users and designers, cannot continue to accept serious injuries and fatalities as an outcome of transportation design.

Walkability: Means a measure of how useful, safe, comfortable, and interesting an area is for a person to walk.*

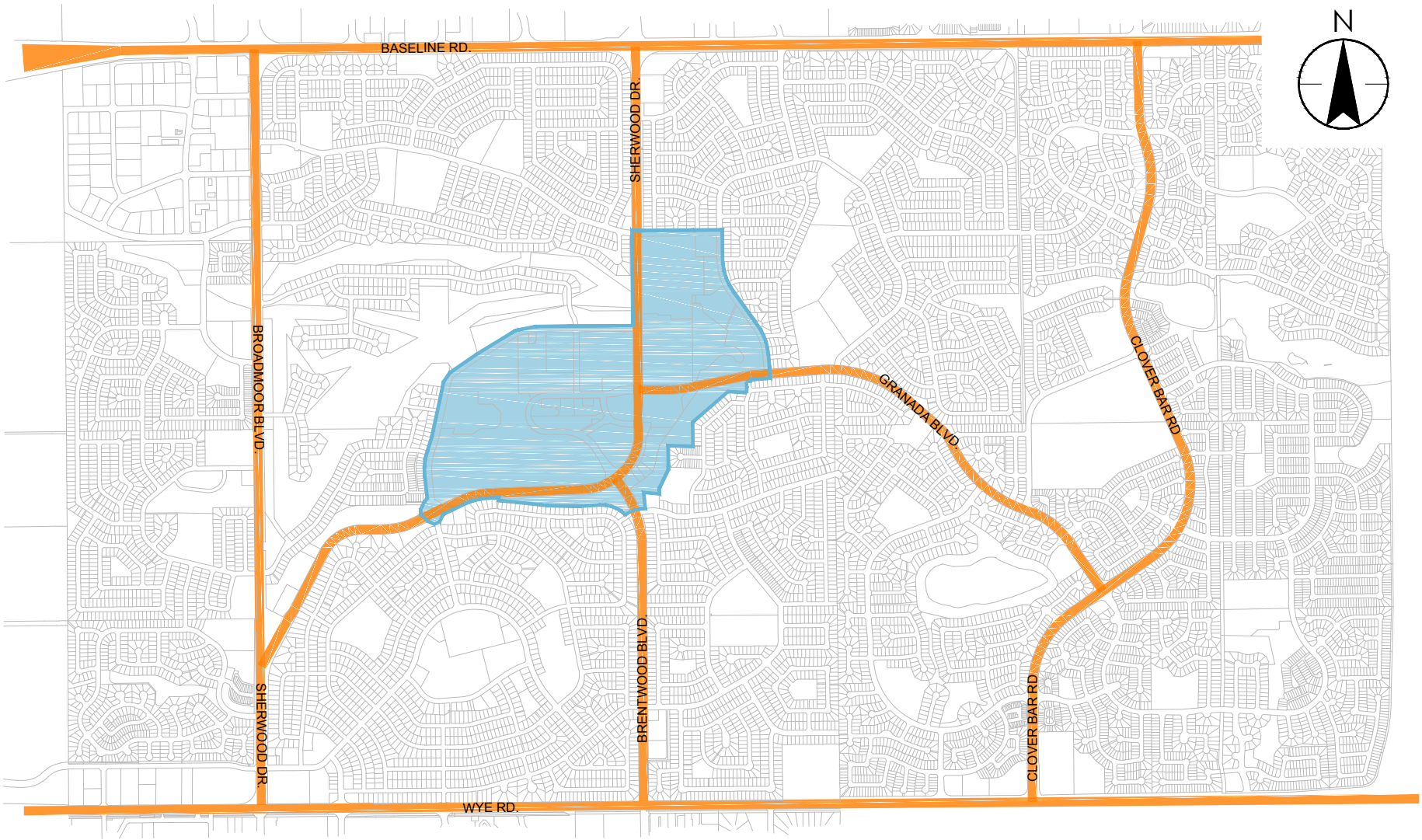
Wayfinding: Means information systems that guide pedestrians through a physical environment and enhance their understanding and experience of the space.*

*As defined in the Edmonton Metropolitan Region Growth Plan
**As defined in the Strathcona County Municipal Development Plan

# Section 8

## MAPS

# MAP 1 LOCATION AND CONTEXT



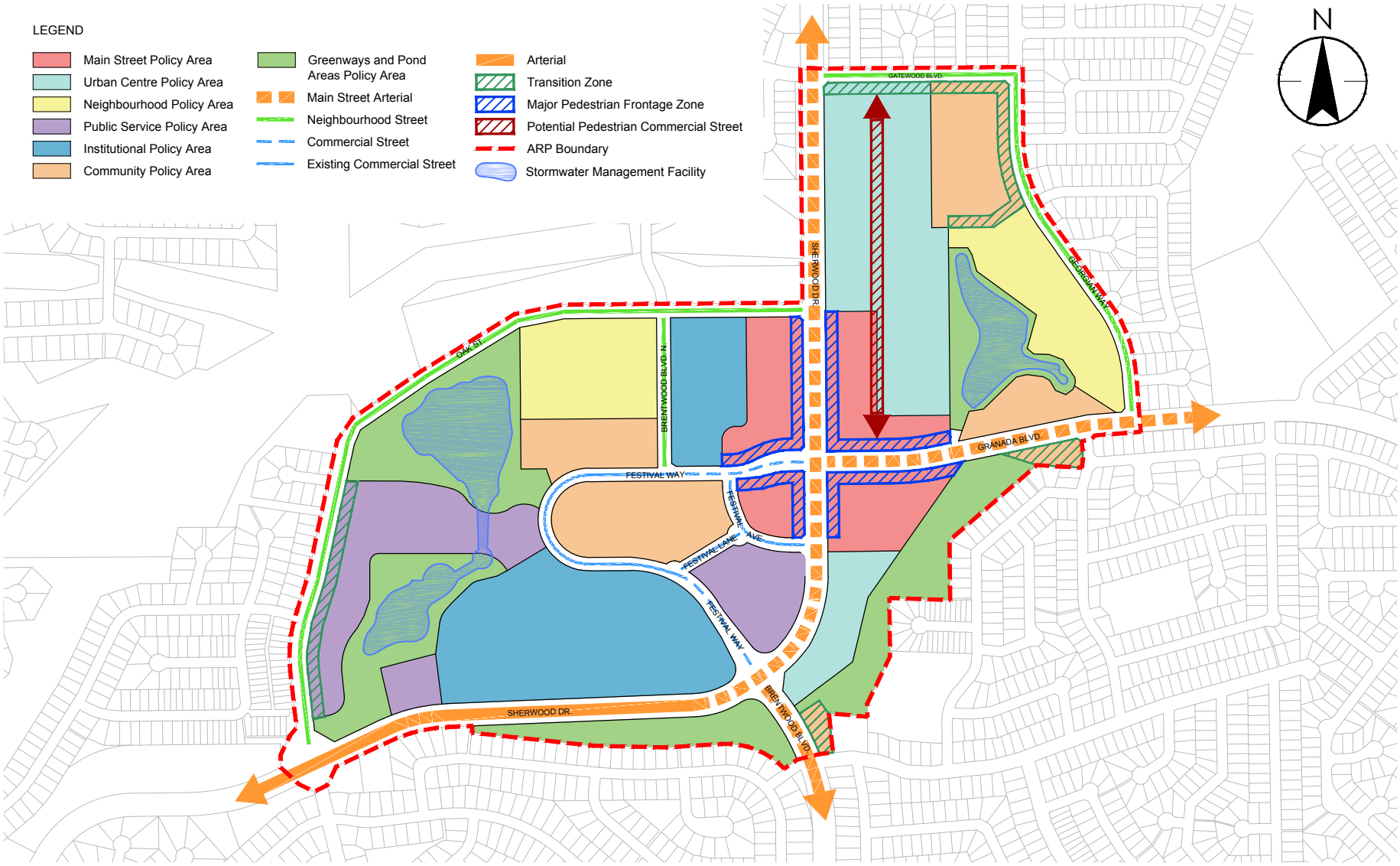

## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 250 750 1250

STRATHCONA COUNTY

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development subject to Strathcona County's approval.

# MAP 2 OVERALL CONCEPT




## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

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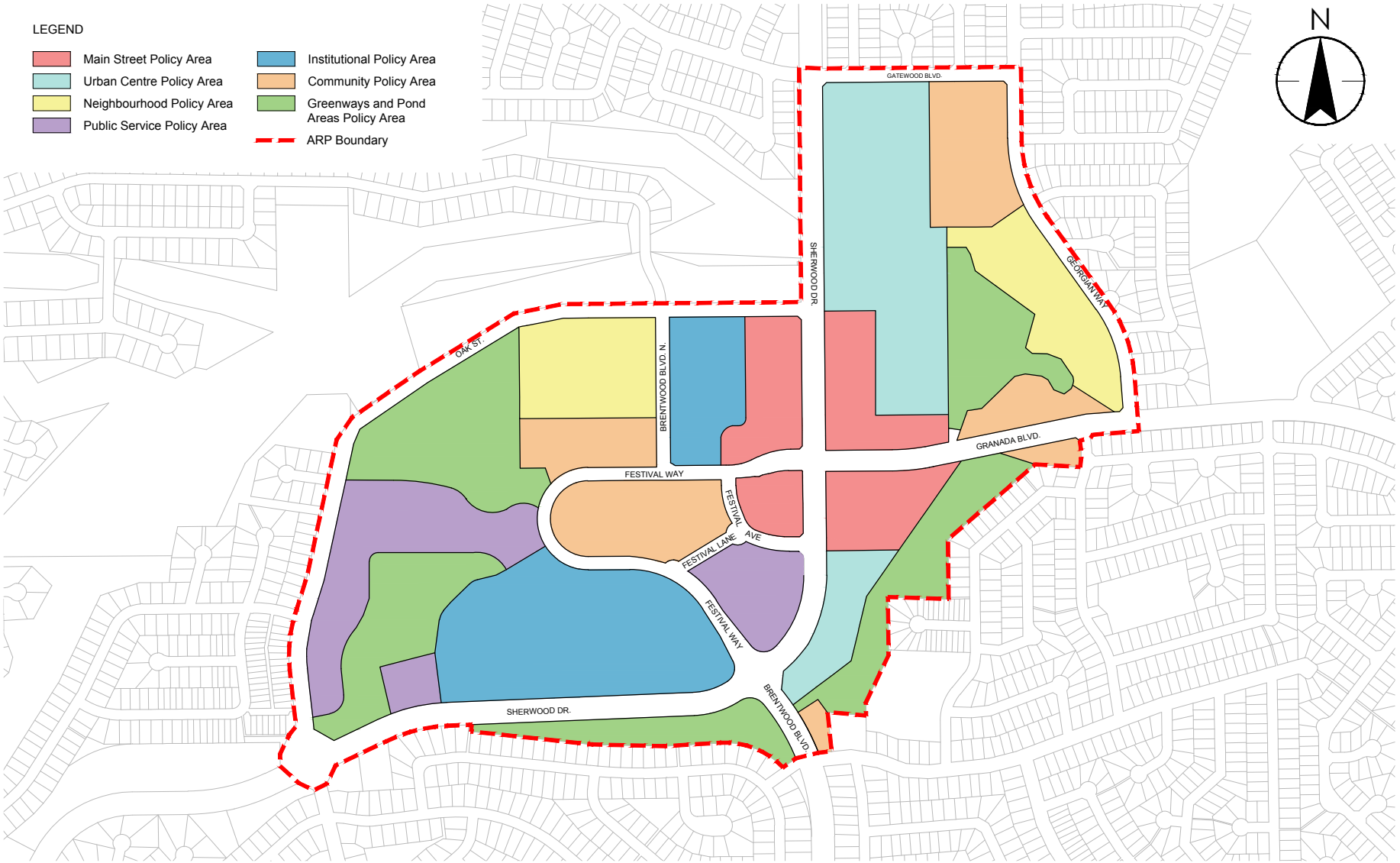
# MAP 3 LAND USE CONCEPT




## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

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# MAP 4 STREET NETWORK

## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

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# MAP 5 OPEN SPACE CONCEPT

## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

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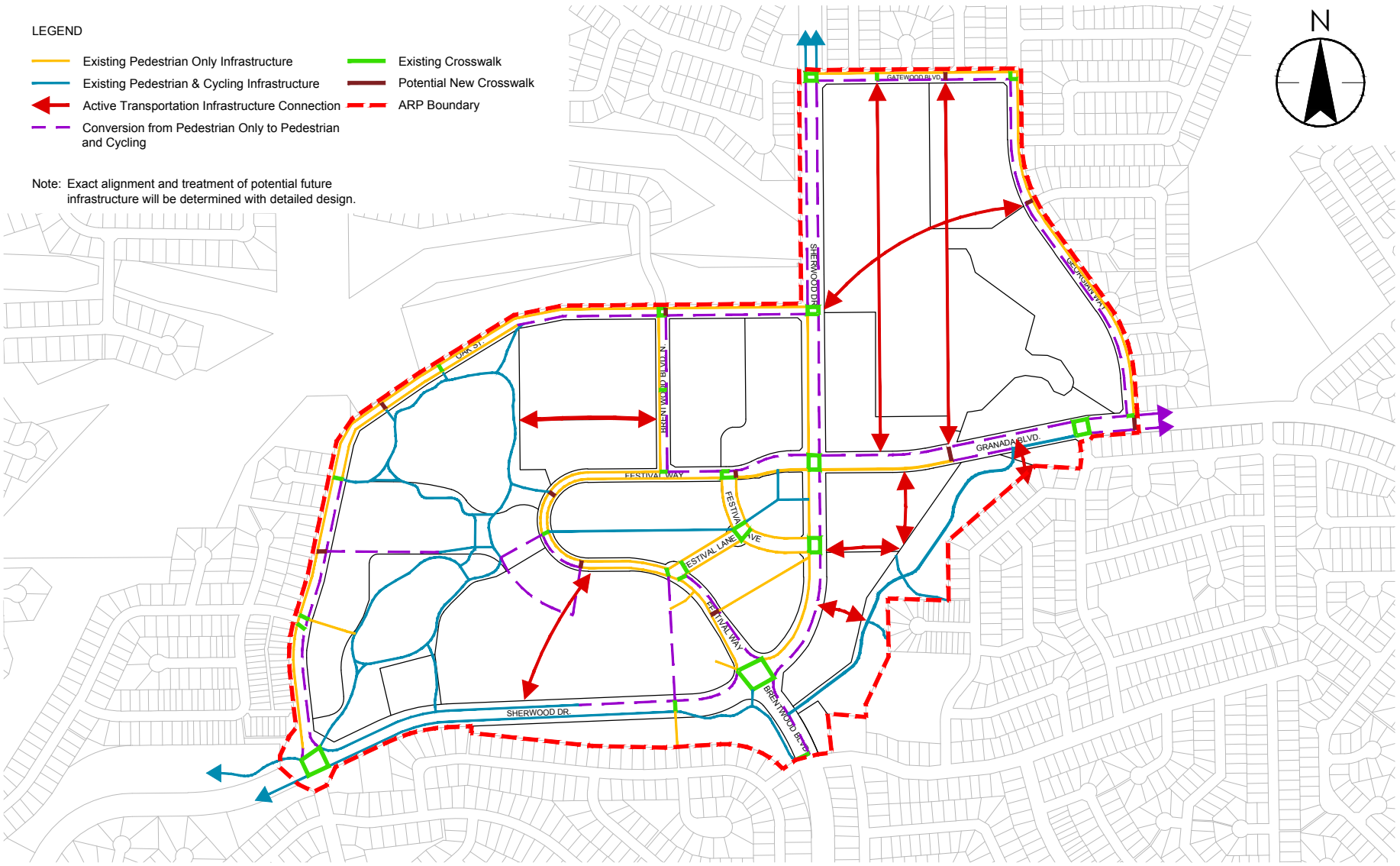
# MAP 6 ACTIVE TRANSPORTATION NETWORK




## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

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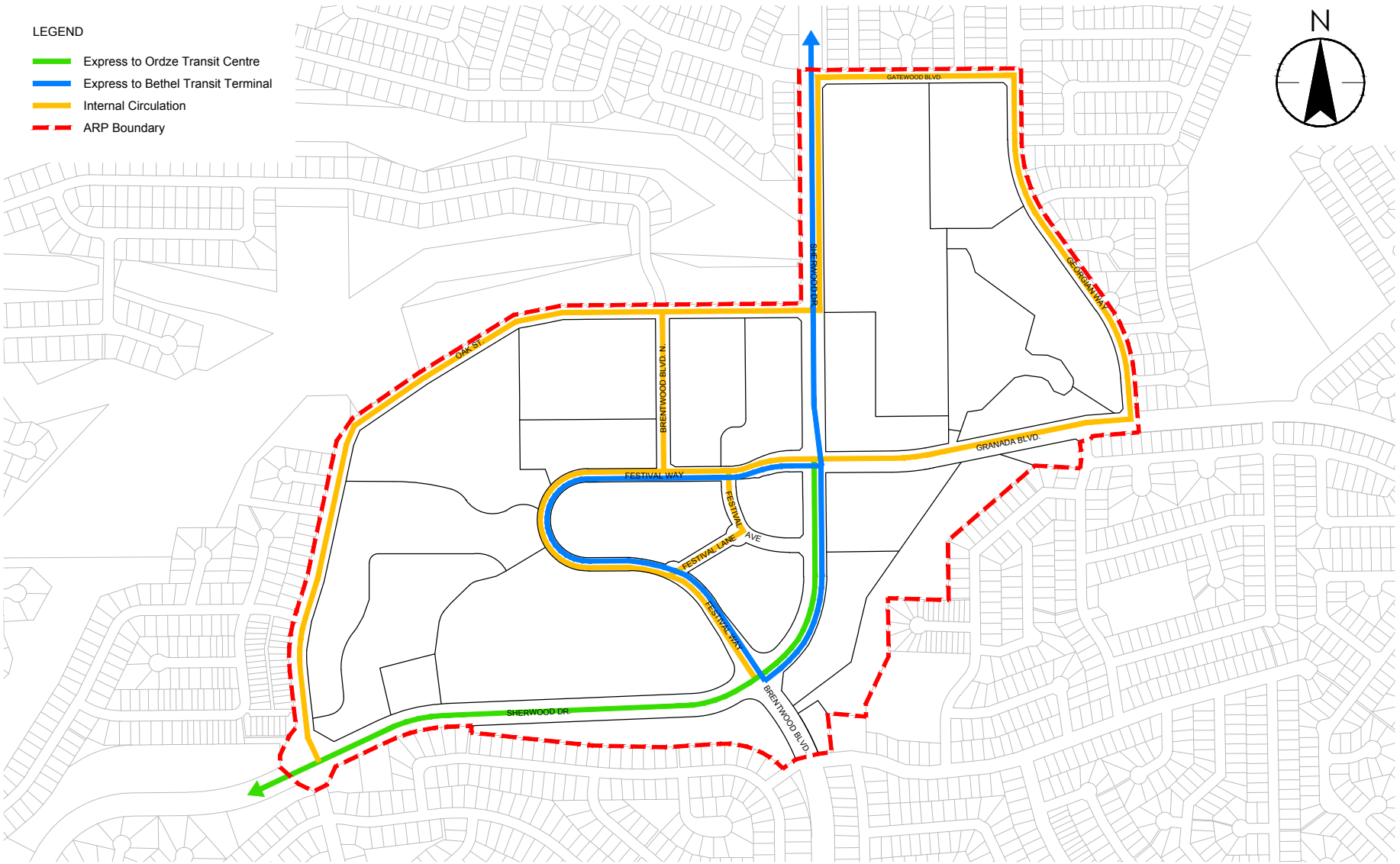
# MAP 7 TRANSIT NETWORK




## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

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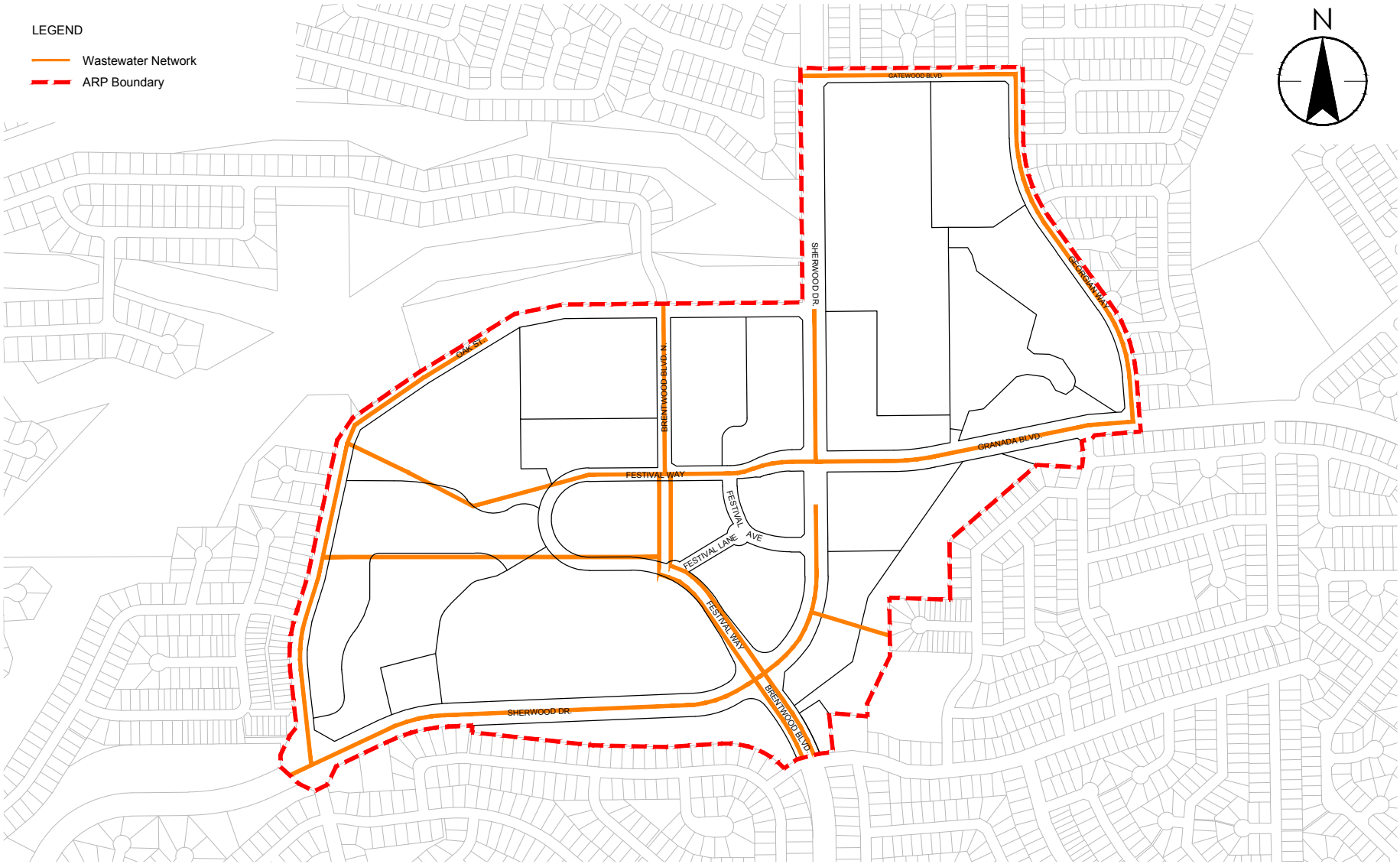
# MAP 8 WASTEWATER SERVICING




## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

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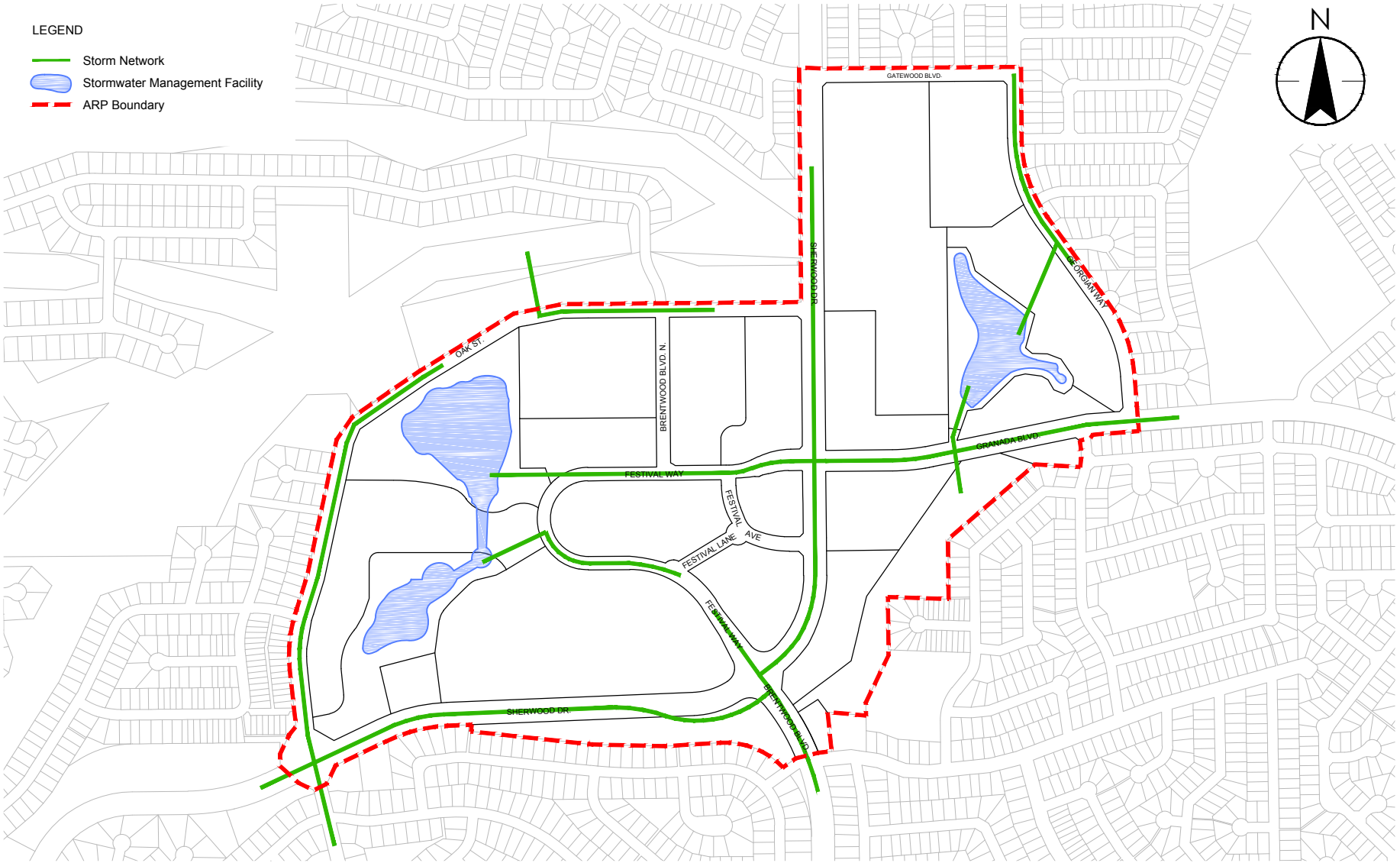
# MAP 9 STORMWATER SERVICING




## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

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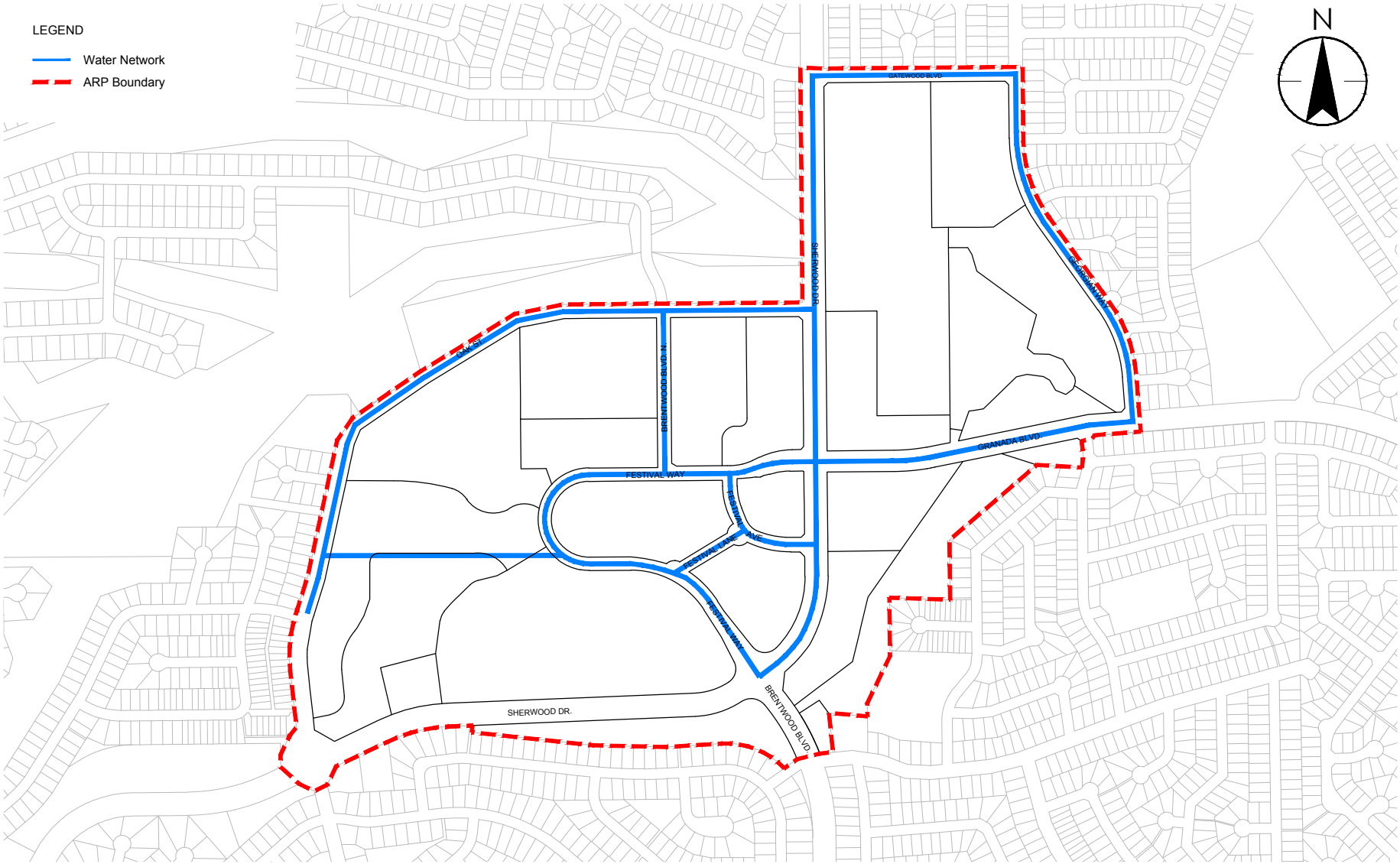
# MAP 10 WATER SERVICING




CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

STRATHCONA COUNTY

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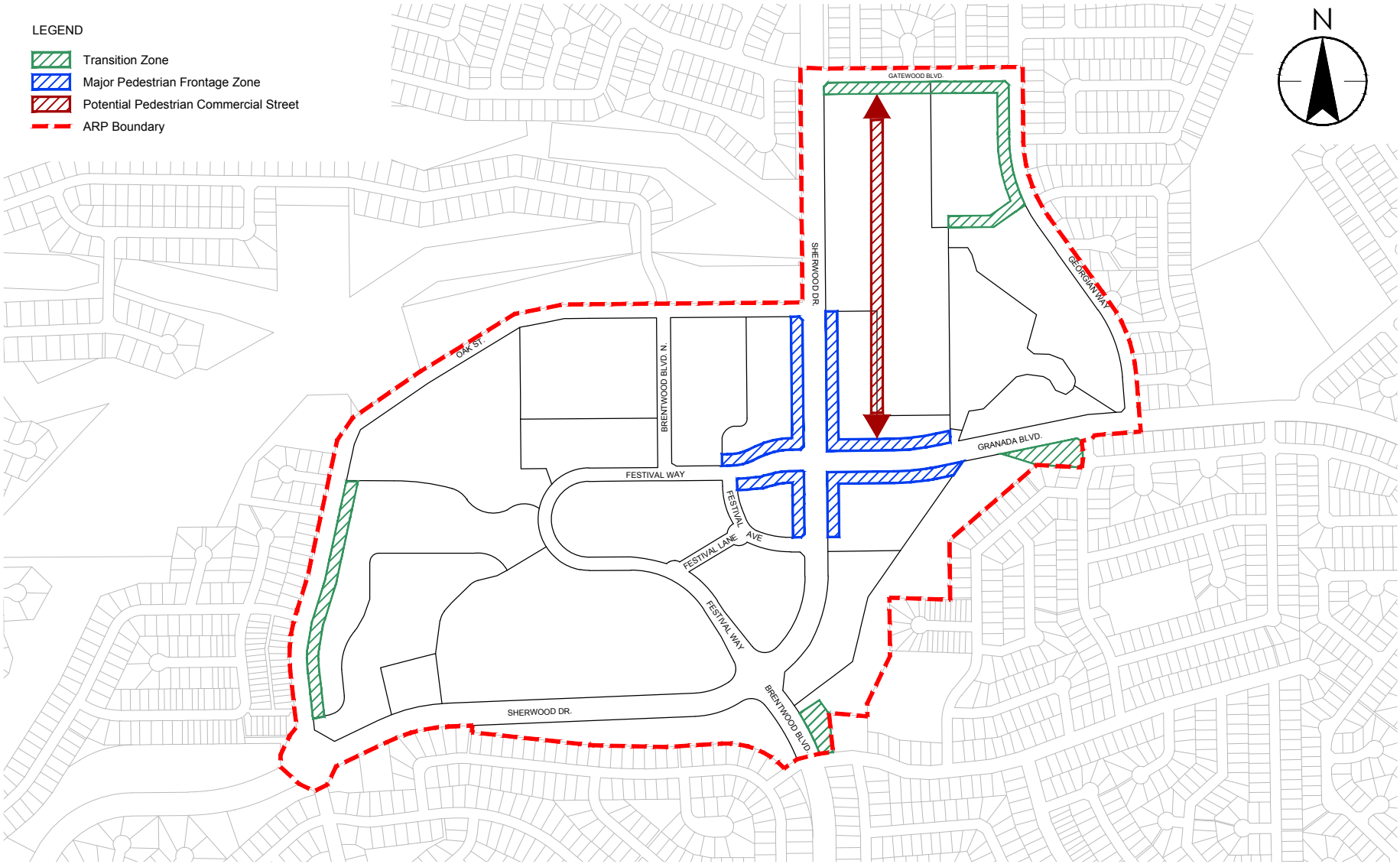
# MAP 11 ZONES



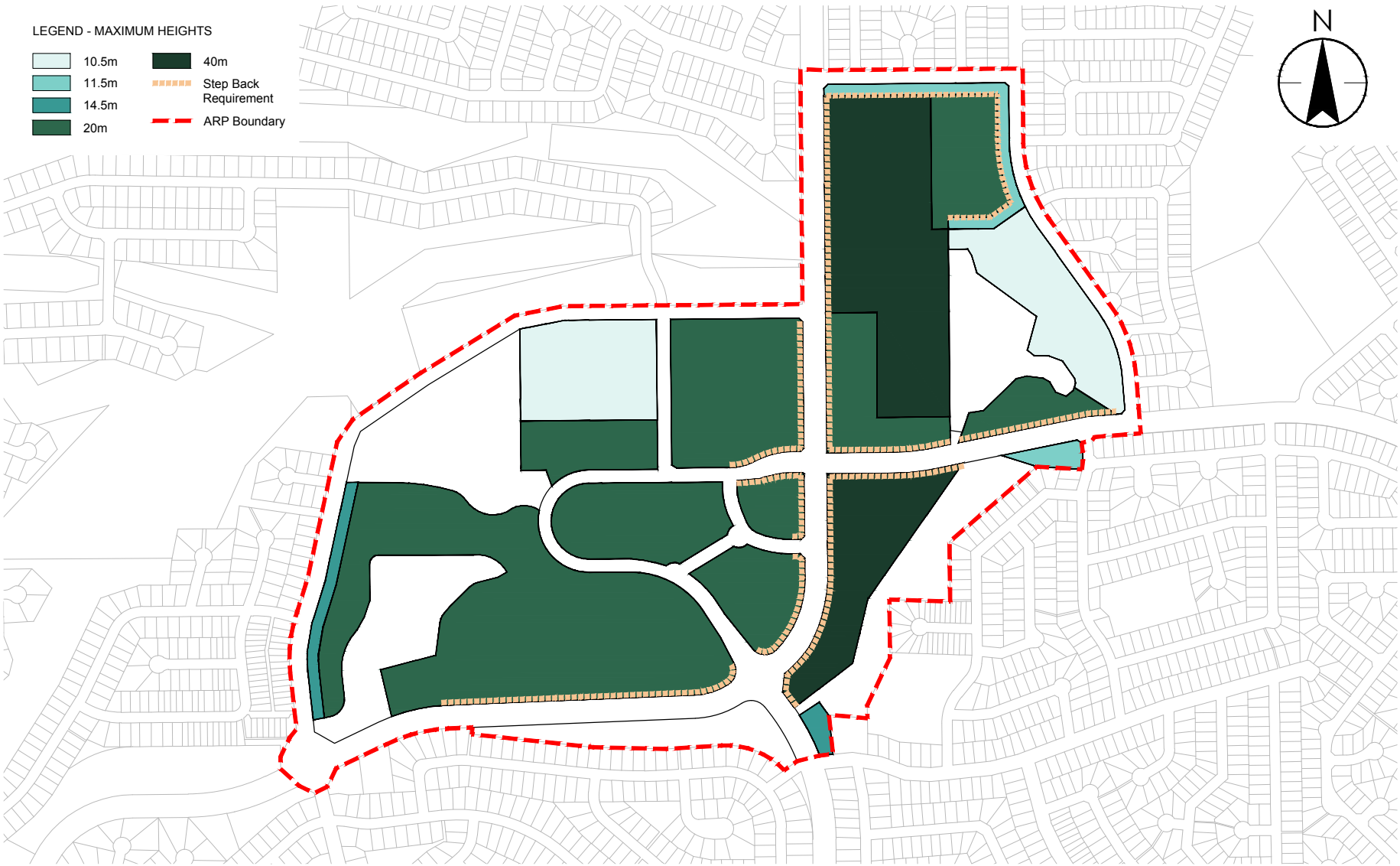

## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

0 100 300 500

STRATHCONA COUNTY

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development subject to Strathcona County's approval.

# MAP 12 MAXIMUM HEIGHT




## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

STRATHCONA COUNTY

0 100 300 500

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development subject to Strathcona County's approval.

Note: Heights are generalized. Alternative heights may apply in certain circumstances.

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