



**CENTRE  
IN THE PARK**

**CENTRE IN THE PARK  
AREA REDEVELOPMENT  
PLAN**

DRAFT OCTOBER, 2019





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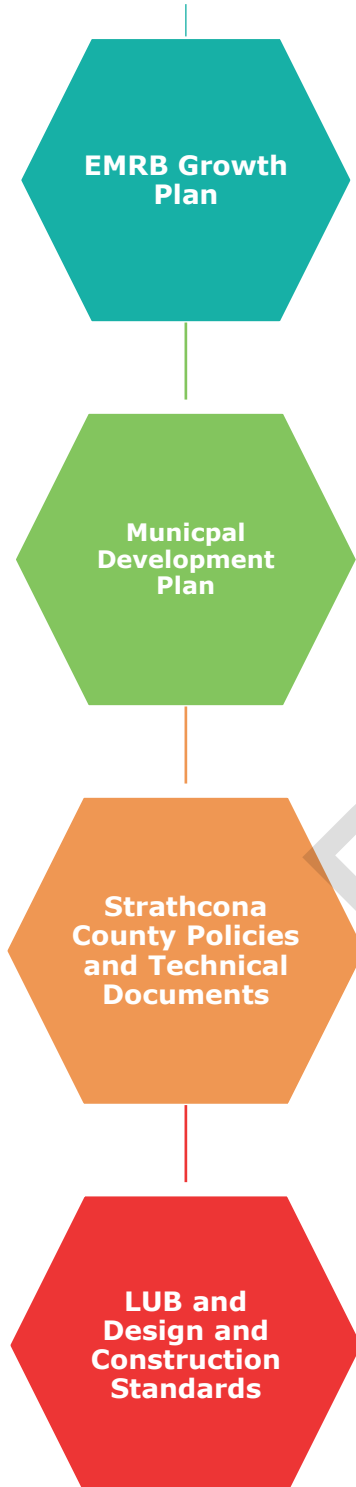
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# Section 1

## INTRODUCTION

This ARP is to be read in conjunction with



## 1.1 Purpose

The Centre in the Park Area Redevelopment Plan (ARP) 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 (MDP) 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 MDP 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.

## 1.2 Document Context

The Centre in the Park Area Redevelopment Plan should be read in conjunction with the MDP 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 ARP describes general land uses, transportation networks, servicing, and design outcomes for a defined area. Property owners looking to develop within the bounds of an ARP must ensure that their proposed development aligns with its goals and land use plan. In order to implement the policies within the MDP and ARP, the Land Use Bylaw (LUB) 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 ARP must comply with the Edmonton Metropolitan Region Growth Plan (EMRGP), which guides growth and cooperation on a regional basis.

## 1.3 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 ARP 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 has 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 2015, the population of Centre in the Park is approximately 850, 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 MDP, approved in 2017. The MDP, 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.

## 1.4 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.

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# 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
- Strathcona County Community Centre and Library
- District Energy System
- Fire Station No.1
- Sherwood Park Arena and Sports Centre
- Kinsmen Leisure Centre
- Gymnasium
- 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 Adjacent Development

Land uses adjacent to the plan area are primarily low density residential, with the neighbourhoods of Sherwood Heights, Brentwood, Glen Allan, and Mills Haven as well as the Broadmoor Public Golf Course, directly abutting the area. The Broadmoor Public Golf Course is located just northwest of Centre in the Park.

## 2.1.3 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) 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.

According to a 2013 Parking Study prepared by Bunt & Associates, approximately 2,300 parking spaces exist in the Centre in the Park area. A road safety audit in 2012 identified the need for several safety improvements at major intersections, including offset left turn lanes, altered signal phasing, improved crosswalks, and greater signage indicating one-way traffic. With anticipated growth and activity, this Area Redevelopment Plan and the underlying Transportation Master Plan will guide, plan and monitor efficient and safe movement for all users of the street network within Centre in the Park.

## 2.1.4 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.

### 2.1.5 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.

### 2.1.6 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.

	<b>OPPORTUNITIES</b>	<b>CONSTRAINTS</b>
<b>DEVELOPMENT</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Potential expansion of the long-term care facility is under consideration.</li> <li>• Density targets from the Edmonton Metropolitan Region Growth Plan support increased development density.</li> </ul>	<ul style="list-style-type: none"> <li>• Infill may affect existing residents during the construction period. Mitigation measures will be required to ensure quality of life is maintained.</li> <li>• 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.</li> </ul>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">CHARACTER</p>	<ul style="list-style-type: none"> <li>• Overtime, Centre in the Park has become a place with a unique character and sense of place.</li> <li>• Development can follow specific design guidelines, if implemented and enforced, to contribute to the unique character of the area.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">OPEN SPACE</p>	<ul style="list-style-type: none"> <li>• Significant open space already exists in CITP, providing the chance to maintain connections and potentially create new ones.</li> <li>• Increased programming of open space can help bring people to Centre in the Park, as well as provide opportunities for urban agriculture.</li> <li>• Open space programming can be improved so that year-round use is better supported.</li> <li>• Additional amenity areas interspersed into commercial areas will help to attract people to the area, providing activity in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Only a small proportion of open space contains mature tree stands. Additional tree planting may be required to provide relief from hard surfacing.</li> <li>• 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.</li> <li>• Broadmoor lake is a key wildlife habitat within wildlife management issues that will require mitigation and consideration.</li> <li>• 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.</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">UTILITIES</p>	<ul style="list-style-type: none"> <li>• Expansion of the District Energy System may be possible.</li> <li>• Incorporation of sustainable methods of energy generation such as solar and wind holds great potential.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased demand on water and sewer systems from development may constrain future development or require additional upgrades.</li> </ul>

TRANSPORTATION	<ul style="list-style-type: none"> <li>• Most streets currently provide vehicle prioritization, with opportunities for complete street redesign.</li> <li>• Cycling as a transportation mode may be increased through dedicated infrastructure.</li> <li>• Frequency or intensity of transit service between CITP and other areas in Sherwood Park or regionally may be increased.</li> <li>• Existing intersections provide opportunities to improve flow of all users in a safer and more efficient design.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Visitors to CITP may come from all over Strathcona County, which means that vehicle transportation cannot be entirely subverted for sustainable transport.</li> <li>• 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.</li> <li>• Many intersections have current safety issues that require mitigation through design.</li> </ul>
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## 2.2 Redevelopment Context

### 2.2.1 Mixed-Use

Successful developments connect people and places—physically and socially—by creating memorable, enduring experiences. Mixed-use is a 21<sup>st</sup> century approach to integrating land uses at a micro scale. Communities work best when they offer 24/7 living. They offer a variety of opportunities for live, work and play, and they are accessible to all. Mixed-use can be provided both vertically and horizontally in a variety of ways, including a mix of residential, commercial, office, and recreational uses.

### 2.2.2 Mobility

Providing a connected network of well-designed complete streets improves opportunities for multi-modal transportation. The overall concept is framed to align with the transit network. The dense Main Street Policy Area is positioned along Sherwood Drive, providing access to both the Bethel Transit Terminal and the Ordze Transit Centre lines. The ARP proposes to provide priority to walking, cycling and other modes of active transportation. Vehicle traffic will be accommodated within the ARP, however surface parking will be restricted as large contiguous surface parking areas spread uses apart and require continuous interaction between vehicles and pedestrians, decreasing walkability. Centre in the Park will be a thriving, vibrant and livable community where the streets become places for social interaction.

## 2.2.3 Open Space Variety

A diverse population needs open spaces to fulfill a range of needs. The open space designs and policies reflect that notion. Throughout the plan, four types of open spaces are referred to, 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 and 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. An example of an existing integrated gathering area is the urban square located in front of Savona Centre and the Strathcona County Community Centre plaza, agora and internal connection.



### 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. Reciprocal use agreements allow for use of the site by both the school boards and the larger community. Open areas currently exist adjacent to St. Theresa Catholic School and Salisbury Composite High School, as identified on Figure 5: Open Space Concept.



### Amenity Areas

Amenity 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. Amenity areas are located within the Amenity areas and Greenways Policy Area. Existing amenity areas include the areas surrounding Broadmoor Lake and Eastgate Lake, as identified on Figure 5: Open Space Concept.



### 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 Amenity areas and Greenways Policy Area. Greenways may including integrated gathering areas. Existing greenways are located south and east of Sherwood Drive, as identified on Figure 5: Open Space Concept.



# Section 3

## DOCUMENT FRAMEWORK

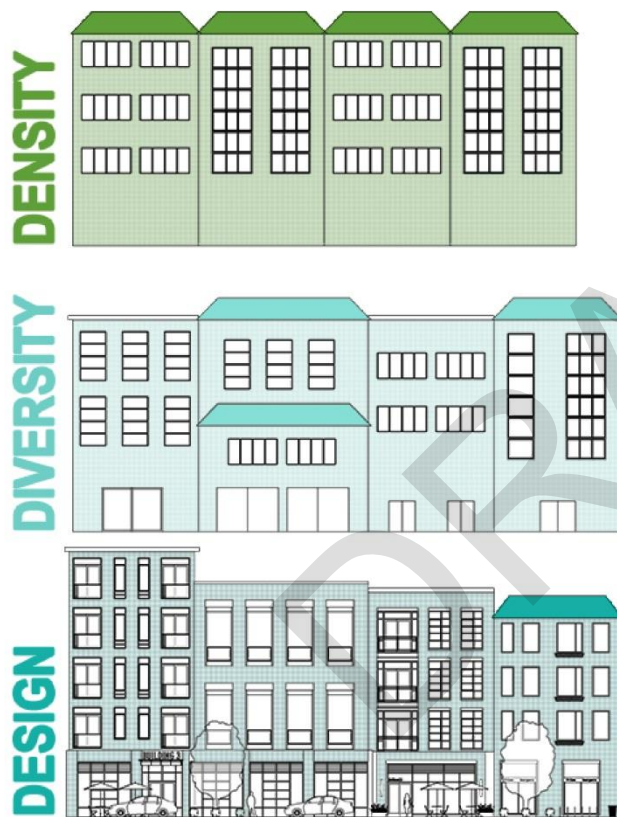


## 3.1 Vision

### 3.1.1 Centre in the Park Vision

“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.”

## 3.2 Principles



The following principles will guide the policies in this ARP. The three main principles of the plan are:

### 3.2.1 Principle #1 – Aspire to Increased Densities

As the County’s Urban Centre, Centre in the Park will aspire to the density targets of the Edmonton Metropolitan Region Board. The area provides a unique opportunity to intensify a built-up urban area. The ARP will:

- a) Provide opportunities for land use intensification with a focus on form and flexible uses.
- b) Conform to the aspirational density targets as set out by the Edmonton Metropolitan Region Board, while ensuring a transition is provided to adjacent low density land uses.

### 3.2.2 Principle #2 – Diversify the Land Use Composition

The ARP provides an important opportunity to reinforce the role of Centre in the Park as a place to live, work, shop and recreate. Successful urban centres offer a wide variety of amenities and foster an environment that is active throughout the day and evening. As the urban centre of Sherwood Park, the ARP should provide a compact and diverse mix of uses with a range of intensity levels. Interactive spaces that entice people to gather together and socialize add to the health of a community. The ARP will:

- 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, residential and community services within shared buildings or shared sites.
- c) Provide for a variety of open spaces including greenways, amenity 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 coherent sense of place.

### 3.2.3 Principle #3: Enhance Urban Centre Design and Character

The Centre in the Park ARP encompasses Sherwood Park's community, cultural and commercial core that forms a diverse and distinctive character for the area. At its core, the area will be designed and scaled for people. The Centre in the Park street network should be attractive and encourage residents and visitors to walk or cycle. 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. To this end, development guided by this ARP will:

- 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 amenity areas.
- c) Prioritize and improve active transportation 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 and complete streets.
- 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.

## 3.3 Section Structure

### 3.3.1 General Policy Sections

General policy sections 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

Within each of the land use policy areas, 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.

## 3.4 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 that are connected by complete streets and active transportation connections encourages residents and visitors to enjoy neighbourhood 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

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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:

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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 Figure 5: Open Space Concept be provided to ensure inviting gathering spaces.
2. Require that, where the existing amenity area surrounding Eastgate Lake cannot be expanded, the Potential Amenity Area Expansion shown on Figure 5: Open Space Concept is provided as an integrated gathering area to ensure greater usability of the amenity area.
3. Require that the integrated gathering areas identified on Figure 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 Figure 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 Figure 5: Open Space Concept, be located throughout policy areas and are designed to achieve one or more of the following to ensure 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 amenity areas; or
  - e. Provide a sightline from arterial streets to amenity 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.



### Character Defining Elements

12. Encourage the continued expansion of pedestrian wayfinding features within the area to promote destinations and attractions.
13. 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.
14. Encourage that buildings located on the corners of intersections contain special architectural treatments and elements to promote visual interest and wayfinding.
15. Require the integration of a landmark feature at the intersection of Sherwood Drive and Granada Boulevard to ensure the creation of a focal point within the centre of the plan area.
16. Encourage the use of landmark features at the beginning and end of significant active transportation corridors such as Prairie Walk and existing greenways to promote them as unique elements of the public realm.
17. Encourage the use of uniform decorative pedestrian infrastructure, street lighting, signal lighting and street signage to be incorporated into all areas to promote a consistent character.
18. Encourage the use of alternative materials for crosswalks and walkways within the area to promote a unique and identifiable character.
19. Encourage the integration of information plaques throughout the area to promote education of the environmental features and area history.
20. Encourage architectural details such as recesses, overhangs, lighting, planters, banners, and canopies to promote visual interest on building facades and provide shelter for pedestrians.
21. 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.
22. Require that building facades vary in finishing materials to visually break up large building walls to ensure human scale development.
23. Encourage consistent sidewalk widths, construction materials and landscaping along streets to promote continuity of treatments and character within the area.



24. Encourage tactical urbanism such as pop-up parks, temporary seating, painted pavement, street closures, or overhanging features to promote the area as a destination.
25. Encourage standalone and integrated public art throughout the area to promote interest within the public realm.
26. 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.
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.
29. Encourage the use of underground waste disposal systems for all developments to promote reduced odour and an attractive environment.
30. Encourage the use of transparency along major pedestrian frontage zones and active frontage areas to promote a lively streetscape.
31. Require that high traffic pedestrian areas include human scale pedestrian lighting to ensure safety and comfort of users.
32. Encourage a street width to building height ratio of no more than 1:4 to promote a human scale urban environment.
33. Encourage an active transportation to building height ratio of no more than 1:6 to promote safety and comfort for pedestrians.

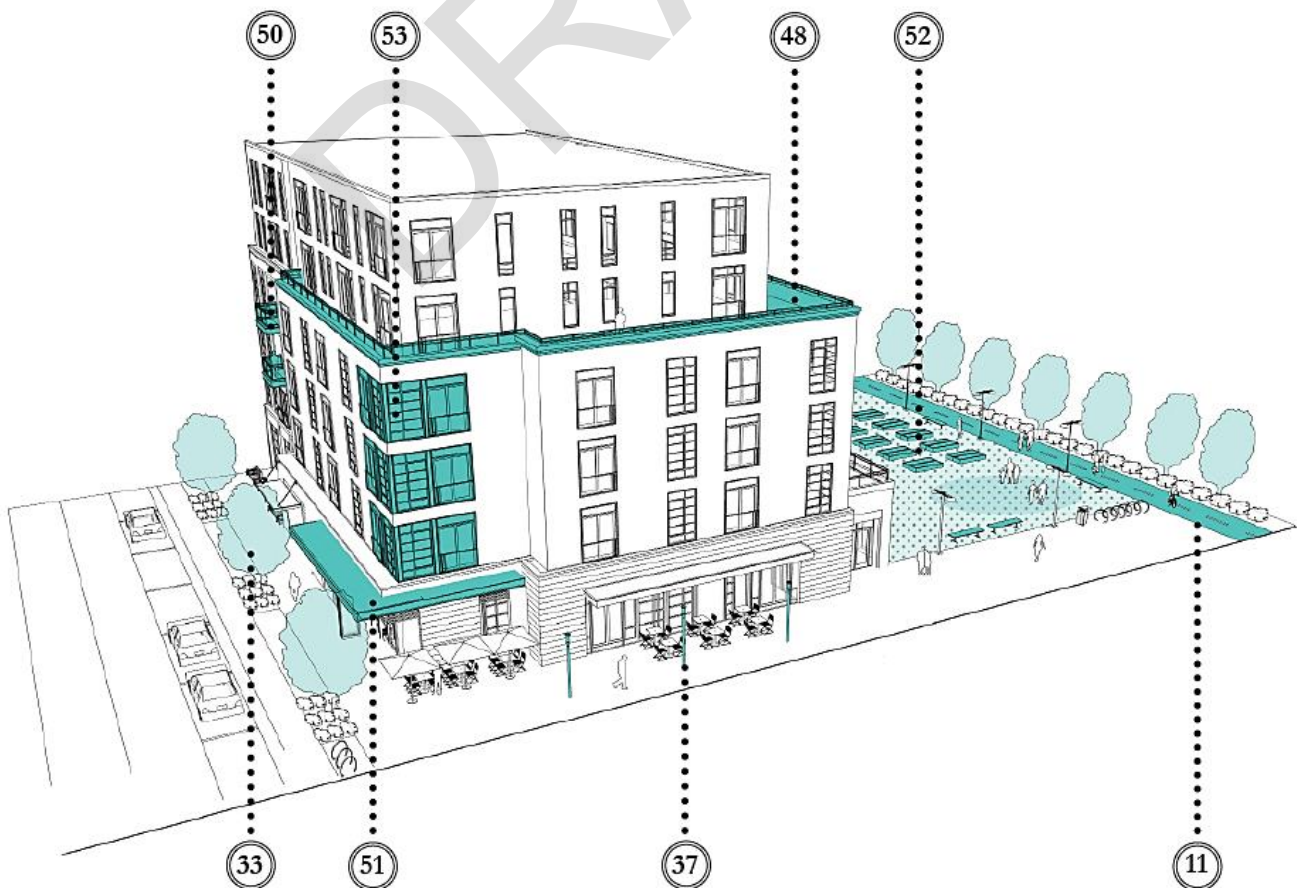
### Streetscape

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 furnished 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 furnished 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 connections to ensure a positive pedestrian experience.
40. Require that redevelopment result in intensification to ensure compact development.
41. 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.
42. Encourage redevelopment to utilize the opportunities for increased heights within the area to promote compact development.
43. Encourage residential development to have a mixture of different unit sizes to promote a community for all ages, incomes and abilities.
44. 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.
45. Require heights in accordance with the maximums identified in Figure 12 to ensure a comfortable human scale.
46. 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.
47. Require that sites incorporate the following key principles of Crime Prevention Through Environmental Design (CPTED) to ensure a safe and comfortable built environment:

### Built Form



- 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 energy efficient pedestrian lighting and implementation of dark sky measures 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. Ensuring that landscaping does not compromise security by preventing clear views from streets to pathways, open spaces or car parking areas; and
  - f. Encouraging buildings to be oriented towards transit controlled locations to improve safety.
48. Require transitions be provided between Centre in the Park and other neighbourhoods through mechanisms such as changes in height or step backs to ensure uses are compatible.
49. 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.
50. Encourage the use of elements such as balconies, rounded corners and step backs to promote the mitigation of wind and provide visual variation.
51. 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.
52. Encourage that where buildings front onto open spaces they orient towards them to promote eyes on the street.
53. Consider how sunlight through the winter months can be maximized when orienting buildings to support all-season design.



## 4.2 Mobility

Connectivity and permeability are fundamental elements 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 provide 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 Transportation Master Plan, this ARP 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 ARP and are identified in Figure 4: Street Network. For existing streets within CITP, 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 ARP. New streets within the ARP 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:

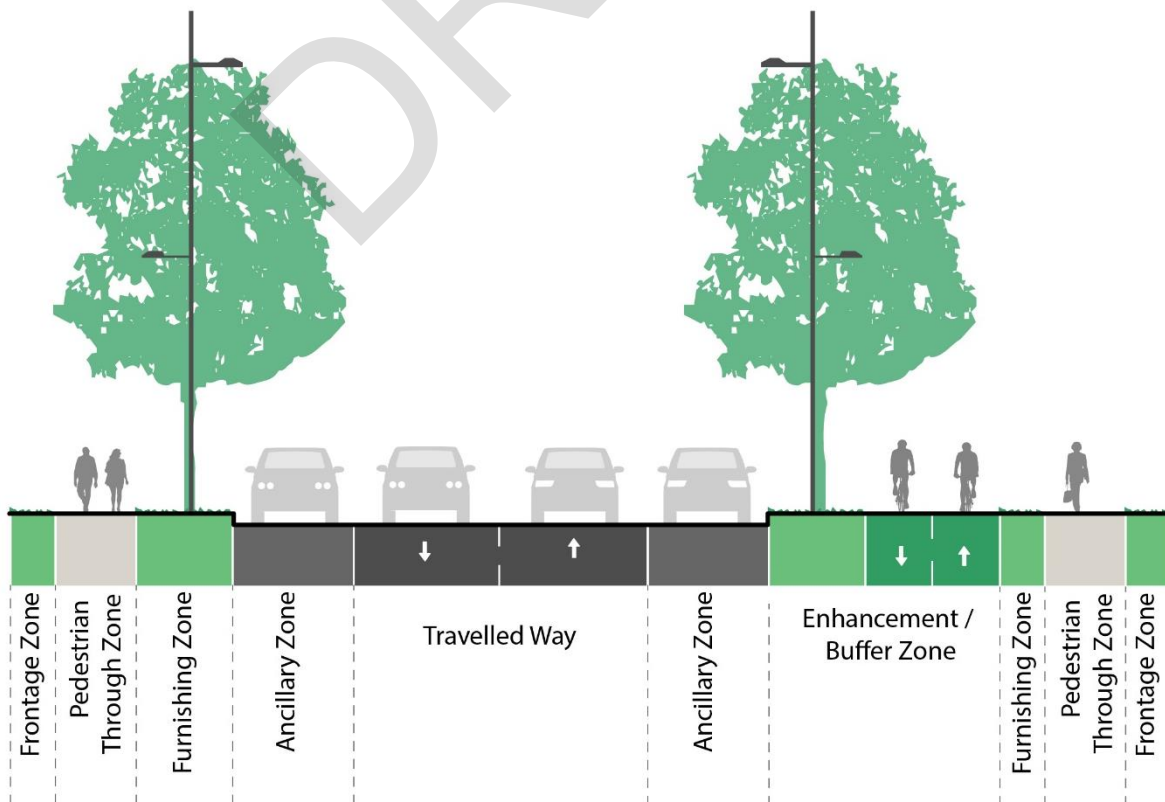
The Centre in the Park ARP will ensure:

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.

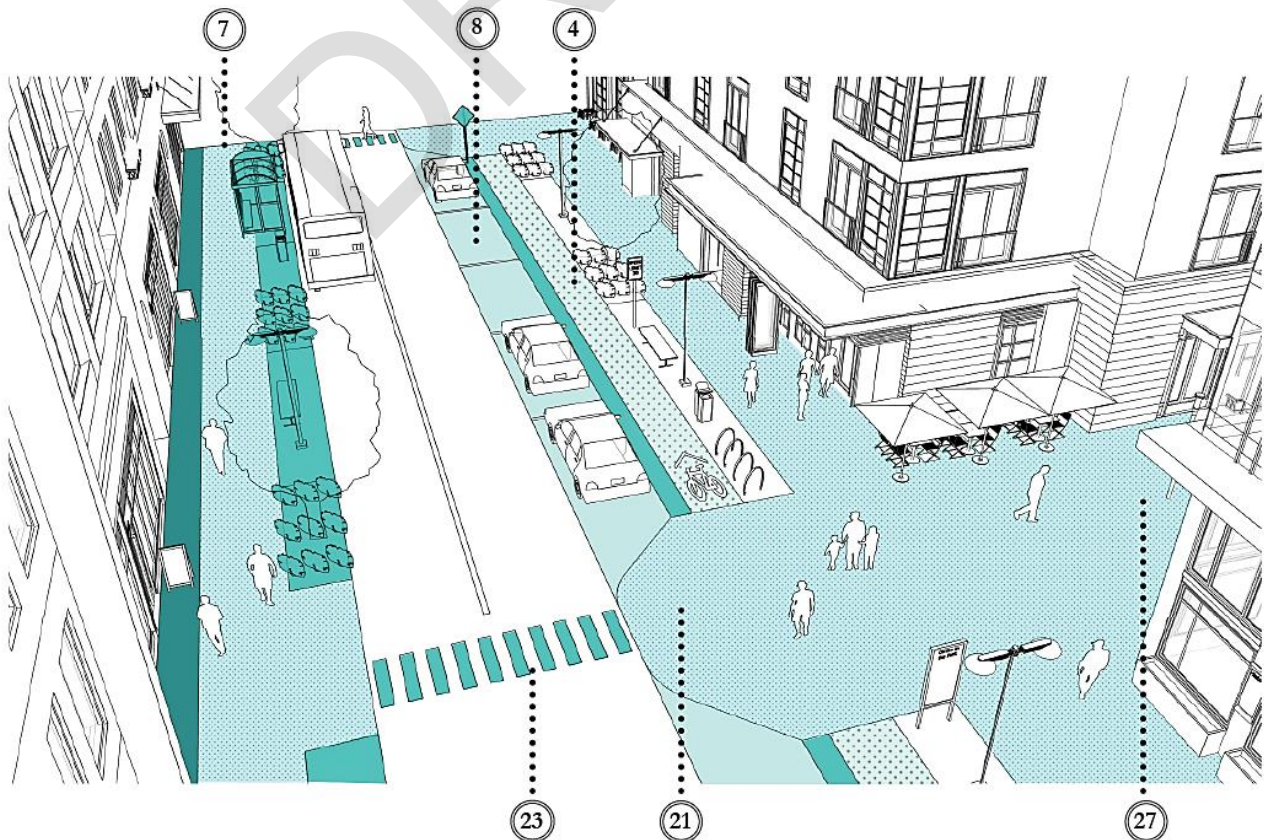


## Street Network

1. Require that 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 streets to promote the reduction of conflicts between street users.
6. Consider shared cycling facilities in areas without direct building frontage or on low speed, low traffic streets to support context based infrastructure.
7. Require that streets with active frontages contain a frontage zone, pedestrian through zone, furnished zone and furnished zone to ensure a walkable public realm.
8. Encourage that streets with active frontages contain an ancillary zone in addition to a frontage zone, pedestrian through zone and furnished zone to promote flexible spaces.
9. Require that streets without active frontages contain a pedestrian through zone and a furnished zone abutting the frontage to ensure a walkable public realm.
10. Encourage that streets without active frontages include a frontage zone and ancillary zone in addition to the pedestrian through zone and furnished zone to promote flexible spaces.
11. Require that the cross-section for Sherwood Drive and Granada Boulevard have no more than two through lanes in each direction to reclaim additional right-of-way for pedestrians and cyclists and reduce the length of crossings while maintaining traffic flows to ensure that the corridor is established as a main street arterial.



12. Require a reduction of traffic speeds to between 30-50 km/h, dependent on street context, to ensure improved safety outcomes.
13. Require streets to form part of the active transportation network to ensure connections throughout all policy areas.
14. Require that the design and location of crosswalks prioritizes the safety and comfort of pedestrians to ensure all ages and abilities are accommodated.
15. 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.
16. Require improved and increased crossings at intersections and high pedestrian locations to ensure pedestrian-vehicle safety is improved.
17. 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.
18. Require that vehicular access points are placed and designed to minimize impacts to the pedestrian environment to ensure a positive pedestrian experience.
19. Consider the removal of vehicular access points where they are not required for circulation to support pedestrian safety.
20. Require that the placement of new development does not limit the ability to form convenient pedestrian and vehicular connections through internal sites to ensure viability of redevelopment.
21. 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.
22. Encourage additional crosswalks connecting major active transportation routes to destinations within the area to promote pedestrian-oriented environments.
23. 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.

24. 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

25. 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.
26. Require the integration of active transportation connections as identified in Figure 6: Active Transportation Network to ensure connectivity.
27. Encourage that sites provide publically accessible pedestrian connections between all buildings to promote connectivity of sites.
28. Require active transportation crossings at streets and vehicular access points to be clearly marked using signage and markings to ensure potential conflicts between users are minimized.
29. Encourage the integration of a bike share program into the area to promote active transportation.
30. Require connections of open spaces to each other through active transportation infrastructure to ensure a connected open space network.

### Transit

31. 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.
32. 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.
33. Require direct connections to existing transit facilities in Sherwood Park to ensure transit opportunities are provided locally and regionally.

34. Encourage the use of covered transit stops that are well lit to promote the use of transit through all four seasons.
35. Require that transit stops are accessible by active transportation, with direct connections, to ensure accessibility.
36. Consider the integration of transit stops on private streets, where they serve a primary destination within the area, to support the increased availability of transit.
37. Encourage the use of dynamic transit to promote alternative transit options.



- 38. Require the provision of comfortable and safe passenger waiting areas that do not impede the flow of pedestrian and cyclist movements to ensure the comfort of transit and active transportation users.
- 39. 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.

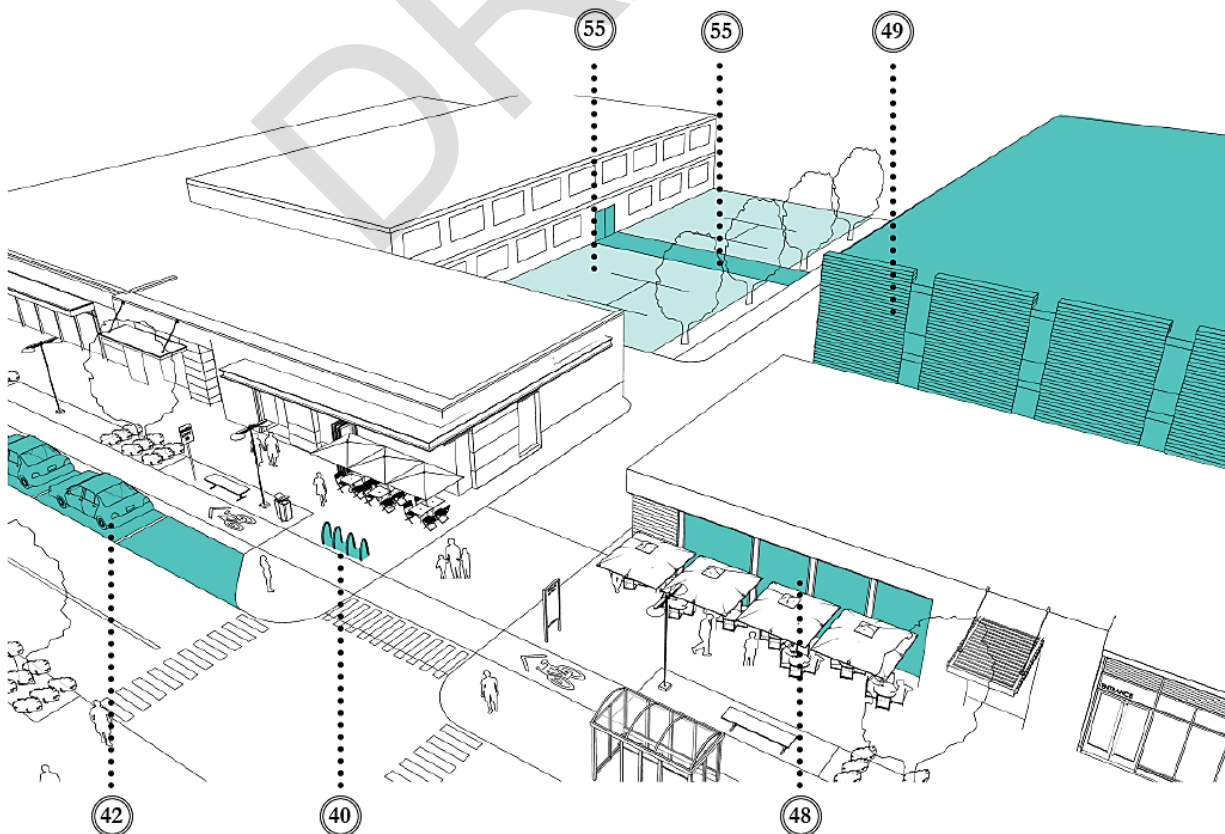
### Parking

- 40. Require bicycle parking for all new developments to ensure the accommodation of active transportation.
- 41. Encourage bicycle storage rooms in all developments to promote cycling in the area.
- 42. Encourage parking within the ancillary zone of all streets to promote retail prosperity.
- 43. 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.
- 44. Consider metered parking and paid parking where demand for parking exceeds supply to support alternative transportation modes.
- 45. 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.

- 46. Consider integrated garages for row housing or town housing residential developments to support housing diversity.
- 47. Encourage that new commercial and community service parking is accommodated on-street, underground or within a stacked parking structure to ensure pedestrian-oriented design.
- 48. 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.
- 49. Require stacked parking structures for commercial or community 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.
- 50. 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.
- 51. 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.
- 52. Encourage that existing surface parking lots are eliminated through infill with buildings, underground parking structures or stacked parking structures to promote intensification.



53. Consider the seasonal conversion of on street parking to parklets or seating areas where parking needs can be met elsewhere or for special events to support gathering spaces and social interaction.
54. Encourage the use of seasonal, designated scooter and motorcycle parking stalls on streets to promote the increased overall capacity of on-street parking.
55. Require new or remaining surface parking to be used only for commercial or community 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 major pedestrian frontage zones;
  - c. Surface Parking lots are designed in smaller clusters, separated by landscaped areas, public spaces or buildings;
  - d. Accesses to surface parking lots are designed to minimize the interruption of pedestrian connectivity;
  - e. Surface Parking lots incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
- f. Surface Parking lots connect active transportation infrastructure safely and efficiently through the site and to transit controlled locations.
56. Encourage the incorporation of car sharing and electric charging stations for on-street and on-site parking to promote green transportation options.
57. Consider the use of reserved, time specific on-street food truck parking spaces in convenient accessible areas to support active frontages.
58. Encourage entrances to parking structures and integrated garages to be placed in a lane to promote pedestrian-oriented design.
59. Encourage the sharing of surface parking lots and parking structures to promote efficient use of land.
60. Encourage existing surface parking lots be reorganized to promote an enhanced pedestrian experience.
61. Require that the total amount of existing on-site surface parking stalls does not increase to ensure sufficient enough redevelopment area.



## 4.3 Infrastructure

Traditional 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

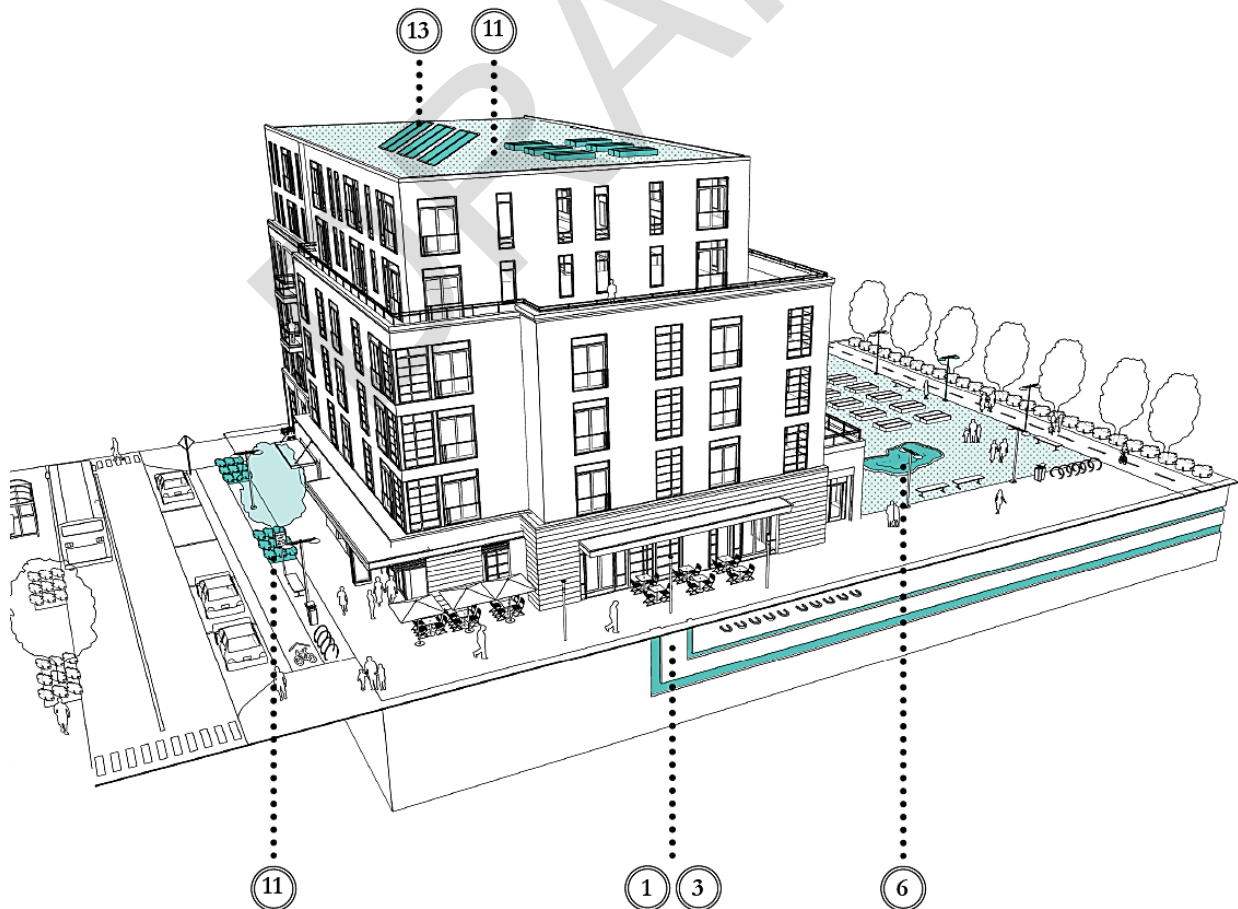
1. Require water servicing to be provided to a full urban standard to ensure viability of redevelopment.
2. Require redevelopments, to upgrade or pay for upgrades to water servicing as needed, to ensure proper water flows and pressure.

### Wastewater Servicing

3. Require wastewater servicing to be provided to a full urban standard 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.



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. Encourage the reuse of graywater to promote 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 major pedestrian frontage zones.

### ◆ 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:

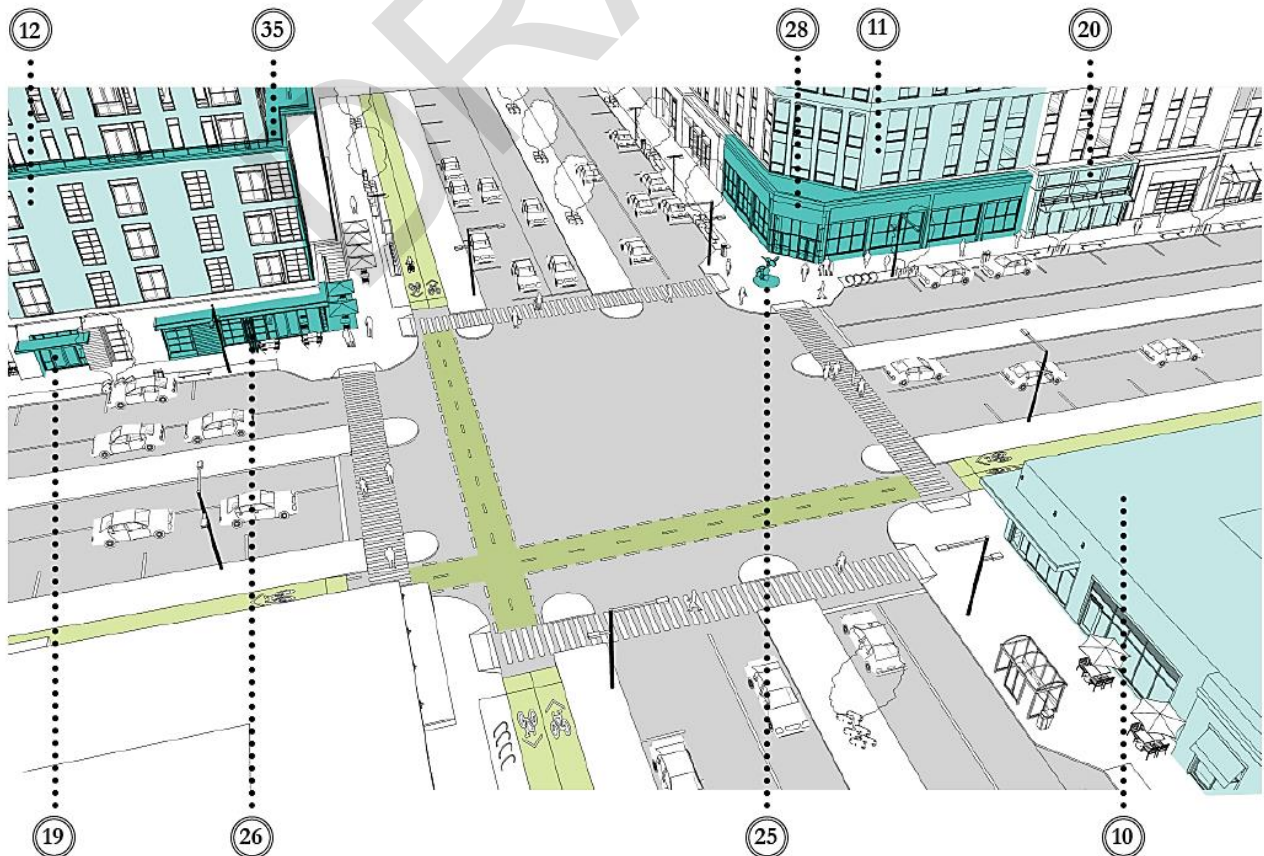
### Density

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 achieving the regional density target for 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.

6. Encourage redevelopment to utilize the opportunities for increased heights shown on Figure 12: Height Maximums to promote compact development and achieving the regional density target.

### Diversity (Land Use Composition)

7. 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.
8. Encourage high density residential with a range of unit types and tenures to promote a community for a variety of incomes, ages and abilities.



9. Consider medium density residential in apartment style housing, where building heights are greater than 50% of the height allowance shown on Figure 12: Height Maximums to support variety and transitions in scale.
10. Require active uses, such as commercial or community services on the ground floor of buildings along major pedestrian frontage zones to ensure the creation of a main street
11. Encourage residential, commercial services or community services above the ground floor of buildings to promote 24/7 activity.
12. Encourage residential uses within mixed-use buildings to promote increased residential densities.
13. Consider standalone residential buildings or residential uses on the ground floor of buildings where they do not front onto major pedestrian frontage zones to support increasing residential densities within Centre in the Park.
14. 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.
15. Encourage the provision of community services adjacent to St. Theresa Catholic School to promote synergies with the school site.
16. Encourage the provision of integrated gathering areas throughout the policy area to promote social interactions.
17. Encourage the provision of community housing units to promote a sub-regional level of service.

## Design

### *Orientation and Interface*

18. Require main streets to contain a major pedestrian frontage zone, as shown on Figure 11: Zones, to ensure the creation of a downtown core.
19. Require building facades adjacent to major pedestrian frontage zones to provide windows at grade for transparency to ensure activation of streets and improved safety.
20. Encourage that buildings abutting major pedestrian frontage zones are clad in higher-quality materials such as brick or glass at street level to promote visual interest.
21. Encourage the future renovation of existing facilities to shield storage areas and parking from the street view to promote an active and attractive streetscape.
22. Require new facilities to shield storage areas and parking from the street view to ensure an active and attractive streetscape.
23. Require setbacks to open spaces and Oak Street 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 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.
26. Require buildings adjacent to major pedestrian frontage zones to have clearly articulated building entrances that are oriented towards streets and the Major Pedestrian Frontage Zones to ensure active frontages.

27. 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.
28. 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.
29. Encourage that new buildings provide entrances and transparency towards greenways, greenspaces and integrated gathering areas to promote relationships with open spaces and other uses.
30. Encourage integrated gathering areas or active transportation infrastructure between buildings and greenways to promote compatibility and transitioning.
33. Consider heights over the maximums outlined within Figure 12: Maximum Heights where community housing is provided within the building to support this vital housing form.
34. Encourage the use of step backs adjacent to streets, integrated gathering areas, active transportation connections, greenways and open areas to promote the transition of heights and minimize the impact of high density development on the public realm.
35. Require the use of step backs adjacent to the major pedestrian frontage zone to ensure a human scaled main street.
36. Require a maximum width to height ratio of 1:6 for internal private streets and active transportation connections to abutting buildings to ensure a comfortable and safe pedestrian experience.
37. Require that buildings are separated at regular intervals to ensure the provision of active transportation connections to the interior of sites.

*Scale*

31. Encourage that heights of new buildings be constructed to the maximums outlined within Figure 12: Maximum Heights to promote compact development, human scale and visual interest.
32. Consider heights within 50% of the maximums outlined within Figure 12: Maximum Heights to support visual variation and reduced shadowing.



*Access*

38. Require an active transportation connection from Sandpiper Greenway to Sherwood Drive and the Strathcona County Community Centre through private sites to ensure connectivity.
39. Require additional active transportation connections from Sherwood Drive to Granada Boulevard through private sites to ensure connectivity.
40. Require a grid street pattern with short block lengths for internal private streets to ensure direct pedestrian and vehicular connections.
41. Require active transportation connections at regular intervals from streets to the interior of sites to ensure connectivity.
42. Encourage an on-street, at grade transit transfer facility be located near the Main Street Policy Area to promote efficient and accessible transit.
43. Require that major pedestrian frontage zones provide separate facilities for cyclists within the pedestrian through zone to ensure conflict reduction.
44. Require that streets abutting the major pedestrian frontage zone include a frontage zone, pedestrian through zone, furnished zone and ancillary zone in addition to vehicular through zones to ensure complete streets.
45. Require that all directional intersections on public streets connect to internal private streets to ensure the integration of a grid street pattern.
46. Encourage that access points from public roadways connect directly to an internal private street to promote the integration of a grid street pattern.
47. Encourage that access points from public roadways which do not connect directly to an internal private street are removed to promote a pedestrian-oriented experience.
48. Require the use of pedestrian infrastructure such as boulevard trees, pedestrian scaled lighting, street furniture and litter receptacles within the furnished 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 new development 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 density of 130 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.
5. Encourage redevelopment to utilize the opportunities for increased heights shown on Figure 12: Height Maximums to promote compact development and achieving the regional density target.

### 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 and tenures to promote a community for a variety of incomes, ages and abilities.
8. Consider medium density residential in apartment style housing within transition zones or where building heights are greater than 50% of the height allowance shown on Figure 12: Height Maximums to support variety and transitions in scale.
9. 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.
10. Encourage residential uses on the ground floor of buildings where there are not active

frontages on the opposing side of the street to promote viable residential development.

11. Encourage residential, commercial or community service uses above the ground floor of buildings to promote 24/7 activity.
12. 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.
13. Encourage that the existing amenity area containing Eastgate Lake be expanded to the west to promote increased usability and access to the area.
14. Require that should the existing amenity area containing Eastgate Lake not be expanded, an integrated gathering area be provided adjacent to the eastern side on the existing amenity area to ensure increased usability and access to the area.
15. Require the provision of an integrated gathering area located within the vicinity of the intersection of Oak Street North and Sherwood Drive with a direct pedestrian and visual connection to Sherwood Drive to ensure access to open space.
16. Encourage the provision of integrated gathering areas throughout the policy area to promote social interactions.
17. Encourage the provision of community housing units to promote a sub-regional level of service.

### Design

#### *Orientation and Interface*

18. Require clearly articulated building entrances oriented toward streets to ensure an active streetscape.
19. 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.
20. Consider setbacks from arterial streets and internal private streets in the following

instances to support social interaction and accessibility:

- a. To accommodate integrated gathering area;
  - b. For seating or patios;
  - c. To accommodate bicycle parking; or
  - d. For accessibility features such as wayfinding.
21. Require setbacks from greenways, amenity areas, Gatewood Boulevard, and the existing low density residential areas to ensure compatibility and transitioning.
  22. Encourage treed boulevards, integrated gathering areas or active transportation infrastructure between buildings and greenways, amenity areas, Gatewood Boulevard, and the existing low density residential areas to promote compatibility and transitioning.
  23. Encourage that active uses located on corner sites 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.
  24. Encourage buildings adjacent to internal private streets or arterial streets to provide transparency with windows and prominent entrances at grade to promote activation of streets and improved safety.
  25. Require that building facades for active uses provide windows at grade for transparency to ensure activation of streets and improved safety.
  26. Encourage the future renovation of existing facilities to shield storage areas and parking from the street view to promote an active and attractive streetscape.
  27. Encourage that new buildings provide entrances and transparency towards greenways, amenity areas and integrated gathering areas to promote relationships with the open space and other uses.
- Scale*
28. Encourage that heights of new buildings be constructed to the maximums outlined within Figure 12: Maximum Heights to promote compact development, human scale and visual interest.
  29. Consider heights within 50% of the maximums outlined within Figure 12:



Maximum Heights to support visual variation and reduced shadowing.

- 30. Encourage the use of step backs adjacent to streets, integrated gathering areas, active transportation connections, greenways and amenity areas to promote the transition of heights and minimize the impact of high density development on the public realm.
- 31. Require decreased heights of buildings within transition zones to ensure appropriate transitions.
- 32. Require a maximum width to height ratio of 1:6 for internal private streets and active transportation connections to abutting buildings to ensure a comfortable and safe pedestrian experience.
- 33. Require that buildings are separated at regular intervals to ensure the provision of active transportation connections to the interior of sites.

*Access*

- 34. Require a north-south internal private street from Granada Boulevard to Gatewood Boulevard to ensure opportunities for active frontages.
- 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 connections from Granada Boulevard to Gatewood Boulevard through private sites, 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. Require the removal of the existing service road off

Sherwood Drive to ensure an active streetscape and the creation of a street wall.

- 39. Require an active transportation connection from Sherwood Drive to Sandpiper Greenway, through private sites, to ensure connectivity.
- 40. Require a grid street pattern with short block lengths for internal private streets to ensure direct pedestrian and vehicular connections.
- 41. Require active transportation connections at regular intervals from streets to the interior of sites to ensure connectivity.
- 42. Consider transit controlled locations on internal private streets at key destinations to support increased transit usage.
- 43. Require that all directional intersections on public streets connect to internal private streets to ensure the integration of a grid street pattern.
- 44. Encourage that access points from public roadways connect directly to an internal private street to promote the integration of a grid street pattern.
- 45. Encourage that access points from public roadways, which do not connect directly to an internal private street, are removed to promote a pedestrian-oriented experience.
- 46. Require the use of pedestrian infrastructure such as boulevard trees, pedestrian scaled lighting, street furniture and litter receptacles within the furnished zone of streets to ensure an active and robust 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

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

### ◆ OBJECTIVES:

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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 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.
5. Encourage redevelopment to utilize the opportunities for increased heights shown on Figure 12: Height Maximums to promote compact development and achieving the regional density target.

### Diversity (Land Use Composition)

6. Encourage high density and medium density residential in apartment style housing with a range of unit types and tenures to promote a community for a variety of incomes, ages and abilities.
7. Require that only residential or open space uses are provided directly abutting areas containing single family dwellings to ensure an appropriate transition of uses.
8. Encourage mixed-use and single use residential buildings to promote increased population density and diversification of the area.
9. Consider single use commercial buildings or community services where they are integrated with surrounding residential to support the daily needs of residents and users.
10. 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.

11. Require the provision of an integrated gathering area located within the Community Policy Area bound by Georgian Way and Gatewood Boulevard to ensure convenient access to gathering spaces by residents.
12. Encourage the provision of integrated gathering areas throughout the policy area to promote social interactions.
13. Encourage the provision of community housing units to promote a sub-regional level of service.

### Design

#### *Orientation and Interface*

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

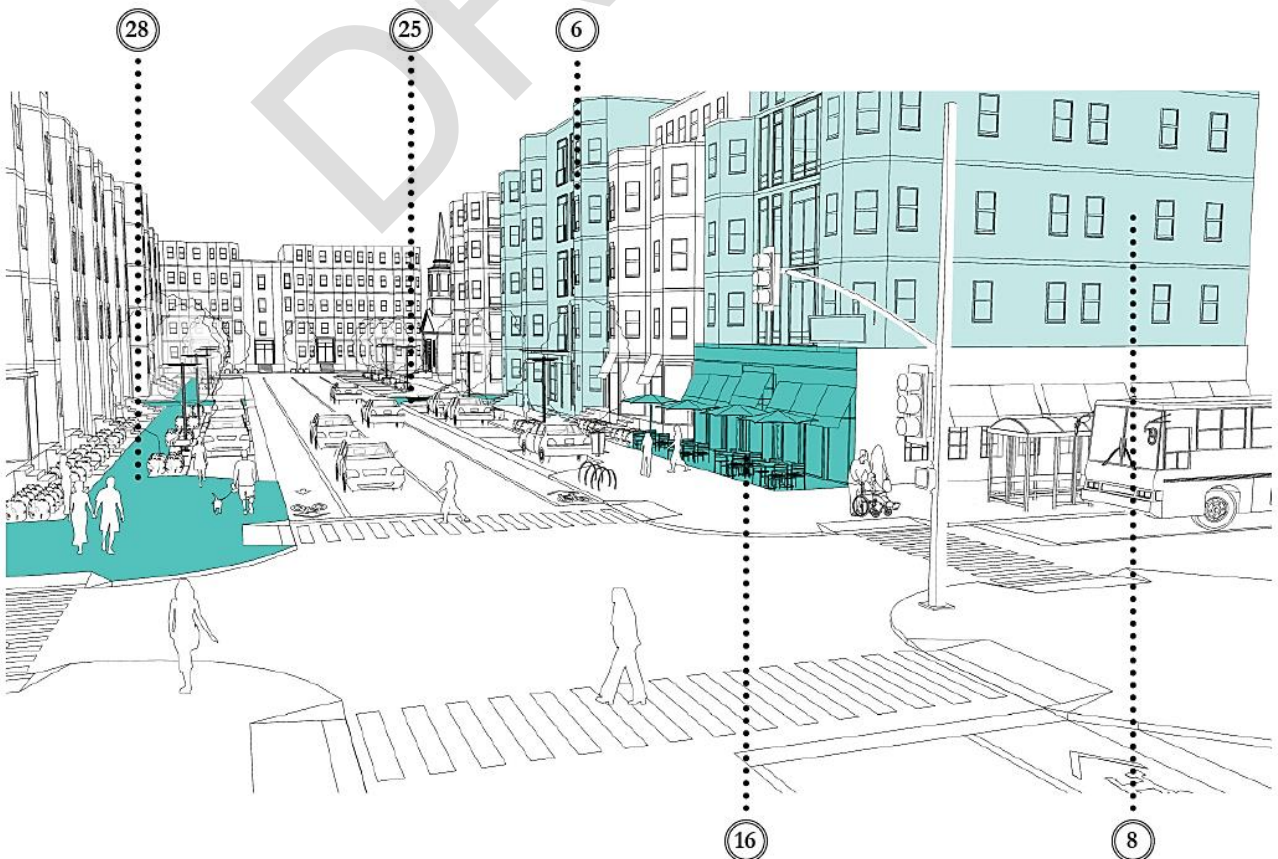
*Scale*

20. Encourage that heights of new buildings be constructed to the maximums outlined within Figure 12: Maximum Heights to promote compact development, human scale and visual interest.
21. Consider heights within 50% of the maximums outlined within Figure 12: Maximum Heights to support visual variation and reduced shadowing.
22. Encourage the use of step backs adjacent to streets, integrated gathering areas, active transportation connections, greenways and amenity areas to promote the transition of heights and minimize the impact of high-density development on the public realm.
23. Require decreased heights of buildings within transition zones to ensure appropriate transitions.
24. Require a maximum width to height ratio of 1:6 for internal private streets and active transportation connections to abutting buildings to ensure a comfortable and safe pedestrian experience.

25. Require that buildings are separated at regular intervals to ensure the provision of active transportation connections to the interior of sites.

*Access*

26. Require an active transportation connection from Georgian Way to the Urban Centre Policy Area to ensure accessibility.
27. Require an active transportation connection from Brentwood Boulevard North to Broadmoor Lake Park to ensure access to the amenity area.
28. Require active transportation connections at regular intervals from streets to the interior of sites to ensure connectivity.
29. Require that existing active transportation connections to greenways and amenity areas be maintained and enhanced to ensure transportation choice.
30. Require the use of pedestrian infrastructure such as boulevard trees, pedestrian scaled lighting, street furniture and litter receptacles within the furnished zone of streets to ensure an active and robust public realm.



## 5.4 Neighbourhood Policy Area

The Neighbourhood Policy Area is intended to continue to accommodate the existing low 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

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

### ◆ OBJECTIVES:

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The Neighbourhood Policy Area will ensure that developments:

1. Aspire to increased **densities** through small scale redevelopment;
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.





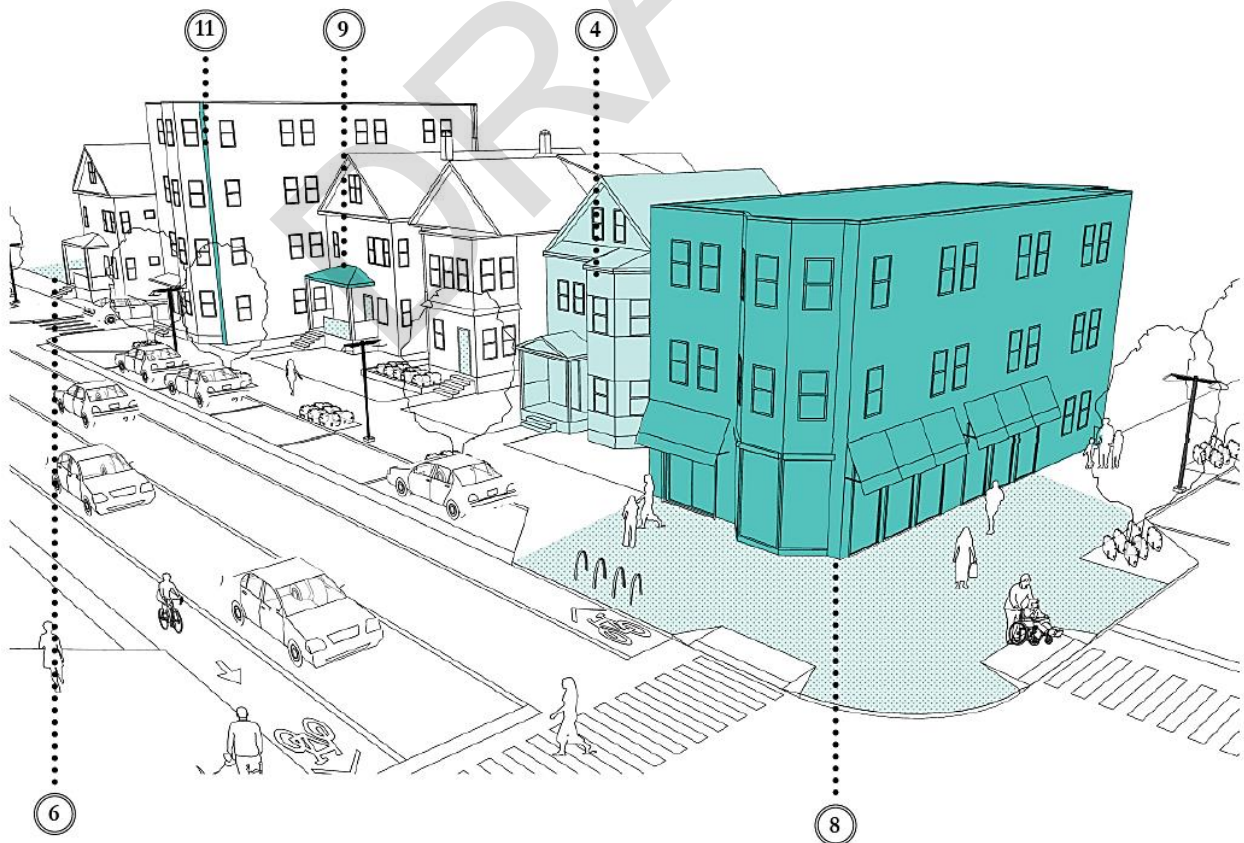
## ◆ Policies:

### Density

1. Encourage redevelopment to result in intensification to promote compact development.
2. Encourage a minimum overall 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 transition to higher densities.
4. Encourage residential redevelopment in the form of townhouses, row houses and stacked townhouses to promote gradual increases in density.
5. Consider the development of new live-work units, where fronting onto a public street, to support a diverse mix of uses.
6. Encourage the integration of integrated gathering areas to promote social interaction.
7. Encourage the provision of community housing units to promote a sub-regional level of service.



## Design

### *Orientation and Interface*

8. Require new live-work units to orient towards public streets to ensure compatibility and access.
9. Encourage 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 Figure 12: Maximum Heights to promote compatible development and transitions.
12. Require that buildings are separated at regular intervals to ensure the provision of active transportation connections to the interior of sites.

### *Access*

13. Encourage increased active transportation connections to and through the policy area to promote connectivity and access.
14. Encourage the minimization and consolidation of vehicular access points to the policy area from public streets to promote 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 public services within this policy area acting 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 density of 90 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 Figure 5: Open Space Concept to promote activities and festivals in the area.
11. Encourage the new and 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*

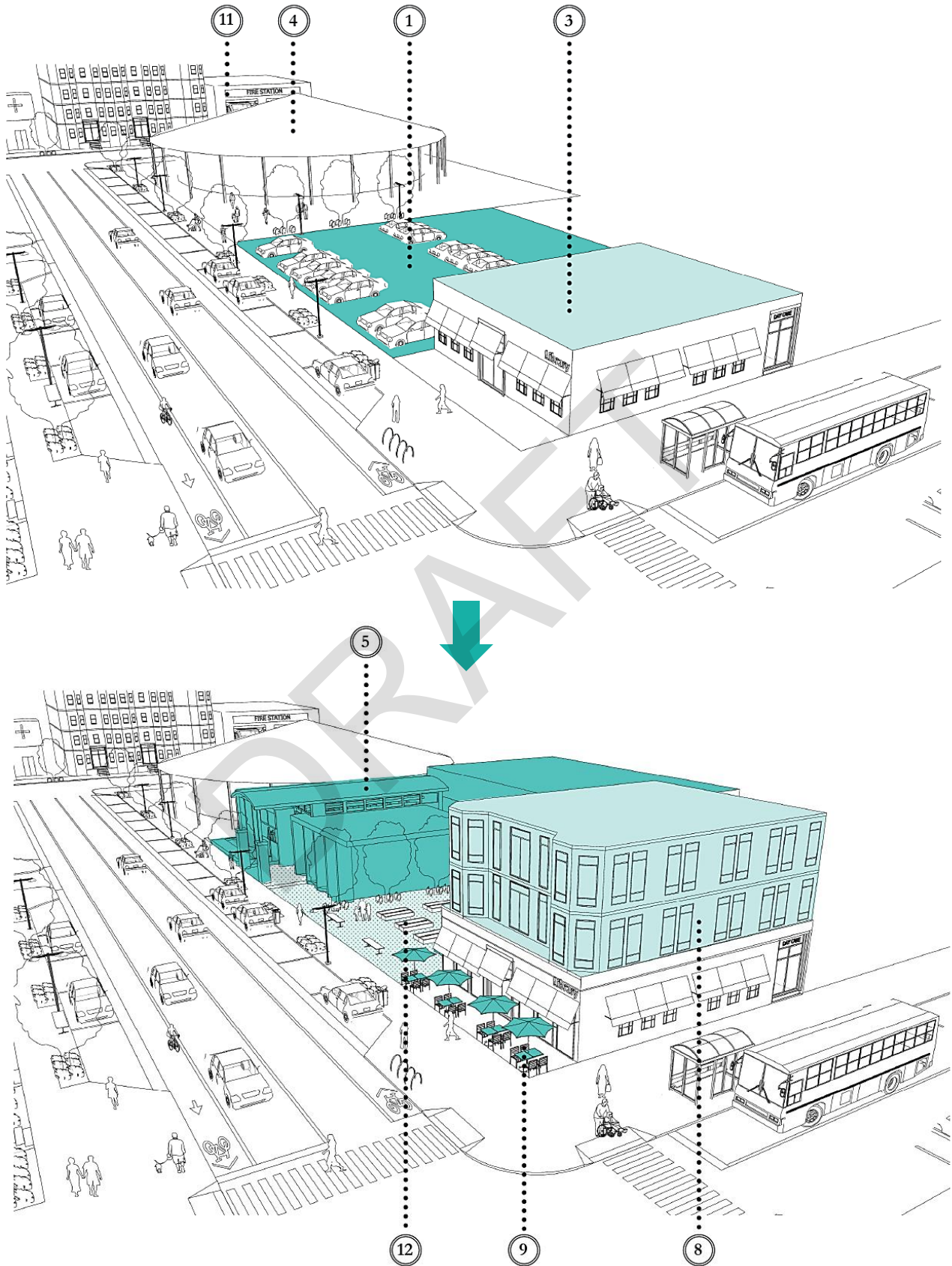
14. Encourage that a landmark features or integrated gathering areas be added to major access points and adjacent to destinations to promote visual identification of these spaces.
15. Require that entrances of public buildings front onto public streets or open spaces to ensure a pedestrian-friendly public realm.
16. Require that where public buildings abut both a public street and an amenity area, entrances are provided to both the public street and the amenity area with clear articulation using design features to ensure 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 occurs fronting existing streets to promote access to public facilities.
19. Encourage that buildings form a relationship with abutting amenity areas and integrated gathering areas by providing entrances and transparency towards them to promote their use.
20. Encourage future renovations of existing facilities to shield storage areas and parking from the street view to promote an active and attractive streetscape.

### *Scale*

21. 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.
22. Encourage that buildings are separated at regular intervals to promote the provision of active transportation connections to the interior of site.
23. Consider heights over the maximums outlined within Figure 12: Maximum Heights where community housing is provided within the building to support this vital housing form.

### *Access*

24. Encourage the extension of Prairie Walk to Oak Street to promote connectivity through the area.
25. Require that connectivity of the Strathcona County Community Centre plaza remains through the Community Centre complex to ensure connectivity through the area.



## 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.

### ◆ GOAL

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

### ◆ OBJECTIVES:

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The Institutional Policy Area will ensure that developments:

1. Provide for **educational facilities and open area** 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 and creativity.
2. Encourage the existing educational 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 public facilities and infrastructure.
4. Encourage replacement of existing education facilities with an urban form of education facility to promote efficient use of public lands and a pedestrian friendly public realm.
5. Require a review of the policy area boundaries in the case that an educational facility is replaced within the policy area to ensure logical and orderly planning of the area.

### Diversity (Land Use Composition)

6. Encourage open areas to be designed to support a 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 education facility users and the community to promote multi-functional use of public spaces.
10. Consider new community services or integrated gathering areas which fall within the existing footprint of an educational facility or existing parking lot and provide a service that interacts with

the existing educational use to support a diversity of uses.

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 spaces within greenspaces 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 greenspaces to maximize land use efficiency to promote the urban character of the centre.
16. Encourage renovation or redevelopment of existing facilities to be street oriented to promote walkability.
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 connections from Sherwood Drive to Festival Way to promote connectivity.



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## 5.7 Greenways and Amenity areas Policy Area

In addition to integrated gathering areas, open areas, and active transportation connections which fall within other policy areas, this policy area provides a set of well-designed amenity 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 such as the Broadmoor spray park and play ground as well as Broadmoor plaza. 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

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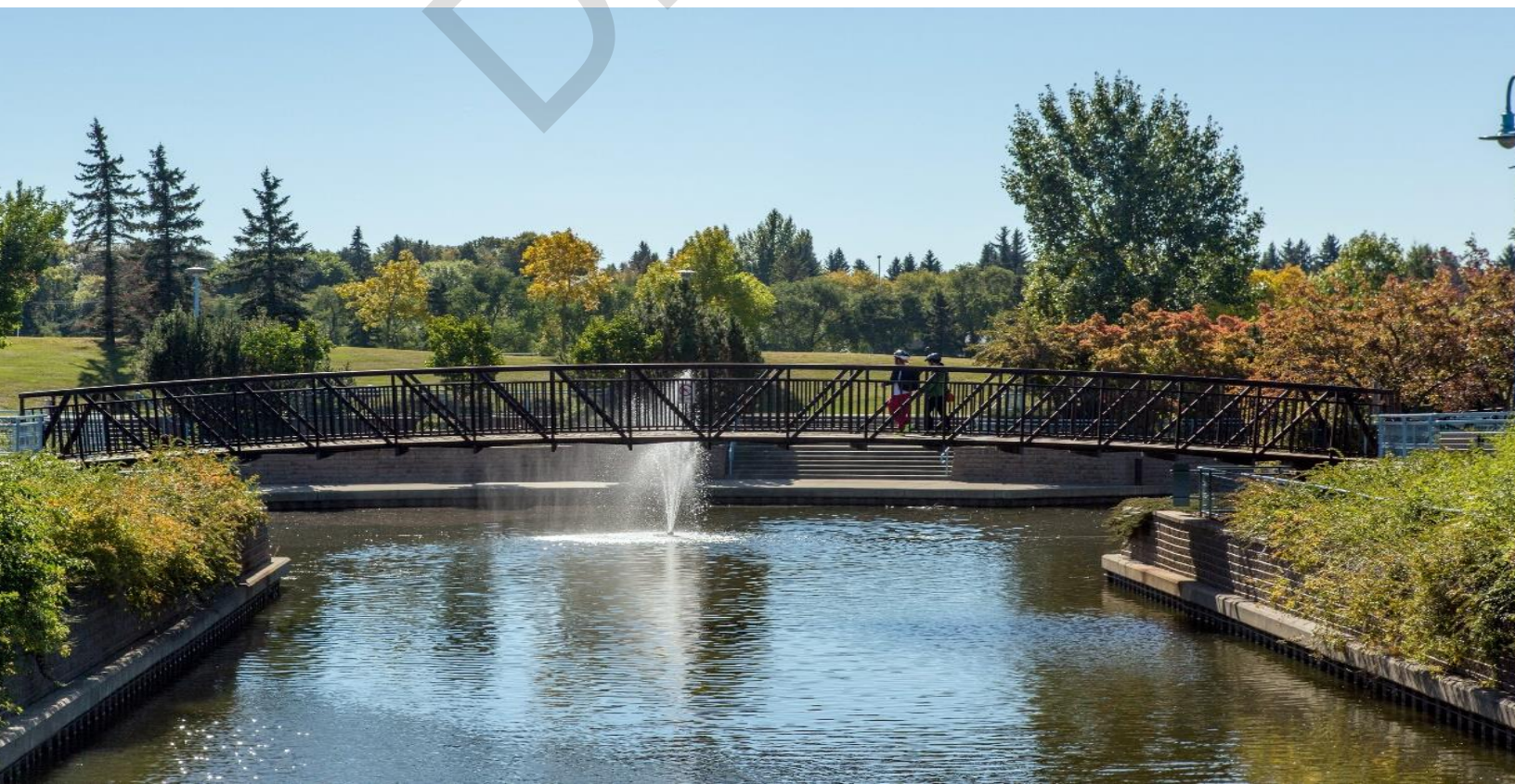
The Greenway and Amenity areas Policy Area will continue to revitalize and enhance existing amenities and trails to meet the needs of a diverse group of users.

### ◆ OBJECTIVES:

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The Greenways and Amenity areas Policy Area will ensure the:

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



## ◆ POLICIES:

### Amenity areas and Greenways

1. Require areas identified within the Greenways and Amenity areas Policy Area to remain as amenity 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 area to promote increased usability of the amenity area.

### Diversity (Land Use Composition)

3. Require amenity areas to be designed to support all ages, incomes and abilities to ensure accessibility for residents and users.
4. Require amenity 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. Require amenity areas and greenways include pollinator habitat to ensure a thriving ecosystem.

6. Encourage amenity areas to accommodate community events and festivals to promote opportunities to gather and celebrate together.
7. Encourage amenity 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 amenity areas to promote local food initiatives.
9. Encourage opportunities for seasonal commercial uses to promote activation of amenity areas.
10. Require the continued enhancement and maintenance of active transportation connections to and through greenways and amenity 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 redevelopment area to promote linear parks and interaction between development and the open space.
12. Encourage outdoor programming of amenity area and integrated gathering areas for cultural activities, festivals and outdoor play to promote social interaction.



## Design

### *Orientation and Interface*

13. Encourage landmark features be added to major access points and destination areas of amenity 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.

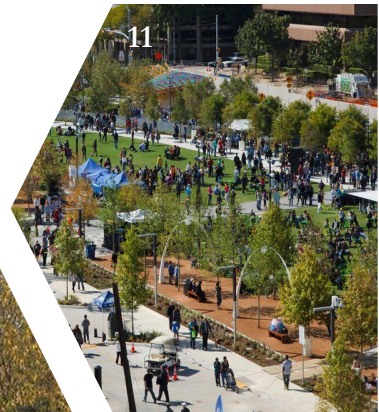
### *Scale*

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

### *Access*

18. Encourage any redesign of Eastgate Lake to include connections to adjacent land uses and public streets to promote greater usage of the area.
19. Encourage access and connections to Broadmoor Lake Park from other policy areas to promote usability.
20. Require that greenways and amenity areas maintain or enhance existing active transportation connections to ensure connectivity.
21. Require that greenways and amenity areas are recognized as wildlife corridors to ensure the limitation of barriers to wildlife movement and human/wildlife conflict.

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# Section 6

## IMPLEMENTATION

## 6.1 Amendments, Monitoring and Acquisitions

The Centre in the Park Area Redevelopment Plan (ARP) is a Council-approved statutory document in accordance with the higher-level Strathcona County Municipal Development Plan (MDP) and the Municipal Government Act (MGA).

The ARP 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 ARP does not address the specific situation 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 ARP.

In the case that new concepts or ideas arise that are not anticipated by this ARP, 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 ARP 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 MGA 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 MDP and other relevant documents.

## ◆ POLICIES:

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### 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 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, amenity area expansions, key active transportation connections and integrated gathering areas 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.

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.



<p>Complete a Corridor Study for Sherwood Drive.</p>	<p>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.</p>
<p>Integrate design standards specific to Centre in the Park into the County’s Design and Construction Standards.</p>	<p>To ensure the vision for the area is achieved alternative design standards are required for the area to establish a pedestrian-oriented streetscape.</p>
<p>Establish funding mechanisms for infrastructure upgrades within the area.</p>	<p>To provide for upgrades to servicing, streets and opportunities for enhancements to the area to create a unique and distinct core for Sherwood Park.</p>
<p>Establish Centre in the Park as a priority location for the use of Money in Place of Reserves.</p>	<p>The County will negotiate for the acquisition of integrated gathering areas and amenity area expansions, key active transportation connections and integrated gathering areas.</p>
<p>Create a tactical urbanism program for Centre in the Park.</p>	<p>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.</p>
<p>Review the need for a curbside management study.</p>	<p>As the area densifies appropriate management of curbside parking will be needed.</p>



# 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.
- 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 within a building that are located adjacent to the frontage zone of a street and encourage pedestrian activity.

**Active Recreation:** Active recreation refers to pre-planned organized sports or recreation activities.

**Active Transportation:** 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 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 Figure 6: Active Transportation Network.

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

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

**Amenity area:** Active or passive public spaces located adjacent to storm water management facilities with opportunities for built amenities such as playgrounds, trails and seating areas.

**Ancillary zone:** Means the area located between the Travelled Way and Furnishing Zone. 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:** Residential development which includes any form of apartment dwellings as a component within the buildings. This includes wrapped town houses.

**Area Redevelopment Plan:** 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.\*\*

**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.

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

**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

\*As defined in the Edmonton Metropolitan Region Growth Plan

\*\*As defined in the Strathcona County Municipal Development Plan

of government to enable short or long term occupancy by a range of lower income and/or special needs individuals and households.\*\*

**Compact Development or Compact Form:** Means 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. Compact development may include detached and semidetached houses on small lots as well as townhouses and walk-up apartments, multi-story 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.\*

**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.\*\*

**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.\*\*

**Education Facility:** Refers to any building that is used for education purposes and has students enrolled, such as schools.

**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:** 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 immediately adjacent to buildings or private property. 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 located adjacent to the Pedestrian Through Zone. 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 along urban streets or overland drainage for rural cross sections.

**Greenway:** An open space that is not contained within a street right-of-way with a primary use of connecting active transportation infrastructure.

**Green Building:** The practice of creating structures and using processes that are environmentally responsible and resourceefficient 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

\*As defined in the Edmonton Metropolitan Region Growth Plan

\*\*As defined in the Strathcona County Municipal Development Plan

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.\*

**Open area:** Outdoor athletic facilities or active play areas adjacent to education facilities which fall under a reciprocal use agreement.

**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 of a scale that that provide a comfortable environment for people.

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

**Integrated Garage:** A garage that is constructed within the structure of a building and does not protrude beyond the story above.

**Integrated gathering area:** Integrated gathering areas are open spaces such as parks, plazas, courtyards or patios that are integrated into policy areas. Internal building connections and agoras may also be considered where it is publicly accessible 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 street located within a development that is not maintained by the municipality and does not have to follow the same requirements as a public street.

**Internal Site:** A site which does not front onto a public street.

**Landmark Feature:** Unique or recognizable element used to distinguish 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:** 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 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

\*As defined in the Edmonton Metropolitan Region Growth Plan

\*\*As defined in the Strathcona County Municipal Development Plan

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:** Refers to an area within the Main Street Policy Area that 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):** 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):** The Municipal Government Act (MGA) is the law 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 location that accommodates multiple buses at one time. Does not accommodate vehicle parking.\*\*

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

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

**Passive Recreation:** Means spontaneous recreation and leisure activities that do not require pre-planning or organization.

\*As defined in the Edmonton Metropolitan Region Growth Plan

\*\*As defined in the Strathcona County Municipal Development Plan

**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 Boulevard:** Means a portion of the street designated for pedestrian movement and activities, and includes the Frontage Zone, the Pedestrian Through Zone, the Furnishing Zone, and the Ancillary Zone.

**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 Commercial Street:** Means small a private street with consistent active frontages on both sides which contains a frontage zone, pedestrian through zone and furnished zone with expanded Pedestrian Boulevards and consistent active frontages on both sides where pedestrian crossings are intensely frequent.

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

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

**Pedestrian Through Zone:** Means the area located between the Frontage and Furnishing Zones. The Pedestrian Through Zone provides an area for active transportation mobility 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.

**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.\*\*

**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 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 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.\*

**Redevelopment Master Plan:** Means a dynamic, long-term planning document that provides a conceptual layout to guide future growth and redevelopment for, at a minimum, the entirety of the zoning area.

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

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

\*As defined in the Edmonton Metropolitan Region Growth Plan

\*\*As defined in the Strathcona County Municipal Development Plan

**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.

**Shared Cycling Facility:** Means pathways that are used by cyclists, pedestrians and other modes of active transportation, such as multi-use trails.

**Single Family Dwelling:** Means a residential use containing only one dwelling unit within a building.

**Stacked Parking:** Means a structure where vehicular parking is located in one or more floors above grade.

**Step back:** Means the distance of the building wall on upper levels that is recessed from the building wall on lower levels. Tall buildings should typically have a podium base and a stepback 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:** Means a public or Internal Private Street.

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

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

**Street-Oriented:** Means buildings that are oriented towards the street, contributing to a pedestrian friendly, walkable environment.

**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.

**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:** A study conducted to understand the shadow patterns created by the proposed development on the surrounding streets, buildings, parks and other amenity areas.

**Surface Parking Lot:** A surface area where vehicles are temporarily parked.

**Tactical Urbanism:** Means quick, often temporary, inexpensive projects that make a small part of the urban service area or hamlet more livable or enjoyable for users such as a pop-up parklet, large scale chess boards, overhead string lighting or painted plazas and crosswalks.

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

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

**Transition Zone:** Refers to an intermediate zone between two different zones of different height or densities.

**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.\*\*

**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

\*As defined in the Edmonton Metropolitan Region Growth Plan

\*\*As defined in the Strathcona County Municipal Development Plan



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.\*

**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:** Refers to 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.

**Vehicular Through Zones:** A portion of the right-of-way reserved for the movement of vehicles.

**Vision Zero:** 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

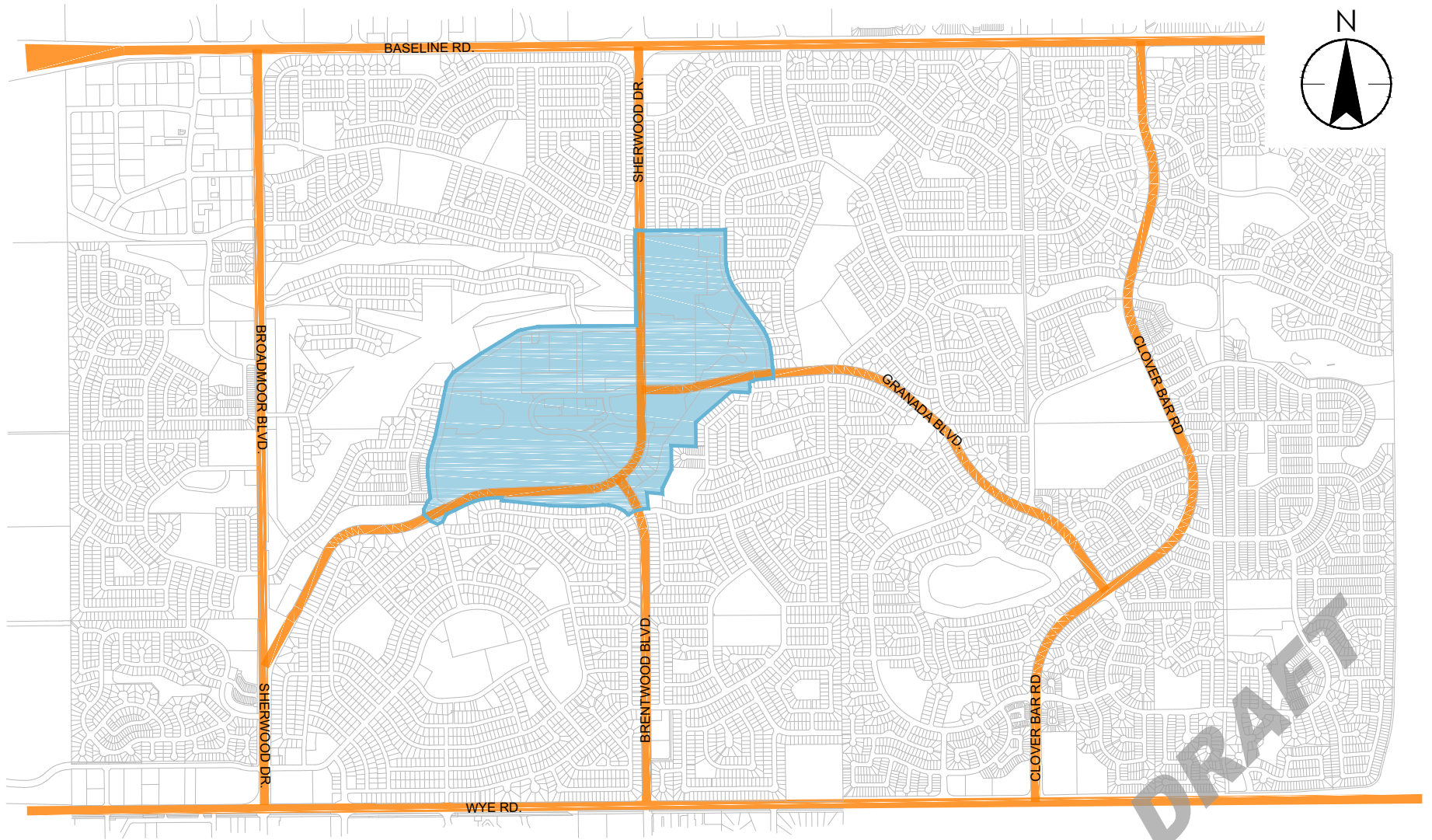


# Section 8

FIGURES

# FIGURE 1

# LOCATION AND CONTEXT



## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN


















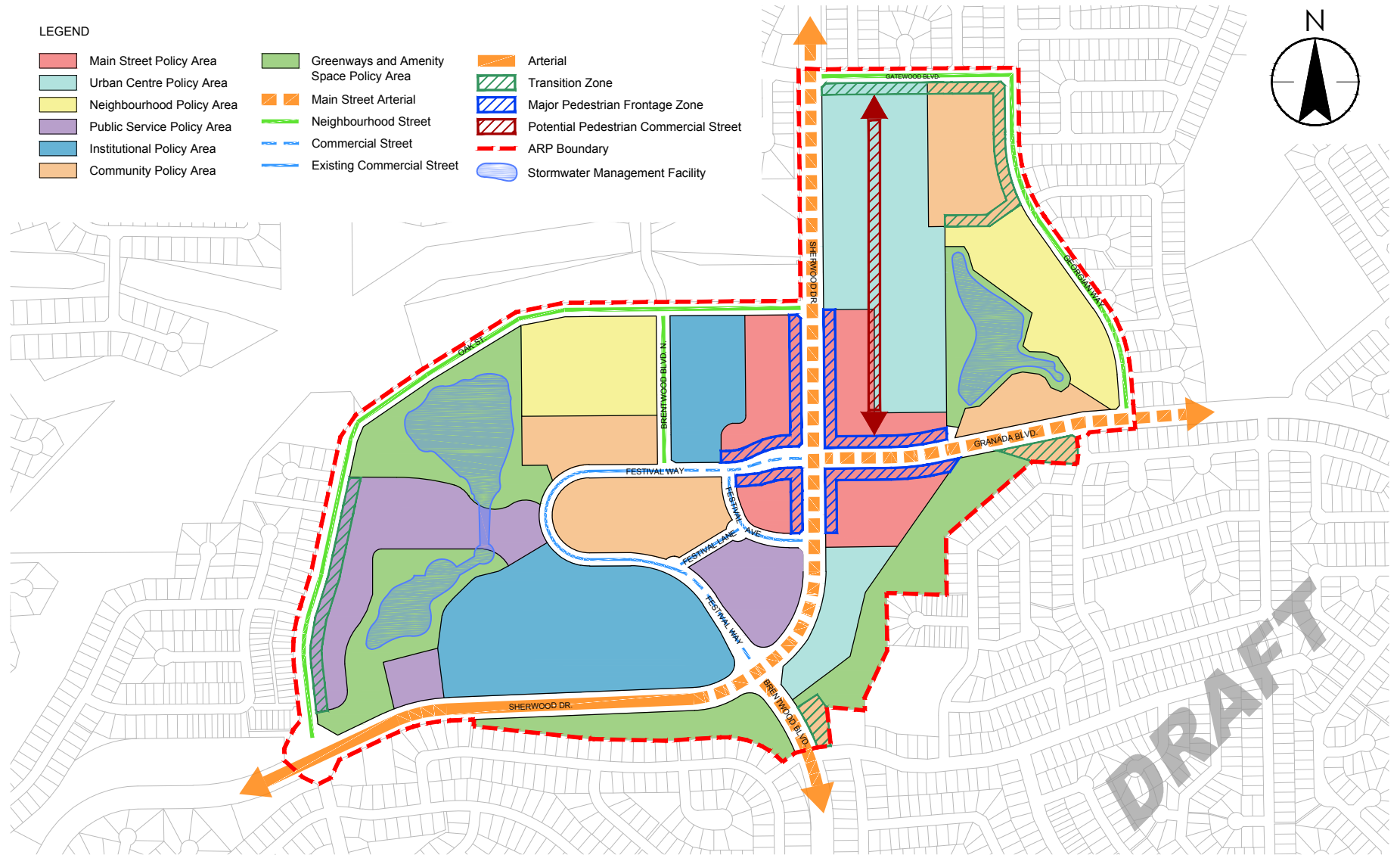
Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development subject to Strathcona County's approval.

# FIGURE 2

# OVERALL CONCEPT

### LEGEND

- |   |                            |   |   |   |  |
|---|----------------------------|---|---|---|--|
|  | Main Street Policy Area    |  | Greenways and Amenity Space Policy Area |  | Arterial                               |
|  | Urban Centre Policy Area   |  | Main Street Arterial                    |  | Transition Zone                        |
|  | Neighbourhood Policy Area  |  | Neighbourhood Street                    |  | Major Pedestrian Frontage Zone         |
|  | Public Service Policy Area |  | Commercial Street                       |  | Potential Pedestrian Commercial Street |
|  | Institutional Policy Area  |  | Existing Commercial Street              |  | ARP Boundary                           |
|  | Community Policy Area      |  | Stormwater Management Facility          |   |  |



CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN



**STRATHCONA COUNTY**

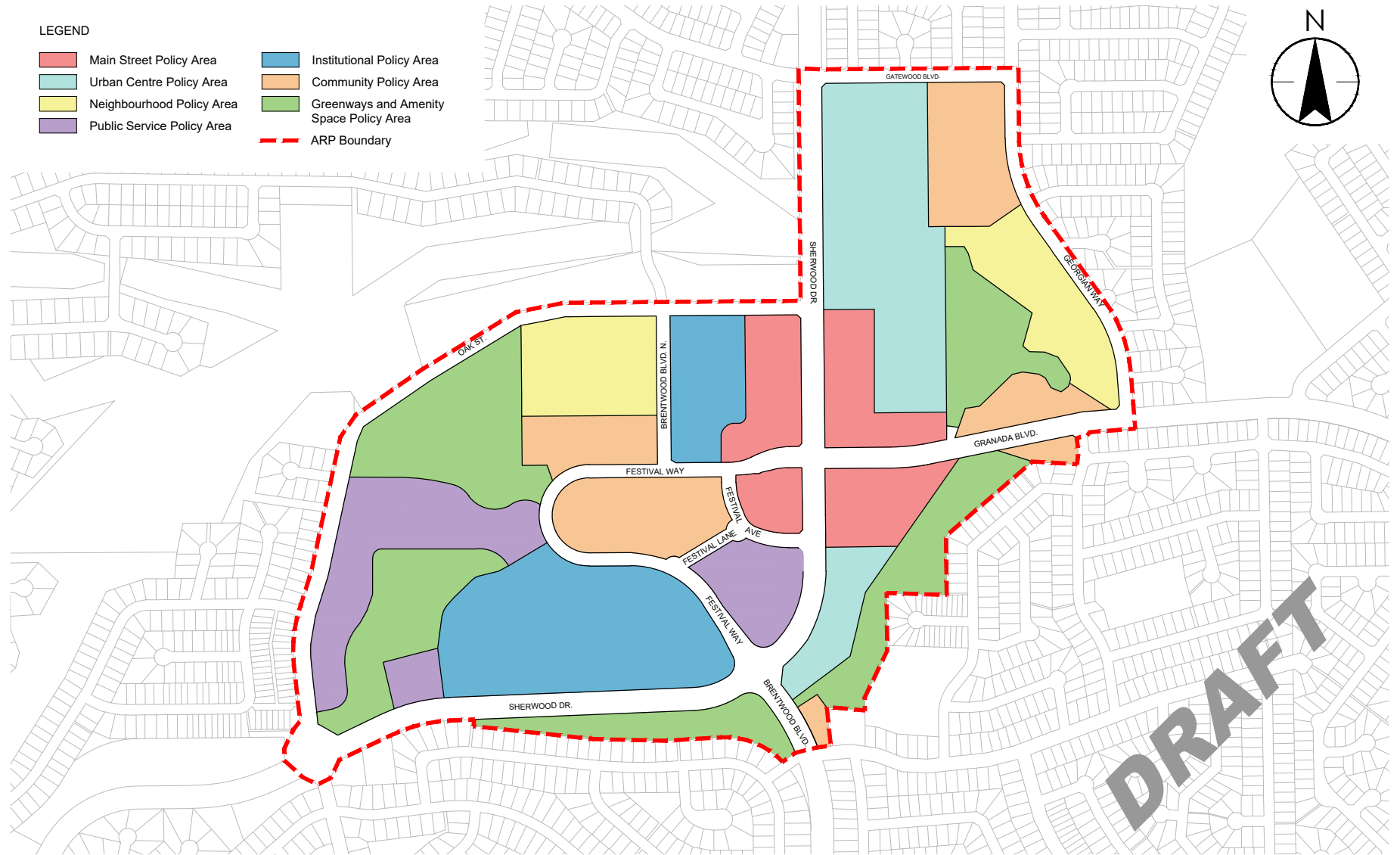
Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development subject to Strathcona County's approval.

# FIGURE 3

# LAND USE CONCEPT

### LEGEND

- Main Street Policy Area
- Urban Centre Policy Area
- Neighbourhood Policy Area
- Public Service Policy Area
- Institutional Policy Area
- Community Policy Area
- Greenways and Amenity Space Policy Area
- ARP Boundary



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## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN



**STRATHCONA COUNTY**

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# FIGURE 4

# STREET NETWORK

### LEGEND

- Main Street Arterial
- Neighbourhood Street
- Commercial Street
- Existing Commercial Street
- Arterial
- ARP Boundary



CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN











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# FIGURE 5

# OPEN SPACE CONCEPT

### LEGEND

-  Amenity Areas
-  Potential Amenity Area Expansions
-  Greenway
-  Stormwater Management Facility
-  Open Areas
-  Integrated Gathering Areas
-  Landmark Feature
-  ARP Boundary



CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN



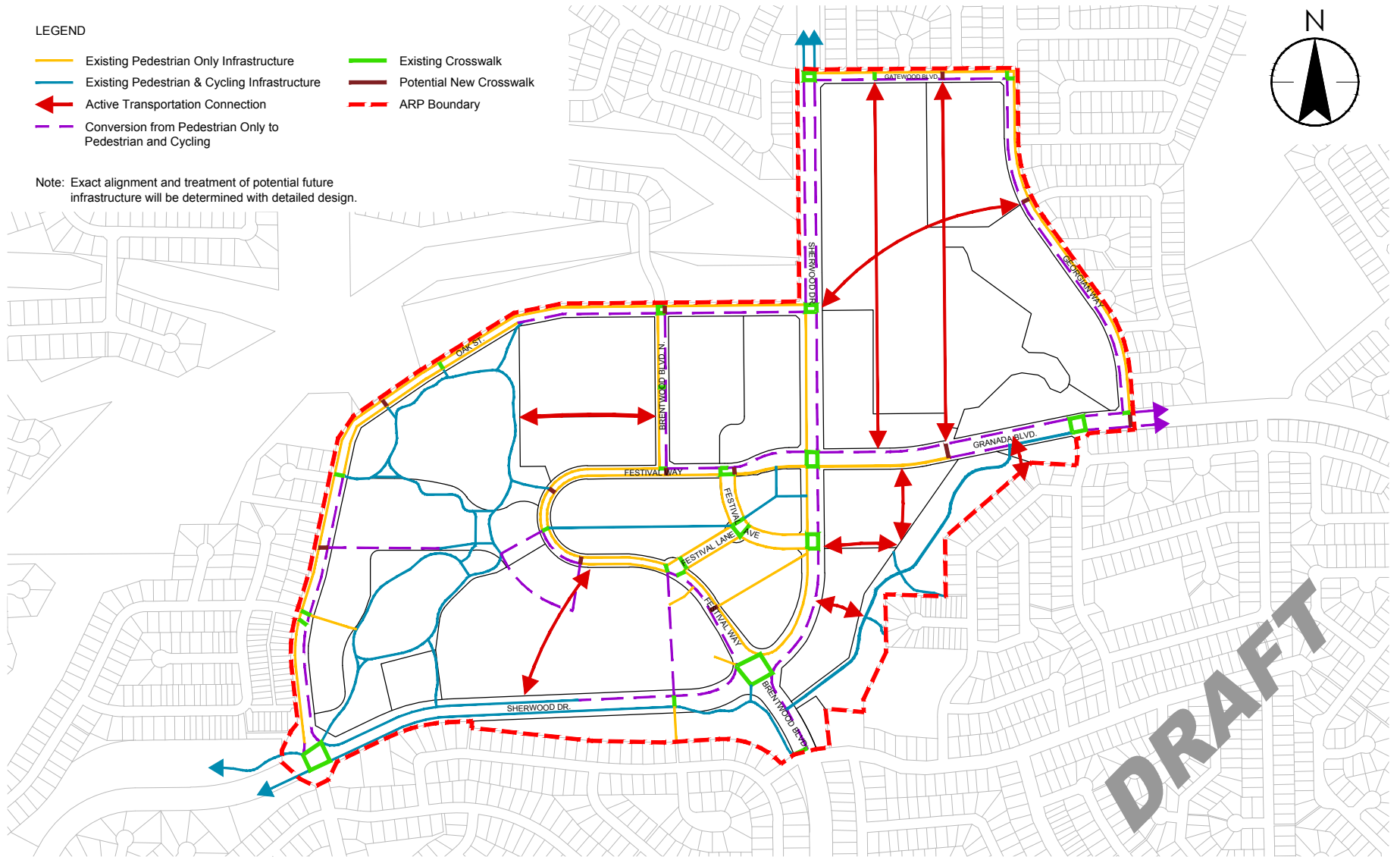
# FIGURE 6

# ACTIVE TRANSPORTATION NETWORK

### LEGEND

- Existing Pedestrian Only Infrastructure
- Existing Pedestrian & Cycling Infrastructure
- ← Active Transportation Connection
- - - Conversion from Pedestrian Only to Pedestrian and Cycling
- Existing Crosswalk
- Potential New Crosswalk
- - - ARP Boundary

Note: Exact alignment and treatment of potential future infrastructure will be determined with detailed design.



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## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN



**STRATHCONA COUNTY**

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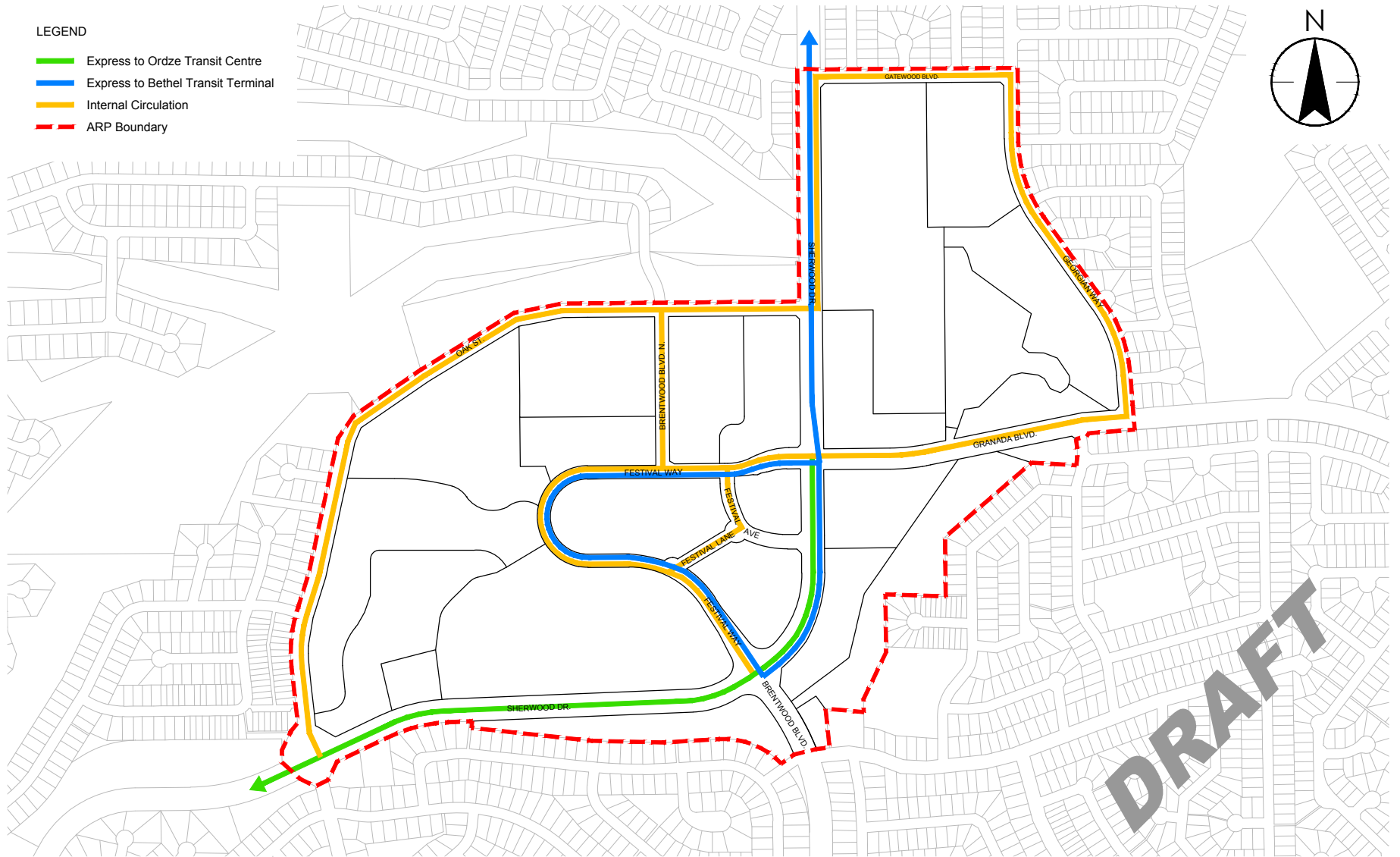


# FIGURE 7

# TRANSIT NETWORK

### LEGEND

- Express to Ordze Transit Centre
- Express to Bethel Transit Terminal
- Internal Circulation
- ARP Boundary



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## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN



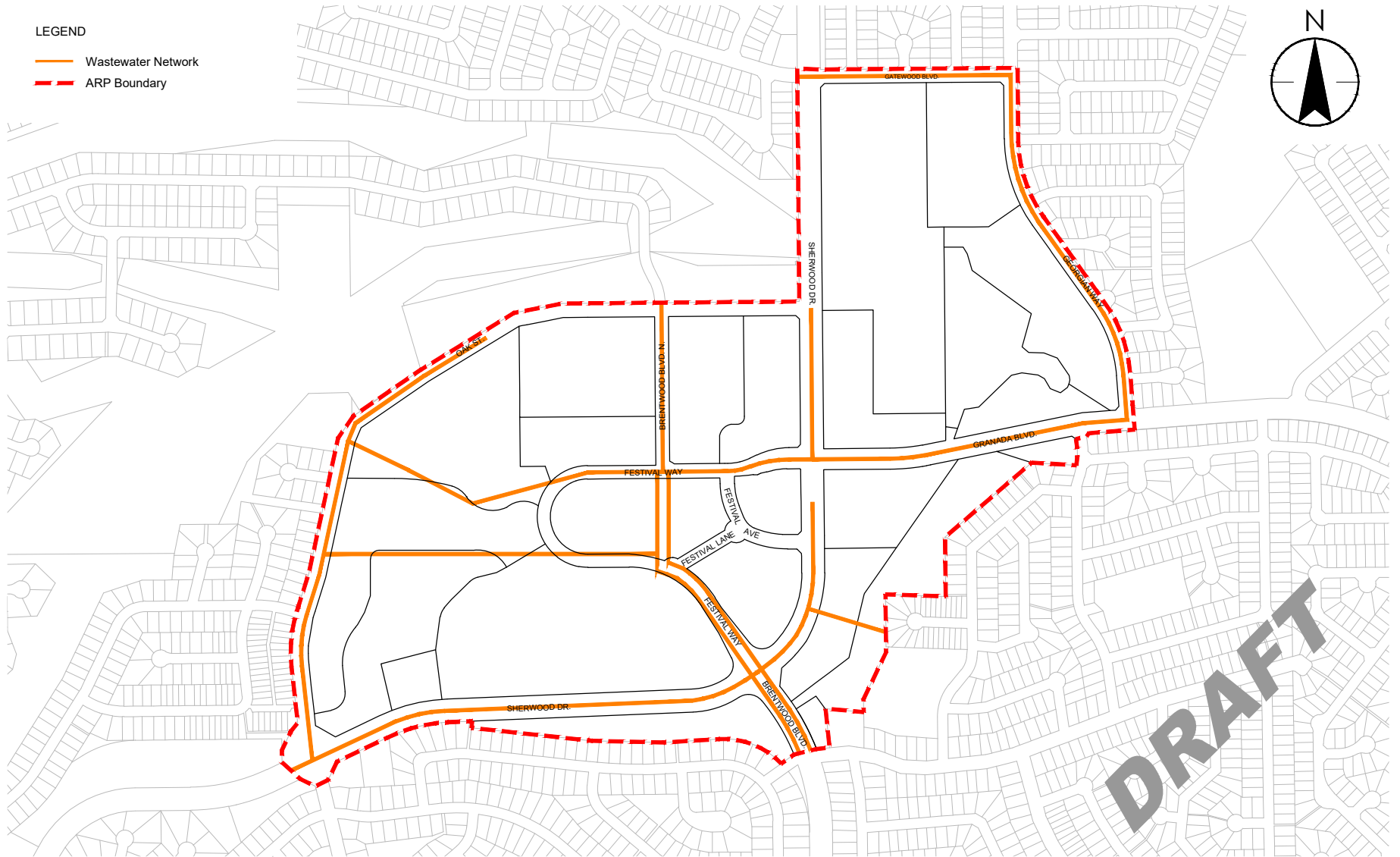
Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development subject to Strathcona County's approval.

# FIGURE 8

# WASTEWATER SERVICING

### LEGEND

- Wastewater Network
- - - ARP Boundary



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## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN



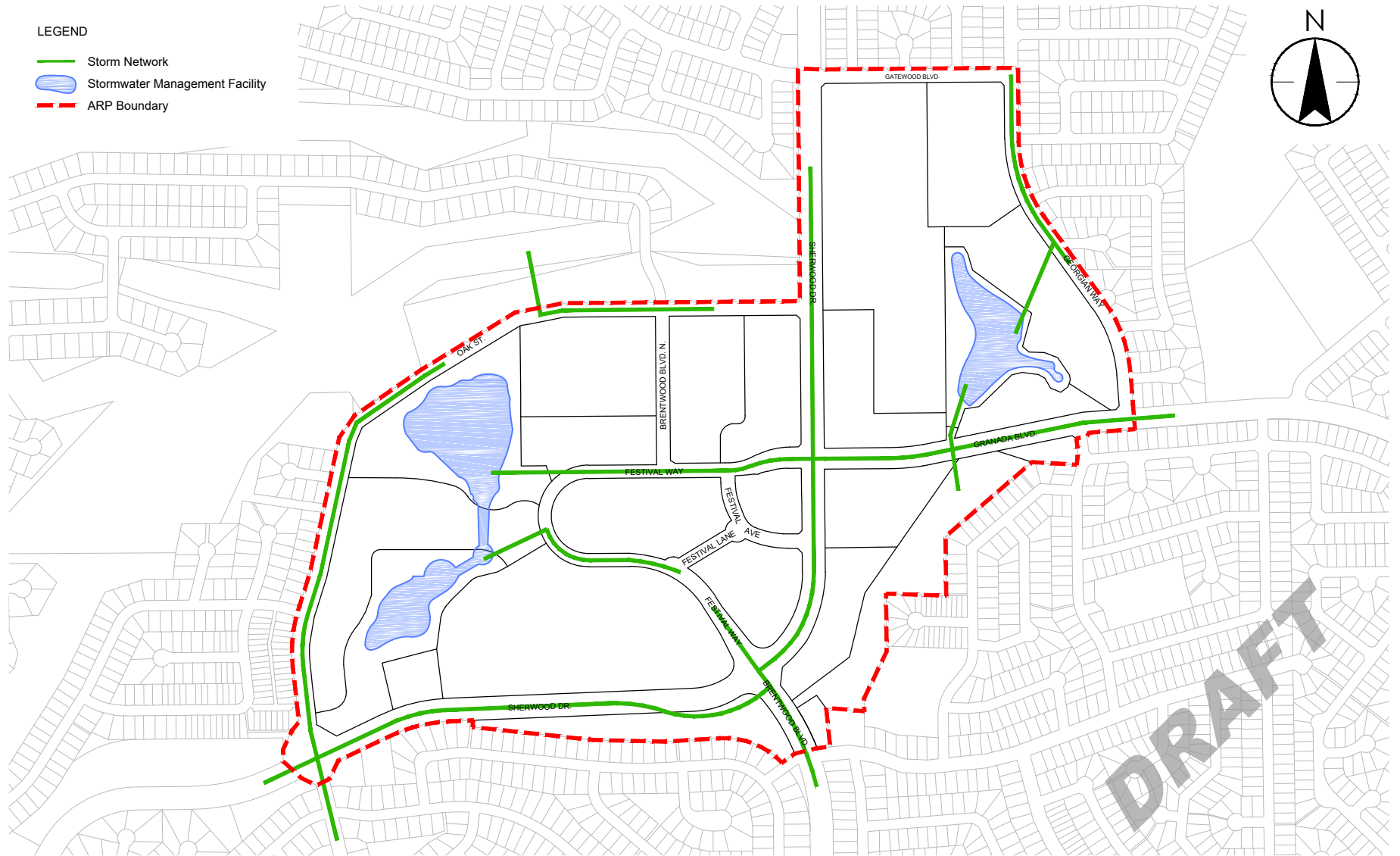
Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development subject to Strathcona County's approval.

# FIGURE 9

# STORMWATER SERVICING

### LEGEND

- Storm Network
- Stormwater Management Facility
- ARP Boundary



CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN

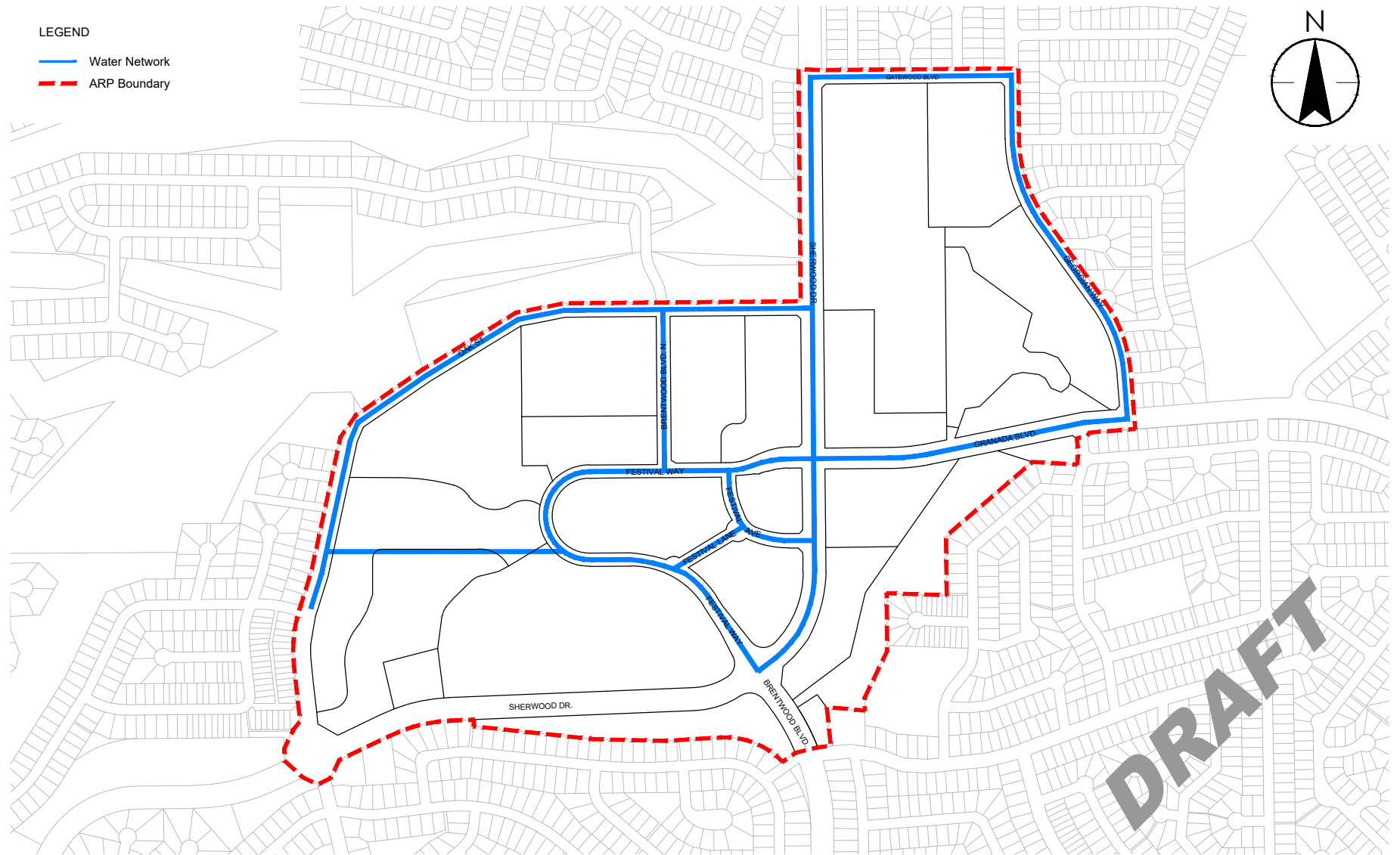


# FIGURE 10

# WATER SERVICING

### LEGEND

- Water Network
- - - ARP Boundary



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## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN







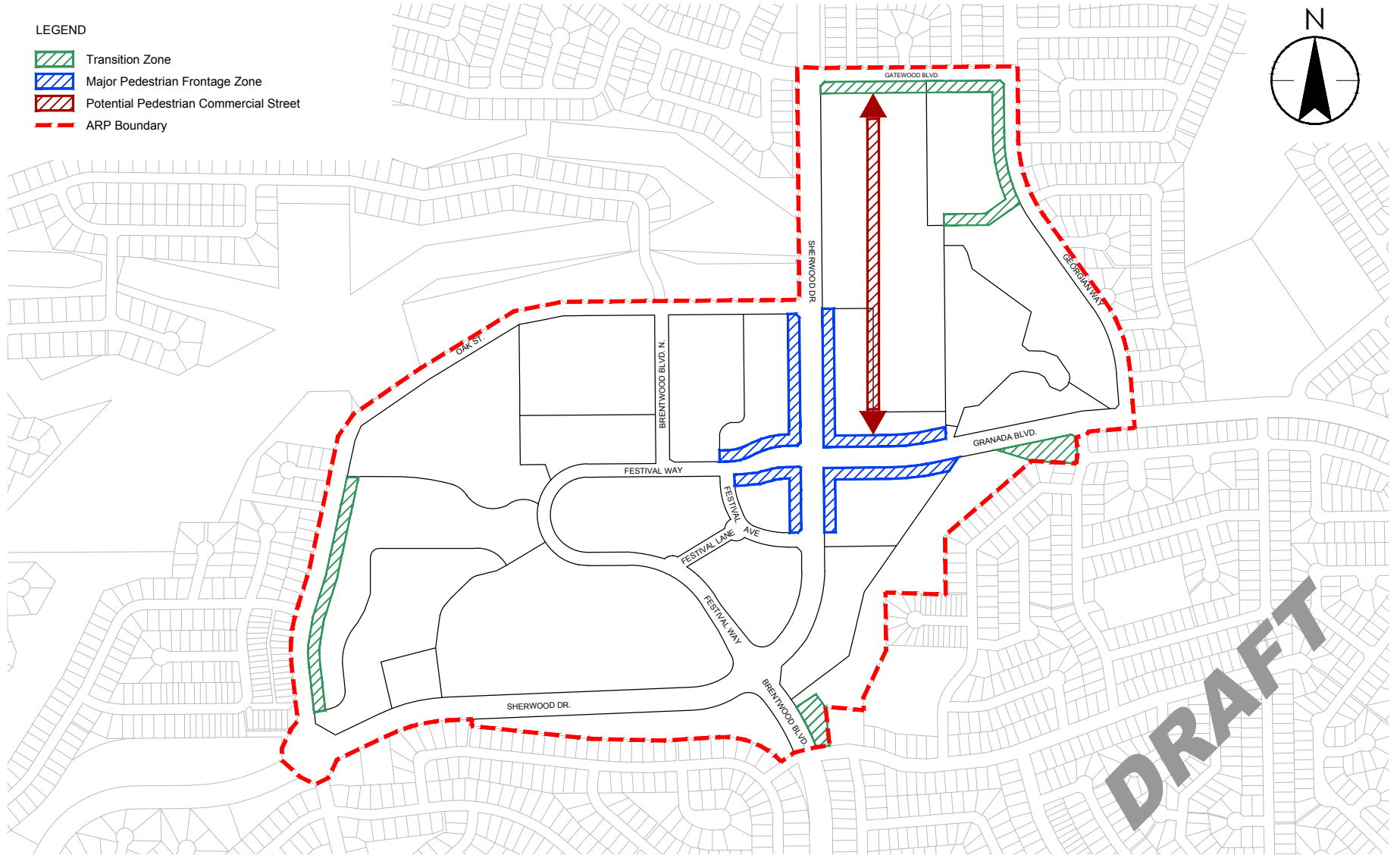
Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development subject to Strathcona County's approval.

# FIGURE 11

# ZONES

### LEGEND

-  Transition Zone
-  Major Pedestrian Frontage Zone
-  Potential Pedestrian Commercial Street
-  ARP Boundary



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## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN



 STRATHCONA COUNTY

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# FIGURE 12

# MAXIMUM HEIGHT



## CENTRE IN THE PARK - AREA REDEVELOPMENT PLAN



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.