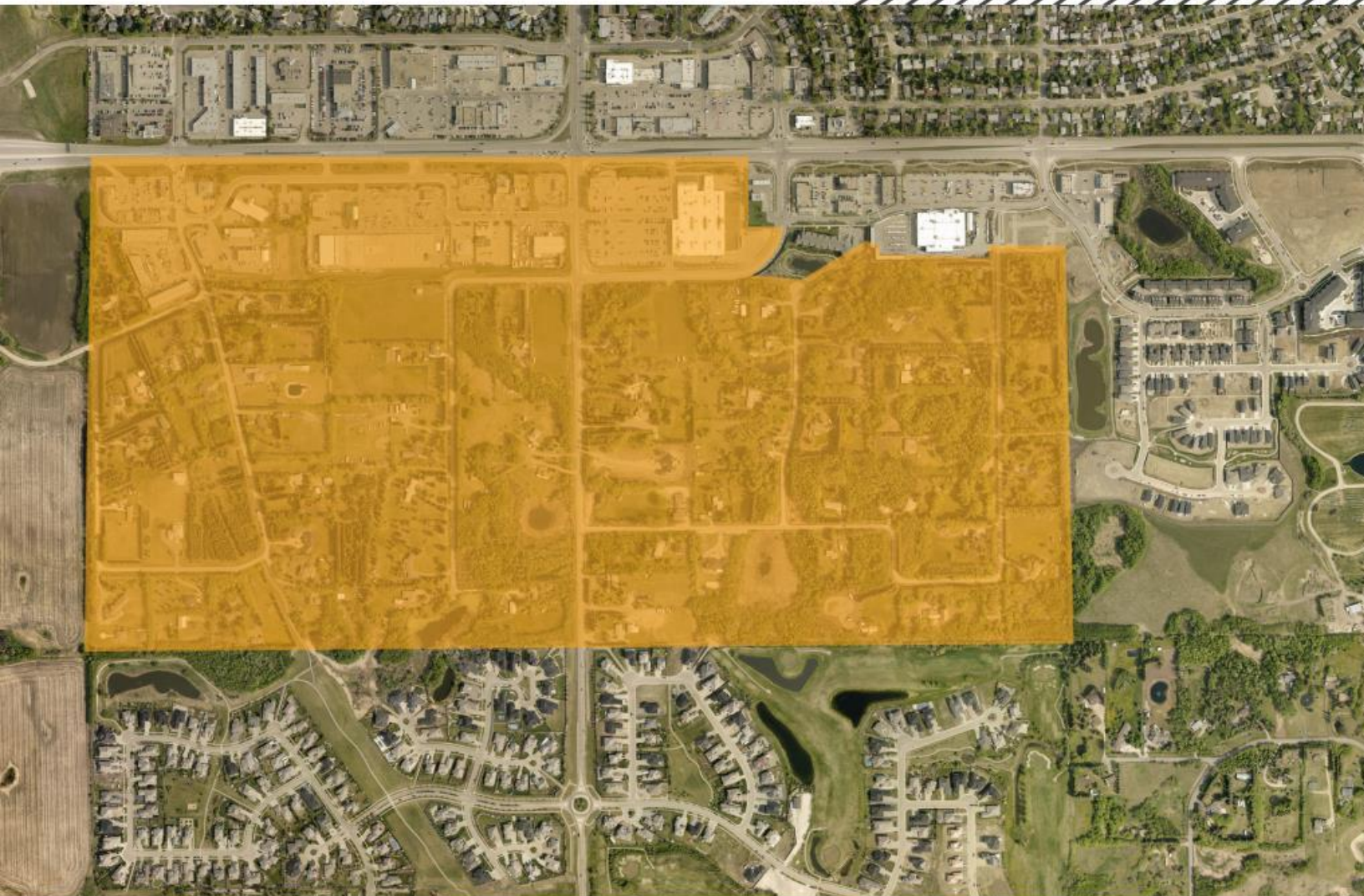


# Area Redevelopment Plan Background Review

September 2020



# South of Wye ARP Project



## Table of Contents

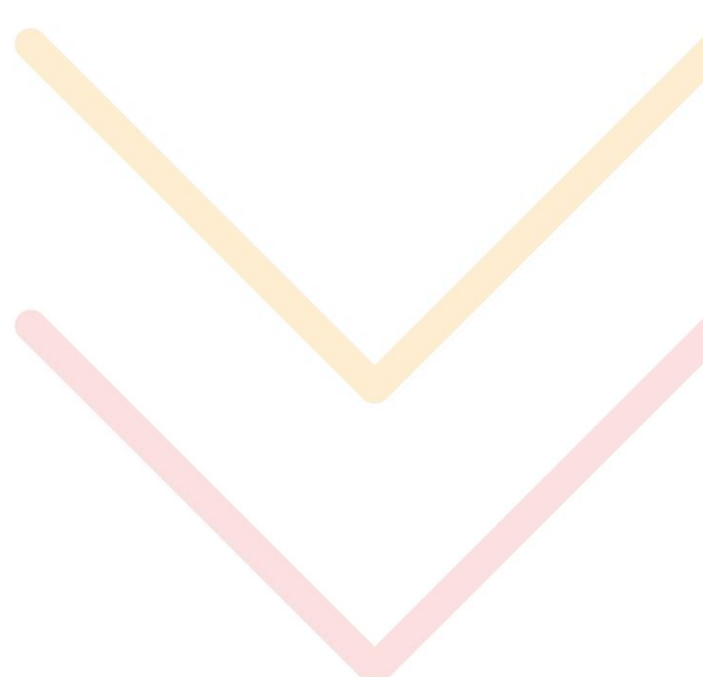
<b>1. Introduction</b>	<b>1</b>
<b>2. Purpose</b>	<b>3</b>
<b>3. Policy Review</b>	<b>4</b>
3.1. Municipal Government Act (MGA)	5
3.2. Edmonton Metropolitan Region Growth Plan (EMRGP)	5
3.3. Strathcona County’s Municipal Development Plan (MDP) Bylaw 20-2017	6
3.4. Country Residential Area Concept Plan (CRACP) (2012)	8
3.5. South of Wye Road Area Redevelopment Plan (1986)	9
3.6. Strathcona County’s Statutory Plans Terms of Reference (TOR)	10
3.7. Strathcona County’s Land Use Bylaw (LUB) (2015)	10
<b>4. Plan Area Context</b>	<b>11</b>
4.1. Subdivisions	11
4.2. Utility Right-of-Way	12
4.3. Natural features	14
4.4. Topography	15
4.5. Land Uses and Built Form	16
4.6. Transportation	18
<b>5. Summary</b>	<b>20</b>

# South of Wye ARP Project



## List of Figures

Figure 1: South of Wye ARP Project Area .....	3
Figure 2: Edmonton Metropolitan Regional Structure to 2044, EMRGP .....	5
Figure 3: Rural Service Area Map (Map 2), Strathcona County MDP .....	7
Figure 4: Country Residential Areas (Map 2), Country Residential ACP .....	8
Figure 5: (Existing) South of Wye Road ARP Area .....	9
Figure 6: ARP Zoning Districts .....	10
Figure 7: Site Context .....	11
Figure 8: Natural Features .....	15
Figure 9: Existing Land Uses .....	16
Figure 10: Existing Building Footprints .....	17
Figure 11: Streets Classification .....	18
Figure 12: Pedestrian Network .....	19



# South of Wye ARP Project

## 1. Introduction

This background review is intended to support preparation of an Area Redevelopment Plan (ARP) for the area including the Campbelltown Heights, Wye Road Gardens and Ordze Park subdivisions, and to update the existing South of Wye Road ARP. This project has been named the **South of Wye ARP Project**.

As development pressure increases at the edges of Strathcona County's Urban Service Area, a more detailed cohesive planning vision is required to help facilitate future decisions around zoning and potential redevelopment.

Strathcona County has retained WSP & Dialogue Partners to update the existing South of Wye Road Area Redevelopment Plan (1986) and develop an Area Redevelopment Plan (ARP) for the Campbelltown Heights, Wye Road Gardens and Ordze Park area. The final ARPs will include:

- ARP Vision and Principles that are clear and collective;
- Policy directions to guide redevelopments within the Plan Area<sup>1</sup>;
- Policies that will address mobility, the public realm, and the built form;
- Implementation strategies; and
- Collective supportive documents that include a Transportation Study and a Utilities Master Plan, that will be prepared to support both ARP deliverables.

The ARPs, combined with the Transportation Study and Utilities Master Plan which will both be prepared by WSP, will help inform the land uses and guide potential redevelopment efforts within the Plan Area<sup>1</sup>. The project will explore the following potential opportunities depending on consultation and technical analysis:

- The boundary between the two ARP areas, corresponding to the boundary between the Urban Service Area and Rural Service Area in the County, and the potential revision of these boundaries;
- Improving pedestrian connectivity of the Plan Area within 400 meters of the Ordze Transit Centre;
- Potential intensification opportunities to support transit uses;
- Increasing the pedestrian and cycling friendliness of the transportation corridors and providing additional pedestrian connections to community focal points and transit infrastructure;
- Creating appropriate transitioning of land uses and density;
- Ensuring multi-modal transportation methods can safely operate in shared spaces;
- Providing direction on mitigating and buffering urban and rural land uses; and
- Integration of existing local services, amenities and commercial uses with residential development.

The Plan Area is approximately 122 hectares (ha) in size. It is located in the southwest portion of Strathcona County, in proximity to Sherwood Park and City of Edmonton's municipal boundary further to the west. It straddles Strathcona County's Urban Service Area

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<sup>1</sup> The Project Area is referred to as Plan Area within this report.

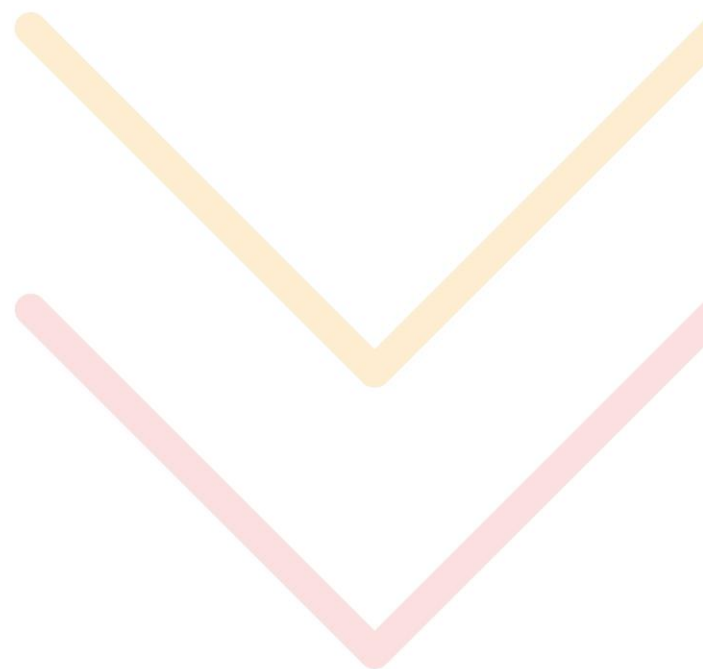
# South of Wye ARP Project



Boundary – the area contained within this boundary is commercial, and the area outside the boundary is comprised of country residential uses.

The boundary of the Plan Area is comprised of the following (see Figure 1):

- North: Wye Road and Salisbury Village ASP Phase 1 Boundary
- West: Transportation and Utility Corridor (Anthony Henday Drive)
- South: Existing country residential development
- East: ~100 m east of 52349 RNG RD 233; Salisbury Village ASP Phase 2 Boundary and the Glenwood Funeral Home and Cemetery parcel.



# South of Wye ARP Project



## 2. Purpose

The purpose of this document is to review various plans and policies that are deemed relevant to the preparation of an ARP for the Plan Area, as identified in **Figure 1**. The review will provide adequate guidance in preparing a plan for this area and ensure consistency with higher-level plans and policies where applicable. The subsequent section of this report includes a baseline analysis of the current physical conditions within the Plan Area, including an overview of the subdivisions, utility right-of-way, natural features, topography, land uses and built form, and transportation.

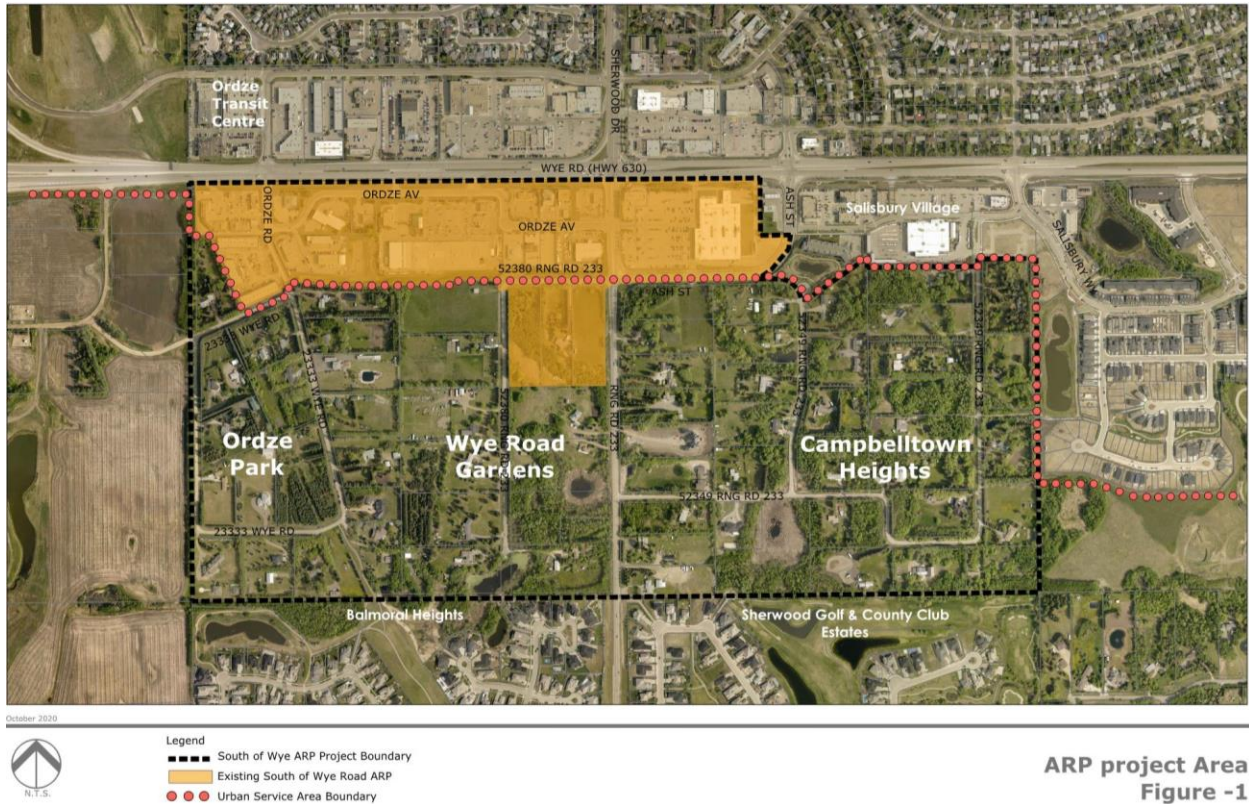


Figure 1: South of Wye ARP Project Area



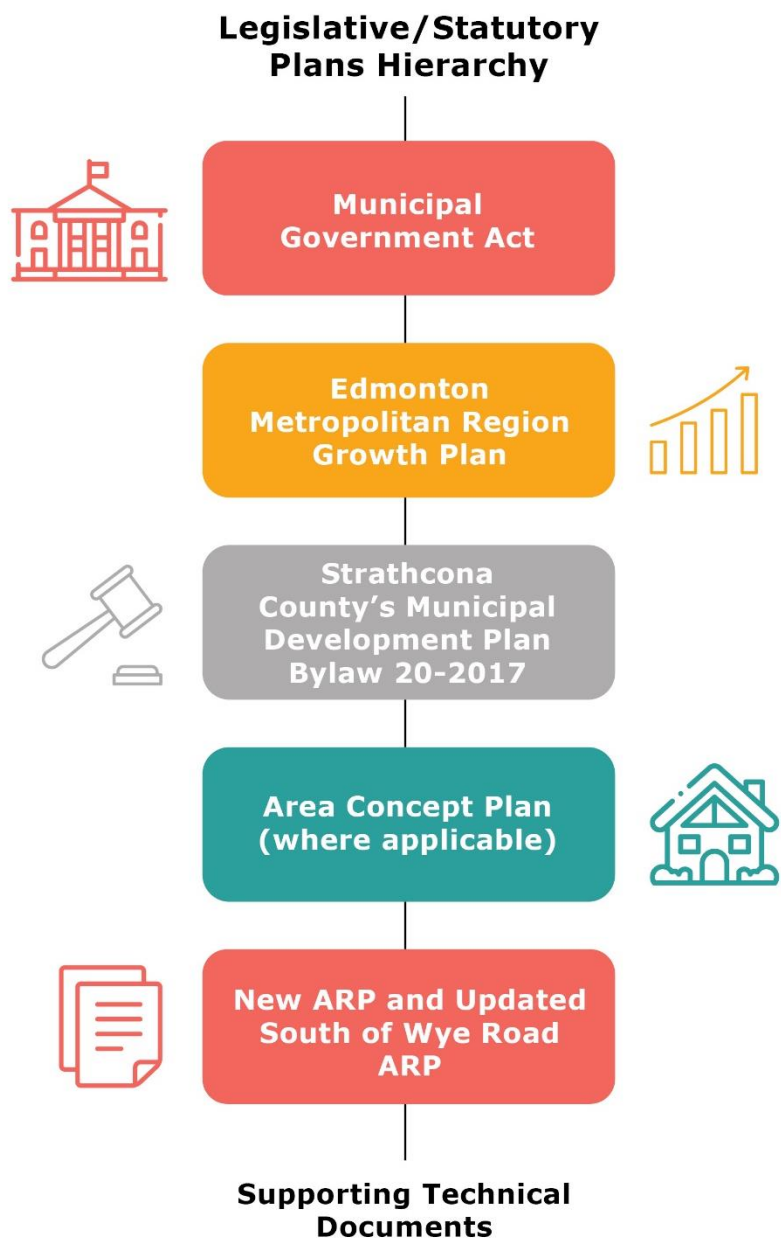
# South of Wye ARP Project



## 3. Policy Review

This section includes a high-level review of applicable plans and policies and their relevance to the South of Wye ARP Project.

The ARPs that are developed as part of the South of Wye ARP Project are to be read in conjunction with the legislative and statutory plans hierarchy below. Additionally, plans must align with Strathcona County policies and procedures. Future development must also conform to Strathcona County's Land Use Bylaw.



# South of Wye ARP Project



## 3.1. Municipal Government Act (MGA)

Sections 634, 635, and 636 of the MGA set the requirements and content for the development of Area Redevelopment Plans, including Council’s ability to designate an area for an ARP and adopt an ARP as a bylaw. The proposed ARPs must be written in consistency with the MGA.

## 3.2. Edmonton Metropolitan Region Growth Plan (EMRGP)

As shown in **Figure 2**, the Plan Area is at the edge of Sherwood Park within the EMRGP. The Plan Area falls within two different Policy Tiers:

- Metropolitan Area: consisting of the commercial area along Wye Road
- Rural Area: comprised of the country residential area south of the Wye Road commercial area

The ARPs that are developed as part of this project will be required to align with the EMRGP. As part of the process, the project team will consult with Edmonton Metropolitan Region Board (EMRB) administration to ensure that the type of development that is proposed for the Plan Area remains in accordance with the EMRGP.

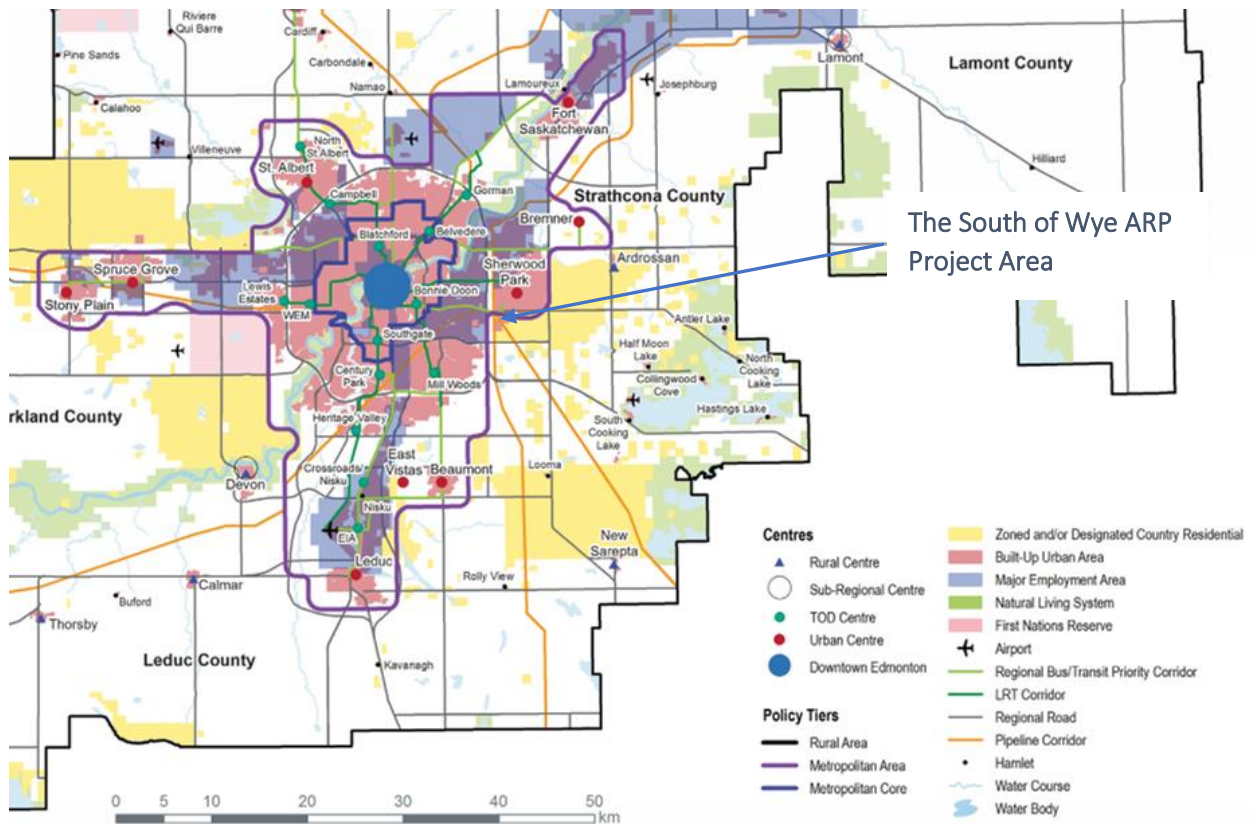


Figure 2: Edmonton Metropolitan Regional Structure to 2044, EMRGP



# South of Wye ARP Project

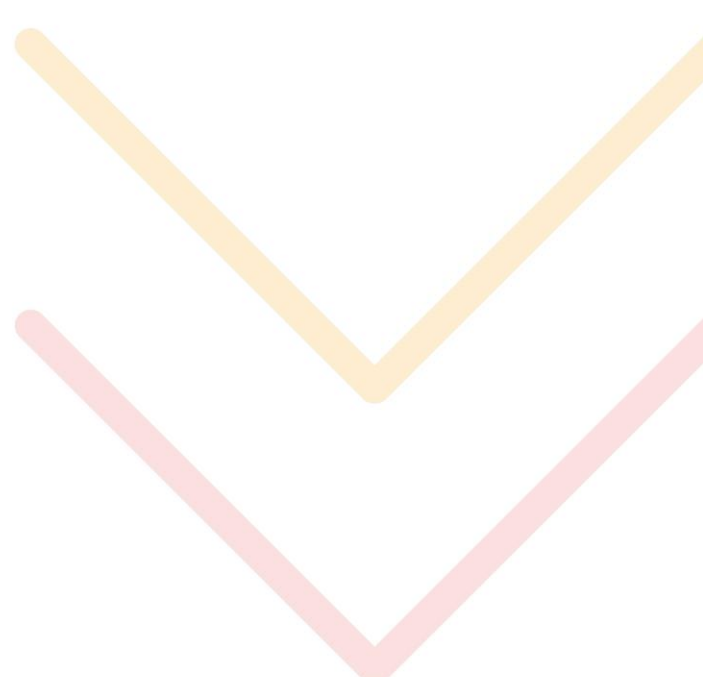


## 3.3. Strathcona County’s Municipal Development Plan (MDP) Bylaw 20-2017

The purpose of the MDP is to set guidelines for orderly growth and development within the County.

As shown in **Figure 3**, the Plan Area falls within both the Urban Service Area and the Rural Service Area of the MDP. The commercial area along Wye Road is located within the Urban Service Area and Compact Development Policy Area of the MDP (see *Map 3: Urban Service Area Sherwood Park* within the MDP for additional reference). The remainder of the Plan Area is located within the Rural Service Area and the Country Residential Policy Area of the MDP.

The proposed ARPs must align with the relevant policies in the MDP, as they apply to its land use framework. Depending on the type and density of development proposed, as well as its location within the ARP; policy areas and the Urban Service Area boundary may need to be revised, which will trigger an amendment to the MDP.



# South of Wye ARP Project

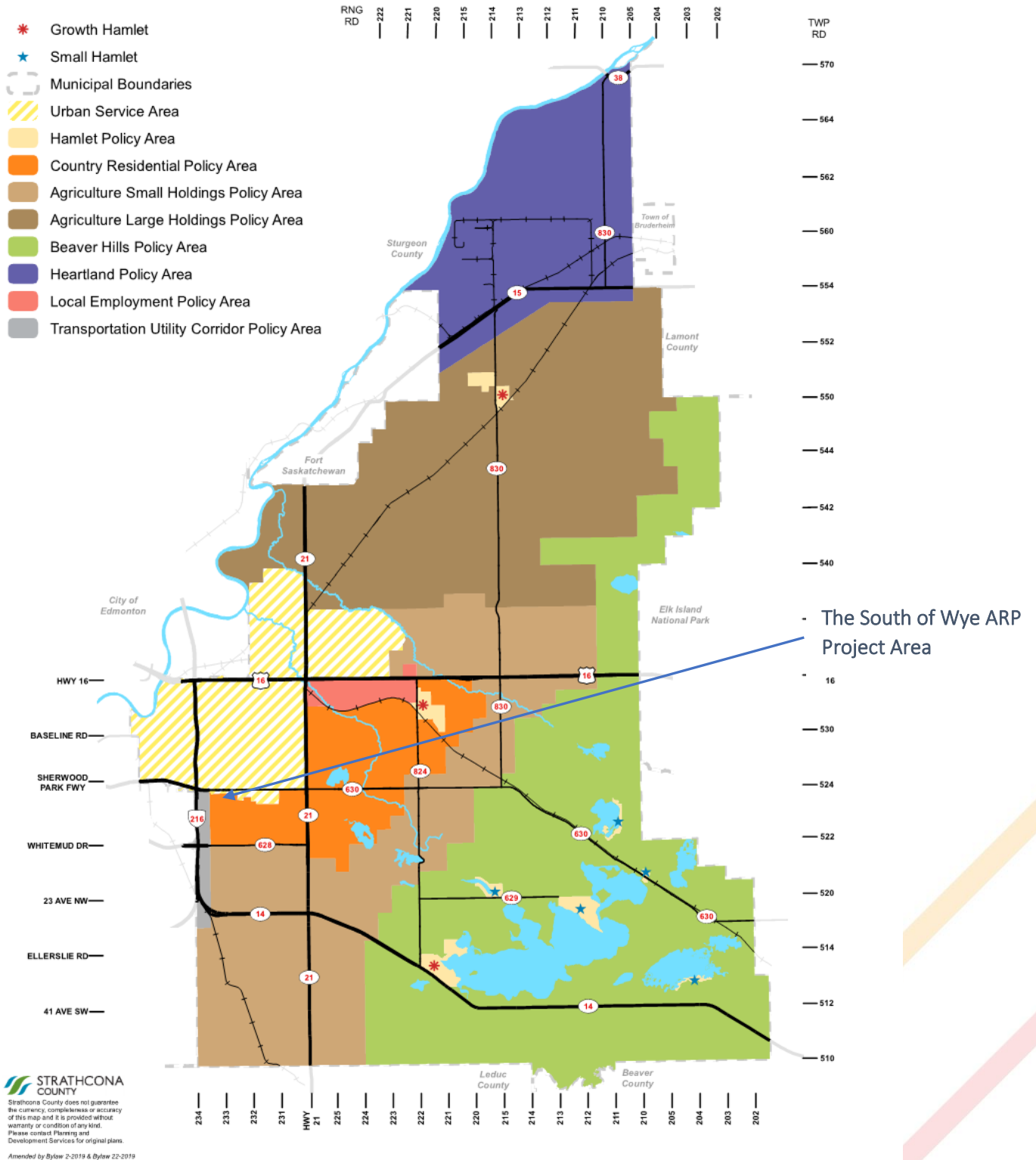


Figure 3: Rural Service Area Map (Map 2), Strathcona County MDP

# South of Wye ARP Project



## 3.4. Country Residential Area Concept Plan (CRACP) (2012)

The main goal of the CRACP is to provide a framework for future development within the plan area to be more sustainable. The country residential portion of the Plan Area falls within the ACP boundary, and is designated as CR High Density (see **Figure 4**).

Requirements to align with the Country Residential Area Concept Plan will be dependent on the type of development that is proposed within the Plan Area. Amendments to the CRACP may be required as part of this project.

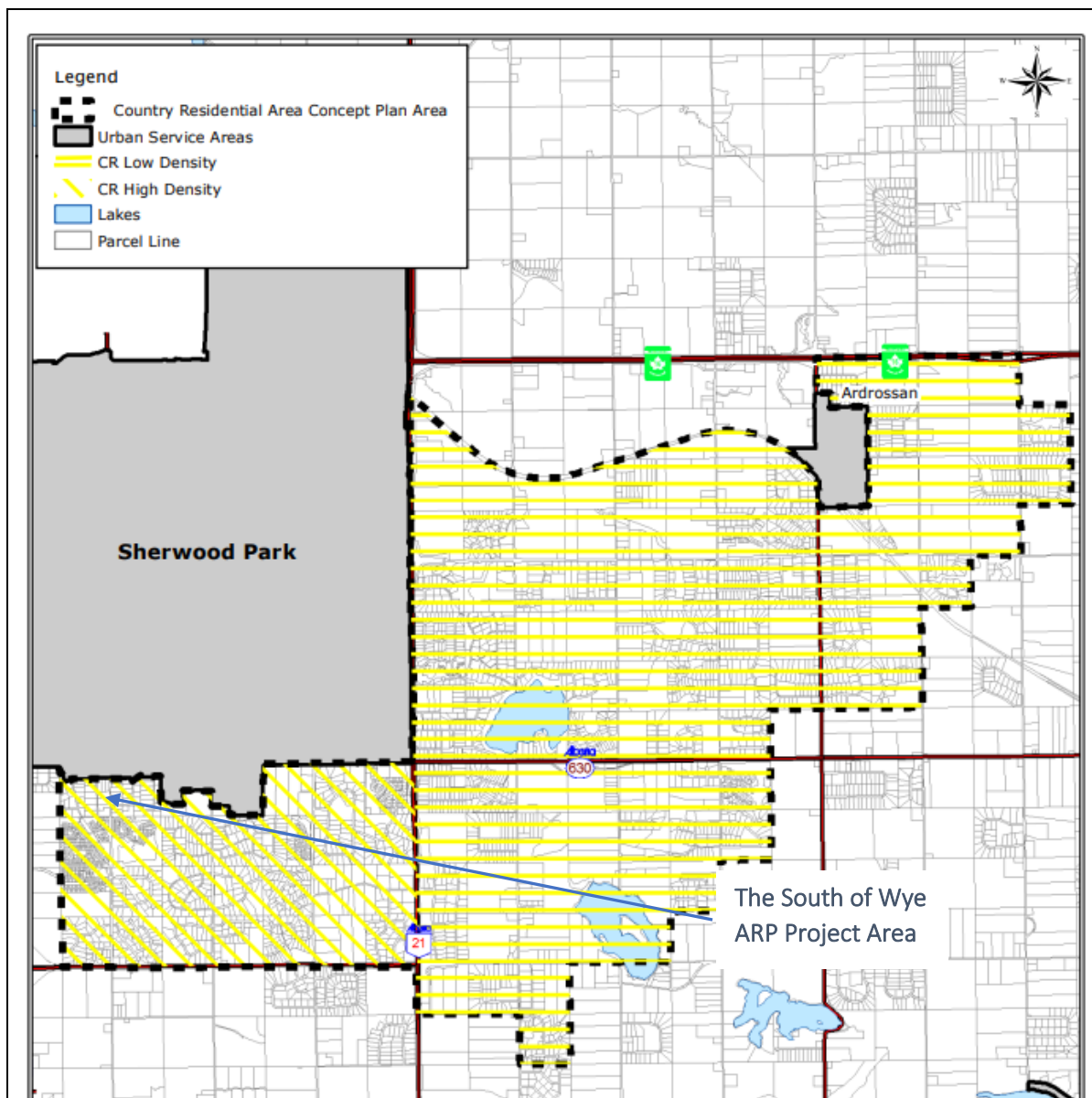


Figure 4: Country Residential Areas (Map 2), Country Residential ACP

# South of Wye ARP Project



## 3.5. South of Wye Road Area Redevelopment Plan (1986)

The existing South of Wye Road Area Redevelopment Plan (ARP) currently applies to an area of approximately 20.8 ha located in the northern part of the Plan Area. **Figure 5** shows the land uses of this ARP, which include a mix of commercial, country residential and open spaces.

In addition to the creation of an ARP for the Campbelltown Heights, Wye Road Gardens, and Ordze Park subdivisions, the South of Wye ARP Project also includes an update to the existing South of Wye Road ARP in order to ensure coordination of land use and servicing in the area.

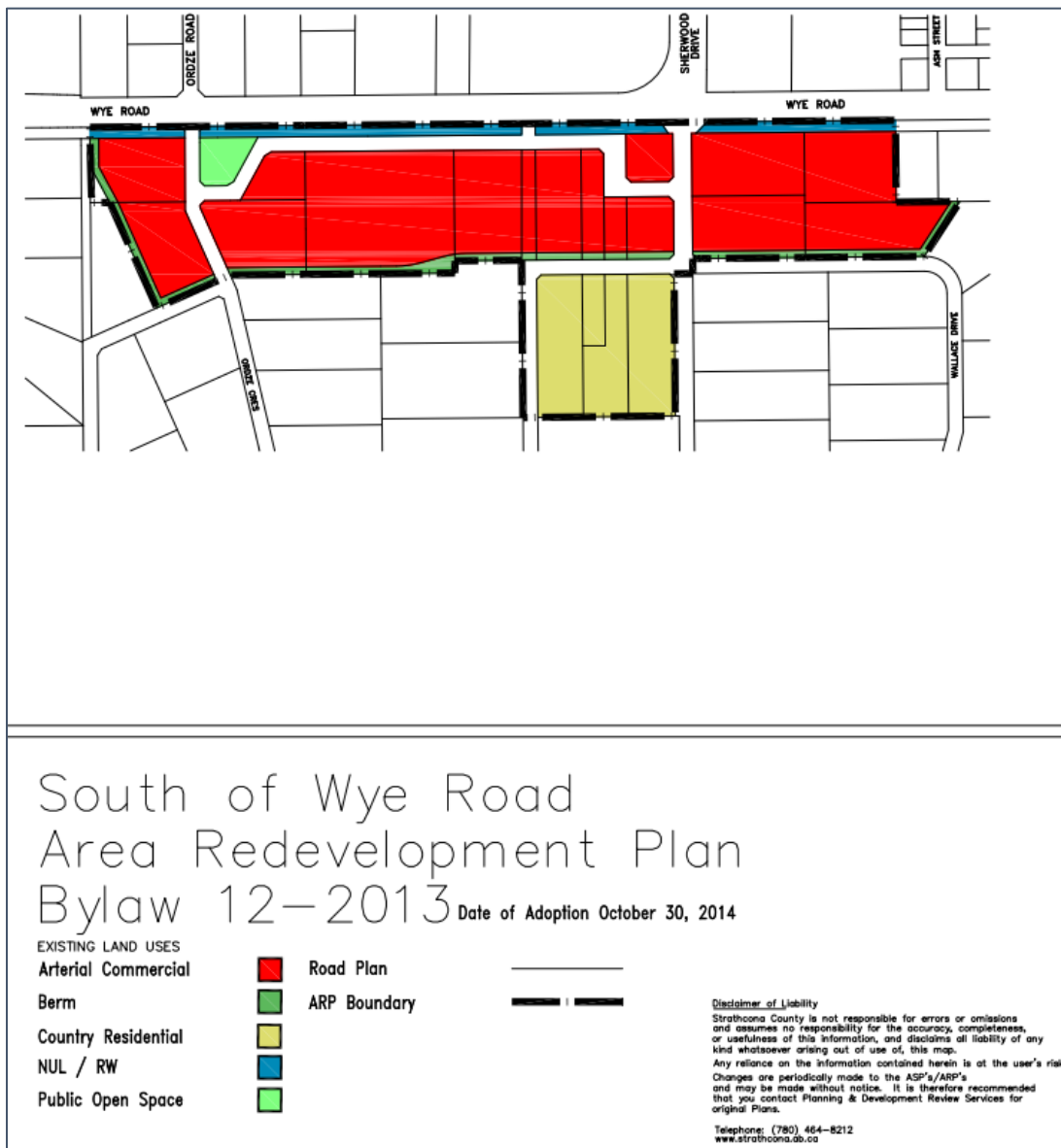


Figure 5: (Existing) South of Wye Road ARP Area

# South of Wye ARP Project



## 3.6. Strathcona County's Statutory Plans Terms of Reference (TOR)

The County's Statutory Plans TOR provides details and guidance for all major steps involved in the preparation of statutory plans including public engagement, application submission requirements, document contents and layout requirements.

The proposed ARPs will be prepared in conformance to the TOR.

## 3.7. Strathcona County's Land Use Bylaw (LUB) (2015)

As shown on **Figure 6**, the northern portion of the South of Wye ARP Project area (the area that contains existing commercial development) is zoned DC 19 "Area A" and DC 19 "Area B". The commercial parcel east of Range Rd 233 is zoned C2 – Arterial Commercial. The country residential development to the south of the commercial area is zoned RCL – Low Density Country Residential.

If the ARPs are adopted by County Council, rezoning may be required for future redevelopment within the Plan Area. Future rezoning would be proposed by area landowners. The County will not be rezoning properties as part of this project.

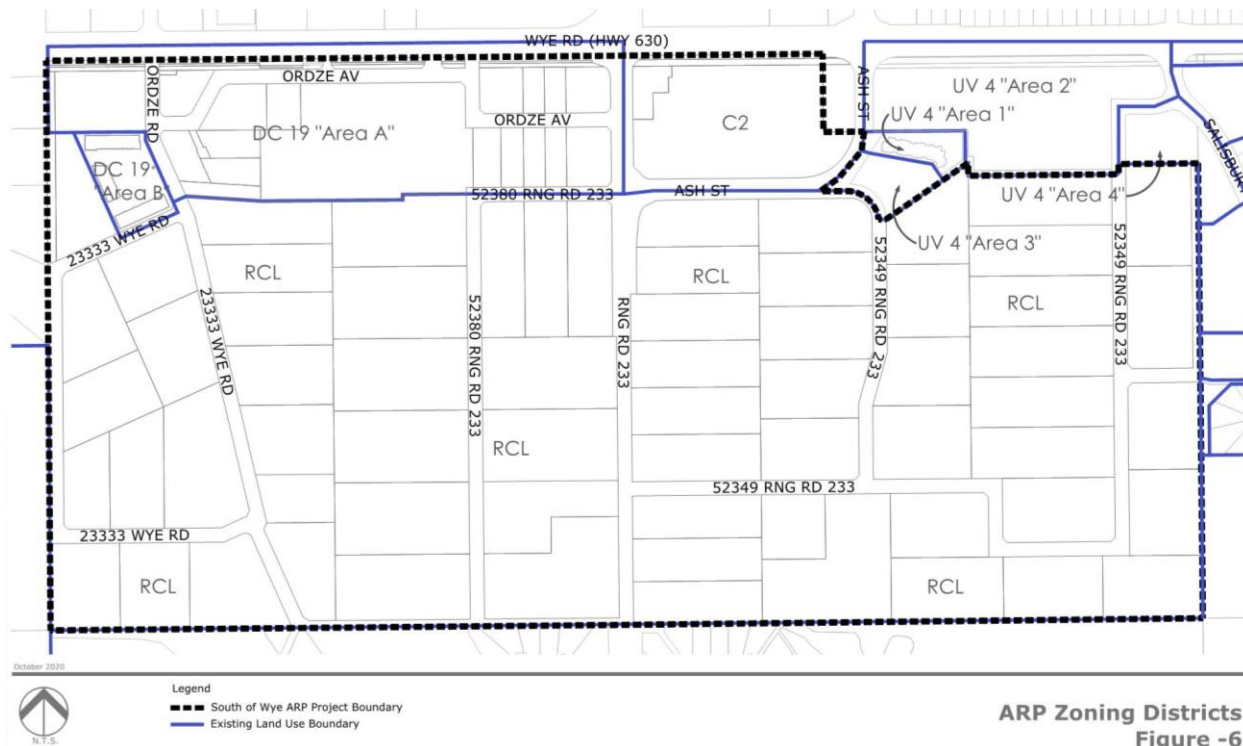


Figure 6: ARP Zoning Districts

# South of Wye ARP Project



## 4. Plan Area Context

### 4.1. Subdivisions

The earliest subdivisions within the Plan Area started in the Wye Road Gardens subdivision in the 1910s. Ordze Park and Campbelltown Heights were created during the 1950s – 1960s. Subdivisions in the commercial area along Wye Road occurred over a longer period, from the 1960s to early 2000s.

Currently, the Plan Area is comprised of a total of 89 parcels. Sixty-six of these parcels are used for country residential, and the balance of twenty-three parcels are commercial. The Country Residential parcels range in size from 0.81 ha to 2.50 ha, and the commercial lots range in size from 0.2 ha to 4.47 ha.

As shown in **Figure 7**, the majority of parcels within the Plan Area are privately owned, with the exception of the areas identified in blue, which are owned by Strathcona County. A 2.5 ha parcel located along the south boundary of the Plan Area is owned by the County and is designated as a municipal reserve lot. Another County-owned parcel is located along the northern boundary of the Plan Area, east of Ordze Road, and is 0.38 ha in size. Additional public lands as identified on **Figure 7**, include multi-use trails and public utility parcels.



Figure 7: Site Context

# South of Wye ARP Project

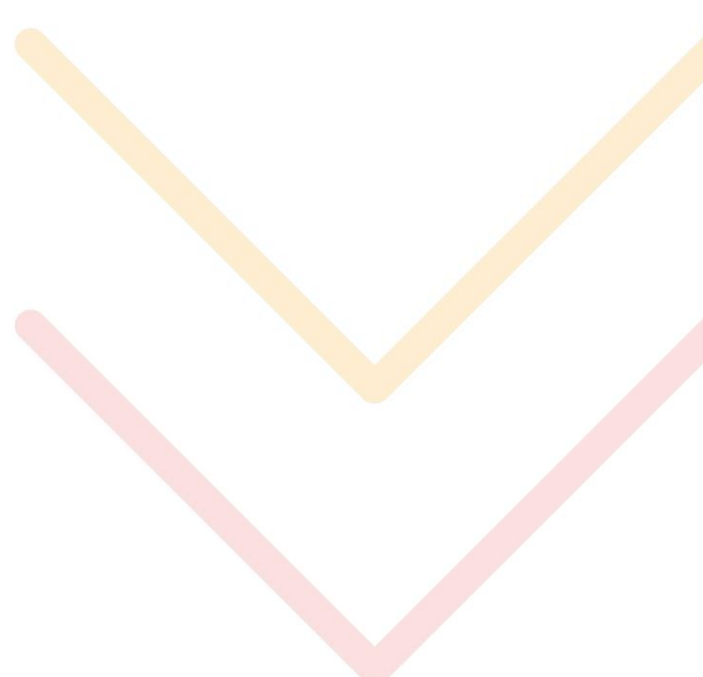


## 4.2. Utility Right-of-Way

**Figure 7** shows the various utility rights-of-way within and in close proximity to the Plan Area. The below table summarizes information pertaining to various pipelines within these ROWs.

The most prominent ROW is the ~50 m wide utility ROW that runs diagonally through the western portion of the Plan Area. As shown in the below table (# 11 to 18), it contains several active pipelines carrying petroleum products. The utility ROW along Wye Road includes several natural gas pipelines (#1 to 10 & 18). There is also a low-pressure natural gas pipeline along RNG RD 233 shown on #19.

Strathcona County's LUB (Part 3: General Regulations→Section 3.12 Pipeline Setbacks) specifies building setbacks from the ROW of a petroleum or natural gas product pipeline depending on the pipeline's operating pressure. Should the ARP's land use framework allow for redevelopment along any pipeline ROW, it must be in conformance with the setbacks specified in the LUB.



# South of Wye ARP Project



#	Description	License #	Product	Status	Pressure kPa
1	ATCO Gas and Pipeline Ltd.	9414-40	Natural Gas	Abandoned	0
2	ATCO Gas and Pipeline Ltd.	94114-38	Natural Gas	Abandoned	0
3	ATCO Gas and Pipeline Ltd.	9414-41	Natural Gas	Abandoned	0
4	ATCO Gas and Pipeline Ltd.	9413-66	Natural Gas	Abandoned	0
5	ATCO Gas and Pipeline Ltd.	9413-67	Natural Gas	Abandoned	0
6	ATCO Gas and Pipeline Ltd.	9416-19	Natural Gas	Operating	4030 (High)
7	ATCO Gas and Pipeline Ltd.	9417-13	Natural Gas	Operating	4960 (High)
8	ATCO Gas and Pipeline Ltd.	9417-12	Natural Gas	Operating	4960 (High)
9	ATCO Gas and Pipeline Ltd.	7576-14	Natural Gas	Operating	4964
10	ATCO Gas and Pipeline Ltd.	4663-1	Natural Gas	Operating	2275
11	Enbridge Pipelines Inc.	80001-37	HVP Products	Operating	8050 (High)
12	Enbridge Pipelines Inc.	80001-78	HVP Products	Operating	4740 (High)
13	Enbridge Pipelines Inc.	80001-79	HVP Products	Abandoned	0
14	Enbridge Pipelines Inc.	80001-67	HVP Products	Operating	6700 (High)
15	Enbridge Pipelines Inc.	80001-38	HVP Products	Operating	8050 (High)
16	Inter Pipeline Ltd	25702-9	Crude Oil	Operating	8270 (High)
17	Plains Midstream Canada ULC	31759-2	Crude Oil	Decommissioned	0
18	ATCO Gas and Pipeline Ltd.	2236-1	Natural Gas	Abandoned	0
19	Natural Gas Co-Operative		Natural Gas		unknown

**Note:** No sour gas was noted in the above pipelines.



# South of Wye ARP Project



## 4.3. Natural features

The Biophysical Assessment for the South of Wye Area Redevelopment Plan Project (2020) identifies a number of natural features including creeks, wetlands, and upland forests within the Plan Area (see **Figure 8**).

The Goldbar Creek meanders from east to west along the northern portion of the Plan Area, and a south to north flowing tributary connects into Goldbar Creek in the Campbelltown Heights neighbourhood.

There are a variety of existing wetlands within the Plan Area, one of the larger wetlands is located within the Strathcona County-owned municipal reserve lands (see **Figure 7**). These wetlands are protected by the Alberta Wetland Policy in conjunction with the Water Act, which together, aim to protect wetlands on private and public lands through the avoidance of damage or destruction of wetlands, the minimization of impact of wetlands, and / or the compensation for reclamation or development of wetlands.

The wetlands are also protected by Strathcona County's Wetland Conservation Directive SER-009-036D to ensure that during planning and development projects, there is 'no net loss' to existing wetlands.

Upland forests containing small wetlands are also scattered throughout the residential portion of the Plan Area. These upland forests contain tributaries, wetlands, and remnant tree stands that provide wildlife corridor habitats.

The Biophysical Assessment provides several recommendations for the ARP, which are summarized below.

- Wetlands with upland habitats and with connections to the Goldbar Creek should be prioritized for conservation
- Goldbar Creek and its immediate upland areas should be considered for conservation
- If Municipal Reserves are owing, they should be utilized to conserve existing wildlife corridors and edge habitat areas
- Topsoil should be conserved during development and reused for future landscaping
- Respect and connect natural and rural landscapes, integrate green infrastructure, and consider strategies to restore degraded habitats
- Require site specific Tree Protection Plans in conjunction with any redevelopment applications, if/where the future ARP allows for land use changes
- Include provincial survey guidelines specific to sharp-tailed grouse and bald eagles in pre-development bird surveys
- Conduct site specific biophysical assessments prior to future development

For more detailed information, please refer to Biophysical Assessment for the South of Wye Area Redevelopment Plan Project (2020).

# South of Wye ARP Project

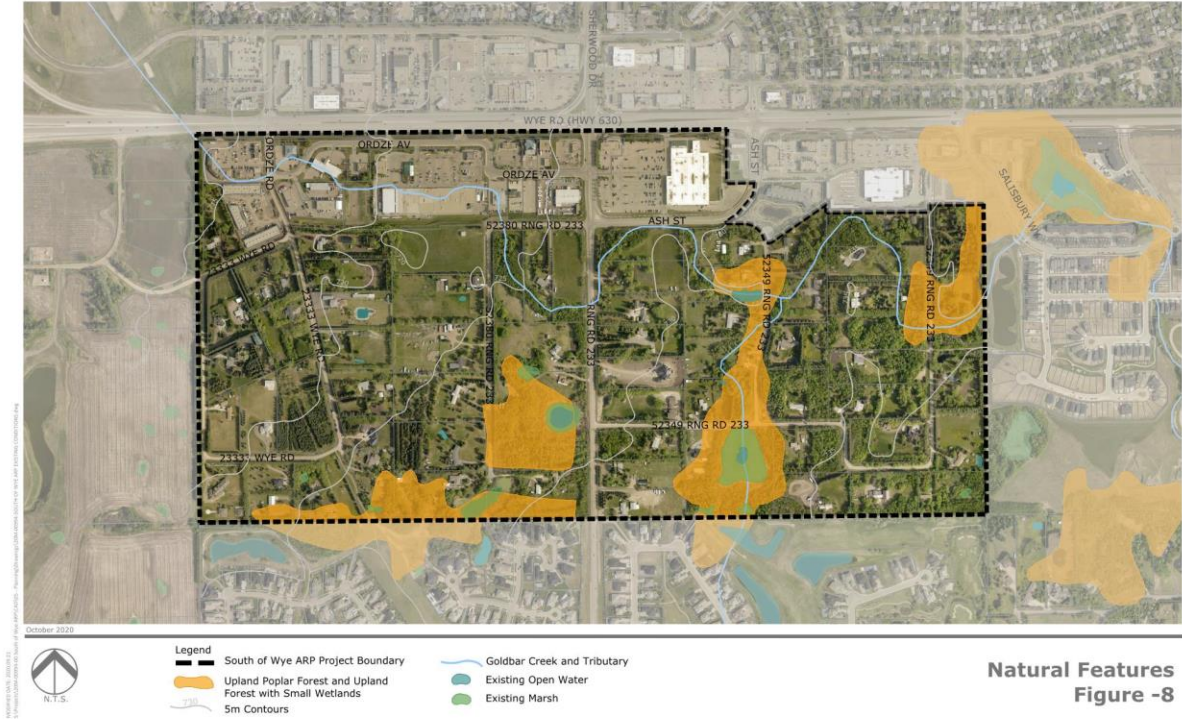


Figure 8: Natural Features

## 4.4. Topography

The highest elevation in the Plan Area is 735 m above sea level, which is located primarily on the east side of the Plan Area. The lowest elevation is 714 m above sea level, which is in the northwest corner of the Plan Area. The elevation located in the centre of the Plan Area is 730 m above sea level. Accordingly, the general direction of water and drainage flows is from east to west direction.

Please see **Figure 8** for an illustration of the topographic contours within the Plan Area.

# South of Wye ARP Project



## 4.5. Land Uses and Built Form

**Figure 9** depicts general land uses within and around the Plan Area. The Plan Area includes Commercial land uses along its northern portion, abutting Wye Road. These commercial land uses include a range of commercial types from small format commercial, including banking institutions and gas bars, fast food restaurants, dine-in restaurants, and offices, as well as large format retail/warehouse stores. The area south of the commercial is comprised of Low Density Country Residential. This area is residential in nature with a small number of commercial uses associated with the residential properties.

If more redevelopment opportunity is desired in the Plan Area, land use planning will need to explore appropriate transition between the Low Density Country Residential and Commercial uses, as well the Mixed Use/Urban Village at the edge of the Plan Area.

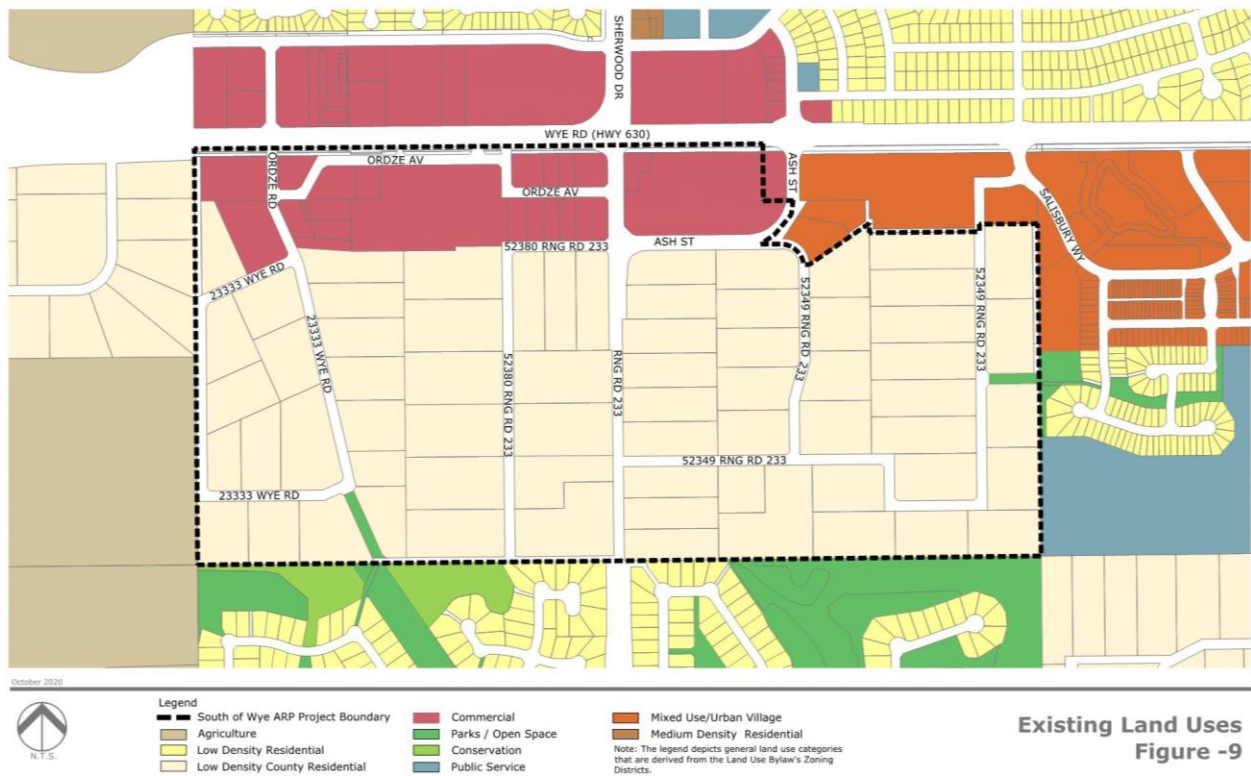


Figure 9: Existing Land Uses

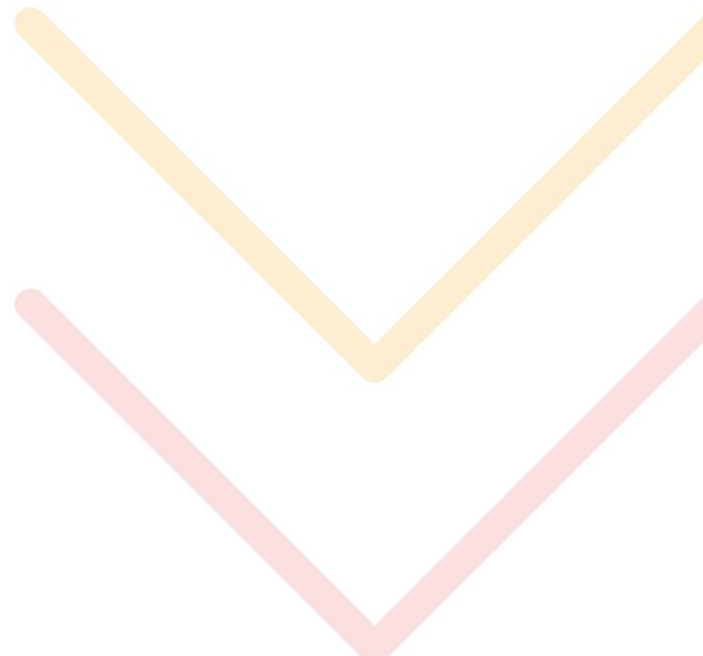
# South of Wye ARP Project



**Figure 10** illustrates the footprints of the existing buildings within the Plan Area. This figure is intended to show the amount of built vs unbuilt spaces in consideration of potential future redevelopment opportunities.



Figure 10: Existing Building Footprints



# South of Wye ARP Project



## 4.6. Transportation

The transportation network connecting through the Plan Area consists of both urban streets and rural roadways that support primarily private vehicle and truck traffic as shown in **Figure 11**. The Plan Area is serviced primarily by two arterial roads: Wye Road and Range Road 233. Wye Road is designated as an Urban Arterial Street with 6 lanes of travel, carrying between 30,000 – 35,000 average vehicles per day (2019). Wye Road also supports transit and restricted dangerous goods movement. Range Road 233 is designated as a Rural Collector Road that transitions from four (4) lanes south of Wye Road to two (2) lanes south of Wye Road Gardens/Ash Street and carries between 17,000 average vehicles per day (2019) south of Wye Road to 8,500 average vehicles per day (2019) south of Balmoral Way/Clubhouse Drive. 23333 Wye Road (Ordze Crescent) transitions from a rural local road to a multi-use path at its south boundary. 52380 Range Road 233 (Wye Road Gardens) ends at a pond providing access to properties east and west.

Several functional planning studies have been completed for roadways within the Plan Area including Wye Road, Range Road 233 and Sherwood Drive. Roadway improvements to Sherwood Drive and Wye Road are also anticipated in the 2020 construction season. Modifications including turn lanes, widening, traffic signal relocation or removal, and construction of walking and cycling trails will need to be considered in the development of the Plan Area transportation network.

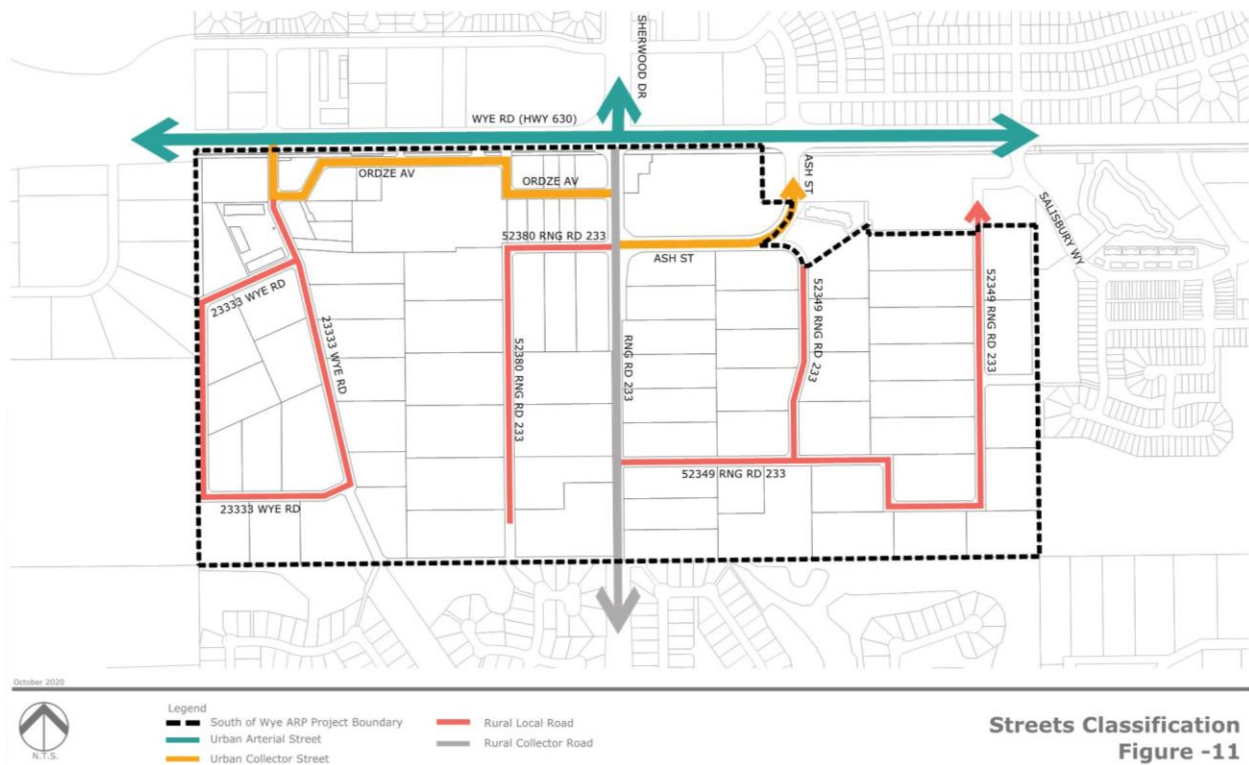


Figure 11: Streets Classification

# South of Wye ARP Project



**Figure 12** shows that there are a limited number of sidewalks and multi-use trails within the Plan Area. Sidewalks are provided on urban streets including Ordze Avenue, Ash Street and Wye Road (Highway 630). There are three (3) short segments of multi-use trails within the Plan Area providing the following connections

- between Balmoral Heights neighbourhood and Ordze Park on the south,
- between 52349 Range Road 233 and Salisbury Village to the east, and
- along the east side of Range Road 233, north of Ash Street, extending north to Wye Road, and continuing east along Wye Road.

A critical pedestrian connection from the Plan Area is across Wye Road to the Ordze Transit Centre at the intersection of Wye Road and Ordze Road. There is a gap in active mode infrastructure throughout the Plan Area. Key destinations, desire lines and connections to neighbourhoods to the south and east of the Plan Area will be considered in the development of the active transportation network.

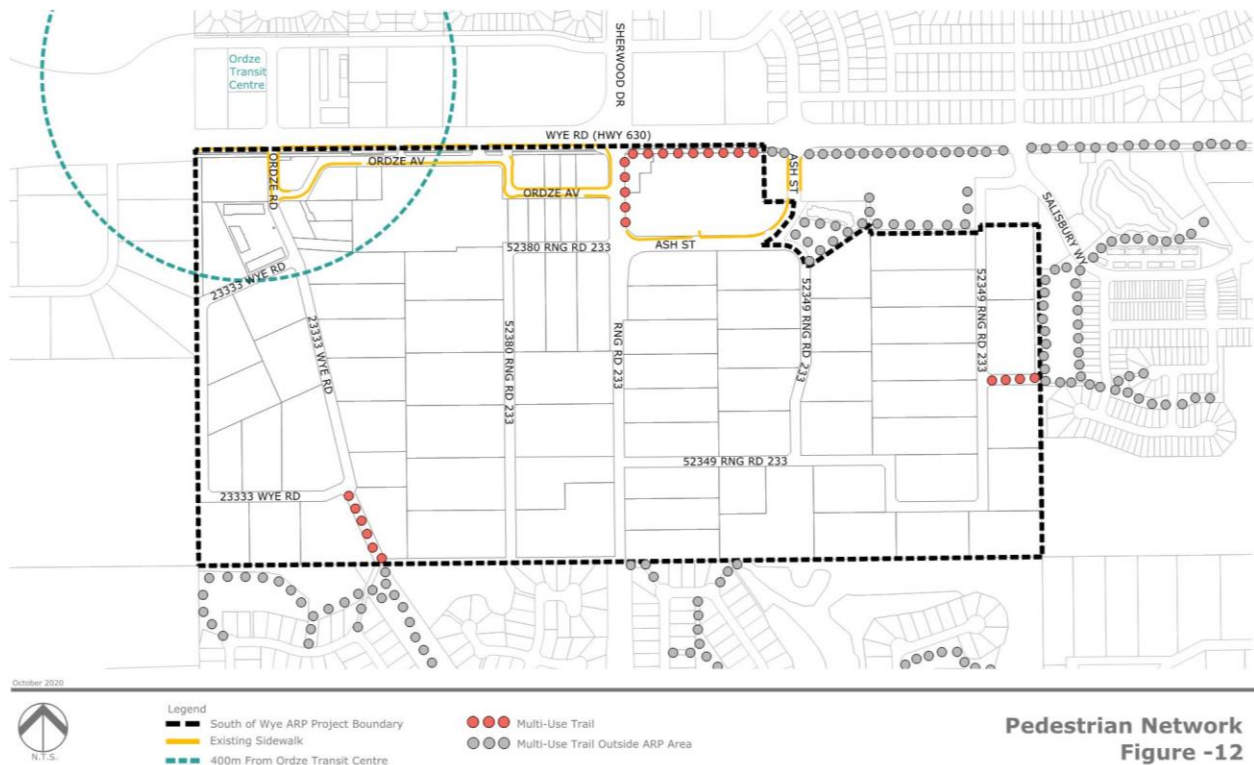


Figure 12: Pedestrian Network

# South of Wye ARP Project



## 5. Summary

The information included in the background report will be discussed further at future public engagement events and will serve as base information for formulating a new ARP for the Project Area and updating the South of Wye Road ARP.

