# 4.1 URBAN SERVICE AREA GENERAL

The Urban Service Area historically grew from a small residential hamlet in the early 1950's of approximately 100 homes, to a population of close to 3,000 people in the early 1960's and almost 40,000 people in 1994. In 1996, Strathcona County's official status through the Province was changed to a Specialized Municipality. This change in status recognized the uniqueness of Strathcona County in that it includes both an urban area and a rural area. The urban area was classified as the Sherwood Park Urban Service Area with equivalent recognition to that of a city under provincial legislation. Throughout this document, the Sherwood Park Urban Service Area is referenced as the "Urban Service Area" which consists of both the Urban Service Area-Sherwood Park and the Urban Service Area-Bremner.

In the late 1990's, Strathcona County began studying locations for future long-term urban growth given that existing multi-parcel country residential subdivisions made it unfeasible to expand directly east or south of the Urban Service Area-Sherwood Park. A number of studies, such as the Bremner Growth Management Strategy, and events, including the creation of the Capital Region Board, led to a decision in 2016 to focus future long-term urban growth in the northeast now known as Urban Service Area-Bremner.

In 2016, the Edmonton Metropolitan Region Board updated the Regional Growth Plan which set growth expectations for urban communities within the region. The Urban Service Area has been identified as part of the metropolitan area within the Regional Growth Plan.

## Goal

Strathcona County will have a viable Urban Service Area.

## Objectives

Strathcona County's objectives are to **ensure** that the Urban Service Area:

1. *Is viable in the long term.*



# Policies Strathcona County Will

## General

**Ensure** *viability in the long term by* **requiring**:

1. Area Structure Plans and/or Area Redevelopment Plans for the Urban Service Area.
2. the monitoring of urban growth patterns and land use over the life of this Plan.
3. future development be phased in a manner that results in contiguous extensions of existing urban development.
4. a diversity of parks in terms of size, scale and activities that serve the needs of residents within neighbourhoods, communities and larger regions of the Urban Service Area.
5. that rezoning for new development of the following uses shall be directed outside of the Heavy Industrial Transition Overlay:
   a. residential;
   b. large indoor/outdoor assembly (e.g. stadiums, arenas or theatres);
   c. uses which cater to temporarily or permanently confined, disabled or incapacitated people (e.g. hospitals, extended care or emergency response organizations);
   d. uses which cater to small children or the elderly (e.g child care or senior centres);
   e. buildings which present difficulties in the event of evacuations (e.g. hotels or high rise office buildings); and
   f. uses which create the potential for large numbers of people to remain on site for long periods of time (e.g. schools, recreation facilities and shopping centres).
6. that the Land Use Bylaw incorporate regulations within the Heavy Industrial Transition Overlay that direct development to develop at a scale which:
   a. reduces the risk to public safety; and
   b. enables emergency management to be implemented in event of an industrial accident.
7. that new urban subdivision and development be designed to mitigate potential land use conflicts with adjacent land uses in the Rural Service Area.

**Support** *viability in the long term by* **considering**:

8. the use of all available tools in addition to municipal reserves to acquire or gain access to lands for park and recreational use, including:
   a. donations;
   b. bequests;
   c. long-term leases;
   d. joint use agreements; and
   e. amenity contributions.

# 4.2 URBAN SERVICE AREA UTILITIES

This policy section comprises utilities policies that apply to the entirety of the Urban Service Area including both Sherwood Park and Bremner. These policies should be used to facilitate the distribution and reception of utilities to and from the Urban Service Area. The County is committed to the continued maintenance of utilities infrastructure and provision of acceptable service levels. This policy section should be referred to in conjunction with the general Utilities Section under Part 3.5.

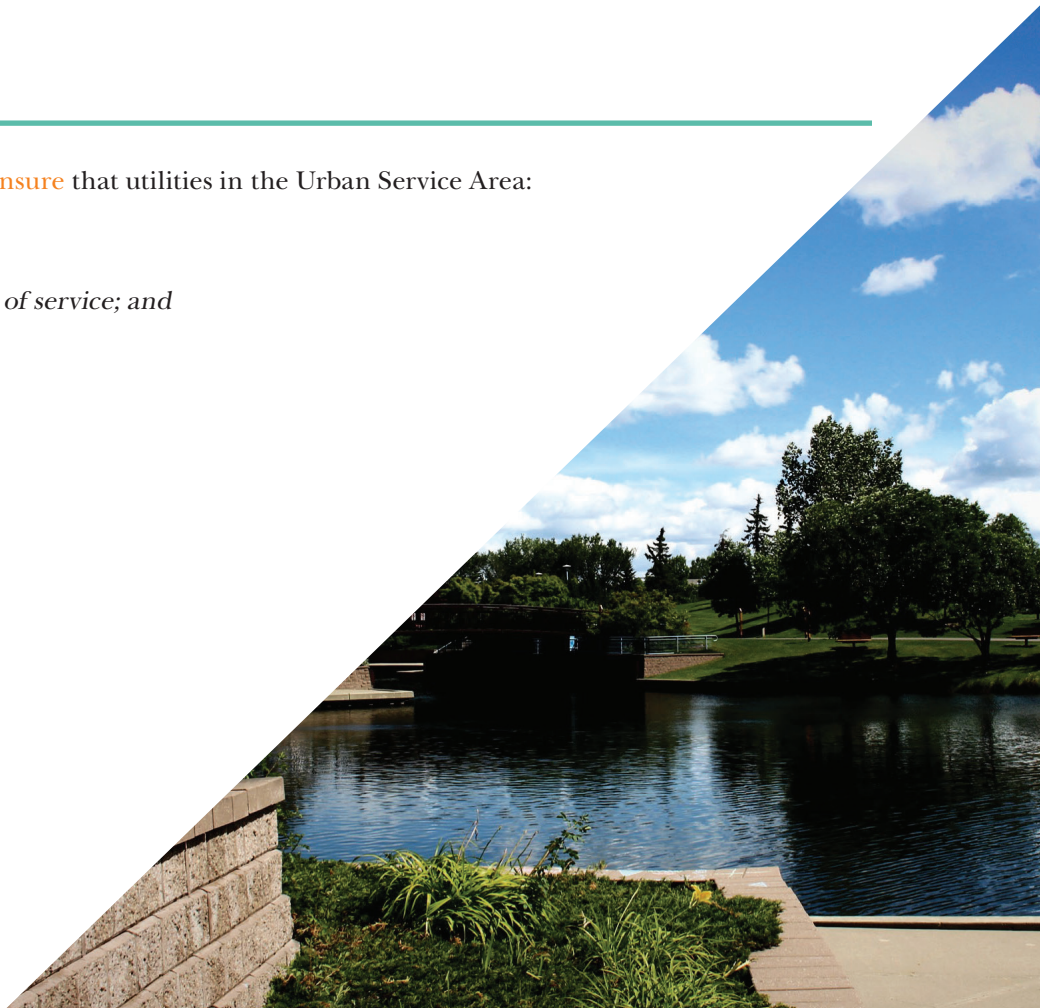
## Goal

To ensure safe, reliable and efficient utility systems for the Urban Service Area which are viable in the long term and provide an acceptable level of service.

## Objectives

Strathcona County's objective is to ensure that utilities in the Urban Service Area:

1. *Are safe, reliable and efficient;*
2. *Provide for an acceptable level of service; and*
3. *Are viable in the long term.*



# Policies Strathcona County Will

## General

**Ensure** *safe, reliable and efficient utilities by* **requiring**:

1. that public health be a first priority.
2. redevelopment to determine and address any infrastructure capacity constraints, including stormwater management.

## Pipelines

**Ensure** *safe, reliable and efficient utilities by* **requiring**:

3. that development has regard for existing pipelines and utility corridors within plans for development.

## Water

**Ensure** *provision of an acceptable level of service by* **requiring**:

4. that major public services, schools, local community services, residential, and commercial developments within the Urban Service Area connect to municipal water services.

**Ensure** *viability in the long term by* **requiring**:

5. that industrial developments connect or contribute to future connections to municipal water services as required by the County.

## Wastewater

**Ensure** *provision of an acceptable level of service by* **requiring**:

6. that major public services, schools, local community services, residential, and commercial developments within the Urban Service Area connect to municipal wastewater services.

**Ensure** *viability in the long term by* **requiring**:

7. that industrial developments connect or contribute to future connections to municipal wastewater services as required by the County.

## Stormwater

**Ensure** *safe, reliable and efficient utilities by* **requiring**:

8. wet ponds, constructed wetlands or natural wetlands for new developments.

**Promote** *safe, reliable and efficient utilities by* **encouraging**:

9. the use of low impact development techniques for cold weather climates.

## Solid Waste

**Promote** *safe, reliable and efficient utilities by* **encouraging**:

10. joint waste plans between multiple sites to utilize shared waste disposal and diversion areas.







**Ensure** *provision of an acceptable level of service by* **requiring:**

11. the determination of locations in advance of need for new recycle stations.

12. programs for the pick-up and disposal of solid waste within the Urban Service Area.

**Ensure** *the viability of utilities in the long term by* **requiring**:

13. waste plans for new commercial, local community services, schools, major public services and industrial developments.

## Shallow Utilities

**Ensure** the *viability of utilities in the long term by* **requiring**:

14. that new developments provide for the extension of shallow utility services, such as gas, electrical and telecommunication lines, in the Urban Service Area.

## Energy

**Promote** *safe, reliable and efficient utilities by* **encouraging**:

15. alternative energy systems or district energy systems.

16. building orientation to facilitate solar warming and optimize energy efficiency.

17. landscaping to reduce energy demand, such as trees acting as wind breaks, to create canopy along active transportation infrastructure.

*Strathcona County is committed to the continued maintenance of utilities infrastructure and provision of acceptable service levels.*



# 4.3 SHERWOOD PARK

## GOAL

As with all urban communities, Sherwood Park will mature and evolve over time. Through this evolution, Strathcona County will work towards achieving complete communities, compact development and green infrastructure while conserving the character-defining elements of Sherwood Park. Strathcona County will continue to invest in Sherwood Park to ensure its long-term viability by improving multi-modal transportation and continuing to provide residents with business and employment opportunities, services, amenities and housing choice for a variety of ages, incomes and abilities.

# 4.3.1 SHERWOOD PARK TRANSPORTATION

This section comprises transportation policies that apply specifically to the Urban Service Area-Sherwood Park. In addition to this section, each Policy Area may contain more detailed transportation objectives and policies. As well, Section 3.4 General Transportation provides a broad transportation goal, objectives and policies for the entire County. These policies should be used to facilitate the movement of residents in and out of their neighbourhoods safely and efficiently. Walking is the foundation of a successful transportation network that supports complete communities. Streets should be designed so that people walking, parking, shopping, bicycling, working, and driving can cross paths safely. Whether daily commutes, or other everyday trips for people of all ages, incomes and abilities to school, activities, events and services, urban residents will choose the transportation mode that is reliable, convenient, and comfortable.

Promoting public transit is integral to policies that seek to improve pedestrian, bicyclist, and vehicle occupant safety. Streets designed for transit allow growth in development and population density without growth in traffic congestion by serving more people in less space. Streets designed for transit provide a more reliable and financially sustainable public transportation system which in turn creates a cycle of more riders, more service, and more street space for people. Public transportation that serves all ages, incomes and abilities is fundamentally more equitable than one based primarily on private vehicles.

Streets make up the majority of all public space in urban areas, and well-designed streets generate higher revenues for businesses and higher values for homeowners. A design approach that is sensitive to the land use context can ensure streets are a safe and convenient place for people to get around, whether on foot, bicycle, car, or transit.

## Objective

Strathcona County's transportation objectives are to **ensure** that the Urban Service Area-Sherwood Park:

1. *Contains street networks and parking consistent with the land use context;*
2. *Provides accessible multi-modal transportation for residents;*
3. *Incorporates active transportation infrastructure that is safe, comfortable and connected;*
4. *Provides customer-focused, accessible and affordable public transportation; and*
5. *Provides transportation that is viable in the long term.*



# Policies Strathcona County Will

## General

**Ensure** *street networks and parking consistent with the land use context by* **requiring**:

1. the County's Integrated Transportation Master Plan and Engineering and Design Construction Standards design transportation networks and streets which reflect the transportation objectives and policies within each Policy Area.

**Promote** *accessible multi-modal transportation for residents by* **encouraging**:

2. an inter-connected multi-modal transportation system.

3. services to be accessible by active transportation and public transportation at multiple location points.

**Promote** *transportation that is viable in the long term by* **encouraging**:

4. active transportation infrastructure designed to optimize sun, daylight and wind offset.

## Street Networks

**Ensure** *street networks and parking consistent with the land use context by* **requiring**:

5. vehicular levels of service guidelines which base level of service on the multi-modal transportation goals of the policy area.

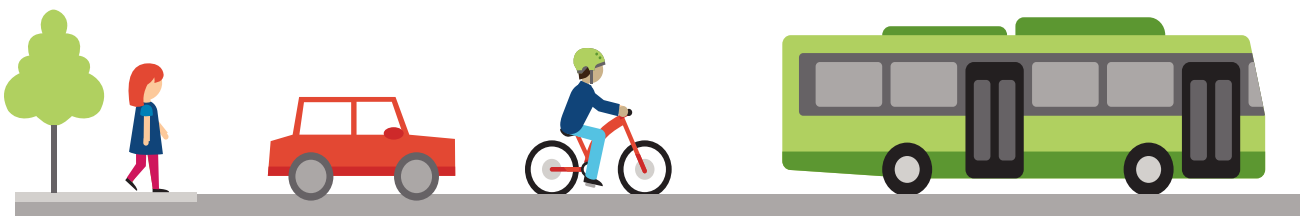
6. context approach to street design in the Compact Development Policy Area and the Urban Centre Policy Area.

**Promote** *accessible multi-modal transportation for residents by* **encouraging**:

7. street design to incorporate complete streets philosophy into the street network of the Compact Development Policy Area and the Urban Centre Policy Area where dictated by the land use concept.

8. street design strategies to improve transit reliability and reduce overall travel times.

Multi-modal transportation infrastructure provides options for individuals and increases the overall usability of transportation networks.






## Parking

**Promote** *street networks and parking consistent with the land use context by* **encouraging**:

9. a reduction in the number of surface parking spaces within the Compact Development Policy Area and the Urban Centre Policy Area.

## Active Transportation

**Ensure** *active transportation infrastructure that is safe, comfortable and connected by* **requiring**:

10. an interconnected active transportation infrastructure network throughout the Urban Service Area-Sherwood Park.

11. active transportation infrastructure that is accessible between residential and services.

12. pedestrian infrastructure at transit controlled locations and along active transportation infrastructure.

**Promote** *active transportation infrastructure that is safe, comfortable and connected by* **encouraging**:

13. streets and intersections to have safe and inviting active transportation, public transportation, and pedestrian infrastructure that is accessible in all seasons.

## Public Transportation

**Ensure** *customer-focused, accessible and affordable public transportation by* **requiring**:

14. the Urban Service Area-Sherwood Park to maintain a public transportation system which includes transit service.

15. the Urban Service Area-Sherwood Park to maintain commuter and express transit service.

16. bicycle parking for future transit-controlled locations.

**Promote** *customer-focused, accessible and affordable public transportation by* **encouraging**:

17. the implementation of additional express transit service.





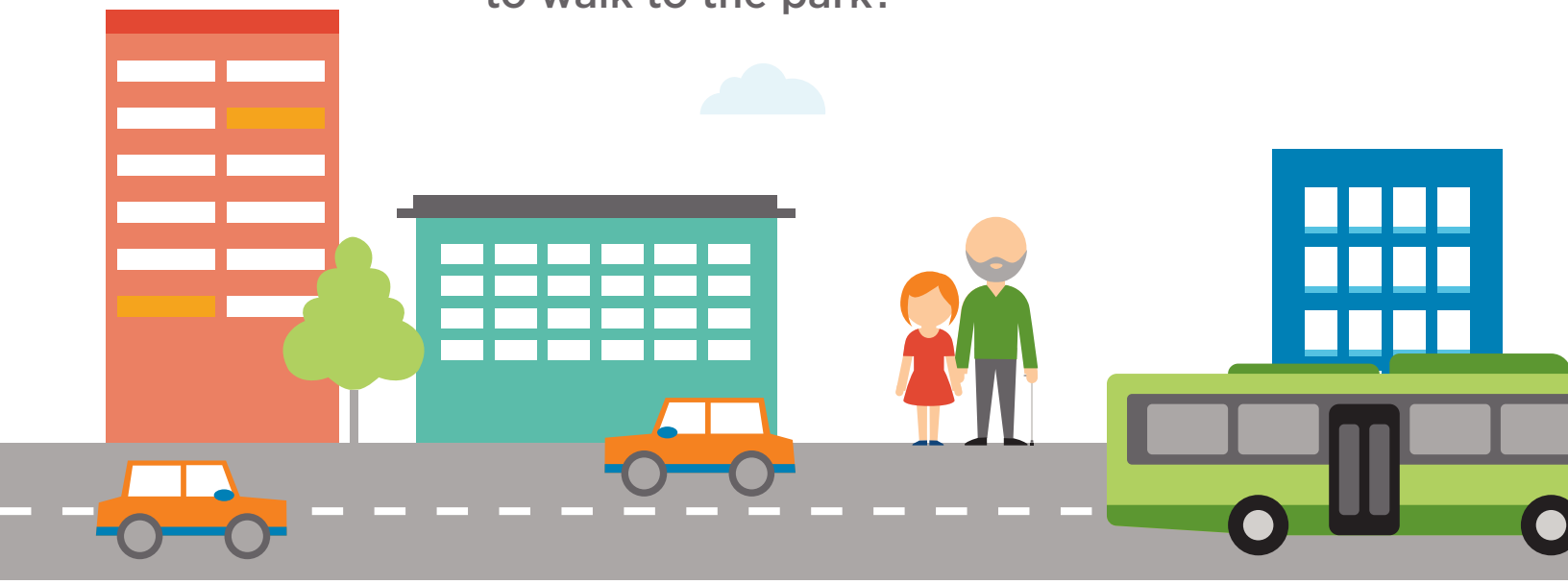

18. the following transit usability enhancements:
    a. in lane transit stops;
    b. accessible boarding;
    c. lighted transit stops and shelters;
    d. creative and inviting stop elements, such as wayfinding, seating, bike parking, and green infrastructure; and
    e. increased active transportation infrastructure to transit-controlled locations.
19. additional commuter transit including higher order transit.
20. that transit upgrades be prioritized in the Compact Development Policy Area and the Urban Centre Policy Area.
21. express transit service between the north side and south side of Highway 16 within the Urban Service Area when population and development north of Highway 16 warrants the demand.
22. that transit-controlled locations are integrated into new developments early in the process.

**Support** *customer-focused, accessible and affordable public transportation by* **considering**:

23. transit priority corridors, such as bus lanes, as well as signal priority and high order transit.
24. transit priority corridors on long, direct routes when a large number of people want to travel along one street, such as those connecting the Urban Centre Policy Area and Compact Development Policy Area, to increase transit reliability and efficiency.
25. the integration of a public rideshare program as part of the public transportation network subject to transit services being maintained for transportation corridors.

# THE 8 80 RULE

**Think of an older adult. Think of a child.**
Would you send them out together
to walk to the park?

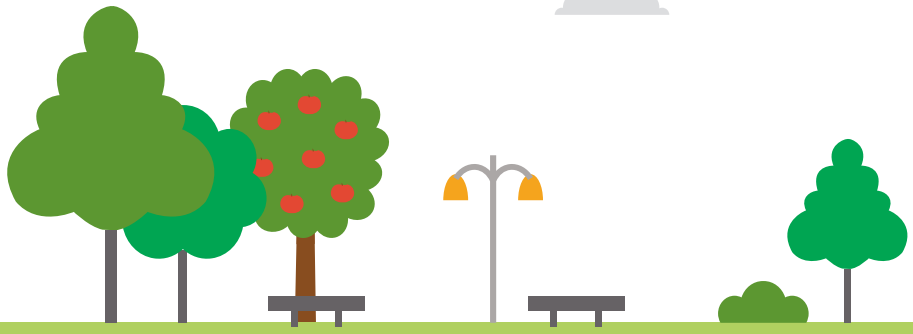




If yes, it is
safe enough.



If no, it needs
to be improved.



# 4.3.2 URBAN CENTRE POLICY AREA

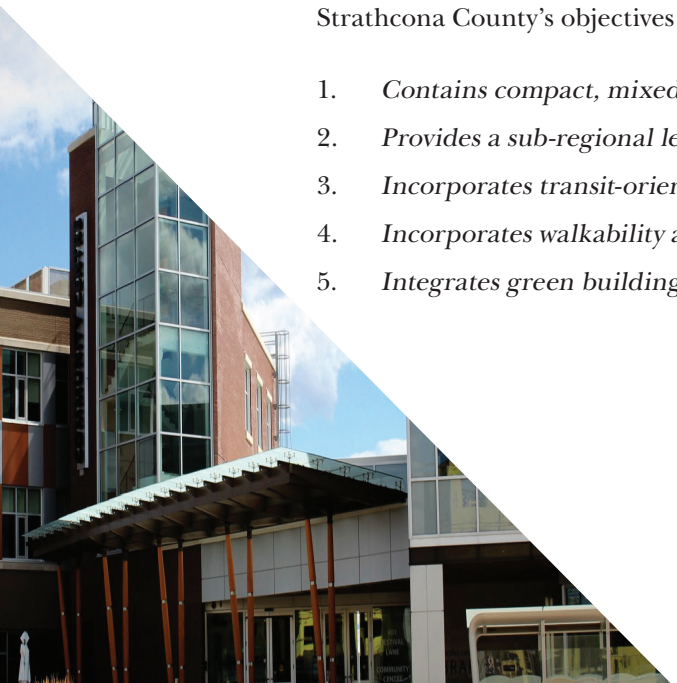
This policy area comprises Sherwood Park's Urban Centre identified on Map 3: Urban Service Area-Sherwood Park and includes an area commonly referred to as Centre in the Park as well as land east of Sherwood Drive between Gatewood and Brentwood Boulevard. The Urban Centre will evolve over time with redevelopment and infill opportunities that will continue to shape the core and heart of Sherwood Park. As these opportunities arise, the buildings, as well as the surrounding landscape, shall be planned and built to meet the objectives and policies in this section.

The Urban Centre contains major public services, such as Broadmoor Lake Park, Festival Place, the Community Centre, Library, County Hall, Sherwood Park Arena and the Kinsmen Leisure Centre. In addition, this area contains medium and high density residential, mixed-use development, education and health care services, as well as retail and office space. As Sherwood Park's Urban Centre, this area should always contain and promote a mix of land uses to ensure it maintains its function as an Urban Centre over time. Future re-development should be compact to encourage walking and transit use. There may be future potential for a priority transit corridor that will service the Urban Centre. An on street, at grade transfer facility may also be considered at this location given that the Community Centre, Festival Place and other services, amenities, employment and population density make it a destination for Sherwood Park.

## Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Urban Centre:

1. *Contains compact, mixed-use development;*
2. *Provides a sub-regional level of service;*
3. *Incorporates transit-oriented development;*
4. *Incorporates walkability and areas for social interaction; and*
5. *Integrates green building and green infrastructure.*



# Policies Strathcona County will:

## General

**Ensure** *compact, mixed-use development by* **requiring**:

1. an Area Redevelopment Plan for the Urban Centre Policy Area.
2. a mixture of uses including commercial, residential, major public services, schools and local community services.
3. intensification through redevelopment and infill at a higher density.
4. that developments maintain or increase existing dwelling units per net residential hectare.

**Promote** *compact, mixed-use development by* **encouraging**:

5. opportunities for all ages, incomes and abilities within this policy area.

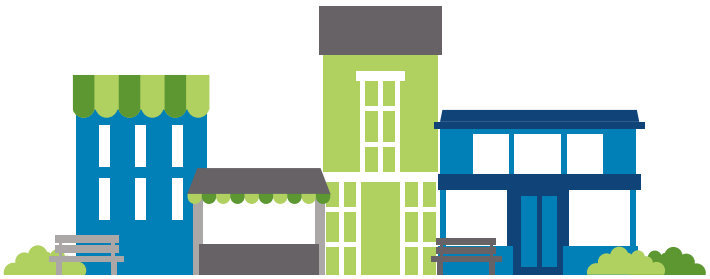
**Ensure** *the provision of a sub-regional level of service by* **requiring**:

6. that Sherwood Park's Urban Centre Area Redevelopment Plan incorporate and provide direction on all of the following:
   a. centres density target outlined in the Regional Growth Plan;
   b. intensification;
   c. transit-oriented development;
   d. high density residential and mixed-use development;
   e. commercial including business commercial;
   f. schools;
   g. local and major community services;
   h. community and seniors housing;
   i. multi-modal transportation including public transportation;
   j. the maintenance and enhancement of active transportation infrastructure;
   k. open space, public agriculture and pedestrian infrastructure;
   l. crime prevention through environmental design;
   m. infrastructure, including low impact development for cold weather climates and alternative energy systems; and
   n. design guidelines.

**Promote** *the integration of green building and green infrastructure by* **encouraging**:

7. connection to the district energy system where a system is available.

**Compact, mixed-use development increases walkability, transit efficiency and accessibility to amenities and services.**



# WHY INCREASE DENSITY?



## Health

Creates active streets with destinations close by to promote physical activity.



## Economics

Supports the efficient use of infrastructure and provides a customer base for local businesses.



## Environment

Reduces carbon footprint.



## Create Complete Communities

Provides convenient access to housing, employment and services while promoting multi-modal transportation.

## Residential

**Ensure** *compact, mixed-use development by* **requiring**:

8. new residential to be high density residential.
9. high density residential be combined with other uses to create mixed-use buildings.

**Promote** compact, mixed-use development by **encouraging:**

10. new or redeveloping residential and mixed-use buildings to front onto a street with a zero setback at the ground floor level.

**Support** *compact, mixed-use development by* **considering**:

11. medium density residential only where adjacent to low density residential.

**Promote** *the provision of a sub-regional level of service by* **encouraging**:

12. community and seniors housing.
13. community and seniors housing to be located along new, existing or planned transit corridors.
14. inclusionary housing.

## Commercial

**Ensure** *compact, mixed-use development by* **requiring**:

15. commercial sites to contain mixed-use development.
16. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

**Promote** *compact, mixed-use development by* **encouraging**:

17. intensification of commercial sites through

the infill of surface parking lots and redevelopment into higher density commercial or mixed-use buildings.

**Promote** *the incorporation of walkability and areas for social interaction by* **encouraging**:

18. that new or redeveloping commercial sites incorporate pedestrian-oriented design by:
    a. including buildings that front onto a street with a zero setback at the ground floor level;
    b. creating the appearance of regularly spaced frontages; and
    c. including storefront windows and street fronting entrances.
19. new or redeveloping commercial sites to include outdoor seating/patios.

## Major Public Services

**Ensure** *the provision of a sub-regional level of service by* **requiring**:

20. major public services including major community services.
21. that public indoor recreation facilities also contain public outdoor recreation amenities.
22. major public services to offer a range of public services including, but not limited to, recreation, emergency services, public agriculture and government services among others.

Promote *the incorporation of walkability and areas for social interaction by* encouraging:

23. that major community services provide amenities for all ages, incomes and abilities.
24. that major community services:
    a. maintain a central location within a community or the Urban Service Area;
    b. provide a range of community services;
    c. locate along new, existing or planned transit corridors;
    d. be connected to active transportation infrastructure;
    e. implement traffic calming at adjacent crossings;
    f. be accessible from all sides;
    g. contain or be adjacent to an outdoor gathering space;
    h. be highly visible;
    i. contain ample bike parking; and
    j. consider potential expansion areas.

## Schools

**Promote** *the provision of a sub-regional level of service by* **encouraging**:

25. opportunities for new school sites.
26. the joint use of municipal facilities with school boards.

**Ensure** *the incorporation of transit-oriented development by* **requiring**:

27. new schools be located along new, existing or planned transit corridors.



**Promote** *the incorporation of walkability and areas for social interaction by* **encouraging**:

28. the integration of public agriculture into school site planning.

## Local Community Services

**Promote** *the provision of a sub-regional level of service by* **encouraging**:

29. a variety of local community services.

## Open Space

**Ensure** *the incorporation of walkability and areas for social interaction by* **requiring**:

30. a centrally located public open space for the area.

31. that a Park Master Plan be prepared for regional parks and school sites.

32. regional parks or parks of a scale and size containing activities that serve a large population base be co-located with new school sites.

33. that active transportation infrastructure connects to open space through medium and high density residential, mixed-use developments and commercial sites as part of new development or redevelopment.




34. enhancements to open space in conjunction with redevelopments.

35. large redevelopment and infill sites to include a central park or plaza.

**Promote** *the incorporation of walkability and areas for social interaction by* **encouraging**:

36. public spaces to have the ability to convert uses throughout all four seasons.

37. that the Urban Centre be prioritized as a location for farmers markets and community gardens within Sherwood Park.

**Ensure** *the integration of green building and green infrastructure by* **requiring**:

38. preservation of existing stormwater management facilities, such as Eastgate and Broadmoor Lake.

**Promote** *the integration of green building and green infrastructure by* **encouraging**:

39. public agriculture and edible landscapes.

## Transportation

**Ensure** *the incorporation of transit-oriented development by* **requiring**:

40. that transportation plans utilize:
    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split.

41. the connection of active transportation infrastructure and public transportation within the Urban Centre Policy Area and to adjacent policy areas.

42. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.

43. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

44. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions, be utilized.

45. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

46. services to be accessible by active transportation and public transportation at multiple location points.

47. redevelopment of large sites to incorporate a grid or modified grid street pattern.

48. bicycle parking for all developments.

49. new vehicular parking to consist of one or more of the following:

    a. on-street;
    b. underground; or
    c. as stacked parking.

**Promote** *the incorporation of transit-oriented development by* **encouraging:**

50. express transit service from the Urban Centre to broader destination areas.

## HEALTH AND WELL BEING BENEFITS OF INCREASED DENSITY



### Promotes Active Transportation

Increases opportunities for walking and cycling to local destinations.



### Reduces Social Isolation

Increases opportunities for social contact creating a greater sense of community.



### Increases Safety

Promotes pedestrian and community safety through "eyes on the street".

51. an on street, at grade, transit transfer facility to locate within the Urban Centre Policy Area with the potential for transit priority corridors and higher order transit service in the long term.

52. a reduction in vehicular parking.

53. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

**Support** *the incorporation of transit-oriented development by* **considering:**

54. local transit service that:

    **a.** serves areas with a high demand for short trips; and

    **b.** provides extra capacity where dense residential areas are close to major employment or education centres.

**Support** *walkability and areas for social interaction by* **considering:**

55. surface parking lots where:

    **a.** existing surface parking remains, following infill of a portion of the lot;

    **b.** it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;

    **c.** it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and

    **d.** it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

# 4.3.3 COMPACT DEVELOPMENT POLICY AREA

This policy area comprises existing commercial, residential and open space areas identified on Map 3: Urban Service Area-Sherwood Park predominantly located along Sherwood Drive, Emerald Drive and Wye Road. Presently, this area contains major public services, such as Emerald Hills Regional Park and the Strathcona Community Hospital. This area also includes areas such as the Palisades Urban Village, Centennial Park and Centennial Business Park, Emerald Hills Shopping Centre, Emerald Hills Urban Village, Salisbury Village and Wye Road Commercial sites. The higher density of existing residential and community housing developments, and their nearness to existing commercial and major public services, creates an opportunity for this area to promote redevelopment and infill in the form of mixed-use development within existing commercial. As more compact development occurs, these areas can work towards transit-oriented development given that these areas are located along major transportation corridors. As intensification opportunities arise, the buildings, as well as surrounding landscape, shall be planned and built to meet the objective and polices identified below. Future development should be compact to encourage walking, social interaction and transit use. There may be future potential for a priority transit corridor and on street, at grade, transit transfer facility that will service the Emerald Hills area as the Strathcona Community Hospital, employment and amenities make the area a destination for Sherwood Park.

## Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Compact Development Areas:

1. *Contain compact, mixed-use development;*
2. *Contribute to the evolution of complete communities;*
3. *Incorporate walkability and areas for social interaction; and*
4. *Integrate green building and green infrastructure.*



# Policies Strathcona County Will

## General

**Ensure** *the evolution of complete communities by* **requiring**:

1. Area Redevelopment Plans to incorporate and provide direction on all of the following:
   - a. character-defining elements;
   - b. intensification;
   - c. transit-oriented development;
   - d. high and medium density residential;
   - e. schools;
   - f. community and seniors housing;
   - g. commercial, including community commercial, business commercial and mixed-use development;
   - h. urban agriculture;
   - i. open space, public agriculture and pedestrian infrastructure;
   - j. local and major community services;
   - k. multi-modal transportation, including public transportation;
   - l. maintenance and enhancement of active transportation infrastructure;
   - m. crime prevention through environmental design;
   - n. infrastructure, including low impact development for cold weather climates; and
   - o. design guidelines.

**Promote** *the evolution of complete communities by* **encouraging**:

2. a mixture of uses, including major public services, commercial, residential, schools and local community services.
3. redevelopment and infill within the Compact Development Policy Area.
4. opportunities for all ages, incomes and abilities within this policy area.

**Support** *the evolution of complete communities by* **considering**:

5. intensification through apartmentstyle medium and high density residential as well as mixed-use development where the development is in conformance with the applicable Area Redevelopment Plan or:
   - a. is located within an existing site containing services;
   - b. improves opportunities for people to use transit;
   - c. incorporates pedestrian infrastructure;
   - d. respects the character defining elements found within the existing neighbourhood;
   - e. contains massing of a compatible scale;
   - f. contains infrastructure which meets the requirements of municipal and provincial standards and regulations;
   - g. considers and values community input; and
   - h. is consistent with an applicable Area Structure Plan.

## Residential

**Ensure** *compact, mixed-use development by* **requiring**:

6. residential to be within close proximity to mixed-use development, commercial, local community services, schools or major community services.

**Promote** *compact, mixed-use development by* **encouraging**:

7. intensification resulting in one or more of the following in conformance with an Area Redevelopment Plan or Area Structure Plan:
   - **a.** high density residential;
   - **b.** apartment style medium density residential;
   - **c.** mixed-use development;
   - **d.** a range of residential tenures;
   - **e.** community and seniors housing; or
   - **f.** innovation in residential design with distinct character.
8. new or redeveloping high or medium density residential and mixed-use buildings to front onto streets with a zero setback at the ground floor level.

**Ensure** *the evolution of complete communities by* **requiring**:

9. the recognition of the contribution existing residential provides to mixed-use development in Area Redevelopment Plans and Area Structure Plans.

**Support** *the evolution of complete communities by* **considering**:

10. inclusionary housing within Area Redevelopment Plans or Area Structure Plans where in close proximity to existing or proposed services.

## Commercial

**Ensure** *the evolution of complete communities by* **requiring**:

11. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

# WHAT IS A COMPLETE COMMUNITY?



## Accessibility

Provides convenient access to housing, employment and services using multi-modal transportation.



## Housing Diversity

Includes a wide range of housing types and tenures for all ages, incomes and abilities.



## Daily Needs

Day-to-day needs can be met within your community.

**Promote** *compact, mixed-use development by* **encouraging**:

12. commercial sites to include mixed-use development including, residential, local community services, high schools or major community services.

13. intensification of commercial sites through the infill of surface parking lots and redevelopment into higher density, multi-story commercial or mixed-use buildings.

**Promote** *the evolution of complete communities by* **encouraging**:

14. new and existing business commercial, such as offices and professional services, that provide employment close to residential.

**Promote** *the incorporation of walkability and areas for social interaction by* **encouraging**:

15. community commercial uses to be built in close proximity to residential.

16. that new or redeveloping commercial sites incorporate pedestrian-oriented design by:
    a. including buildings that front onto a street with a zero setback at the ground floor level;
    b. creating the appearance of regularly spaced frontages;
    c. including storefront windows and street fronting entrances; and
    d. including outdoor seating/patios.

## Major Public Services

**Promote** *compact, mixed-use development by* **encouraging**:

17. major community services to locate within mixed-use development or in close proximity to commercial, residential or local community services.

**Ensure** *the evolution of complete communities by* **requiring**:

18. major public services including major community services.

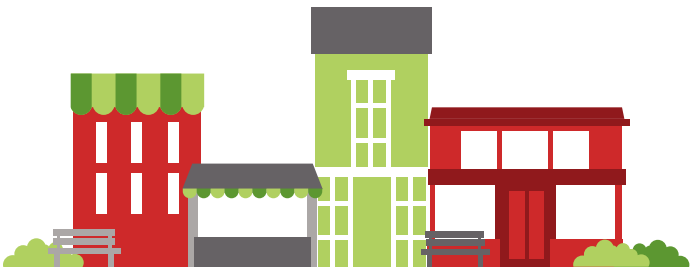
19. that public indoor recreation facilities also contain public outdoor recreation amenities.

20. the continued operation, improvement and assessment of the Ordze Transit Terminal and provide for required modifications.

**Promote** *the evolution of complete communities by* **encouraging**:

21. a variety of public and private major community services.

**There is an opportunity to promote redevelopment and infill in the form of mixed-use development within commercial areas.**



22. that major community services:

    a. maintain a central location within a community or the Urban Service Area;
    b. provide a range of services;
    c. locate along new, existing or planned transit corridors;
    d. be connected to active transportation infrastructure;
    e. implement traffic calming at adjacent crossings;
    f. be accessible from all sides;
    g. contain or be adjacent to an outdoor gathering space;
    h. be highly visible;
    i. contain ample bike parking; and
    j. consider potential expansion areas.

23. that major community services provide amenities for all ages, incomes and abilities.

## Schools

**Promote** *compact, mixed-use development* *by* **encouraging**:

24. school sites to locate in close proximity to residential.

25. school sites to locate in close proximity to local community services or major community services.

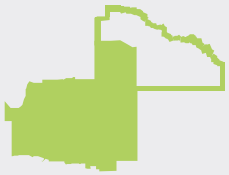
**Promote** *the evolution of complete communities* *by* **encouraging**:

26. the joint use of municipal facilities with school boards.

# A COMPARISON OF POPULATION AND DENSITY



3.30 km²
Union City
(New Jersey State)
POP. 68,247
POP Per km² 20,681



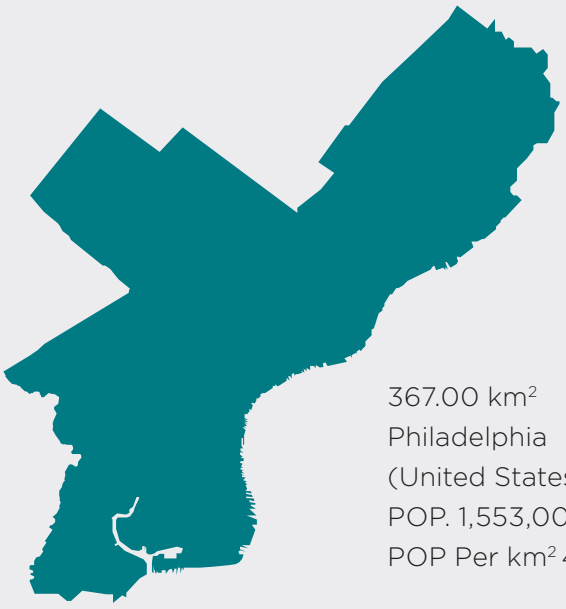
70.61 km²
Sherwood Park
(Strathcona County)
POP. 70,618
POP Per km² 986



67.00 km²
Dundee
(Scotland)
POP. 148,210
POP Per km² 2,212



87.88 km²
Zurich
(Switzerland)
POP. 396,027
POP Per km² 4,506



367.00 km²
Philadelphia
(United States)
POP. 1,553,000
POP Per km² 4,231

27. seniors housing and child care to locate in close proximity to school sites.

28. the integration of public agriculture into school site planning.

**Promote** *the incorporation of walkability and areas for social interaction by* **encouraging**:

29. new schools be placed in close proximity to new, existing or planned transit corridors.

30. new school sites:
    - **a.** be located in a central area of a neighbourhood or community;
    - **b.** avoid barriers to accessibility including railroads and major streets, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
    - **c.** front onto at least two streets;
    - **d.** be connected to active transportation infrastructure;
    - **e.** implement traffic calming at adjacent crossings;
    - **f.** be accessible from all sides;
    - **g.** be highly visible;
    - **h.** contain ample bike parking;
    - **i.** consider potential expansion areas; and
    - **j.** offer separate traffic lanes.

## Local Community Services

**Promote** *compact, mixed-use development by* **encouraging**:

31. local community services to locate within, or in close proximity to, a mixture of uses including commercial, residential, schools or major community services.

**Promote** *the evolution of complete communities by* **encouraging**:

32. the integration of public agriculture in conjunction with local community services.

33. a variety of public and private local community services.

34. new community and seniors housing developments to locate in close proximity to new, existing or planned:
    - **a.** transit-controlled locations;
    - **b.** major public services which include major community services; and
    - **c.** community commercial.

## Open Space

**Ensure** *the incorporation of walkability and areas for social interaction by* **requiring**:

35. centrally located public open space.

36. that a Park Master Plan be prepared for regional parks and school sites.

37. that active transportation infrastructure connects to open space through high and medium density residential, mixed-use developments and commercial as part of new development or redevelopment.

38. enhancements to open space in conjunction with redevelopments.

39. the provision of outdoor amenity spaces for large developments.

**Promote** *the incorporation of walkability and areas for social interaction by* **encouraging**:

40. public spaces to have the ability to convert uses throughout all four seasons.

41. that compact development areas be prioritized as locations for farmers markets and community gardens within Sherwood Park.

42. large redevelopment and infill sites to include a central park or plaza.

43. that all residences are within close proximity to a park.

44. regional parks or parks of a scale and size containing activities that serve a large population base be located in close proximity to new high school sites.

**Promote** *the integration of green building and green infrastructure by* **encouraging**:

45. public agriculture and edible landscapes through integration with landscaping standards.

## Transportation

**Ensure** *the incorporation of walkability and areas for social interaction by* **requiring**:

46. that transportation plans utilize:

    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split.

47. the connection of active transportation infrastructure and public transportation within the Urban Centre Policy Area and to adjacent policy areas.

48. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.

49. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

50. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions, be utilized.

51. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

52. services to be accessible by active transportation and public transportation at multiple location points.

53. redevelopment of large sites to incorporate a grid or modified grid street pattern.

54. bicycle parking for all developments.



55. new vehicular parking to consist of one or more of the following:

    a. on-street;
    b. underground; or
    c. as stacked parking.

**Promote** *the incorporation of walkability and areas for social interaction by* **encouraging:**

56. express transit service from the Compact Development Policy Area to broader destination areas.

57. an on street, at grade, transit transfer facility to locate within Emerald Hills in close proximity to services with the potential for transit priority corridors and higher order transit service in the long term.

58. a reduction in vehicular parking.

59. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.




**Support** *the incorporation of walkability and areas for social interaction by* **considering:**

60. local transit service that:

    a. serves areas with a high demand for short trips; and
    b. provides extra capacity where dense residential areas are close to major employment or education centres.

61. surface parking lots where:

    a. existing surface parking remains following infill of a portion of the lot;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

# 4.3.4 RESIDENTIAL POLICY AREA

This policy area comprises residential development within the Built-Up Urban Area and Planned Areas grandfathered under existing approved Area Structure Plans identified on Map 3: Urban Service Area-Sherwood Park. Along with residential, this policy area includes open space such as parks and active transportation infrastructure, as well as schools and other local community services that function as a part of these neighbourhoods. As these areas evolve over time, consideration should be given to ensuring character-defining elements are maintained, such as existing park space and architectural features. Ensuring convenient access to a mix of land uses, such as schools and open space for area residents, also work towards creating complete communities. These areas shall be planned and built to meet the objectives and policies identified below.

## Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Residential Policy Area:

1. *Retains character defining elements;*
2. *Provides housing diversity for all ages, incomes and abilities;*
3. *Provides services and open space for residents; and*
4. *Incorporates multi-modal transportation.*



# Policies Strathcona County Will

## BUILT-UP URBAN AREA

### Residential

**Ensure** *the retention of character defining elements by* **requiring**:

1. recognition of the primarily low density residential character of this area, but work towards diversifying the range of residential forms through the adoption of Area Redevelopment Plans.

2. a Mature Neighbourhood Overlay within the Land Use Bylaw which includes development regulations on existing architectural character and urban form.

3. Area Redevelopment Plans which provide direction on all of the following:

    a. character and scale of the existing neighbourhood;
    b. intensification;
    c. transit-oriented development;
    d. residential, including medium density and mixed-use development;
    e. schools;
    f. community and seniors housing;
    g. commercial, including community commercial, business commercial and mixed-use development;
    h. urban agriculture;
    i. conservation;
    j. open space and local community services;
    k. multi-modal transportation;
    l. crime prevention through environmental design;
    m. infrastructure, including low impact development for cold weather climates; and
    n. design guidelines.

**Support** *the provision of housing diversity for all ages, incomes and abilities by* **considering**:

4. intensification within the Built-Up Urban Area of Sherwood Park where identified within an Area Redevelopment Plan developed in consultation with neighbourhood residents.

**Support** *the provision of services and open space for residents by* **considering**:

5. proposals which reduce residential density, such as conversion to mixed-use buildings or provision of local community services where they provide a benefit to the local neighbourhood as shown through an Area Redevelopment Plan.

### Schools

**Ensure** *the provision of services and open space for residents by* **requiring**:

6. existing sites that have been identified as potential school sites under existing statutory plans be reviewed for their developability.

**Promote** *the provision of services and open space for residents by* **encouraging**:

7. the integration of public agriculture into school site planning.

8. new schools be placed in close proximity to new, existing or planned transit corridors.

9. the joint use of municipal facilities with school boards.

10. seniors housing and child care in close proximity to school sites.

11. a mixture of uses on, or in close proximity to, new school sites including residential or local community services.

## Local Community Services

**Ensure** *the provision of service and open spaces for residents by* **requiring**:

12. that public indoor recreation services provide amenities for all ages, incomes and abilities.

13. that public indoor recreation facilities also contain public outdoor recreation amenities.

**Promote** *the provision of services and open space for residents by* **encouraging**:

14. new, local community services in residential areas with limited existing facilities.

15. the preservation of existing local community services in the Built-Up Urban Area.

## Open Space

**Ensure** *the provision of open space for residents by* **requiring**:

16. the conservation of existing parks and natural areas in the Built-Up Urban Area where they have not been identified as a potential school site under an existing Area Structure Plan.

17. that a Park Master Plan be prepared for regional parks and school sites.

18. enhancements to open space in conjunction with redevelopments.

19. connect active transportation infrastructure to open space through medium density and high density residential, mixed-use development, local community services and school sites as part of redevelopment.

**Promote** *the provision of services and open space for residents by* **encouraging**:

20. parks of a scale and size containing activities that serve the needs of a neighbourhood be co-located with elementary school sites.

21. public agriculture and edible landscapes through integration with landscaping standards.

**Support** *the provision of services and open space for residents by* **considering**:

22. the creation of new community gardens within neighbourhood and community parks where the community has requested them.

## Transportation

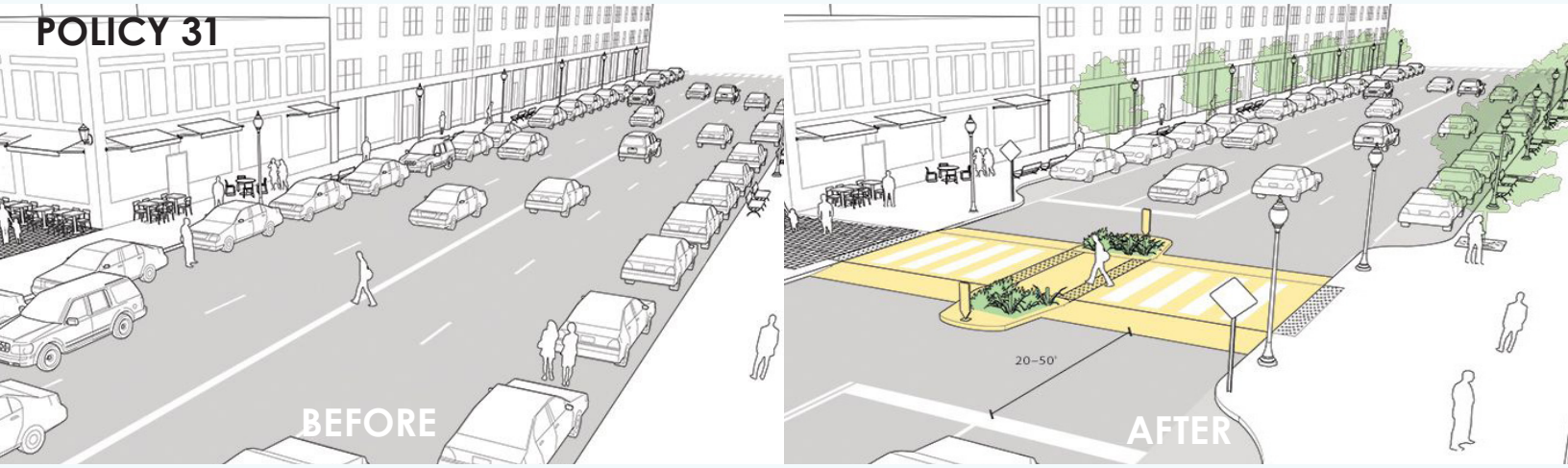
**Promote** *the incorporation of multi-modal transportation by* **encouraging**:

23. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

24. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.

25. traffic calming techniques to reduce vehicular speed.




26. redevelopment of large sites to incorporate a grid or modified grid street pattern.

27. public transportation to connect neighbourhoods, the Compact Development Policy Area, Urban Centre Policy Area, and other hubs in the Urban Service Area-Sherwood Park.

28. surface parking lots to safely and efficiently:

    a. incorporate pedestrian and active transportation infrastructure onsite; and

    b. connect active transportation infrastructure through the site and to transit-controlled locations.

29. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

30. services to be accessible by active transportation and public transportation at multiple location points.

31. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

32. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions.

**Support** *the incorporation of multi-modal transportation by* **considering:**

33. narrow car lane widths to redistribute additional space in the right of way to other users such as pedestrians, cyclists and transit.

34. the provision of public transportation that is as direct as possible.

# PLANNED AREAS

## Residential

**Ensure** *the provision of housing diversity for all ages, incomes and abilities by* **requiring**:

35. the percentage of net residential area utilized by low density residential to remain the same or decrease, and the units per net residential hectare to remain the same or increase.

36. the percentage of net residential area utilized by medium density residential to remain the same or increase and the units per net residential hectare to remain the same or increase.

37. that if new lands are being added to the net residential area or a planned area, the residential lands being added cannot exceed 70% low density residential.

38. a balanced distribution of housing diversity within neighbourhoods.

**Support** *the provision of housing diversity for all ages, incomes and abilities by* **considering**:

39. inclusionary housing within Area Structure Plans in close proximity to services.

## Schools

**Promote** *the provision of services and open space for residents by* **encouraging**:

40. the integration of public agriculture into school site planning.

41. that school sites:

    a. be located in a central area of a neighbourhood or community;

    b. avoid barriers to accessibility including railroads and major streets, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;

    c. front onto at least two streets;

    d. be connected to active transportation infrastructure and transit;

    e. implement traffic calming at adjacent crossings;

    f. be accessible from all sides;

    g. be highly visible;

    h. contain ample bike parking;

    i. consider potential expansion areas; and

    j. offer separate traffic lanes.




42. the joint use of municipal facilities with school boards.

43. seniors housing and child care in close proximity to school sites.

44. a mixture of uses on, or in close proximity to, new school sites including commercial, residential or local community services.

**Support** *the provision of services and open spaces for residents by* **considering**:

45. the proposed location of school sites within neighbourhoods when establishing phasing.

## Local Community Services

**Ensure** *the provision of services and open space for residents by* **requiring**:

46. that the amount of local community services remain the same or increase within existing Area Structure Plans.

47. that local community services within existing Area Structure Plans maintain their originally sited location or relocate to a site that allows for increased accessibility and centrality.

**Promote** *the provision of services and open space for residents by* **encouraging**:

48. the provision of local community services within, or in close proximity to, a mixture of uses including other local community services, commercial, residential, schools or major public services.

49. new local community services locate in close proximity to transit-controlled locations.

50. that public indoor recreation services provide amenities for all ages, incomes and abilities.

51. that public indoor recreation facilities also contain public outdoor recreation amenities.

## Open Space

**Ensure** *the provision of services and open spaces for residents by* **requiring**:

52. the connection of active transportation infrastructure to open spaces through medium density, high density residential, local community services and school sites.

53. a minimum of 10% municipal reserve dedicated as land.

54. that the amount and location of municipal reserve for recreational opportunities remain the same or be distributed to provide the maximum benefit while achieving all of the following:

    a. provide and connect open space within complete neighbourhoods prior to providing land for regional park or parks that serve a larger population base;

    b. connect open space between complete neighbourhoods; and

    c. connect environmental reserves to open space.

55. parks of a scale and size containing activities that serve the needs of a neighbourhood be co-located with elementary school sites.

56. the provision of outdoor amenity spaces for medium density residential developments.

57. environmental reserve as land as opposed environmental reserve easement.

**Promote** *the provision of services and open space for residents by* **encouraging**:

58. that all residences are within close proximity to a park.

59. public agriculture and edible landscapes through integration with landscaping standards.

60. the conservation of wetlands and integration of wetlands into stormwater management facilities.



**Support** *the provision of services and open space for residents by* **considering**:

61. the creation of new community gardens within neighbourhood and community parks, where the community has requested them.

## Transportation

**Ensure** *the incorporation of multi-modal transportation by* **requiring**:

62. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street;
    d. to transit-controlled locations; and
    e. through cul-de-sacs.
63. traffic calming techniques to reduce vehicular speed.
64. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
65. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

**Promote** *the incorporation of multi-modal transportation by* **encouraging**:

66. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.
67. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions.
68. the use of a street pattern that discourages cul-de-sacs.
69. that transportation plans utilize:
    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split.
70. medium and high density residential parking to locate underground.
71. public transportation to connect neighbourhoods, the Compact Development Policy Area, Urban Centre Policy Area, and other hubs in the Urban Service Area-Sherwood Park.

**Support** *the incorporation of multi-modal transportation by* **considering:**

72. narrow car lane widths to redistribute additional space in the right of way to other users, such as pedestrians, cyclists and transit.
73. the provision of public transportation that is as direct as possible.
74. surface parking lots where:
    a. underground and stacked parking is not feasible;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

# 4.3.5 COMMERCIAL POLICY AREA

This policy area comprises commercial developments within the Built-Up Urban Area and Planned Areas grandfathered under existing approved Area Structure Plans identified on Map 3: Urban Service Area-Sherwood Park. Along with commercial, this policy area includes open space such as parks and active transportation infrastructure. Within the commercial areas of the Urban Service Area there are several different forms of commercial including community commercial, major commercial and business commercial. There is also an opportunity to intensify and diversify these areas by integrating residential with mixed-use development outside of the Heavy Industrial Transition Overlay. These areas shall be planned and built to meet the objective and polices identified below.

## Objective

Strathcona County's objectives are to **ensure** that Sherwood Park's Commercial Policy Area:

1. *Intensifies and diversifies into a mixture of land uses;*
2. *Incorporates walkability; and*
3. *Is viable in the long term.*



# Policies Strathcona County Will

## BUILT-UP URBAN AREA

### Residential

**Support** *intensification and diversification into a mixture of land uses by* **considering**:

1. inclusionary housing within Area Redevelopment Plans or Area Structure Plans outside of the Heavy Industrial Transition Overlay where in close proximity to services.

**Promote** *viability in the long term by* **encouraging**:

2. the integration of compatible mixed-use buildings within redevelopments outside of the Heavy Industrial Transition Overlay.

### Commercial

**Promote** *intensification and diversification into a mixture of land uses by* **encouraging**:

3. a mixture of uses including, but not limited to, major commercial, community commercial, business commercial, compatible residential and local community services within commercial redevelopments outside of the Heavy Industrial Transition Overlay.

4. intensification and diversification of commercial overtime, such as through infill of surface parking lots and redevelopment into higher density buildings respecting the limitations of the Heavy Industrial Transition Overlay.

5. new business commercial that preserves employment in close proximity to residential outside of the Heavy Industrial Transition Overlay.

**Promote** *the incorporation of walkability by* **encouraging**:

6. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

7. that new or redeveloping commercial sites incorporate pedestrian-oriented design by:

   a. including buildings that front onto a street with a zero setback at the ground floor level;
   b. creating the appearance of regularly spaced frontages;
   c. including storefront windows and street fronting entrances; and
   d. including outdoor seating/patios.

### Local Community Services

**Promote** *viability in the long term by* **encouraging**:

8. existing religious assemblies within the Heavy Industrial Transition Overlay to incorporate commercial on their sites or redevelop into commercial.

9. local community services which are compatible with commercial uses, such as child care, to locate with commercial areas outside of the Heavy Industrial Transition Overlay.

### Open Space

**Ensure** *viability in the long term by* **requiring**:

10. enhancements to open space in conjunction with redevelopments.

11. landscaping internally within commercial sites as well as on the periphery.

## Transportation

**Promote** *the incorporation of walkability by* **encouraging**:

12. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

13. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions.

14. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

15. the connection of active transportation infrastructure and public transportation within the Commercial Policy Area and to adjacent policy areas.

16. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.

17. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

18. that transportation plans utilize:

    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split

19. reduced car parking.

20. express transit service and transit priority corridors to connect major employment, popular destinations and mixed use areas.

21. new vehicular parking to consist of one or more of the following:

    a. on-street:
    b. underground: or
    c. as stacked parking.

22. bicycle parking for all developments.

23. commercial and services to be accessible by active transportation and public transportation at multiple location points.

**Support** *the incorporation of walkability by* **considering:**

24. narrow car lane widths to redistribute additional space in the right-of-way to other users, such as pedestrians, cyclists and transit.

25. surface parking lots where:

    a. underground and stacked parking is not feasible;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.

# PLANNED AREAS

## Residential

**Support** *intensification and diversification into a mixture of land uses by* **considering**:

26. inclusionary housing within Area Structure Plans in close proximity to services.

**Promote** *viability in the long term by* **encouraging**:

27. the integration of mixed-use developments which include medium or high density residential.

## Commercial

**Ensure** *intensification and diversification into a mixture of land uses by* **requiring**:

28. that the amount of community commercial remain the same or increase within existing Area Structure Plans.

29. that community commercial within existing Area Structure Plans maintain their originally sited location or relocate to a site that allows for increased accessibility and centrality.

**Promote** *intensification and diversification into a mixture of land uses by* **encouraging**:

30. community or major commercial to be built in close proximity (600m) of all residential.

31. multi-story commercial buildings.

32. new and existing business commercial, such as offices and professional services, that provide employment close to residential.

33. commercial areas to include a mixture of uses, including residential, local community services, high schools or major public services.




**Promote** *the incorporation of walkability by* **encouraging**:

34. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

35. that new or redeveloping commercial incorporate pedestrian-oriented design by:
    a. including buildings that front onto a street with a zero setback at the ground floor level;
    b. creating the appearance of regularly spaced frontages;
    c. including storefront windows and street fronting entrances; and
    d. including outdoor seating/patios.

## Local Community Services

**Promote** *viability in the long term by* **encouraging**:

36. local community services which are compatible with commercial uses, such as child care to locate within commercial areas.

## Open Space

**Ensure** *the incorporation of walkability by* **requiring**:

37. landscaping internally within commercial sites as well as on the periphery.

38. the provision of outdoor amenity spaces for large developments.

39. environmental reserve as land.

40. municipal reserves in the following forms:

    a. as land to provide connectivity within the area;
    b. as land buffering major commercial from residential;
    c. as land adjacent to or within mixed-use developments; or
    d. as land buffering environmental reserve.

*There are several different forms of commercial including community commercial, major commercial and business commercial.*

## Transportation

**Ensure** *the incorporation of walkability by* **requiring**:

41. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.

42. the connection of active transportation infrastructure and public transportation within the Commercial Policy Area and to adjacent policy areas.

43. safe, efficient, unobstructed and accessible active transportation infrastructure connections:

    a. across major streets to provide active transportation access to services;
    b. between residential and services;
    c. on both sides of the street; and
    d. to transit-controlled locations.

44. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.

**Promote** *the incorporation of walkability by* **encouraging**:

45. that transportation plans utilize:

    a. transit-oriented development concepts;
    b. context approach to street design;
    c. complete street concepts where dictated by the land use context; and
    d. modal split.

46. midblock crosswalks in combination with pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

47. pedestrian safety measures, such as pedestrian islands, raised intersections and curb extensions.

48. reduced car parking.

49. express transit service and transit priority corridors to connect major employment, popular destinations and mixed-use areas.

50. parking to locate:

    a. on-street;
    b. underground; or
    c. as stacked parking

51. bicycle parking for all developments.

52. services to be accessible by active transportation and public transportation at multiple location points.

**Support** *the incorporation of walkability by* **considering:**

53. narrow car lane widths to redistribute additional space in the right-of-way to other users, such as pedestrians, cyclists and transit.

54. surface parking lots where:

    a. underground and stacked parking is not feasible;
    b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
    c. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    d. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.



# 4.3.6 MAJOR PUBLIC SERVICE POLICY AREA

This policy area comprises the major public services within the Urban Service Area which are outside of the Compact Development Policy Area and Urban Centre Policy Area identified on Map 3: Urban Service Area-Sherwood Park. These are facilities or amenities that are widely used by residents throughout the Urban Service Area and the Rural Service Area. This policy area may include, but is not limited to, major community services, recycling stations and emergency services. They do not include local community services that are used by individual neighbourhoods or services that are not open to the public.

From young to old, there is a need for a diverse range and variety of public services within the County. Strathcona County strives to ensure the services offered to the public are accessible and meet the needs of all County residents.

## Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Major Public Services:

1. *Provide public services that meet the needs of Strathcona County residents;*
2. *Are accessible to all ages, incomes and abilities; and*
3. *Are viable in the long term.*



# Policies Strathcona County Will

## General

**Ensure** *the provision of public services that meet the needs of Strathcona County residents by* **requiring**:

1. a variety of major public services throughout the Urban Service Area.

**Promote** *the provision of public services that meet the needs of Strathcona County residents by* **encouraging**:

2. the continued operation of existing major public services.

**Ensure** *viability in the long term by* **requiring**:

3. that new Major Public Services do not compromise the Heavy Industrial Transition Overlay.

**Promote** *viability in the long term by* **encouraging**:

4. air quality monitoring stations at major public services.

5. opportunities for the shared (joint) use of sites and multi-use facilities.

6. major public services be designed in a manner that allows for the modification of uses based on changing community needs.




## Major Community Services

**Ensure** *the provision of public services that meet the needs of Strathcona County residents by* **requiring**:

7. that a park master plan be prepared for regional parks.

8. the continued operation, improvement and assessment of the Bethel Transit Terminal and provide for required modifications.

**Promote** *the provision of public services that meet the needs of Strathcona County residents by* **encouraging**:

9. cooperation with Alberta Health Services to ensure the health care needs of the community are met.

**Ensure** *accessibility for all ages, incomes and abilities by* **requiring**:

10. that indoor recreation facilities provide amenities for all ages, incomes and abilities.

11. that major community services be accessible and barrier free.

12. transit terminals to incorporate pedestrian-oriented design, pedestrian infrastructure that connects to active transportation infrastructure.

13. that transit terminals be accessible to all.

**Promote** *accessibility for all ages, incomes and abilities by* **encouraging**:

14. that major community services:

    a. maintain a central location within a community or the Urban Service Area;

    b. provide a range of community services;

c. have access to express transit service and transit corridors;
d. be connected to active transportation infrastructure;
e. implement traffic calming at adjacent crossings;
f. be accessible from all sides;
g. contain or be adjacent to an outdoor gathering space;
h. be highly visible;
i. contain ample bike parking; and
j. consider potential expansion areas.

**Ensure** *viability in the long term by* **requiring**:

15. that the development of public recreation facilities be based on consultation with users and market studies.

16. that future major recreation services are guided by an open space and recreation facility strategy.

**Promote** *viability in the long term by* **encouraging**:

17. that new public health centres be located in close proximity to the following:

    a. major streets and transit corridors;
    b. community and senior housing developments; and
    c. complementary health services.

18. that new transit terminals be located in close proximity to the following:

    a. major transportation corridors;
    b. high density residential;
    c. community and senior housing developments;
    d. employment areas;
    e. major commercial;
    f. major public services; and
    g. active transportation infrastructure and linkages.




19. that new major community services be located in close proximity to the following:

    a. major streets and transit corridors;
    b. high density residential;
    c. community and senior housing;
    d. active transportation infrastructure and linkages;
    e. a school site; and
    f. commercial.

20. place making elements such as streetscapes, urban parks and public art at transit terminals.

21. major community services to co-locate with or integrate residential, schools, local community services or commercial.

22. major recreation or community facilities to accommodate major attractions and events.

23. opportunities for the shared (joint) use of major community services with schools.

24. stacked and underground parking associated with transit terminals in order to reduce footprints and increase connectivity to the site.

25. design elements, such as bike parking, wayfinding, fare vending and indoor and outdoor seating, at transit terminals.

## Emergency Service Facilities

**Ensure** *the provision of public services that meet the needs of Strathcona County residents by* **requiring**:

26. co-operation and partnership with neighbouring municipalities to develop integrated plans and agreements regarding fire prevention, emergency management and firefighting services.

27. the provision of emergency and protective services to accommodate a growing and changing population.

**Ensure** *viability in the long term by* **requiring**:

28. that emergency service and police stations are developed in a manner that meet their operational requirements.

## Recycling Stations

**Promote** *the provision of public services that meet the needs of Strathcona County residents by* **encouraging**:

29. the development of new recycle stations.

**Promote** *viability in the long term by* **encouraging**:

30. the co-location of recycle stations with other public and private facilities, such as commercial to improve site usability.

## Transportation

**Ensure** *accessibility for all ages, incomes and abilities by* **requiring**:

31. that major community services are accessible by active transportation infrastructure and public transportation.

32. a transit-controlled location within 250 metres of a major public service.

**Promote** *accessibility for all ages, incomes and abilities by* **encouraging**:

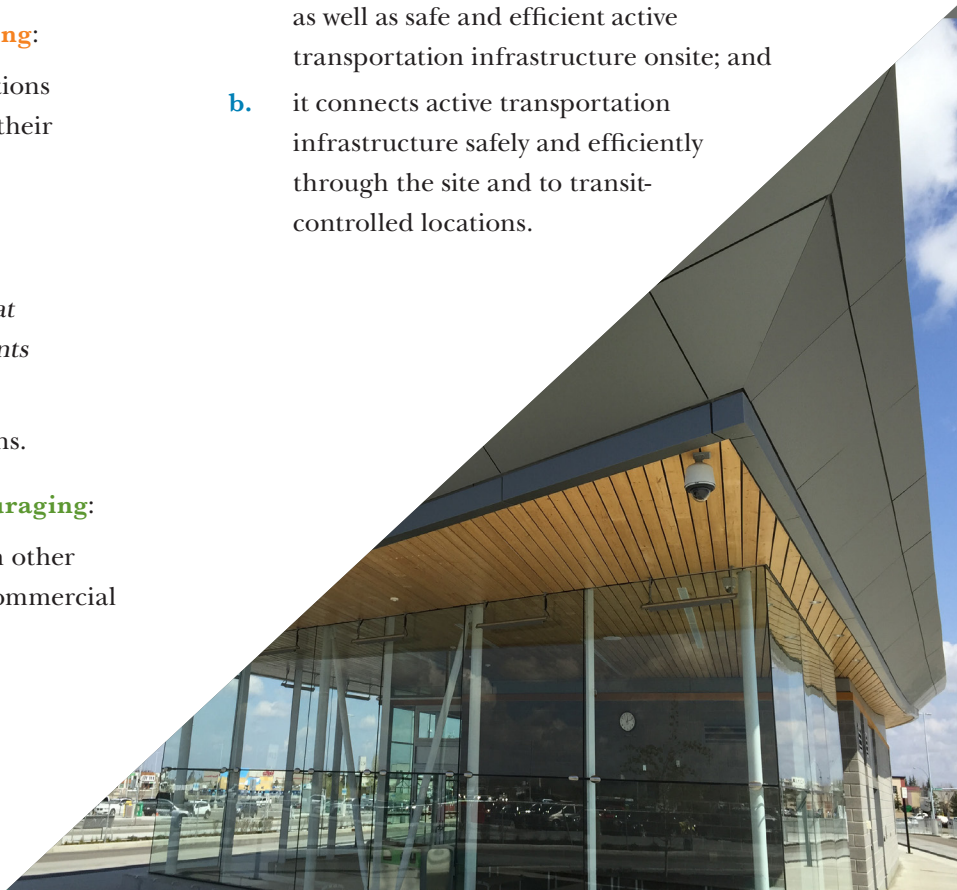
33. new vehicular parking to consist of one or more of the following:

    a. on-street;
    b. underground; or
    c. as stacked parking.

**Support** *accessibility for all ages, incomes and abilities by* **considering:**

34. surface parking lots where:

    a. it incorporates pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
    b. it connects active transportation infrastructure safely and efficiently through the site and to transit-controlled locations.



# 4.3.7 LIGHT/MEDIUM INDUSTRIAL POLICY AREA

This policy area comprises existing and planned light and medium industrial development within the Urban Service Area identified on Map 3: Urban Service Area-Sherwood Park. Light and medium industrial often serve as a buffer between heavy industrial and incompatible land uses. Sherwood Park has two existing mixed industrial and commercial business parks and six existing light industrial/medium industrial areas. Additional light and medium industrial areas have been planned north of Highway 16.

## Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Light/Medium Industrial Policy Area:

1. *Includes efficiently designed developments that occur in an orderly manner;*
2. *Has a minimal impact on incompatible land uses; and*
3. *Is viable in the long term.*



# Policies Strathcona County Will

## General

**Ensure** *efficiently designed developments that occur in an orderly manner by* **requiring**:

1. the completion of Area Structure Plans for all new light/medium industrial developments within Sherwood Park.
2. Area Structure Plans to provide direction on:
   - **a.** light industrial;
   - **b.** medium industrial;
   - **c.** transitioning and buffering;
   - **d.** pipelines;
   - **e.** agricultural operations;
   - **f.** subdivision criteria;
   - **g.** open space and environmental management;
   - **h.** transportation; and
   - **i.** utilities and stormwater management.

**Ensure** *minimal impact on incompatible land uses by* **requiring**:

3. buffering and mitigation of nuisances between light and medium industrial and incompatible land uses.

**Promote** *minimal impact on incompatible land uses by* **encouraging**:

4. air quality monitoring stations to enhance ambient air quality.

**Promote** *viability in the long term by* **encouraging**:

5. light and medium industrial developments.
6. large scale agriculture support services.
7. synergies between industrial developments.

## Light Industrial

**Ensure** *minimal impact on incompatible land uses by* **requiring**:

8. light industrial development to serve as a buffer between medium industrial uses and incompatible land uses outside of the Light/Medium Industrial Policy Area.
9. that light industrial developments do not cause nuisance impacts on incompatible land uses outside of the Light/Medium Industrial Policy Area.
10. light industrial developments contain minimal outdoor storage.

**Promote** *viability in the long term by* **encouraging**:

11. urban farms.

**Support** *viability in the long term by* **considering**:

12. resubdivision of existing light industrial lots where the development:
    - **a.** has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
    - **b.** mitigates potential issues with adjacent land uses; and
    - **c.** is consistent with the applicable Area Structure Plan.

## Medium Industrial

**Ensure** *minimal impact on incompatible land uses by* **requiring**:

13. medium industrial development to serve as a buffer between heavy industry and incompatible land uses outside of the Light/Medium Industrial Policy Area.

14. medium industrial developments to prevent or mitigate nuisance impacts on incompatible land uses outside of the Light/Medium Industrial Policy Area.

**Support** *viability in the long term by* **considering**:

15. resubdivision of existing medium industrial lots where the development:
    - a. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
    - b. prevents or mitigates potential issues with adjacent land uses; and
    - c. is consistent with the applicable Area Structure Plan.



## Open Space

**Ensure** *efficiently designed developments that occur in an orderly manner by* **requiring**:

16. municipal reserves in the following forms:
    - a. as cash-in-lieu;
    - b. as land only where the land is needed to provide the desired linkages within the County's approved active transportation strategy;
    - c. as land buffering industrial uses from incompatible land uses; or
    - d. as land buffering environmental reserve.

**Ensure** *minimal impact on incompatible land uses by* **requiring**:

17. environmental reserves:
    - a. as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body;
    - b. where the environmental feature would enhance the desired linkages within the County's approved active transportation strategy; and
    - c. where the environmental feature is within an environmentally significant area.

18. identification and mitigation of contaminated sites when:
    - a. there is a change in use; or
    - b. there is a known contaminated site.



## Transportation

**Ensure** *efficiently designed developments that occur in an orderly manner by* **requiring**:

19. a comprehensive transportation network.

**Promote** *efficiently designed developments that occur in an orderly manner by* **encouraging**:

20. access to public transportation and close proximity to a transit-controlled location.

21. active transportation infrastructure to and within the Light/Medium Industrial Policy Area.

22. initiatives to extend railway spur lines within industrial areas, with safeguards, as a means of enhancing economic development opportunities.

23. the development of industry with access to major transportation routes to reduce the negative effects on local streets.

# 4.3.8 HEAVY INDUSTRIAL POLICY AREA

This Policy Area comprises approximately five sections of heavy industrial land use identified on Map 3: Urban Service Area-Sherwood Park commonly referred to as Refinery Row located on the west side of Anthony Henday Drive. The Refinery Row area is home to one of Canada's largest concentrations of petrochemical and oil refining complexes and is a Major Employment Area for the region. These petro chemical industries have helped define the community through their continued growth, and today Sherwood Park and Strathcona County is known within the region, province and country as being a leader in oil and gas and related industrial development.

Heavy industrial uses have played an integral role in the formation of Sherwood Park, yet they also have presented a number of challenges. The foremost being the relationship/interface between heavy industry and other adjacent land uses and the assurance of the safety and well-being of Strathcona County residents.

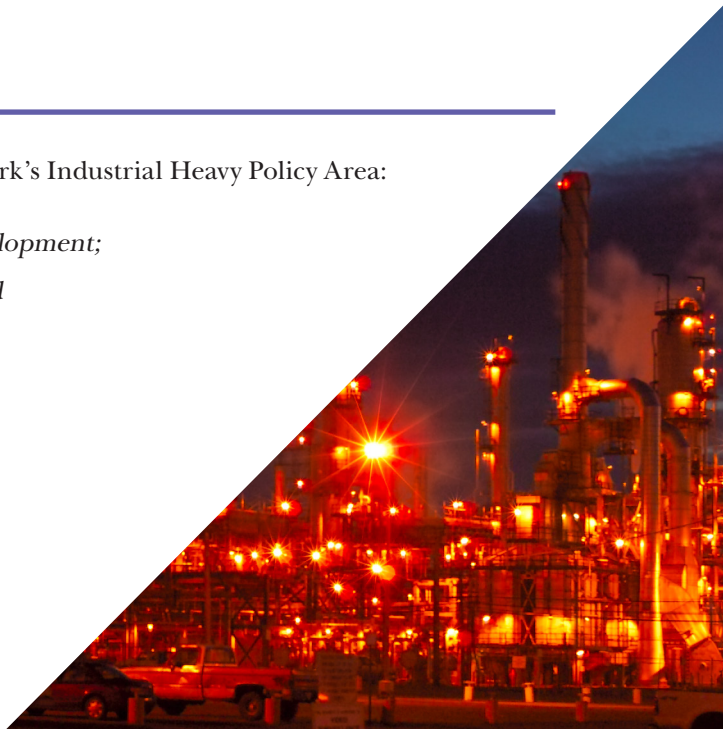
Heavy industrial uses pose a certain level of risk to the safety and well-being of residents due to the nature of their operations and their relative location to other land uses and developments within Sherwood Park. Strathcona County values both industry and residents and recognizes the need to mitigate negative impacts on the well-being of either.

Therefore, a reciprocal relationship occurs between heavy industry and other land uses within Sherwood Park that has the purpose of ensuring that the safety and well-being of residents is maintained, while allowing for industry to continue and expand their operations. This reciprocal relationship consists of limiting the nearness and scale of non-industrial development that is adjacent to heavy industrial land uses while concurrently limiting the distance that risk associated with heavy industrial uses can extend.

## Objective

Strathcona County's objectives are to **ensure** that Sherwood Park's Industrial Heavy Policy Area:

1. *Responsibly manages risks associated with industrial development;*
2. *Includes efficiently designed industrial developments; and*
3. *Is viable over the long term.*



# Policies Strathcona County Will

## General

**Support** *viability in the long term by* **considering**:

1. interim, extensive agricultural operations and limited outdoor storage, providing it will not preclude or infringe upon future industrial development.

## Heavy Industrial

**Ensure** *responsible management of risks associated with industrial development by* **requiring**:

2. that Strathcona County maintain a cumulative risk assessment for the Heavy Industrial Policy Area which includes information on:
   a. risk identification;
   b. probability of an industrial accident;
   c. consequence of an industrial accident; and
   d. risk management.
3. a Heavy Industrial Transition Overlay based on the County's cumulative risk assessment be incorporated into the Land Use Bylaw in the location identified on Map 3: Urban Service Area-Sherwood Park.
4. the location of the Heavy Industrial Transition Overlay, as indicated on Map 3: Urban Service Area-Sherwood Park, remain unchanged.
5. that heavy industrial developments:
   a. complete and implement a risk assessment in accordance with the standards established by the Major Industrial Accidents Council of Canada;
   b. provide emergency management plan(s) to reduce or mitigate the risk associated with heavy industrial development; and
   c. have risk contours identified within their risk assessment that are contained within the corresponding distances identified for the Heavy Industrial Transition Overlay as indicated on Map 3: Urban Service Area-Sherwood Park.
6. that heavy industry has programs in place, including education programs, to aid in reducing potential risk hazards.
7. risk management services and programs.
8. identification and mitigation of contaminated sites when:
   a. there is a change in use; or
   b. there is a known contaminated site.

**Ensure** *efficiently designed developments by* **requiring**:

9. heavy industrial developments to locate within the Heartland Policy Area or the Heavy Industrial Policy Area.
10. that heavy industrial developments prevent or mitigate nuisance impacts on incompatible land uses outside of the Heavy Industrial Policy Area.

**Promote** *viability in the long term by* **encouraging**:

11. heavy industrial developments.
12. synergies between industrial developments.