



CENTRE IN THE PARK

Area Redevelopment Plan update

Priorities Committee

March 10, 2020

Agenda

- 1 Background
- 2 Project process
- 3 Area Redevelopment Plan (ARP) and zoning
- 4 General transportation
- 5 Design and construction standards
- 6 Utilities
- 7 Summary
- 8 Next steps

Part 1

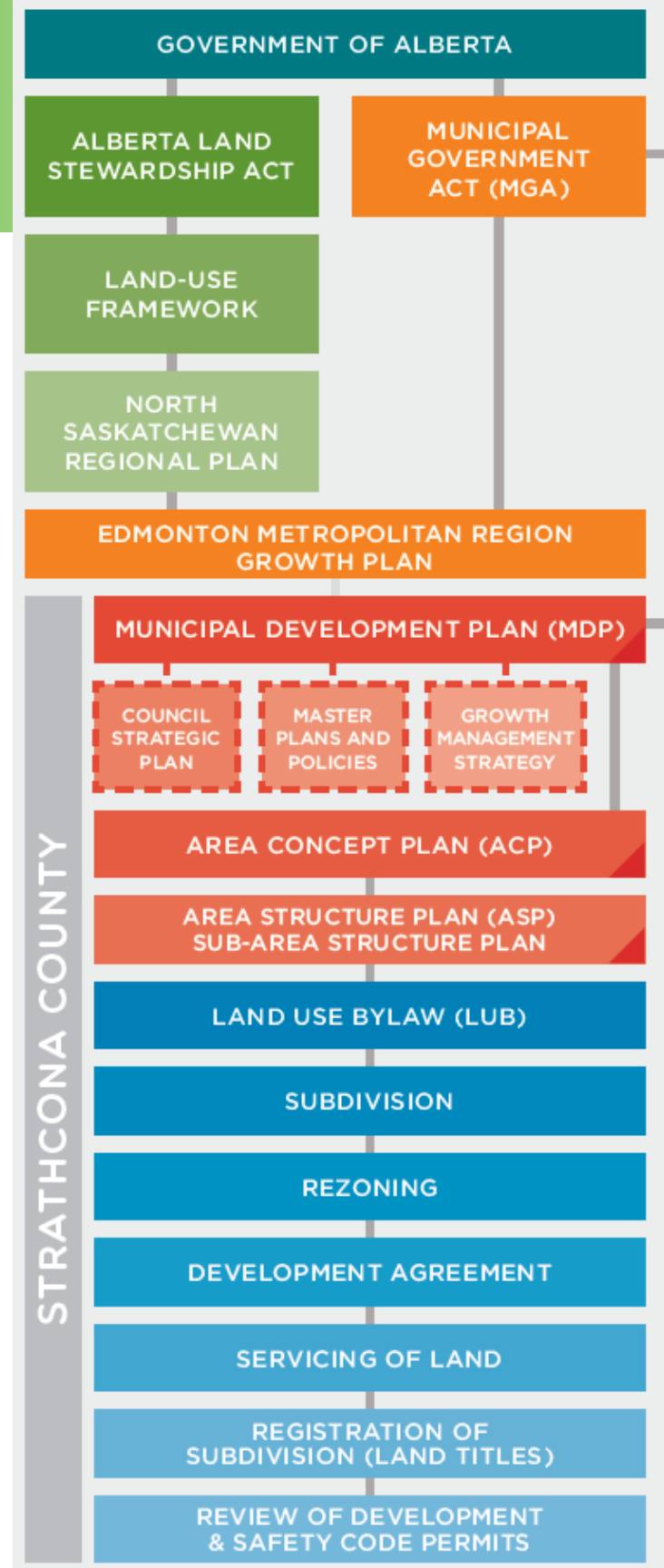
Background



Need for an update

The existing Centre in the Park (CITP) ARP was originally completed in 1990 and has since been amended on several occasions.

The document is now outdated and requires review to ensure alignment with current regional and county plans.



Edmonton Metropolitan Regional Board (EMRB)

In 2017, the Edmonton Metropolitan Region Growth Plan was approved. The new regional growth plan requires that member municipalities with urban areas:

- Define an urban centre
- Aspire to a density target of 100 du/nrha within this urban centre
- Aspire to an intensification target of 17.5 %

CITP is the County's only defined residential redevelopment area within the County and our only existing urban centre.

Municipal Development Plan (MDP)

In 2017 Strathcona County adopted a new MDP. CIP is designated as the urban centre policy area and its objectives ensure that Sherwood Park's urban centre:

- Contains compact, mixed-use development
- Provides a sub-regional level of service
- Incorporates transit oriented development
- Incorporates walkability and areas for social interaction
- Integrates green building and green infrastructure

Project overview

To support the ARP, this project includes the creation of the following technical studies:

- Transportation Master Plan/design and construction standards
- Utilities Master Plan
- Land Use Bylaw zoning districts

Together these create a suite of documents ensuring that the policies of the updated ARP can be implemented.

Part 2

Project process

Phase 1

Spring 2018 -
Summer 2018

- Background research
- Define vision and principles
- Public Open House #1

Phase 2

Summer 2018 -
Fall 2018

- Refine plan concept
- Draft plan and technical studies
- Internal County review

Phase 3

Fall 2018 -
Winter 2019

- Public Open House #2
- Online Survey
- Revise draft plan and technical studies
- Draft zoning bylaw districts
- Stakeholder Meetings

Phase 4

Winter 2019 -
Spring 2020

- Finalize plan and technical studies
- Public Open House #3
- Presentation of plan to Council
- Public Hearing

Completed consultations

Public

- 2018 pop up events
- Open House June 2018
- Open House Feb 2019
- Open House Oct 2019
- Approximately 1,400 total survey responses

Major stakeholders

- 3x one-on-one meetings with each
- 2 document circulations with opportunity for written comments

Commercial area landowners

- 2 notifications with opportunity to comment

Council Committee Meetings

- Economic Development and Tourism Advisory Committee
- Community Living Advisory Committee
- Traffic Safety Advisory Committee
- Youth Advisory Committee

Urban Development Institute

- 1 one-on-one meeting
- Circulation of design and construction standards and with opportunity for written comments

Youth Council

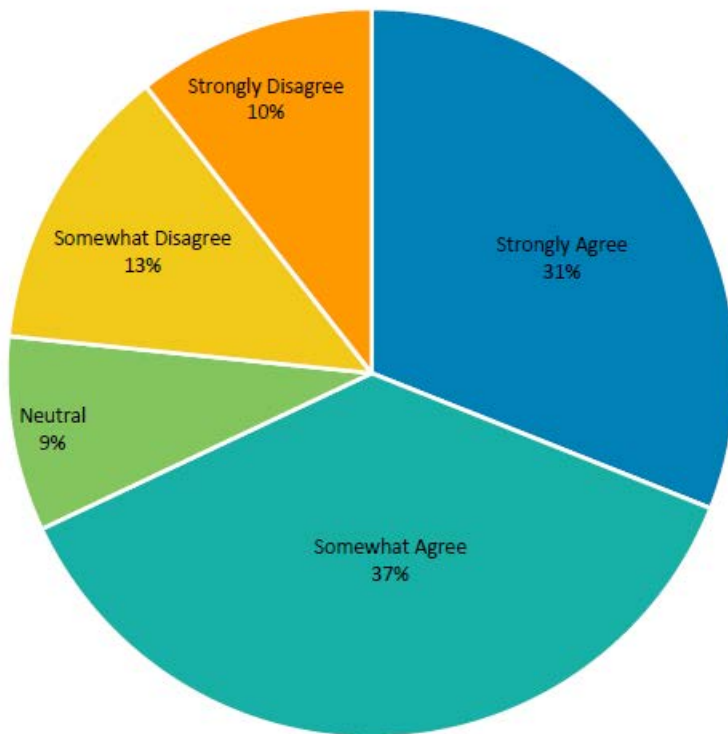
- 2 meetings
- Survey
- Charette Activity
- PCM Presentation

School Board Administration

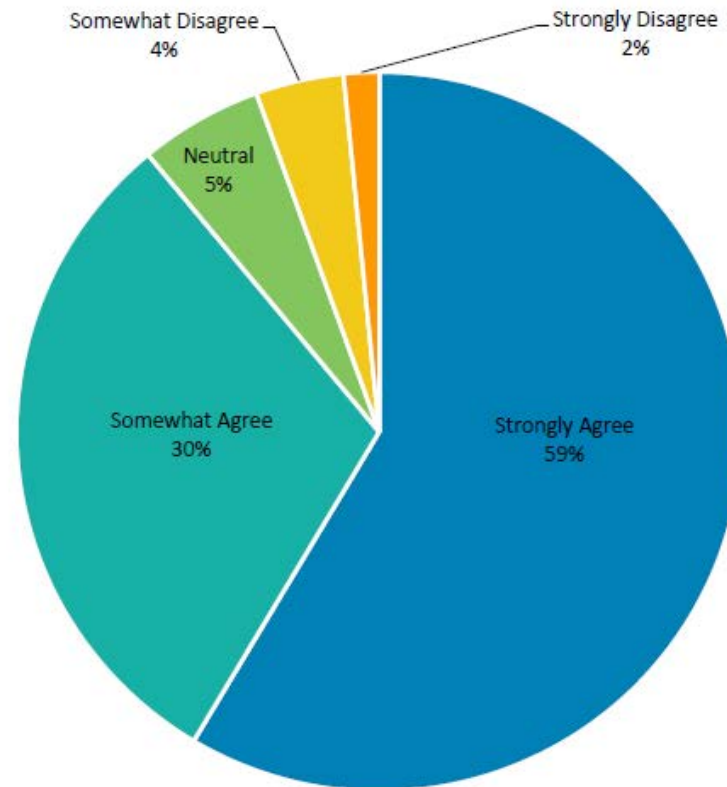
- 3x one-on-one meetings
- 2 document circulations with opportunity for written comments

ARP principles

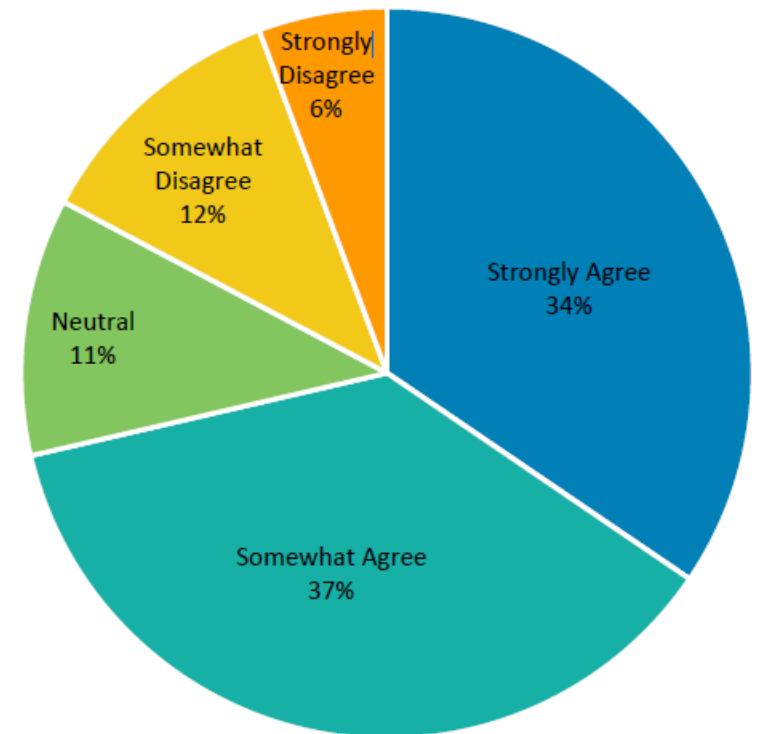
Centre in the Park is an appropriate location for higher density residential options such as apartments, condominiums and mixed-use buildings that are four or more storeys in height.



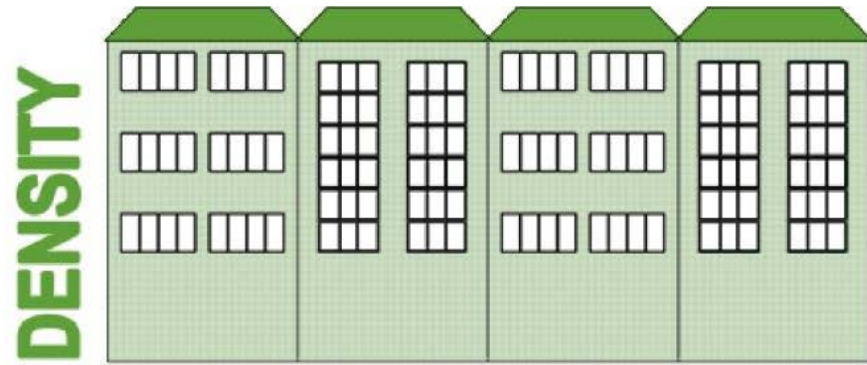
Different types of land uses should be provided throughout the Centre in the Park including housing, retail, offices, community services and recreation.



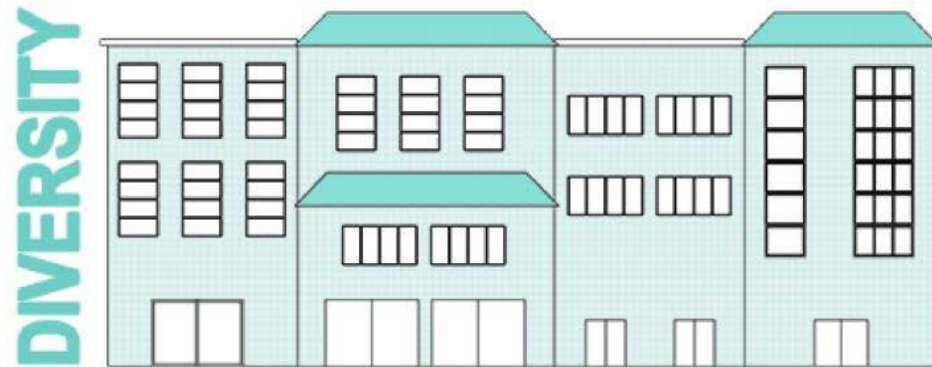
The design and development of the Centre in the Park should create a feeling of a downtown core.



ARP principles



Principle #1: aspire to increased densities



Principle #2: diversify the land use composition



Principle #3: enhance urban centre design and character

Building forms



Part 3

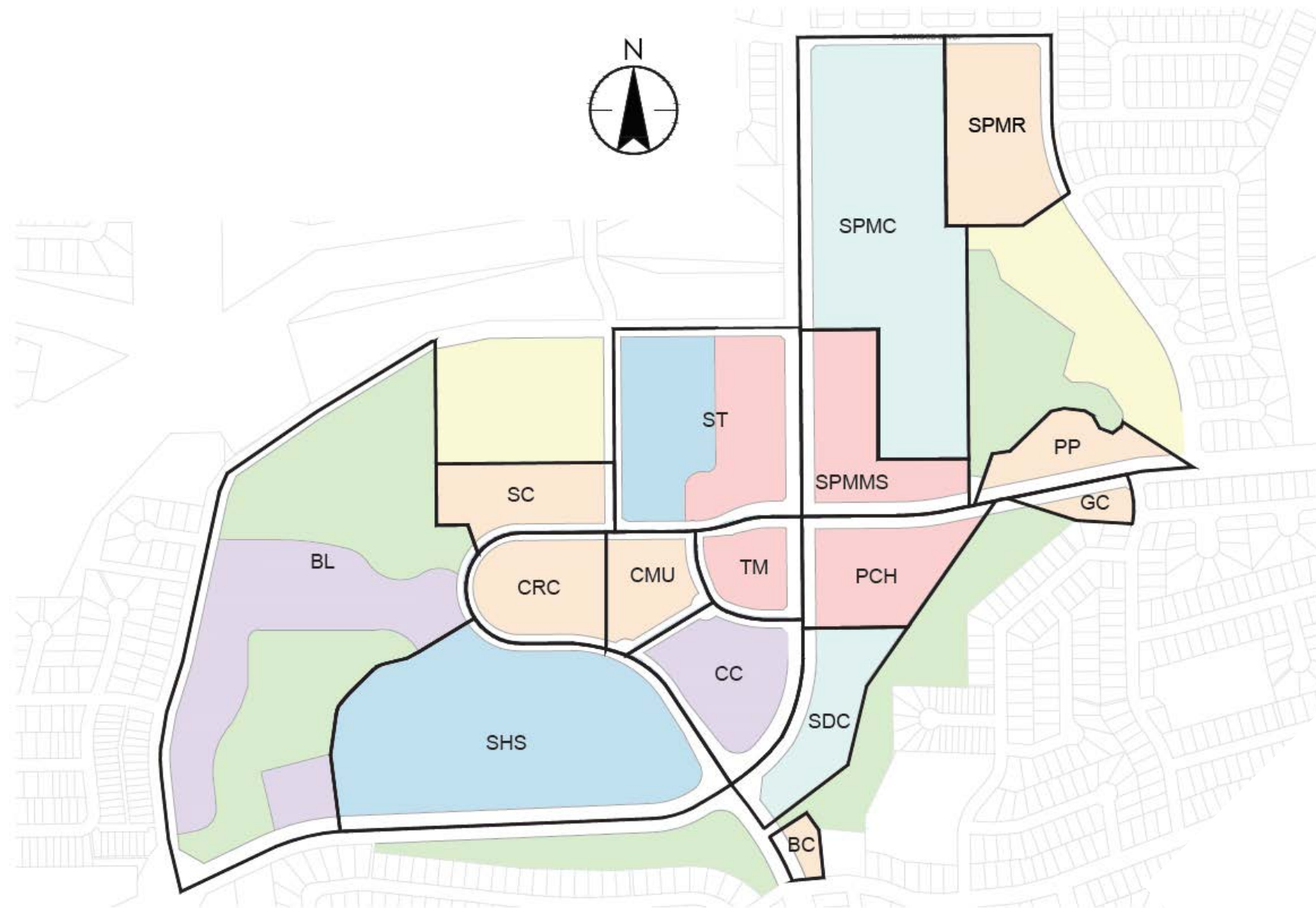
ARP and zoning



CITP land use concept

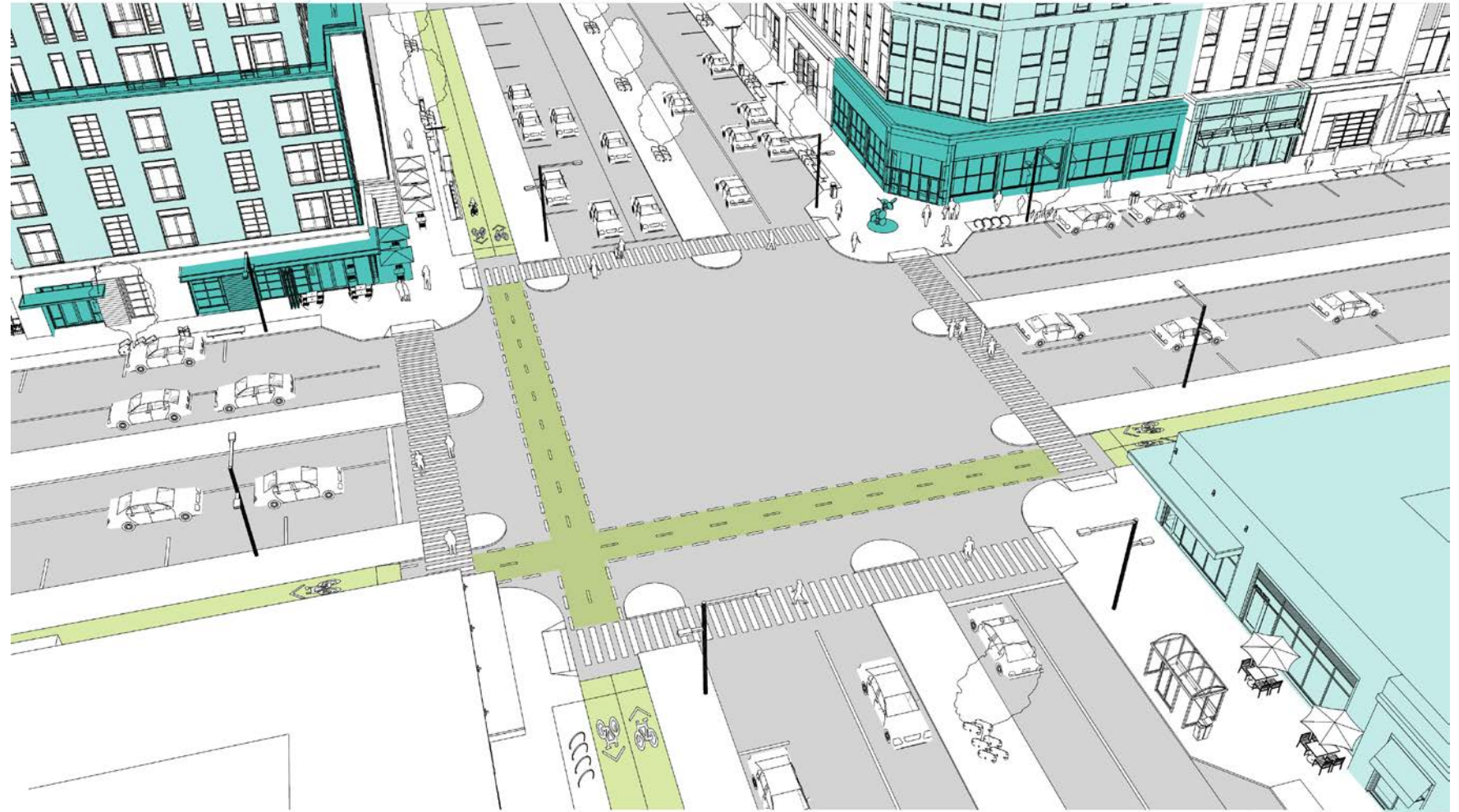


Zoning areas



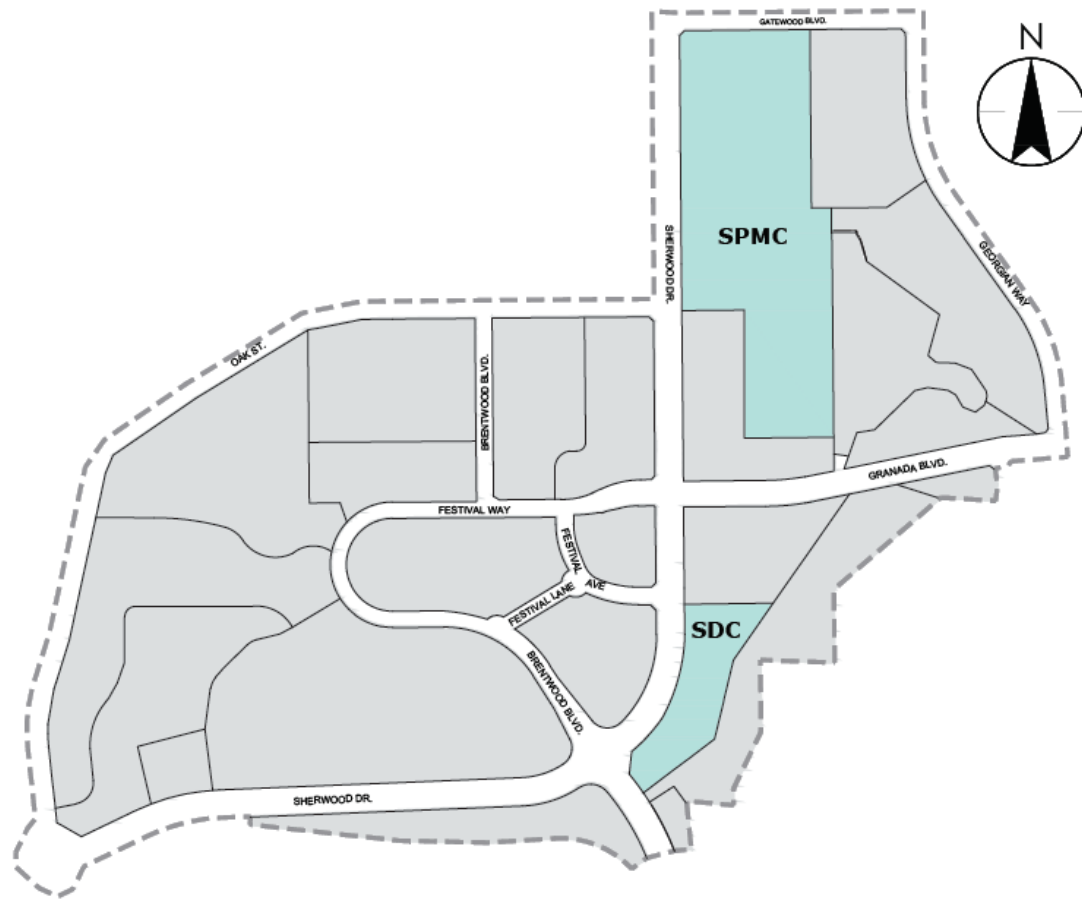
Main Street policy area/zoning

Mixed-use area with a focus on mixed-use, street oriented buildings



Urban centre policy area/zoning

Mixed-use area with a focus on commercial buildings



Community policy area/zoning

Mixed-use area with a focus on residential buildings



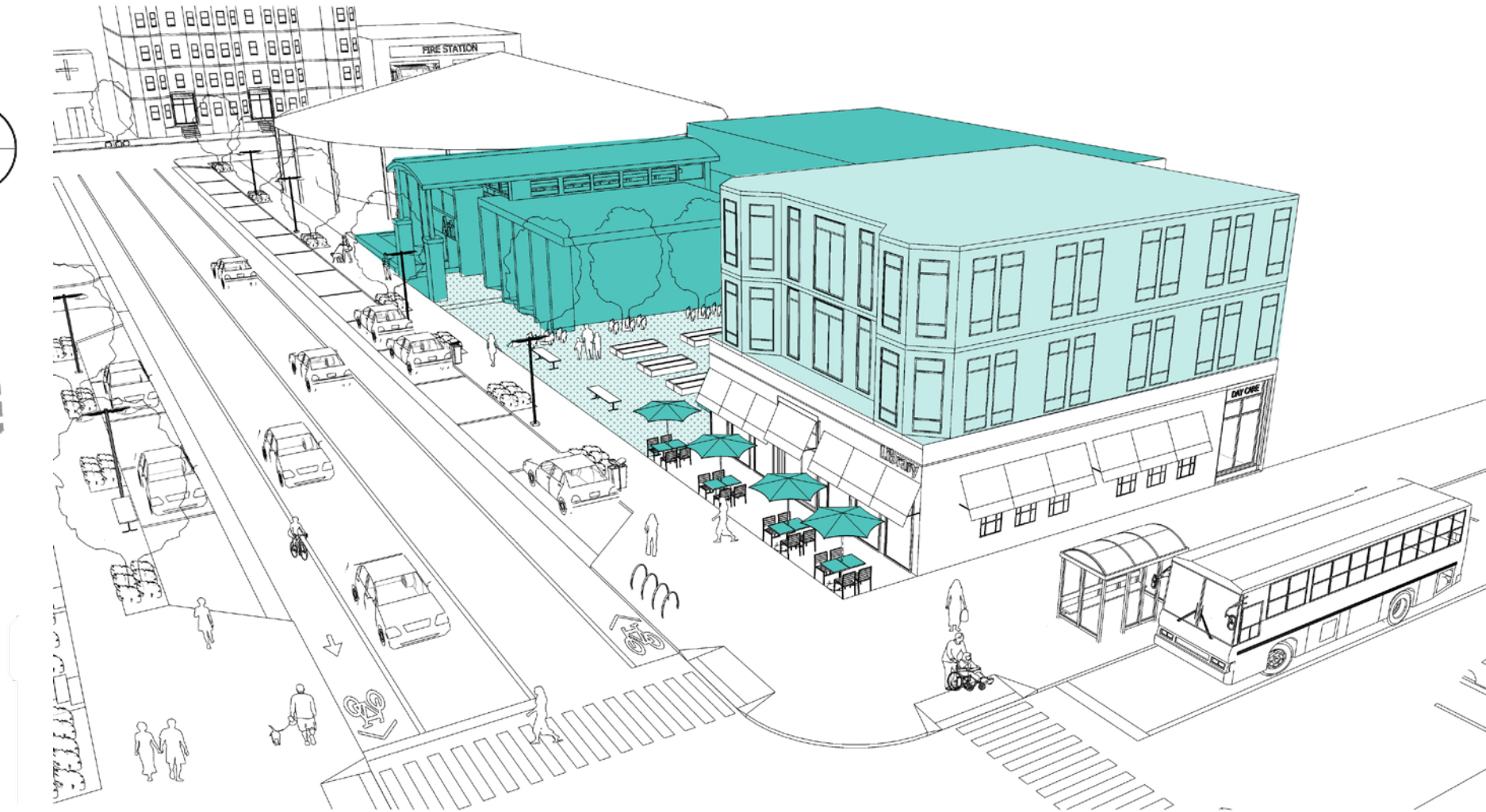
Neighbourhood policy area

Residential Area with home based commercial



Public Service policy area/zoning

Public service area with allowances for community housing and accessory uses



Institutional policy area/zoning

Schools, associated support uses and open space area



Open space



**Integrated gathering
Areas**



Open Areas



Pond Areas

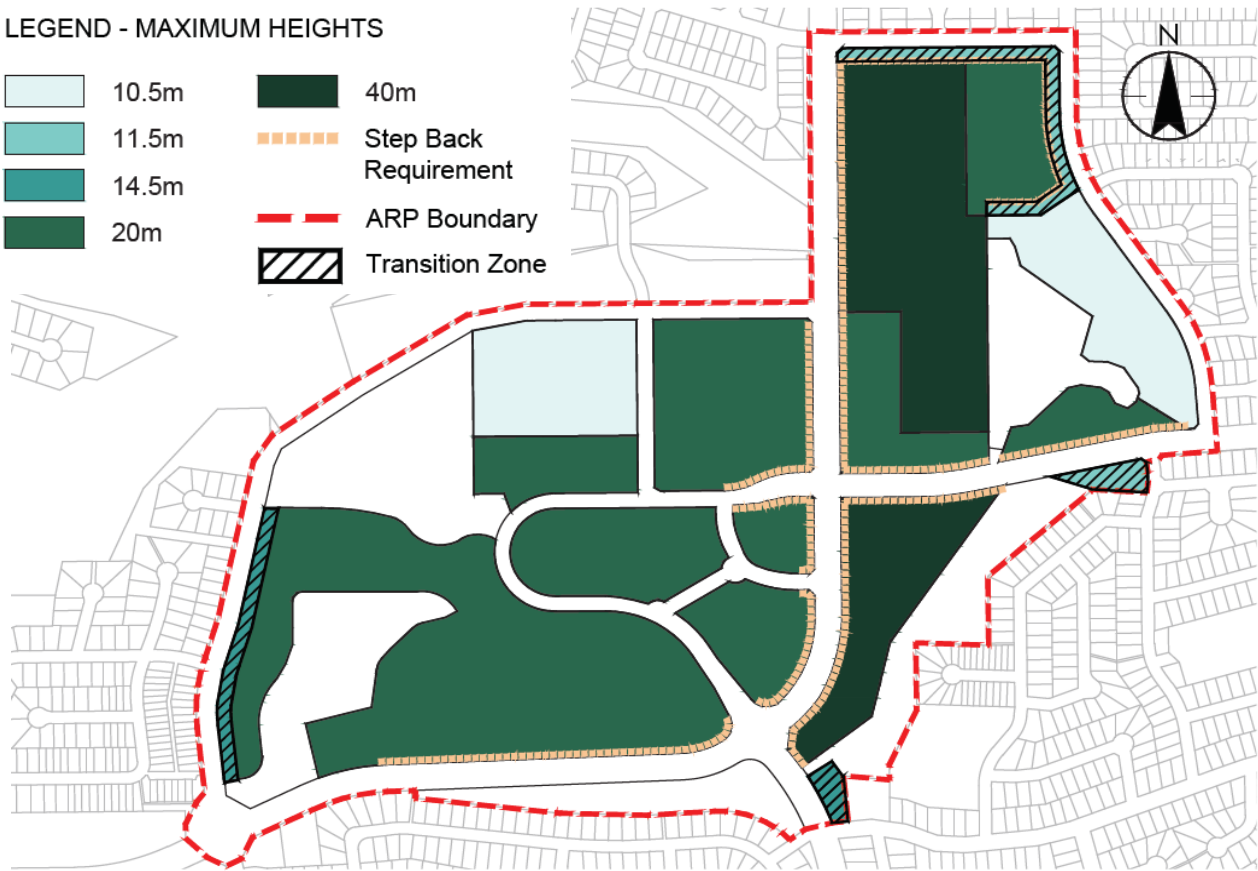


Greenways

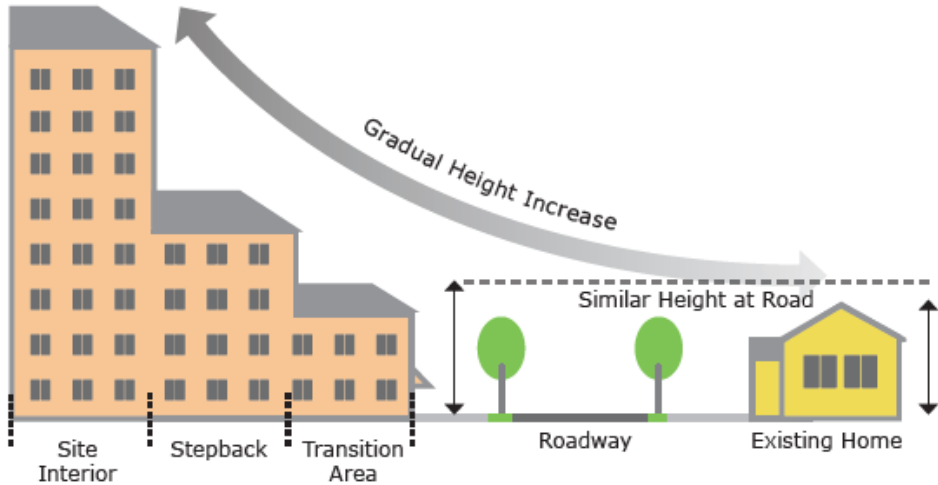
Height and density

LEGEND - MAXIMUM HEIGHTS

- 10.5m
- 11.5m
- 14.5m
- 20m
- 40m
- Step Back Requirement
- ARP Boundary
- Transition Zone



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



100 du/nrha
17.5 % Intensification



Non-residential parking



Residential parking



Part 4

General transportation



Why do we need to look at transportation?

Form of
development

Pedestrian
safety

Increase
walkability and
connectivity

Character and
vibrant
streetscapes

Pedestrian safety

Public consultation concerns

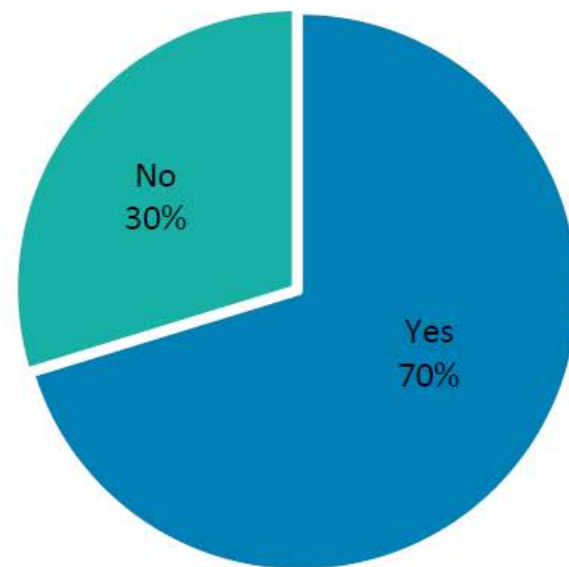
- Public concerns regarding pedestrian safety, especially senior citizen and school aged children, while crossing or walking beside Sherwood Drive were received through the consultation process.

Youth Council concerns

- The Youth Council had concerns with the ability for youth to safely cross Sherwood Drive or ride a bike on or beside the roadway.

Pedestrian safety

Are additional safety measures needed along or across major streets within Centre in the Park, such as Sherwood Drive or Granada Blvd, to make walking, biking, or taking public transit more comfortable and protected?



70% of respondents believe that additional safety measures are needed along or across major streets within Centre in the Park, such as Sherwood Drive or Granada Boulevard, to make walking, biking, or taking public transit more comfortable and protected.

Pedestrian safety

Traffic Collision Statistics Report

- Strathcona County Traffic Collision Statistics Report 2016 recorded that the intersections of Sherwood Drive with Granada, Gatewood and Oak Street as well as the intersection of Georgian Way and Granada are all within the top ten intersections within Sherwood Park for the number of Pedestrian and Bike Collisions (2007-2016).

Sherwood Drive and Granada

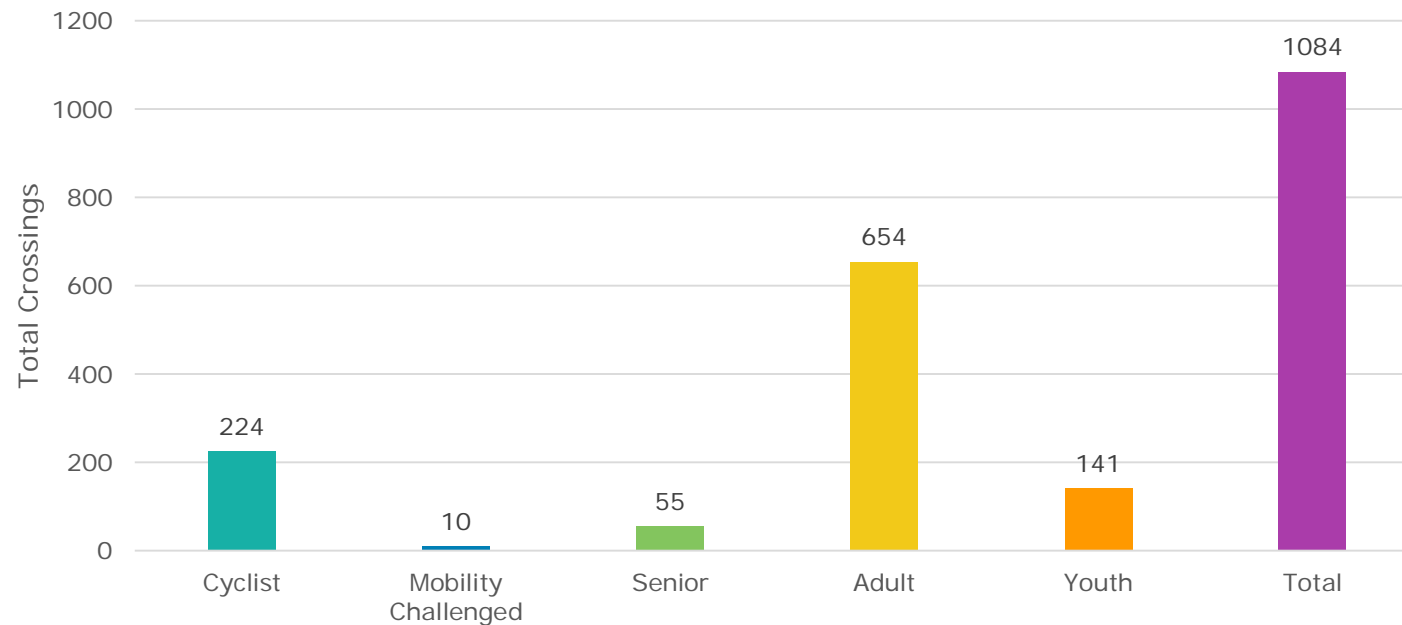
- The intersection of Sherwood Drive and Granada Boulevard is the highest frequency pedestrian or bike collision intersection in Sherwood Park. During the period of 2007-2016 it saw double the amount of pedestrian and bike collisions of any other intersection within Sherwood Park.

Pedestrian safety

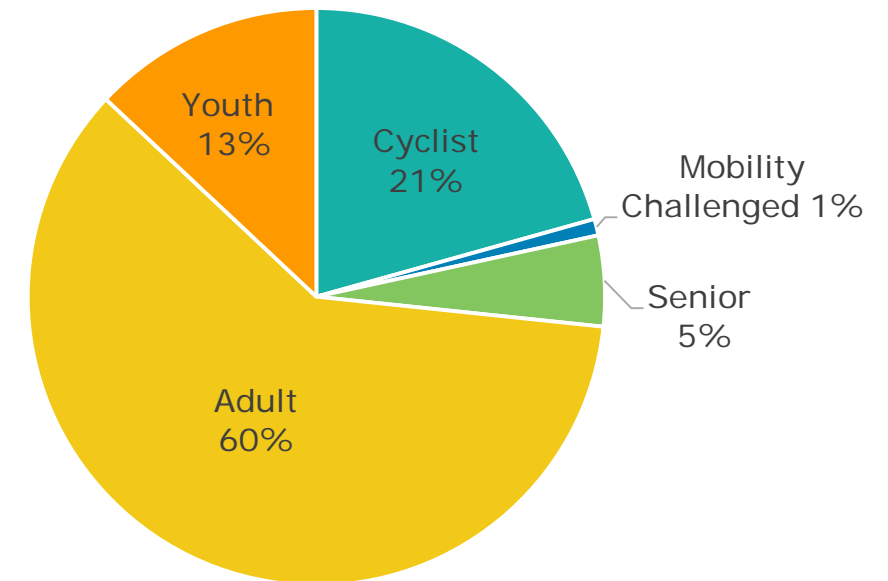
Increased pedestrian traffic

- Pedestrian traffic has increased since redevelopment within the area began. The focus of the ARP on higher densities and walkable communities aims at continuing to increase pedestrian traffic as redevelopment occurs.

Total Crossings Sherwood Drive and Granada (Sept 12, 2019)



User Mix Sherwood Drive and Granada (September 12, 2019)



Pedestrian safety



Accommodate form/viability of commercial



Pedestrian zones



Best practices for pedestrian oriented streets (min)		Existing (min)
Pedestrian facility allocation	50% of right of way	15%-30% of right of way
Total (both sides)	21m	6-12m

Expanded pedestrian boulevards



Allows for zero or decreased setbacks to buildings - increases developable area for developers incentivising redevelopment. This street orientation is essential to the creation of main streets and urban boulevards.

Increased safety and comfort – provides separation between pedestrians and vehicles.



Character – aligned with existing practice and character within the built up areas within Centre in the Park including the ability to add way finding signage and decorative lighting creating cohesion.

Expanded pedestrian boulevards



Aesthetics - provides increased aesthetics through the ability to add street trees, bench's and bicycle parking infrastructure.

Economic advantage – allows for direct pedestrian access to business entrances as well as the addition of café tables, signage and menu posting.

Expanded pedestrian boulevards

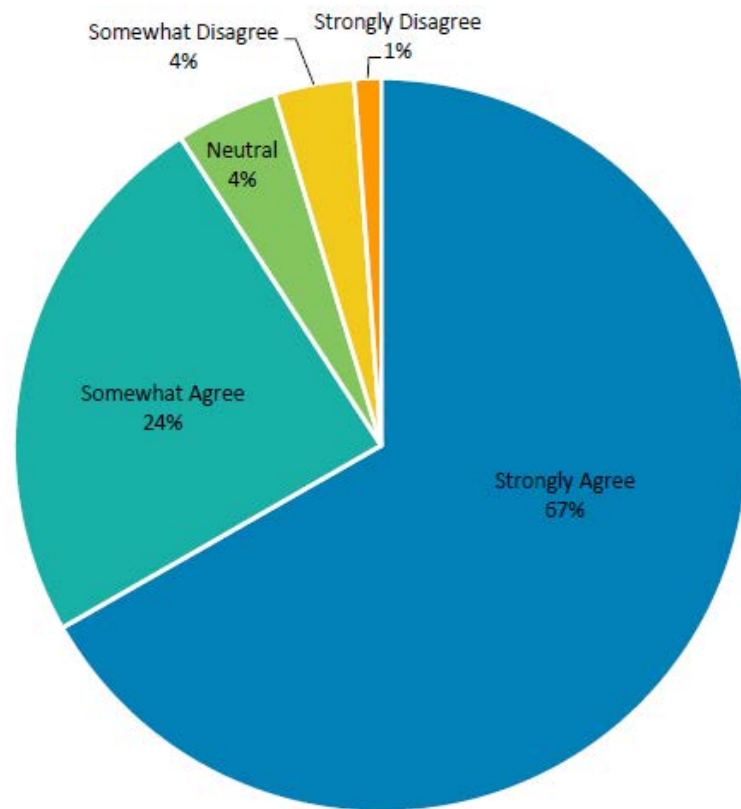


Active transportation



Cycle track/multi-use trails

Streets within Centre in the Park should provide opportunities for all modes of transportation including vehicles, biking, walking and public transportation.



With over 91% of respondents either strongly agreeing or somewhat agreeing that streets within Centre in the Park should provide opportunities for all modes of transportation including vehicles, biking, walking and public transportation, this statement receive the highest level of support from the Participants

Connectivity - connects existing cycling infrastructure (multi-use trails) to major destinations and schools where high volumes of pedestrians are anticipated.

Increased safety and comfort – provides separation between cyclist, vehicles and pedestrians in what is anticipated to become major pedestrian frontage areas with high pedestrian traffic.

Economic advantage – allows for direct cyclist access to business entrances from Sherwood Drive and Granada Boulevard.

On-street parking/flex space

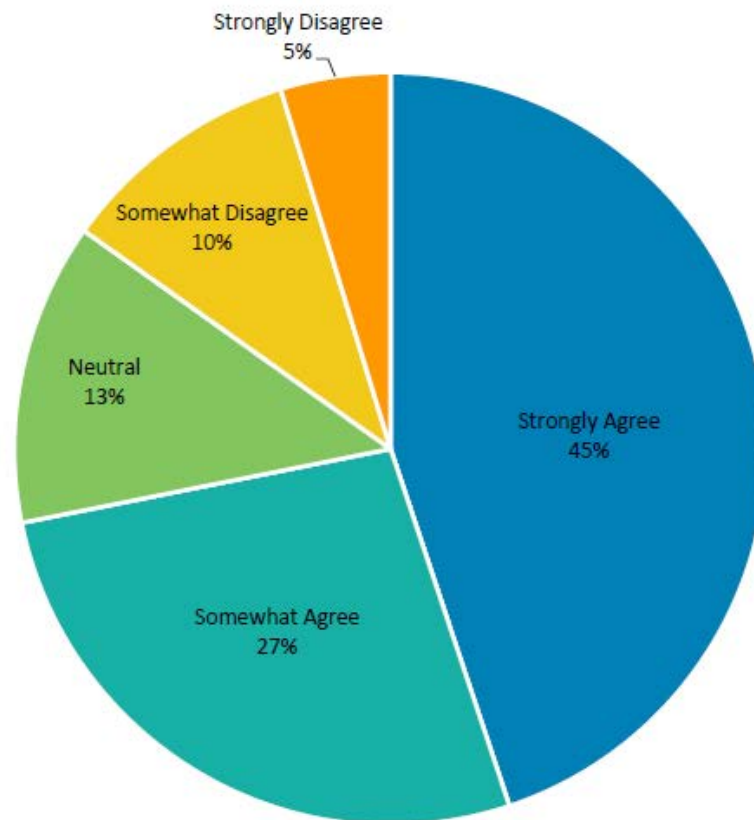


Economic advantage – allows for direct quick access to business entrances. As parking becomes increasingly stacked or underground these spaces will be at a premium.

Increased safety and comfort/Facilitate the Furnished Zone – provides separation between pedestrian, cyclist and vehicles and encourages lower vehicular speeds. Furnished zones and patios adjacent to moving traffic can be uncomfortable.

On-street parking/flex space

Additional on-street parking would enhance the Centre in the Park experience.



Over 70% of respondents either strongly agree or somewhat agree that additional on-street parking would enhance the Centre in the Park experience.

Fiscal benefits – the conversion of existing infrastructure to on-street parking is relatively inexpensive. The addition of on street parking decreases the required pedestrian boulevard width. Pedestrian boulevards are generally more expensive to construct and maintain than on-street parking.

Allows for decreased onsite parking - increases developable area for developers and decreases cost of above and underground parking, incentivising redevelopment.

On-street parking/flex space



Opportunity for alternate use – provide the ability for potential patio and parklet expansions, as well as activation through food trucks and bike share programs.



Treed medians and boulevards



Beautification – adds greenery and increases the quality of aesthetics.

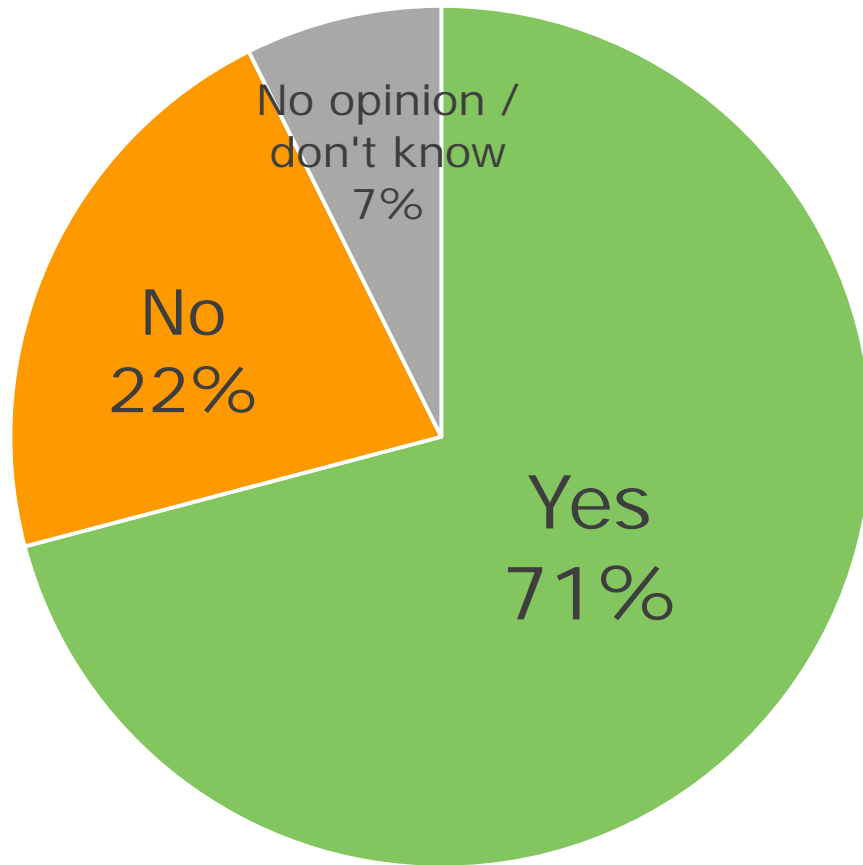
Environmental benefits – additional trees and vegetation.

Increased safety and comfort – encloses the environment frequently leading to decreased speeds. It also offers a layer of additional protection between moving traffic, and pedestrian or cyclists.

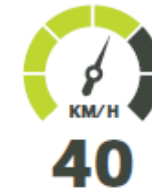
Character – enhances character and provides continuity with recent development within Centre in the Park and other areas of Sherwood Park.

Reducing speeds

Do you feel that reducing speed limits within the area is reasonable in order to accomplish the vision of a downtown core and improve safety within Centre in the Park?



Approximate survival rate if hit by a vehicle at the following speeds.

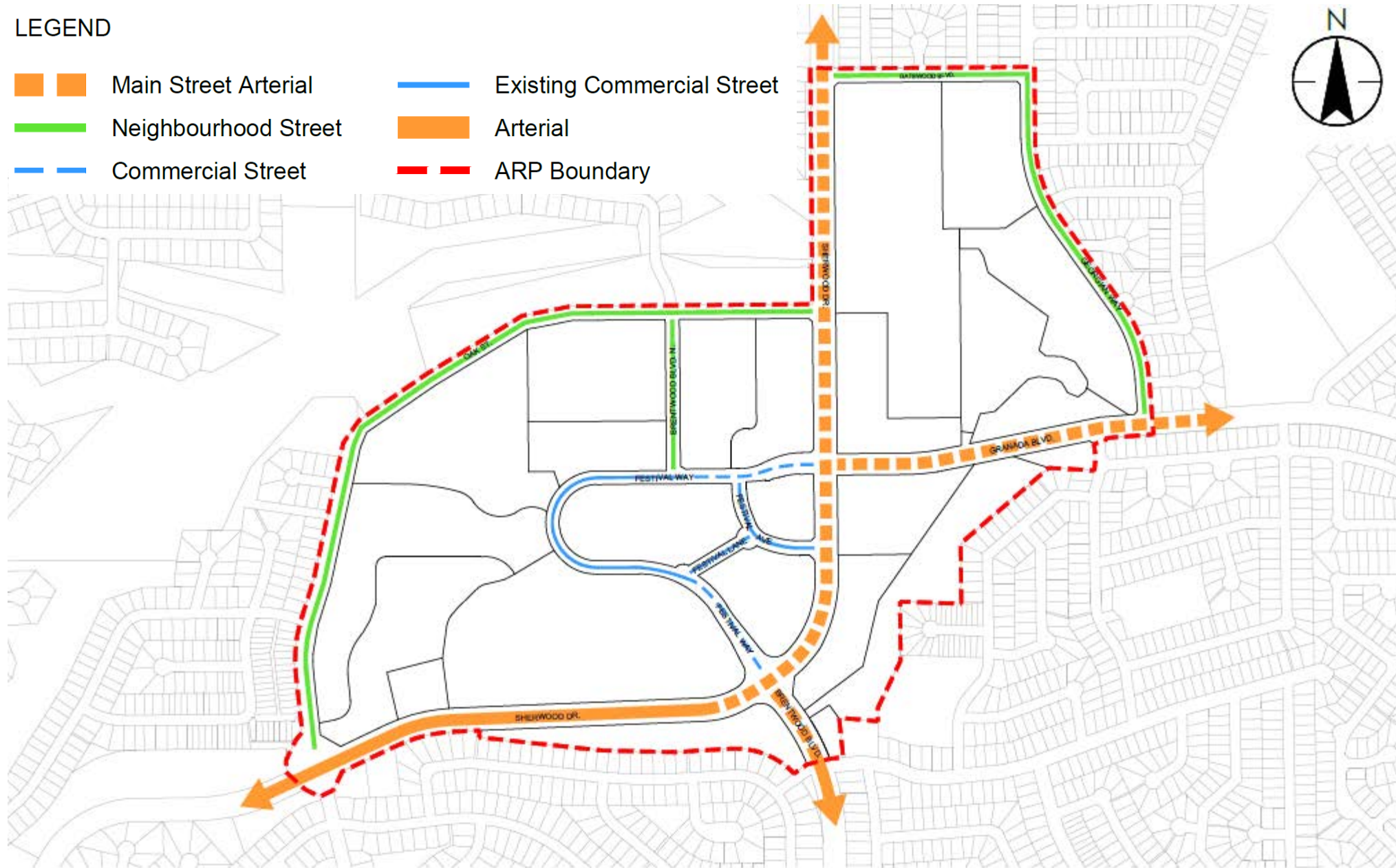


Part 5

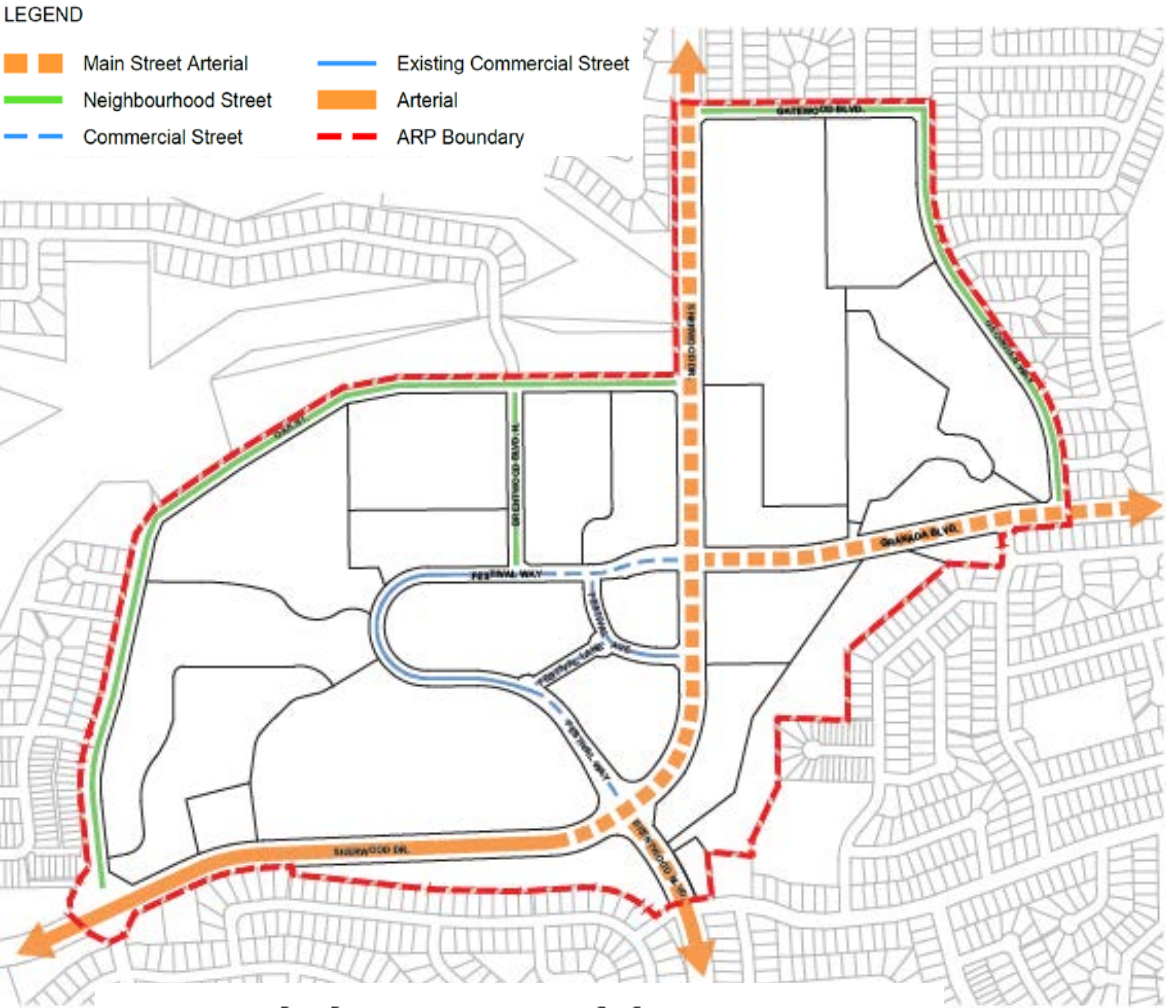
Design and construction standards



Street classifications



Non-Main Street conceptual cross-sections



Existing Commercial Street

There are no proposed alterations to the existing cross-sections for existing commercial streets.

Existing

Commercial Street (25 m)



Neighbourhood Street (24 m)

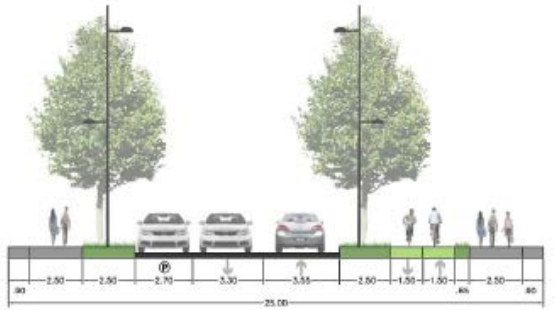


Arterial (40 m)

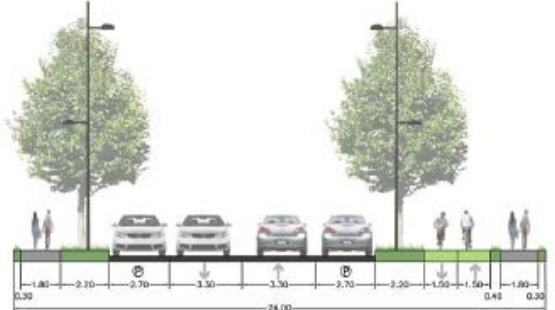


Proposed

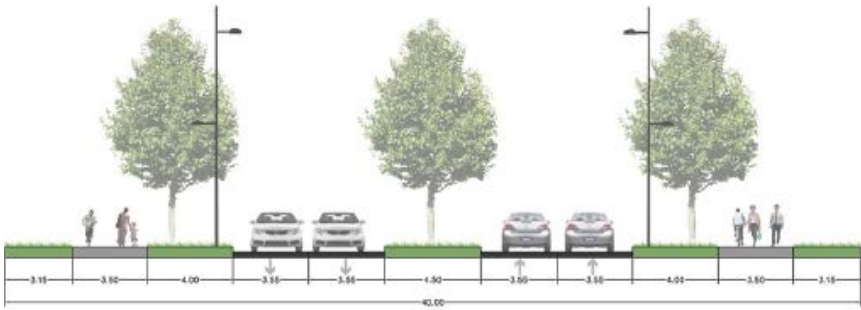
Commercial Street (25 m)



Neighbourhood Street (24 m)



Arterial (40 m)



Main Street conceptual cross-sections



Existing

Main Street Arterial (40 m)



Main Street Arterial (40 m)



Main Street Arterial (36 m)

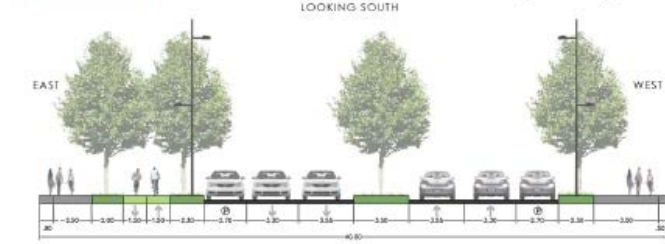


Main Street Arterial (36 m)

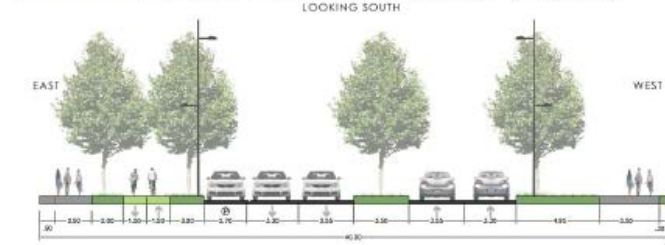


Proposed

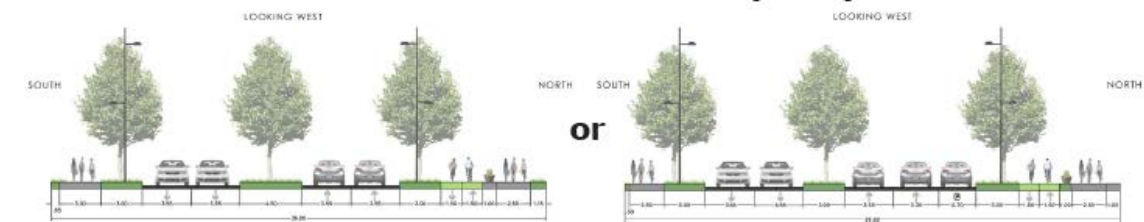
Main Street Arterial (40 m)



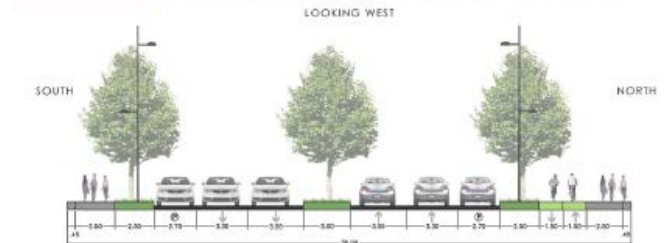
Main Street Arterial (40 m)



Main Street Arterial (36 m)

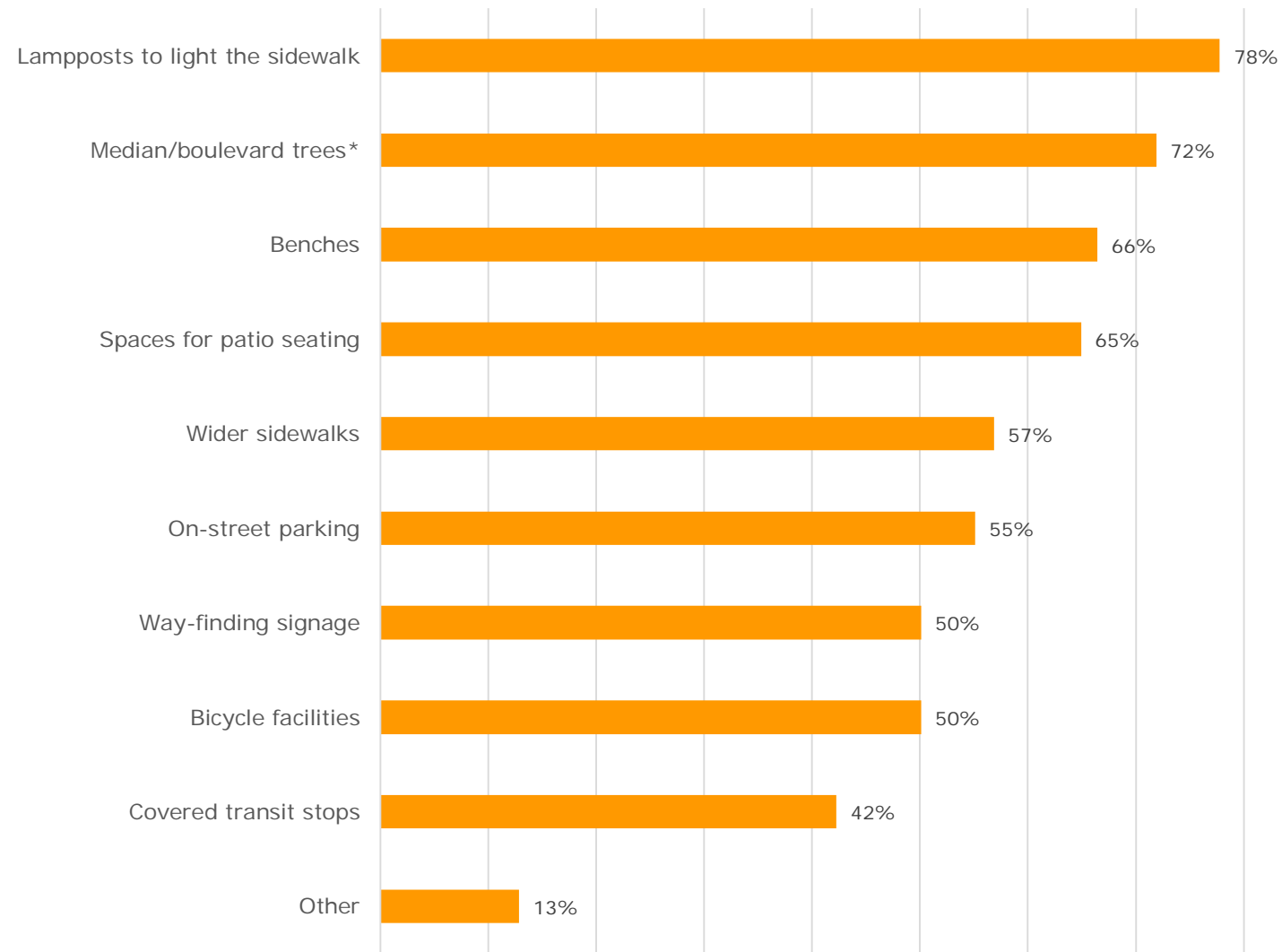


■ Main Street Arterial (36 m)



Consultation on cross-section elements

Which of the following do you feel are important?



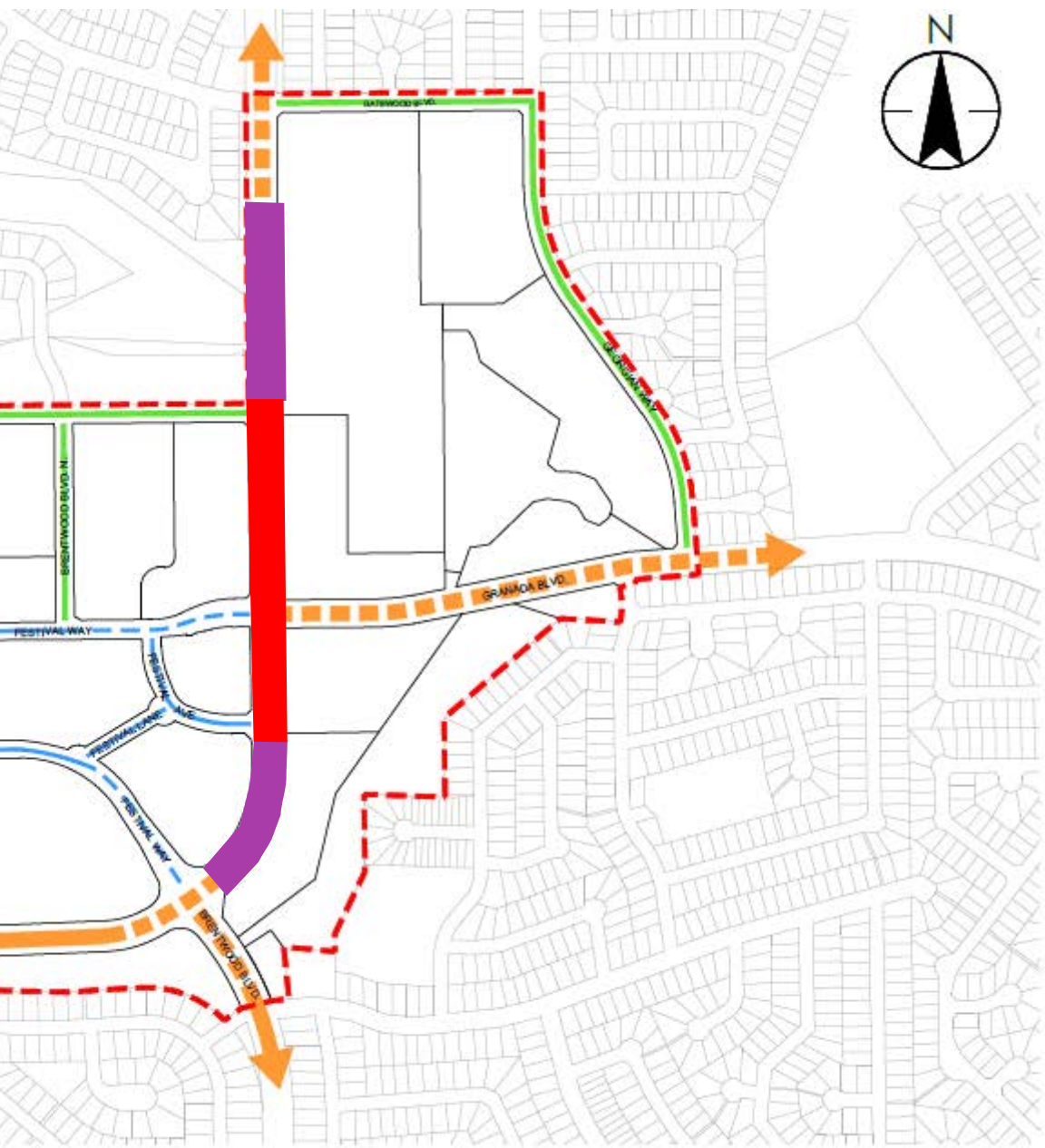
* Trees located in street median and boulevards (next to the sidewalk)

- The results show that most respondents felt that all the proposed elements are important additions for streets within Centre in the Park except for covered transit stops which was only supported by 42% of respondents. As this is a multiple response question, statistically, 42% is still considered to be a positive response rate.

Cross-section elements

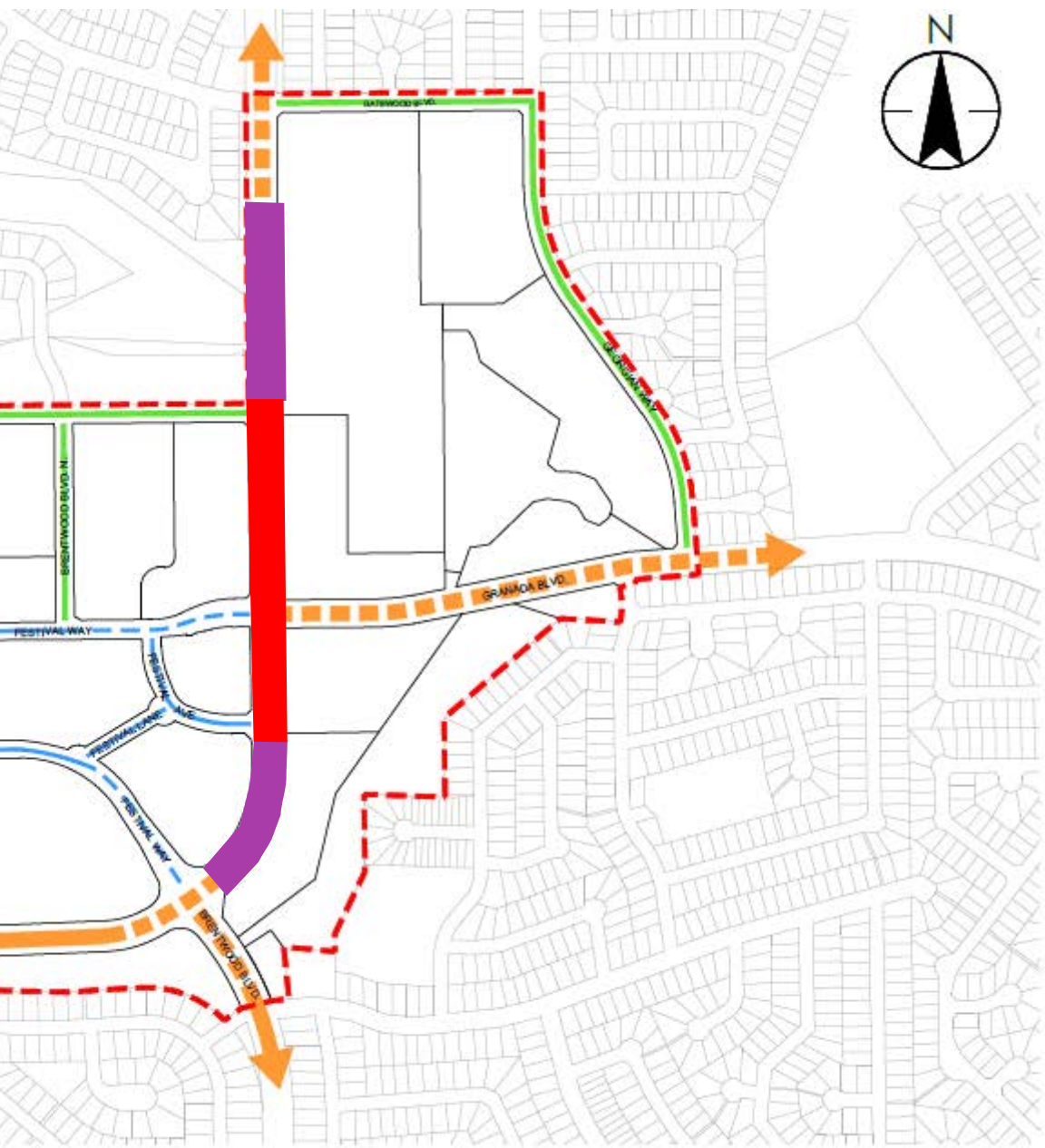


Sherwood Drive Main Street conversion



- Existing five lanes proposed at an ultimate four lanes
- Existing six lanes proposed at an ultimate four lanes
- Transportation modeling concludes that four lanes is sufficient to handle current and future demands.
- Outcome of the modelling was anticipated as all arterials between Baseline Road and Wye Road, including Sherwood Drive north and south of the highlighted portions, are currently four lanes with the 900 metre section shown here being the exception.

Sherwood Drive Main Street conversion



- Existing five lanes proposed at an ultimate four lanes
- Existing six lanes proposed at an ultimate four lanes

- A lane of Sherwood Drive was closed for an extended time period during construction of The Market. Congestion issues were not experienced during this closure.
- Proposed alterations are required for the achievement of the ARP and zoning policies as well as the addition of street elements and pedestrian safety measures.

Consultation on Sherwood Drive

Major landowners

- Positive responses regarding the changes to main streets were received from major landowners.
- Emphasis on the fact that these alterations are crucial to the viability of future development adjacent to Sherwood Drive was heard through conversations.

School boards

- School boards were clear that the safety of their students is of primary concern.
- Mention was made that roads adjacent to school sites should be designed to specifically accommodate school aged users.

Urban Development Institute

- Positive responses were received regarding the proposed changes.
- Comments were made on the need for the proposed changes to Sherwood Drive in order to ensure the viability of both existing and future development within the area and along Sherwood Drive.

Public

- Positive responses on all of the proposed street elements were received through public consultation.
- Responses to the right sizing of Sherwood Drive were divided almost evenly between Positive and Negative with 11% having no opinion.

Incremental approach

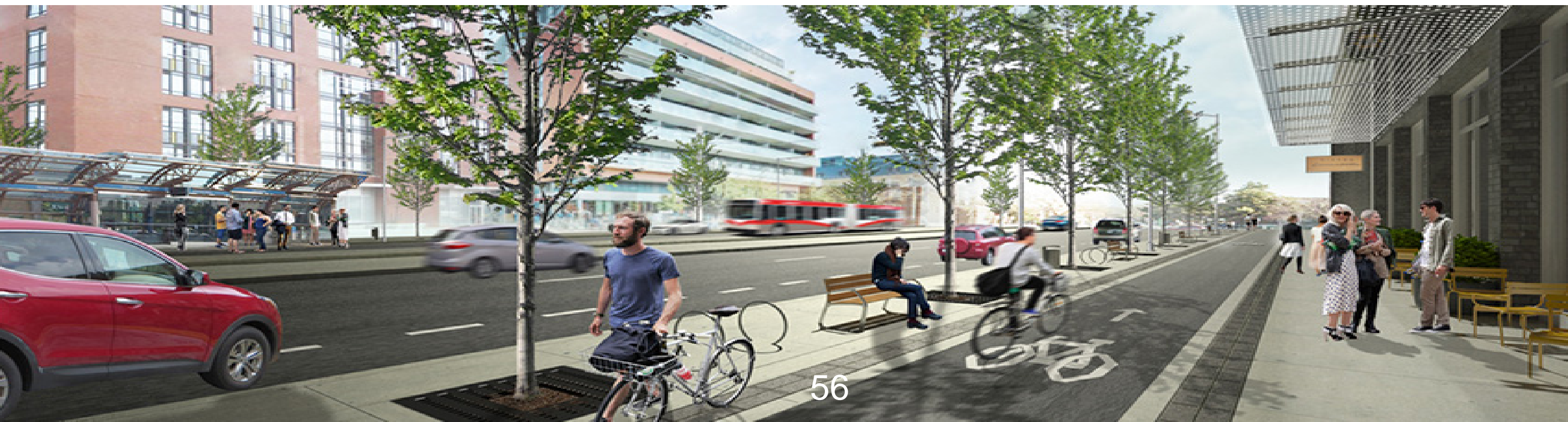
Alterations are anticipated to occur incrementally, educating and conditioning drivers over a period of time, leading up to major alterations at the time of redevelopment.

For comparison the existing ARP was adopted in 1990 and continues to build out today.

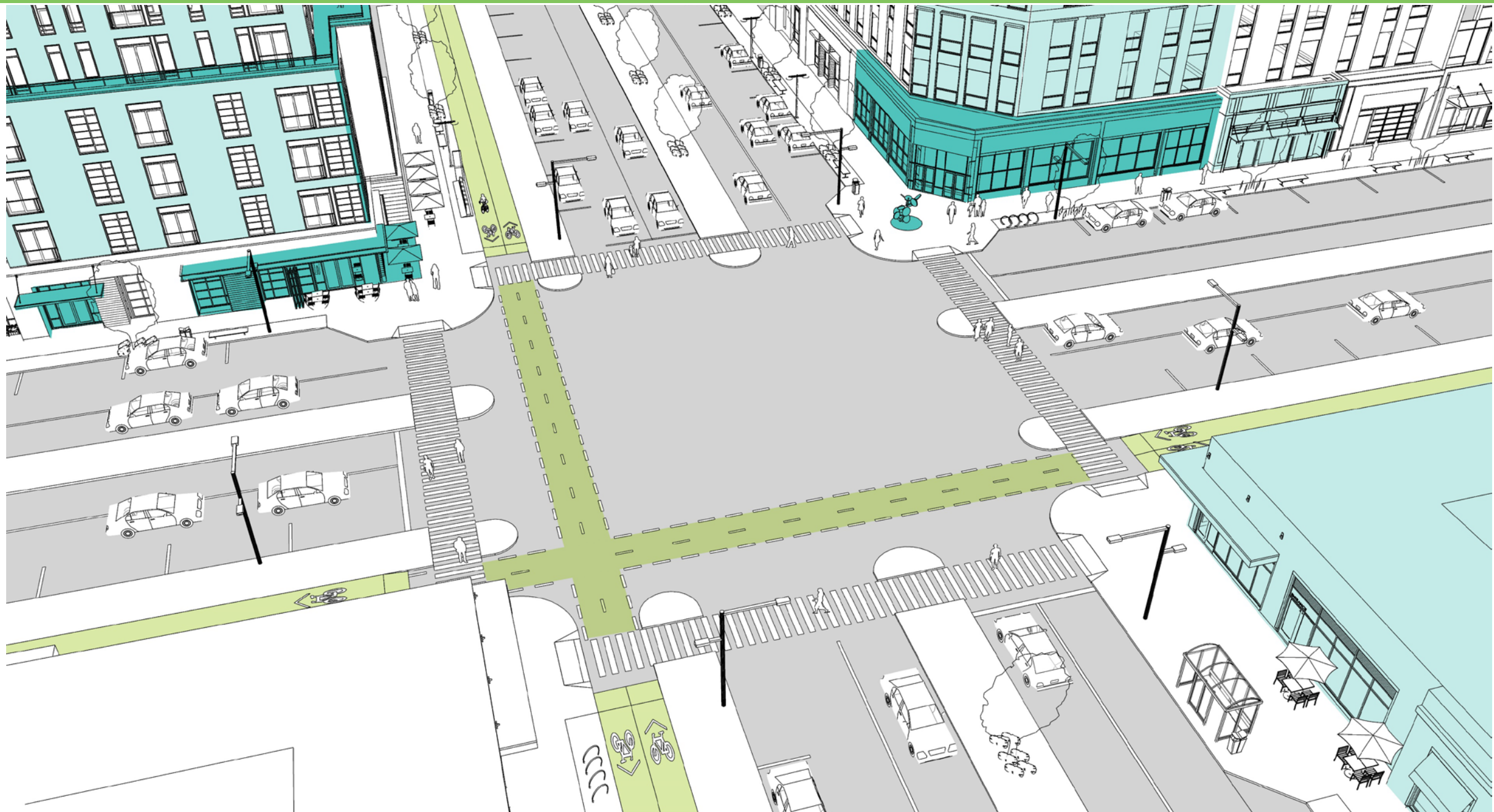
Intersection design

The design of intersections will be site specific. If the ARP is adopted, more detailed engineering work will be required to determine the ultimate design of specific intersections and access locations within the area.

Main Street cross-section comparison



Main Street cross-section comparison



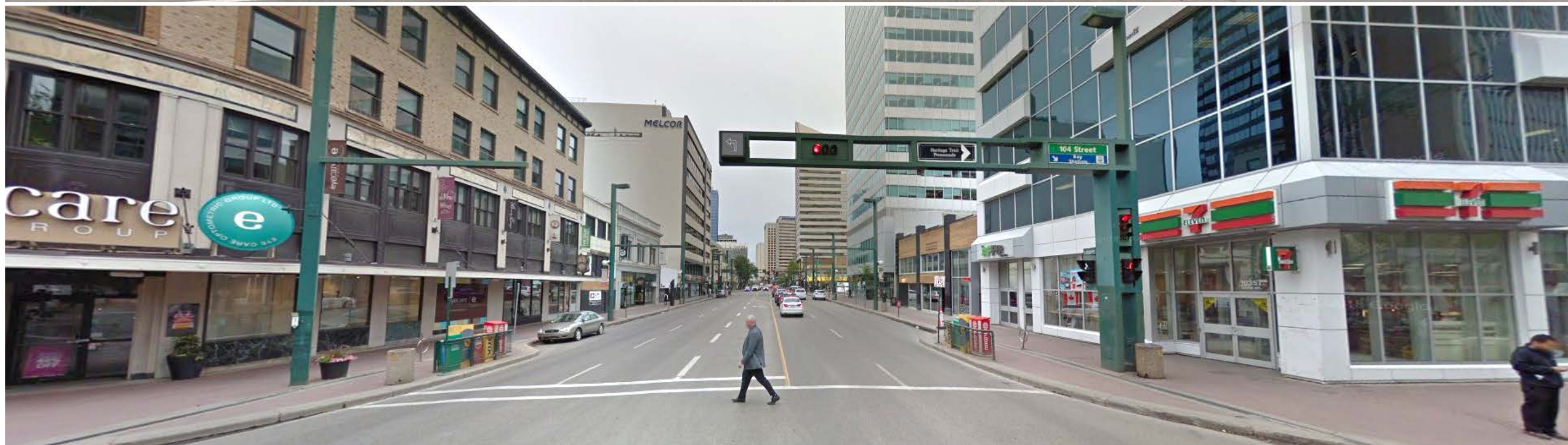
Similar example/ 82nd Avenue



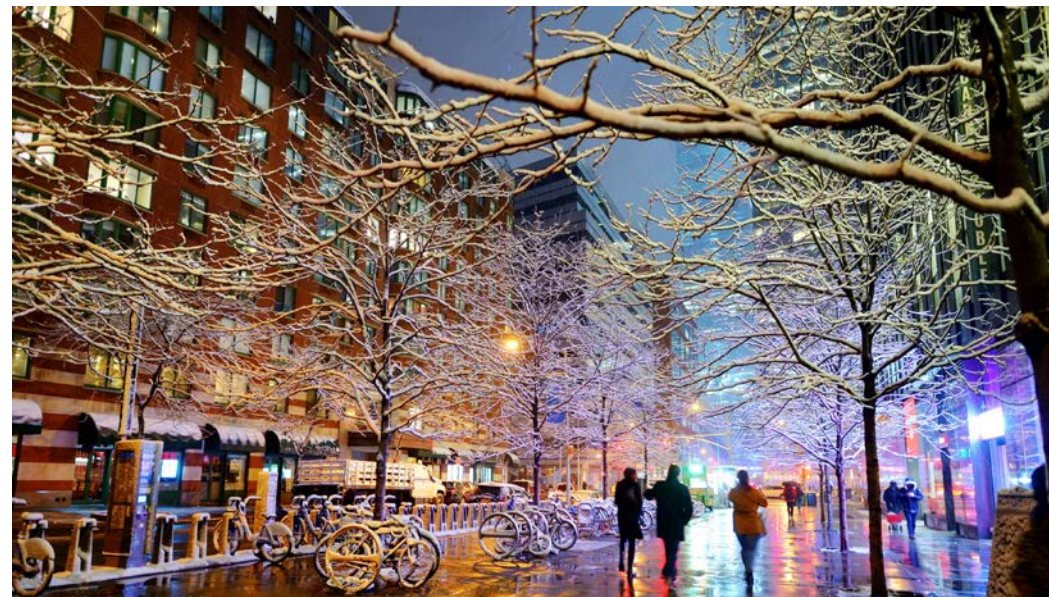
Similar example/Jasper Avenue



Potential crossing result

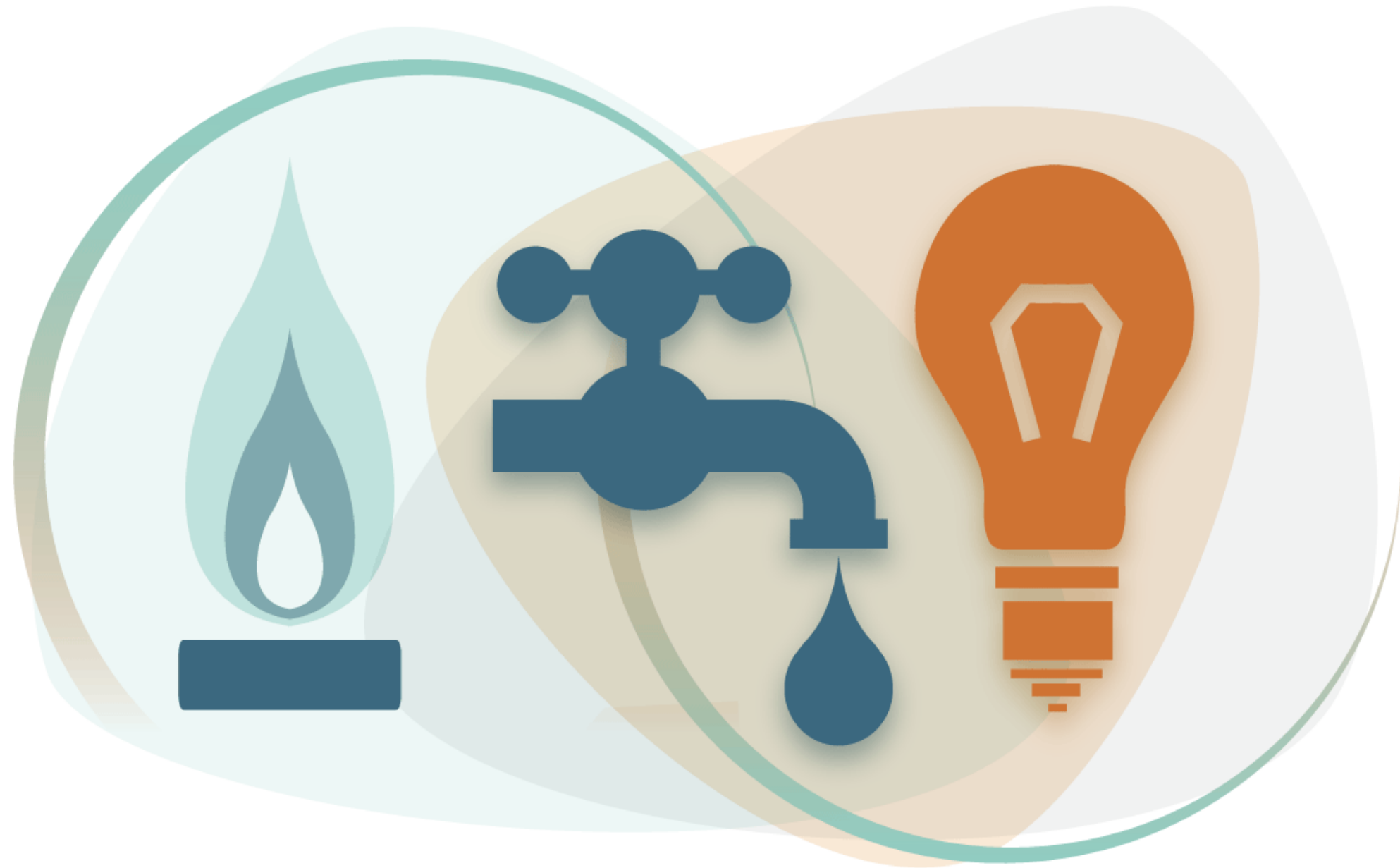


Potential results for development form



Part 6

Utilities



Water/wastewater

- The Utilities Master Plan has identified the required upgrades for water distribution and wastewater collection required to achieve full built out of the ARP.
- Potential improvements include onsite infrastructure, increasing pipe sizes, adding new pipes or increasing or adding storage.



Stormwater management

- Low-impact development techniques are encouraged where feasible.
- Potential improvements include on-site infrastructure or increasing storm sewer capacity.



District energy system

- The existing system has limited capacity for new growth and no improvements to the system have been proposed at this time.
- If future redevelopment proposes to connect the system, additional detailed studies would be required at the time of the proposal to assess the systems ability to meet the required demands.

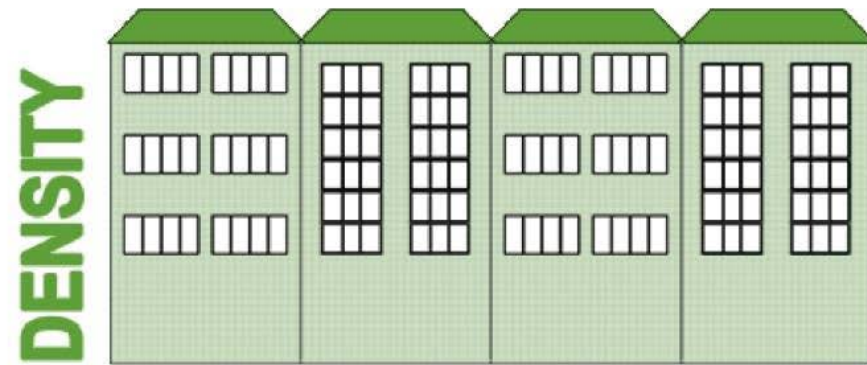


Part 7

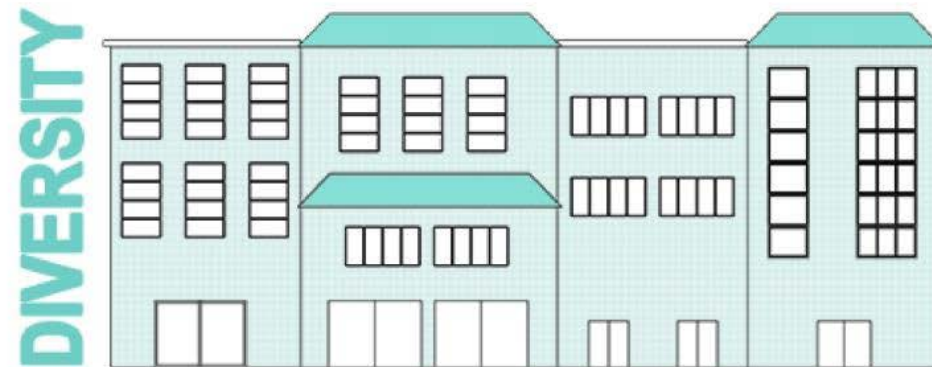
Summary



ARP principles



Principle #1: aspire to increased densities



Principle #2: diversify the land use composition



Principle #3: enhance urban centre design and character

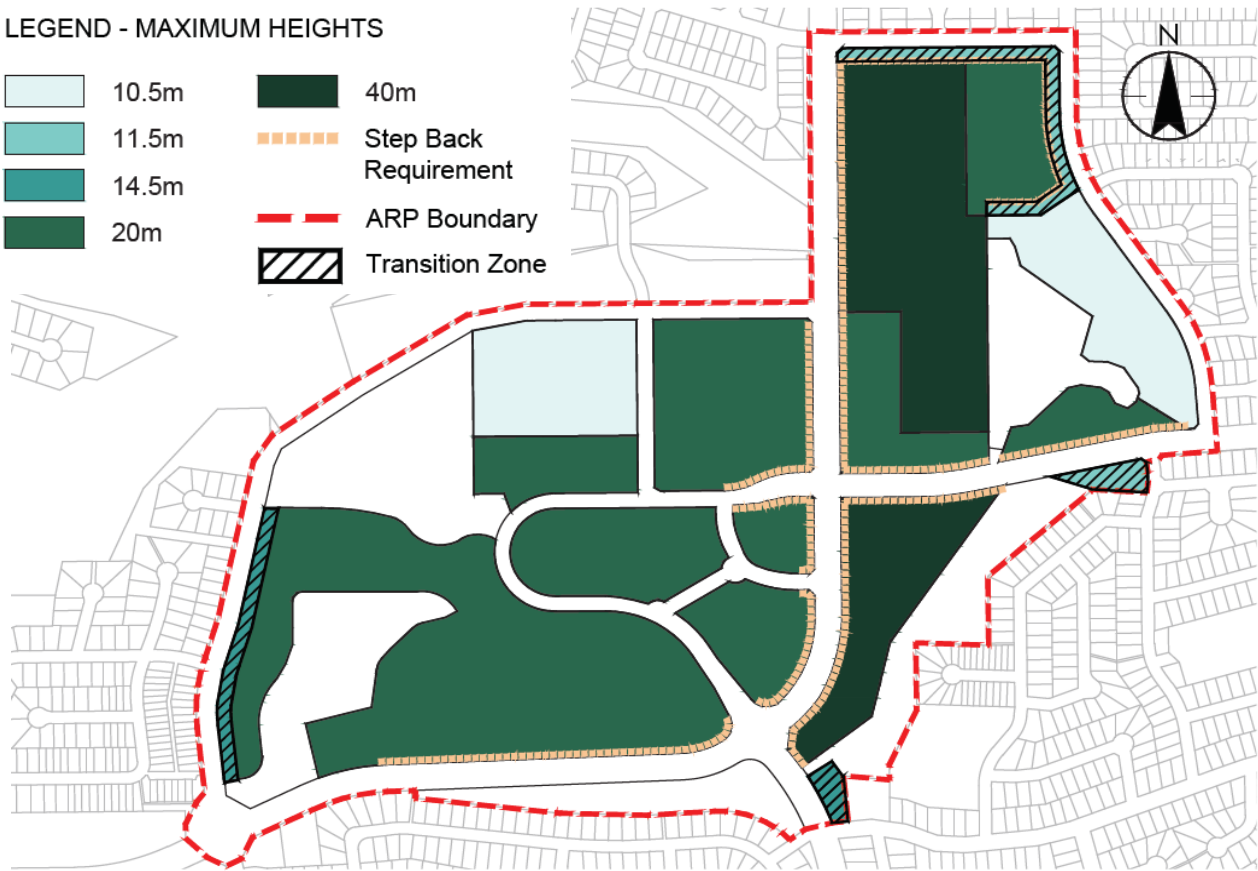
Open space



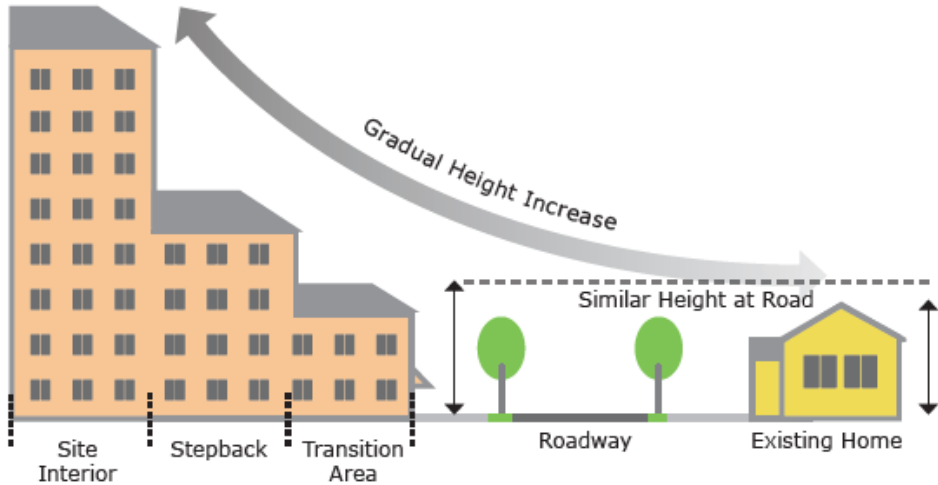
Height and density

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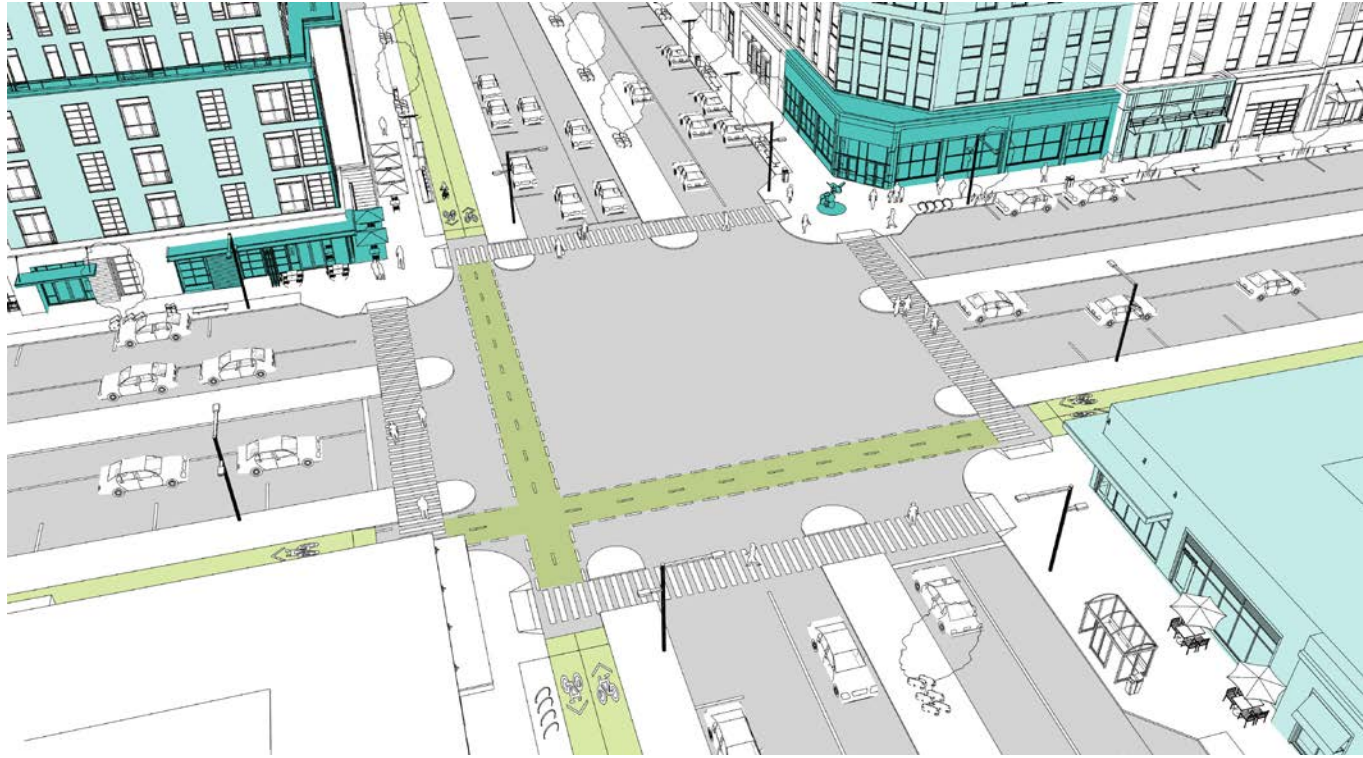
100 du/nrha
17.5 % intensification



Building forms



Development potential



Streetscapes



Utilities



Part 8

Next steps



Next steps

First Reading and Public Hearing tentatively scheduled for April 7, 2020 at 7 p.m.



EMRB referral April-May, 2020



Second and third reading June-July, 2020



CENTRE IN THE PARK

Questions