



CENTRE IN THE PARK

Area Redevelopment Plan Update

Priorities Committee

October 22, 2019

Agenda

- 1 Project status
- 2 Draft Area Redevelopment Plan (ARP) and zoning
- 3 General transportation
- 4 Main Street arterials
- 5 Next steps

Part 1

Project
status



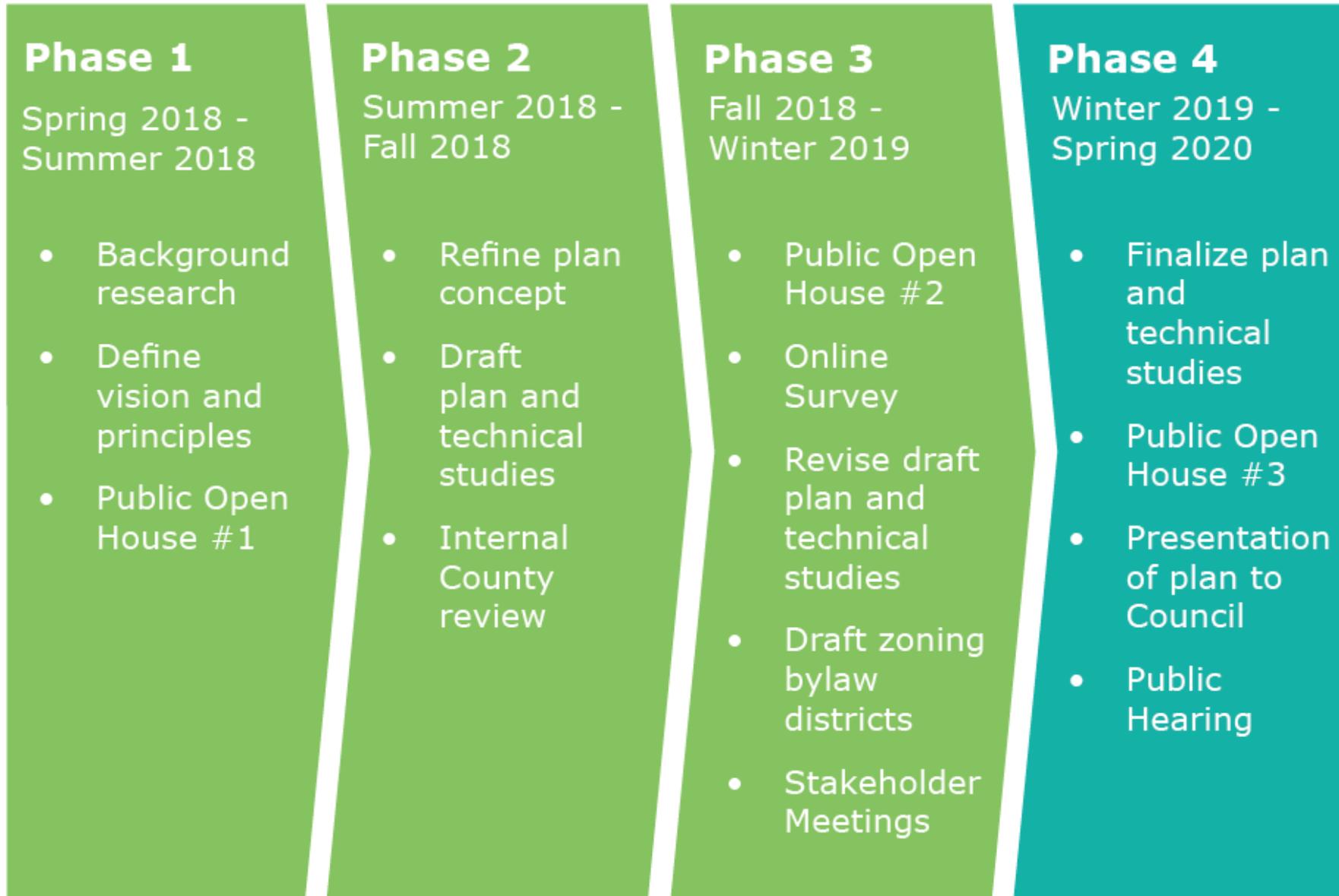
Project overview

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.

Timeline



WE ARE HERE

Completed consultation

IN THE PARK

Public

- 2018 Pop up events
- Open House June 2018
- Open House Feb 2019

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

Urban Development Institute

- 1 one-on-one meeting
- Circulation of Design and Construction Standards and with opportunity for written comments

Youth Council

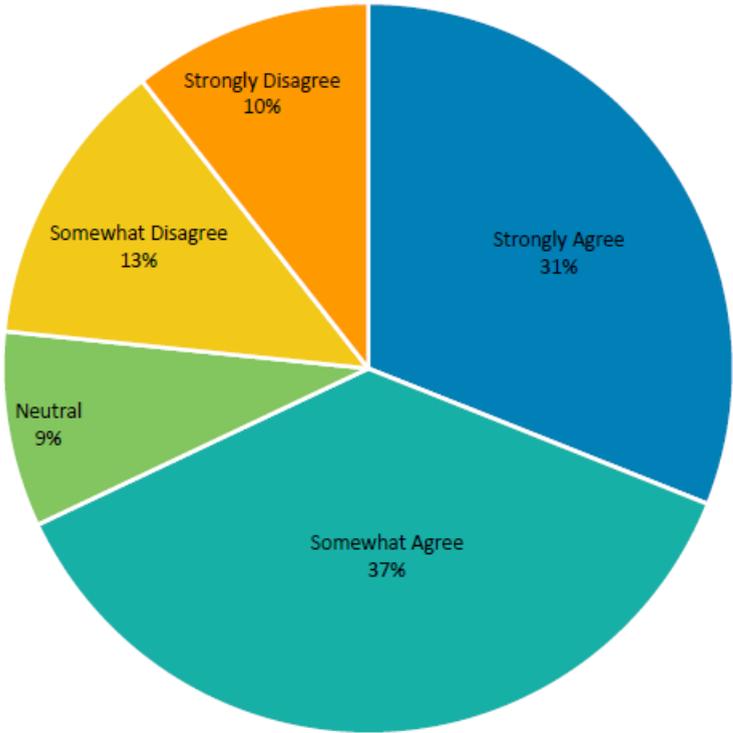
- 2 meetings
- Survey
- Charette Activity
- PCM Presentation

School Board Administration

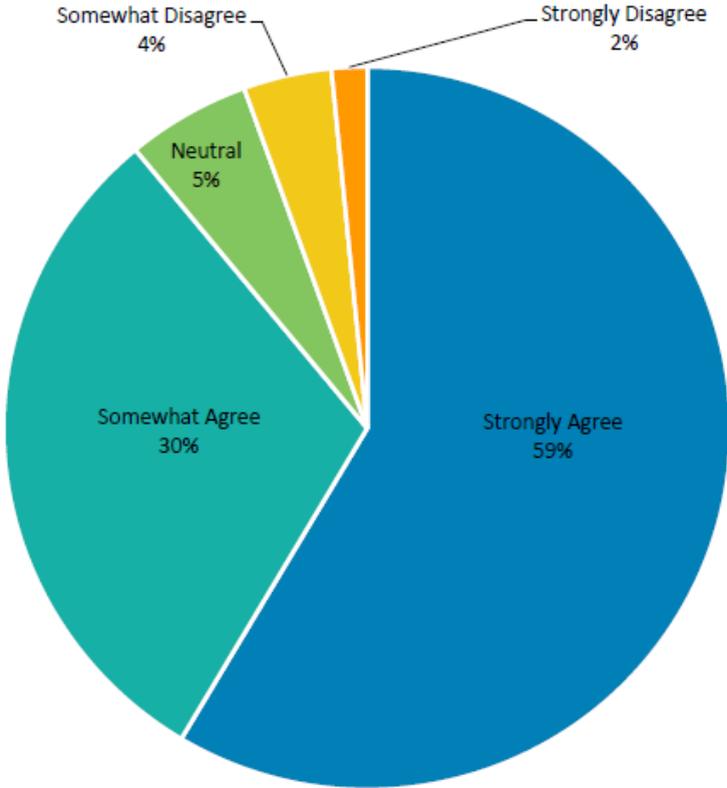
- 3x one-on-one meetings
- Circulation with opportunity for written comments

ARP principles

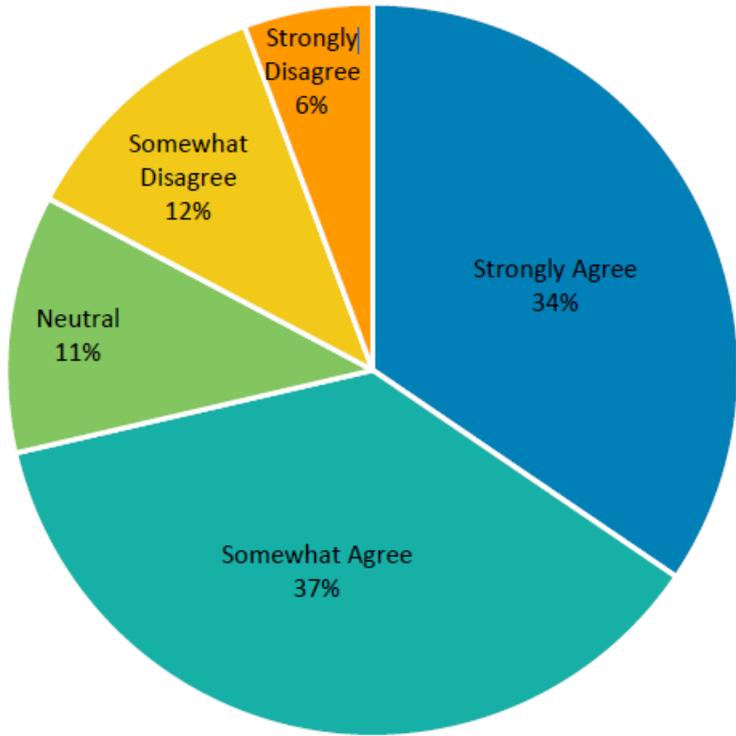
Centre in the Park is an appropriate location for higher density residential options such as apartments, condominiums and mixed-use buildings that are four or more storeys in height.



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



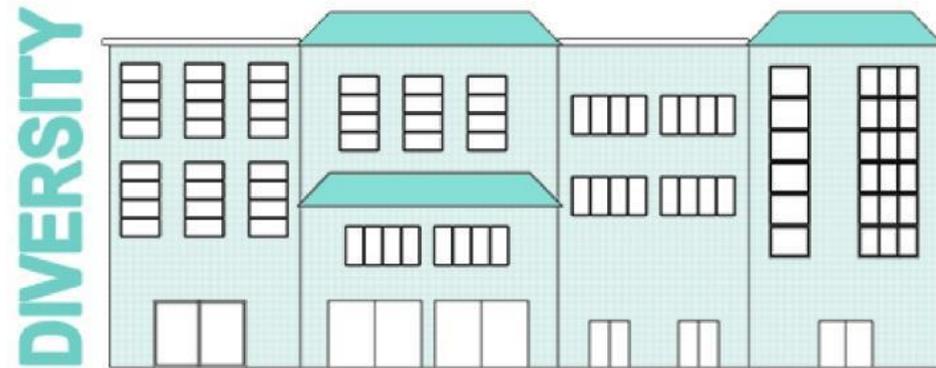
The design and development of the Centre in the Park should create a feeling of a downtown core.



ARP principles



Principle #1 – aspire to increased densities



Principle #2 – diversify the land use composition



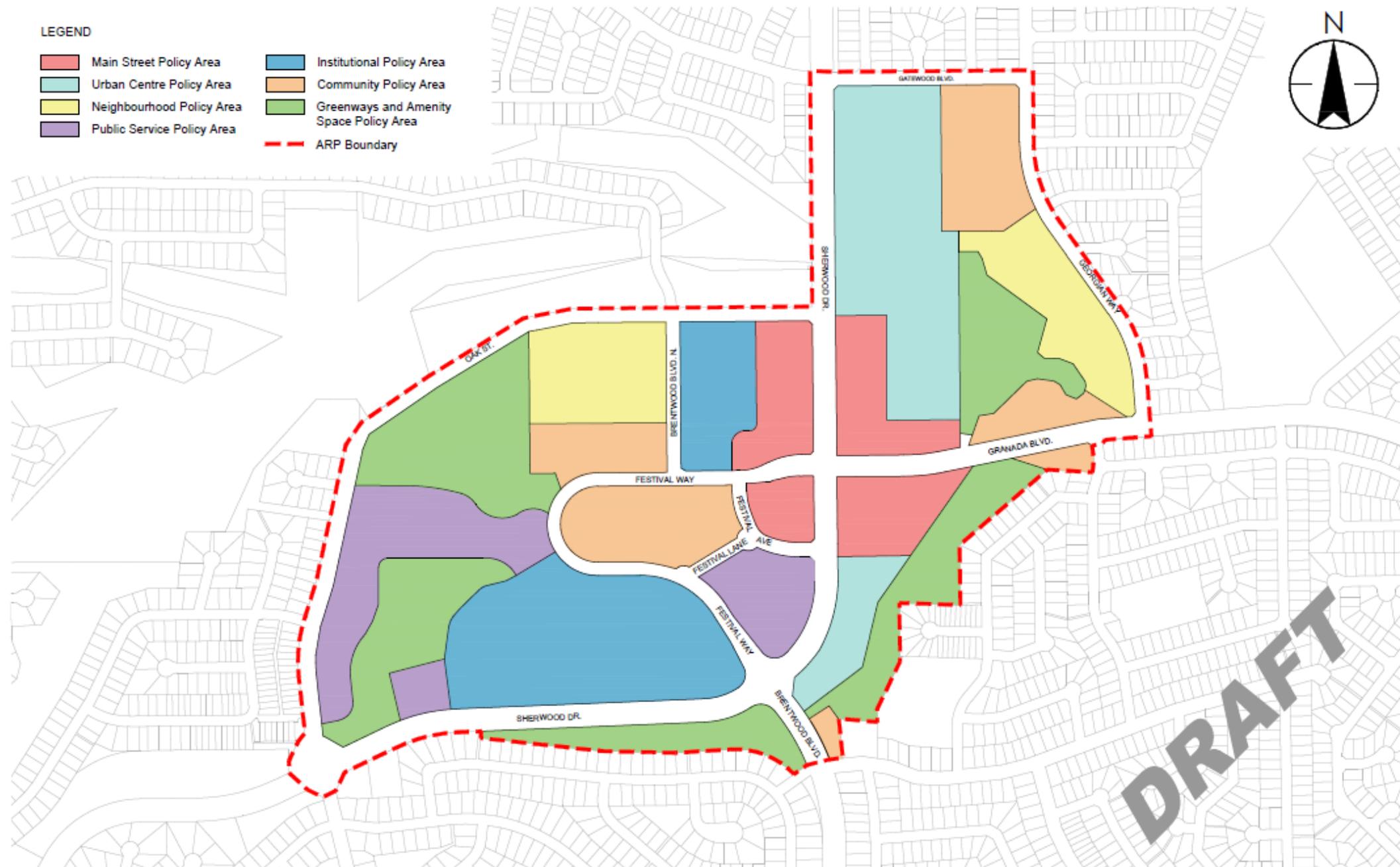
Principle #3: enhance urban centre design and character

Part 2

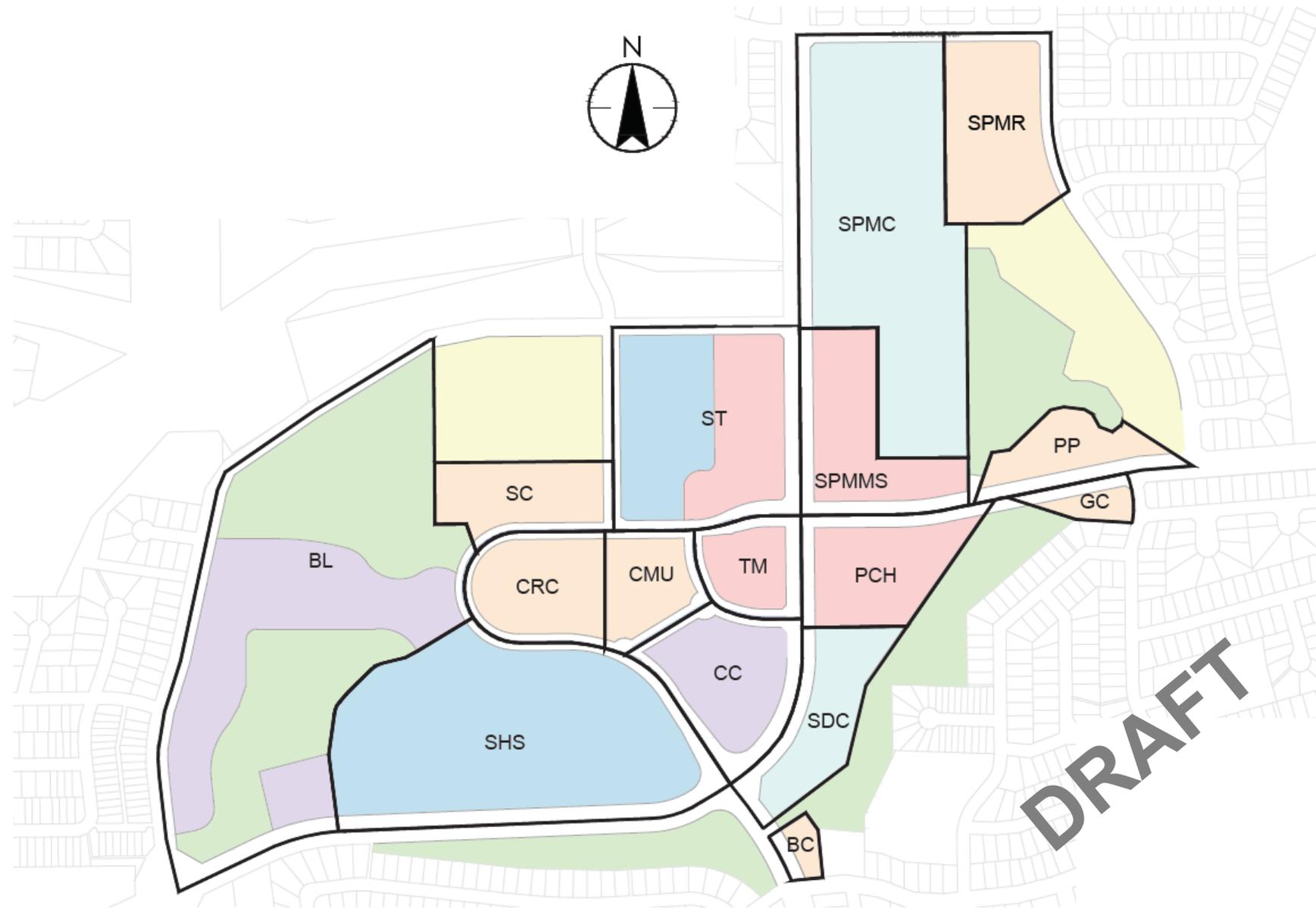
Draft ARP and zoning



Draft Centre in the Park land use concept

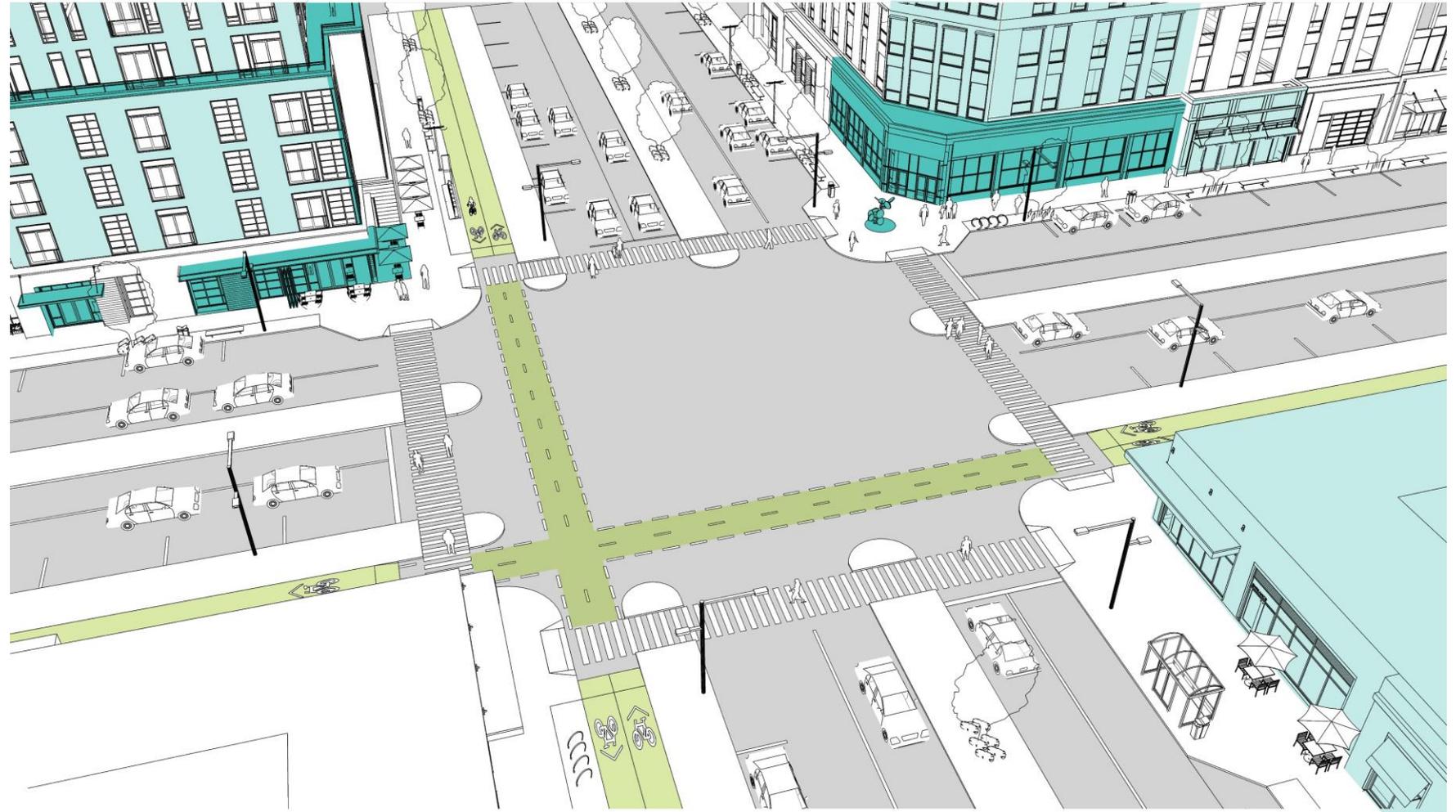
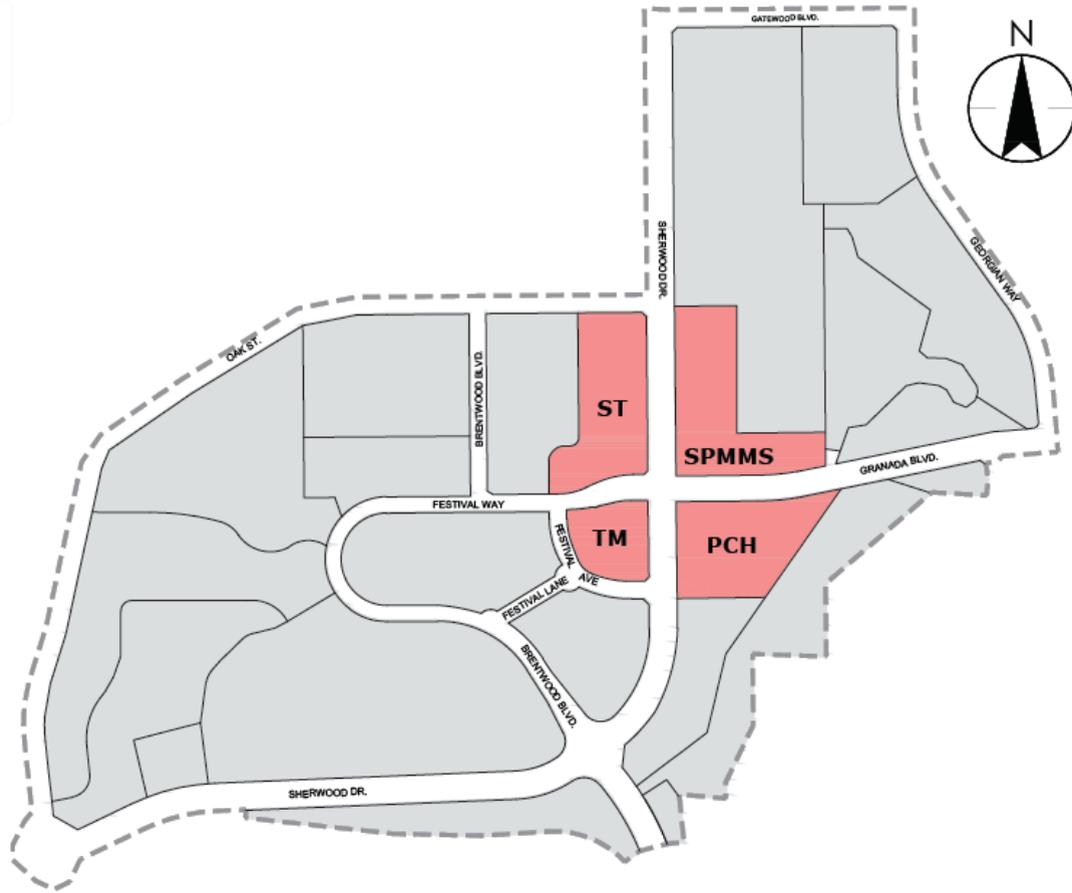


Zoning areas



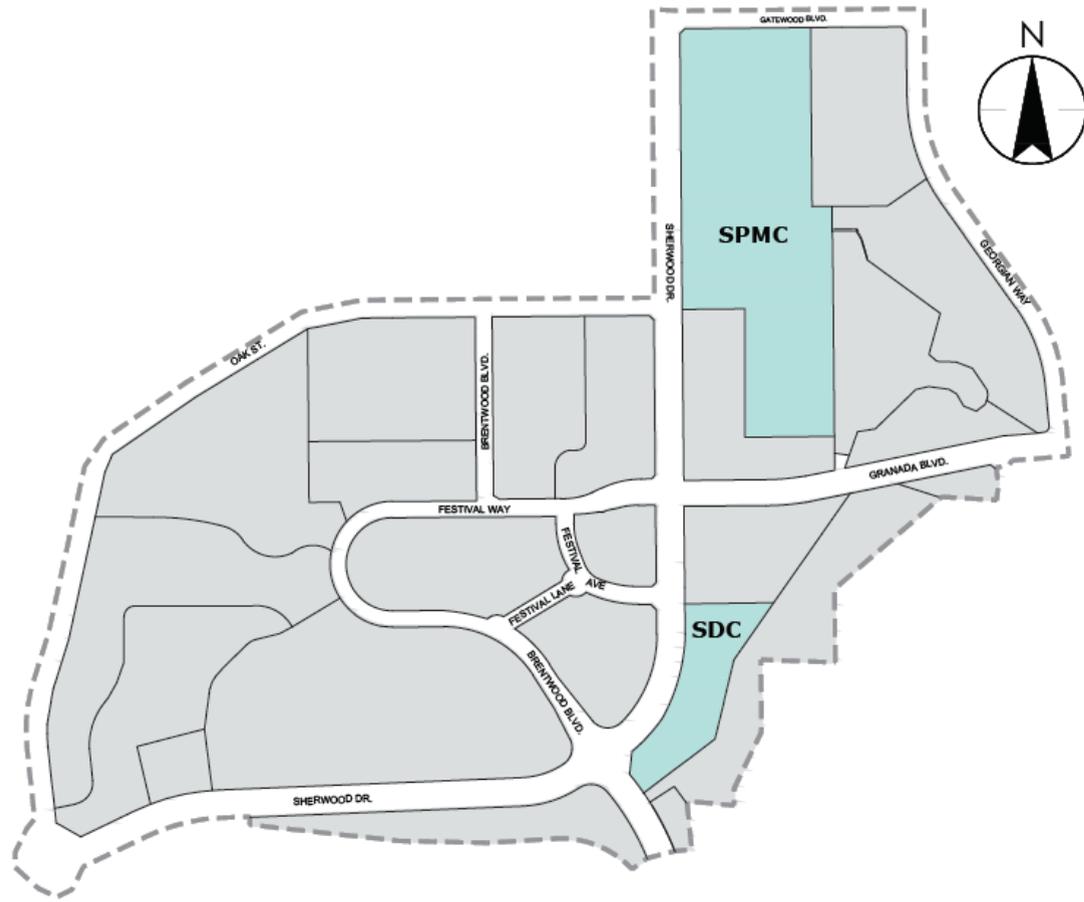
Main Street policy area/zoning

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



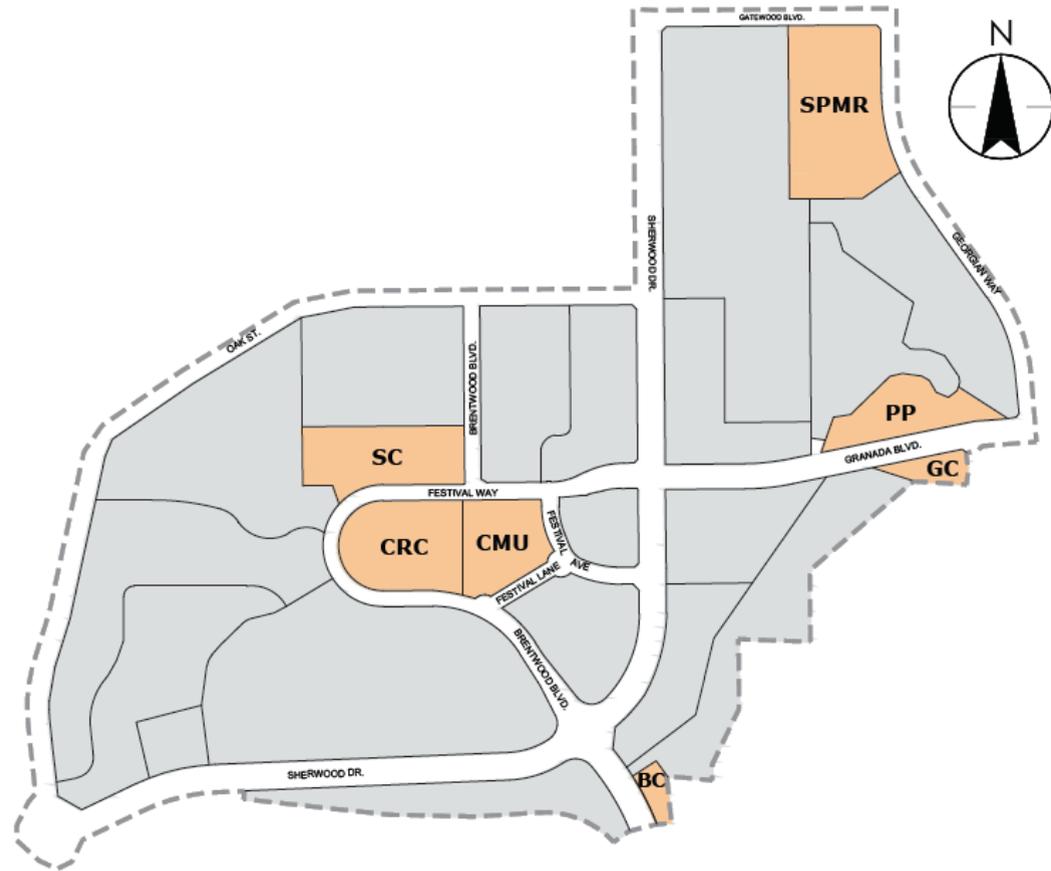
Urban centre policy area/zoning

Mixed-use area with a focus on commercial buildings



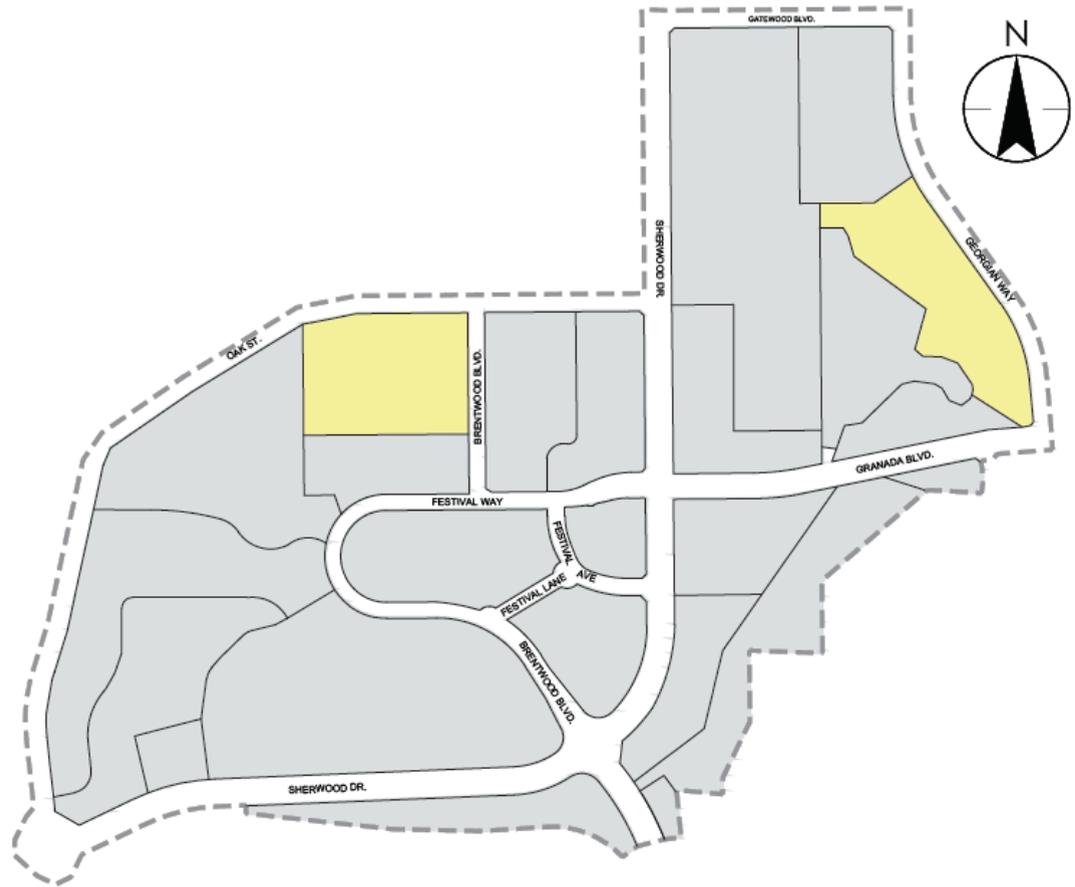
Community policy area/zoning

Mixed-use area with a focus on residential buildings



Neighbourhood policy area

Residential area with allowance for livework units



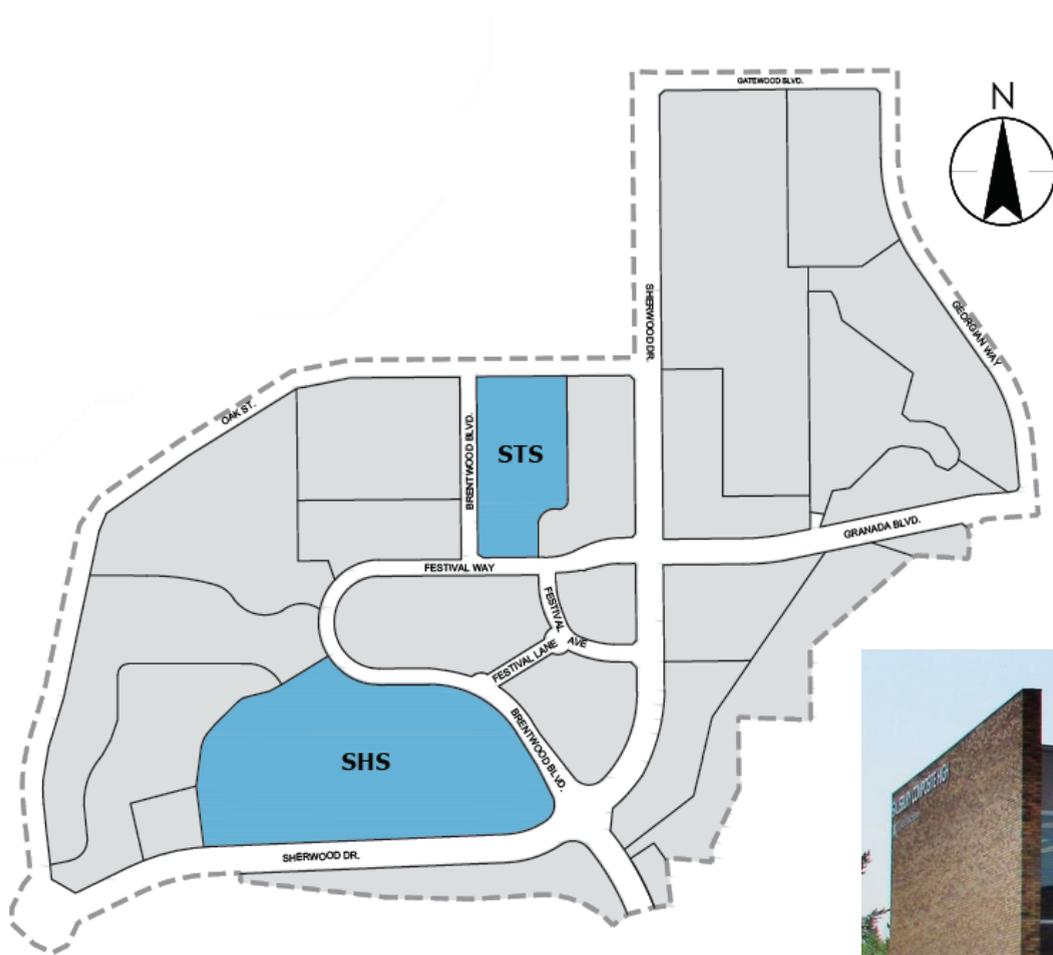
Public Service policy area/zoning

Public service area with allowances for community housing and accessory uses



Institutional policy area/zoning

School and open space area



Draft Centre in the Park open space

LEGEND

-  Amenity Space
-  Potential Amenity Space Expansions
-  Greenway
-  Existing Storm Pond
-  Green Space
-  Primary Integrated Gathering Space
-  Landmark Feature
-  ARP Boundary



Integrated gathering space



Green space

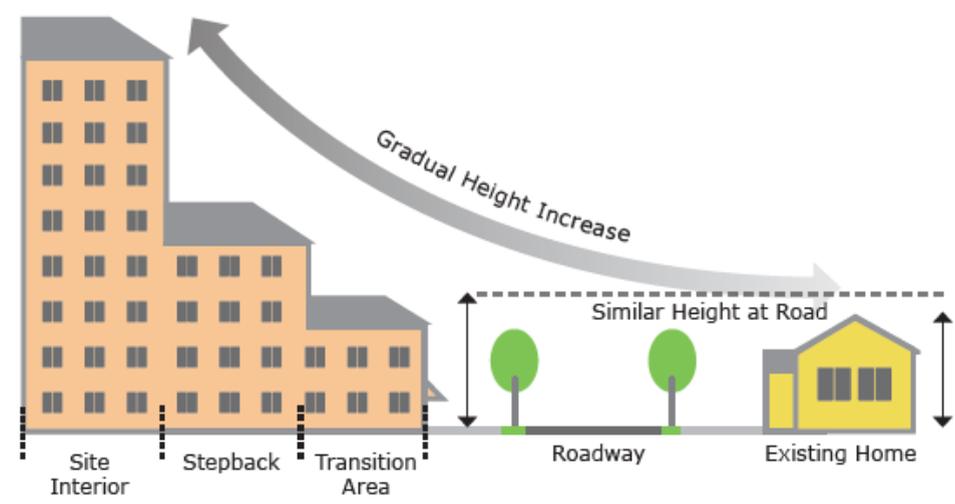
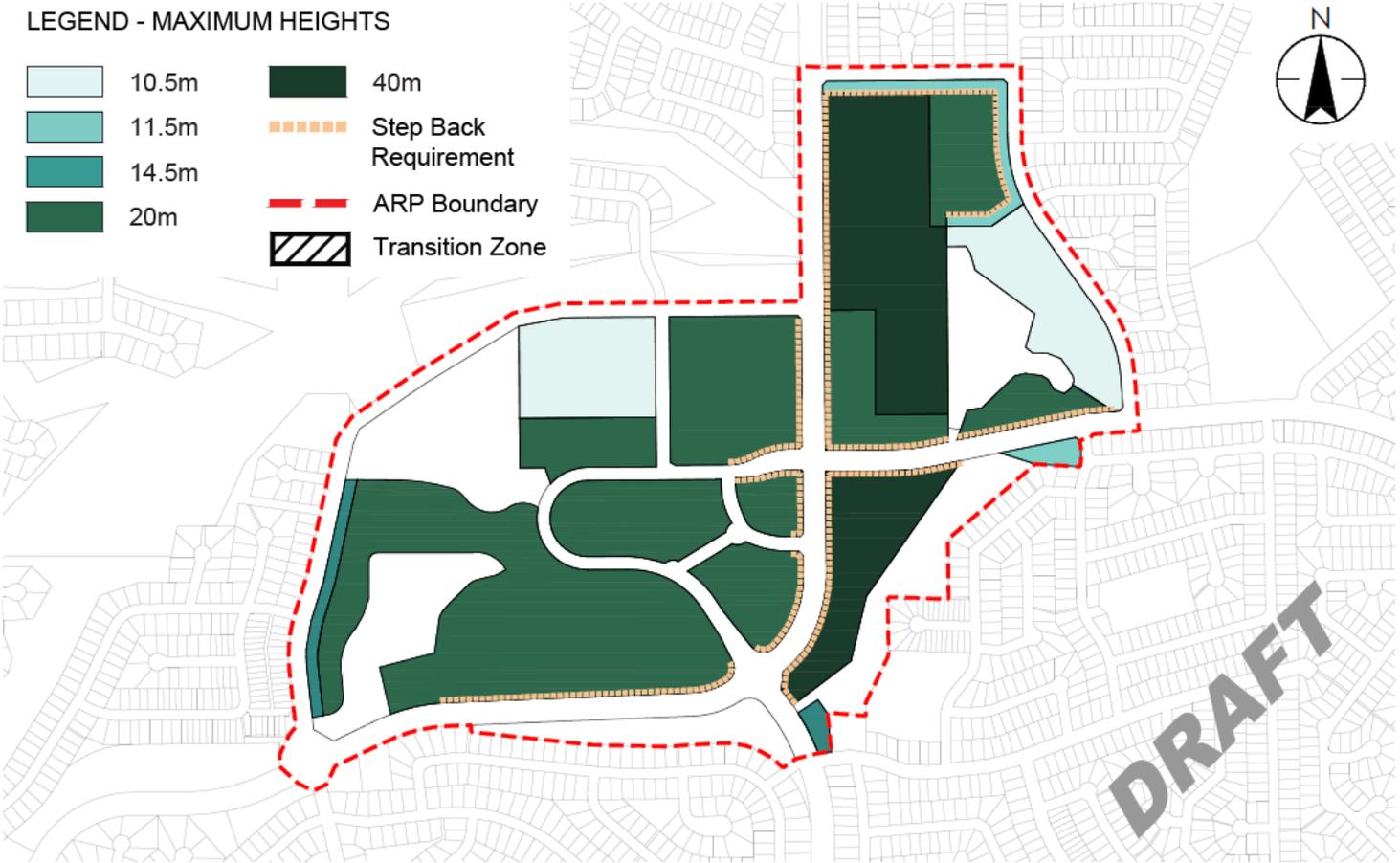


Amenity space



Greenways

Draft Centre in the Park height



Non-residential parking



Residential parking



Part 3

General transportation



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
Frontage zones	1.0m	0m
Pedestrian through zone	2.0m	3-6m
Furnishing zone	1.85m	0m
Ancillary zone	2.7m	0m
Centre Median	2.5m	0m
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.

Active transportation/cycle track

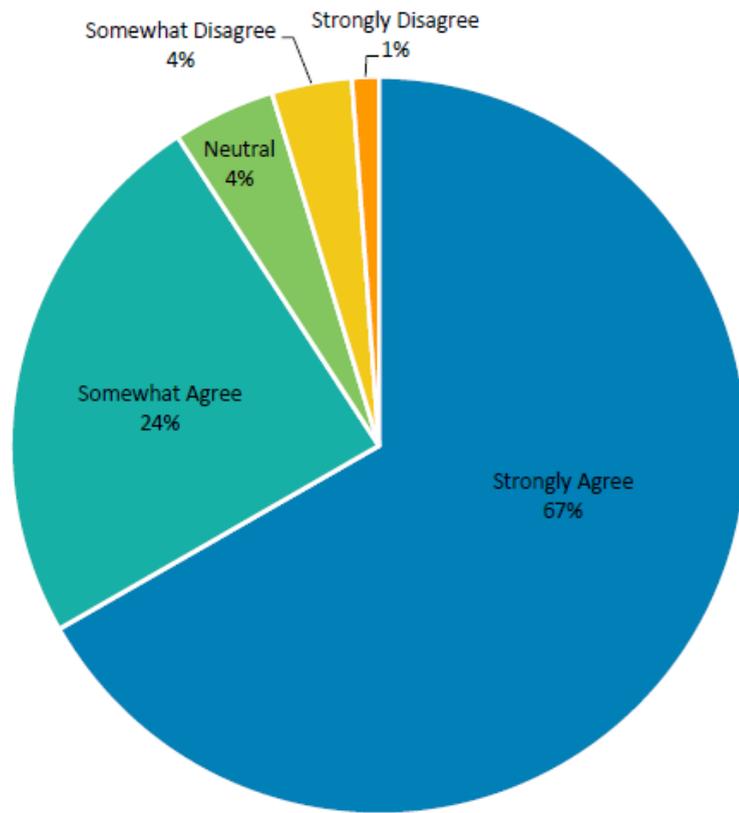


Active transportation/multi-use trails



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 Blvd.

On-street parking/flex space

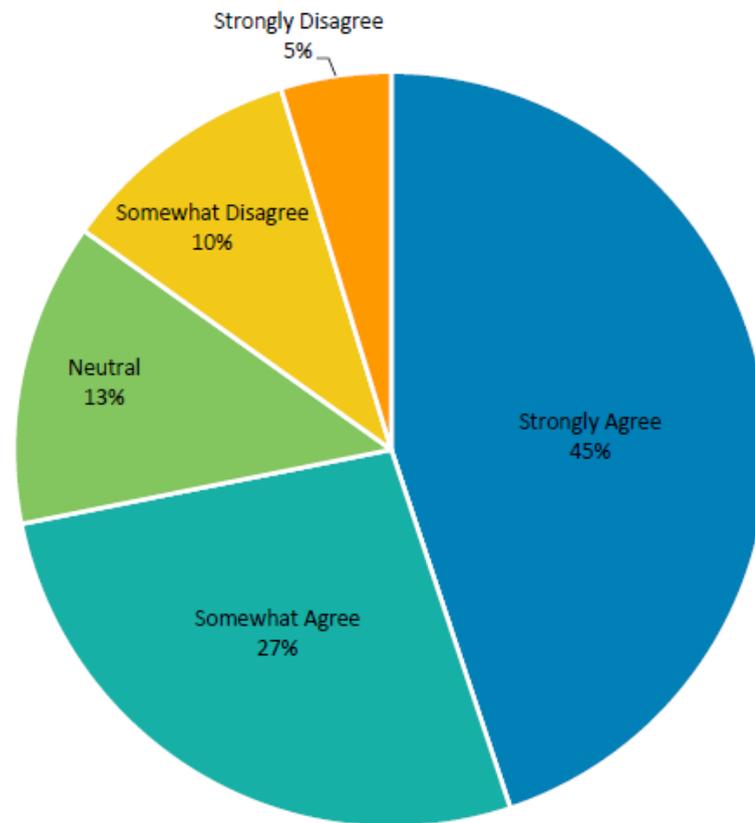


Economic advantage – allows for direct quick access to business entrances. As parking becomes increasingly stacked or underground these spaces will be at a premium.

Increased safety and comfort – provides separation between pedestrian, cyclist and vehicles and encourages lower vehicular speeds.

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 on-site 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.

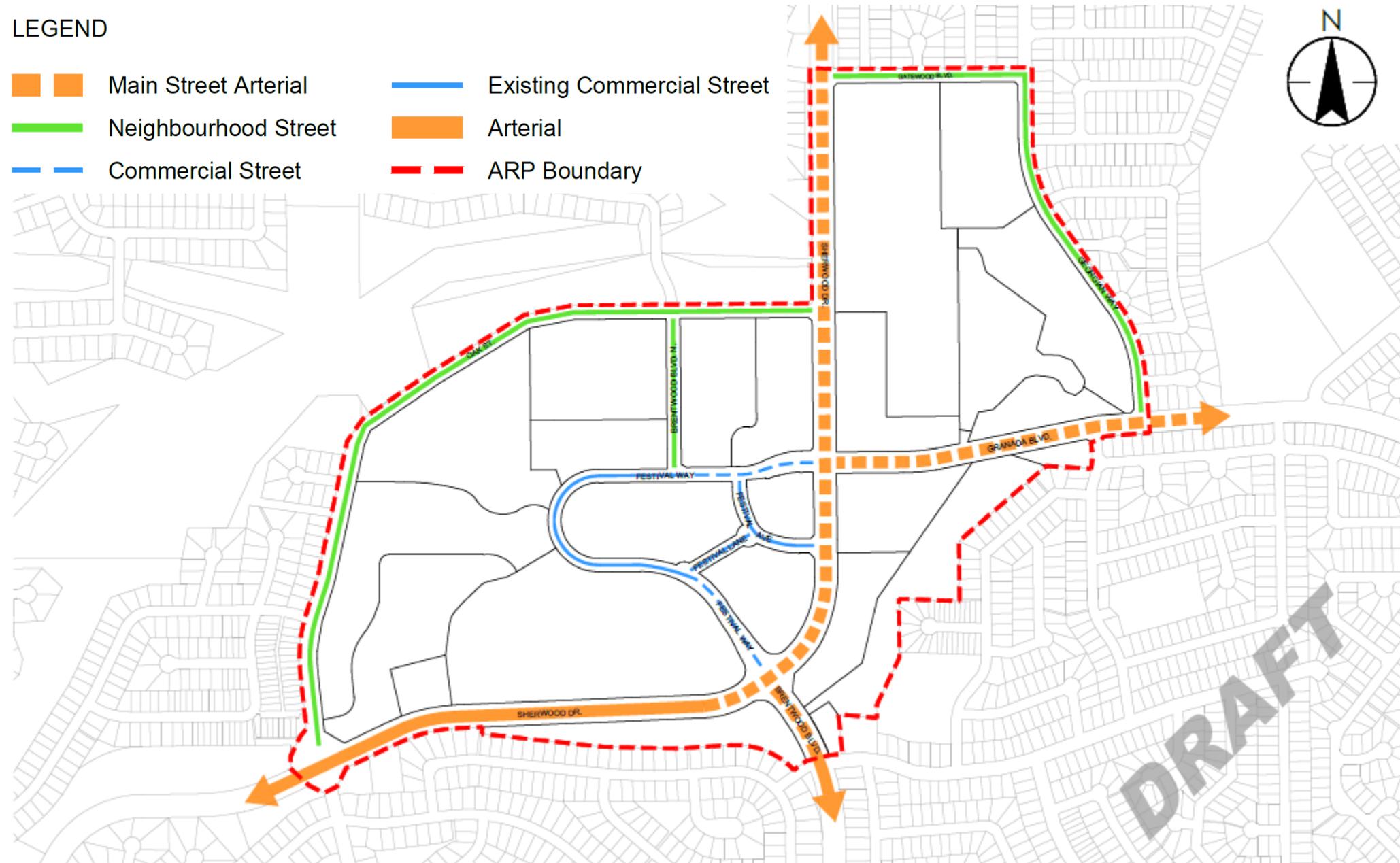
Character – enhances character and provides continuity with recent development within Centre in the Park and other areas of Sherwood Park.

Part 4

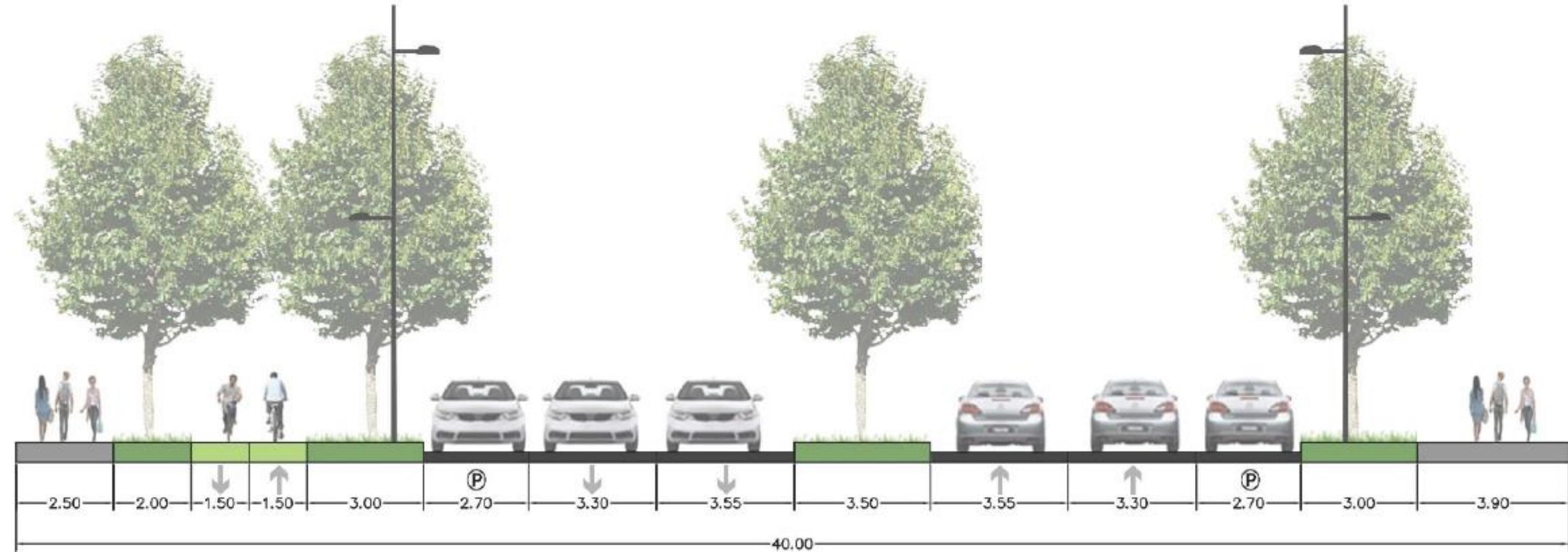
Main street arterials



Main Street arterial



Proposed cross-section



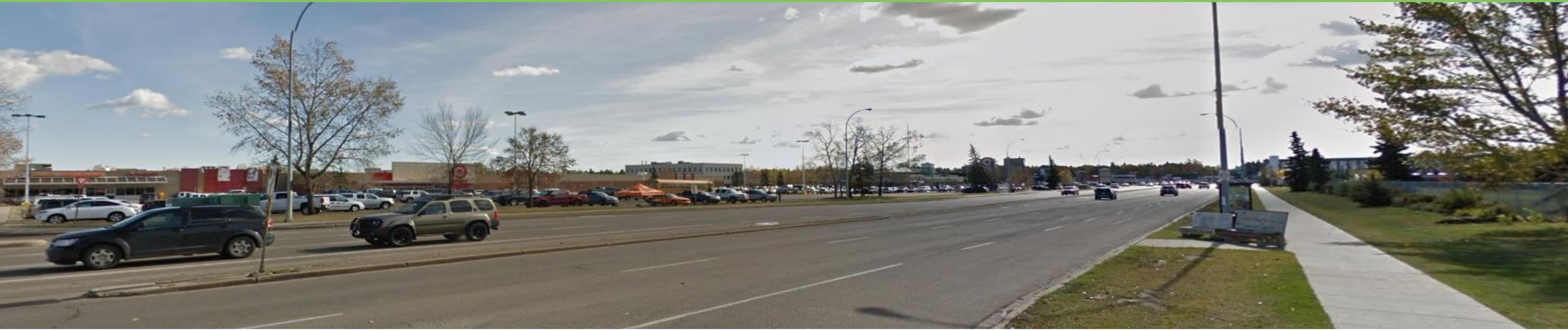
Incremental approach

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.

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.

Similar cross-section



Similar example/ Whyte Avenue



Similar example/Jasper Avenue



Similar example/Rene Levesque Montreal

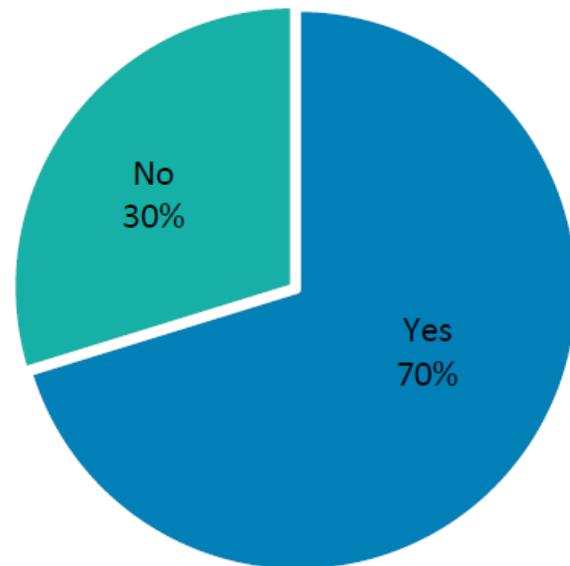


Accommodate form/viability of commercial



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

Public consultation concerns

- Public concerns regarding pedestrian safety, especially senior citizen, while crossing or walking beside Sherwood Drive were received through the Phase 1 and 2 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

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 2014. This is likely due to the occupancy of residential buildings in the area and the conversion of the Catholic High School to St. Theresa Middle School. Pedestrian traffic is expected to continue to increase as redevelopment occurs.

Vulnerable users

- Compared to other areas of Sherwood Park, Centre in the Park is anticipated to have a higher frequency of pedestrians which fall into a vulnerable user category due to the primary demographic of residents exceeding 65 years of age, the presence of two school sites within the area and the presence of a long term care facility within the area.

Pedestrian safety



Policies affected by Main Street cross-section

- Policies regarding setbacks
- Policies regarding frontage and transparency
- Policies regarding building orientation and entrance location
- Policies regarding ground floor uses
- Policies regarding parking
- Policies regarding patios, street trees and street furniture
- Policies regarding active transportation connections
- Policies regarding entrance features and character defining elements including way finding

Part 5

Next steps



Upcoming consultation

IN THE PARK

Phase 4 Open House
October 24, 2019
Community Centre
5:30 p.m. – 8:30 p.m.

Traffic Safety
Advisory Committee

Economic
Development and
Tourism Advisory
Committee Update



Next steps

Public Open House October 24, 2019



Document finalization Oct - Dec, 2019



Priorities committee meeting presentation February, 2020



First reading and Public Hearing Spring, 2020



Second and third reading Spring, 2020



CENTRE IN THE PARK

Thank you!