

# **South of Wye Area Redevelopment Plan (ARP) project**

**Priorities Committee**

June 22, 2021

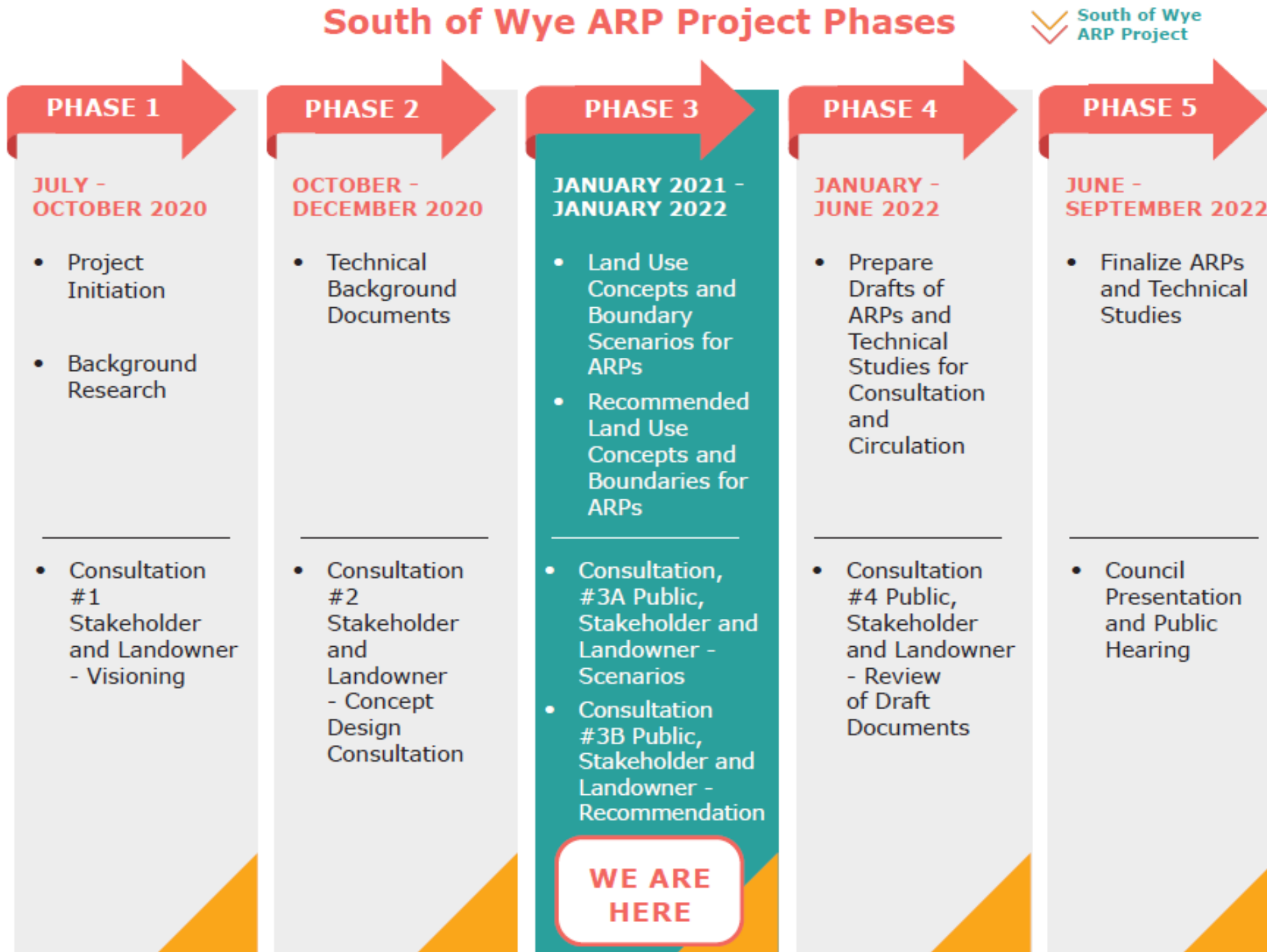
# Agenda

1. Project timeline
2. Revised vision and guiding principles
3. Transportation
4. Utilities
5. Land Use Concept scenarios overview
6. Phase 3A engagement overview
7. Phase 3A engagement results
8. Discussion
9. Next steps



**South of Wye  
ARP Project**

# Project timeline



- South of Wye ARP Project Boundary
- Existing South of Wye Road ARP
- Urban Service Area Boundary



# Vision

The area south of Wye Road is well-established and attractive for residents and visitors, with existing country residential, commercial, and community services.

Redevelopment of country residential parcels will be limited in order to retain the country residential character of the area.

Redevelopment that does occur will work towards supporting a mix of uses within and adjacent to the existing commercial area south of Wye Road, enhancing public open spaces and conserving natural areas.

Over time, the transportation network will be improved with better connections and will be safe for all modes, ages and abilities.

# Guiding principles

## **Guiding principle #1 retain country residential character**

The existing country residential area will maintain its predominant country residential land use. The redevelopment of existing country residential parcels for urban development will be limited and will require appropriate buffering and land use transitioning to adjacent country residential uses.

## **Guiding principle #2 limit redevelopment of the existing country residential area**

Redevelopment within the country residential area will only be considered where transportation and utility requirements can be met. The type of redevelopment will be limited to re-subdivision for urban development where it is adjacent to the existing commercial area south of Wye Road or for country residential lot-splitting.

Country residential lot-splitting will be limited to existing country residential parcels where large parcel sizes can be maintained for country residential purposes.

Re-subdivision for urban development, such as commercial, community services, or higher density forms of housing, must be located adjacent to the existing commercial area south of Wye Road and include appropriate buffering and land use transitioning to adjacent country residential uses.

## **Guiding principle #3 conserve and integrate natural areas**

Publicly owned natural areas will be retained and incorporated into an overall open space network. For parcels that redevelop, efforts will be made to retain and sensitively integrate their key natural areas, where possible, to enhance the ecological value of the area.



# Guiding principles

## **Guiding principle # 4 support a mix of uses in the existing commercial area south of Wye Road**

The existing commercial area south of Wye Road will have the opportunity to redevelop into a mix of uses to ensure flexibility for the future. Redevelopment of this area could take the form of a variety of commercial uses, community service uses, as well as accommodate higher density forms of housing, and will include appropriate buffering and land use transitioning to adjacent country residential uses.

## **Guiding principle # 5 enhance public open spaces and community amenities**

Publicly owned lands will be used to promote community interaction and to increase public recreation. The commercial area south of Wye Road will enhance its public spaces, to create amenities and connections that ensure the safety and comfort of all users.

## **Guiding principle #6 improve the transportation network**

Where appropriate, transportation upgrades to accommodate modes including vehicles, pedestrians, and cyclists will be required to support redevelopment. The local active transportation network will be expanded to increase connectivity between existing country residential areas, publicly owned lands, commercial amenities, and transit facilities.

Range Road 233 will be managed and maintained as a key arterial connection and will include active transportation infrastructure.

# Transportation background report

The Transportation background report was posted on the project webpage in April 2021. Further work will be completed in conjunction with the draft recommended land use concept.

## Active mode summary

- Lack of internal and external connectivity through the study area.
- Some planned future trails, but gaps in the network remain.
- Range Road 233 is a high priority connection based on public feedback.

## Transit summary

- No transit routes within the study area.
- Redevelopment could result in transit servicing to the area.
- Review need for on-demand transit in the rural service area.

## Road and street network summary

- Under existing conditions, the majority of study intersections operate at an overall acceptable level of service.
- The Wye Road Corridor has been optimized by prioritizing the through movements on Wye Road, while maintaining a minimum wait time for vehicles accessing Wye Road from side streets.
- Conversion to urban cross sections may be necessary to accommodate redevelopment.



# Utilities background analysis

The Utilities background analysis summary was posted on the project webpage in April 2021. Further work will be completed in conjunction with the draft recommended land use concept.

## Water system summary

- Existing water pressure and flow is sufficient within the area for current water usage.
- Will need to review the need and demand for fire protection for future redevelopment.
- The levels of service for water will need to be reviewed when developing the recommended land use concept.

## Wastewater system summary

- The flow capacity for redevelopment is constrained by the available capacity of the existing sewer trunk on Ordze Crescent.
- As the current sanitary system was built to the standards at the time, it is understandable that the adoption of the new standards can show some deficiencies and limitations.
- The feasibility of different improvement and mitigation options can be estimated with further investigations.

## Stormwater system summary

- The onsite stormwater system is typical of country residential developments.
- As per Alberta Environment and Parks, when transitioning to more intensive/urban land uses, downstream effects must be accounted for.
- Solutions for stormwater management will be revisited during later phases, once a recommended land use concept has been established.

# Three land use concept scenarios

## Scenario A



## Scenario B



## Scenario C

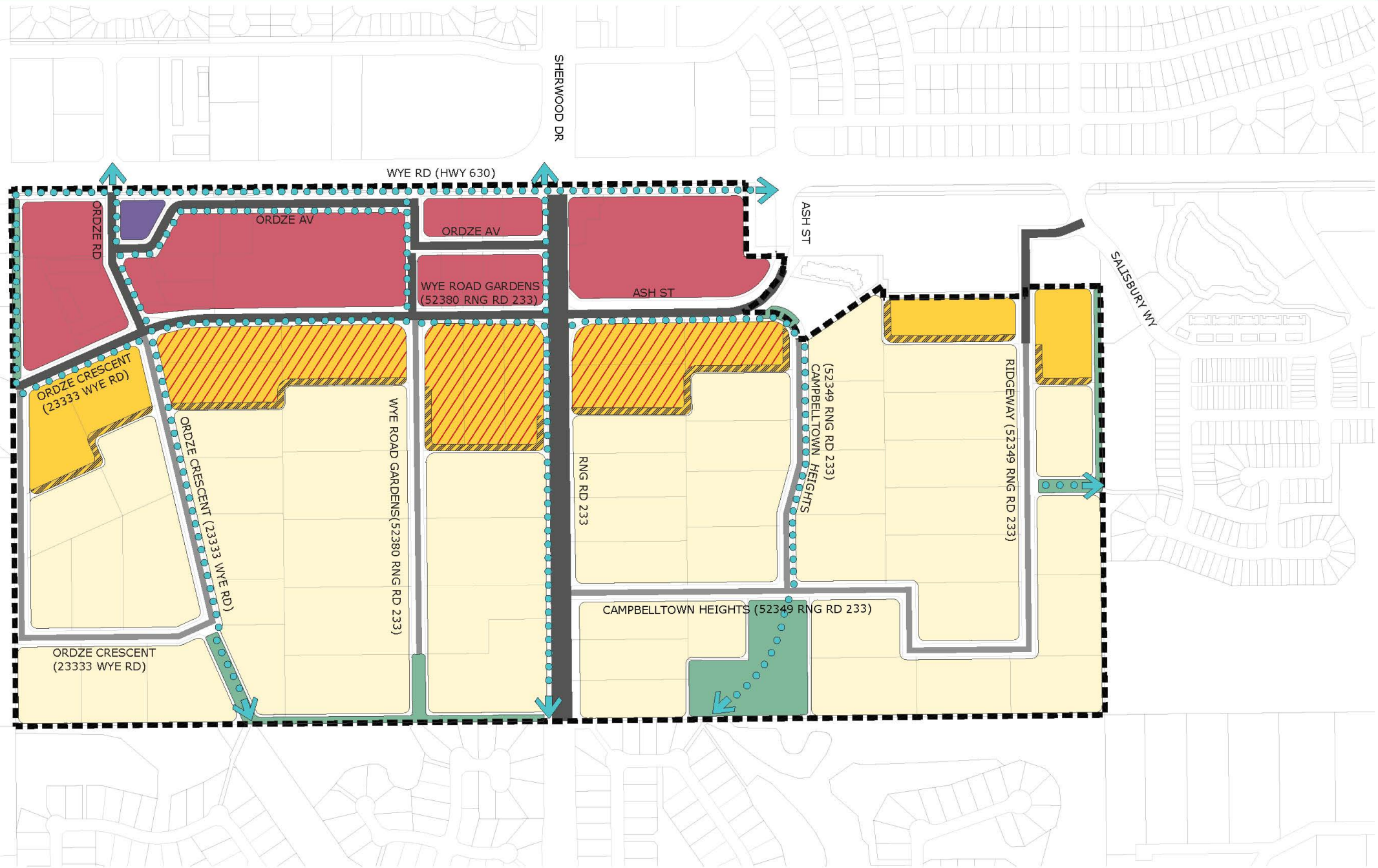


# Scenarios and guiding principles

Guiding Principles	Scenario A	Scenario B	Scenario C
Retain Country Residential character	●	●	●
Limit redevelopment of the existing Country Residential area	●	●	●
Conserve and integrate natural areas	●	●	●
Support a mix of uses in the commercial area south of Wye Road	●	●	●
Enhance public open spaces and community amenities	●	●	●
Improve the transportation network	●	●	●

● Good    ● Better    ● Best

# South of Wye ARP Project



Scale 1:6,000  
April 2021



## Legend

- Rural Collector
- Urban Collector
- Rural Local
- Active Transportation Connection

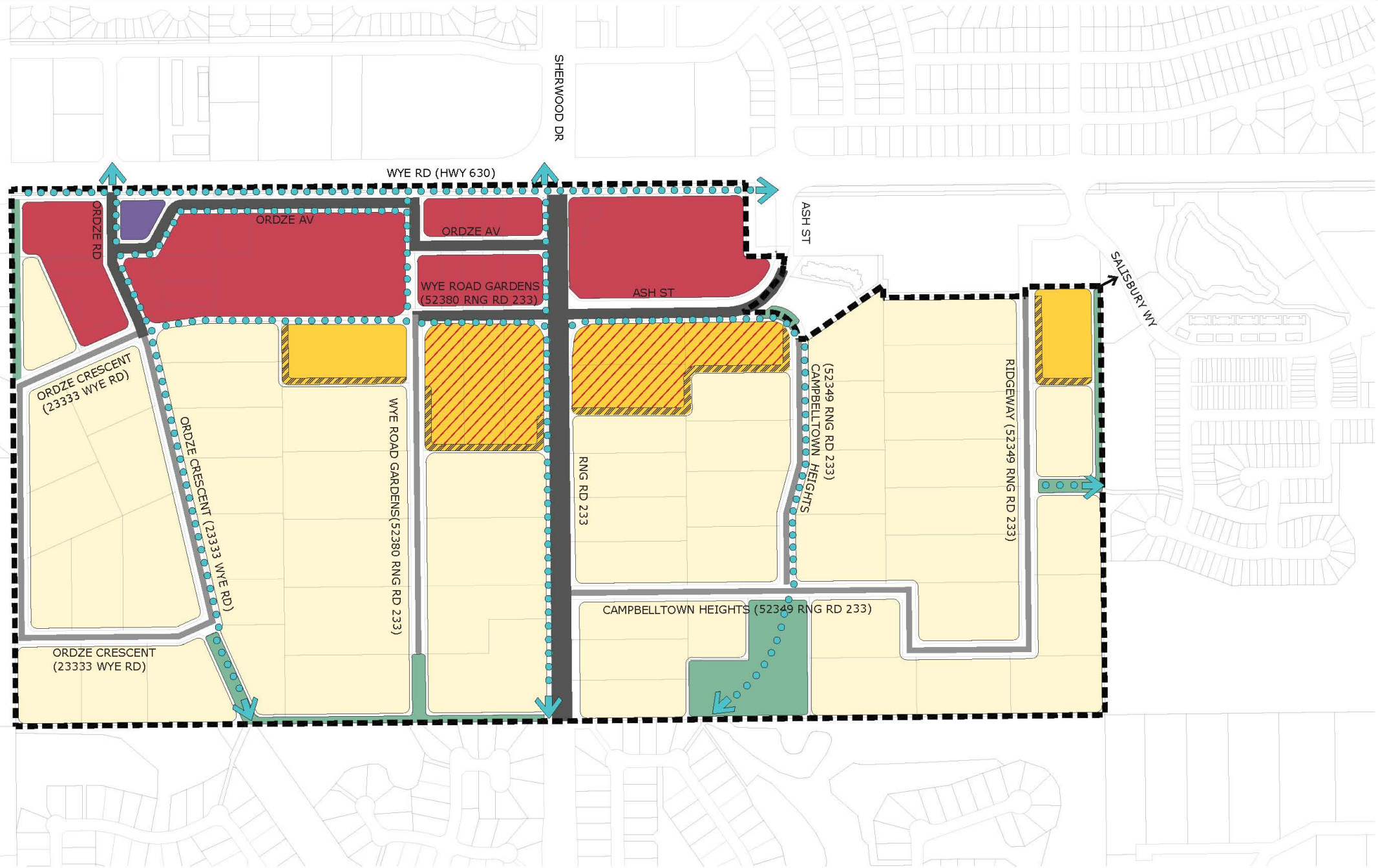
- Country Residential
- Medium Density Residential
- Mixed Development - Commercial and Residential
- Mixed Development - Community Commercial and Residential (Community Commercial to be considered only when adjacent to Urban Collector Street)

- Municipal Lands
- Open Space
- Transition / Buffer
- South of Wye ARP Project Boundary

Scenario A



# South of Wye ARP Project



Scale 1:6,000  
April 2021



## Legend

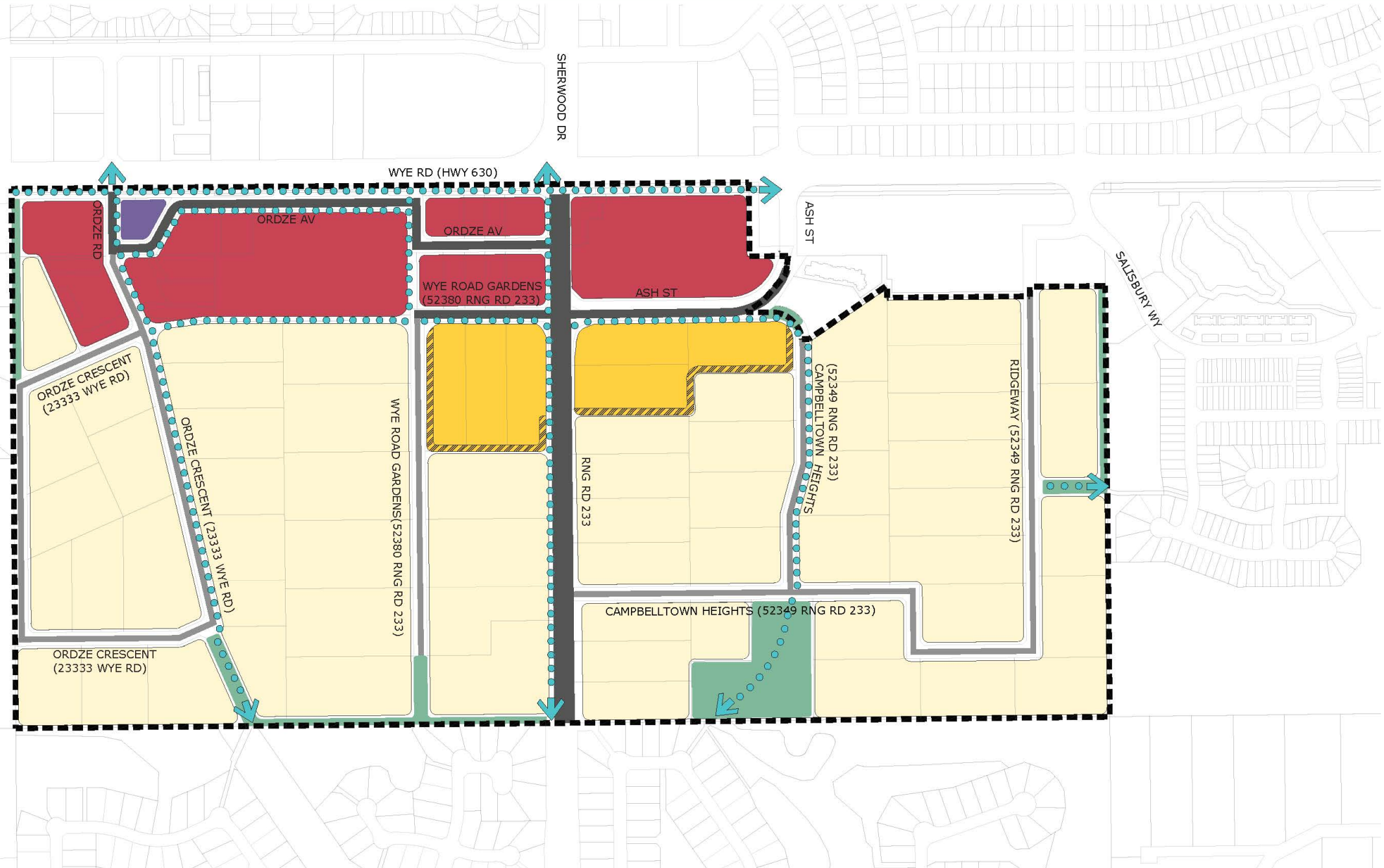
- Rural Collector
- Urban Collector
- Rural Local
- Urban Collector Access
- Active Transportation Connection

- Country Residential
- Medium Density Residential
- Mixed Development - Commercial and Residential
- Mixed Development - Community Commercial and Residential (Community Commercial to be considered only when adjacent to Urban Collector Street)

- Municipal Lands
- Open Space
- Transition / Buffer
- South of Wye ARP Project Boundary

Scenario B

# South of Wye ARP Project



Scale 1:6,000  
March 2021



## Legend

- Rural Collector
- Urban Collector
- Rural Local
- Active Transportation Connection

- Country Residential
- Medium Density Residential
- Mixed Development - Commercial and Residential

- Municipal Lands
- Open Space
- Transition / Buffer
- South of Wye ARP Project Boundary

Scenario C

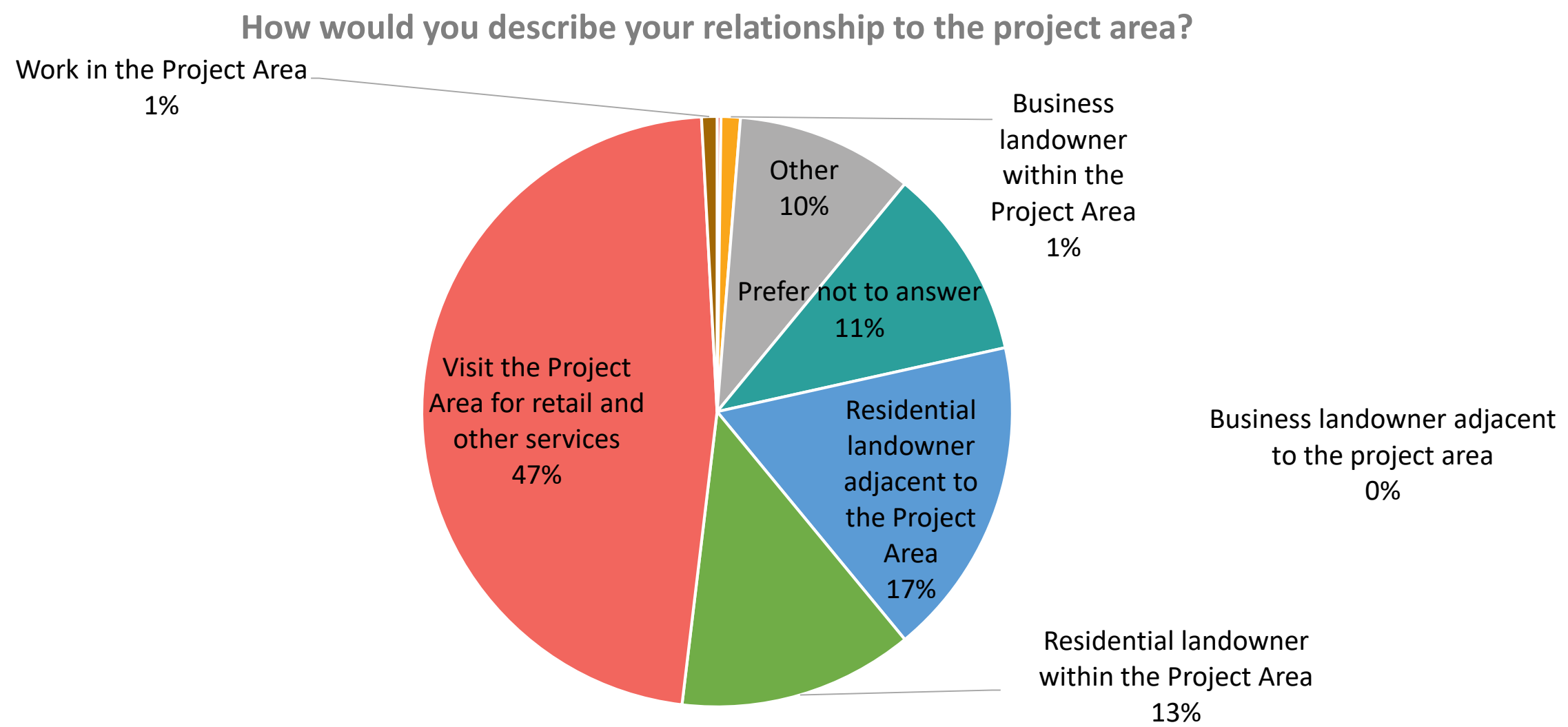
# Phase 3A engagements

Opportunity	Description	# of participants
<b>Public survey</b>	The public survey was open to all members of the community and could be accessed from the project webpage.	118
<b>SCOOP survey</b>	Members of SCOOP (Strathcona County Online Opinion Panel) were invited to participate via an online survey. SCOOP is an opt-in survey community whose members are regularly invited to provide feedback on County initiatives and issues.	356
<b>Residential workshop</b>	Residential Workshops – Local and adjacent area Property owners were invited to join an online visioning session.	17
<b>One-on-one meetings</b>	Participants were also invited to contact our project team with questions or comments.	8 parcels represented



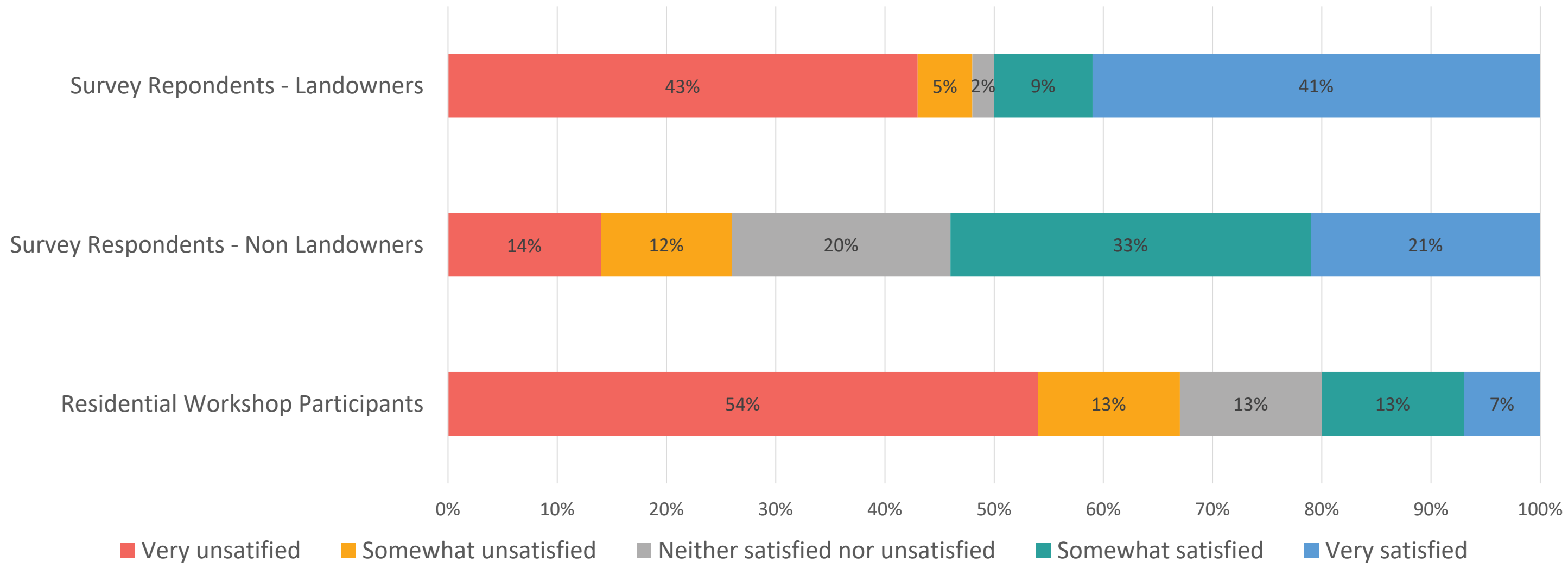
# Phase 3A engagement results

## Online survey



# Phase 3A engagement results

How satisfied are you with the overall Land Use Scenario A?



# Phase 3 engagement results

## Scenario A

"Guidance should also be taken from the more recent business condo development in Ordze Park wherein the maximum height of 2 storeys is further limited to 1 storey development adjacent to county residential."

-Landowner Survey Participant

"I would like to see more opportunities for redevelopment for those country residential lots that are not adjacent to wye road."

-Landowner Survey Participant

"More modern "neighbourhood as a village" plan, like some older European cities. Limiting the NEED for a vehicle is way better for the environment. I would love to live in this plan."

-Survey Participant

"We don't need new Sherwood park developments to become concrete jungles. I also hope there will be traffic calming measures used as well."

-Survey Respondent

"Consider single family housing in buffer instead of higher density. Want more of a graduated density."

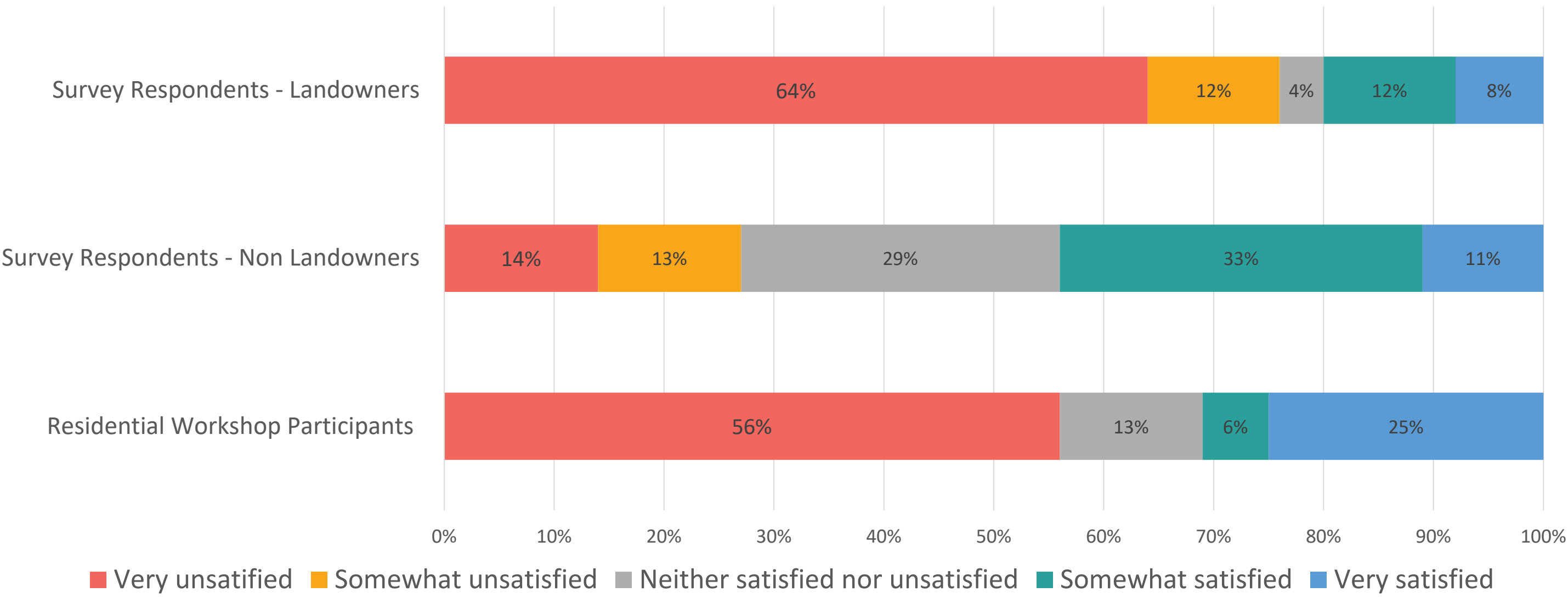
-Residential Workshop Participant

"Elegant design that would benefit the community"

-Residential Workshop Participant

# Phase 3A engagement results

How satisfied are you with the overall Land Use Scenario B?



# Phase 3A engagement results

## Scenario B

"Current owners on northern acreage properties are looking to redevelop their properties as they have lost the county residential character despite current buffers and transitioning. Scenario A and B just moves the "pain/harm" they have experienced down the line onto even more country residential residents."

-Landowner Survey Participant

"I don't think it meets the vision having such large development butting up to the acreages."

-Residential Workshop Participant

"This scale of redevelopment is too excessive; it is just too much."

-Residential Workshop Participant

"Too much redevelopment and may not be fair to the existing residents who prefer a quieter setting."

-Survey Respondent

"A logical place to infill, upgrade, develop, a neighbourhood that is too close to the center of activities to be ignored."

-Survey Respondent

"The development of trails would be a positive if it is done safely. There are concerns about the width of the road and whether a trail can be added."

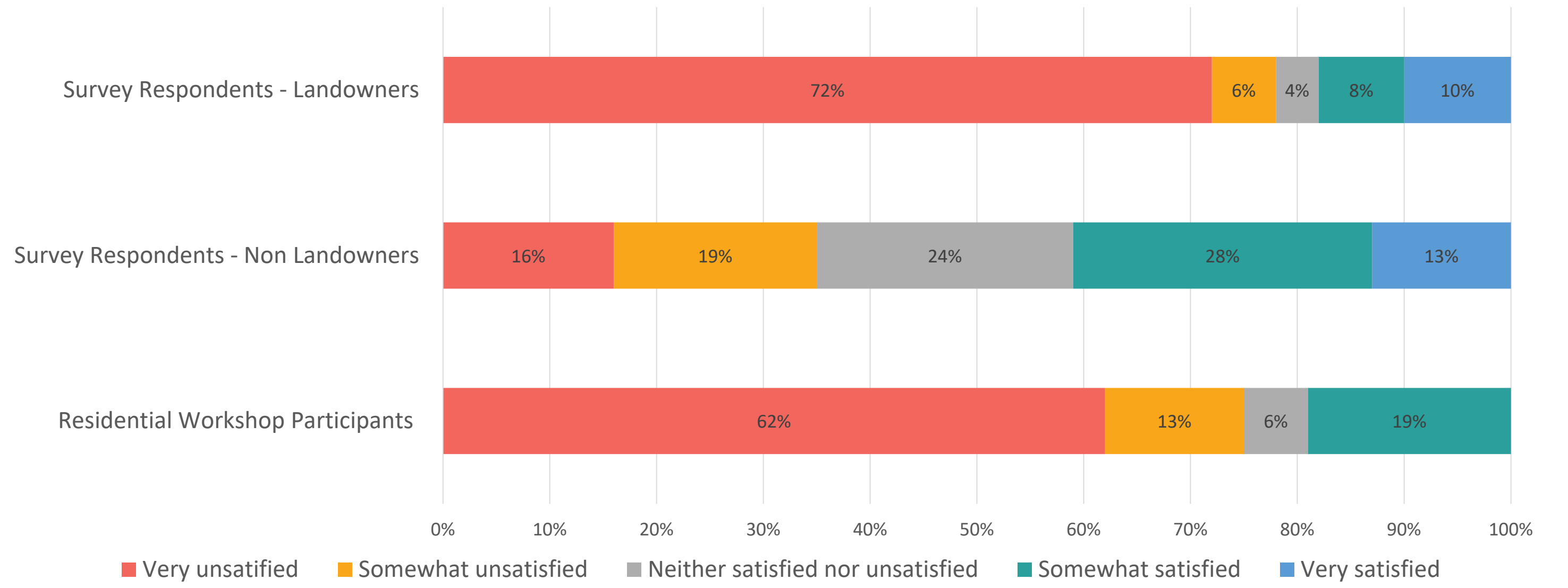
-Residential Workshop Participant

"The most acceptable redevelopment would be single family redevelopment (low density). It would have the least impact on existing country residential"

-Residential Workshop Participant

# Phase 3A engagement results

How satisfied are you with the overall Land Use Scenario C?



# Phase 3A engagement results

## Scenario C

"This scenario is "low " only in terms of the # properties proposed for change. No low impact /lower use potentially more acceptable urban use has been included."

-Landowner Survey Respondent

"I feel Scenario C provides a reasonable approach to the development allowing for a smoother transition between the new development and existing country development."

-Landowner Survey Respondent

"No significant change, we are likely to be revisiting the issue again in the near future."

-Survey Respondent

"Minimizing the impact on the CR lands. It is a logical extension of commercial and mixed development along Wye Rd."

-Survey Respondent

"The properties on the east side of Range Road 233 next to Ash Street have been on a very busy road for a long time and should be able to develop."

-Residential Workshop Participant

"Individuals who wish to develop have been alienated by the community even though they are working hard to be amicable. We want to do a good job. There must be a way to make everyone happy."

-Residential Workshop Participant



# Phase 3A engagement results

## Major topics to be addressed in the draft recommended land use concept

### 1. Opinions about the future of the area are polarized.

- Residential landowners' opinions on redevelopment are much more polarized compared to other stakeholders (consistent with phases 1 and 2).
- The majority of residential landowners adjacent to the existing commercial area are strong advocates for redevelopment in the area.
- Other landowners are extremely opposed and propose no redevelopment in the area at all.

#### Next Steps:

- Strathcona County's mandate for the South of Wye ARP Project is to outline how redevelopment may proceed within the project area, therefore a scenario with no redevelopment was not provided as an option for Phase 3A.
- The draft Recommended land use concept and subsequent ARP policy will incorporate feedback regarding buffers, land use transition, building heights and lot-splitting.

# Phase 3A engagement results

## Major topics to be addressed in the draft recommended land use concept

### **2. The quality (type, size, and appearance) of the buffer between the redeveloping and residential area is fundamental to agreeable redevelopment.**

- Mitigating traffic noise, views, and garbage generated by the redeveloping area were key concerns of local residents.

#### Next steps:

- The draft Recommended land use concept and corresponding Area Redevelopment Plan policies will clearly articulate the requirement for buffers relative to the redeveloping areas and adjacent country residential.

# Phase 3A engagement results

## Major topics to be addressed in the draft recommended land use concept

**3. Landowners within the project area raised concerns regarding the proposed building heights for both the existing commercial area, as well as the existing country residential parcels proposed for redevelopment opportunities.**

- Many landowners within the project area were clear in their preference for lower-density redevelopment.

### Next steps:

- The project team will review the proposed heights in the project area and potential options for lower-density to act as a transitional land use in the draft recommended land use concept.

# Phase 3A engagement results

## Major topics to be addressed in the draft recommended land use concept

### **4. More information is needed on lot-splitting within the country residential area.**

- Key questions include: where lot-splitting would be allowed, what types of buildings would be allowed on new lots, and servicing capacity in the area to support an increase in density through lot-splitting.

#### Next steps:

- A concurrent utilities study is being conducted to assess current and potential capacity for servicing redevelopments in the South of Wye ARP Project area.
- The study, draft recommended land use concept and corresponding Area Redevelopment Plan policies will describe the potential for lot-splitting in the area and areas where lot-splitting would be considered, including lot sizes and servicing requirements.

# Phase 3A engagement results

## Major topics to be addressed in recommended land use scenario

### **5. The redevelopment plan needs to address the potential of redevelopment causing a “domino effect” throughout the area.**

- Concern that if existing country residential parcels develop into urban commercial or residential – that will result in adjacent parcels that will then wish to redevelop, and so on, pushing redevelopment further south.

#### Next steps:

- The recommended land use concept and corresponding ARP policies will carefully consider locations for redevelopment and the development of local roadway access to limit redevelopment viability to a concentrated area.
- Supporting ARP policy will stress the maintenance of existing country residential in the area.

# Phase 3A engagement results

## Major topics to be addressed in recommended land use scenario

### **6. Safe active transportation connections remain a priority for residents and visitors to the area.**

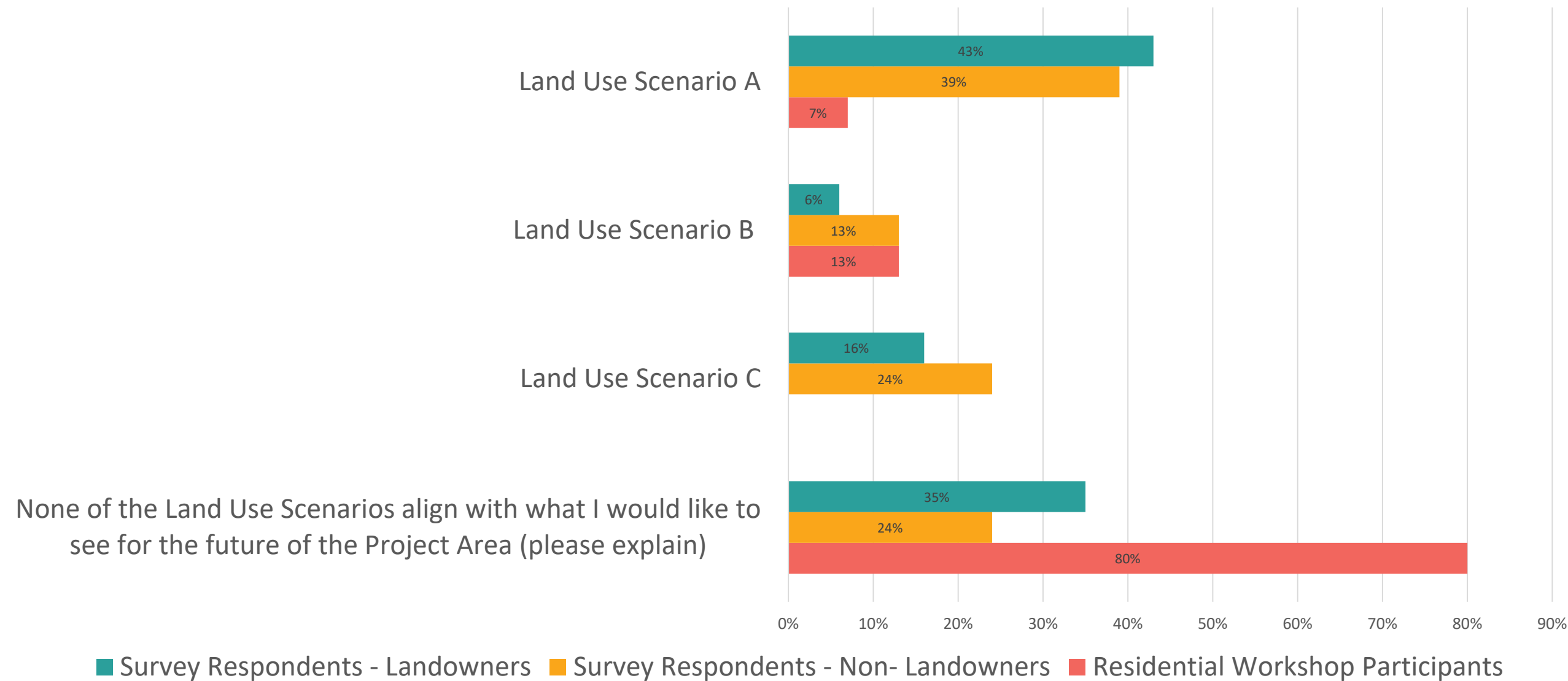
- Participants reiterated the need for multi-use trails that are safe for people of all ages and abilities to use.

#### Next steps:

- Detailed cross-sections of local roadways and routes are in development to depict the proposed style of multi-use paths within the South of Wye ARP Project area.
- Corresponding ARP policies will stress the importance of safety in the construction of active transportation connections and potential conflicts with vehicles in the currently auto-oriented environment.

# Phase 3A engagement results

Which of the potential land use concept scenarios best align with what you would like to see for the future of the project area?





# Discussion items for next steps

- **Is no redevelopment in existing country residential an option?**

**Vision and guiding principles** – Supports redevelopment adjacent to the existing commercial area south of Wye Road.

**Development pressure** – Even if the ARP limits redevelopment – area landowners can still make redevelopment applications.

**Current policy in place** – Currently policy has potential for redevelopment in the form of re-subdivision (0.3 acre lots).

**Opinions are polarized** – Majority of country residential landowners adjacent to the existing commercial area south of Wye Road want redevelopment – most others in the existing country residential area do not.

**“Domino effect”** – Concerns of how to limit redevelopment further.





Ordze  
Transit  
Centre

SHERWOOD DR

WYE RD (HWY 630)

ORDZE AV

ORDZE AV

52380 RNG RD 233

ASH ST

Salisbury Village

SALISBURY WY

ORDZE RD

23333 WYE RD

23333 WYE RD

Ordze  
Park

Wye Road  
Gardens

52380 RNG RD 233

RNG RD 233

Campbelltown  
Heights

52349 RNG RD 233

52349 RNG RD 233

23333 WYE RD

Balmoral Heights

Sherwood Golf & County Club  
Estates



# Discussion items for next steps

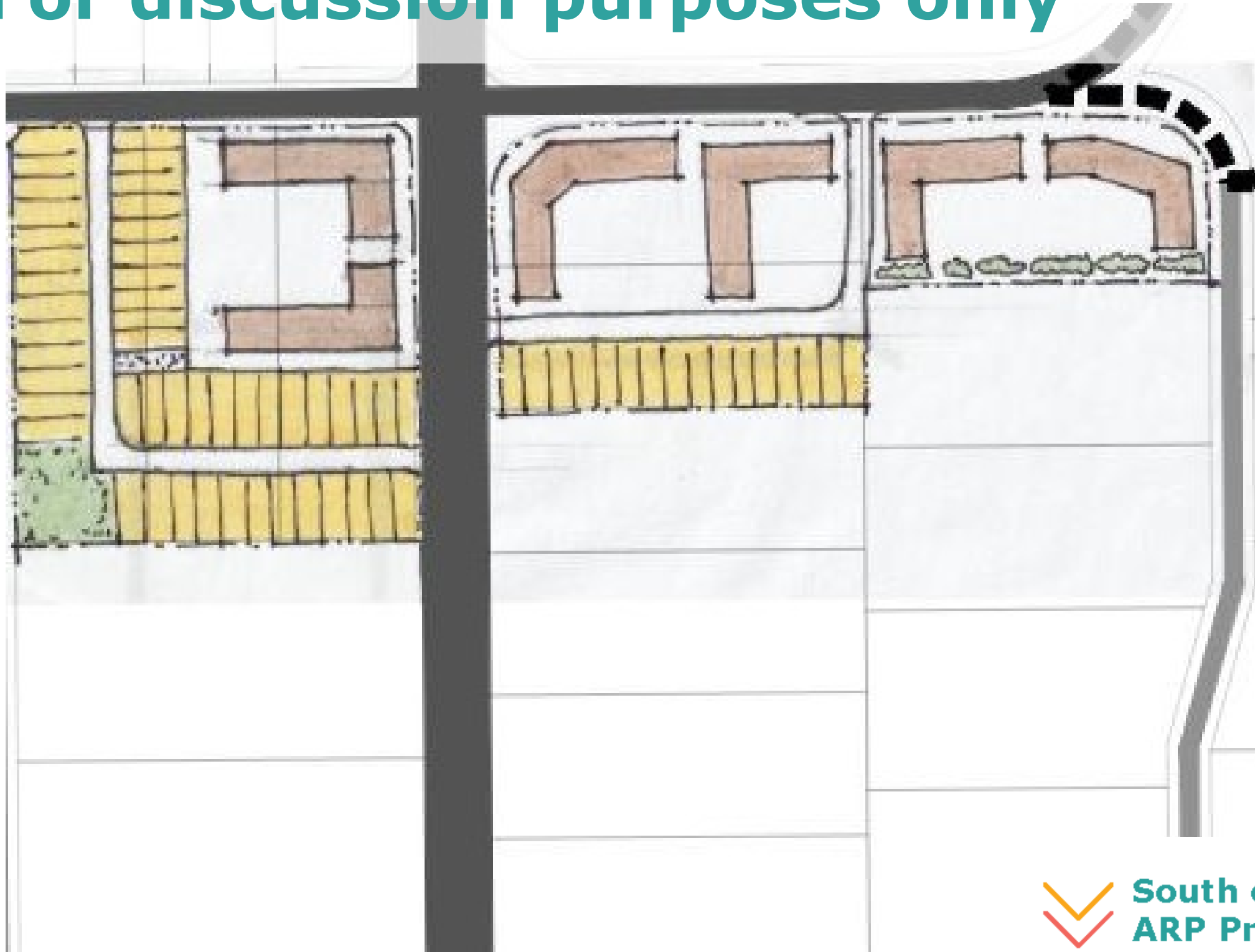
- **Urban low density vs medium density (apartment)?**

**Transition** – is low density or medium density a better land use transition?

**Density and height impacts** – Both have different potential impacts based on their form and height.

**Setback/buffers** – Opportunities for setbacks and buffers differ for each type of land use. Additional municipal reserve is not available.

# For discussion purposes only



**Urban low density  
vs medium density  
(apartment)**

**Transition/ buffer/  
density**

# Discussion items for next steps

- **Continuing with redevelopment.....**

The amount of potential redevelopment is contingent on the results from the engineering servicing analysis for Transportation and Utilities.

# Next steps

- **What We Heard Report Phase 3A was posted on the website in June.**
- **Draft recommended land use concept and next consultation - Fall 2021 (tentative – subject to engineering being completed).**

# Questions?