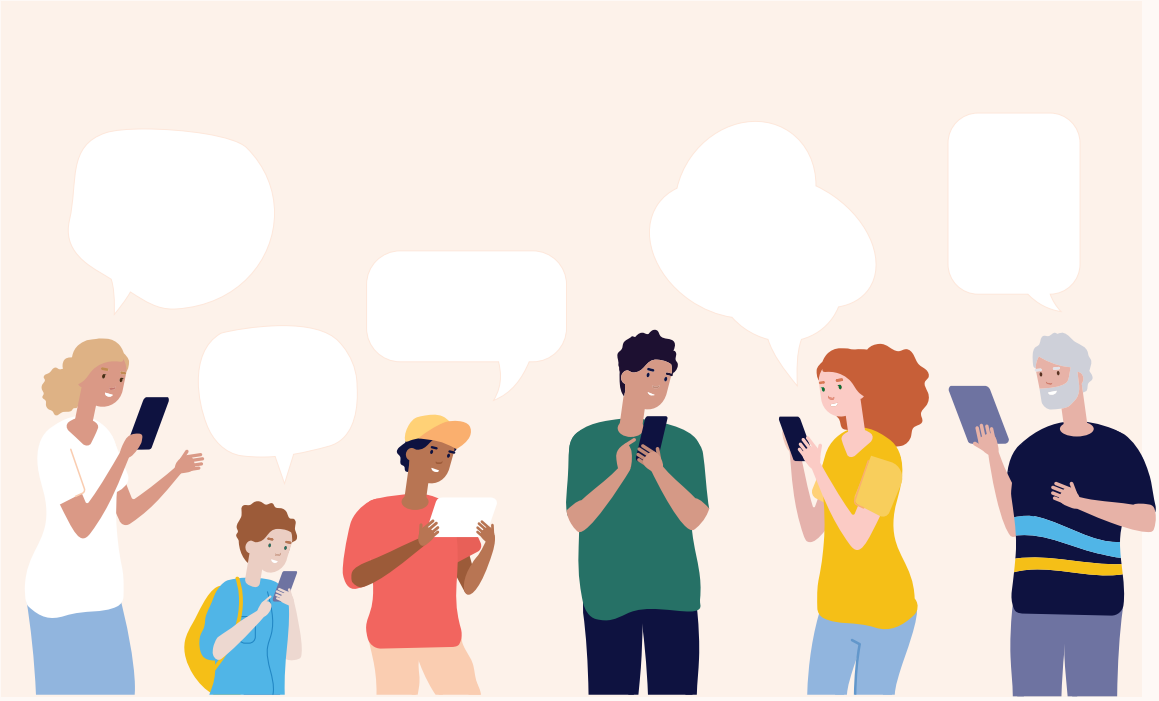
Enclosure 3

South of Wye ARP Project

South of Wye ARP Project Land Use Concept Scenarios Overview

Planning for the South of Wye ARP Project together, come join the conversation!



We are now in Phase 3A of the South of Wye ARP Project, and we would like you to be a part of it!

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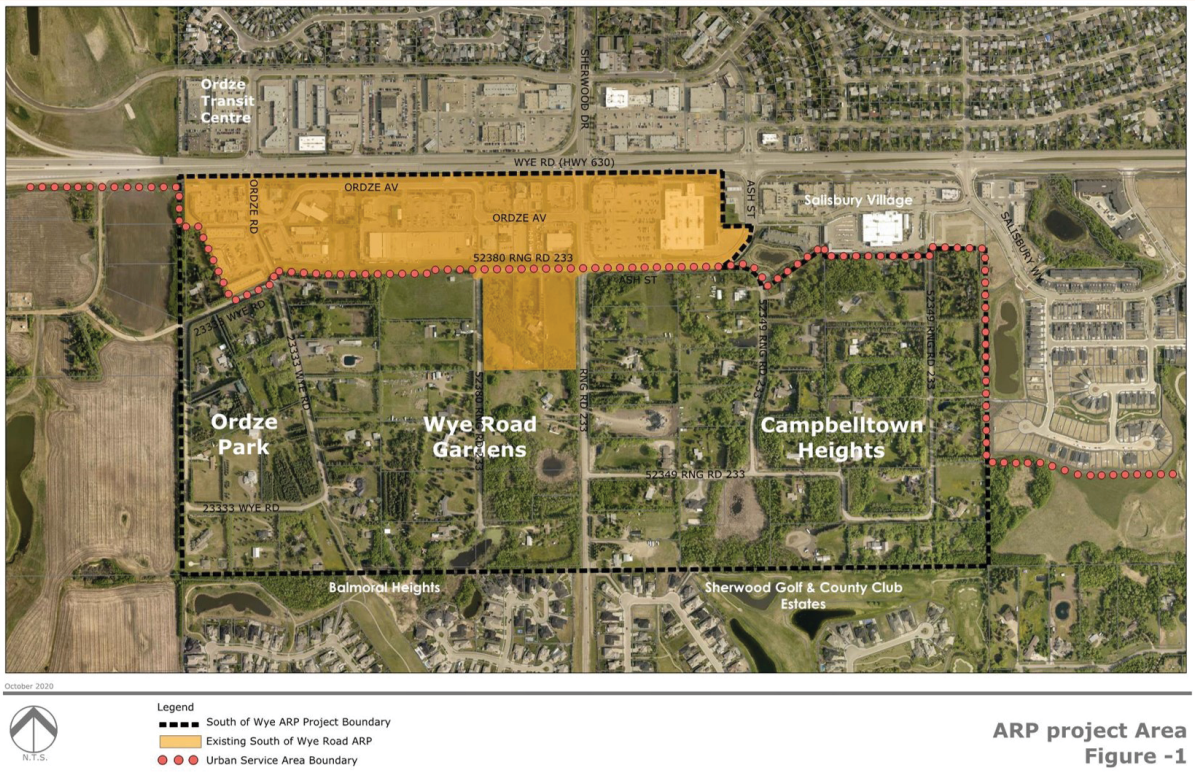
What is an Area Redevelopment Plan?

An Area Redevelopment Plan (ARP) provides guidance to landowners who may wish to redevelop their properties in the future. It answers the following questions:

- How should the land be used?
- What can be built on the land?
- What happens when people or businesses want to change it?

Purpose of the Project

The purpose of this project is to create a new ARP for Campbelltown Heights, Wye Road Gardens and Ordze Park subdivisions. The project will also update the existing South of Wye Road ARP to ensure coordination of land use and servicing in the area. Please see the project map below.



ARP project Area
Figure -1

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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

1. Retain country residential character
2. Limit redevelopment of the existing Country Residential area
3. Conserve and integrate natural areas
4. Support a mix of uses in the existing commercial area south of Wye Road
5. Enhance public open spaces and community amenities
6. Improve the transportation network

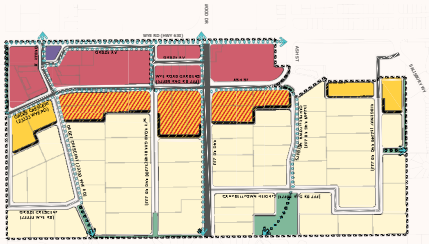
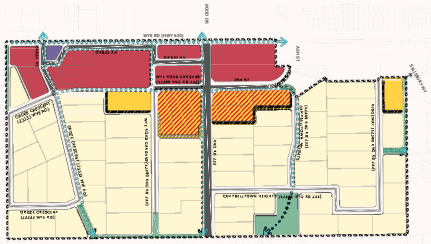
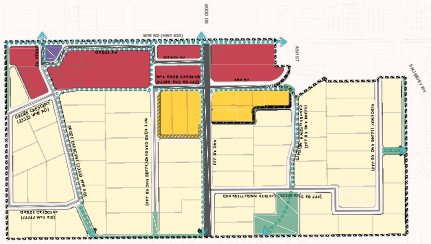
Introducing & Comparing the Scenarios

Based on the feedback received from the Phase 2 public engagement, we have revised and finalized the Vision and Guiding Principles, you can find those here: www.strathcona.ca/files/files/pds-sow-finalvisionandprinciples-april6.pdf.

Using the Vision and Guiding Principles as our foundation, **we have prepared 3 potential land use concept scenarios** for the South of Wye ARP Project Area. Each land use concept Scenario will have associated pros, cons and trade-offs. Our overall design approach is based on the following:

- Each scenario provides varying degrees of redevelopment opportunities.
- In all scenarios, the entire commercial area south of Wye Road has been designated Mixed Development – Commercial and Residential to allow for redevelopment of underutilized commercial parcels.
- Urban redevelopment of Country Residential parcels is limited to the northern edge of the area, adjacent to the existing commercial.
- Transition/buffers will be required where redevelopment parcels are adjacent to Country Residential parcels.
- Parcels identified for urban redevelopment will be required to have direct access to an Urban Collector street. Some local roads are proposed to be upgraded to Urban Collectors, where access to these redeveloped parcels is to be provided. Urban Collectors will ultimately connect with Range Road 233 or Wye Road, thereby minimizing any redevelopment traffic to flow through Country Residential areas.
- Rural Local roads will continue to be utilized by Country Residential parcels for access.

We are eager to understand the benefits and drawbacks of each scenario from your perspective.

Scenario A	Scenario B	Scenario C
		
• Land Use Scenario A proposes the most opportunity for redevelopment within the Project Area. • Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and along almost the entire northern edge of the existing Country Residential area. • The majority of the existing Country Residential area is proposed to remain as country residential with potential opportunities for lot-splitting	• Land Use Scenario B proposes less opportunity for redevelopment in comparison to Land Use Scenario A, but more redevelopment in comparison to Land Use Scenario C. • Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and along a portion of the existing Country Residential area adjacent to the existing commercial area. • The majority of the existing Country Residential area is proposed to remain as Country Residential with potential opportunities for lot-splitting.	• Land Use Scenario C proposes the lowest opportunity for redevelopment within the Project Area. • Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and Medium Density Residential is proposed along a portion of the existing Country Residential area adjacent to the existing commercial area. • The majority of the existing Country Residential area is proposed to remain as country residential with potential opportunities for lot-splitting

The table below compares the three Land Use Scenarios, assessing them against the six Guiding Principles established. You will notice that each Scenario has varying degrees of influence from each Guiding Principle.

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	🟢	🟠	🔴

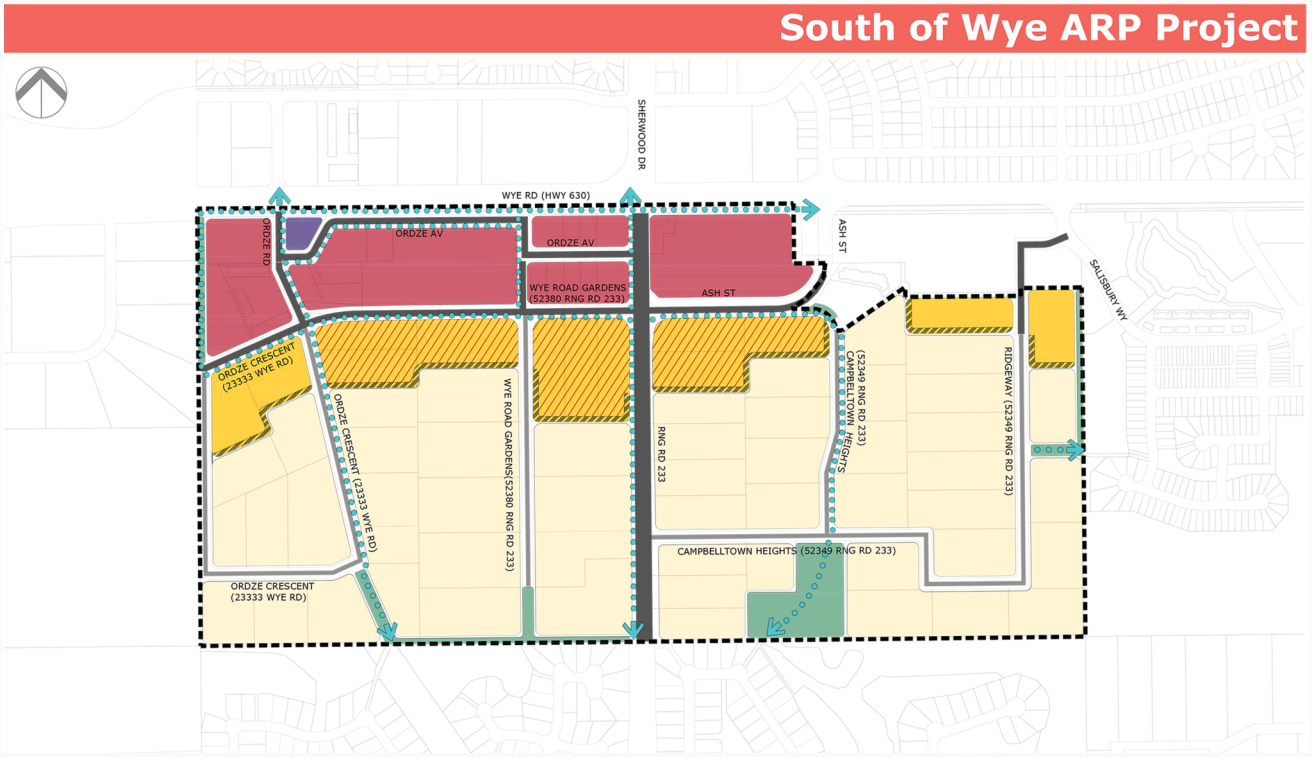
Legend

The symbols indicate the degree to which the scenario is meeting the principle

Good 🔴
Better 🟠
Best 🟢

Read on to learn more detail about each Land Use Scenario!

Land Use Scenario A



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

What do you need to know about this Scenario?

- Land Use Scenario A proposes the most opportunity for redevelopment within the Project Area.
- Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and along almost the entire northern edge of the existing Country Residential area.
- The majority of the existing Country Residential area is proposed to remain as Country Residential with potential opportunities for lot-splitting

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Land Use Scenario A

What will stay the same in this Scenario relative to Scenarios B or C?

Urban Redevelopment

- The existing commercial area south of Wye Road is proposed for Mixed Development –Commercial and Residential.
- Parcels proposed for urban redevelopment will be required to provide a transition/buffer where adjacent to Country Residential parcels.
- Similar to Scenario B, where Mixed Development – Community Commercial and Residential is proposed, community commercial would only be considered where adjacent to an Urban Collector.
- The Country Residential area will have consideration for Country Residential lot-splitting where technical requirements can be met.

Streets

- Ordze Rd. south of Ordze Ave is proposed to be upgraded to an Urban Collector in Scenarios A and B.
- East-west Wye Road Gardens (52380 Range Road 233) is proposed to be upgraded to an Urban Collector.

Active Transportation Connections

Active Transportation Connections are proposed:

- Along Range Road 233.
- North/south along Ordze Crescent (23333 Wye Road) and Ordze Road connecting to Wye Road.
- Between Ordze Crescent (23333 Wye Road) north/south and Range Road 233.
- Along Campbelltown Heights (52349 Range Road 233) through the County-owned Open Space parcel in Campbelltown Heights.
- Between Ordze Ave and Wye Road Gardens (52380 Range Road 233).

Land Use Scenario A

What will be different in this Scenario relative to Scenario B or C?

Urban Redevelopment

- Mixed Development – Commercial and Residential is proposed for the parcel north of Ordze Crescent (23333 Wye Road) adjacent to the existing south of Wye Road commercial area.
- Mixed Development – Community Commercial and Residential is concentrated between Ordze Crescent (23333 Wye Road) and Campbelltown Heights (52349 Range Road 233) directly south of the existing commercial area south of Wye Road.
- Medium Density Residential is proposed west of Ordze Crescent (23333 Wye Road).
- Medium Density Residential is proposed for two parcels in Campbelltown Heights along the north boundary of the Project Area adjacent to Ridgeway (52349 Range Road 233).

Streets

- A new east-west Urban Collector is proposed between Ordze Crescent (23333 Wye Road) and Wye Road Gardens (52380 Range Road 233).
- A new north-south Urban Collector is proposed to connect Ordze Av to Wye Road Gardens (52380 Range Road 233).
- East-west Ordze Crescent (23333 Wye Road) is proposed to be upgraded to an Urban Collector.
- The northern portion of Ridgeway (52349 Range Road 233) is proposed to be upgraded to an Urban Collector.
- Ordze Road south of Ordze Ave is proposed to be upgraded to an Urban Collector in Scenarios A and B but not in Scenario C.

Land Use Scenario A

What will be different in this Scenario relative to Scenario B or C?

Active Transportation Connections

Active Transportation Connections are proposed:

- Along the east-west Ordze Crescent (23333 Wye Road) directly south of the existing commercial area south of Wye Road.
- Along the west boundary of the Project Area within County-owned Open Space connecting from Ordze Crescent (23333 Wye Road) to Wye Road.

Example illustration of Mixed Development - Commercial and Residential in existing commercial area south of Wye Road.

Example illustration of a buffer/ transition where urban redevelopment is proposed adjacent to Country Residential.

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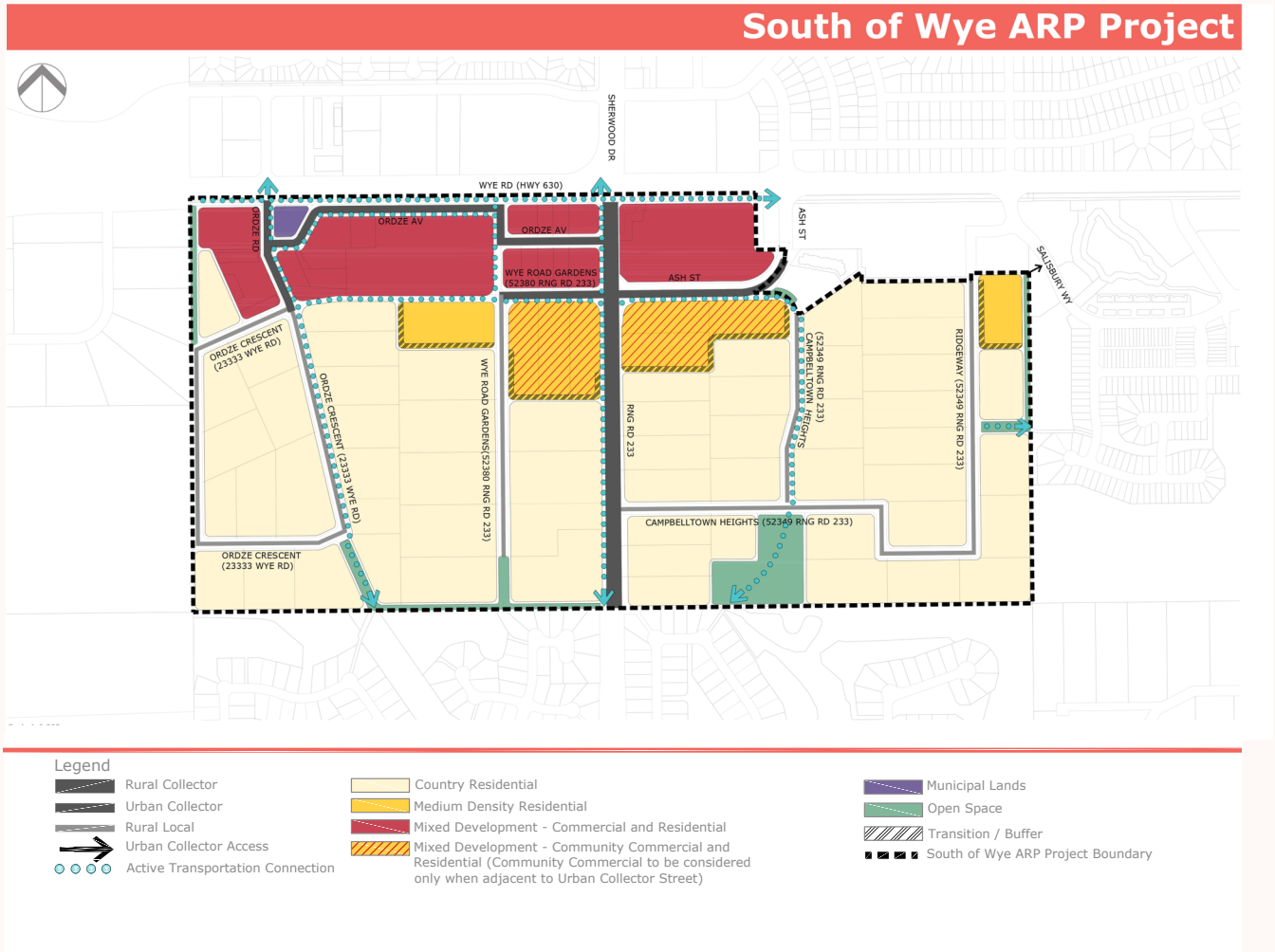
Land Use Scenario B



What do you need to know about this Scenario?

- Land Use Scenario B proposes less opportunity for redevelopment in comparison to Land Use Scenario A, but more redevelopment in comparison to Land Use Scenario C.
- Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and along a portion of the existing Country Residential area adjacent to the existing commercial area.
- The majority of the existing Country Residential area is proposed to remain as Country Residential with potential opportunities for lot-splitting.

Land Use Scenario B

What will stay the same in this Scenario relative to Scenarios A or C?

Urban Redevelopment

- The existing commercial area south of Wye Road is proposed for Mixed Development –Commercial and Residential.
- Parcels proposed for urban redevelopment will be required to provide a transition/buffer where adjacent to Country Residential parcels.
- Where Mixed Development – Community Commercial and Residential is proposed, community commercial would only be considered where adjacent to an Urban Collector, similar to Scenario A.
- The Country Residential area will have consideration for Country Residential lot-splitting where technical requirements can be met.

Streets

- Ordze Road south of Ordze Ave is proposed to be upgraded to an Urban Collector similar to Scenario A.
- East-west Wye Road Gardens (52380 Range Road 233) is proposed to be upgraded to an Urban Collector.

Active Transportation Connections

Active Transportation Connections are proposed:

- Along Range Road 233.
- North/south along Ordze Crescent (23333 Wye Road) and Ordze Road connecting to Wye Road.
- Between Ordze Crescent (23333 Wye Road) and Range Road 233.
- Along Campbelltown Heights (52349 Range Road 233) through the County owned Open Space parcel in Campbelltown Heights.
- Between Ordze Ave and Wye Road Gardens (52380 Range Road 233).

Land Use Scenario B

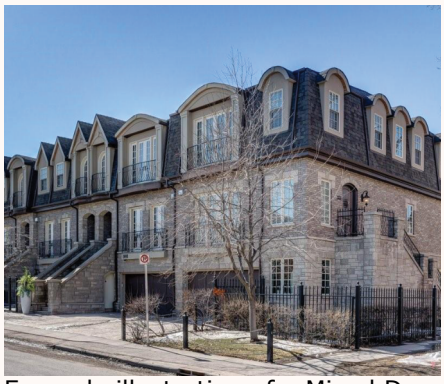
What will be different in this Scenario relative to Scenario A or C?

Urban Redevelopment

- Mixed Development – Community Commercial and Residential is concentrated east of Wye Road Gardens (52380 Range Road 233) and west of Campbelltown Heights (52349 Range Road 233).
- Medium Density Residential is proposed for one parcel west of Wye Road Gardens (52380 Range Road 233).
- Medium Density Residential is proposed for one parcel in Campbelltown Heights along the north boundary of the Project Area, adjacent to Ridgeway (52349 Rang Road 233).

Streets

- Access for the proposed Medium Density parcel along Ridgeway be provided through through the adjacent parcel to the east, connecting to Salisbury Way.
- Ordze Road south of Ordze Ave is proposed to be upgraded to an Urban Collector.



Example illustration of a Mixed Development - Community Commercial and Residential proposed for some parcels directly south of the existing commercial area south of Wye Road.

Example illustration of an Active Transportation Connection.

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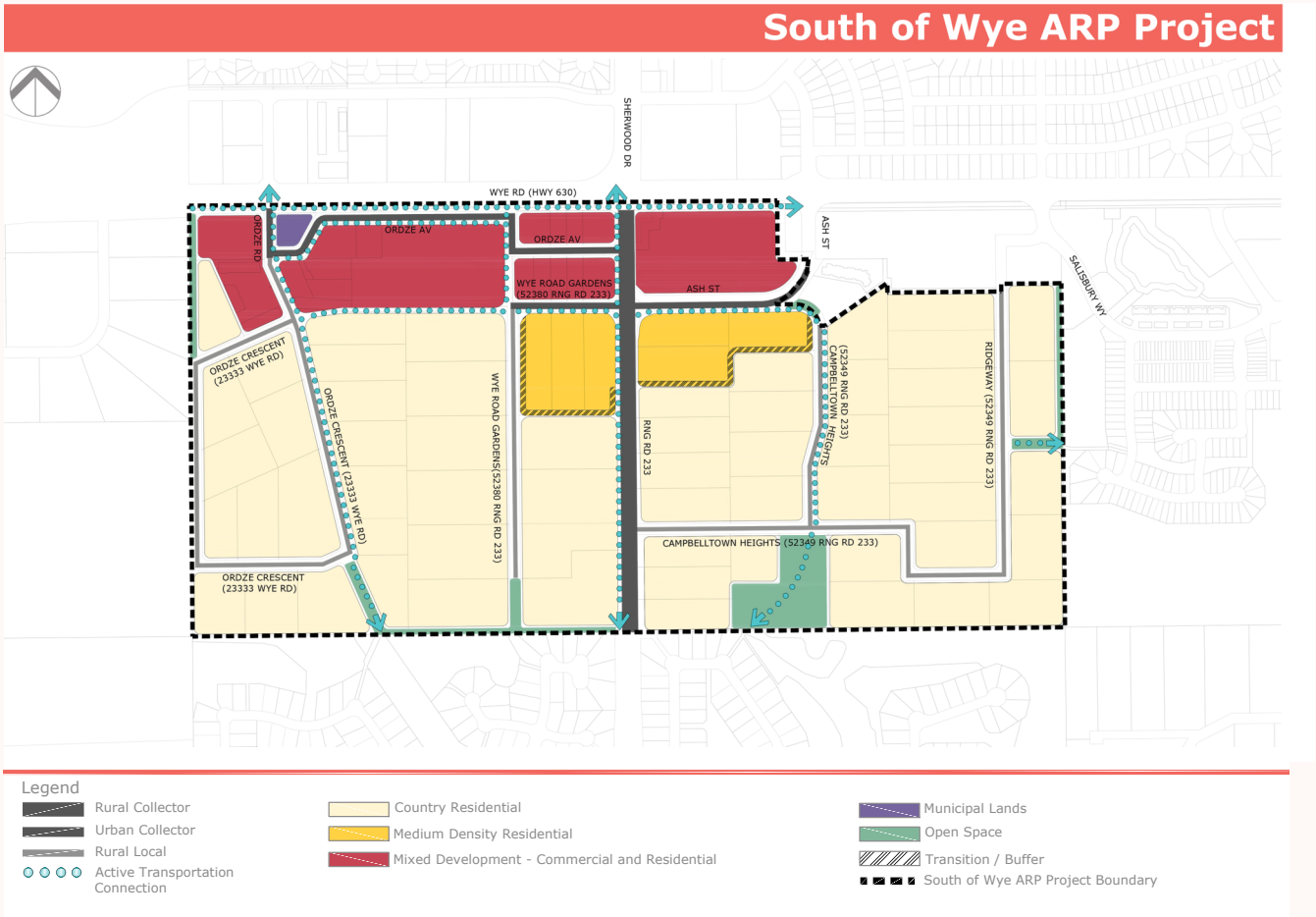
Land Use Scenario C



What do you need to know about this Scenario?

- Land Use Scenario C proposes the lowest opportunity for redevelopment within the Project Area.
- Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and Medium Density Residential is proposed along a portion of the existing Country Residential area adjacent to the existing commercial area.
- The majority of the existing Country Residential area is proposed to remain as County Residential with potential opportunities for lot-splitting

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Land Use Scenario C

What will stay the same in this Scenario relative to Scenario A or B?

Urban Redevelopment

- The existing commercial area south of Wye Road is proposed for Mixed Development –Commercial and Residential.
- Parcels proposed for urban redevelopment will be required to provide a transition/buffer where adjacent to Country Residential parcels.
- The Country Residential area will have consideration for Country Residential lot-splitting where technical requirements can be met.

Streets

- East-west Wye Road Gardens (52380 Range Road 233) is proposed to be upgraded to an Urban Collector.

Active Transportation Connections

Active Transportation Connections are proposed:

- Along Range Road 233.
- North/south along Ordze Crescent (23333 Wye Road) and Wye Road Gardens (52380 Range Road 233).
- Between Ordze Crescent (23333 Wye Road) and Range Road 233.
- Between Ordze Ave and Wye Road Gardens (52380 Range Road 233).
- Along Campbelltown Heights (52349 Range Road 233) through the County owned Open Space parcel in Campbelltown Heights.

Land Use Scenario C

What will be different in this Scenario relative to Scenario A or B?

Urban Redevelopment

- Scenario C does not propose any Mixed Development – Community Commercial and Residential.
- Medium Density Residential is concentrated east of Wye Road Gardens (52380 Range Road 233) and west of Campbelltown Heights (52349 Range Road 233) directly south of the existing commercial area south of Wye Road.

Example illustration of Medium Density Residential proposed for some parcels directly south of the commercial area south of Wye Road.

Example illustration of Country Residential proposed to be retained in the majority of the existing Country Residential area.

Here is some information and definition terms you might find helpful as you review each Land Use Scenario.

High Density Residential:
Means apartments greater than four storeys.

Medium Density Residential:
Means triplex, stacked townhouses, row housing and apartments less than five storeys.

Mixed Development – Commercial and Residential:
Means development that mixes compatible commercial and residential uses either within buildings or in close proximity of each other. A variety of commercial uses could be considered within the area proposed for Mixed Development – Commercial and Residential, including professional offices, retail and food services. The proposed Mixed Development – Commercial and Residential area would also consider both medium density residential and high density residential development.

Mixed Development – Community Commercial and Residential:
Means development that mixes compatible community commercial and residential uses either within buildings or in close proximity of each other. Community commercial consists of personal, retail and food services of a limited scale that primarily serves the day to day needs of a single neighbourhood. The proposed Mixed Development – Community Commercial and Residential area would also consider medium density residential development.

Country Residential:
Means single-detached houses on larger than urban sized parcels (typically acreages) in a rural residential setting.

Open Space:
Means public lands that provide social and environmental benefit and may include outdoor infrastructure that provides an identity or sense of place for the community. Open space may include, but is not limited to, landscaped areas, natural areas, active and passive recreational areas and outdoor community gathering spaces.

Municipal Lands:
Means County owned land, including the parcel where the Sherwood Park and District Chamber of Commerce is currently located.

Buffer:
Means a land use, feature or space that acts as a physical separation.

Transition/Transitioning:
Means using the placement of land uses to avoid incompatibility issues.

Urban Collector:
Urban collectors can carry higher volumes than a rural collector, and are distinct from a rural collector in that they will drain using curb and gutter, instead of ditches. Urban collectors usually include some accommodation for people walking in the form of sidewalks on one or both sides of the street. They may include bike lanes or shared use paths as well. As with the rural collector, the primary purpose of these streets is shared between access to local streets and prioritization of movement of higher volumes of traffic. Urban collectors can typically be between two to six lanes.

Rural Collector:
Rural Collector – Rural collector roads are higher volume two to four lane roads. The primary function of these roads is shared between access to lower volume local roads and movement of traffic. These roads have ditch drainage and typically have painted shoulders. There is typically little to no accommodation for people walking and cycling, though some may include separated shared use paths.

Rural Local:
A rural local road is typically a two lane road that carries lower volumes of traffic between private accesses and higher volume collector roads. A rural road has ditch drainage, and typically no sidewalks or trails within the road right of way.

Active Transportation Connections:
Means linear open space for human-powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.