BYLAW 4-2020

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING AN AREA STRUCTURE PLAN.

AS:

A. section 633 of the *Municipal Government Act*, RSA 2000, c M-26, as amended, enables council to adopt by bylaw an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land; and

B. it is deemed advisable to repeal the existing area structure plan and amendments for the Salisbury Village Area and adopt a new area structure plan for the Salisbury Village Area.

THEREFORE Council enacts as follows:

1. This Bylaw may be cited as the "Salisbury Village Area Structure Plan".

2. The document entitled "Salisbury Village Area Structure Plan" attached to this Bylaw as Schedule "A" is hereby adopted as an area structure plan pursuant to the *Municipal Government Act*, RSA 2000, c M-26, as amended.

3. County Bylaw 51-2015, County Bylaw 23-2016, County Bylaw 40-2016 and County Bylaw 3-2018 are repealed.

Read a first time this 21st day of January, 2020.

Read a second time this 21st day of January, 2020.

Read a third time this 21st day of January, 2020.

Signed this 28th day of January, 2020.

Rod Frank
Mayor

Mavis Nathoo
Director,
Legislative and Legal Services

Bylaw 4-2020
Schedule "A"

SALISBURY VILLAGE

AREA STRUCTURE PLAN

Prepared for: Campbelltown Village Developments Ltd.
Presented by: Select Engineering Consultants Ltd.
Date: December 19, 2019
RPT-1-148-16004-8.5-SVASP-Comm-191219.docx

Table of Contents

List of Appendices

List of Tables

List of Figures

1.0 Introduction

1.1 Purpose

The purpose of the Salisbury Village Area Structure Plan is to outline the development intentions of this comprehensive community plan. Although this plan is divided into three major development areas to reflect different ownership and phasing, the intent is to develop a complete "Urban Village" that is connected, seamless and unified as one coherent community in Sherwood Park. Salisbury Village will become a model of mixed land use and environmental stewardship in Sherwood Park where residents can live, work and play. This Plan incorporates sustainable development elements and is consistent with County policies advancing complete and compact community planning.

1.2 Background

The Salisbury Village Area has been guided by a number of different ASP's over the years. Below is a brief chronology of the history of the prior ASP approvals.

- The original South Wye Area Structure Plan Bylaw 85-90 approved on June 11, 1991 intended to provide a combination of Low Density Commercial, Business Park and a Commercial Centre development.
- The South Wye Area Structure Plan Bylaw 54-2007 approved on June 4, 2007 proposed to retain the natural flow of the landscape and wetlands, encourage green building technology and reduce resource use and energy waste where possible. It also introduced a mix of higher density residential housing and a more mixed use commercial format into the Plan.
- The Salisbury Village Area Structure Plan Bylaw 38-2009 approved on June 16, 2009 further modified the shape and mix of commercial/mixed use development and the density of residential uses within Phase 2 only.
- The Salisbury Village ASP Bylaw 18-2010 was approved on June 22, 2010. This amendment modified land uses in Phase 3, east of Mitchell Street. This amendment more clearly defined the natural area and its associated buffer and re-designated land uses in Phase 3. Land use generally changed from Commercial and Mixed Use Village Centre to a combination of Mixed Business Park and Business Park Office. This amendment also realigned Mitchell Street slightly and identified roundabouts in the Plan Area. This Bylaw was repealed and replaced by Bylaw 63-2013.
- The Salisbury Village ASP Bylaw 51-2015 was approved on November 3, 2015. This amendment was submitted to expand the Phase 2 to the south.
- The Salisbury Village ASP Bylaw 23-2016 was approved on June 21, 2016. This amendment was submitted to redesignate a portion of medium density residential – townhouse to medium density residential semi-detached/townhouse and update the area to a "flex site".
- The Salisbury Village ASP Bylaw 40-2016 was approved on September 13, 2016. This amendment was submitted to update land use text and regulation.

- The Salisbury Village ASP Bylaw 3-2018 was approved on January 23, 2018. This amendment was submitted to delete all reference of districting within Phase 2, Stage 3.

1.3 Location and Land Ownership

The Salisbury Village ASP Area is generally located between Range Road 232 (Brentwood Boulevard) and Range Road 233 (Sherwood Drive), south of Wye Road. **(See Figure 1)**

The Salisbury Village ASP Area is held under several different certificates of title and totals approximately 119.94 acres (48.54 hectares). Phasing within the Plan Area generally follows land ownership.

- Phase 1: 21.94 ac (8.88 ha)
- Phase 2: 70.26 ac (28.43 ha)
- Phase 3: 27.75 ac (11.23 ha)

1.4 Existing and Adjacent Land Use

Campbelltown Heights, a country residential community, forms the south boundary of Phase 1 and the west boundary of Phase 2. The south boundary of Phase 2 and Phase 3 is formed by the Glenwood Memorial Gardens Cemetery, which is half developed. North, across Wye Road, are the single family residential communities of Sherwood Heights and Maplegrove. East of the ASP Phase, across Range Road 232, is the existing residential community of the Estates of Sherwood Park.

1.5 Site Features

1.5.1 Topography and Vegetation

The Salisbury Village area has been used for various agricultural uses over the years. Phase 1 has been developed, altering its original topography and vegetation. The rolling topography of Phase 2 and 3 is a unique feature of the Plan Area providing an attractive rolling prairie character with a high point bordering the Cemetery. This high point offers potential views south to the rural area over the cemetery lands. **(See Figure 2)** Elevations on the site vary from a low of approximately 734m to a high of 744m.

Two wetlands and their associated tree cover in Phase 2 and 3 are significant natural features within the Plan Area. Much of the tree cover associated with these wetlands is retained in the Plan area by a combination of municipal and environmental reserve. Phase 2 also contains a mature "shelter belt" of coniferous trees, forming a visual division between Phase 2 and Phase 3. Due to grading constraints this stand cannot be retained with development of the Plan. Several smaller scattered tree stands will also be removed for development. Phase 3 also has a stand of coniferous trees at the northeast corner with the balance of the land having a number of planted and native tree stands and open pasture. The plan proposes to retain the trees in the north east portion of Phase 3 as municipal reserve and potential to retain native shrub vegetation along Wye Road will be explored through the detailed design.

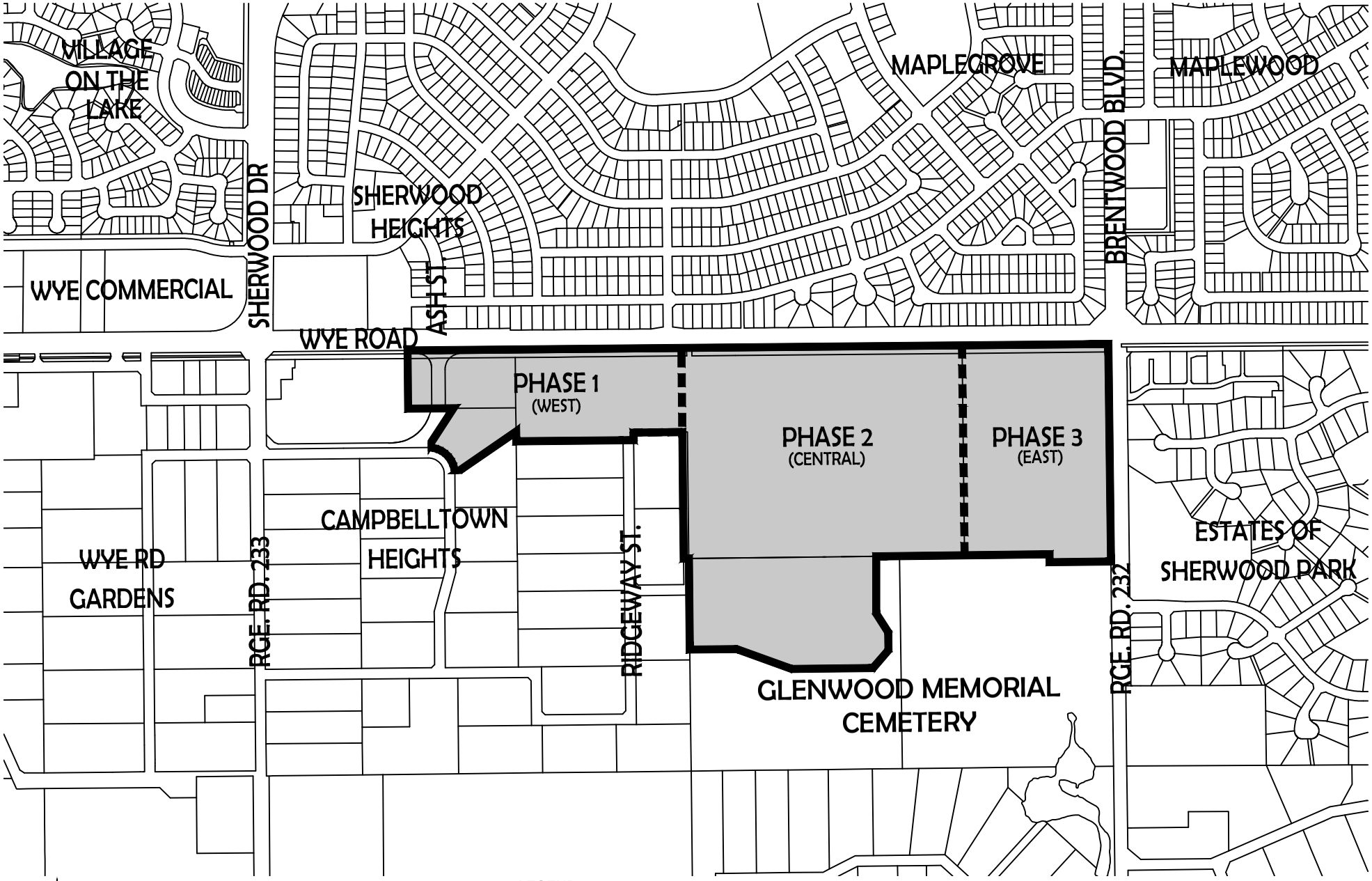

VILLAGE ON THE LAKE
MAPLEGROVE
MAPLEWOOD
BRENTWOOD BLVD.
SHERWOOD DR
SHERWOOD HEIGHTS
ASH ST.
WYE COMMERCIAL
WYE ROAD
PHASE 1
(WEST)
PHASE 2
(CENTRAL)
PHASE 3
(EAST)
CAMPBELLTOWN HEIGHTS
WYE RD GARDENS
RGE. RD. 233
RIDGEWAY ST.
ESTATES OF SHERWOOD PARK
RGE. RD. 232
GLENWOOD MEMORIAL CEMETERY
LEGEND
Salisbury Village ASP Boundary
Area Boundary
N
LOCATION PLAN
0 100 200 300 m
SCALE 1:10,000
SALISBURY VILLAGE
SHERWOOD PARK
148-16004_07_PRF001.DWG
Jcalder
July 26, 2019

FIGURE 1

EXISTING SITE FEATURES

N.T.S.

LEGEND

- Salisbury Village ASP Boundary
- Crown Claimed Wetlands
- Existing Drainage Course
- Elevations
- High Elevation
- Low Elevation

SALISBURY VILLAGE
SHERWOOD PARK

148-16004_07_PRF002.DWG
Jcalder July 26, 2019

FIGURE 2

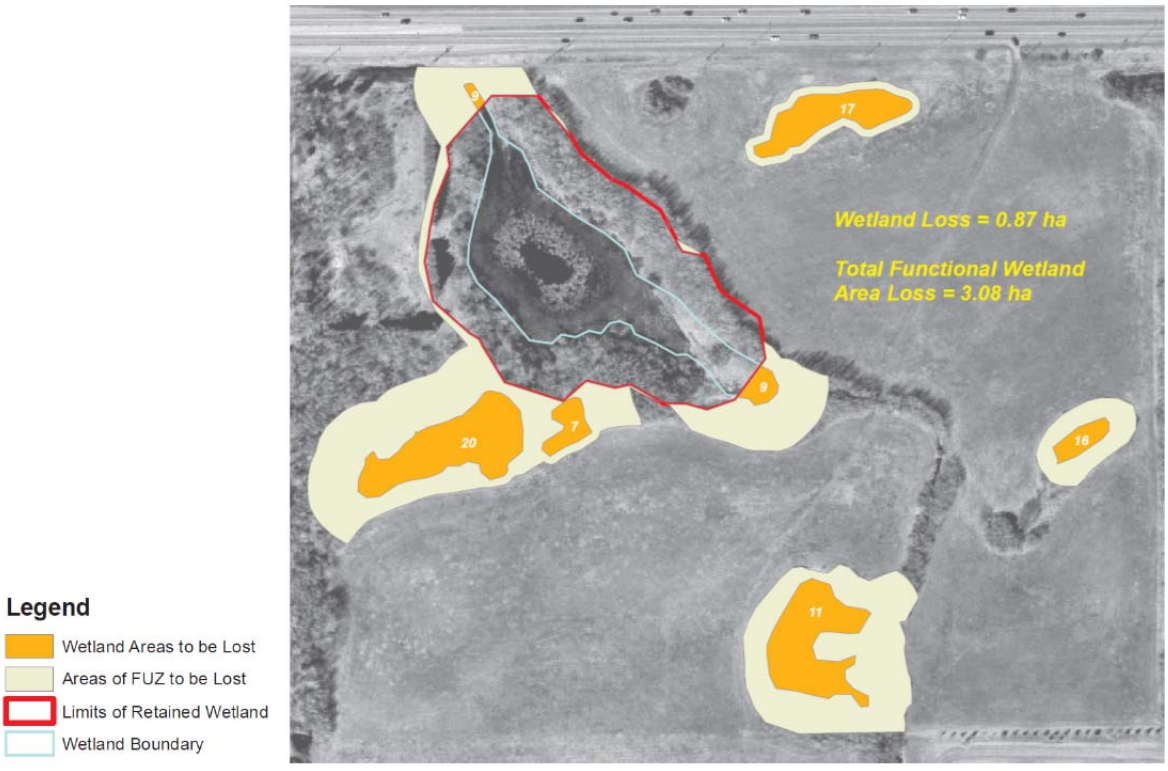
1.5.2 Wetlands and Hydrology

The Plan Area contains an existing drainage course that enters Phase 2 from the south and meanders in a northwest direction to the wetland in Phase 2 and then back southwest to Campbelltown Heights. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin.

Spencer Environmental Management's Biophysical Assessment designated the wetland in Phase 2 as Class 4 in 2007. Environmental and Sustainable Resource Development (ESRD) subsequently claimed the bed and shore of the 0.77 hectare wetland in Phase 2. and it has been retained in the Plan. Compensation has been accepted by Alberta Environment and Sustainable Resource Development for the other smaller wetlands in the north Plan area of Phase 2. Water Act approval has also been granted for removal of wetlands in the northern area of Phase 2. Compensation will still be required for four small scattered wetlands in Phase 2, Stage 3.

A combination of Environmental Reserve (ER) and Municipal Reserve (MR) has been utilized to ensure that an appropriate buffer is designated around the perimeter of the retained wetland to conserve its riparian edge. The width of the combined buffer in Phase 2 varies between approximately 20 and 32 metres. The width of the buffer in Phase 3 varies between 10 and 40 metres.

ESRD also claimed the bed and shore of a 0.44 hectare wetland in Phase 3. This wetland, in the northeast Plan Area, is proposed to be preserved in its existing natural state. A combination of ER and MR that varies between 10m and 20m wide is proposed around the wetland bed and shore to conserve the riparian edge. The remaining seven wetlands in Phase 3 will be removed. Compensation for the removal of these wetlands will be provided in compliance with County and Provincial wetland policies.



1.5.3 Environmental Site Assessment

On behalf of Avillia Developments Ltd., Thurber Engineering Ltd. conducted a Phase I Environmental Site Assessment (ESA) specific to Phase 2, Stage 3 in the spring of 2015. Based upon the inspections, assessments, and information reviewed in the Thurber Engineering Ltd. report, the Phase I ESA did not encounter any historical or visible evidence indicating the site has been impacted by contaminants generally associated with the land use of this nature.

1.6 Biophysical Assessment

Biophysical Assessments completed for the phases detailed the biophysical components of each phase and provided conservation recommendations. Congruence between these Biophysical Assessment conservation recommendations and this ASP are generally summarized in the chart below.

Recommendation	Plan Response
Retain the largest (Crown-owned) wetlands, with possible exception of the southern areas of shrub wetland community	100% of bed and shore Crown claimed wetland in Phase 2 and Phase 3 is retained in the Plan.
Establish a wetland buffer of variable width measured from wetland edge	Wetland buffer is provided on both Crown claimed wetlands by a combination of Environmental Reserve and Municipal Reserve that varies in width from a minimum width of approximately 10 m maximum to a maximum width of 40m.
Consider retaining some of the existing grades on the parcel	Highest point of land (hill) retained in southeast quadrant and natural grades retained around wetland within ER and MR.
Retain two ecological corridors, using sizeable culverts under roads and consider incorporating natural vegetation in southwest quadrant.	Retention/creation of continuous corridors was not possible owing to MR dedication for buffer around wetland. To overcome lack of high functioning continuous corridors, connectivity will be provided through larger culverts under Salisbury East Parkway and Salisbury Way that link PUL'S but also provide dry surfaces (e.g., a higher elevation "shelf"), and, remaining open spaces will be landscaped with native trees. Corridor purpose is to promote sustainable ecological processes and movement of small animals to and from the retained wetland.
Investigate retaining or moving some of the more attractive, healthy planted trees for landscaping.	Healthy, planted trees in the northeast and along RR 232 will be retained. Some habitat enhancement will be undertaken in the northwest corner to enhance the wetland buffer and habitat values provided by that area. While the treed area in the northeast corner was not identified as a high conservation priority, if enhanced it will contribute to wetland function. Reuse/ transplanting of other trees will be investigated.

1.7 Public Process and Review

1.7.1 Public Consultation Background

Extensive public consultation was conducted with the approval of the previous Area Structure Plans. A summary of that consultation history is outlined below.

Phase 1 & 2: The original Salisbury Village Area Structure Plan process incorporated various workshops and presentations prior to the open house. Workshops with staff were initiated in October 2006. The first Design Charette in November 2006 incorporated presentations to the Campbelltown Heights community, adjoining landowners, and Council so that they could review and comment on strengths and weaknesses of the proposal. The applicants contacted Campbelltown Heights residents to address outstanding issues. Discussions between the applicants and staff focused on opportunities to incorporate sustainability to the greatest extent possible.

The Public Information Meeting for the original Salisbury Village ASP was held in an 'Open House' format on Monday, April 23, 2007. The applicants and their representatives were on hand for the duration of the meeting in order to gain feedback from attendees and to answer questions. Approximately seventy people attended the meeting. Nineteen Campbelltown Heights households were represented as well as a number of residents from the Estates of Sherwood Park, Sherwood Heights, Maplegrove area and beyond.

Opinions on the original development proposal varied, from those concerned that the development would have a negative impact, particularly with respect to increased traffic, to those who enthusiastically supported the development concept in its entirety, including the mix of uses, the higher density, and the 'village center' concept. Feedback from attendees was provided through informal discussions and by written submissions. Approximately thirty three surveys to measure community support were received.

Phase 3: A comprehensive Design Charette took place from September 22 to 25, 2008 which incorporated a workshop and presentation to adjoining landowners and Council so that they could review and comment on the strengths and weaknesses of the development concept.

Regular meetings with a Strathcona County working group informed further detailed studies on the property and refined the development plan to the benefit of the community. A Public Open House consistent with Strathcona County's policies of public engagement further refined the Plan on September 21, 2009. A total of twenty nine residents registered at the Open House and twenty six completed the participant comment sheets. The majority of the attendees lived within one to two kilometers of the site.

The overall results from the Open House were generally very positive with 89% of the attendees either strongly supporting or somewhat supporting the Overall Master Plan. Support was also voiced for other aspects of the plan including Transportation Concept (81%), Principles (85%), Land Use (92%), and the Open Space Network (96%).

Concerns generally included:

- Transportation impacts associated with the development;
- Potential associated impacts of a hotel use; and
- Building heights.

Explanations including the type of higher quality business-oriented hotel envisioned for the site, a more pedestrian-oriented development with transit access, and a transition of heights from east to west with treed open space adjoining the residential developments east of Range Road 232, appeared to address concerns of many of the attendees.

1.7.2 2013 Public Consultation Requirements

Prior to this ASP amendment application being submitted to the County, a Public Information Meeting (PIM) was held at the County Hall in Sherwood Park on May 30, 2013. This PIM was organized, advertised and is summarized in accordance with the requirements of the Public Information Program (PIP) for the proposed ASP amendment approved by County Council on May 7, 2013. The purpose of the pre-application PIM was to present the features of the proposed amendments to the ASP and to gather public input prior to the County accepting a formal amendment application.

The pre-application PIM was advertised in the May 17 and May 21 editions of the Sherwood Park – Strathcona County News. Local residents were notified of the PIM by a mail-out to addresses within a notification area defined by the County. All public information materials and newspaper advertisements were submitted to the County Land Development Services Branch for approval prior to being circulated. Members of Council and administration were notified of the date, time and location for the PIM. A total of thirteen (13) people signed in at the PIM and four (4) completed the Exit Surveys. The comments received from attendees are documented in a Summary Report submitted to Strathcona County. Overall response to the proposed ASP amendments at the pre-application PIM was positive.

The proposed: reductions to building heights and residential densities; introduction of single detached residential uses; reduction of apartment uses; and provision of housing oriented to streets and open spaces in Area 2 received 100% support from attendees. Attendee's views were mixed related to potential architectural style within Area 2, with 33% indicating a preference for a contemporary style and 67% preferring a traditional style.

The proposal to: reduce the land area and square footage of commercial development; remove mixed-use commercial/office/residential uses; and to provide an opportunity for a grocery store use in Area 2 also received 100% support.

The proposed: retention of the existing wetland (with an ER buffer); retention of existing trees in the development (where feasible); concept for pedestrian linkages; provision of interpretive/education opportunities for the open space network; and changes proposed for the park space (relocation of the space, removal of some elements of the eco-centre while creating a plaza type of space) in Area 2 were 100% supported by attendees.

The proposal to: realign Salisbury Way will provide traffic calming design measures and create a one-way couplet accessing the low density residential area for Phase 2 received 100% support.

Attendees stressed the desire for development in Phase 2 to ensure the integrity of Campbelltown Heights and confirmed that the reduced densities and arrangements of land uses proposed would support this. Some concern regarding parking for higher density (townhome and apartment) developments was expressed. Adequate parking for all proposed uses will be provided in Phase 2 in accordance with Strathcona County's requirements as defined in the Land Use Bylaw.

The approved PIP for the proposed ASP amendment required a second PIM to be held prior to the application being advanced for Council consideration. The second PIM was advertised in the November 8, 2013 and November 12, 2013 editions of the Sherwood Park-Strathcona County News and was held on November 20, 2013. Local residents were notified of this PIM by a mail-out to addresses within a notification area defined by the County. All public information materials and newspaper advertisements were submitted to the County's Land Development Services Branch for approval prior to being circulated. Members of Council and administration were notified of the date, time and location for this PIM.

1.7.3 Public Consultation 2015

A Public Engagement Plan (PEP) was prepared and submitted to Strathcona County in February 2015 for a proposal to expand Salisbury Village Phase 2 by 7.14 hectares to the south which required amendments to the Municipal Development Plan (MDP), Country Residential Area Concept Plan (ACP) and the Salisbury Village Area Structure Plan (ASP). The MDP amendment was necessary to expand the Sherwood Park Urban Services Area to include the proposed expansion area of Salisbury Village ASP and an ACP amendment is required to ensure that its' boundary is consistent with the MDP. Opportunities for additional stakeholder and public input occurred through the amendment process and at the Public Hearings for the bylaws required to amend the MDP, ACP and ASP.

The first Public Information Meeting (PIM) was held at the Community Centre in Sherwood Park on March 9, 2015. The purpose of the PIM was to present the proposed MDP, ACP and ASP amendments and to gather public input prior to the County accepting formal MDP, ACP and ASP amendment applications. The proposed amendments were generally well received with all comments and questions being addressed however no formal written comments were submitted. Attendees expressed concerns about the expansion of the Sherwood Park Urban Services Area as well as the development extending towards the country residential area in the Campbelltown Heights neighbourhood. This PIM was advertised in the February 27, 2015 and March 3, 2015 editions of the Sherwood Park – Strathcona County News. Local residents were notified by a mail-out.

The second Public Information Meeting was held on September 29, 2015. This PIM was advertised September 18, 2015 and September 25, 2015 editions of the Sherwood Park-Strathcona County News. The majority of the attendees lived in the Estates of Sherwood Park east of RR 232 and so the comments mostly related to Phase 3 rather than Phase 2 Stage 3. There was some interest in obtaining more details on the landscaping of the municipal reserve designated adjacent to Campbelltown and the developer followed up with them post PIM.

Opportunities for additional stakeholder and public input occurred through the amendment process and at the Public Hearings for the bylaws required to amend the MDP, ACP and ASP.

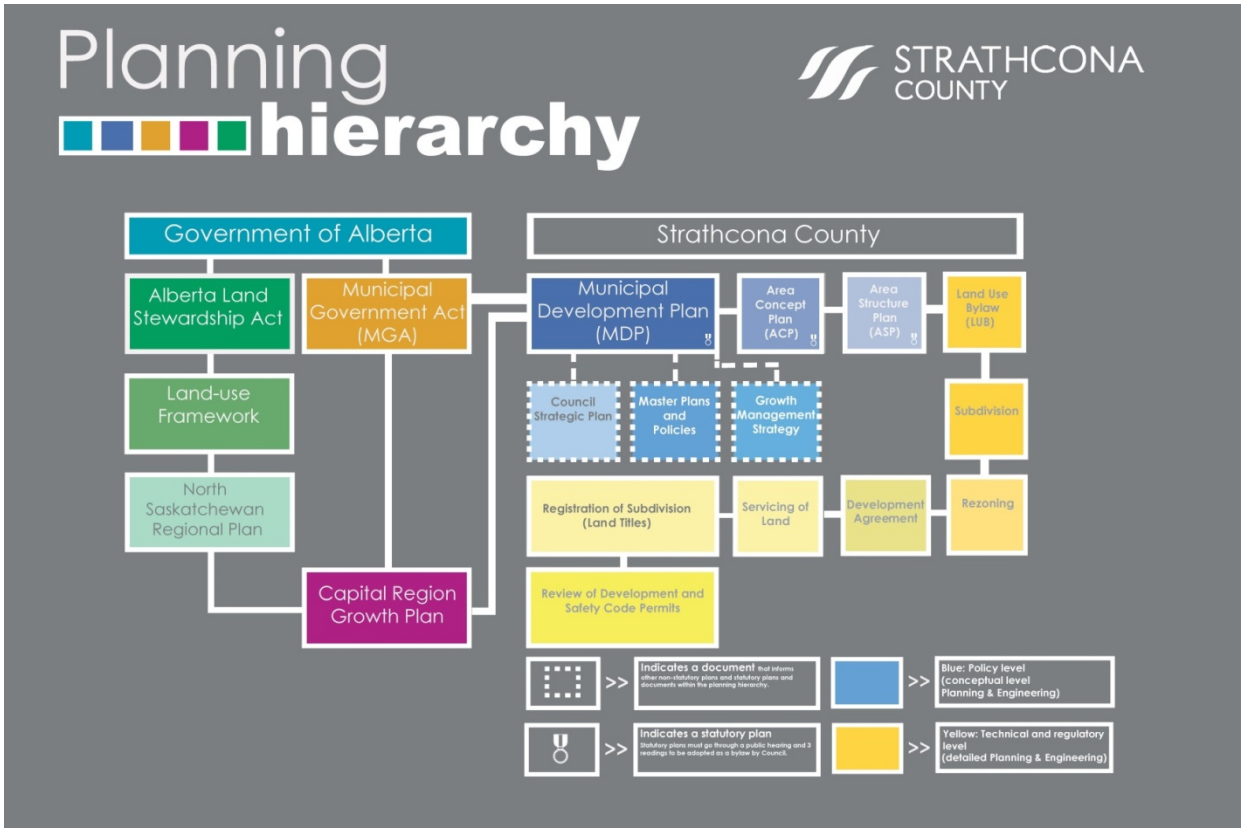
1.7.4 Public Consultation 2019

A Public Engagement Plan (PEP) was prepared and submitted to Strathcona County in June 2019 for a proposal to enable a mixed-use site within the south portion of the central commercial area. The proposed redistricting would allow for opportunities for stand-alone residential or main floor commercial and residential above. To facilitate the redistricting, an amendment to the Salisbury Village Area Structure Plan is required.

A Public Information Meeting was held at the Whitecroft Community Hall on July 22, 2019. The purpose of the PIM was to present the proposed ASP and LUB amendments and to gather public input prior to the County accepting a formal application. Mail outs were sent to surrounding residents and advertisements were placed in the July 12, 2019 and July 19, 2019 editions of the Sherwood Park Strathcona County News. One surrounding resident was in attendance and one written comment was received.

1.8 Policy Context

The Salisbury Village ASP complies with all applicable and relevant Provincial and Strathcona County Plans and policies. A planning hierarchy is shown below to illustrate the various statutory plans and how the Salisbury Village ASP was formed.



1.9 Regional Growth Plan

The Capital Region Board (CRB), formed in April 2008, consists of the City of Edmonton and 23 surrounding municipalities with a mandate to prepare a comprehensive, integrated regional growth plan for the Capital Region. The outcome of this initiative was adoption of Growing Forward: The Capital Region Growth Plan, which also defined in Appendix 2 the Capital Region Land Use Plan (CRLUP). This CRLUP provided a planning framework for guiding future growth based on six principles: protect environmental resources; minimize regional footprint; strengthen communities; increase transportation choice; ensure efficient provision of services; and support regional economic development. A subsequent Capital Region Growth Plan Addendum (October 2009), provided a map of Priority Growth Areas and prescribed density targets to minimize the regional development footprint in accordance with the Principles and Polices of the CRLUP.

Salisbury Village ASP is located per the Capital Region Growth Plan Addendum (October 2009) within Priority Growth Area B, and has in Table 3 – Capital Region Density Targets been prescribes a residential density target of 30 - 45+ dwelling units per net residential hectare (upnrha). In conformance with this density target, Salisbury Village ASP is planned to achieve more than 55.6 dwelling upnrha.

The location of Priority Growth Areas has accounted for the coordination of more intense development with existing and future transit corridors and related transit nodes. Salisbury Village is located on the south side of Wye Road, which is an important current and long-term part of the Capital Region Intermunicipal Transit Network Plan, and in this location makes it an ideal site for land use intensification within an existing urban area as mandated by the Capital Region Board.

The Capital Region Growth Plan was replaced by the Edmonton Metropolitan Region Growth Plan in October 2017. Under the new growth plan Strathcona County has a new target density of 40 upnrha for new ASPs, which has increased from a minimum range of 30-45 upnrha at the time of approval of this ASP. *Policy 5.1.1 – Existing Area Structure Plans* states that "existing area structure plans that were adopted in accordance with the MGA prior to the date this Plan comes into force will remain in effect and will be grandfathered. Substantive amendment to these approved plans will be subject to the Regional Evaluation Framework (REF) evaluation, as established through REF submission criteria". Grandfathering plans helps to protect against changes in policy and regulations that could hinder decisions that were made under a different set of circumstances.

2.0 Development Concept

2.1 Salisbury Village Vision

Salisbury Village will form a compact community that retains the natural flow of the landscape and wetlands, encourages sustainable building techniques and the reduction of resource use, energy use and waste where possible. It will include a range of low, medium and higher density housing forms currently in demand in the greater community. Residents will have safe and convenient access to shops and services within walking, cycling and local transit range. Employment opportunities will be available in a variety of commercial, hotel and business park uses. **(See Figure 3)** Components of the plan include:

- Preservation of existing wetland areas in Phase 2 and 3, with educational and interpretive opportunities provided along the integrated trail network and within open space areas;
- A central park space which provides an opportunity for playground, plaza and/or informal playfield development as well as retention of an existing watercourse which provides social gathering opportunities and additional interpretive and educational possibilities;
- A comprehensive network of sidewalks and trails connecting all points within Salisbury Village as well as providing year-round connectivity to adjacent neighbourhoods and land uses (e.g. Glenwood Memorial Gardens and Campbelltown Heights);
- A compact, mixed use urban village development including a variety of mutually supportive residential, commercial, employment and recreation uses accessed by transit;
- A commercial area in proximity to higher density residential development and adjacent to the central park space, establishing a focal point for Salisbury Village and supporting an attractive "high street" entrance to the neighbourhood;
- A naturalized stormwater management system which complements the retention of the existing wetlands as well as the planned open space network while utilizing low-impact development strategies; and
- A variety of sustainable design elements considered through on-site (private) and public realm development as described in detail in the 12 Themes of Sustainability. **(See Appendix A)**

Salisbury Village has an opportunity to integrate natural areas into a very urban environment within the Urban Services Area of Sherwood Park. Phase 1 is already a bustling commercial hub that contains a range of shops and services and two small pockets of medium density residential development. Phase 2 is the residential hub of Salisbury Village. It proposes a mix of street oriented single detached, semi-detached and townhouse development through to apartment style housing all oriented around a large wetland complex. The commercial sites in Phase 2 are intended to provide convenient day to day shopping, restaurants and services suitable for this residential area. Residents will be encouraged to walk or cycle to commercial development in Phase 2 using a variety of pedestrian linkages designated throughout the Plan Area. This trail system also connects to other parks and natural areas in the ASP Area and beyond, providing residents with access to active and passive recreation opportunities.

Another wetland and associated tree stand is retained in Phase 3. It will anchor a variety of business, office and convenience retail. This mix of uses creates a "business campus" in Salisbury Village that will provide local employment and services in the community. Phase 3 also contains opportunities for one apartment building up to nine storeys and hotel services.

This full spectrum of urban uses and access to natural areas will create a complete and sustainable community in Salisbury Village where residents of a variety of ages, incomes and family types can live, work, and play close to home.

Phase 1 and 2

Land uses in Phase 1 and 2 have been designated in a manner to display the site's high visibility location along Wye Road and also provide a transition to adjacent existing country residential uses and Glenwood Memorial Gardens Cemetery. Development in Phase 1 has been completed with the major land use being commercial along Wye Road.

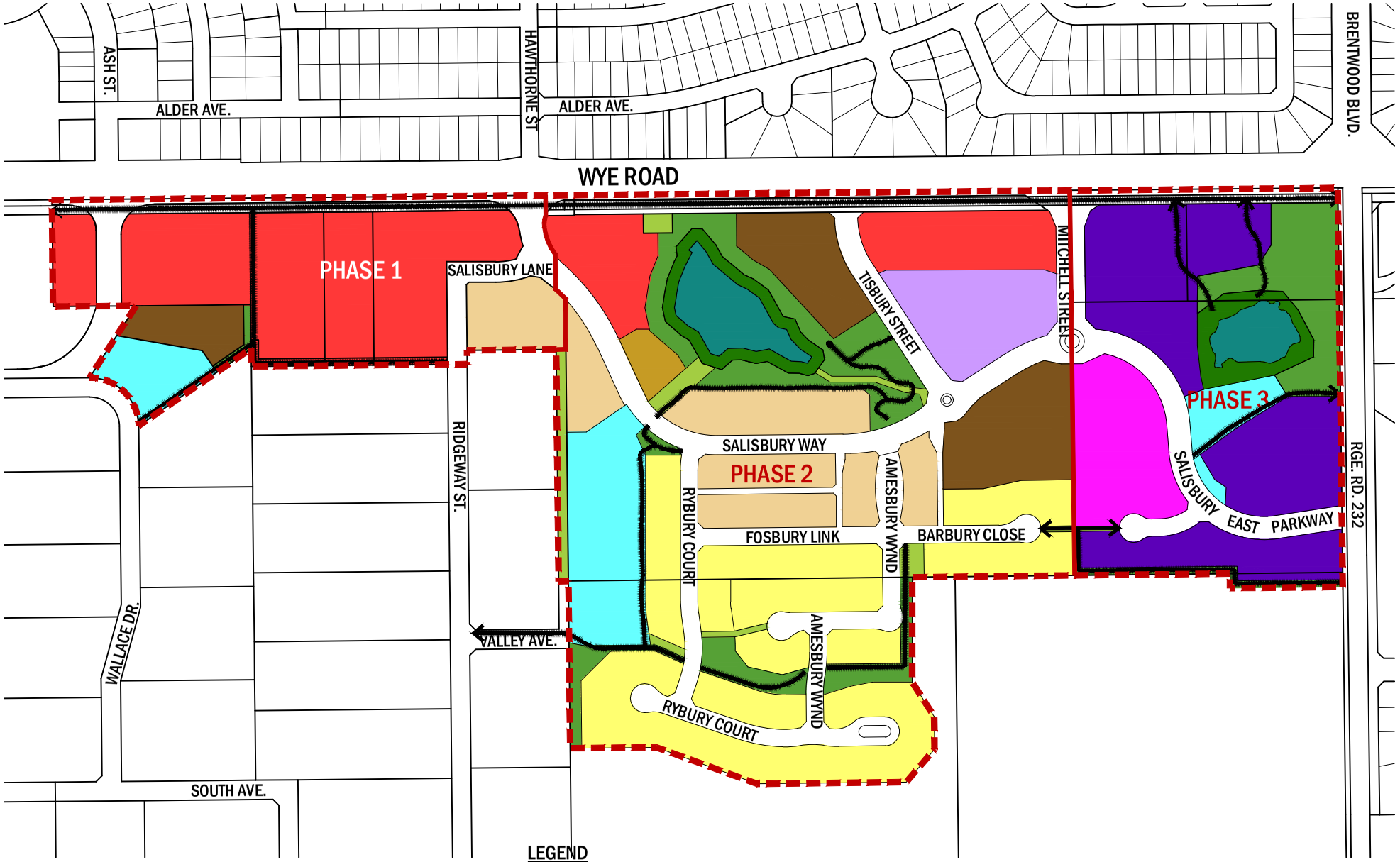
Phase 2 is the residential hub of Salisbury Village. Phase 2 provides for a range of housing forms from single detached residential through to four storey apartments. Two commercial sites are located adjacent to Wye Road, one at Salisbury Way and one at Mitchell Street. These sites are intended for day to day shopping and services to the residents of the community. The internal collector road between the wetland and Mitchell Street is envisioned as the heart of the "Village" and so it serves as a main Street in the residential Phase 2 area. It will be activated on the commercial main Street side by articulated business fronts and displays and outdoor patios along the street. The wetland side provides park and plaza areas along Tisbury Street suitable for public gathering and/or a natural experience. This area is overlooked by four storey apartments provide residents a unique opportunity to engage with both Tisbury Street activity and the wetland.

The substantial wetland complex retained within Phase 2 creates a major amenity in the Plan Area. Care has been taken to ensure that this natural area is connected to parks, pedestrian linkages and the stormwater management facility.

A combination of municipal reserve and stormwater management facility provide a buffer to country residential residences to the west of Phase 2, Stage 3.

Phase 3

The wetland and associated tree stand in Phase 3 provides a unique setting for the mix of business park and office uses proposed. Phase 3 has also sensitively oriented development around a wetland area and sited development modules to respect and maintain topography in Phase 3 to the greatest extent possible. This "Business Campus" envisions a transition of heights from lower buildings on east side of the property to a higher building profile on the west side to reduce visual impacts on adjoining neighbours. A fence will be constructed on the rear property line of the Single Family Residential to provide a small buffer between the Phase 2 Single Family Residential land uses and the Mixed Business Park/ Business Park Office land uses in Phase 3. Landscaping may also be utilized to further transition the uses.



DEVELOPMENT CONCEPT

N.T.S.

LEGEND

- Low Density Residential
- Medium Density - Semi / Townhouse
- Flex Site
- High Density Residential
- Mixed Use Commercial/ Residential
- Commercial
- Business Park Office
- Mixed Business Park
- Public Utility Lot
- Park / Open Space
- Environmental Reserve
- Stormwater Management Facility
- Crown Claimed Wetland
- Pedestrian Linkage
- Salisbury Village ASP Boundary

SALISBURY VILLAGE
SHERWOOD PARK

148-16004_07_PRF003.DWG
Jcalder December 23, 2019

FIGURE 3

2.2 Sustainability

The developer is committed to the objective of incorporating adaptable, innovative and integrated approaches to development in this project to the extent feasible. Synergies created as a result are intended to provide long term and significant benefits to the environment and broader community and contribute to market sustainability.

Objective: to promote and implement social, economic and sustainability strategies through new development as an important incremental step toward Strathcona County's ultimate goal of creating a sustainable community.

Policy 2.2.1: *Salisbury Village shall be a holistically planned urban village that supports sustainable lifestyle choices for residents.*

Policy 2.2.2: *Sustainability strategies which make sustainable living easy, while maintaining quality of life and a modern and mobile lifestyle, will be promoted for Salisbury Village.*

Policy 2.2.3: *Sustainability principles shall be considered by Strathcona County and developers in decision making during planning, design and implementation stages.*

2.2.1 Sustainability Principles

Strathcona County's MDP emphasizes that new developments are implemented in a sustainable manner to ensure they meet the needs of present residents without compromising the ability of future generations to meet their own needs while balancing economic prosperity, social responsibility, and environmental stewardship. To achieve this objective neighbourhood planning is guided by four sustainability principles and twelve themes for evaluating development. The following summary illustrates how Salisbury Village addresses the County's Principles for Sustainability.

Principle #1: Move towards, and ultimately achieve, solutions and activities that preserve, enhance and regenerate nature and life-sustaining ecosystems.

Salisbury Village has been holistically designed based on a complete understanding and assessment of the area's natural ecosystems. It preserves the area's significant environmental features and will compensate as required for any loss of less significant features to support development that minimizes loss of environmental features.

Principle #2: Move towards, and ultimately achieve, solutions and activities that free us from our dependence on substances that are extracted from the earth's crust and accumulate in nature.

Salisbury Village is an 'urban village,' which is a manner of development that places emphasis on creating compact, mixed use, walkable, and transit supportive development nodes. The density of urban village development reduces natural resources used for construction of buildings and infrastructure. Providing a mix of uses within walkable distances also reduces the use of resources to support mobility. This area is located adjacent to several existing low density neighbourhoods that will also benefit from nearby transit, shopping, services, and employment opportunities, potentially reducing natural resource use in areas adjacent to the neighbourhood.

Principle #3: Move towards, and ultimately achieve, cradle-to-cradle solutions and activities in design, manufacturing and consumption such that substances produced by society do not accumulate in nature.

Salisbury Village will promote reduction in the use of toxic building materials in construction, and support the use of local plants and grasses in landscape design for parks and open spaces. Reduction, reuse and recycling of construction, indoor and outdoor waste are promoted.

Principle #4: Move towards, and ultimately achieve social solutions and activities that allow every person to meet basic human needs and achieve their potential in life, now and in the future.

Salisbury Village's 'urban village' design provides types, densities and arrangements of land uses that make it easy for a diverse population to achieve basic needs while minimizing negative environmental impacts, engaging in positive social engagements and supporting economic sustainability for the County and region.

2.2.2 Twelve Themes for Evaluating Sustainable Development

The following summary illustrates how Salisbury Village addresses the County's 12 Themes for Evaluating Sustainable Development. These themes are further expanded in Appendix A.

1. Land

The Urban Village character of the neighbourhood provides a mixture of commercial, employment, residential, and open spaces that will create a diverse neighbourhood for residents to work, shop, and play. Residential density is in excess of 60 units per net residential hectare, which exceeds the Capital Region Growth Plan's target of 30-45 upnrha, and will offer a range housing types. The commercial area allows for adaptability in uses and increasing site development over time, and is sited to reduce residential areas exposure to traffic noise/pollution from Wye Road. The Village's location integrates well into the existing community and internally fosters multi-modal transportation options throughout (i.e. walk, bike, transit, car) and includes extension of the community greenway trail.

2. Natural Habitat

Salisbury Village protects two significant area wetlands and will conserve the surrounding buffer areas with Environmental Reserve. The stormwater management facilities will be designed as naturalized landscapes, and at least 50% of Municipal Reserve areas (parks, trails) will be formed by naturalized landscapes and retain existing, mature, healthy trees where feasible. These naturalized open spaces work together to retain ecosystem services in the developed context. Parklands are connected where feasible to link habitats, and are strategically located to ensure nearby public access within five minutes from anywhere in the Village.

3. Water

The Village seeks to conserve water by reducing consumption and treatment demands, while maintaining the health of the natural ecosystem. Strategies supported within the neighbourhood include reductions in potable water demand in buildings, using efficient water service infrastructure and minimizing off-site impacts, supporting groundwater recharge (low-impact development) strategies, maintaining water quality and avoiding erosion, and designing stormwater management to reduce downstream impacts.

4. Carbon

The consideration of renewable energy sources and green building practices to reduce energy demand of buildings and infrastructure and support reduced fossil fuel demand. The use of green building standards (Alberta Green Built, LEED, EnerGuide) is encouraged.

5. Transport

Salisbury Village will have a safe and efficient road, sidewalk and pathway network that provides effective internal and external connections, and is supportive of transit, walking and cycling. The neighbourhood's compact mixed use design will make it viable for resident workers and shoppers to have a transit, walking, or bicycling choice for accessing employment, shops, and/or services. Transportation Demand Management (TDM) strategies will be explored to reduce single car usage.

6. Food

Open spaces in the Village allow opportunities for local food production and the use of private lands for use in edible landscapes will be supported. The area as a community node presents a potential location for a farmer's market which could be implemented on a commercial site or community park land. The large commercial area in Phase 2 is sized to accommodate a grocery store, which would provide nearby access to food.

7. Materials

Infrastructure will be carefully designed to make efficient use of resources and use of building materials which consider the health of occupants will be encouraged. Developments within the neighbourhood will be encouraged to utilize durable materials (i.e. wood, stone, brick), recycled materials and/or local materials to conserve resources, support local economies and reduce lifecycle impacts.

8. Waste

Construction waste management plans will be encouraged with the goal of diverting material from landfills. The neighbourhood's residential development will provide recycling in accordance with Strathcona County's regulations. In addition, recycling containers will be integrated into waste receptacles to further divert waste from the landfills.

9. Economy

The mix of uses in the neighbourhood will provide a range of employment opportunities and local businesses and education/training providers will be encouraged to locate in Salisbury Village. Sustainability objectives will be continuously evaluated considering development costs and maintaining regional competitiveness.

10. Well-Being

A variety of landscape, area uses, and the emphasis placed esthetic and street-fronting buildings within Salisbury Village will create a safe, interesting, and attractive environment. Open spaces consisting of parks, naturalized stormwater management facilities, and conserved natural areas are all connected by safe pathways and trails that are inviting and offer variety in landscapes and passive and active recreation opportunities. The compact nature of the area, its parks, and commercial uses (e.g. coffee shops, offices, etc.) contribute to levels of activity and opportunity for social interaction.

11. Equity

Salisbury Village will have a range of diverse housing options that will allow people of various ages, family structure, and financial means to find a home in the community. In the longer term, this range of housing will also allow for residents to stay in the community as their family structure and or lifestyle changes over time. Universal access will be provided in accordance with Strathcona County standards.

12. Culture

The activity, design, and diversity of buildings and public spaces in the village will bestow a strong sense of identity to this area. The multiple public spaces, natural amenities, and community gateways will provide opportunities for placement of art and venues that would contribute to the neighbourhood's sense of identity overtime. A contemporary design theme which respects the context of the development area and the lifestyle and values of residents will be reflective of the culture of Sherwood Park.

A more detailed treatment of how Salisbury Village establishes and measures sustainable outcomes regarding these 12 themes in terms of principles, goals and targets are included in Appendix "A".

2.3 Urban Design

2.3.1 Urban Design Guidelines

A holistic urban design approach has been used for Salisbury Village that addresses groups of buildings, streets, and green spaces to make it a functional, attractive and desirable destination to live, work, and play. Salisbury Village incorporates the following urban design principles throughout the neighbourhood:

- Provide a mixture of development that is compact, orderly, and efficient.
- Provide a clear hierarchy of efficient vehicular and pedestrian options that effectively connects the area.
- Consider and integrate pedestrians into the overall design to ensure connectivity, views, safety, and wayfinding.
- Provide an inviting and attractive public and semi-private areas that conserve and enhance the natural environment and promotes community use and social interaction.
- Utilize quality building materials and a high standard of architectural design to enhance community aesthetics and supports a human scale public realm.
- Provide appropriate land use interface with surrounding areas and the natural environment.

These principles inform the design expectations for on-site developments to enhance livability and the overall quality of the neighbourhood.

2.3.1.1 General Design Guidelines

Land use districting will incorporate, in general, the following guidelines for all land uses within Salisbury Village:

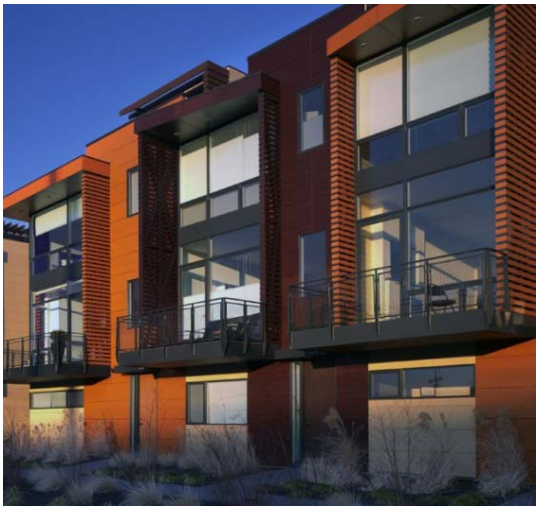
General

- Promote special design attention to site entrances and edges to help ensure that development presents an attractive and inviting interface with surrounding areas.
- Establish appropriate transitions between adjoining but different land uses to reduce noise, visual sensitivities, and increase comfort.

Architecture

- Promote high quality standards for architecture that are attractive and support Salisbury Village's image and unique sense of place.
- Encourage pedestrian oriented development that contributes to an attractive and safe public realm.
- An overall architectural theme is not prescribed for Salisbury Village; however, each individual Phase should be consistent in architectural theme within its boundary and be compatible with the theme of a neighbouring Phase.
- A contemporary architectural design is encouraged for Phase 2 (See Photos below).
- Encourage buildings to be configured to frame views and highlight key development features for contributing to the area's unique Urban Village character.

Contemporary architectural design



Landscaping

- Utilize Winter City design considerations that recognize the winter season including: functional and decorative lighting; planting which establish a diversity of year-round colour, scent, movement, etc.; and, use of passive solar considerations in the public realm.
- Ensure on-site lighting should maintain safe light level criteria while avoiding off-site light and night sky pollution.
- Provide fencing and screening that creates an appropriate interface between residential, commercial, and open spaces.

Streetscaping

- Maintain consistency of streetscape design within Salisbury Village to support the overall neighbourhood recognition.
- Establish a Main Street in Phase 2 that is designed to encourage pedestrian activity and public interaction, and promotes the area's Urban Village character.

Signage

- Establish a sign plan for each Phase of Salisbury Village based in the existing Land Use Bylaw regulations and considers impacts on adjacent residential areas.
- Accessibility
- Promote the integration of pedestrians into the overall design of developments emphasizing connectivity, views, safety, and wayfinding.
- Promote safe on-site vehicle routing and convenient pedestrian patterns and connections to adjoining sites.
- Establish landmarks at entrances and highly visible points to enhance visual recognition and wayfinding.

2.3.1.2 Specific Urban Design Guidelines

Salisbury Village is diverse in land use, and more specific design guidelines are included in the following land use sections to provide additional information and detail for use in the preparation of Direct Control Districting for residential, commercial and office uses types.

Conceptual Main Street road cross-section

2.4 Residential

A full spectrum of residential options will be available to residents of Salisbury Village. The range of housing proposed includes single detached, semi-detached, townhouse and apartment units. To differentiate between residential densities four residential land use categories are identified in the Plan Area. In Phase 1 and 2 reduced density land uses have been situated adjacent to existing country residential to provide an adequate transition in terms of built form between Campbelltown Heights and Salisbury Village. Low density Residential and Semi Detached/ Townhouse land use is primarily designated in Phase 2. Salisbury Village also includes apartments to a maximum height of four storeys in Phase1 and Phase 2 and up to nine storeys in Phase 3. Townhouse sites are located in both Phase 1 and Phase 2.

"Residential" land use is not specifically designated in Phase 3 but one apartment building of up to 100 units may be included in the Mixed Business Park Area to complement and support the office and hotel uses proposed within Phase 3. These hotel and hotel/residential uses will be further supported by retail uses, as well as conference and fitness facilities. The hotel and hotel/residences will have a maximum height of 9 stories including parking (8 stories plus parking on the first level). Although not specifically identified as residential, the residential business hotel and/or residential condominiums will provide for longer term stays associated with local businesses and/or permanent residents.

Objective: to accommodate a variety of residential options in a compact design

Policy 2.4.1: *Within Salisbury Village there shall be a range of housing types including single family, semi-detached, townhouses and apartments.*

Policy 2.4.2: *Residential adjacent to existing country residential in the west Plan area shall be ground oriented and low rise up to 10m.*

2.4.1 Low Density Residential

2.4.1.1 Phase 2-Stage 2

Low Density Residential is designated along the south boundary of Phase 2, Stage 2 and east of the stormwater management facility in Stage 2. Single detached units must incorporate strategies that minimize impacts of front attached garages on the pedestrian streetscape. Low Density Residential has a maximum density of 25 units per net residential hectare and may include single detached and/or semi-detached units. This northern low density residential area is districted UV4 – Salisbury Village Zoning District. Care will be taken to ensure that a high standard of architecture, befitting an Urban Village, is applied to the single detached units in Salisbury Village and a consistent contemporary architectural theme is maintained. In order to improve streetscape and increase on-street parking opportunities the developer will commit to developing 25% of the single detached lots within Phase 2, Stage2 with a minimum lot width of 12.12 meters. This also supports opportunity for innovation with garages and driveway widths.

2.4.1.2 Phase 2-Stage 3

Phase 2,Stage 3 is all designated for Low Density residential land use and may include a mix of single detached and/or semi-detached units. Semi-detached units will generally be located in the southeast area.

2.4.2 Medium Density Residential – Semi-Detached/Townhouse

Six sites are designated for Medium Density Residential -Semi-Detached / Townhouse land use. These sites may accommodate fee simple semi-detached and/or townhouse units or they may be condominium style. All units will be street oriented to the greatest extent possible and will be accessed by a rear or internal garage.

These sites may be one or two storeys in height and must have amenity space provisions built into them. Amenity space may include front/rear yards and/or rooftop/deck space.

2.4.3 Flex Site

Due to its small size and proximity to both commercial and residential land uses in the west plan area, one parcel is designated for a "Flex" land use. Depending on market forces at the time this site may be developed as a commercial, medium density – townhouse or high density residential land use. This site may include townhouse and or small scale apartment style buildings. If the site is developed as an apartment complex, additional street articulation and design elements such as stepped back ground units and underground parking would be required. Townhouse sites must have amenity space provisions such as rooftop patio and yard space provisions.

The land use will be defined by the Direct Control District and only ultimately be determined at the development permit stage. Density on this site may be increased up to 125 units per net hectares with a height of 4 storeys.

Access to medium density residential – townhouse sites will be provided by a combination of public road, public lane or private internal access.

2.4.4 High Density Residential

Two High Density Residential sites are designated in Phase 2 and one in Phase 1. These sites provide for apartment style development to a maximum of four storeys and a maximum density of 125 units per net residential hectare. The sites may be developed with resident parking either below ground, incorporated as part of the building or surface parking. Provisions for ground orientation, street access to main floor units and stepping back of height will be addressed through Direct Control districting.

Policy 2.4.4.1: *High Density Residential in Phase 2 shall achieve a minimum residential density of 90 units per net residential hectare and a maximum density of 125 units per net residential hectare.*

2.4.5 Mixed-Use Commercial/Residential

A mixed-use commercial/residential area is proposed to be located north of Salisbury Way, east of Tisbury Street and west of Mitchell Street immediately south of the commercial area. The site may be developed as a mixture of commercial and/or residential units. Residential units may be constructed with or without ground floor commercial and be developed up to 6 Storeys in height with a maximum density of 140 units per net residential hectare. This mixed-use site will encourage efficient and compact housing, transit use and work/live opportunities.

Detailed design measures, such as, separate entrances and parking areas shall be utilized to minimize impacts between commercial and residential uses.

2.4.6 Residential Specific Urban Design Guidelines

- All building facades should use compatible and harmonious exterior finishing materials.
- Building colours should provide visual interest in all seasons.
- Single Detached Units in Phase 2 Stage 2 (Bylaw 40-2016) are to be integrated into the Urban Village by ensuring that:
  - Architectural quality is increased by creating greater variation in design between individual units, and by consistently applying the chosen architectural theme (e.g. contemporary) to the units; and
  - Garage impacts on the pedestrian streetscape are minimized through appropriate design solutions.
- To provide additional transition treatment to the directly adjacent Campbelltown Heights country residential lot to the west, two low density residential lots in Salisbury Village Phase 2, Stage 3 will be restricted to single storey bungalow development. These two lots are conceptually illustrated below. Final lot lines will be established through legal survey at the time of subdivision. As a condition of any subdivision approval that includes these two lots, a restrictive covenant shall be registered by the developer on each lot to ensure that a principal dwelling is prohibited from being constructed within a minimum 16 meter distance from the rear property line. This 16 meter development restriction is in addition to the 12 meter municipal reserve strip ensuring a minimum total distance of 28 meters between the existing country residential lot and new principal dwellings within Phase 2, Stage 3.

- Medium Density Residential sites, excluding semi-detached units, should provide pedestrian linkage to nearby neighbourhood pathways and bus stops.
- Medium Density Residential developments shall be designed having regard for building massing and human scale architecture.
- Medium Density Residential buildings on the Main Street in Phase 2 shall be sited, where possible, parallel to the road right-of-way to support an attractive public and pedestrian realm.
- Medium Density Residential development, excluding semi-detached units, shall provide private amenity space, and this space may include any outdoor or screened area accessible and usable to all tenants including a park, garden, deck, patio, etc.

2.5 Commercial

Phase 1, 2 and 3 all have commercial elements to a varying degree. Commercial land uses are located along the majority of Wye Road in Phase 1 and 2. Visibility along this transportation corridor provides opportunities for both large and small format commercial land uses. These buildings also provide separation from Wye Road for residential uses located to the south. The commercial land use extends south half way down between Tisbury Street and Mitchell Street.

Phase 1

The majority of the land in Phase 1 is designated for a mix of large and small format commercial use. Phase 1 is the primary commercial hub of Salisbury Village. It provides a full range of shops and services for residents in Salisbury Village and the surrounding area. Phase 1 already includes a hardware store, pharmacy, banks and a variety of restaurants.

Phase 2

Phase 2 is the residential hub of Salisbury Village so the two commercial sites designated in that area are more suitable for neighbourhood scale commercial that local residents can cycle or walk to.

The primary commercial site in Phase 2 is bordered by Wye Road, Mitchell Street and Tisbury Street. A mix of commercial and apartment is proposed along Tisbury Street. The smaller scale of this commercial site will provide a range of everyday shops and services for the residential community in Phase 2. A strong street edge will be encouraged along both sides of Tisbury Street through facade design which addresses the street (e.g. windows, entrances, lighting) and generally contiguous building setbacks. Decorative accents and building materials should be consistent for all sides of buildings at high visibility locations.

The small commercial site designated at the entrance at Salisbury Way will support a variety of Commercial Retail Unit (CRU)'s and the larger site at Mitchell Street is suitable for a mix of both large and small format commercial. This larger more urban commercial will become a destination for the residents of Salisbury Village and provide day to day shopping and services. The commercial site will also encourage pedestrian activity, as well as, integrate with the Business Park Office /Mixed Business Park uses proposed at the corner of Mitchell Street and Salisbury Way in Phase 3. Smaller commercial retail uses will also be allowed on the main floor of the High Density Residential.

Building design, materials, finish and landscaping in these commercial areas must maintain a high standard of quality befitting their prominent entrance locations. Surface parking will be provided for the commercial uses and will incorporate landscaping to minimize the impact of the paved area while providing pedestrian linkages to adjacent areas. Special attention will be given to the screening of the parking areas as viewed from Wye Road.

Phase 3

Although no specific commercial land use is designated in Phase 3 complementary convenience commercial and small service uses may be incorporated into the Business Park Office /Mixed Business Park uses.

2.5.1 Commercial Objectives

The objectives will provide a range of housing types while clustering development around commercial nodes.

Policy 2.5.1.1: *Commercial land use is only permitted adjacent to medium or high density residential development.*

Policy 2.5.1.2: *Locate and orient commercial sites along arterial and/or collector roadways to ensure high visibility, appropriate frontage and convenient access opportunities.*

Policy 2.5.1.3: *Ensure that the impact of commercial development on adjacent land uses is minimized through the orientation of land uses and the application of setbacks/buffering available through the Land Use Bylaw.*

Policy 2.5.1.4: *Provide convenient pedestrian linkages to and within commercial areas.*

Policy 2.5.1.5: *Provide transit access to commercial areas.*

2.5.2 Commercial Specific Urban Design Guidelines

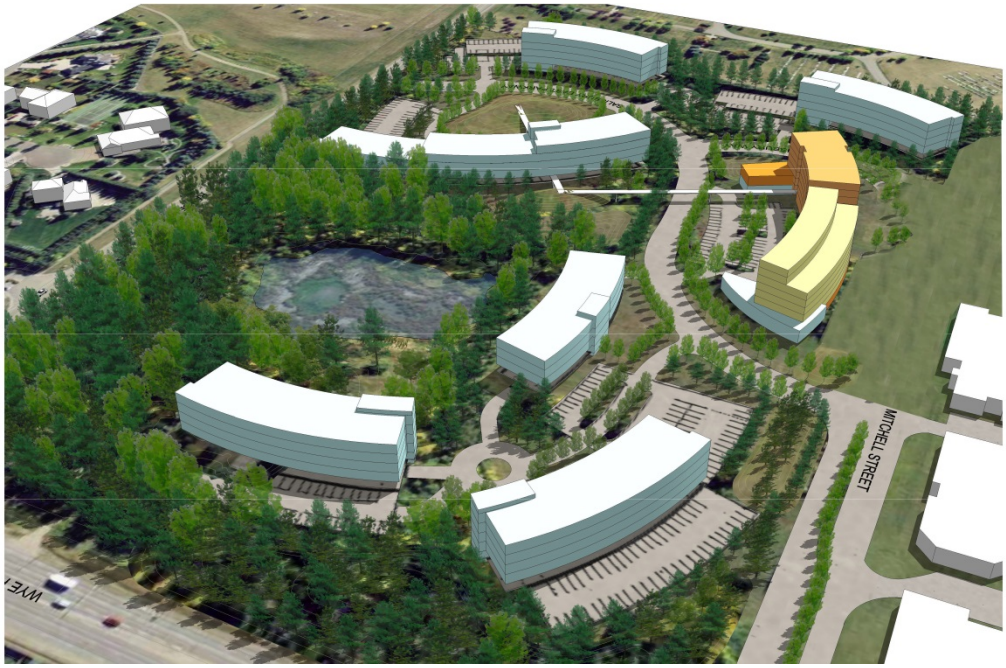
- All building facades should use compatible and harmonious exterior finishing materials.
- Building colours should provide visual interest in all seasons.
- Buildings should feature doorways, and windows at ground level, as well as weather protection features to provide an active, safe, and inviting streetscape in front of the buildings.
- Commercial developments should provide pedestrian linkage to nearby neighbourhood pathways and bus stops.
- Commercial development should provide convenient and attractive pedestrian pathways throughout sites.
- Building facades should, where possible, be oriented to front onto streets to create an attractive public realm and provide a sense of ownership and safety for pedestrians.
- Building siting should avoid creating adverse on and off site microclimatic effects related to wind and shadowing.
- Buildings should be sited and oriented to minimize their impact on other buildings considering ventilation, quietness, visual privacy, and views.
- Buildings should provide a transition in height and massing in relation to the surrounding areas.
- Perceived building height and massing should be minimized through variation in setbacks, orientation, roof treatment, use of glazing and articulation, the choice of exterior materials and colours, and landscaping.
- Blank walls should be avoided by articulating the facades, adding glazing where practicable and through use of colours and/or materials.
- Mechanical equipment on the roof of any building should be concealed it in a way consistent with the character and finishing of the building.
- A Main Street shall be provided in Phase 2 that incorporates the following additional design elements:
    - Siting of commercial buildings along the Main Street will minimize setback to the road right-of-way;
    - The facades and rooflines on the side of the commercial buildings facing Main Street shall convey permeability to the street by use of architectural elements including entrances and glazing, or false glazing, and exclude blank walls used for advertising; and
    - Restaurants uses shall be encouraged to create patio areas along the Main Street or which wrap around the building toward the Main Street.

2.6 Business Park Office

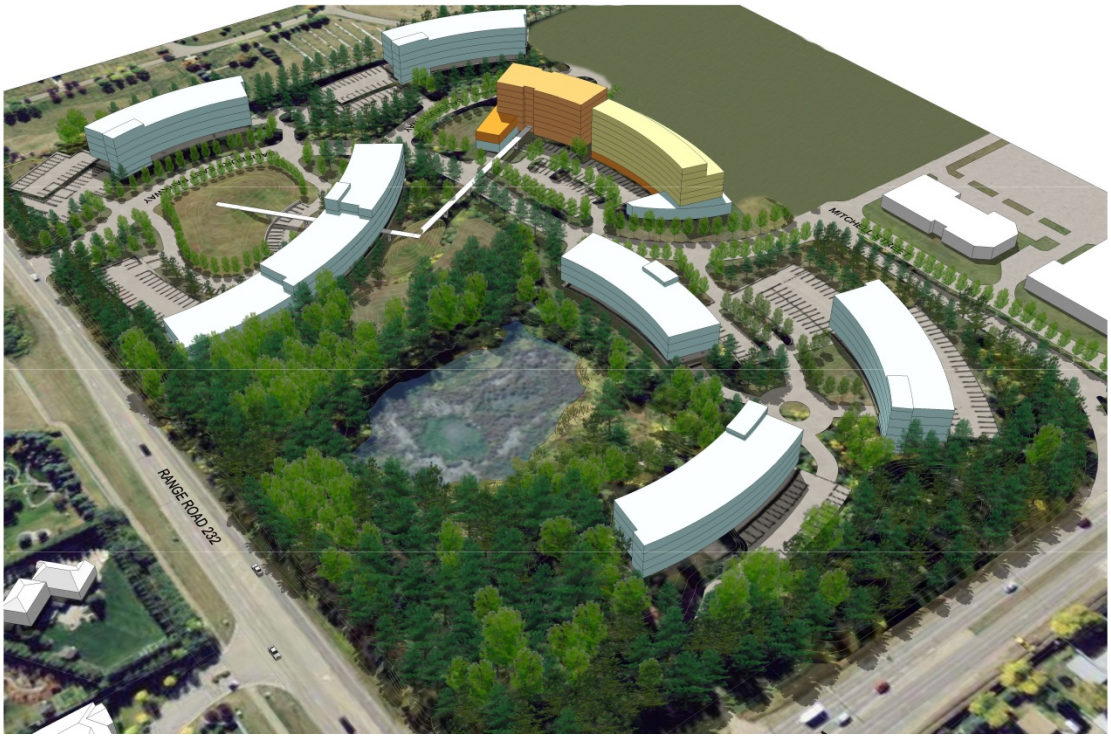
Three Business Park Office development sites are proposed within Phase 3. To minimize visual impacts to existing residences to the east building forms will start at 3 storeys (2 storeys above first level parking) along Range Road 232. The offices will then transition to a maximum height of 5 stories (4 stories above first level parking) south of Salisbury Village East Parkway. Below is a list of commercial services that may be complementary to the principle Business Park Office uses:

- Office space;
- Business hotel;
- Business apartment hotel;
- Conference space;
- General retail space;
- Restaurant;
- Wellness/fitness space; and
- Daycare facilities.

Looking southeast from above Wye Road at Mitchell Street



Looking southwest from above Wye Road and Range Road 232



2.7 Mixed Business Park

2.7.1 Business Hotel

The Business Hotel complex will provide supporting services to the business park uses. The complex is envisioned to accommodate higher end business hotel and service retail uses along Salisbury East Parkway. A conference centre and fitness facility will be integrated into the hotel complex and provide additional services for the local business community.

2.7.2 Business Apartment Rentals/or Residential Apartments/Condominiums

To complement and support the office uses within the Business Park Office Area, hotel and hotel/residential uses are proposed on the western edge of Phase 3 south of Mitchell Street. These hotel and hotel/residential uses will be further supported by retail uses on site, as well as conference and fitness facilities. The hotel and hotel/residences will have a maximum height of 9 stories including parking (8 stories plus parking on the first level). The residential business hotel and/or residential condominiums will provide for longer term stays associated with local businesses or permanent residents.

The following are sections and aerial perspectives through the site illustrating the form and massing of the various buildings. The office buildings rise from 3 stories (2 stories plus 1 storey for parking) along Range Road 232 to 5 stories (4 stories plus one storey for parking) along the Salisbury East Parkway. The Hotel site illustrates buildings up to up 9 stories (8 stories plus one storey of parking) located on the western edge of the site along Mitchell Street. The intent is to minimize any visual impacts on the single and multiple family residences located in Sherwood Park Estates located east of Range Road 232.

Phase 3 Site Plan

2.8 Parks and Open Space

The expansive wetlands, parks and naturalized stormwater management facilities contribute to a comprehensive open space system in Salisbury Village. These elements are connected by variety of pedestrian linkages. The parks and open space network is created through a combination of:

- Municipal Reserve (MR);
- Environmental Reserve (ER);
- Crown Lands; and
- Stormwater Management Facilities (public utility lots).

Each of these elements is located to take advantage of the existing site topography and to optimize use and convenience for the residents, visitors, and businesses. The variety of park styles will appeal to residents, employees, and visitors with different interests and activity levels. The idea is to combine convenience and safety and create a healthy lifestyle where residents, employees, and visitors choose to walk or cycle and create a tighter community feel and experience. Greater than 20% of the land area of the ASP is dedicated to parks and open space.

2.8.1 Municipal Reserve

Phase 1

Given its commercial character, no municipal reserve is allocated in Phase 1 but a Stormwater Management Facility within its boundary provides visual interest and a trail amenity to residents of the High Density Residential site in that area. Phase 1 is the commercial hub of Salisbury Village. Because of its very minor residential component municipal reserve was paid by cash in lieu in Phase 1.

Phase 2 – Stage 2

Phase 2 will be developed with a mix of single detached, semi-detached, townhouse and apartment style housing at an average density of over 40 units per hectare of developable land. At this density Strathcona County has the authority to request additional municipal reserve (MR) of 3% of developable land as per the Municipal Government Act (MGA) and the Subdivision and Development Regulation. Within Phase 2 Strathcona County has agreed that the developer shall provide upgrades over and above County standards as well as amenities within the central municipal reserve area as opposed to requiring the additional municipal reserve land.

The subdivision application for the development stage as defined in a development agreement that includes the municipal reserve area shall include a comprehensive concept plan and estimated costs to complete the work that addresses County standards in effect at the time of the application. The comprehensive concept plan and estimated costs to complete shall clearly identify how and where the upgrades and amenities are being allocated by the developer/applicant to a value equal to or exceeding the appraised market value of the additional 3% of developable land within Phase 2, Stage 2; all to the satisfaction of Strathcona County.

For the central MR area upgrades which shall exceed the minimum County standard include:

- Additional park/playground development; and
- Additional landscaping.

For the central MR area amenities to be included not identified in County standards are:

- A plaza/gazebo and/or viewing platform development;
- Wayfinding signage; and
- Lighting.

The development of the central park including the required upgrades and amenities shall be constructed by the applicant/developer at the time of development of the development stage that includes any portion of the central municipal reserve.

The central park provides a link between the Crown claimed wetland complex and the more urban commercial development proposed in that plan area. Therefore, the central park and the municipal reserve surrounding the wetland serve a dual purpose in Phase 2. They must maintain and protect the wetland complex and also provide a large community park along "Main Street" suitable for social gathering and more active play space. The potential for blending natural and urban elements within this central park provides some unique landscape opportunities in Phase 2, Stage 2. Therefore, attention will be given to the soft and hard landscaping materials with particular attention to making the space inviting and unique.

The exact details of landscape elements for all public lands within the plan boundary will be determined with the County through the detailed design process. Landscape design principles that shall be incorporated in park design include:

- Flexible space (barrier free; variety of seating options; adaptable public space)
- Pedestrian movement (linkages)
- Human-scale
- Quality materials
- Weather relief (canopy, shading, shelter, sunny locations for seating, wind protection)
- Good visibility (CPTED; child minding)
- Natural elements (multi-seasonal landscaping; canopies; defined edges)
- Similar architectural language as rest of development
- Good orientation to adjacent uses

As a minimum, the following elements shall be included in park design:

- Shelter element
  - Accessible design
  - Easy maintenance
  - Built in edge seating of sufficient depth
  - Space for movable picnic tables

- Plaza element
  - Brick/paving stones to edge of roadway with bollards at entrance
  - Plentiful seating (consider low wall/retaining wall with planters; use as back rest for seating)
  - Planters
  - Location for public art
- Playground element will be designed to
  - Connect with other areas of the park
  - Have space for both tots and older children
  - Have seating/sightlines for parents

Landscape drawing review/detailed design will be reviewed as part of the subdivision/ Development Agreement process. The Accessibility Advisory Committee will be included in the review of the landscape drawings to ensure accessible design.

Phase 2 - Stage 3

Municipal reserve in Phase 2, Stage 3 has been designated to provide appropriate buffers and to create a continuous east west loop through the overall area. Municipal reserve designated along the south west boundary of Phase 2, Stage 3 provides a minimum 12 metre buffer between country residential land use to the west and low density residential proposed in Phase 2, Stage 3. The 12 meter municipal reserve strip adjacent to Campbelltown Heights is intended to provide a wildlife corridor as well as ensure a transition from the adjacent country residential lot to new residential development within Salisbury Village. This municipal reserve strip is not intended to provide opportunity for public recreation. In this regard, the amount and type of landscaping provided within this transition strip shall exceed the minimum County standards to the satisfaction of Strathcona County. This is intended to ensure that wildlife movement is facilitated through the corridor, as well as to minimize pedestrian access and deter the public from gathering at this location. The east west municipal reserve strip south of the stormwater management facility will provide residents with a direct connection north to Salisbury Way via a pedestrian link along the stormwater management facility and also provides a connection to Valley Avenue.

Another east west municipal reserve designated through the centre of Phase 2, Stage 3 provides a greenway between the back of the low density residential lots and also completes a continuous walkway loop through the Phase 2 area. This municipal reserve area widens at Rybury Court to allow for programmable park development. This greenway continues north along the east boundary of Phase 2, Stage 3 to tie into the large central park trail system. This pedestrian link also provides a natural buffer between Salisbury Village and the unnamed creek which separates the Glenwood Memorial Cemetery and Salisbury Village.

Phase 3

With the expansive retention of trees in the north east area and the Crown claim wetland, municipal reserve in Phase 3 is primarily dedicated to maintain and protect these areas. As a result parks in Phase 3 will likely take a more natural form with potential for wetland interpretation sites and seating opportunities. Phase 3 is over dedicated in municipal reserve.

Municipal Reserve (MR) has been utilized in the Plan to create:

- Passive and active parks;
- Pedestrian linkages; and
- Buffers.

2.8.1.1 Passive and Active Parks

Salisbury Village has a large natural area component and so passive parks and pedestrian corridors are more suitable uses for MR as a result of this. Landforms in the northeastern portion of Phase 3 will be retained where possible as MR to conserve some of the existing rolling nature of the property and the associated vegetation.

One larger park space is centrally located in Phase 2 and another smaller park is located immediately east of Rybury Court in Phase 2 Stage 3. The central park is conveniently located in proximity to the Medium Density Townhouse and High Density Residential land uses and the Commercial uses in Phase 2. This park will serve a social gathering function in Salisbury Village and will be designed to complement the natural area and the commercial/residential land uses. Access to the wetland from the central park will be provided by a 1.5m granular trail on the southern edge of the wetland complex. This granular trail will be tied into a more broadly accessible 3.0m hard surface trail loop and an urban plaza and/ or a viewing platform into the natural area.

The park space in Phase 2, Stage 3 is primarily utilized to complete a continuous greenway loop through the neighbourhood but it also provides areas suitable for programmable park activities.

2.8.1.2 Pedestrian Linkages

Pedestrian connectivity is a vital element to the park/open space concept for Salisbury Village. A variety of pedestrian experiences will be available to residents within Salisbury Village and the extensive trails, pathway system and open space are interconnected and tied into the regional trail system. **(See Figure 4)** The trail system will consist of the following elements.

The Wetland Trail Network in Phase 2

The wetlands and associated tree stands in Phase 2 provide opportunities for a more natural soft surface type of pedestrian experience in Salisbury Village. A 1.5m granular trail is proposed along south edge of the wetland complex. This granular trail will transition into a 3.0 asphalt trail as it winds through the more urban central park. South of Salisbury Way on the east side of the stormwater management facility the 3.0m asphalt trail will continue south and ultimately tie into the 3.0m asphalt Glenwood Memorial Garden Trail at the south boundary of Salisbury Village. The exact location of these trails will be determined at the time of subdivision.

The wetland in Phase 2 will be a pedestrian destination for all of Salisbury Village. To enhance the pedestrian experience up to two viewing platforms will permit visitors to sensitively view wildlife activity in the wetland. The east and west sides of the wetland will remain more natural while the south side will become part of the main trail system. No trail or access to the Phase 2 wetland is proposed on its west or east side.

The commercial area in Phase 2 fronts onto the pedestrian friendly Main Street but the private commercial will also have an active internal, on-site pedestrian system purposely designed to safely and conveniently connect with the public central park and associated trails and wetland complex.

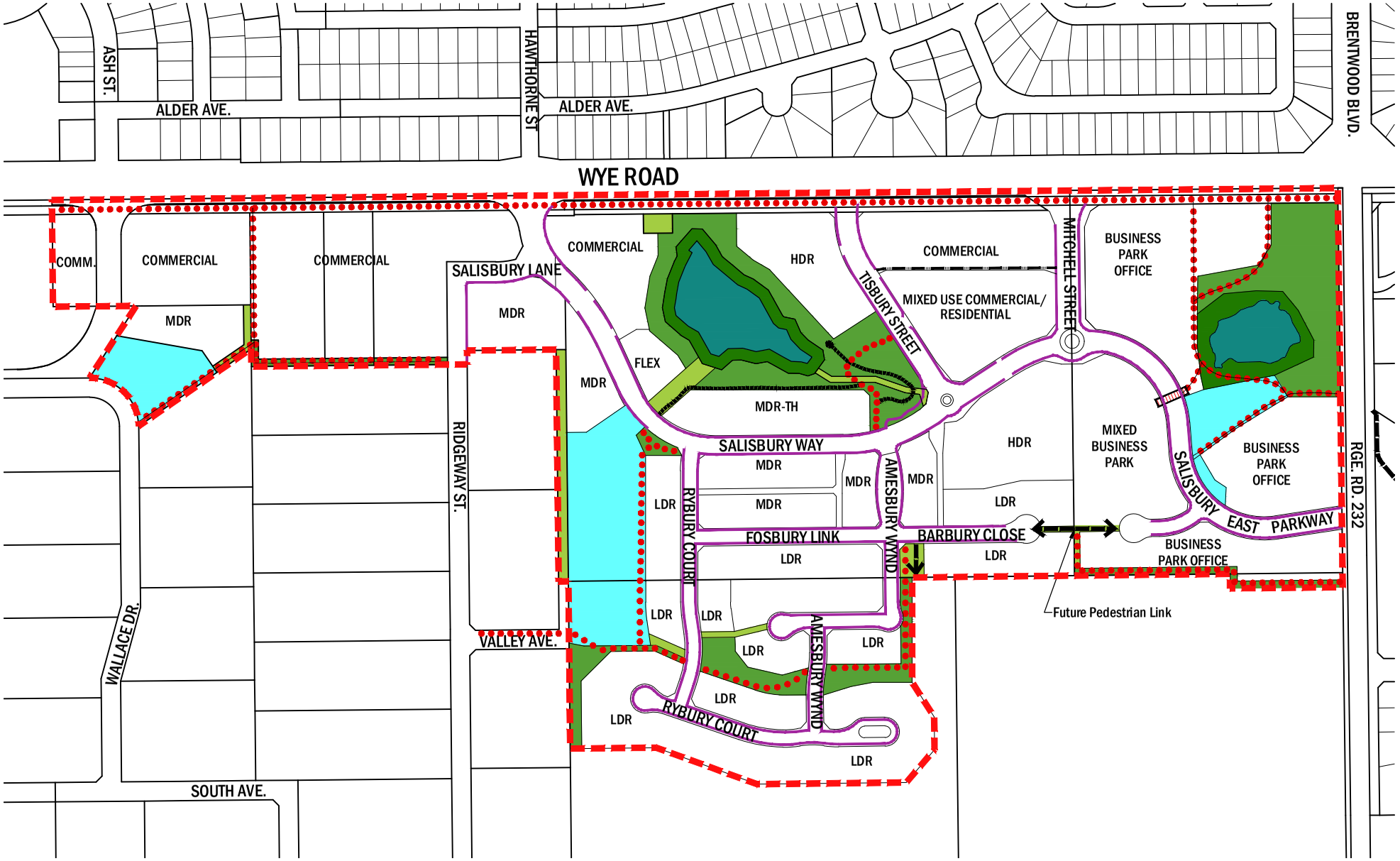
The Greenway Loop-Phase 2, Stage 3

Municipal Reserve in Phase 2, Stage 3 has been primarily utilized to complete a continuous greenway loop through Phase 2. This link also extends south of the stormwater management facility, west to tie into Valley Avenue. This greenway will also be tied into the walkway approved on the east side of the stormwater management facility. This greenway generally varies in width from 12m to 35m wide so it also provides for more active play areas adjacent to Rybury Court in Phase 2, Stage 3.

A 12m wide municipal reserve is designated on the west boundary. This municipal reserve widens to 42m as it reaches Valley Avenue. This municipal reserve provides a buffer with the existing Country Residential land uses to the west and is not intended to contain a pedestrian walkway.

The Wetland Trail Network in Phase3

The Wetland Trail in Phase 3 follows the western edge of the wetland and will also connect with the 3.0m asphalt trail along Wye Road. A viewing tower is being considered for interpretation and education purposes on the west or north side of the wetland in Phase 3. Benches and associated supportive trail facilities will be provided as appropriate. Access will not be permitted on the east side of the Phase 3 wetland – keeping the area more natural for wildlife habit retention and restoration. In Phase 3 up to two viewing platforms will permit visitors to sensitively view wildlife activity in the wetland.



LEGEND

- 3.0m Asphalt Trail
- 1.5m Granular Trail
- Onsite Pedestrian
- Sidewalk (in Road R/W)
- Pedestrian Bridge
- Environmental Reserve
- Crown Claimed Wetland
- Stormwater Management Facility
- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary

PEDESTRIAN LINKAGE

N.T.S.

SALISBURY VILLAGE
SHERWOOD PARK

148-16004_07_PRF004.DWG
Jcalder December 23, 2019

FIGURE 4

3.0m Asphalt Trail on Wye Road

A 3.0m asphalt trail will be constructed on the north border of Salisbury Village within the Wye Road right-of-way. This trail will ultimately connect into both Range Road 232 and 233 and will be done in accordance with the County's Trails Strategy.

Pedestrian Bridge

The *Pedestrian Bridge*, located midway along and over Salisbury East Village Parkway, will connect the wetland in Phase 3 with the hotel, retail, and residential components located on Salisbury Way and Mitchell Street. The pedestrian bridge will connect through the hotel complex to the roundabout at the intersection of Salisbury Way and Mitchell Street. Further pedestrian links will be provided to connect Salisbury Village East with the most easterly commercial area and central wetland of Phase 2.

2.8.1.3 Buffers and Associated Vegetation

MR buffers are designated in Phase 2 and 3 to further maintain and protect the retained environmental reserve areas. Due to the irregular boundaries of the ER area the buffers vary between 10 and 30m. The buffer around the Phase 3 wetland is utilized to expand the core wetland area claimed by the Province and integrate it with a comprehensive trail system while it still allows the eastern portion of the wetland to be maintained in a more natural state with limited access. The land form in the northeastern area and the eastern development site adjoining Range Road 232 north of Salisbury Way will be retained where possible to conserve some of the existing rolling nature of the property and the associated vegetation. Where vegetation and land form is changed, a replanting scheme should be provided to help screen adjoining residents from the proposed development.

2.8.2 Environmental Reserve

Environmental Reserve is designated adjacent to both of the two Crown claimed wetlands retained in the Plan area. These ER strips combined with MR strips create a natural buffer between development areas and it also maintains and protects the wetland complex. At the request of Strathcona County an additional 0.58 hectare strip is designated around the wetland in Phase 2 and another 0.51 hectares is designated in Phase 3. The area of ER designated around the two Crown claimed wetlands is 1.09 hectares.

2.8.3 Crown Claimed Wetlands

There are no Crown claimed wetlands in Phase 1. The two wetland areas claimed by ESRD and retained in Phase 1 and Phase 2 are Crown lands but will legally be defined as ER. The area of the Crown claimed wetland in the north central portion of Phase 2 is 0.77 hectares and the area of the wetland claimed in Phase 3 is 0.44 hectares. Both wetlands have an additional buffer of municipal reserve designated adjacent to them to further protect the riparian edge, as described in section 2.3.1.3. No wetlands have been claimed within the Phase 2, Stage 3.

Objective: to retain natural vegetation in open spaces

Policy 2.8.3.1: *Strathcona County policies with respect to tree conservation and tree management shall be followed to encourage the preservation of existing natural vegetation in Salisbury Village.*

Policy 2.8.3.2: *The large tree stand in the northwest of Phase3 shall be conserved*

2.8.4 Stormwater Management Facilities

Three stormwater management facilities are proposed in the Plan Area. Although they perform a technical function they also provide amenity within the Salisbury Village community. Phase 1, 2 and 3 are all individually responsible for managing predevelopment flows of stormwater on site. The stormwater area will be "naturalized" with native wetland vegetation as much as possible to enhance the "natural" feeling of the neighbourhood. The location of these facilities will provide opportunities for a variety of scenic views from residential, the business park, office, hotel and restaurants.

On behalf of Royop Corporation/Campbelltown Village Development s Ltd., Spencer Environmental Management Services submitted a *Wetland Assessment and Compensation Plan for Campbelltown Village in south Wye ASP* to the Province in March 2008. Based on a loss of functional wetland of 3.08, this 2008 package recommended a compensation ratio of 3:1. The wetland loss was to be compensated for in the amount of $14,000 per hectare to DUC for specified wetland restoration in the Cooking Lake moraine. On December 18, 2007, DUC confirmed that $129, 360.00 was acceptable for the loss of functional wetlands in Phase 2.

Spencer Environmental Management Services also conducted a *Preliminary Wetland Assessment* within and adjacent to the Phase 2, Stage 3 in the spring of 2015. Four small and scattered wetlands were identified within this stage. Wetland compensation will need to be addressed for these lands.

2.8.4.1 Existing Drainage Course

The Plan Area contains an existing drainage course that enters Phase 2 from the south. It will be piped north to the park area and then meander overland in a northwest direction and flow through the wetland in Phase 2 as it always has. It will head back southwest then through public utility lots and through Campbelltown Heights. Alberta Public Lands did not claim this drainage course. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin. Phase 2 proposes to retain the course of the natural drainage channel through the central park area. This will provide an amenity in the Village and an enhanced pedestrian experience in the Plan Area. Stormwater will be piped through the residential areas of Phase 2. See Section 4.2.3 for additional details.

2.9 Land Use Summary

Table 1: Phase 1 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	**8.88**					
Environmental Reserve	0.00					
Road Widening	0.36					
Atco Pipeline Right-of-Ways	0.62					
Subtotal	0.98					
GROSS DEVELOPABLE AREA	**7.90**					
LAND USES						
Municipal Reserve	0.00	0.0%				
Stormwater Management Facility	0.87	11.0%				
Circulation	0.86	10.9%				
Commercial	4.92	62.3%				
SUBTOTAL – LAND USES	**6.65**	**84.2%**				
RESIDENTIAL						
Medium Density - Semi/ Townhouse	0.71	9.0%	28	46.7%	81	46.8%
Medium Density - Townhouse	0.54	6.8%	32	53.3%	92	53.2%
SUBTOTAL - RESIDENTIAL	**1.25**	**15.8%**	**60**	**100.0%**	**173**	**100.0%**

Capital Region Board 48.0 upnha

Residential Density

Low Density - Semi/ Townhouse	40 units / hectares
Medium Density - Townhouse	60 units / hectares

Population Density

Low Density - Semi/ Townhouse	2.9 persons / unit
Medium Density - Townhouse	2.9 persons / unit

Table 2: Phase 2 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	**28.43**					
Crown Claimed Wetlands	0.77					
Environmental Reserve	0.58					
Road Widening	0.32					
Atco Pipeline Right-of-Ways	0.76					
Atco Gate Station	0.06					
Subtotal	2.49					
GROSS DEVELOPABLE AREA	**25.94**					
LAND USES						
Municipal Reserve	2.64	10.2%				
Stormwater Management Facility	2.32	8.9%				
Circulation	4.89	18.9%				
Commercial	2.09	8.0%				
SUBTOTAL – LAND USES	**11.94**	**46.0%**				
RESIDENTIAL						
Low Density Residential	5.96	23.0%	149	17.8%	432	23.4%
Medium Density - Semi/ Townhouse	3.94	15.2%	157	18.7%	455	24.6%
Flex Site	0.27	1.0%	33	3.9%	59	3.2%
High Density Residential	2.40	9.3%	300	35.8%	540	29.3%
Mixed-Use	1.43	5.5%	200	23.8%	360	19.5%
SUBTOTAL - RESIDENTIAL	**14.00**	**54.0%**	**839**	**100.0%**	**1,846**	**100.0%**

Capital Region Board 59.9upnha

Residential Density

Low Density Residential	25 units / hectares
Medium Density – Semi/ Townhouse	40 units / hectares
Medium Density – Townhouse	60 units / hectares
Flex Site	125 units /hectares
High Density Residential	125 units / hectares
Mixed-Use	140 units / hectares

Population Density

Low Density Residential	2.9 persons / unit
Medium Density – Semi/ Townhouse	2.9 persons / unit
Medium Density – Townhouse	2.9 persons / unit
Flex Site	1.8 persons / unit
High Density Residential	1.8 persons / unit
Mixed-Use	1.8 persons / unit

Table 3: Phase 3 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	**11.23**					
Crown Claimed Wetlands	0.44					
Environmental Reserve	0.51					
Road Widening	0.16					
Atco Pipeline Right-of-Ways	0.14					
Subtotal	1.25					
GROSS DEVELOPABLE AREA	**9.98**					
LAND USES						
Municipal Reserve	1.56	15.7%				
Stormwater Management Facility	0.57	5.7%				
Circulation	1.42	14.2%				
Commercial	0.00	0.0%				
Business Park Office	4.81	48.2%				
Mixed Business Park	0.69	6.9%				
SUBTOTAL – LAND USES	**9.05**	**90.7%**				
RESIDENTIAL						
High Density Residential	0.93	9.3%	100	100.0%	180	100.0%
SUBTOTAL - RESIDENTIAL	**0.93**	**100.0%**	**100**	**0.0%**	**180**	**0.0%**

NOTE: There is an existing DRC of 0.962 ha on Lot 1, Plan 872 0616 for Area 3.

Capital Region Board 107.5 upnha

Residential Density

High Density Residential 108 units / hectares

Population Density

High Density Residential 1.8 persons / unit

Table 4: Overall Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	**48.54**					
Crown Claimed Wetlands	1.21					
Environmental Reserve	1.09					
Road Widening	0.84					
Atco Pipeline Right-of-Ways	1.52					
Atco Gate Station	0.06					
Subtotal	4.72					
GROSS DEVELOPABLE AREA	**43.82**					
LAND USES						
Municipal Reserve	4.20	9.6%				
Stormwater Management Facility	3.76	8.6%				
Circulation	7.17	16.4%				
Commercial	7.01	16.0%				
Business Park Office	4.81	11.0%				
Mixed Business Park	0.69	1.6%				
SUBTOTAL – LAND USES	**27.64**	**63.1%**				
RESIDENTIAL						
Low Density Residential	5.96	13.6%	149	14.7%	432	19.4%
Medium Density - Semi/ Townhouse	4.65	10.6%	186	18.3%	539	24.2%
Medium Density - Townhouse	0.54	1.2%	32	3.1%	92	4.1%
Flex Site	0.27	0.6%	33	3.2%	59	2.7%
High Density Residential	3.33	7.6%	416	40.9%	748	33.5%
Mixed-Use	1.43	3.3%	200	19.7%	360	16.1%
SUBTOTAL - RESIDENTIAL	**16.18**	**36.9%**	**1,016**	**100.0%**	**2,230**	**100.0%**

Capital Region Board 62.8 upnha

Residential Density

Low Density Residential	25 units / hectares
Medium Density - Semi/ Townhouse	40 units / hectares
Medium Density - Townhouse	60 units / hectares
Flex Site	125 units / hectares
High Density Residential	125 units / hectares
Mixed-Use	140 units / hectares

Population Density	
Low Density Residential	2.9 persons / unit
Medium Density - Semi/ Townhouse	2.9 persons / unit
Medium Density - Townhouse	2.9 persons / unit
Flex Site	1.8 persons / unit
High Density Residential	1.8 persons / unit
Mixed-Use	1.8 persons / unit

Table 5: Student Generation & Population

Student Generation	Public	Separate
Students/Unit		
Elementary	0.37	0.12
Senior High	0.13	0.02
Student Population	**Public**	**Separate**
Phase 1		
Elementary	30	10
Senior High	11	2
Phase 2		
Elementary	183	60
Senior High	64	10
Phase 3		
Elementary	37	12
Senior High	13	2
TOTAL	**338**	**96**

3.0 Transportation

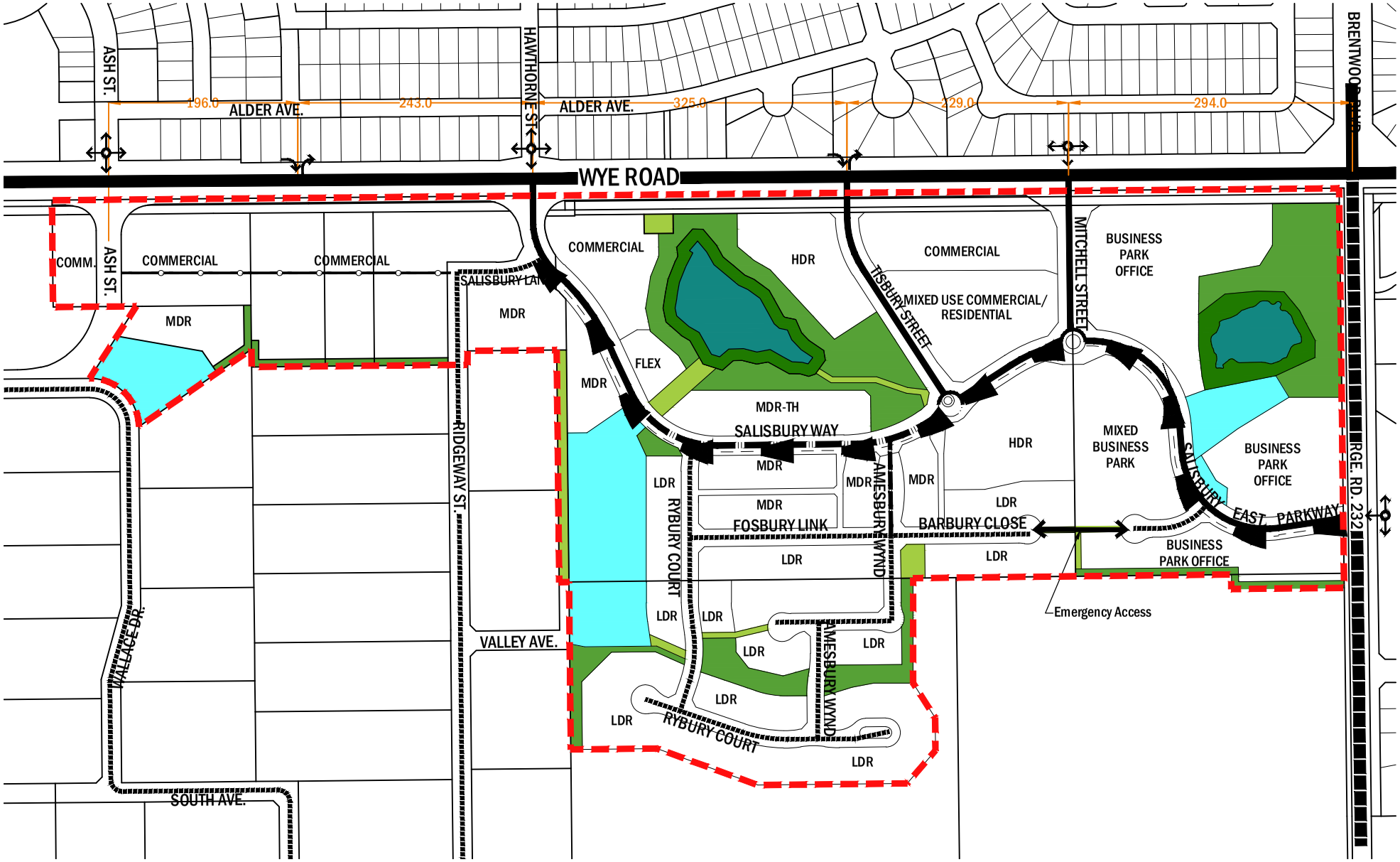
The transportation network for Salisbury Village consists of a full range of transportation facilities to accommodate the movement of automobiles, pedestrians, bicycles and transit. A network of arterial, collector and local roads will be utilized to accommodate traffic activity efficiently and effectively. **(See Figure 5)** A Traffic Impact Assessment (TIA) was originally complete for the Salisbury Village ASP in 2007 by Bunt & Associates. The ASP area was split into three sections: Wye Road Crossing (Phase 1), Salisbury Village West (Phase 2) and Salisbury Village East (Phase 3). Subsequent TIA's were submitted to Strathcona County in 2010 and 2013 to include updated land use statistics and internal roadway networks within Phase 2 and Phase 3 respectively. To support transportation changes proposed in Phase 2 and Phase 3 an addendum to the approved Traffic Impact Assessments (TIA) was completed in August 2015.

A *Transportation Impact Assessment* (TIA) was conducted in July of 2019 for the proposed 1.43ha mixed-use site. This TIA was completed to support the proposed redistricting from commercial to a mixed-use commercial/residential site east of Tisbury and north of Salisbury Way. Bunt concluded that no changes to the approved/constructed internal or external roadway network, intersection geometry, or traffic control is anticipated to be warranted to accommodate the additional residential units within the mixed-use site.

3.1 Principles

Providing residents and visitors with a variety of transportation mode choices represents a strategic component of the transportation system envisaged for Salisbury Village. The following guiding principles have been defined to support a balanced and sustainable transportation system:

- Provide a logical, safe and efficient hierarchy of transportation facilities to address the automobile, pedestrian, bicycle, public transit, and service vehicle needs of all populations and user groups moving to, from and through Salisbury Village;
- Design internal roadways to provide effective connections to/from the external roadway system to/from residential precincts and commercial parking facilities;
- Encourage walkability and alternative travel modes by providing pedestrian connections that link residential areas with site amenities, open spaces, transit stops and the external pedestrian system;
- Integrate stormwater management and environmentally sensitive areas with the pedestrian and bikeway system for the area having regard for the safe, ongoing operation of these facilities, and
- Establish partnerships with the County to explore options and promote the initiation of transit service at an early stage of development to encourage transit usage in the area.



TRANSPORTATION PLAN

N.T.S.

LEGEND

- Existing Arterial Road
- Proposed Arterial Road
- Major Collector Road
- Minor Collector Road
- Local Road
- Modified Local Road
- Proposed Transit Route
- Private Road
- Right-In / Right-Out Access
- All Directional Access
- Environmental Reserve
- Claimed Wetland
- Stormwater Management Facility
- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary

SALISBURY VILLAGE
SHERWOOD PARK

148-16004_07_PRF005.DWG
Jcalder December 23, 2019

FIGURE 5

3.2 External Roadways

Salisbury Village is in close proximity to several major transportation corridors including:

- Sherwood Park Freeway;
- Highway 21;
- Secondary Highway 628/Whitemud Drive; and
- Highway 216/Highway 14.

These facilities provide Salisbury Village with superior access within Strathcona County and the greater Edmonton Region.

3.3 Arterial Roadways

Two arterial roadways are located immediately adjacent to the plan area, Wye Road and Range Road 232/Brentwood Boulevard.

Wye Road is developed as a four-lane divided roadway adjacent to the north plan area with its ultimate design being a six-lane divided arterial roadway. Wye Road is scheduled to be upgraded to a full arterial road standard in 2014/2015. Wye Road provides a direct connection west to Edmonton via the Sherwood Park Freeway and a direct connection to points east in the County via Secondary Highway 630 beyond the east limits of the urban service boundary.

Range Road 232 represents an arterial road located along the east boundary of Phase 3. North of Wye Road, Brentwood Boulevard provides access to Sherwood Park's central commercial area and the Centre in the Park development. South of Wye Road, Range Road 232 is a two lane rural roadway that provides convenient access to Secondary Highway 628 which represents the extension of Whitemud Drive into Strathcona County. The intersection of Range Road 232 and Highway 14 is a future interchange location.

3.4 Collector and Local Roadway

The plan identifies all-directional access to Wye Road at Ash Street, Salisbury Way/Hawthorne Street and the future Mitchell Street. In addition, two right in/out accesses are planned, the first access is approximately150m east of Ash Street and the second right-in right-out is 325m east of Salisbury Way.

Phase 1 is accessed via all-directional access at Ash Street and Salisbury Way as well as a right-in-right-out access. Internal to Phase 1, Green Street provides a connection from Ash Street to Salisbury Way.

Access to Phase 2 will be provided via all-directional accesses at Salisbury Way and Mitchell Street and a right-in-right-out access at Tisbury Street. Salisbury Way originates at the south approach of the Wye Road/Hawthorne Street intersection and is the boundary between Phase 1 and Phase 2 immediately south of Wye Road. It continues in a southeasterly orientation through Phase 2 and Phase 3 and ultimately intersects with Range Road 232.

Salisbury Way is generally a 24m Major Residential Collector except where it passes though the Low Density Residential /Semi Detached/Townhouse/Apartment area in the center of Phase 2. In that section, Salisbury Way it may be reduced to a 20m Minor Residential Collector standard with an 11.5m pavement surface. This transition was confirmed within the 2015 TIA completed to support this ASP. Traffic calming measures will be incorporated along this major collector as required by Strathcona County. In the previously approved ASP Phase 2 proposed a zero meter setback to the Salisbury Way for the commercial and higher density land uses. To accommodate this urban form a modified cross section was required for Phase 2. With the proposed amendment this is no longer required and standard road cross section can now be utilized for Salisbury Way through the majority of Phase 2.

Tisbury Street is a Major Residential Collector roadway with a 24.0m right-of-way that connects Wye Road to Salisbury Way within Phase 2. The intersection of Salisbury Way and Tisbury Street may be developed as a single lane roundabout.

Mitchell Street is a short north/south Major Residential Collector that tees into Wye Road and Salisbury Way. The intersection of Wye Road and Mitchell Street is proposed as a signalized all-directional intersection, located approximately 294 meters west of Range Road 232. The intersection of Salisbury Way and Mitchell Street will be developed a three-legged single lane roundabout. A modified 26.5m cross section for Mitchell Street was approved with the previous ASP. Mitchell Street will accommodate transit.

East of Mitchell Street, Salisbury Way becomes Salisbury East Parkway within Phase 3 and ultimately intersects with Range Road 232. Salisbury East Parkway will provide primary internal access within Phase 3 and will be developed as a four-lane collector roadway. These collectors will provide safe and convenient access to the residential and commercial uses from both Wye Road and Range Road 232 and will facilitate the movement of traffic within Phase 2 and 3.

In addition to the collector roadway network, a modified local roadway cross section is proposed within Phase 2 providing access to residential land uses south of Salisbury Way. **(See Figure 5)** This modified road cross section south of the central park is proposed primarily to provide additional amenity in the Phase 2 area. The incorporation of an elliptical median within the road right-of-way allows for increased planting. The additional planting and landscaping will enhance walking experiences in Phase 2 and provide more attractive views to the homes that front onto them. A Design and Construction Update Form will be submitted with detailed engineering at the time of subdivision to support this modified road cross section. If the variance is not granted, the typical local residential roadway standard will be used.

Details associated with the design (cross-section, lane requirements, intersection requirements, and sidewalks) and construction of internal roadway facilities were documented through the original Traffic Impact Assessment and updated in the 2013 Traffic Impact Assessment. The geometric details of appropriate intersection configurations required at key intersections and site access facilities will be determined at subdivision.

It is anticipated that the combination of arterial, collector and local roadways within and adjacent to the plan area will provide an efficient and effective roadway framework to support the development associated with the proposed Plan.

3.5 Transit Accommodation and Connectivity

Transit services will be extended into Salisbury Village in accordance with Strathcona County requirements and the County's Transit Department. Transit can be accommodated through Phase 2 on Salisbury Way, Mitchell Street and Salisbury East Parkway. Bus stop locations and timing of transit will be discussed with the County through the subdivision stage.

3.6 Pedestrian Connectivity

A variety of types and widths of pedestrian corridors are planned to connect various land uses, transit stops and amenity areas within the plan area. Sidewalks will be provided along all roadways in accordance with County policies and standards.

In addition to on-street sidewalks, 3.0m asphalt trails and 1.5m granular trails will also be provided in Salisbury Village. These trails will create a variety of pedestrian experiences in the Plan area and encourage walkability on a day to day basis. Viewpoints, pedestrian bridges and urban plazas may be incorporated along the way to enhance the experience. Pedestrian connectivity will also be supported on site in the commercial areas. Care will be taken to ensure that the sidewalks in the commercial sites safely and conveniently link to the more public pedestrian paths. A continuous walkway loop throughout the entire residential community in Phase 2 promotes an active community.

A Public Utility lot is designated east from the Single Family Residential cul de sac in Phase 2 to ensure that a pedestrian link and emergency access continues to be provided between Phase 2 and Phase 3.

4.0 Servicing

4.1 Phase 1 and 2

Phase 1 is fully serviced and Phase 2 is in the final stages of development.

A supplement to the existing Servicing Design Brief was submitted with the redistricting and subdivision of Phase 2, Stage 2 in 2014. This Servicing Design Brief update compiled information from the previous ASP that pertains to servicing schemes and highlight proposed changes. The design changes consist mainly of reducing pipe sizes for Phase 2 as the proposed population has decreased substantially. This supplement also updated calculations and overall plans to reflect the proposed changes in the plan. **(See Figure 6)** It must include:

- Indications of the preliminary proposed minimum/maximum fire protection flows are required for each type of development.
- Indication on how many lots the water main line will be capable of servicing. Preliminary daily consumption rates should be provided.
- Provide information of the estimated average sewer flows, peak factors and residential flow requirements which may need adjustments from the original design brief submission.
- Address the sizing of the SWMF, the storm system and the SWMF outlet. Include discharge rates, sample control structure, erosion control plans and indicate how the drainage will affect adjacent parcels outside of the ASP Amendment Area.
- Applicable details and cross-sections of the proposed SWMFs need to be included. Sedimentation forebays, outlets, inlets and control structures must be illustrated to review the storm water management requirements. Both Phase 2 and 3 must accommodate a 1:100 year storm event.
- Sedimentation control and a controlled release rate have not been addressed from the existing eastern creek to the proposed 750 mm diameter gravity main.
- Details are to be provided on how the 1:100 year creek flows are to be redirected and accommodated within the proposed neighbourhood.
- The Engineering Design Brief is to include information on Phase 3 and show that Phase 2 has been designed to support the servicing of Phase 3.

A Design Brief Addendum Update was provided in 2015. It updated the Design Brief to include Phase 2, Stage 3. Final engineering design will be in accordance with the latest Strathcona County standards, and subject to approval of Strathcona County and Alberta Environment and Sustainable Resource Development.

The Plan area contains an existing drainage course that enters Phase 2 from the south and meanders in a northwest direction to the wetland in Phase 2 and then back southwest to Campbelltown Heights. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin. The natural drainage course will be retained through the central park MR area located adjacent to the existing wetland in Phase 2, Stage 2 to the greatest extent possible. Otherwise it will be piped.

Alberta Environmental and Sustainable Resource Development (ESRD) claimed the bed and shore of a 0.77 hectare wetland in Phase 2 This wetland is retained in the Plan. A combination of Environmental Reserve (ER) and Municipal Reserve (MR) has been utilized to ensure that an appropriate buffer is designated around the perimeter of the wetland to conserve its riparian edge. The total width of these buffers is approximately 30 m.

Compensation has been accepted by Alberta Environment and Sustainable Resource Development for the other wetlands in Phase 2, Stage 2 that are yet to be removed and payment has been made to Ducks Unlimited Canada. Water Act approval has also been granted for removal of wetlands in Phase 2, Stage 2. Various Provincial and municipal approvals will be required for Phase 2, Stage 3.

A Servicing Review update has been submitted under separate cover to include the additional residential units within the mixed-use site. The servicing review found that there is sufficient capacity for water, sanitary and stormwater to support the additional units.

4.1.1 Water

Water for domestic consumption and fire protection for Phase 2 is provided from an existing 450 mm diameter main located near the west boundary of the site. Water main looping is provided by connecting to the existing distribution system located on Hawthorne Street near the north boundary of the site and to the existing 150 mm diameter water main located east of Range Road 232 in Estates Court.

The proposed water system within Phase 2 was confirmed by the Hydraulic Network Analysis (HNA) approved by Strathcona County in July 2014. The watermain within the approved HNA consists of mains varying in sizes from 200 mm to 450mm. However, the approved HNA doesn't include the Salisbury Village Phase 2, Stage 3.

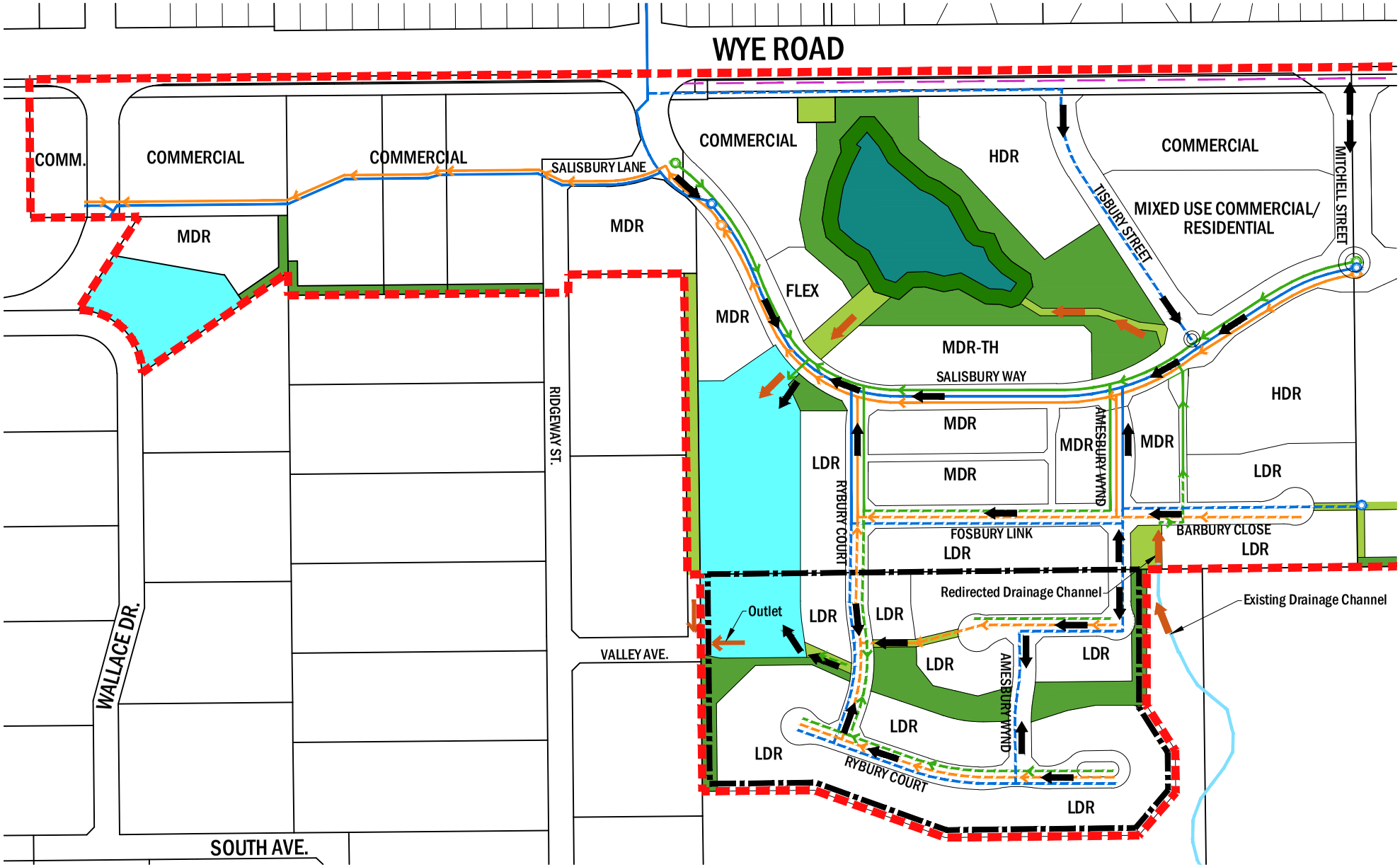
Pipe sizes, consumption rate and fire protection requirements for Phase 2, Stage 3 of Salisbury Village have been confirmed with the Water Network Analysis submitted in July 2015. The on-site distribution system will consist of 200 mm diameter mains. The guidelines outlined in the Strathcona County Engineering Servicing Standards, will be referenced during the detailed design of the water distribution system.

Phase 3 will be serviced by connection to the Phase 2 water distribution system. The proposed system shall provide treated potable domestic water as well as provide for fire flows for the proposed development. The watermain is looped through Phase 3.

4.1.2 Sanitary Sewer System

Phase 2 is serviced by the existing 375 mm diameter pipe located on Salisbury Lane.

The subject area generally slopes from the east to the west. The entire site is serviced by a gravity sewer without the need for a lift station. In order to meet the flow requirements and constraints of the topography, the sanitary sewer system is comprised of sewer mains ranging in size from 200 mm to 375mm. A minimum 300 mm diameters sewer will be designed for all commercial development. In order to reduce loadings on the downstream sanitary system, storage was required to reduce peak flows and discharge during off peak hours. The storage requirements were met for Phase 1 and Phase 2 with the construction of a 1200 mm sanitary pipe located in Phase 1 on Salisbury Lane. **(See Figure 6)**



LEGEND

- Proposed/Existing Watermain
- Proposed/Existing Sanitary Main
- Proposed/Existing Storm Trunk
- Realigned Channel
- Major Overland Flow Direction
- Environmental Reserve
- Crown Claimed Wetland
- Stormwater Management Facility
- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary
- Salisbury South Boundary
- ATCO Gas line
- Tie-In Points

SALISBURY VILLAGE
SHERWOOD PARK

SERVICING PLAN PHASE 1 AND 2

N.T.S.

148-16004_07_PRF006.DWG
Jcalder December 23, 2019

FIGURE 6

4.1.3 Stormwater Management System

The proposed stormwater management system consists of a minor pipe system varying in size and depth and a major overland system of roadways and swales. The minor system will be designed to manage and convey flows from events up to the 1 in 5 year return period and the major system will be designed to convey the storm runoff flows from 1:100 year return period.

The area west of approximately Hawthorne Street (Phase 1) drains to the west utilizing on-site stormwater management techniques (rooftop storage, parking lot storage, infiltration beds, bioswales etc.) to control runoff volumes and then discharge into a stormwater pond on the southwestern corner of the property. The design of the on-site SWM system will provide storage for runoff from the 1:100 year storm event while not putting building sites in risk of flooding, maintaining safe ponding depths and ensuring emergency access routes are provided above the 1:100 year flood elevations.

Topography in Phase 2 generally slopes from east to west and contains a number of natural depressions. There is an existing intermittent natural drainage course that enters Phase 2 south from the cemetery lands. The drainage course flows through Phase 2 connecting a number of low lying areas and exit in the southwest corner of Phase 2.

The wetland and a proposed SWMF in the southwest corner of Phase 2 manages the 1:100 year storm. The wetland will continue to be a key component in the SWM system for the area. The drainage course drains into a naturalized stormwater management facility proposed in the southwest corner of the basin. This facility also acts as a sedimentation forebay and stormwater will be allowed to backflow into the wetland in Phase 2. The facility is designed to accommodate the 1:100 year storm event. The control structure at the stormwater management facility manages the frequency, duration and depth of back flooding to the wetland to ensure that hydrologically optimum conditions for wetland habitat functioning can be maintained. The control structure serves to protect the wetland from possible excess flows from major rainfall events.

The drainage course entering Phase 2 from the south follows its natural course through the central park and is piped otherwise to suit the proposed development. This diversion is in the form of a series of pipes, culverts and an open channel. There is no attempt to manage the flow rate or volume of this stream. This drainage course is a naturalized stormwater amenity through the central park. The existing drainage course is directed through the proposed stormwater management facility and exits west through the existing Campbelltown area. There will be no impacts to the overall drainage course downstream.

The central wetland also has a wide fringe of native tree and shrub vegetation. The health and vigour of this zone will be maintained in part by using infiltration beds to naturally “irrigate” such areas to replicate the pre-development runoff coming from uphill terrain. This will have the added benefit of improving water quality for flows going into the wetland.

Phase 2, Stage 3 is serviced with the extension of the stormwater management facility constructed in Phase 2, Stage 2. A stormwater analysis was completed by ISL Engineering and Land Services Ltd. in July 2015 to incorporate the stormwater servicing of Phase 2, Stage 3. Both Phase 2 and Phase 3 must accommodate 1:100 year storm events.

The guidelines outlined in the Strathcona County Engineering Servicing Standards and the best management practices outlined by Alberta Environment and Sustainable Resource

Development will be referenced during the detailed design of the stormwater management system.

4.1.4 Shallow Utilities and Emergency Services

Existing service providers will provide power, cable, telephone, natural gas and high speed internet services. No problems are expected in the provision of these services. It is anticipated that each of these utilities will be provided by extensions of the existing systems in and around the Salisbury Village Area.

The Atco Gasline and Gate Station are identified on Figure 7. No servicing issues are anticipated with shallow utilities with the proposed ASP change.

All development within Salisbury Village must comply with the Strathcona County Fire Department Emergency Standard.

4.2 Servicing Phase 3

Phase 3 will generally be serviced by connections through Phase 2. **(See Figure 7)**

4.2.1 Water

Phase 3 will connect to the Phase 2 water system at two locations, a 350mm water main at Salisbury Way and Mitchell Street and a 200mm water main through a local road and public utility lot south of Salisbury Way. The 350mm water main will be reduced to a 300mm and extended east along Salisbury East Parkway to Range Road 232 (Brentwood Boulevard). The proposed 200mm and 300mm mains shall create a loop, with only a portion of the 300mm dead ending at the intersection of Brentwood Boulevard.

4.2.2 Sanitary Sewer System

The guidelines specified by Strathcona County Engineering Standards will be used for the design of the sanitary system.

Based on preliminary grading concepts Phase 3 is suitable for gravity sanitary sewer tie-in inverts. The entire parcel shall be serviced via gravity sewer mains. The proposed minimum diameter of servicing lines to individual parcels shall be 250mm.

Phase 3 will be serviced by the installation of sewer connection at two locations. One 300mm gravity main is located within the Mitchell Street. The second connection is located at the intersection of Mitchell Street and Salisbury Way. The future sewer at this location is anticipated to consist of a 250mm main. This 250mm sewer main will be extended along the Salisbury East Parkway, dead-ending prior to the intersection of internal collector road.

As per the Wye Road Crossing Servicing Report (Focus), prepared for South Wye Properties Ltd. published March 2008 Phase 3 shall be required to provide onsite storage of sanitary flows greater than 14.67 L/sec. At this time it is anticipated that the potential onsite storage to accommodate future expected peak wet weather flows shall be accommodated within Phase 3 via inline storage with larger diameter pipes controlled by a restriction orifice. Further details

shall be provided at a later date once the specifics of the project and exact nature and size of the building structures are confirmed.

4.2.3 Stormwater Management System

ESRD also claimed the bed and shore of a 0.44 hectare wetland in Phase 3. This wetland, in the northeast Plan Area, is proposed to be preserved in its existing natural state. A combination of ER and MR that varies between 10m and 20m wide is proposed around the wetland bed and shore to conserve the riparian edge. The remaining seven wetlands in Phase 3 will be removed. Compensation for the removal of these wetlands will be provided in compliance with County and Provincial wetland policies

The design of the storm water management system will provide a means of collecting storm water runoff and controlling it to the flow rates of pre-development conditions. The system shall be designed to have a minimal impact on the wetlands and proposed green space areas. Elements of the stormwater system (e.g., PULS and bioswales) will serve as compensation for wetland loss and will be designed to mimic wetland form and function of Class III or IV wetlands. Salisbury Village East strives to be a low impact development which shall promote the least amount of disturbance of existing treed and wetland areas.

Phase3 consists of several hillocks and low areas or natural depressions. In general the majority of the land flows to a centrally located depression which is a natural wetland. This wetland has a natural drainage release flow path toward the east flowing into the Brentwood Boulevard ditching. The southern portion of Phase 3 flows in a southerly direction. The most northern section of the parcel generally flows north and northwest toward Wye Road.

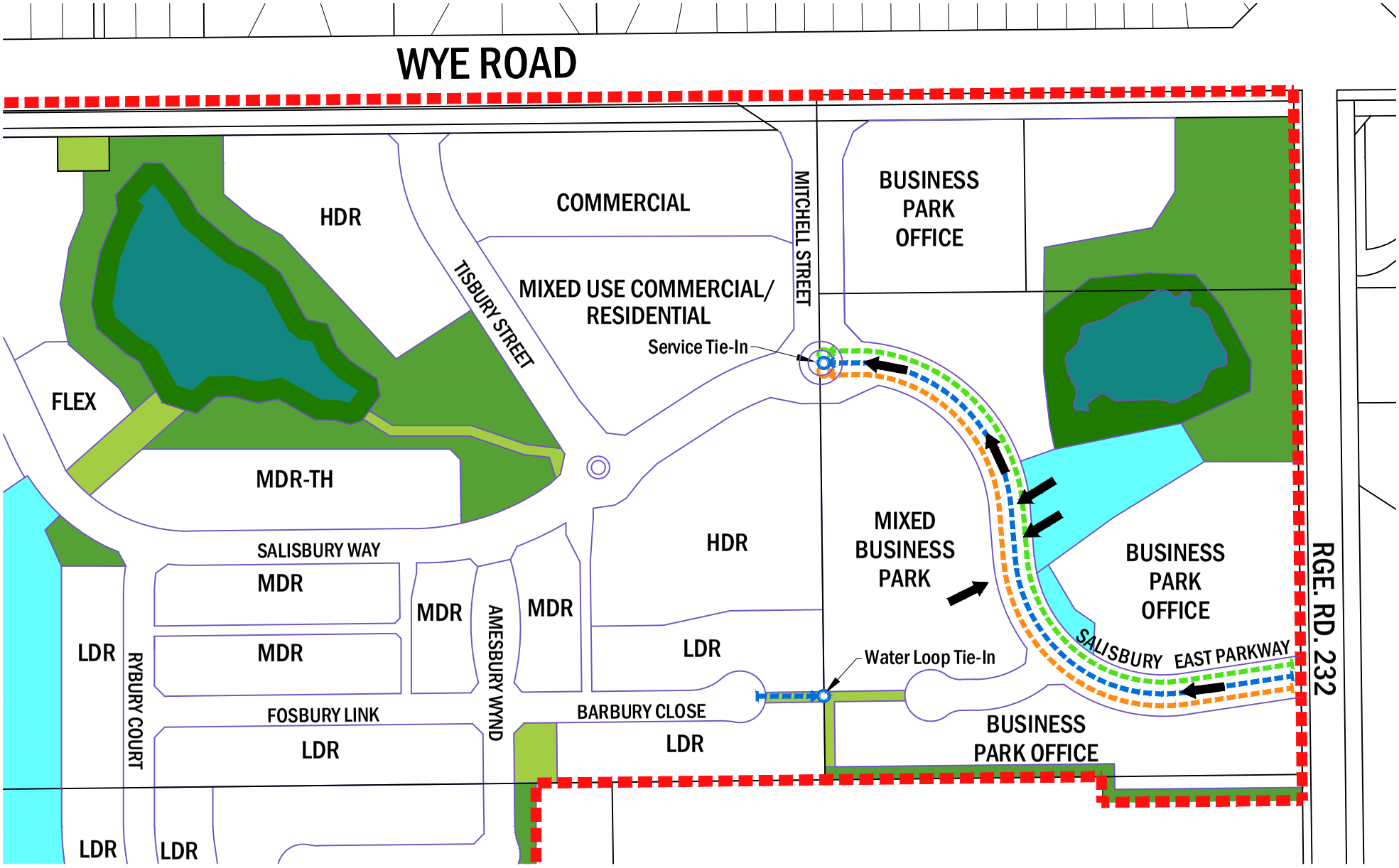
The storm water management system shall be comprised of two main wet ponds located generally in the center of the parcel on the east side of the proposed collector and generally in the south west corner of the parcel. These ponds will be flow and elevation controlled by a system of culverts which cross the proposed collector. The wetlands will receive controlled discharge from the wet pond system to match the existing pre-development flows in order to keep the wetland basin viable.

Storm water shall be directed to a collection system comprised of a combination of bio-swales, general landscaping slopes, catch basins and storm sewer manholes. Parking and road surfaces entering the collection system will ultimately be controlled with inline storm scepter units prior to exiting into the wet-ponds.

Ultimate major release or emergency release of the storm water management facility shall be via pipe into the stormwater line located at the intersection of the Salisbury East Parkway and Mitchell Street.

4.2.4 Shallow Utilities

Existing service providers will provide power, cable, telephone, natural gas and high speed internet services. No problems are expected in the provision of these services. It is anticipated that each of these utilities will be provided by extensions of the existing systems in and around the Salisbury Village area.



LEGEND

- Proposed Watermain
- Proposed Sanitary Main
- Proposed Storm Trunk Line
- Tie-In Points
- SALISBURY VILLAGE
- SHERWOOD PARK
- Environmental Reserve
- Crown Claimed Wetland
- Stormwater Management Facility
- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary
- Overland Flow Direction

SERVICING PLAN PHASE 3

N.T.S.

148-16004_07_PRF007.DWG
Jcalder December 23, 2019

FIGURE 7

5.0 Implementation

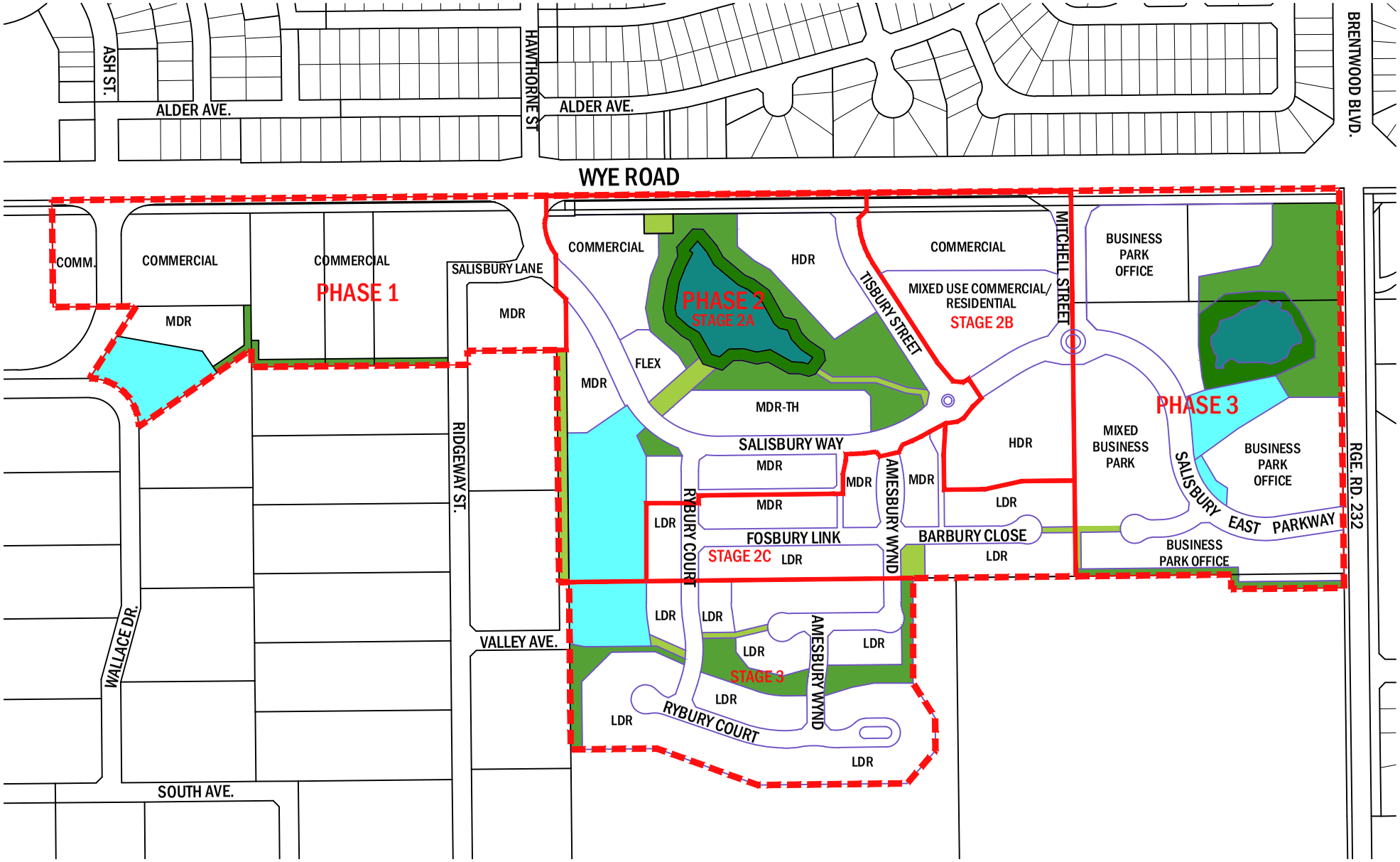
5.1 Staging

Phase 1 is fully developed and staging will generally continue easterly into Phase 2 in a logical manner. **(See Figure 8)** A subdivision was submitted for the entire plan area of Phase 2, Stage 2. Several stages will exist within Phase 2 and staging may vary due to market conditions and design.

5.2 Districting and Development Approvals

Further redistricting and subdivision will be required to facilitate development as proposed in this ASP in Phase 2 and Phase 3.

Engineering drawing approvals, development permits and building permit applications will be submitted under separate cover.



STAGING PLAN

N.T.S.

LEGEND

- Staging Boundary
- Environmental Reserve
- Crown Claimed Wetland
- Stormwater Management Facility
- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary

SALISBURY VILLAGE
SHERWOOD PARK

148-16004_07_PRF008.DWG
Jcalder December 23, 2019

FIGURE 8

APPENDIX A

12 Themes of Sustainability

1. Land Use Theme

Guiding Principles

Make efficient use of land through higher density, mixed use development which is well connected to surrounding areas, supporting walkability.
Provide for land uses which are adaptable to societal change over time.
Minimize exposure of new development to risks both natural (e.g. flooding, erosion) and man-made (e.g. noise, pollution).

Sustainable Design Goals	Strategies for Salisbury
Make efficient use of land.	Residential development in Salisbury Village will achieve a minimum density of 60 units per net residential hectare (upnrha) – exceeding the density target established by the Capital Region Growth Plan (30 – 45 upnrha). Commercial development in Salisbury Village will achieve an overall minimum Floor Area Ration (FAR) of 0.30. To account for the variety of commercial development planned in the neighbourhood, minimum FAR will vary by neighbourhood area as follows: • Phase 1 = 0.15 • Phase 2 = 0.25 • Phase 3 = 0.45
Develop a mix of appropriate and supportive land uses.	A diversity of mutually supportive residential, commercial, open space and business uses will be developed in Salisbury Village – creating a vibrant neighbourhood with opportunities to live, work, shop and play – including, but not limited to: • food retail (e.g. supermarket); • community serving retail (e.g. clothing store, department store, hardware store, pharmacy, other general retail); • services (e.g. bank, wellness/fitness centre, restaurant, café, diner); • civic and community facilities (e.g. government office, pubic park); and • employment (e.g. office space, business hotel, conference space). Impacts to adjacent, developed, neighbourhoods will be minimized by: • strategically locating open spaces to buffer from new development while increasing access to amenity; and • providing appropriate built forms sensitive to the development context.
Create a walkable neighbourhood.	An interconnected network of sidewalks, pathways and trails will provide access to all areas and uses in Salisbury Village, encouraging active transportation for both practical and recreational purposes. This network includes: • sidewalks on both sides of public streets (treed boulevards will be provided along a minimum of 75% of the length of public streets, creating shaded walking routes and an attractive pedestrian environment); • convenient and attractive pathways through commercial and office developments; and • trails through all parks, open spaces and stormwater management facilities, connecting to the sidewalk and pathway network. Residential, commercial, open space and employment uses will be dispersed through the neighbourhood, creating activity nodes within walkable distances (400m or 5 minutes walking).

Connect development in Salisbury Village internally and to adjacent areas.	Use of cul-de-sacs will be minimized to promote connectivity by automobile and active modes within Salisbury Village. Pathways will be provided to connect cul-de-sacs to adjacent areas. Sidewalks, pathways and trails will be located and designed to ensure a high degree of connectivity internal to the neighbourhood, to existing routes in adjacent areas and to the regional network.
Support adaptability over the life-cycle of the neighbourhood.	A wide variety of land uses will be provided in Salisbury Village to support societal change over time: • a variety of residential forms and types (including apartments, townhouses, single family housing) will provide accommodation for all household types, age ranges and income levels as well as opportunities to age-in-place; • a variety of commercial uses supports the varying needs of residents and visitors and will adapt with the market to serve changing needs over time; and • business and office uses will provide employment opportunities for residents within and outside the neighbourhood and will adapt with the market to serve changing needs over time.
Mitigate potential natural and man-made risks to residents and visitors.	Drainage from the south, via the intermittent creek, will continue to be accommodated (at pre-development flows) through the stormwater drainage system in Salisbury Village, mitigating upstream flood risk. Within Salisbury Village the stormwater management system has been designed in accordance with County standards to: • accommodate the 1:100 year storm event within the high water level of the stormwater management facilities and the retained wetland; and • provide freeboard above the high water level within the stormwater management facility and within the boundary of the Environmental Reserve parcel containing the retained wetland to manage storm events beyond the 1:100. Drainage from Salisbury Village, through adjacent developments to Goldbar Creek, will be controlled to pre-development rates, mitigating downstream flood risk. No industrial development is planned within Salisbury Village and the neighbourhood is located far from existing industrial uses, mitigating risks related to incompatible uses (e.g. air quality, noise, vibration). 75% of the frontage adjacent to major roadways (Wye Road, Range Road 232 / Brentwood Boulevard, and Range Road 233 / Sherwood Drive) will be for commercial, open space or business uses to buffer residential uses from traffic related noise and vibration.

2. Natural Habitat Theme

Guiding Principles

Conserve habitat and retain ecosystem services provided by natural and man-made spaces.
Connect open spaces networks to provide both habitat and functional public space.

Sustainable Design Goals	Strategies for Salisbury
Conserve Natural Ecosystems	Two Crown claimed wetlands are retained, maintaining existing ecosystem services in Salisbury Village, supported by the provision of ER buffer areas surrounding the Crown claimed wetlands (with boundaries established with input from professional Biologists and through consultation with County Administration).
Provide Engineered Ecosystems	Open spaces outside of the Crown claimed wetlands and ER areas in Salisbury Village will be designed to enhance existing ecosystem services. Design measures for these spaces include: • naturalized landscapes (including native vegetation species) for at least 50% of all MR areas, including pathways; • naturalized landscapes for all stormwater management facilities; • providing water of adequate volume and quality to the retained wetlands, mimicking pre-development flows, via the stormwater management system; and • retaining existing mature, healthy, trees where feasible.
Connect Habitat Areas	Open spaces (including parks, pathways and stormwater management facilities) are strategically located to connect the Crown claimed wetlands and ER area within Salisbury Village and to retain connections to planned and existing open spaces in adjacent areas.
Provide Multifunctional Open Spaces	The integrated open space network in Salisbury Village will provide: • habitat function and ecosystem services through both natural and engineered landscapes, as described in the previous Natural Habitat Sustainable Design Goals and Strategies; • stormwater management, mitigating flooding and erosion; • passive recreation opportunities accessible to the entire neighbourhood through integration of an integrated trail network within park spaces, stormwater management facilities, roadways and development areas; and • informal active recreation opportunities within park spaces.
Ensure Public Enjoyment of Open Spaces	Open spaces (including parks, pathways and stormwater management facilities) are strategically located to ensure public access to open space within walkable distances (400m or 5 minute walking) from any point within Salisbury Village. Connectivity of the open space network to open spaces within adjacent lands and to the regional trail network provides opportunities for the general public to access and enjoy the open spaces within Salisbury Village.
Protect and Enhance Aquatic Ecosystems	Existing aquatic ecosystems will be preserved by the Crown claim of existing wetlands in Salisbury Village. These aquatic ecosystems will be further protected through the designation of the ER buffer and the location of naturalized MR spaces. This "clustering" of development, retention of natural systems which provide overland filtration and infiltration of water, preservation of natural urban forest and expansion of the tree canopy are examples of Low Impact Development (LID) strategies achieved through neighbourhood level planning. Naturalized stormwater management facilities will provide adequate volume and quality of water to the Crown claimed wetlands to protect these aquatic ecosystems, while also expanding aquatic ecosystems within the area. These naturalized facilities are examples of

	bio-retention systems which are another Low Impact Development (LID) strategy to be implemented in Salisbury Village. Managing stormwater close to where it initially falls emulates the natural pattern of stormwater infiltration and reduces the amount of water requiring municipal treatment or being discharged in a deteriorated state. In addition to the LID strategies to be implemented through the planning of the neighbourhood and design of stormwater management facilities, a number of additional Low Impact Development (LID) strategies will be considered in Salisbury Village. Through marketing and sales agreements, developers will encourage the implementation of the following LID strategies within private development: • minimized building footprints; • use of rain gardens; • use of porous pavement/pavers; • use of green roofs; • use of bioswales; and • provision of rainwater capture and re-use systems.

3. Water Theme

Guiding Principles

Conserve water through reducing consumption and retaining natural infrastructure.

Sustainable Design Goals	Strategies for Salisbury
Reduce the demand for potable water.	Developers in Salisbury Village will encourage reduced indoor water usage in new buildings to a target average of 20% less than the baseline usages for fixtures, fittings or appliances (as described below) for non-residential, mixed-use and multifamily buildings four storeys or more, through marketing and sales agreements: • toilet = 6.0 LPF (blow-out fixtures = 13.2 LPF) • urinal = 3.8 LPF • restroom/bathroom/kitchen faucet for private applications (e.g. hotel or motel guest rooms, residential) = 8.3 LPM at 414 kPa • restroom faucet for non-private applications= 1.9 LMP at 414 kPa • pre-rinse spray valve (food service applications) = 6.0 LPM • residential showerhead = 9.5 LPM at 552 KPa • commercial steam cookers, dishwashers, automatic commercial ice makers and clothes washers are outside the scope of the water use reduction calculation Through marketing and sales agreements Developers will encourage reduced potable water consumption for outdoor landscape irrigation through use of strategies including, but not limited to: • climate tolerant native plants; • efficient irrigation systems (e.g. low-volume systems, drip systems, computer controlled systems); and • rainwater capture and re-use systems (e.g. rain barrels, cisterns). Strathcona County will consider supporting reduced potable water consumption through: • use of climate tolerant native plans in public lands (e.g. parks, roadways); and • creation of standards for treated wastewater (grey and/or black water) and/or captured stormwater systems for irrigation purposes.

Provide efficient water service infrastructure.	Development in Salisbury Village will reduce off-site peak loading impacts and minimize off-site capacity requirements related to piped drainage of grey and black water by providing on-site holding capacity through enlarged pipes.
Support groundwater recharge.	Permeable surface area in Salisbury Village will be maximized to support infiltration by: • minimizing surface parking area for residential and business park development by providing underground/structured parking wherever feasible; • exploring shared parking standards for commercial development with the County to reduce the number of parking spaces provided (depending on the specific context of commercial developments); and • exploring the adoption of a reduced minimum surface parking requirements (1.5 spaces/residential unit and 4.7 spaces/1,000 square feet of commercial) with the County to reduce parking area requirements. Crown claimed wetlands will infiltrate groundwater and will be supplied water from naturalized stormwater management facilities in Salisbury Village. Wherever feasible, the existing drainage alignments will be retained to direct water to retention features to control flows on and off site. Through marketing and sales agreements Developers will encourage strategies which minimize impervious surfaces through strategies including, but not limited to: • minimizing building footprints; • bio-retention systems (e.g. rain gardens); • porous pavement or pavers; • green roofs; and • rainwater capture and re-use (e.g. cisterns, rain barrels).
Improve water quality.	An Erosion and Sediment Control (ESC) Plan for development in Salisbury Village will: prevent soil loss by runoff and/or wind erosion; prevent sedimentation of stormwater conveyance systems or receiving streams; and prevent polluting the air with dust and particulate matter using the following strategies: • conserving existing vegetation where feasible; • establishing and delineating construction access; • controlling flow rates; • installing sediment controls (e.g. silt fencing, sediment traps, sediment basins); • stabilizing soils; • protecting slopes; • protecting drain inlets; • stabilizing channels and outlets; • controlling pollutants; and • controlling dewatering. Naturalized stormwater facilities in Salisbury Village will help to clean stormwater and improve its quality prior to it entering Crown claimed wetland area and being infiltrated into the groundwater or being discharged off-site.
Reduce water quantity impacts.	The stormwater management system for Salisbury Village will be designed to provide a maximum 4 liters/hectare/second outflow rate.

4. Carbon Theme

Guiding Principles

Reduce dependence on fossil fuels through supporting the use of renewable energy.
Support energy efficiency to reduce energy demand through technology and site design.
Address urban heat island effect through building and site design to create comfortable environments.

Sustainable Design Goals	Strategies for Salisbury
Support use of renewable energy sources.	Through marketing and sales agreements, developers in Salisbury Village will encourage residential builders to offer customers the option of including renewable energy technologies (e.g. solar panels, geothermal) for townhouse, semi-detached and single detached homes. Developers in Salisbury Village will encourage builders of multi-family residential, commercial and office buildings to incorporate renewable energy technologies through marketing and sale agreements. Through marketing and sales agreements, developers in Salisbury Village will encourage builders to design all buildings to permit future addition of renewable energy technologies (e.g. solar panels) by owners and lessors.
Support energy efficient infrastructure.	Energy efficient street lighting (e.g. LED lighting) will be installed with ongoing development in Salisbury Village. Strathcona County will consider provision of minimum lighting levels in public areas required for their function and the safety of residents and visitors.
Support energy efficient buildings.	Developers in Salisbury Village will encourage builders to implement the following energy efficiency measures for buildings through marketing and sales agreements: • minimum insulated values of R-20 for exterior walls and R-40 for roofs; • high-efficiency HVAC, hot water systems; and • high-efficiency lighting and appliances. Developers in Salisbury Village will encourage builders of office buildings to implement the following commissioning procedures for HVAC and hot water and lighting systems through marketing and sales agreements: • verify installation of the systems; • verify performance of the systems once operational; • verify operator training; and • verify maintenance program. Developers in Salisbury Village will encourage builders to provide green building certification (e.g. Alberta Built Green, LEED, EnerGuide) as an option to purchasers and lessors of residential, commercial and office buildings through marketing and sales agreements.
Utilize passive solar energy.	A minimum of 40% of roadways in Salisbury Village will be oriented within 20 degrees of east-west to maximize passive solar building opportunities. For parcels on north-south oriented roadways, developers in Salisbury Village will encourage builders to consider passive solar strategies in the siting and design of buildings through marketing and sale agreements.
Minimize Urban Heat Island Effect.	Developers will encourage use of high-reflectivity and/or vegetated roofs through marketing and sales agreements.

	Through marketing and sales agreements, developers will encourage builders in Salisbury Village to shade private, non-roof, hardscape areas (e.g. courtyards, parking lots, parking structures, driveways) using: • open structures (i.e. canopied walkways, pergolas, etc.); • high reflectivity and/or open grid paving materials; and/or • shading from tree canopies (within 10 years of landscape installation). Developers will work with Strathcona County to maximize shading of public hardscape areas (e.g. roads, sidewalks) using the strategies previously listed above.

5. Transport Theme

Guiding Principles

Support regional transportation priorities and promote alternative transportation to reduce single car usage.
Plan for land uses and transportation networks, considering transportation demand, to facilitate use of active transportation and transit.

Sustainable Design Goals	Strategies for Salisbury
Plan for integration with the Regional transportation network.	Roads: • A system of arterial, collector and local roadways is planned to provide Salisbury Village with efficient and adequate access to the regional roadway network. Transit: • As a suburban zone, transit service in Sherwood Park will connect focal points to other destinations with less service on weekends and during evenings. Sherwood Park Transit Centre, with Intermunicipal bus service to Edmonton, is the likely focal point for transit service in Salisbury Village. Intermunicipal bus service is anticipated to be located along Wye Road in the near and long terms. Active Transportation: • Pathways and sidewalks in Salisbury Village will be provided to provide effective and efficient connections to the municipal and regional trail networks and connecting to transit focal points.
Integrate transportation and land use planning.	Planning of the transportation network and land uses in Salisbury Village is integrated to support effective transportation, of all forms, while facilitating increased use of active transportation modes by: • locating higher density residential land uses in close proximity to commercial uses and ensuring 100% of residents are within 450m of basic services to support active transportation and create activity nodes as locations for transit service; • locating higher density residential, commercial and office uses along collector roadways and at access points to minimize traffic through the neighbourhood; • providing a well-connected street network, minimizing dead end streets, supported by a pathway network connecting to every parcel to create safe, attractive and convenient routes for active transportation options; • locating parking areas to the rear or sides of buildings, where possible, and providing safe, attractive and convenient pedestrian access routes through parking areas; and • orienting building facades to front onto streets, where possible, to create an attractive public realm with a sense of ownership and safety for pedestrians.

Support transit use.	Transit within Salisbury Village will be located along Salisbury Way, prioritizing locations with higher density and activity associated with commercial and business uses for transit stops. This routing will ensure all residents and businesses can be located within 400m of a transit stop. Active transportation routes to transit stops will be provided via the pathway and sidewalk network to provide intermodal access to transit.
Support active transportation.	An integrated network of pathways and sidewalks is planned to provide efficient and attractive active transportation routes connecting all uses within Salisbury Village and connecting to the regional network. On-site bike racks will be provided at secure and convenient locations within commercial and office developments. Street design will to allocate 40% - 50% of the right-of-way for pedestrians and will include pedestrian supportive amenities including benches, lighting, street trees, and trash cans.
Implement Transportation Demand Management (TDM) Strategies	A number of strategies which support sustainable transport will be implemented in Salisbury Village and within the region, including: • providing walkable access to Sherwood Park transit service from all areas within Salisbury Village; • maintaining access to the existing Intermunicipal bus service to Edmonton via the Sherwood Park Transit Centre (expansion/improvement to this service is provided for through the Capital Region Transit Plan); • promoting active transportation in Salisbury village by providing a variety of safe and attractive routes (through design considerations previously described) within a sidewalk and pathway network that is interconnected within the neighbourhood and to adjacent areas; Through marketing and sales agreements, Developers in Salisbury Village will encourage the implementation of additional TDM strategies such as: • designing sites and buildings to prioritize access by active transportation and/or transit (e.g. direct pedestrian/cycling routes within sites, locating bicycle parking facilities close to building entrances, locating building entrances to connect directly with pedestrian routes and transit locations); • providing infrastructure supporting active transportation in office developments (e.g. secure bicycle storage, showers); and/or • subsidizing transit costs for tenants/occupants. Strathcona County will consider implementation of additional TDM strategies such as: • providing public pay parking; • providing improved public transit infrastructure (e.g. bus shelters, transit information kiosks, secure bicycle storage at transit stops and transit centres, intelligent transportation systems); • providing wayfinding signage for transit and active transportation modes; and/or • providing reduced transit fares for residents and employees in Salisbury Village until the neighbourhood is established in order to support transit use.
Manage Transportation Systems.	Street designs will minimize roadway area dedicated to vehicles to the extent required to support adequate vehicular access. Alternative roadway cross sections will be explored with Strathcona County.

6. Food Theme

Guiding Principles

Support local food production, processing and procurement.
Ensure food is accessible and capitalize on opportunities for food to bring people together.

Sustainable Design Goals	Strategies for Salisbury
Support local food production.	Strathcona County will consider opportunities to provide for local food production within public lands (e.g. food producing plantings in roadways, community gardens to be developed in MR areas). Strathcona County will consider revisions to any Bylaws which present obstacles to local food production (e.g. landscaping requirements, animal bylaws). The Developer, through marketing and sales agreements, will encourage food production opportunities within private lands (e.g. edible landscapes and gardens within yards and amenity areas, rooftop gardens).
Support local food procurement.	Strathcona County will consider revisions to any Bylaws which present obstacles to establishment of a farmer's market, sensitive to the context of land uses proposed for Salisbury Village (e.g. land use districting restrictions, noise requirements). The Developer, through marketing and sales agreements, will encourage any food stores to buy locally grown food. The Developer, through marketing initiatives, will advise purchasers of opportunities to procure local food through community supported agriculture initiatives in the region.
Improve access to food.	Commercial development in Salisbury Village Phase 1 provides access to food for residents within and adjacent to the neighbourhood. In addition, commercial development planned for Salisbury Village Phase 2 provides an opportunity for a grocery store, potentially improving access to food for the area.
Connect people through food.	Salisbury Village provides walkable access to food stores which – in combination with potential future farmer's market, community garden and local food production opportunities – creates opportunities for social interaction and connectedness.

7. Materials Theme

Guiding Principles

Minimize the demand for new materials to conserve resources.
Use locally sourced materials to reduce material transportation requirements.
Consider the impact of materials on health as well as the durability and life-cycle of buildings and infrastructure.

Sustainable Design Goals	Strategies for Salisbury
Reduce materials use to conserve resources.	Provision of hard infrastructure (e.g. paving, pipes) will be minimized in Salisbury Village to balance adequate provision of infrastructure needs with conservation of resources.
Recycle materials to conserve resources, reduce impacts from resource extraction and support a market for recycled materials.	Developers in Salisbury Village will encourage use of recycled materials in buildings through marketing and sales agreements. Strathcona County will consider the use of recycled materials in infrastructure (e.g. asphalt, concrete).
Use local materials to minimize transportation requirements and support local economies.	Developers in Salisbury Village will encourage the use of locally sourced materials in buildings through marketing and sales agreements. Strathcona County will consider the use of locally sourced materials in infrastructure.
Use durable and rapidly renewable materials to minimize the impact of building and infrastructure replacement.	Developers in Salisbury Village will encourage the use of durable (e.g. wood, stone, concrete) and rapidly renewable materials (e.g. bamboo flooring, wool carpets, straw board, cotton baton insulation, linoleum flooring, poplar OSB) in buildings as well as strategies to minimize premature deterioration of buildings (e.g. use of shading screens, caves, overhangs, scuppers, drained walls, continuous air-barrier systems) through marketing and sales agreements. Strathcona County will consider the durability of materials for infrastructure.
Use materials which support the health of users of buildings and infrastructure.	Developers in Salisbury Village will encourage the use of materials which consider occupant health and safety (e.g. low VOC coatings materials, wood and agri-fiber products that contain no added urea-formaldehyde resins, adhesives and veneers that contain no urea-formaldehyde) in buildings through marketing and sales agreements. Strathcona County will consider the health impacts of materials used for infrastructure.
Minimize lifecycle costs of buildings and infrastructure.	Developers in Salisbury Village will encourage the use of materials which consider lifecycle environmental, social and economic costs (e.g. FSC certified wood) through marketing and sales agreements. Strathcona County will consider the environmental, social and economic lifecycle costs of materials selected for use in infrastructure applications.

8. Waste Theme

Guiding Principles

Manage and utilize waste as a resource.

Sustainable Design Goals	Strategies for Salisbury
Divert construction waste from landfill.	Through marketing and sales agreements developers in Salisbury Village will encourage builders to implement a construction waste management plan to divert materials from landfills which could consider: • recycling of cardboard, metal, brick, concrete, plastic, clean wood, glass and gypsum wallboard; • designating a specific area of the construction site for recycling; • identifying construction haulers and recyclers to manage the designated materials; and • identifying and donation of materials to charitable organizations (e.g. Habitat for Humanity Restore).
Divert indoor waste from landfill.	Indoor waste generated by residential uses will be diverted from landfills in accordance with the County's Waste Management Bylaw.
Divert outdoor waste from landfill.	Recycling containers will be integrated into waste receptacles in public spaces including along roadways adjacent to multi-family and non-residential developments, and in public park spaces.

9. Economy Theme

Guiding Principles

Supporting local business promotes economic sustainability and employment diversity and quality.
Development costs must be considered in the context of implementing sustainability measures, with a view to ensuring the County is competitive in the regional market.

Sustainable Design Goals	Strategies for Salisbury
Support locally based business.	Developers in Salisbury Village will encourage locally based businesses to locate in Salisbury Village through marketing and sales agreements.
Support a diversity of employment opportunities.	Commercial and office development in Salisbury Village will provide a diversity of employment opportunities. Vehicular, transit and active transportation facilities connect all residents of Salisbury Village with a wide diversity of employment opportunities in the County and the region.
Consider sustainability initiatives in the context of development cost.	Strathcona County will consider the cost of development, long term fiscal impact of development to the County and the competitiveness of the County in the regional development market when assessing the requirements and achievement of the principles, design goals and strategies identified in this ASP.
Provide quality employment opportunities.	Commercial and office uses planned for Salisbury Village provide for a variety of employment opportunities, improving the quality and quantity of employment opportunities for residents of the neighbourhood and the surrounding communities.
Support education and training.	Developers in Salisbury Village will encourage education and training providers to locate in Salisbury Village through marketing and sales agreements.

10. Well Being Theme

Guiding Principles

Community planning, urban design, and provision of infrastructure creates safe environments and promotes the health and enjoyment of residents and visitors.

Sustainable Design Goals	Strategies for Salisbury
Promote healthy lifestyles.	Land uses and infrastructure in Salisbury Village are planned and designed to support the use of active transportation for practical and recreational purposes. An open space network of parks, SWMFs and natural areas, connected by pathways, sidewalks and trails provide residents with access to recreation opportunities within the neighbourhood. Developers in Salisbury Village will encourage building design to promote health through marketing and sales agreements considering features such as: • designation of smoking areas in relation to doors, windows and air intakes; • effective air exchange by HVAC systems; and • promoting occupant comfort through ventilation and HVAC controls.
Create a safe community.	Urban design in Salisbury Village will consider safety by addressing 1st Generation CPTED principles including: • orienting buildings to address the street, where possible, creating an appropriate hierarchy of space and providing "eyes on the street"; • supporting legitimate use through appropriate lighting; and • application of physical elements, such as fencing, to "harden" potential targets. Land uses and infrastructure in Salisbury Village are planned and designed to support active transportation and promotes social interaction and supports 2nd Generation CPTED principles (i.e. cohesion, capacity, culture).
Promote enjoyment of the natural and built environment.	Urban design and planning for Salisbury Village facilitates access to conserved natural areas. Quality infrastructure and an interconnected pathway network supports public access to and use of natural areas for passive recreation purposes, supporting public appreciation and enjoyment of nature. Urban design of buildings and public spaces (in private and public property) in Salisbury Village creates safe, interesting and attractive environments for public enjoyment. Site lighting design will maintain safe light levels while avoiding off-site lighting and night sky pollution. Technologies to be utilized will reduce light pollution and include full cut-off luminaires, low-reflectance surfaces and low-angle spotlights.
Support social interaction.	The mix of uses and active transportation network in Salisbury Village supports a high degree of social interaction between residents and visitors. Parks, commercial uses (e.g. coffee shops) and office uses support round-the-clock public interaction by all demographic groups, year round. Strong connections between Salisbury Village and surrounding neighbourhoods will support social interaction of residents within and beyond the neighbourhood.

11. Equity Theme

Guiding Principles

Communities are representative of residents of all family types, income levels and ages.

Sustainable Design Goals	Strategies for Salisbury
Provide diverse housing options.	Salisbury Village is planned to provide a wide variety of housing types, forms and sizes (e.g. single detached, semi-detached, townhouse, apartment). This diversity of housing types helps provide housing options for a wide variety of ages, incomes and family types. Apartment residential development presents an opportunity to provide rental housing in Salisbury Village, potentially increasing affordability in the community. Developers in Salisbury Village will encourage provision of a diversity of housing sizes in all forms of housing through marketing and sales agreements.
Support accessibility.	Building and private and public spaces will be designed, in accordance with Strathcona County standards, to support universal access.
Support inclusive communities.	The diversity of housing types provided in Salisbury Village provides options to accommodate residents of a wide range of family types, income levels and ages.

12. Culture Theme

Guiding Principles

Create communities that celebrate cultural heritage through art and expression and display a strong identity.

Sustainable Design Goals	Strategies for Salisbury
Establish community identity.	Through marketing and sales agreements, developers in Salisbury Village will encourage a consistent and contemporary architectural design aesthetic. • Use of materials as well as the siting and design of buildings will respond to the context of the neighbourhood (e.g. use of regionally appropriate/available materials, design to address climatic conditions, maximizing views). • Contemporary design which responds to current lifestyles of Sherwood Park residents speaks to culture, defined as: *the ideas, customs, and social behaviours of a people or society*. Through cohesive and consistently applied urban design, Salisbury Village will display a distinct identity and sense of place. Urban design for Salisbury Village will consider its context and will be complimentary to urban design initiatives for adjacent areas (i.e. Wye Road Phase Urban Design Guidelines).
Provide opportunities for art and expression.	Multiple public spaces throughout Salisbury Village provide opportunities for placement of art and venues for other forms of expression (e.g. plazas, park spaces, road rights-of-way, pathway network) which would contribute to the neighbourhoods sense of identity.