CENTRE IN THE PARK

Area Redevelopment Plan update

Priorities Committee

March 10, 2020
Part 1

Background
Need for an update

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

The document is now outdated and requires review to ensure alignment with current regional and county plans.
In 2017, the Edmonton Metropolitan Region Growth Plan was approved. The new regional growth plan requires that member municipalities with urban areas:

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

CITP is the County’s only defined residential redevelopment area within the County and our only existing urban centre.
In 2017 Strathcona County adopted a new MDP. CITP is designated as the urban centre policy area and it’s objectives ensure that Sherwood Park’s urban centre:

- Contains compact, mixed-use development
- Provides a sub-regional level of service
- Incorporates transit oriented development
- Incorporates walkability and areas for social interaction
- Integrates green building and green infrastructure
To support the ARP, this project includes the creation of the following technical studies:

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

Together these create a suite of documents ensuring that the policies of the updated ARP can be implemented.
## Part 2

### Project process

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Phase 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Background research</td>
<td>- Refine plan concept</td>
<td>- Public Open House #2</td>
<td>- Finalize plan and technical studies</td>
</tr>
<tr>
<td>- Define vision and principles</td>
<td>- Draft plan and technical studies</td>
<td>- Online Survey</td>
<td>- Public Open House #3</td>
</tr>
<tr>
<td>- Public Open House #1</td>
<td>- Internal County review</td>
<td>- Revise draft plan and technical studies</td>
<td>- Presentation of plan to Council</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Draft zoning bylaw districts</td>
<td>- Public Hearing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Stakeholder Meetings</td>
<td></td>
</tr>
</tbody>
</table>
Completed consultations

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

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

Commercial area landowners
- 2 notifications with opportunity to comment

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

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

Youth Council
- 2 meetings
- Survey
- Charette Activity
- PCM Presentation

School Board Administration
- 3x one-on-one meetings
- 2 document circulations with opportunity for written comments
Centre in the Park is an appropriate location for higher density residential options such as apartments, condominiums and mixed-use buildings that are four or more storeys in height.

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

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

Principle #1: Aspire to increased densities

Principle #2: Diversify the land use composition

Principle #3: Enhance urban centre design and character
Part 3
ARP and zoning
CITP land use concept
Zoning areas
Main Street policy area/zoning
Mixed-use area with a focus on mixed-use, street oriented buildings
Urban centre policy area/zoning

Mixed-use area with a focus on commercial buildings
Community policy area/zoning
Mixed-use area with a focus on residential buildings
Neighbourhood policy area
Residential Area with home based commercial
Public Service policy area/zoning

Public service area with allowances for community housing and accessory uses
Institutional policy area/zoning
Schools, associated support uses and open space area
Height and density

100 du/nrha
17.5 % Intensification

Note: Heights are generalized. Alternative heights may apply in certain circumstances.
Non-residential parking
Residential parking
Part 4
General transportation
Why do we need to look at transportation?

- Form of development
- Pedestrian safety
- Increase walkability and connectivity
- Character and vibrant streetscapes
Public consultation concerns

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

Youth Council concerns

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

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

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

Traffic Collision Statistics Report

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

Sherwood Drive and Granada

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

Increased pedestrian traffic

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

![Pedestrian traffic chart]

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

- Cyclist: 224
- Mobility Challenged: 10
- Senior: 55
- Adult: 654
- Youth: 141
- Total: 1084

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

- Adult: 60%
- Youth: 13%
- Cyclist: 21%
- Mobility Challenged: 1%
- Senior: 5%
Pedestrian safety
Accommodate form/viability of commercial
## Pedestrian zones

### Best practices for pedestrian oriented streets (min)

<table>
<thead>
<tr>
<th>Pedestrian facility allocation</th>
<th>50% of right of way</th>
<th>15%-30% of right of way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (both sides)</td>
<td>21m</td>
<td>6-12m</td>
</tr>
</tbody>
</table>

### Existing (min)

- 15%-30% of right of way
- 6-12m
Expanded pedestrian boulevards

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

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

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

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

Economic advantage – allows for direct pedestrian access to business entrances as well as the addition of café tables, signage and menu posting.
Expanded pedestrian boulevards
Active transportation
Connectivity - connects existing cycling infrastructure (multi-use trails) to major destinations and schools where high volumes of pedestrians are anticipated.

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

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

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

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

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

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

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

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

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

Beautification – adds greenery and increases the quality of aesthetics.

Environmental benefits – additional trees and vegetation.

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

Character – enhances character and provides continuity with recent development within Centre in the Park and other areas of Sherwood Park.
Do you feel that reducing speed limits within the area is reasonable in order to accomplish the vision of a downtown core and improve safety within Centre in the Park?

- Yes: 71%
- No: 22%
- No opinion / don't know: 7%

Approximate survival rate if hit by a vehicle at the following speeds:
- 30 km/h: 9 out of 10
- 40 km/h: 6 out of 10
- 50 km/h: 2 out of 10
- 60 km/h: 0 out of 10
Part 5
Design and construction standards
Non-Main Street conceptual cross-sections

**Existing**

- **Commercial Street** (25 m)
- **Neighbourhood Street** (24 m)
- **Arterial** (40 m)

**Proposed**

- **Commercial Street** (25 m)
- **Neighbourhood Street** (24 m)
- **Arterial** (40 m)

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

**Existing**
- Main Street Arterial (40 m) Looking South
- Main Street Arterial (40 m) Looking South
- Main Street Arterial (36 m) Looking West
- Main Street Arterial (36 m) Looking West

**Proposed**
- Main Street Arterial (40 m)
- Main Street Arterial (40 m)
- Main Street Arterial (36 m) or
- Main Street Arterial (36 m)
• The results show that most respondents felt that all the proposed elements are important additions for streets within Centre in the Park except for covered transit stops which was only supported by 42% of respondents. As this is a multiple response question, statistically, 42% is still considered to be a positive response rate.
Cross-section elements
Sherwood Drive Main Street conversion

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

• Transportation modeling concludes that four lanes is sufficient to handle current and future demands.

• Outcome of the modelling was anticipated as all arterials between Baseline Road and Wye Road, including Sherwood Drive north and south of the highlighted portions, are currently four lanes with the 900 metre section shown here being the exception.
Sherwood Drive Main Street conversion

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

- A lane of Sherwood Drive was closed for an extended time period during construction of The Market. Congestion issues were not experienced during this closure.

- Proposed alterations are required for the achievement of the ARP and zoning policies as well as the addition of street elements and pedestrian safety measures.
<table>
<thead>
<tr>
<th>Major landowners</th>
<th>School boards</th>
<th>Urban Development Institute</th>
<th>Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Positive responses regarding the changes to main streets were received from major landowners.</td>
<td>• School boards were clear that the safety of their students is of primary concern. • Mention was made that roads adjacent to school sites should be designed to specifically accommodate school aged users.</td>
<td>• Positive responses were received regarding the proposed changes. • Comments were made on the need for the proposed changes to Sherwood Drive in order to ensure the viability of both existing and future development within the area and along Sherwood Drive.</td>
<td>• Positive responses on all of the proposed street elements were received through public consultation. • Reponses to the right sizing of Sherwood Drive were divided almost evenly between Positive and Negative with 11% having no opinion.</td>
</tr>
</tbody>
</table>
Incremental approach

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

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

The design of intersections will be site specific. If the ARP is adopted, more detailed engineering work will be required to determine the ultimate design of specific intersections and access locations within the area.
Main Street cross-section comparison
Main Street cross-section comparison
Similar example/ 82\textsuperscript{nd} Avenue
Similar example/Jasper Avenue
Potential crossing result
Part 6
Utilities
Water/wastewater

• The Utilities Master Plan has identified the required upgrades for water distribution and wastewater collection required to achieve full built out of the ARP.

• Potential improvements include onsite infrastructure, increasing pipe sizes, adding new pipes or increasing or adding storage.
Stormwater management

- Low-impact development techniques are encouraged where feasible.

- Potential improvements include on-site infrastructure or increasing storm sewer capacity.
District energy system

- The existing system has limited capacity for new growth and no improvements to the system have been proposed at this time.

- If future redevelopment proposes to connect the system, additional detailed studies would be required at the time of the proposal to assess the system's ability to meet the required demands.
Part 7
Summary
ARP principles

Principle #1: aspire to increased densities

Principle #2: diversify the land use composition

Principle #3: enhance urban centre design and character
Open space
Height and density

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

100 du/nrha
17.5% intensification
Development potential
Streetscapes
Part 8

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

EMRB referral April-May, 2020

Second and third reading June-July, 2020