

# 50<sup>th</sup> Street Area Redevelopment Plan

*Prepared For:*



Town of Sylvan Lake

*Prepared By:*

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*In association with*



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50<sup>th</sup>

Street

Area Redevelopment Plan

*Town of Sylvan Lake*

- 
- 
- 1.1 Purpose**
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# 1

## Overview

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## 1.1 Purpose

The purpose of the Town of Sylvan Lake 50<sup>th</sup> Street Area Redevelopment Plan (ARP) is to guide growth and development along this arterial roadway and gateway to downtown and the waterfront in an orderly, efficient and beneficial manner.

The Plan addresses the following key issues:

### Incompatible Land Uses / Avoiding Land Use Conflicts

The ARP area is currently primarily residential interspersed with highway commercial and public facility uses. The Plan needs to consider land use compatibility, including appropriate types and locations of residential and commercial uses.

### Infrastructure for Sustainable Modes of Transportation

The Plan should explore multi-use trails and sidewalks for pedestrians and non-motorized transportation, and their integration with similar facilities planned for the Town. The road cross section for 50<sup>th</sup> Street will be reviewed and transit nodes adjacent to appropriate land uses considered.

### Better Land Utilization and Intensification

With many lots in the Plan area under-used, the ARP will explore appropriate land uses and densities to achieve an efficient use of land.

### Roadways Design (50 Street)

A grid road pattern is predominant in the ARP area. Rear lane access may be required if parcels are intensified.

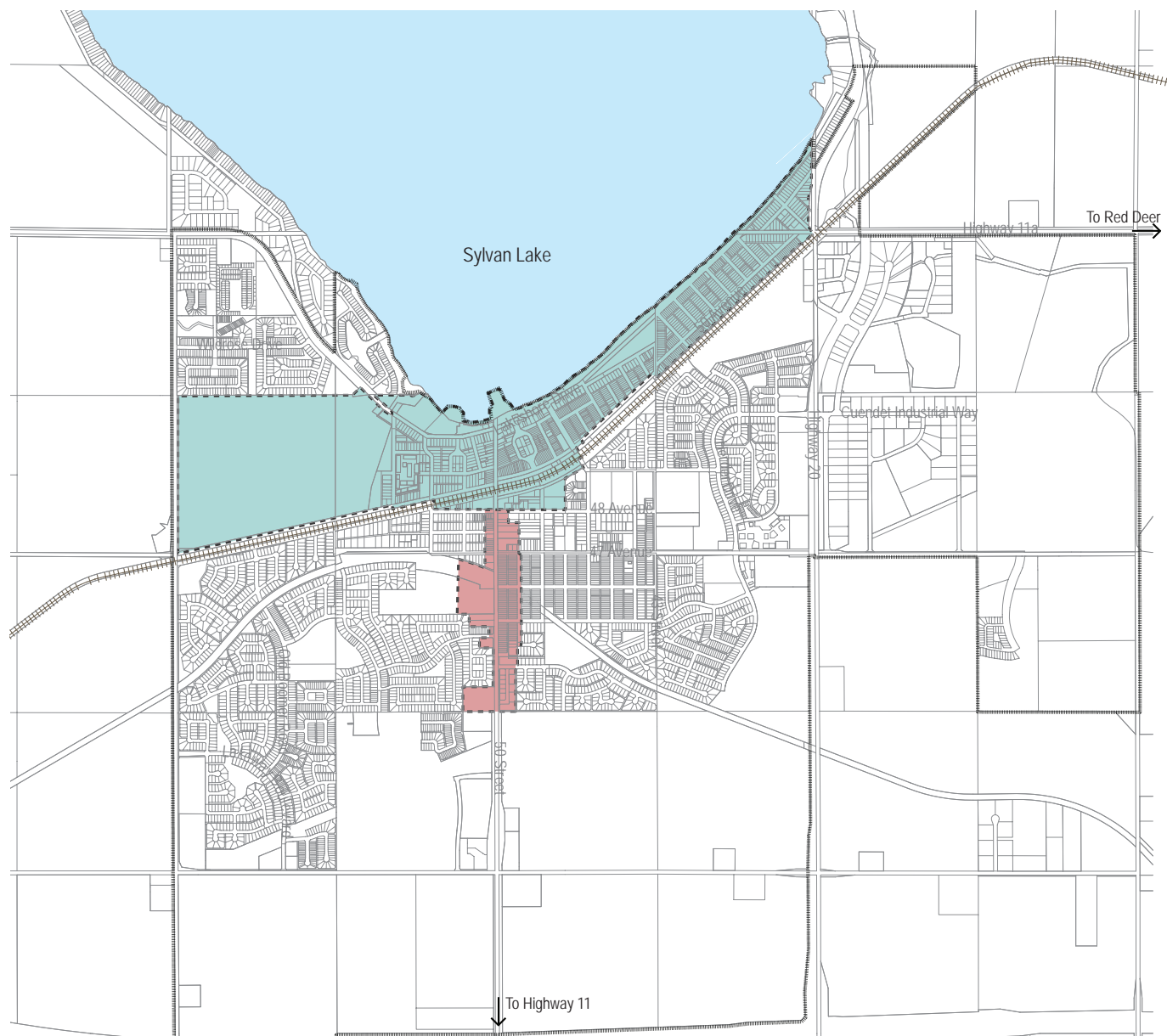
### Extension of Planning Principles from Waterfront ARP

Policies for the ARP area address and extend key planning principles of the *Waterfront ARP*, including an enhanced pedestrian environment, integration with the lakeshore and downtown, and compatible intensification and development to achieve balanced growth. As discussed, 50<sup>th</sup> Street has historically served as a key 'gateway' to the waterfront area so it is important that walkability be encouraged by improving the pedestrian environment and having zoning and design guidelines in place to have development address the street.





## 1.2 Urban Context

The Town of Sylvan Lake is one of Canada's fastest-growing communities, a major regional tourism destination and home to Alberta's second-largest marina. Municipal leaders and community members formally recognized the unique attributes of Sylvan Lake's natural environment and the strength of its central Alberta location with the initiation and 2006 approval of the *Waterfront Area Redevelopment Plan (ARP)*. The community vision for redeveloping the downtown and lakeshore areas was to realize the social and economic potential of the lake while maintaining the integrity of its special natural environment.

The Town of Sylvan Lake has now prepared the 50<sup>th</sup> Street ARP to ensure future development in the ARP area achieves an appropriate mix of land uses, building forms, public amenities and infrastructure. 50<sup>th</sup> Street is an important community gateway from Highway 11 to the waterfront area and the Town. When travelling north, this roadway also offers scenic lake views. There is great potential to redevelop the 50<sup>th</sup> Street area as a pedestrian-friendly, mixed-use environment that ties into the planning and design principles of the waterfront area and downtown. Refer to *Map 1.1 – Urban Context*.



### Legend

-  Waterfront ARP Plan Area
-  50th Street ARP Plan Area
-  Town of Sylvan Lake
-  CNR Railway



Map 1.1 - Urban Context

### 1.3 Plan Area

The Plan area encompasses 21.9 hectares (54.1 acres of land). The Plan area is generally centred on 50<sup>th</sup> Street, extending one block east of 50<sup>th</sup> Street to 49<sup>th</sup> Street and varying distances to the west to include properties with frontages and side yards facing onto the street. In the north, 48<sup>th</sup> Avenue defines the boundary of the ARP area which extends to the southern edge of the Lakeview Cemetery. The Plan area is shown on Map 1.2 – Plan Area.

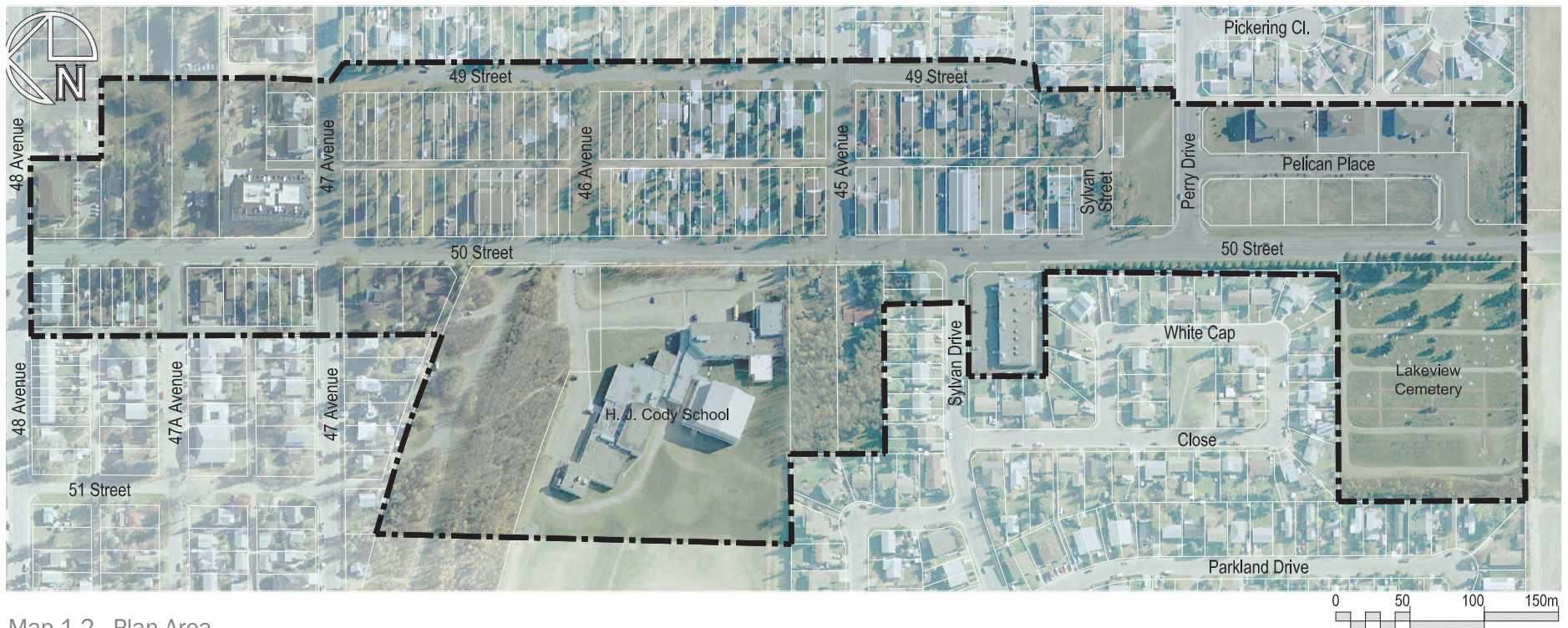
### 1.4 Enabling Legislation

The 50<sup>th</sup> Street ARP has been prepared in accordance with requirements of the *Municipal Government Act (MGA)*. Section 634 of the Act enables Council to adopt Area Redevelopment Plans to provide a framework for the redevelopment of an area. Section 634 of the *MGA* specifies what an ARP must describe:

- i) the objectives of the Plan and how they are proposed to be achieved,
- ii) the proposed land uses for the redevelopment area,
- iii) if a redevelopment levy is to be imposed, the reasons for imposing it, and

- iv) any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary.

The *MGA* further specifies, in Section 692, that property owners and the general public, particularly those who might be directly affected by the plan, must be notified and be allowed to make suggestions and representations. Consultation activities with Town Council, community members and stakeholders was an important part of the planning process and helped to define a shared vision and strategic priorities for the future of the Plan area and are summarized on the following page.



Map 1.2 - Plan Area

## 1.5 Community and Stakeholder Consultation



Town Council has placed a high priority on community consultation as part of the ARP process. Consultation exercises included key stakeholder interviews, a Public Meeting and Workshop, a Public Open House and a Public Hearing before Council. A more detailed description of the community and stakeholder consultation process which informed the preparation of the ARP is provided below:

### 1.5.1 Project Backgrounder

A project backgrounder was sent out to stakeholders in February, 2009, providing background information on the project. Information included why the town was undertaking the work, what an ARP is, what the ARP will address, what the process and timelines are, and who to contact for additional information. A map identifying the area was also included.

### 1.5.2 Stakeholder Roundtables

Stakeholder Roundtables were held on March 11, 2009, at the Town of Sylvan Lake office. These interviews consisted of a series of meetings with key stakeholders owning property

within the Plan area. To facilitate discussions, the Plan area was divided into sub-areas, and a vision was presented for each sub-area. Stakeholders were asked to provide input on the vision and the overall Plan priorities for the relevant sub-areas. The priorities identified by the stakeholders helped guide the preparation of the 50<sup>th</sup> Street ARP. Strategic priorities, as presented by the participants of the Stakeholder Roundtables, are presented below:

- Improve the sidewalks and trail system;
- Address parking on the street, especially in front of H.J. Cody School;
- Provide commercial uses that people can safely and comfortably walk to;
- Increase street lighting and ensure lighting is of a consistent design;
- Introduce traffic calming measures;
- Increase public green spaces;
- Increase the density in Sub-Area A (east and west of 50<sup>th</sup> Street, north of the former CPR right-of-way);
- Allow for mixed residential / commercial uses in Sub-Area G (east of 50<sup>th</sup> Street, between 45<sup>th</sup> Avenue and Perry Drive);
- Accommodate appropriate commercial uses in Sub-Area J (east of 50<sup>th</sup> Street, south of Perry Drive);
- Improve the streetscape with plantings and by moving the overhead power lines underground; and
- Introduce new design guidelines to ensure building frontages are oriented to the street and to encourage individual doors for ground floor apartment units and reduced setbacks to bring buildings closer to the street.

The Stakeholder Roundtables Summary Report is included in its entirety as a separate Technical Appendix.

### 1.5.3 Public Meeting and Workshop

A Public Meeting and Workshop was held on the evening of April 29, 2009 at the Fox Run School in Sylvan Lake to gather information from the community in order to help identify issues, opportunities, and priorities in the Plan area. Presentation boards were provided displaying the urban context for the Plan area, the proposed development concept for the Plan area and Sub-Areas within it, the cross-section alternatives for 50<sup>th</sup> Street and the proposed streetscape improvements. The consultants provided a PowerPoint presentation explaining the purpose of the 50<sup>th</sup> Street ARP, key findings to date, a description of the draft development concept for the Plan area the alternative street cross-sections and possible streetscape improvements. Each participant was provided with a print-out of the PowerPoint presentation and an Exit Survey.

Following the presentation, participants were invited to engage in a discussion group based on their primary area of interest. Staff from the consulting team and Town administration acted as group discussion facilitators.

As a final exercise, participants were asked to complete an Exit Survey evaluating the Public Meeting and Workshop. Following the discussions, participants were invited to stay and discuss any further comments they had with the consulting team or Town Planners.

The feedback received from the participants was mostly supportive of redeveloping 50<sup>th</sup> Street along the lines of the development concept and streetscape options presented. Opposition, however, was voiced over the development

concept as it treated Sub-Areas E, G, H and J. The points below provide a summation of public opinions and key outcomes by Sub-Area:

### Sub-Areas A and B

- Increased density for both Sub-Areas was supported by participants.
- Views to the Lake need to be maintained through setbacks and building heights.
- Shallower front yard setbacks were supported for both Sub-Areas; with landscaping requirements for those in Sub-Area B.
- A partial extension of the lane east of 50<sup>th</sup> Street, north from 47<sup>th</sup> Avenue, was the preferred choice for access to the interior of the north eastern portion of Sub-Area A. Participants did not want to see laneway run all the way through to 48<sup>th</sup> Avenue.
- Mixed-use development was favoured by most participants in Sub-Area A to include commercial uses in addition to the high density residential uses.
- Individual entrances for apartments were not supported by most participants, due to potential conflict with sidewalk traffic.

### Sub-Areas C, D, E and F

- The development concept was supported with the exception of Sub-Area E (east side of 50<sup>th</sup> Street, north of 45<sup>th</sup> Avenue).
- Opinions differed on what approach to take in Sub-Area E, with most participants preferring to leave it as is (single family / duplex / rowhouse).
- Most participants preferred not to introduce or to

minimize commercial presence in Sub-Area E.

- Street furniture and park facilities were welcomed as additions to the formal part of Sub-Area C (former CPR right-of-way, west of 50<sup>th</sup> Street).
- Thinning of excessive vegetation, employing Firesmart principles and practices, and maintaining the trail system in Sub-Area C was supported.
- Option 4 was the preferred treatment for Sub-Area D, H.J. Cody School, with parking at the rear of the school and a formal park in the front of the school.
- For Sub-Area F (west of 50<sup>th</sup> Street, south of H.J. Cody School) a small majority of participants preferred ownership by the school.

### Sub-Areas G, H, I, J and K

- The development concept was mostly opposed by the group.
- Concerns were expressed regarding increased density and mixed-use development in Sub-Areas G and H (east of 50<sup>th</sup> Street, between 45<sup>th</sup> Avenue and Perry Drive). Increased traffic, garbage, and noise, reduced property values and negative social outcomes were associated with increased density. The boutique hotel was also opposed for these reasons. In addition, it was felt that increased development and taller buildings would compromise views to Sylvan Lake.
- Parking and access in Sub-Area I (west of 50<sup>th</sup> Street, south of Sylvan Drive) was felt to be dangerous, inadequate and in need of redevelopment.
- Commercial development in Sub-Area J (east of 50<sup>th</sup> Street, south of Perry Drive) was generally supported, but Residential development was opposed.

- Shallower setbacks were supported in Sub-Area J.
- Mid-block connections were opposed in Sub-Area J.
- Preservation of Lakeview Cemetery in Sub-Area K was supported although concerns were voiced as to the parking capacity of the Cemetery.

### Streetscape cross-sections and Streetscape Options

- The alternatives presented were mostly supported by this group. The following were key outcomes of the discussion:
- Zero lot lines were mostly supported in those areas of 50<sup>th</sup> Street with only 20 metres right-of-way width, north of H.J. Cody School.
- A central park block, connected to the existing trail system, was supported by most participants in those parts of 50<sup>th</sup> Street that exceeded 20 metres right-of-way width, south of H.J. Cody School.
- Views to the lake were stressed as important to maintain.
- Parallel parking in those parts of 50<sup>th</sup> Street that exceeded 20 metres right-of-way width was opposed, with participants proposing angle parking or parking in the rear of buildings.
- Street furnishings and plantings as presented were supported, but it was stressed that these should tie into those on Lakeshore Drive and 50<sup>th</sup> Street north of the Plan area. Additionally, it was felt that the front of Lakeview Cemetery could be improved by adding an attractive fence line, and that the front of H.J. Cody school could be turned into a formal park.
- Traffic initiatives were supported that would turn 50<sup>th</sup> Street into a more pedestrian friendly environment, including shuttle service, bicycle paths, reduced

speed limits and truck use, road dieting and a possible pedestrian bridge. Road dieting is a process of narrowing lane widths to provide bulbding, wider sidewalks, multi-use trails, and streetscape features.

Copies of the PowerPoint presentation and the four (4) Discussion Guides from the Public Meeting are included in their entirety as separate Technical Appendix.

#### 1.5.4 Public Open House

A Public Open House was held on the evening of September 2, 2009 at Fox Run School in Sylvan Lake to receive comments regarding the draft ARP. Presentation boards were provided indicating the project background, the vision for the ARP area, general and Sub-Area specific urban design guidelines, streetscape improvements, and implementation. A PowerPoint presentation was given by the consultants, explaining the purpose of the 50th Street ARP and providing an overview of the draft Plan. The presentation covered major topics of the ARP including the vision, guiding principles, development concept, design guidelines, streetscaping, and implementation. Each participant was provided with an Exit Survey and copies of the draft ARP were available for review by attendees.

Following the presentation, participants were encouraged to discuss any specific questions or concerns regarding the draft ARP with the consulting team or Town of Sylvan Lake Planning Staff. Participants were asked to provide feedback on the draft ARP and evaluate the Public Open House by completing and submitting the Exit Survey.

The feedback received from the participants at the Public Open House was generally supportive of the contents of the draft 50<sup>th</sup> Street ARP. The following points provide a summation of the main priorities and concerns as discussed by participants at the Public Open House:

- Participants were generally supportive of proposed streetscape improvements
- Servicing and operational upgrades such as underground transmission lines and upgrades to the sanitary system will be required with redevelopment.
- Adjacent land owners have concerns regarding the provision of a vehicular access right-of-way along the eastern portion of Sub-Area A.
- Concerns were expressed over the interface, with regard to building height and massing, between Sub-Areas G & J and Sub-Area H.
- Support for the enhancement of the greenway along CPR ROW was expressed.

Minor revisions which could be addressed through the ARP process were made to the ARP to address the comments provided.

Copies of the PowerPoint presentation, presentation boards and Summary Report from the Public Open House are included as separate Technical Appendix.

### 1.6 Relevant Plans and Policies

A summary of the relevant statutory and non-statutory planning policies which provided direction in the formulation of the development concept follows.

#### 1.6.1 Town of Sylvan Lake Municipal Development Plan Bylaw No. 1111/96, 1996

The *Town of Sylvan Lake Municipal Development Plan (MDP)* contains policies that inform the creation of this ARP. Notable relevant policies include:

Land Use and Development – Residential Policy 1.4

**(3)** *The design of proposed residential subdivisions and development will be required to reflect the following guidelines:*

##### (a) Streets

*Local streets will be constructed with a width sufficient to allow parking on both sides. The streets will connect with collector roads which will be constructed in accordance with sections 2.4.1 (1) and (3) to carry greater volumes of traffic while providing individual lot access and full on-street parking.*

##### (b) Lanes

*Lanes will be required in all cases, except where lots are to be developed adjacent to a park or recreation area or where lot frontages exceed 15.5 m (50.8 ft.) and development standards are sufficiently high to justify not constructing a lane. The subdivision authority may, at its discretion, relax the frontage requirement based upon the merits of a proposed subdivision. [Bylaw 1297/2003]*

##### (c) Sidewalks

*Sidewalks will be required on one side only of local streets and on both sides of collector and arterial roads.*

The sidewalk will be separated from the road by a landscaped boulevard.

(e) *Open Spaces and Trails*

Open space will be dedicated in accordance with section 3.3(1) and the following requirements:

- (ii) open spaces will be linked by a system of hard-surfaced trails.

Open space will retain as much of the existing trees and bushes as possible with the balance being planted with dense native vegetation where not used for active recreation.

(f) *Location of Land Uses*

New subdivisions will be developed in a manner which blends with the existing development in the Town. Any commercial uses and places of worship will be:

- (i) located on the periphery of the residential areas;
- (ii) developed to a standard which contributes to the quality of the entrance to those adjacent areas;
- (iii) designed so as to screen adjacent dwellings from car parks and servicing facilities.

(7) *High density residential redevelopment will be encouraged, as shown on the Plan Map:*

- (b) on the east side of 50<sup>th</sup> Street, north of Sylvan Drive

Land Use and Development – Commercial & Industrial Policy 2.3

- (3) The Town will allocate land for commercial development in a manner sensitive to varying locational requirements

and opportunities. The Town will provide for retail and personal service development outside the downtown and adjacent Lakeshore Drive and 49th Avenue area in the following circumstances:

- (e) the development will not have any significant adverse impact on the downtown and Lakeshore Drive and is consistent with section 2.3(2) of these Commercial and Industrial policies.

Urban Infrastructure – Municipal Utilities Policy 1.4

- (1) Unless it is determined that there is a lack of quantity or quality, the Town will use unfiltered ground water for domestic and non-domestic consumption, expanding the system as necessary to accommodate anticipated growth.

- (2) The Town will ensure that storm water run-off from the existing Town and new development areas is efficiently and safely drained in a manner which will not adversely affect other land or water. The quality of the post-development flows will be required to be comparable to pre-development flows.

- (3) The Town will upgrade and maintain the sewage treatment facilities and sewerage system as necessary to accommodate anticipated growth at the south end of the lake and to ensure environmentally sound collection, treatment and discharge of waste water.

Urban Infrastructure – Transportation Systems Policy 2.3.1

- (3) The Town recognizes the importance of collector and

arterial roads as visual corridors which significantly affect the appearance of the Town. These roads will therefore be constructed with treed boulevards which will be located so as to separate any sidewalks from the road.

Urban Infrastructure – Transportation Systems 2.4.3 Parking

- (1) The Town will manage parking in the commercial area through a co-operative effort with the private sector to provide a mutually acceptable level of service.

Development Co-ordination – Public Involvement Policy 1.2

- (1) The Town will facilitate the participation of the community in all stages of the land use and development planning process.

Development Co-ordination – Area Structure Plans and Area Redevelopment Plans Policy 3.1

- (2) The Town may prepare redevelopment plans to co-ordinate the improvement of parts of the Town where the upgrading of the physical environment and municipal services and infrastructure is required and redevelopment of existing land and buildings is anticipated.

Development Co-ordination – Environmental Management Policy 5.3

- (1) The Town will promote the minimal consumption of agricultural land which is compatible with the growth

*policies of the Plan through appropriate land use allocations and the encouragement of efficient land use to ensure a compact urban area.*

(8) *The Town will apply the following principles of sustainability upon assessments of proposed developments:*

- (a) *the quality of air, water and land shall be assured;*
- (b) *the development shall be environmentally responsible and have minimal long term impact on human and environmental health;*
- (c) *resource conservation shall be demonstrated in the development and post-development phases.*

## 1.6.2 Town of Sylvan Lake Growth Strategy

Adopted in September 2008, the *Town of Sylvan Lake Growth Strategy* presents demographic trends and influences for the Town and outlines numerous community planning initiatives as a starting point to shape future growth. The *Growth Strategy* provides a summary of the existing land use and development trends in the Town as well as population and development projections.

Following a summary of the natural and man-made influences to future development and growth, a preferred option for growth and land use is presented for the Town of Sylvan Lake to a population of 60,000 people. The key characteristics of the Land Use Concept – Preferred Option, relevant to the ARP area are as follows:

- Sufficient areas assigned for commercial use and industrial use to enable the creation of a balance between residential and nonresidential assessment base and a

balance between housing opportunities and employment opportunities.

- Opportunities for dispersed employment areas (commercial and industrial) and shopping areas to help manage the impacts on the transportation system for people travelling from home to work or to shops and reverse.
- Dispersed commercial locations along future major roads to serve the population in the surrounding area and the travelling public and bring some commercial services closer to residential areas to enable the choice to walk rather than drive.

## 1.6.3 Town of Sylvan Lake Waterfront Area Redevelopment Plan Bylaw 1382/2006

Adopted in 2006, the *Town of Sylvan Lake Waterfront Area Redevelopment Plan* is intended to guide the growth and development of the downtown and waterfront areas in an orderly efficient and beneficial manner. The *Waterfront ARP* area is located immediately adjacent to the 50<sup>th</sup> Street ARP to the north, along 48<sup>th</sup> Avenue. Elements of the vision for the *Waterfront ARP*, which are expanded to the 50<sup>th</sup> Street ARP area, support:

- mixed-use, compact development;
- maintaining views to the Lake;
- promoting walkability and improving accessibility using modes of transportation other than the private automobile;
- creating a safe and comfortable environment through the implementation of Crime Prevention Through Environmental Design principles; and

- building upon the area's existing assets to reinforce a positive identity.

High Density Residential / Mixed-Use land uses proposed for the 50<sup>th</sup> Street ARP area south to 48<sup>th</sup> Avenue are complimentary to those proposed north of 48<sup>th</sup> Avenue, in District G – Railway Park Promenade and District D - Downtown Core / Commercial Mixed Use, within the *Waterfront ARP* area. These uses consist of civic and community uses, potentially including the development of a hotel in the Railway Park Promenade and retail, office, institutional, restaurant and entertainment uses in the downtown core.

## 1.6.4 Town of Sylvan Lake Land Use Bylaw 1307/2003

Adopted in 2003 and consolidated in 2004, the *Town of Sylvan Lake Land Use Bylaw* regulates development of all the land in the Town of Sylvan Lake. In order to implement the Urban Design Guidelines included within this ARP, custom zoning will be prepared for each of the districts within the ARP area. Direct Control (DC) districts will be developed in accordance with the regulations of the *Land Use Bylaw* and presented to Council for approval following the approval of this ARP.

## 1.7 Plan Organization

**Section 1.0** - Overview identifies the Plan purpose, defines the Plan area and urban context, describes the enabling legislation for preparing the Plan, summarizes the community and stakeholder consultation process which informed the Plan and provides a summary of relevant statutory and non-statutory

plan and policy documents.

**Section 2.0** - Current Conditions and Trends profiles the community's current population and general market characteristics, as well as describes conditions in the Plan area related to land use, zoning, land ownership, parks and open space, transportation and parking, and utilities and infrastructure.

**Section 3.0** - Vision and Planning Principles presents the community-generated vision as well as planning principles that guided the Plan development.

**Section 4.0** – Development Concept identifies the goals, objectives and policies for achieving the vision.

**Section 5.0** – 50<sup>th</sup> Street Streetscape Plan recommends streetscape development components to provide a quality and sense of place unique to 50<sup>th</sup> Street.

**Section 6.0** – Urban Design Guidelines provides guidelines to ensure a high quality of future design and development for the overall Plan area, as well as for each of the five districts.

**Section 7.0** – Implementation summarizes the steps necessary to implement the Plan including Land Use Bylaw amendments, a Design Review process, parks and open space improvements, demonstration projects and action plans.

# Current Conditions and Trends

## 2

....Where we are today.

- 2.1 Population Growth Characteristics**
- 2.2 Existing Land Use**
- 2.3 Existing Zoning**
- 2.4 Property Ownership**
- 2.5 Parks, Open Space, and Trails**

## 2.1 Population Growth and Characteristics

The *Town of Sylvan Lake 2008 Municipal Census Summary* reports that in 2008 the Town population was 11,115.

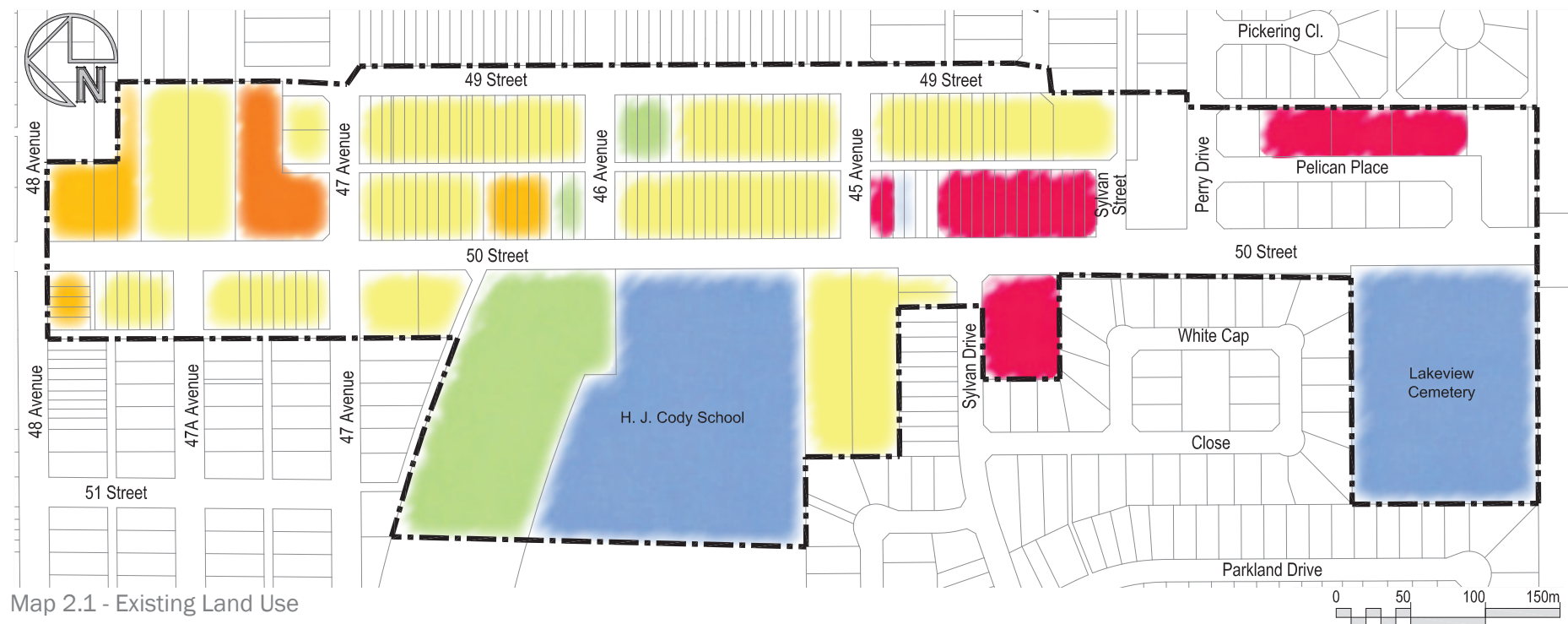
This population figure includes residents of seasonal/non-permanent dwellings who lived in the community at the time of the April 14, 2008 census. *Table 2.1* on the following page profiles the Town's population by age group and sex.

The *Town of Sylvan Lake Growth Strategy* reports that the community had an average annual growth rate of 6.35%

between 2001 to 2006. The Town has grown considerably in the last 18 years with average annual population growth exceeding 6% from 1991 to 2006.

The *Growth Strategy* projects Sylvan Lake's population growth over a 50 year timeframe, from 2007 to 2057. It assumes a 'modified growth scenario' based on 6% average annual population growth for the first five years (to 2012), 5% for the next five years (to 2017), 4% for five additional years (to 2022)

and 3% for the years 2023 to 2057. Based on this modified growth scenario, Sylvan Lake's 2057 population is projected to reach 62,734.



Map 2.1 - Existing Land Use

## 2.2 Existing Land Use

Map 2.1 - Existing Land Use illustrates the existing land uses within the Plan area. Low-density residential is the dominant land use, characterized by single-family units set back from 50<sup>th</sup> Street and 49<sup>th</sup> Street. Pockets of medium and high-density development exist in the north of the Plan area in the form of two apartment complexes, the Watermark Condominiums, and a rowhousing development. Institutional uses (H.J. Cody School and Lakeview Cemetery) constitute

a significant portion of the lands fronting the west side of 50<sup>th</sup> Street, along with a linear park along the former CPR right-of-way. Commercial uses are located primarily in the southern portion of the Plan area with most including on-site parking lots.



Significant vacant lands are apparent in the southern portion of the Plan area, in particular along Perry Drive and Pelican Place. These parcels separate the southernmost commercial developments from 50<sup>th</sup> Street and contribute to the underutilized feel of this portion of the Plan area.

### Legend

- Plan Area
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Institutional
- Parks / Open Space
- Vacant Land

Table 2.1: Sylvan Lake Population Profile by Age and Sex, 2008

Age Range	Female	Male	Total
0-6 Years	588	628	1216
7-12 Years	517	477	994
13-17 Years	389	401	790
18-24 Years	507	658	1165
25-34 Years	942	1011	1953
35-44 Years	825	821	1646
45-54 Years	653	741	1394
55-64 Years	363	388	751
65-74 Years	193	159	352
75 Years & Over	192	104	296
Refused	7	10	17
Unknown	192	285	477
<b>Total By Sex</b>	<b>5,368</b>	<b>5,683</b>	<b>11,051</b>
Refused / Unknown			64
<b>Total Population</b>	<b>11,115</b>		

Source: Town of Sylvan Lake 2008 Municipal Census Summary

## 2.3 Existing Zoning

Map 2.2 - Existing Zoning illustrates the current zoning of land within the ARP area, in accordance with the *Town of Sylvan Lake Land Use Bylaw No. 1307/2003*. The primary land use districting within the ARP area is for Low Density (R1) and General (R2) Residential uses. A large parcel of land is districted High Density Residential (R3) at the south east corner of the intersection of 50<sup>th</sup> Street and 48<sup>th</sup> Avenue.

The H.J. Cody School site is zoned Public Facility District (PF) and is abutted to the north by the former CPR right-of-way which is zoned Urban Reserve District (UR) and continues on the east side of 50<sup>th</sup> Street. In the south west portion of the ARP area, the Lakeview Cemetery is also zoned Public Facility District (PF).

South of 45<sup>th</sup> Avenue, the lands in the south east portion of the ARP area are zoned Highway Commercial District (CH). In addition, the existing Mac's Store on the west side of 50<sup>th</sup> Street and south of Sylvan Drive is zoned Central Commercial District (C).



Map 2.2 - Existing Zoning

## 2.4 Property Ownership

The majority of land in the Plan area is privately owned, particularly on the east side of 50<sup>th</sup> Street. Refer to *Map 2.3 - Property Ownership* on the following page. The Chinook Edge School board owns the lands occupied by H.J. Cody School on the west side of 50<sup>th</sup> Street, south of the former CPR right-of-way.

The balance of lands within the Plan area are owned by the Town of Sylvan Lake and consist of the former CPR right-of-way and associated parcels on the west and east sides of 50<sup>th</sup>

### Legend

— · — · —	Plan Area
—	Zoning Boundary
R1	Low Density Residential District
R2	General Residential District
R3	High Density Residential District
C	Central Commercial District
CH	Highway Commercial District
PF	Public Facility District
UR	Urban Reserve District

Street, a Public Utility Lot (PUL) occupied by a stormwater management facility south east of the intersection of Perry Drive and Pelican Place, the Lakeview Cemetery in the south west corner of the ARP area and a stormwater PUL running east to west along the southern boundary of the ARP area on the east side of 50<sup>th</sup> Street.

## 2.5 Parks, Open Space, and Trails

The following is a summary of the existing parks, open spaces and trails within and adjacent to the Plan area.

### 2.5.1 Parks and Open Spaces

Existing parks, open space and trails within ARP and surrounding area are illustrated on *Map 2.4 - Existing Community Parks and Open Space*. The Plan area is supported by a series of small residential parks including a larger open space at the northeast corner of Perry Drive and 50<sup>th</sup> Street. To the north of the ARP study area, Lion's Park is a key open space and park link to the Railway Promenade, west / east trail linkages along the active CN Rail line and to the downtown.

Two schools (Steffie Woima School and H.J. Cody School) provide the ARP and surrounding area with open space, playgrounds and sports fields. On the west side of 50<sup>th</sup> Street, H.J. Cody School occupies approximately 143 linear metres (496 linear feet) of frontage. The frontage and remainder of the School site is currently being assessed to enhance site circulation, parking and access to both the School and Performing Arts Centre, which is part of the School development. Several building infill and formal (youth oriented)

park redevelopment options have been prepared as part of the ARP to effectively enhance the School's presence along 50<sup>th</sup> Street.

One of the most prominent open space features along 50<sup>th</sup> Street is the former CPR right-of-way which bisects the ARP area, from west to east between 47<sup>th</sup> Avenue and 45<sup>th</sup> Avenue, north of H.J Cody School. This former right-of-way alignment provides the ARP area with a connection to the approximately 15 hectare (37 acre) 'greenway' system, within the Town limits, that directly links the community from west to east. Portions of the greenway within the ARP area provide natural stands of woodlot areas, which should be preserved and enhanced as part of the open space network. Enhancements to the greenway within the ARP area should include:

- barrier-free multi-modal use;
- selective understory clearing to establish a safe and secure environment;
- an integrative hierarchy of greenway nodes, way-finding and trail linkages; and
- opportunities for cultural, historical and natural interpretation and view point enhancements.

The intersection of the greenway with 50<sup>th</sup> Street should be developed as a primary greenway node, complete with formal park development that supports the adjacent proposed mixed use and residential development. During the community participation sessions, it was noted that these formal park locations provide a good opportunity for playground development.

### 2.5.2 Trails

During the preparation of the *2004 Town of Sylvan Lake Recreation, Parks and Open Space Master Plan*, trails, walkways and pathways were identified as the most important recreational resource within the community. The greenway, discussed previously, is noted as a primary community trail alignment with connections to a series of secondary trails and tertiary neighbourhood sidewalks and desire line alignments (Refer to *Map 2.4*). Secondary trails are predominately provided within neighbourhood parks and school grounds. Tertiary neighbourhood sidewalks provide an integral link to other community areas and neighbourhoods, as well as to trail and open spaces within the ARP area and the surrounding area.

Using air photography information, desire lines have been identified within the ARP area and the surrounding area. Desire lines are the informal, worn paths used by the community through existing open space areas. These desire lines should be further evaluated and formally developed into the parks and open space system as integral links within the community.

Lakeview Cemetery is approximately 2 hectares (5 acres) in size, located south of Perry Drive on the west side of 50 Street. The cemetery is a major open space along 50 Street and is defined by a windrow of mature spruce trees and a grade change between the edge of the right-of-way and 50 Street.

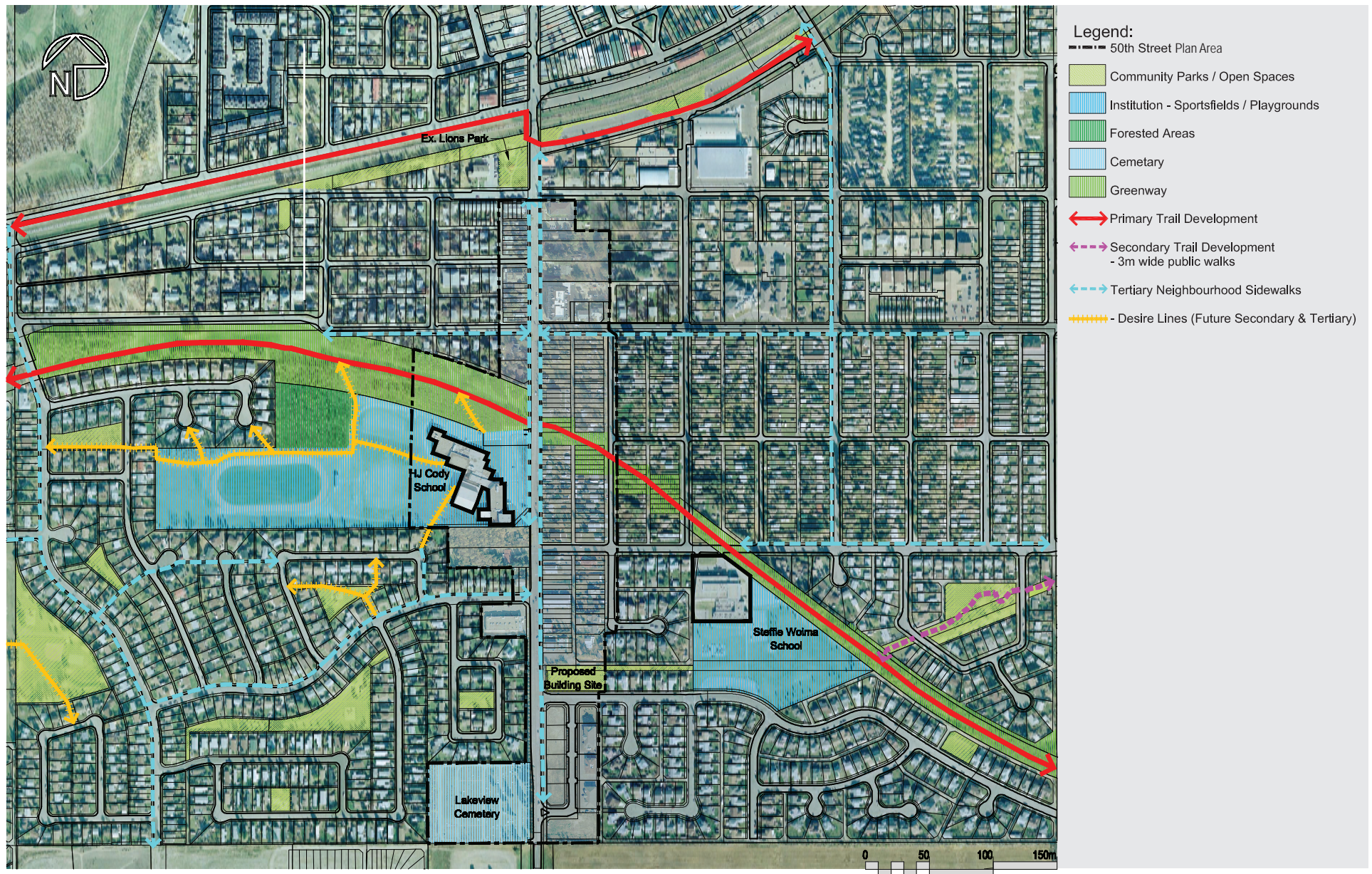
The cemetery is bordered by single family residential development to the north and west; the Gospel Chapel Church site to the south and 50 Street to the east. Fencing separates the site from surrounding development on the south, west and north sides of the site. Two existing entrances are provided along 50 Street, providing vehicular and pedestrian access.

#### Legend

- Plan Area
- Chinook Edge School Division
- Town of Sylvan Lake
- Private



Map 2.3 - Property Ownership



Map 2.4 - Existing Community Parks and Open Space

## 2.6 Transportation and Parking

### 2.6.1 Roadways

50<sup>th</sup> Street currently plays a significant role in moving traffic between the Town and Highway 11, carrying higher average daily traffic than Highway 20 despite Highway 20 having a signalized connection to Highway 11. Based on the most recent planning by Alberta Transportation (AT), it is anticipated that grade-separated interchanges at Highway 11/60 Street and Highway 11/Highway 20 would be in place within a reasonable planning horizon. With these interchanges in place, the 50<sup>th</sup> Street connection to Highway 11 will be cut off.

50<sup>th</sup> Street has a four-lane cross-section from north of 48<sup>th</sup> Avenue to south of Perry Drive. However, with parking on both sides of the street, 50<sup>th</sup> Street operates as a two-lane roadway. As per the *50<sup>th</sup> Street and Memorial Trail Transportation Planning Study*, a four-lane cross-section is assumed between 48<sup>th</sup> Avenue and Perry Drive and a two lane cross section is assumed between 50<sup>th</sup> Avenue and Lakeshore Drive.

50<sup>th</sup> Street is currently classified as an urban collector roadway. During the Plan preparation process, there was a considerable amount of discussion regarding the redesigning of 50<sup>th</sup> Street to make it a “Complete Street” with traffic calming to improve the pedestrian movement and traffic safety. Complete Streets are roadways and corridors designed for safe and efficient use by vehicle operators, pedestrians, cyclists, transit riders and others. The Complete Street philosophy is intended to integrate different user groups into shared transportation corridors.

There are several strategies available to create a complete street with minimum capital cost. Roadway dieting is a relatively inexpensive way to retrofit streets like 50<sup>th</sup> Street for more pedestrian, bicycle and transit accessibility.

Another key recommendation from the *50<sup>th</sup> Street and Memorial Trail Transportation Planning Study* was to signalize the intersections of 50<sup>th</sup> Street and 50<sup>th</sup> Avenue, 48<sup>th</sup> Avenue, 47<sup>th</sup> Avenue, and Sylvan Drive intersections.

The *50<sup>th</sup> Street and Memorial Trail Transportation Planning Study* has identified the following transportation issues that will have impact on the preparation of the 50<sup>th</sup> Street ARP:

- reduced road capacity due to the existing parallel parking along 50<sup>th</sup> Street;
- safety issues regarding pedestrians crossing 50<sup>th</sup> Street between 48<sup>th</sup> Avenue and Lakeshore Drive;
- pedestrian movements at the intersection of 50<sup>th</sup> Street and Lakeshore Drive;
- offsets between the east and west legs of the 50<sup>th</sup> Street intersection with 50<sup>th</sup> Avenue;
- sight distance issues along 50<sup>th</sup> Street;
- poorly defined crosswalks and pedestrian crossings; and
- lack of traffic calming measures along 50<sup>th</sup> Street.

### 2.6.2 Parking

There is currently unofficial on-street parking on both sides of 50<sup>th</sup> street within the study area with few restrictions. Parking availability and constraints fluctuate seasonally, with an influx of summer residents and visitors. On-street parking congestion along 50<sup>th</sup> Street forces the overflow parking into

residential areas. The *2004 Infrastructure Study* recommends that street upgrades, clearer signage and shoulder widening may help to alleviate this problem. Several potential parking management techniques, such as developing additional off-street public parking for use by recreational vehicles and as an overflow parking facility, implementing a residential parking permit program and one-hour parking restriction along 50<sup>th</sup> Street should be implemented to alleviate some of the parking problems.

## 2.7 Utilities and Infrastructure

### 2.7.1 Water

The Town of Sylvan Lake currently supplies water to the community by 8 wells. The existing reservoir is currently being upgraded to increase the storage capacity by 900,000 gallons.

50<sup>th</sup> Street has a water supply main varying between 150mm diameter Ductile Iron to 500mm diameter Concrete and a 250mm PVC diameter water distribution main between Sylvan Street and 45<sup>th</sup> Avenue.

### 2.7.2 Storm

The existing storm system along 50<sup>th</sup> Street between Sylvan Street and 47<sup>th</sup> Avenue consists of catchbasin and underground piping. The storm main size ranges from 450mm diameter Concrete to 525mm diameter Concrete.

### 2.7.3 Sanitary

The existing sanitary main is 200mm diameter Clay Tile.

#### 2.7.4 Shallow Utilities

Power services are provided by Fortis Alberta, natural gas by ATCO Gas, telephone by Telus and cable television by Shaw.

The existing power main along 50<sup>th</sup> Street from 49<sup>th</sup> Avenue to Hwy 11 is overhead.

As redevelopment takes place, upgrades will be necessary to the local distribution and collection system to meet the demands of an increased population in the Plan area. It is recommended that servicing master plans for water, storm and sanitary systems be prepared, as these could serve as a basis for determining what development levies may need to be charged to recover these costs from developers.

50<sup>th</sup>

Street

Area Redevelopment Plan

*Town of Sylvan Lake*

# Vision and Guiding Principles

*....Where we want to be in the future.*

- 3.1 Vision**
- 3.2 Guiding Principles**

### 3.1 Vision

The vision for the Plan area has been formulated based on input received during the Stakeholder Roundtables and the Public Meeting and Workshop. It captures the input Administration, key stakeholders, property owners and the general public provided through the consultation process.

*Within the Plan area, 50<sup>th</sup> Street will become a vibrant, pedestrian-friendly environment for residents and visitors, supported by new street-oriented commercial opportunities, increased residential densities, and improved streetscape conditions.*

*New development within the Plan area will be of high architectural quality and will complement their surroundings.*

*New development will address the street and enhance the pedestrian environment.*

*Views to Sylvan Lake from the Plan area will be preserved and enhanced.*

*Measures will be taken to preserve and enhance the Greenway running along the former Canadian Pacific Rail right-of-way. This open space will provide an important link to the Plan area and the Town's overall park and trail system, and will provide an area for passive recreation within the Plan area.*

*Aesthetically, the Plan area will be improved by the addition of streetscape furnishings and plantings that complement those of Lakeshore Drive.*

*Development within the Plan area will contribute to the social, environmental and economic sustainability of the Town of Sylvan Lake.*

### 3.2 Guiding Principles

Key planning principles that for the Town of Sylvan Lake 50<sup>th</sup> Street ARP are as follows:

#### Mixed Use

The desired mix of land should foster opportunities to live, work, shop and play within the 50<sup>th</sup> Street ARP area as a complete street. Areas with mutually supportive uses that create synergies attract people, and this in turn, creates a local market for goods and services. A mixture of residential, commercial and institutional uses along 50<sup>th</sup> Street can create a vibrant street for the Town which offers multiple reasons for residents and visitors to visit.

#### Avoid Land Use Conflicts

Residential, commercial, institutional and commercial/residential mixed land uses within the Plan area should be arranged compatibly, in a way that is conducive to creating a vibrant, pedestrian-friendly environment. Appropriate transitions in land use, height and density ensure new development within the Plan area is complimentary with the existing uses of the adjacent lands. Conflicts are avoided and mitigated through appropriate siting of proposed land uses.

#### Gateway Function – Placemaking + Image

Connected to Highway 11, 50<sup>th</sup> Street currently acts as a 'gateway' corridor to the Town that has great potential to provide a positive first impression of the Town to visitors. While this connection to Highway 11 will be removed in the future, direct views to Sylvan Lake from 50<sup>th</sup> Street emphasize the Town's strong relationship to the water, a key element of the Town's 'sense of place'. These existing qualities should be enhanced through urban design and land uses for the Plan area to provide an attractive and appropriately themed streetscape, maintain views to Sylvan Lake, and attract visitors to the Town and ARP area.

#### Sustainable Development

Sustainable development is growth that supports the economic, social and environmental viability of a community over the long term. Transit options, housing choice, accessible public spaces, employment opportunities, public services, businesses that serve the daily needs of residents and densities that ensure the efficient use of public infrastructure are needed within the 50<sup>th</sup> Street ARP area to support the sustainable development of both the Plan area and the Town of Sylvan Lake. Streetscape design elements which conserve water use and promote walkability are specifically supported by the Urban Design Guidelines for the ARP area.

### Promote Walkability

Pedestrian activity nodes and direct pedestrian linkages that are attractive and convenient should be provided throughout the Plan area so people can walk comfortably. Active street-level uses, universal access design, distinctive streetscape treatments, functional parks and open spaces, and locating surface and structured parking to the rear or side of buildings is encouraged to enhance the quality of pedestrian experience.

Modes of transportation such as walking, cycling and public transit are promoted as sustainable alternatives to the private automobile. Linkages need to be strengthened between the Plan area, the waterfront, downtown, parks and open spaces, and civic and recreational uses between the CNR tracks and the Plan area by creating a high-quality pedestrian environment, introducing a shuttle bus service and implementing a parking strategy.

### Compact and Smart Growth

To promote pedestrian activity and support a vital 50<sup>th</sup> Street, development within the Plan area should be compact and walkable, with an efficient spatial arrangement. Resolution of traffic and parking issues should be the first priority in order to foster a safe and attractive pedestrian environment. Increased development density and intensifying uses at key areas along 50<sup>th</sup> Street is necessary to support local services, use land efficiently, preserve space for parks and open spaces and economically compete with other land uses in the Town of Sylvan Lake.

### Ensure Balance

A diverse, balanced, range of residential, commercial, institutional and recreational land uses should be provided along 50<sup>th</sup> Street. Residential development should provide a range of housing choices to meet the needs and tastes of the Town's current demographic. Commercial uses, including entertainment, should be appropriate to meet local residents' daily needs and to attract tourists to Town. Recreational opportunities should provide for year-round activity.

### Build a Positive Identity Based on the Plan Area's Existing Assets

Existing higher density residential development, commercial uses, the H.J. Cody School Site, Lakeview Cemetery and the greenway along the former CPR right-of-way are existing assets within the Plan area which should be built upon and reinforced. Attracting additional businesses to the area and additional higher density residential and mixed-use development, while encouraging high quality urban design and investing in 50<sup>th</sup> Street's physical appearance will play a critical role in creating a positive identity for the marketing of the Plan area and the Town of Sylvan Lake.

### Preserve View Corridors

While providing increased density to support a vibrant pedestrian friendly environment, new development along 50<sup>th</sup> Street should be considerate of the street's existing view corridor to Sylvan Lake. Regulation of building heights and use of building façade setbacks, will allow new development to conserve this view corridor. Streetscape design for the Plan area will aid in enhancing the view to the Lake.

### Create a Safe and Comfortable Pedestrian Environment

All public spaces should be designed to maximize safety and visibility. Street frontages, parks and other public spaces should be designed to provide unobstructed views, parking areas should be well lit and street furnishings should be of high-quality materials resistant to vandalism. Increased densities and a mixture of land uses promote a safe and active community with "eyes on the street." These and other Crime Prevention Through Environmental Design (CPTED) principles, along with policing are tools that can promote 50<sup>th</sup> Street as a safe and comfortable pedestrian environment.

50<sup>th</sup>

Street

Area Redevelopment Plan

*Town of Sylvan Lake*

---

*....How do we get there.*

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**4.1 Sub-Areas**

**4.2 Land Uses**

**4.3 Access, Circulation and Parking**

**4.4 Greenways, Parks, Trails & Open Space**

**Development Concept**

**4**

#### 4.1 Sub-Areas

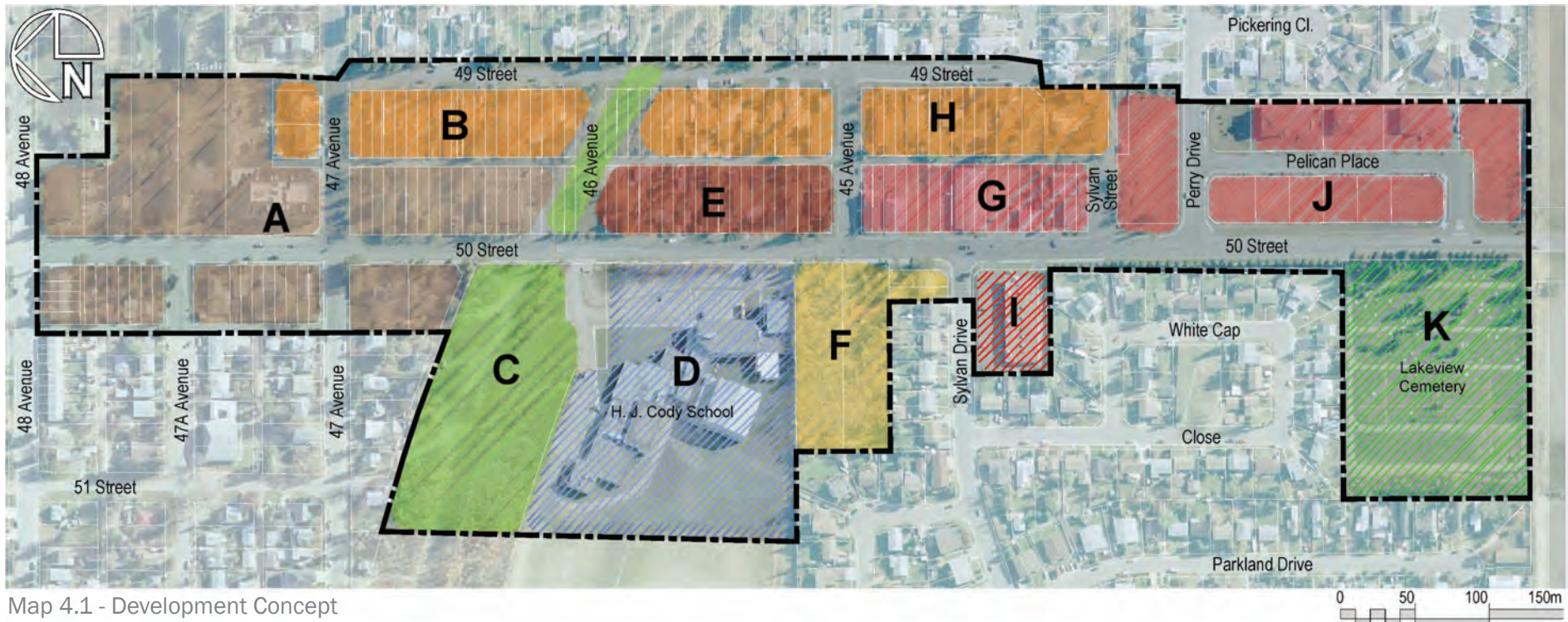
The 50<sup>th</sup> Street ARP area has been divided into eleven (11) sub-areas based on the unique development opportunities within the Plan area. Refer to *Map 4.1 – Development Concept*. Specific design guidelines for each of these sub-areas are included in Section 6.2 of this ARP. Following is a description of the locations and boundaries of the sub-areas:

##### 4.1.1 Sub-Area A – High Density Residential / Commercial Mixed-Use

Sub-Area A occupies the lands north of the former CPR right-of-way on either side of 50<sup>th</sup> Street, excluding the lands east of the lane between 50<sup>th</sup> Street and 49<sup>th</sup> Street and the lands fronting the north side of 47<sup>th</sup> Avenue. This sub-area is planned for higher density, mixed-use residential / commercial development functioning as an extension of the uses identified north of 48<sup>th</sup> Avenue in the *Waterfront ARP*.

##### 4.1.2 Sub-Areas B and H – Medium Density Transitional Area

Small-scale residential infill development is planned for Sub-Area B and Sub-Area H to provide an appropriate transition from higher density uses planned along 50<sup>th</sup> Street to the existing lower density residential development east of 49<sup>th</sup> Street. These sub-areas are bounded to the east by 49<sup>th</sup> Street, to the west by the lane between 50<sup>th</sup> Street and 49<sup>th</sup> Street, to the south by the lane extending eastward from Sylvan Street and includes the lands fronting the north side of 47<sup>th</sup> Avenue.



Map 4.1 - Development Concept

#### 4.1.3 Sub-Area C – Greenway

This sub-area consists of the former CPR right-of-way and adjacent Town owned lands. Sub-Area C is to be maintained and improved as a greenway with an urban park development and a pedestrian crossing node at the intersection of 50<sup>th</sup> Street.

#### 4.1.4 Sub-Area D - H.J. Cody School Site

Redesigned parking and circulation is planned for the H.J. Cody School Site, located on the west side of 50<sup>th</sup> Street, south of the former CPR right-of-way.

#### Legend

---	Plan Area
<b>A</b>	High Density Residential / Commercial Mixed-Use
<b>B</b>	Medium Density Transitional Area
<b>C</b>	Greenway
<b>D</b>	H.J. Cody School Site
<b>E</b>	Mixed-Use Residential / Commercial
<b>F</b>	Small Scale Residential Infill
<b>G</b>	High Density Commercial / Residential Mixed-Use
<b>H</b>	Medium Density Transitional Area
<b>I</b>	Commercial
<b>J</b>	High Density Commercial / Residential Mixed-Use
<b>K</b>	Lakeview Cemetery

#### 4.1.5 Sub-Area E - Mixed-Use Residential / Commercial

This sub-area consists of the lands east of 50<sup>th</sup> Street and south of the former CPR right-of-way, bounded by 45<sup>th</sup> Avenue to the south and the lane between 50<sup>th</sup> Street and 49<sup>th</sup> Street to the east. Land uses planned for Sub-Area E include mixed-use residential / commercial development.

#### 4.1.6 Sub-Area F – Small Scale Residential Infill

Small scale residential infill development, compatible with the adjacent H.J. Cody School, is planned for this sub-area which is located on the west side of 50<sup>th</sup> Street and south of the school site.

#### 4.1.7 Sub-Areas G and J – High Density Commercial / Residential Mixed-Use

These sub-areas occupy the lands east of 50<sup>th</sup> Street and south of 45<sup>th</sup> Avenue, and are bounded to the north east by the lane between 50<sup>th</sup> Street and 49<sup>th</sup> Street and the lane extending eastward from Sylvan Street. The proposed vision for Sub-Area G and Sub-Area J includes high density commercial / residential mixed use development.

#### 4.1.8 Sub-Area I – Commercial

No zoning or land use changes are proposed for this sub-area, located west of 50<sup>th</sup> Street and south of Sylvan Drive, which contains an existing commercial building that utilizes the land well.

#### 4.1.9 Sub-Area K – Lakeview Cemetery

This sub-area is located west of 50<sup>th</sup> Street in the south west portion of the ARP area and is currently zoned as Public Facility District (PF). No changes to this zoning or the current cemetery land use are proposed.

## 4.2 Land Uses

Following is a detailed description of the Goals, Objectives and Policies for Land Uses planned for the Sub-Areas within the ARP area. Further information regarding the specific design elements for the Plan area is included as Section 6.0 – Urban Design Guidelines of this ARP.

### Goal

*To accommodate a mix of compatible land uses in the Plan area that will ensure orderly and economic development of a vibrant, mixed-use street where people live, work, shop, learn and play.*

### Overview

The land use pattern planned consists of; high density residential and commercial mixed-uses in the northern portion of the Plan area adjacent to 50<sup>th</sup> Street; medium density residential uses, east of the alley between 50<sup>th</sup> Street and 49<sup>th</sup> Street, providing a transition from higher density uses adjacent to 50<sup>th</sup> Street and the existing low density uses east of 49<sup>th</sup> Street; an improved greenway within the former CPR right-of-way and Town owned lands, including an urban park development adjacent to 50<sup>th</sup> Street, pedestrian crossing, and trail connections to the Town-wide trail and open space network; enhanced access and parking for the H.J. Cody School Site, including a park development along the 50<sup>th</sup> Street frontage for the school; residential / commercial mixed use development between 45<sup>th</sup> Avenue and 46<sup>th</sup> Avenue, on the east side of 50<sup>th</sup> Street, with commercial development focused in proximity to the intersections; small scale residential infill development south of the H.J. Cody School site, on the west

side of 50<sup>th</sup> Street, compatible with the development of the school site and providing a transition to the existing semi-detached residential development to the south; and high density commercial / residential mixed-use development on the east side of 50<sup>th</sup> Street and Pelican Place and south of 45<sup>th</sup> Avenue.

### Objectives

- Promote mixed-use development within the Plan area to encourage activity during and outside of regular business hours.
- Avoid land use conflicts by providing logical transitions between existing and proposed land uses.
- Encourage land use patterns that encourage compact, cost-efficient and sustainable development while maintaining Sylvan Lake's small-town atmosphere.
- Encourage compatible infill and intensification of development sites.
- Concentrate and expand ground floor commercial development along 50<sup>th</sup> Street, south of 45<sup>th</sup> Avenue and provide for ground floor commercial development opportunities along 50<sup>th</sup> Street, north of 45<sup>th</sup> Avenue, where feasible.
- Provide a range of housing choices within the Plan area.
- Maintain and enhance institutional uses (greenway, H.J. Cody School, and Lakeview Cemetery) within the Plan area.

## Policies

### 4.2.1 Future Land Use

The Town will adopt and utilize *Map 4.1 – Development Concept* in evaluating rezoning applications and determining future land use patterns in accordance with the land use descriptions for the Sub-Areas, provided as policies 4.2.2 – 4.2.10.

### 4.2.2 Sub Area A - High Density Residential / Commercial Mixed-Use

The Town will encourage high density street-oriented residential and commercial mixed-use development that addresses the street and encourages a pedestrian-friendly environment, which functions as an extension of the mix of uses north of 48<sup>th</sup> Avenue identified in the *Waterfront ARP*. Reduced building setbacks and individual entrances will be provided for ground floor apartment units. Uses include apartments and stacked rowhousing with commercial uses permitted at the ground floor of apartment buildings. Commercial uses are encouraged at street and avenue intersections and permitted in mid-block locations.

### 4.2.3 Sub-Areas B and H - Medium Density Transitional Area

The Town will encourage small-scale residential infill development east of the lane between 50<sup>th</sup> Street and 49<sup>th</sup> Street, providing an appropriate transition from higher densities planned along 50<sup>th</sup> Street to the existing lower density residential east of 49<sup>th</sup> Street. Reduced building setbacks will enhance the integration of buildings with 49<sup>th</sup> Street.

Duplex, triplex, fourplex and rowhousing residential forms are appropriate for this area.

#### 4.2.4 Sub-Area C - Greenway

The Town will maintain and improve the area of the former CPR right-of-way and adjacent Town owned land as a linear park system integrated with the Town's Trail Network. Adjacent to 50<sup>th</sup> Street, a formal park element including a pedestrian crossing node will be developed with the remainder of the greenway kept in a relatively natural state.

#### 4.2.5 Sub-Area D - H.J. Cody School

The Town will work with the School Division for a redesigned H.J. Cody School Site locating parking at the rear of the school. In addition, the frontage of the school site would be redesigned to accommodate school bus pick-up and drop-off and to incorporate a formal park area. Refer to *Figure 4.2*.

#### 4.2.6 Sub-Area E - Mixed-Use Residential / Commercial

The Town will support mixed-use residential / commercial development consisting of ground floor retail development, focused at the north and south ends of the block, with residential apartments above and at the ground floor in the central portion of the block. Building setbacks will be reduced to enhance the pedestrian environment and create active street frontages.

#### 4.2.7 Sub-Area F - Small Scale Residential Infill

The Town will support construction of an access road to the H.J. Cody School Site, from 50<sup>th</sup> Street, along the northern portion of Sub-Area F and develop the southern portion of Sub-Area F for small scale residential infill compatible with the adjacent H.J. Cody School. This small scale residential infill would consist of duplex, fourplex and rowhousing built forms.

#### 4.2.8 Sub-Areas G and J - High Density Commercial / Residential Mixed-Use

The Town will support high density commercial / residential mixed use development in this sub-area. At the ground floor, commercial development will be located fronting on to 50<sup>th</sup> Street. Residential apartments will be located in the storeys above the ground floor.

#### 4.2.9 Sub-Area I - Commercial

The Town will support development in accordance with the regulations of Central Commercial District (C) of the Town of Sylvan Lake Land Use Bylaw. No changes are proposed for the land use of this sub-area.

#### 4.2.10 Sub-Area K - Lakeview Cemetery

The Town will support development in accordance with the regulations of Public Facility District (PF) of the Town of Sylvan Lake Land Use Bylaw. No changes are proposed for the land use of this sub-area.

### 4.3 Access, Circulation and Parking

#### Goal

*To create and maintain a sustainable, multi-modal, transportation system supporting the safe and efficient movement of people and goods.*

#### Overview

The 50<sup>th</sup> Street corridor is predominantly used by single occupancy vehicles. Under the current conditions, there is a lack of opportunity for pedestrians, cyclists and other users on 50<sup>th</sup> Street. Sustainable planning and development practices advocate 'Complete Streets' to accommodate not only private vehicles but also pedestrians, bicycles and transit. The *Sylvan Lake Parking Master Plan (2002)* recommended a number of potential parking management techniques that can be implemented within the Plan area to reduce the peak demand during the summer months.

#### Objectives

- Integrate transportation and land use considerations in the planning for the ARP area.
- Encourage and facilitate multi-modal transportation system along 50<sup>th</sup> Street.
- Establish parking management techniques along 50<sup>th</sup> Street.
- Improve pedestrian movement and circulation along 50<sup>th</sup> Street by incorporating a multi-use trail.
- Develop an access management plan for 50<sup>th</sup> Street by controlling access points along the corridor.

#### Policies

##### 4.3.1 Reconstruction of 50<sup>th</sup> Street

A conceptual design should be prepared to redesign the road right-of-way in accordance with the proposed 50<sup>th</sup> Street enhancements shown conceptually as *Figure 4.1 – 4.6* and *5.1 – 5.9* to create a Complete Street. Reconstruction of 50<sup>th</sup> Street will include new on-street parking south of Sylvan Drive.

##### 4.3.2 Parking Standards

Where appropriate, the Town may allow a portion of parking requirements within the Sub-Areas A, E, G and J to be met through the provision of off-site parking stalls or cash-in lieu of parking and shared parking. The provision of new on street parking south of Sylvan Drive will provide additional parking for these sub-areas. Percentages of required parking which may be provided off-site, through cash-in-lieu and/or shared parking arrangements (if any) will be determined at the detailed design stage.

##### 4.3.3 Location of Public Parking Lots

The Town will use cash-in-lieu of parking to develop peripheral public parking facilities on the edges of the Plan area. Further study is required to determine if a sufficient amount of cash-in-lieu would be required to cover both land and development costs of either surface parking lots or parking structures.

Periphery parking is currently available at two surface parking lots, one within Railway Park Promenade and the other to the

south of the current Town Office. Future public parking may be developed at the current RCMP site, and may also be provided at a Park and Ride location near the intersections of 50<sup>th</sup> Street and Memorial Trail.

##### 4.3.4 Shared Parking Factor

Function	with	Function	
RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	will be
COMMERCIAL	COMMERCIAL	COMMERCIAL	calculated us
OFFICE	OFFICE	OFFICE	

The actual parking required is calculated by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor from the above Sharing Factor matrix. An example of this calculation: The residential function requires 10 spaces while the office portion requires 12 spaces. Independently they would require 22 spaces, but when divided by the sharing factor of 1.4, they would require only 16 spaces. A second way to calculate: If there is a total of 22 spaces available for office and residential, multiplying this by factor 1.4 gives the equivalent of 31 parking spaces. Buildings may be designed to a functional density corresponding to 31 parking spaces. (Note: When three functions share parking, use the lowest factor so that enough parking is assured.)

*Source: A Pattern Book for the Town of Sylvan Lake*

##### 4.3.5 Downtown Shuttle Bus

The Town will work with benefiting stakeholders to explore the feasibility of providing a shuttle bus / trolley to move people

## 4.4 Greenways, Parks, Trails & Open Space

### Goal

*To establish a hierarchy of greenways, parks, trails and open space that supports future development along 50<sup>th</sup> Street and fosters the establishment of a social, healthy, clean, well maintained, inviting, interpretive, safe, and active environment where residents live, work, shop, learn and play.*

### Overview

50<sup>th</sup> Street is a major corridor within the Town of Sylvan Lake, connecting the southern limits of the Town to the lakeshore. This corridor provides several existing and potential trail linkages to the west and east limits of the Town. As illustrated in *Map 2.4*, 50<sup>th</sup> Street provides a central link to the potential development of a hierarchy of greenways; trails and neighbourhood walks; trail nodes; open space and gateways that connect the community, the lakeshore and the surrounding area.

The former CPR right-of-way should be maintained and enhanced to establish a comprehensive west to east greenway through the Town. A comprehensive greenway system would provide universal and barrier-free access to all residents and visitors, providing links within the Town and to surrounding trail and open space networks and communities. The greenway would also provide an opportunity for the Town to build upon its sustainable community objectives by utilizing the greenway for enhancing and maintaining healthy water, vegetation, wildlife, air and other natural ecological systems. The greenway is currently owned and operated by the Town,

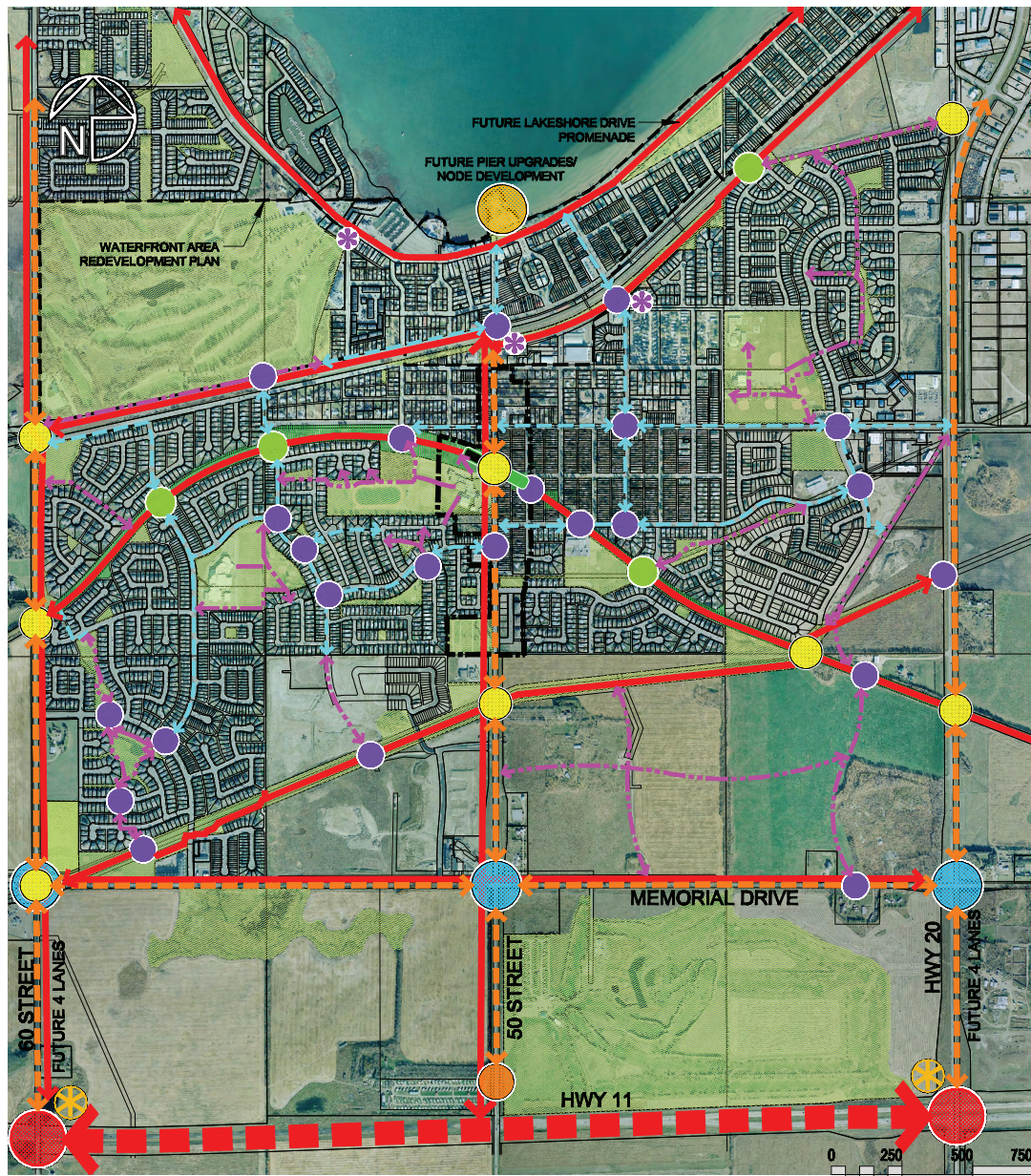
however there may be an opportunity to involve existing or to develop new community organizations that could assist in the ongoing enhancement and maintenance of the greenway system. As future development expands southward within the Town, the expansion of the greenway system would provide links to these areas and other parts of Town, to 50<sup>th</sup> Street, and to the lakeshore area.

The development of a trail and node hierarchy for the Town would define specific standards for primary, secondary and tertiary trails and nodes. These standards would include greenways; multi-use trail development (primary); parks, school grounds and other neighbourhood open spaces (secondary) and key neighbourhood sidewalk (tertiary) connections. The intersections of these trails would be linked with primary, secondary and tertiary node development. Primary nodes could include: trail heads (trail maps and way-finding); short-term parking; public transit stops; public rest areas and washrooms; interpretive signage; and corresponding commercial development opportunities (i.e., bicycle and roller blade rental, convenience stores, etc). Secondary nodes could include way-finding and public rest areas while tertiary nodes could include way-finding.

*Map 4.2* illustrates the existing and proposed greenway; multi-use trail and node; open space and gateway development network proposed for the 50<sup>th</sup> Street ARP area. As noted previously, the former CPR right-of-way provides the opportunity for future formal primary trail / greenway development. Where the greenway intersects 50<sup>th</sup> Street, it is recommended that a primary trail node be developed, complete with formal park development on the west and east sides of 50<sup>th</sup> Street (Refer to *Map 4.3*). This trail node

would include trail maps and way-finding; short-term parking north of H.J. Cody School; a public transit stop; a public rest area, a potential formal park; park services (ie. washrooms); interpretive signage; and ground level commercial development opportunities that spill into the proposed formal park development on the east side of 50<sup>th</sup> Street. It is recommended that the existing understory in woodlot areas within the node (and along the greenway) be cleared to provide a safe and secure environment, and that existing desire lines be assessed and developed as formalized trail connections to the school and surrounding residential areas.

The proposed development of the recommended 50<sup>th</sup> Street cross-section will provide a minimum 3 metre (10 foot) pedestrian sidewalk along both sides of 50<sup>th</sup> Street (Refer to *Figures 4.2, 4.3 and 4.4*). As the right-of-way widens from 20 metres (66 feet) south of H.J. Cody School, the development of a multi-use trail is recommended along the west side of 50<sup>th</sup> Street (Refer to *Figure 4.8*). In the future, this trail could be extended southward to Highway 11, connecting to future residential and commercial areas. The multi-use trail would provide primary trail components, including trail maps and way-finding; rest areas; public transit stops; and interpretive signage. As illustrated in *Map 4.2*, several proposed secondary and tertiary trail and node links have been connected to the greenway and multi-use trail development. It is recommended that future roadway/infrastructure improvements along Sylvan Drive and 47<sup>th</sup> Avenue incorporate tertiary neighbourhood sidewalk development, complete with a wider sidewalk cross-section and node/way-finding development.



Map 4.2 - Greenways, Parks, Trails & Open Space - Surrounding Context Concept

### Legend

- 50th Street Plan Area
- ■ ■ Hwy 11
- Future Interchange
- Major Arterials
- Future Terminus
- Future Roadway Node Development
- Formal Park Development (along 50th Street only)
- Community Parks and Open Spaces
- Ex. / Future Greenway
- Future Primary Trail Node
- Future Secondary Trail Node
- Future Tertiary Trail Node
- ↔ Primary (MUT) Trails
- Secondary Trail Development
- Tertiary Neighbourhood Sidewalks
- Community Gateway
- \* Downtown Gateways

It is recommended that the Lakeview Cemetery frontage be enhanced (Refer to *Figure 4.6*) with the development of the multi-use trail. Enhancement features would include: preserving the existing spruce trees; incorporating retaining walls to accommodate the multi-use trail; installing a new formal fence line; and providing enhanced sign development and gateway entrance into the cemetery. Similar frontage enhancements are proposed for the H.J. Cody School site (Refer to *Figure 4.2*) which would be integrated with the proposed urban park development along the greenway at the intersection with 50<sup>th</sup> Street, as discussed above.

## Objectives

- Implement the *Town of Sylvan Lake Recreation, Parks and Open Space Master Plan*.
- Provide a social, clean, well maintained, inviting, and safe greenway, parks, trails and open space system.
- Provide parks, trails and open space that offer a wide array of active and passive recreation opportunities.
- Provide parks, trails and open space that offer natural and cultural enjoyment and interpretation.
- Use the greenway, parks, trails and open space as an opportunity to celebrate and showcase community contribution and pride in the community and its resources.
- Provide residents a year-round recreational and natural community resource.
- Identify opportunities and funding sources for increasing and upgrading the greenway, parks, trails and open space system.

## Policies

### 4.4.1 Greenway Assessment & Master Plan

The Town will establish a comprehensive Greenway Assessment and Master Plan for the existing abandoned CPR right-of-way to identify greenway preservation and enhancement components; ownership, management and operations requirements; environmental assessment considerations; access and transportation components; cultural and historical interpretation opportunities; and community lifestyle considerations.

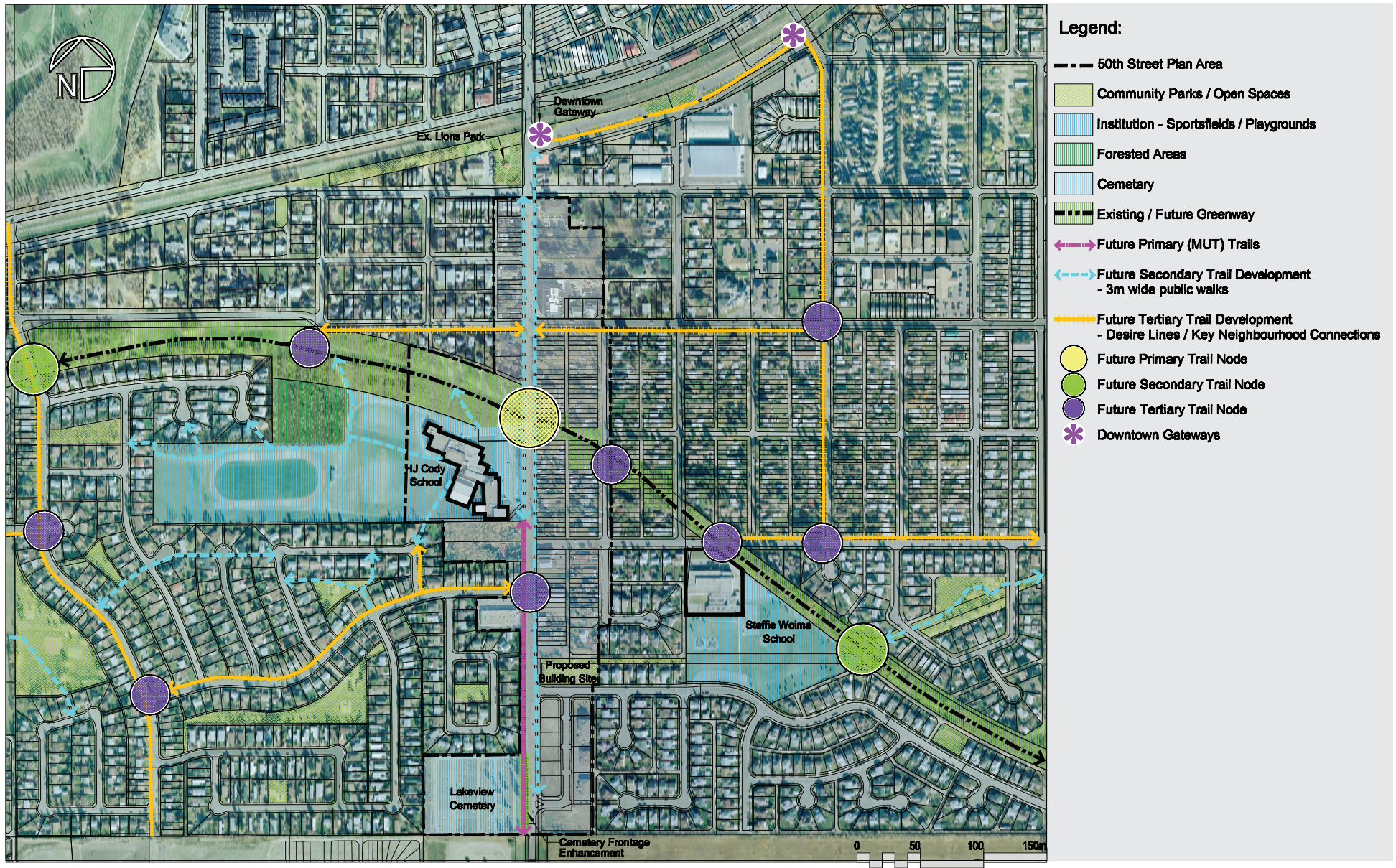
### 4.4.2 Trail & Node Plan

The Town will establish a detailed Trail and Node hierarchy plan to define trail and node standards for the Town of Sylvan Lake and to provide a continuous and well integrated trail and open space system that is consistent with projected community growth as shown in the *2004 Town of Sylvan Lake Recreation, Parks and Open Space Master Plan*.

### 4.4.3 50 Street - Parks, Open Space & Trails Development









- The Town will establish a primary node at the intersection of the greenway and 50<sup>th</sup> Street, complete with formal park development on the west and east side of 50<sup>th</sup> Street and integrated mixed use/ commercial development.
- The Town will provide a minimum three (3) meter wide pedestrian walk on both sides of 50<sup>th</sup> Street.
- The Town will establish a multi-use trail link along the west side of 50<sup>th</sup> Street south of H.J. Cody School to Highway 11.

- Introduce enhancements to the Lakeview Cemetery frontage.
- Introduce a formal park development incorporating school bus pick-up and drop-off to the H.J. Cody School frontage, and integrate with the urban park development where the greenway intersects 50<sup>th</sup> Street.
- Incorporate tertiary walkways with the future redevelopment of Sylvan Drive and 47<sup>th</sup> Avenue.



Map 4.3 - Greenways, Parks, Trails & Open Space - 50<sup>th</sup> Street Concept Plan

# Legend

-  Boulevard Trees c/w Tree Grates
-  Transit Shelters
-  Light Standards
-  Bollards
-  Benches & Waste Receptacles
-  Shrub / Perennial Planting
-  Formal Park Kiosk / Trail Head Feature
-  Tower Features

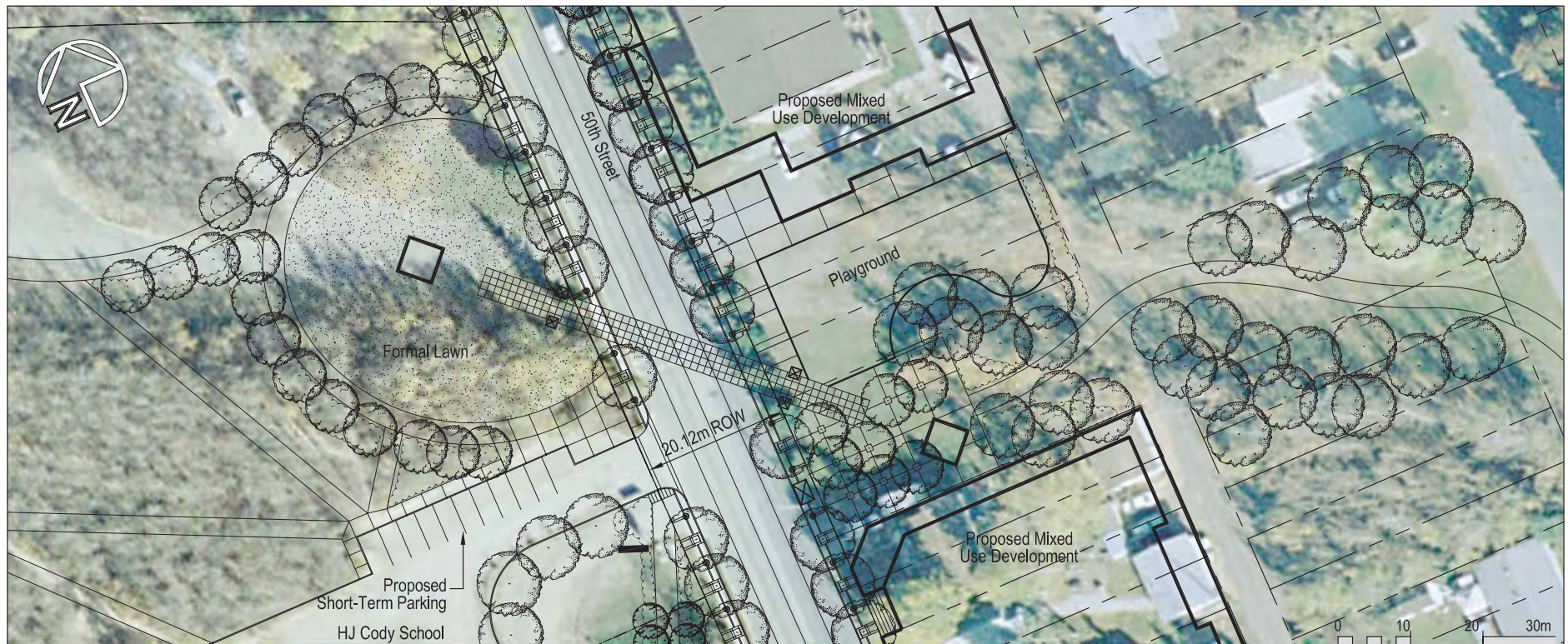
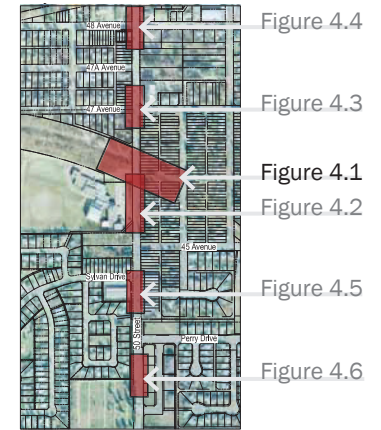
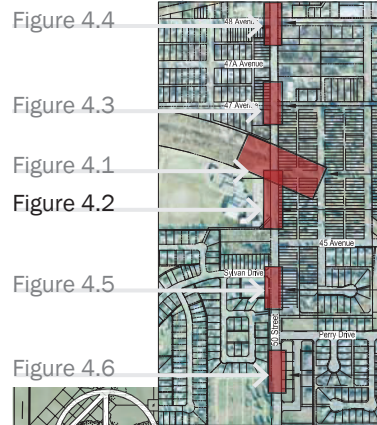







Figure 4.1 - Proposed 50<sup>th</sup> Street Enhancements - The Greenway

Concept Only - For Illustration Purposes



### Legend

-  Shade / Ornamental Trees
-  Transit Shelters
-  Light Standards
-  Bollards
-  Shrub / Perennial Planting

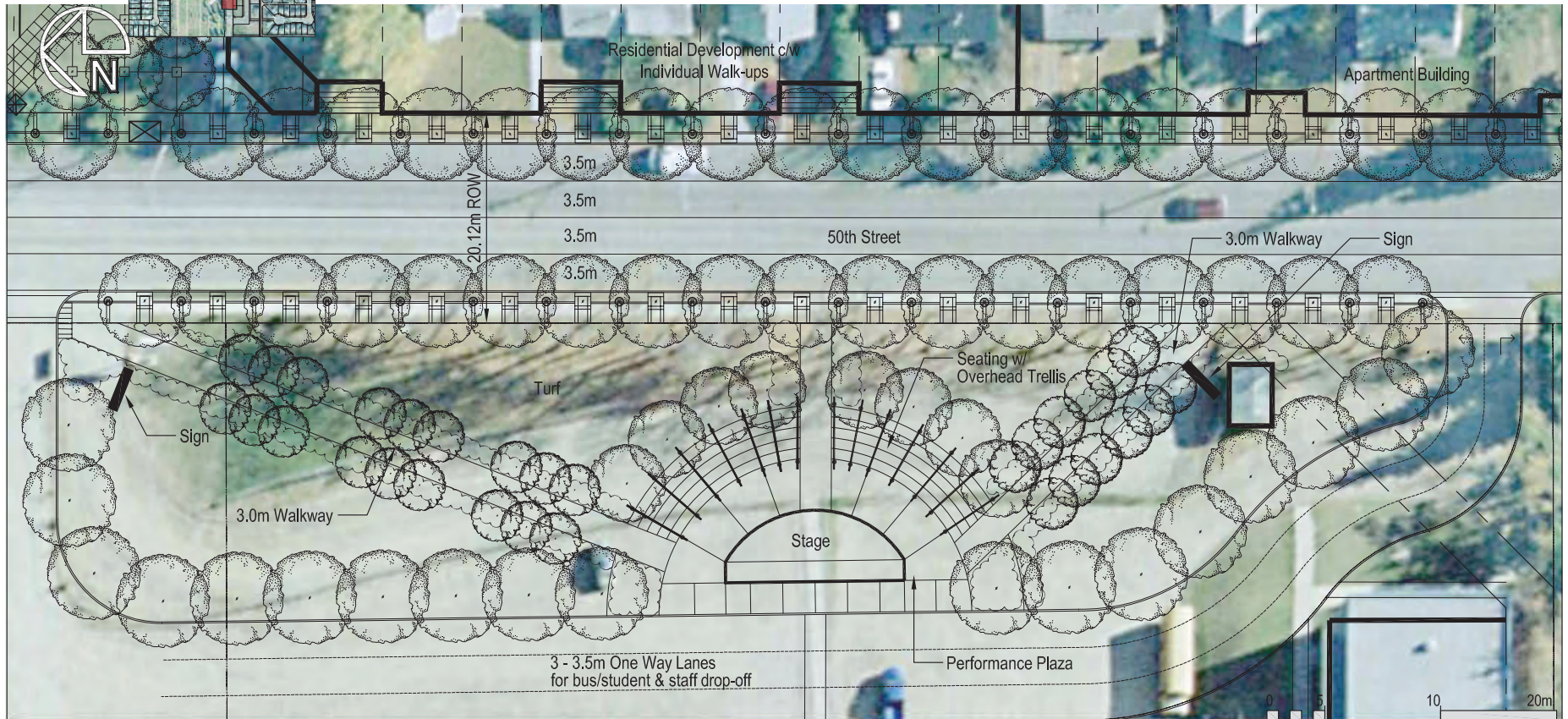
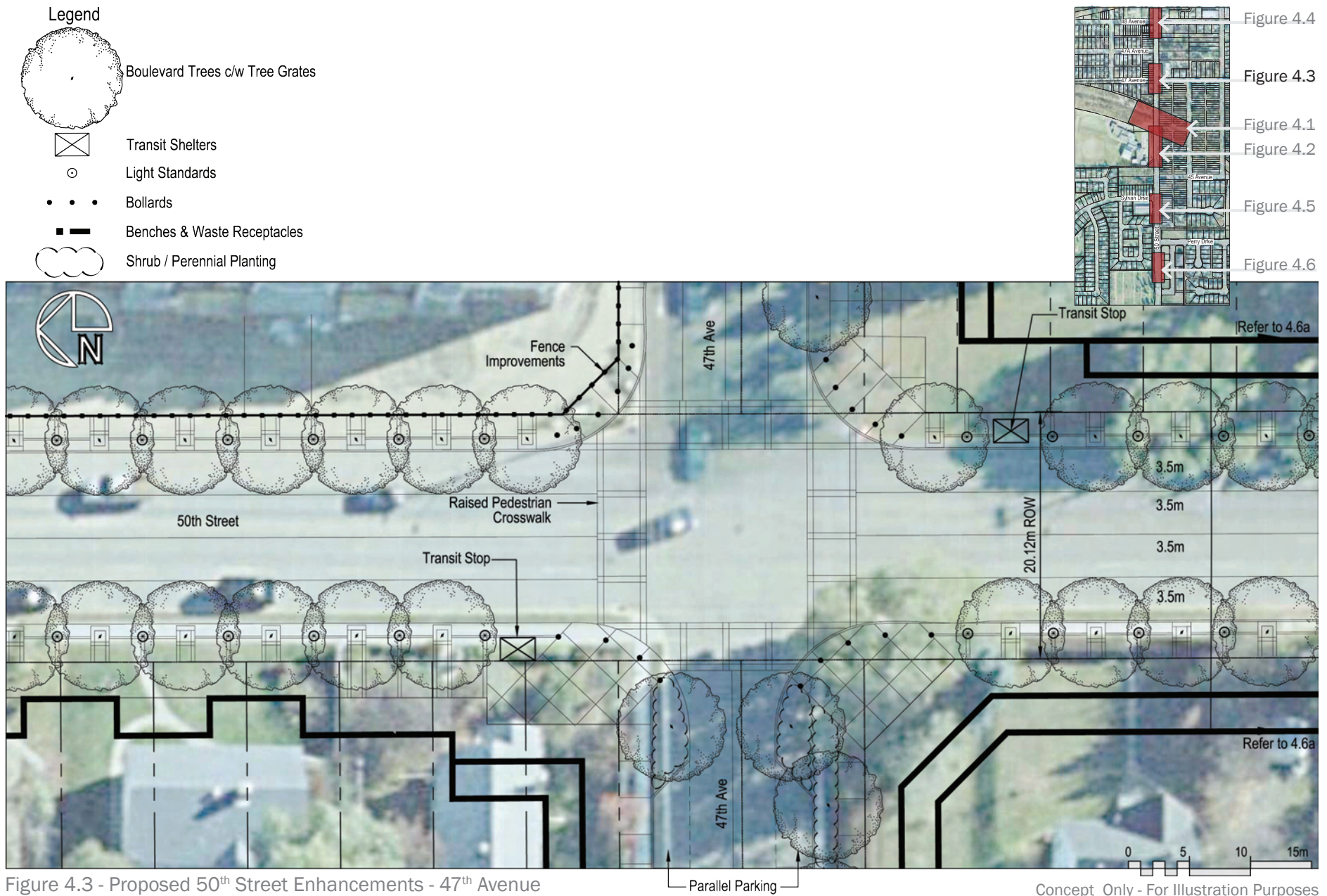
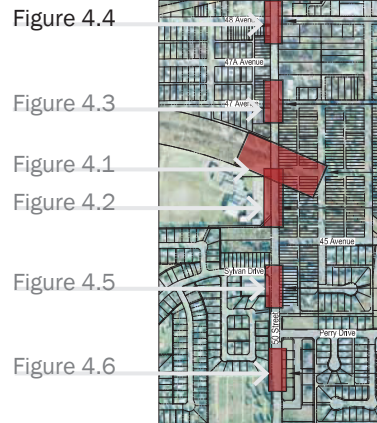


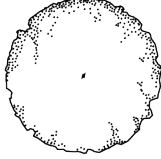





Figure 4.2 - Proposed 50<sup>th</sup> Street Enhancements - North of 45<sup>th</sup> Avenue

Concept Only - For Illustration Purposes





### Legend

-  Boulevard Trees c/w Tree Grates
-  Transit Shelters
-  Light Standards
-  Bollards
-  Benches & Waste Receptacles
-  Shrub / Perennial Planting

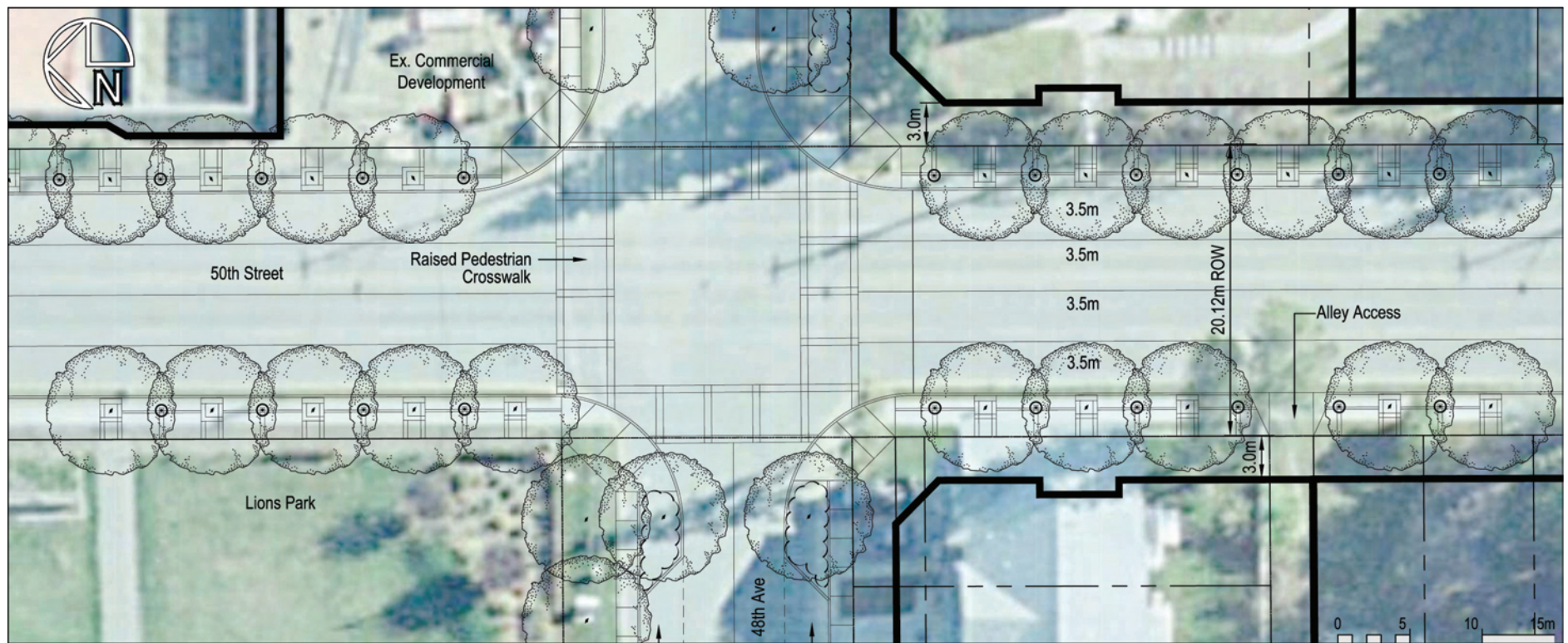


Figure 4.4 - Proposed 50<sup>th</sup> Street Enhancements - 48<sup>th</sup> Avenue

Concept Only - For Illustration Purposes

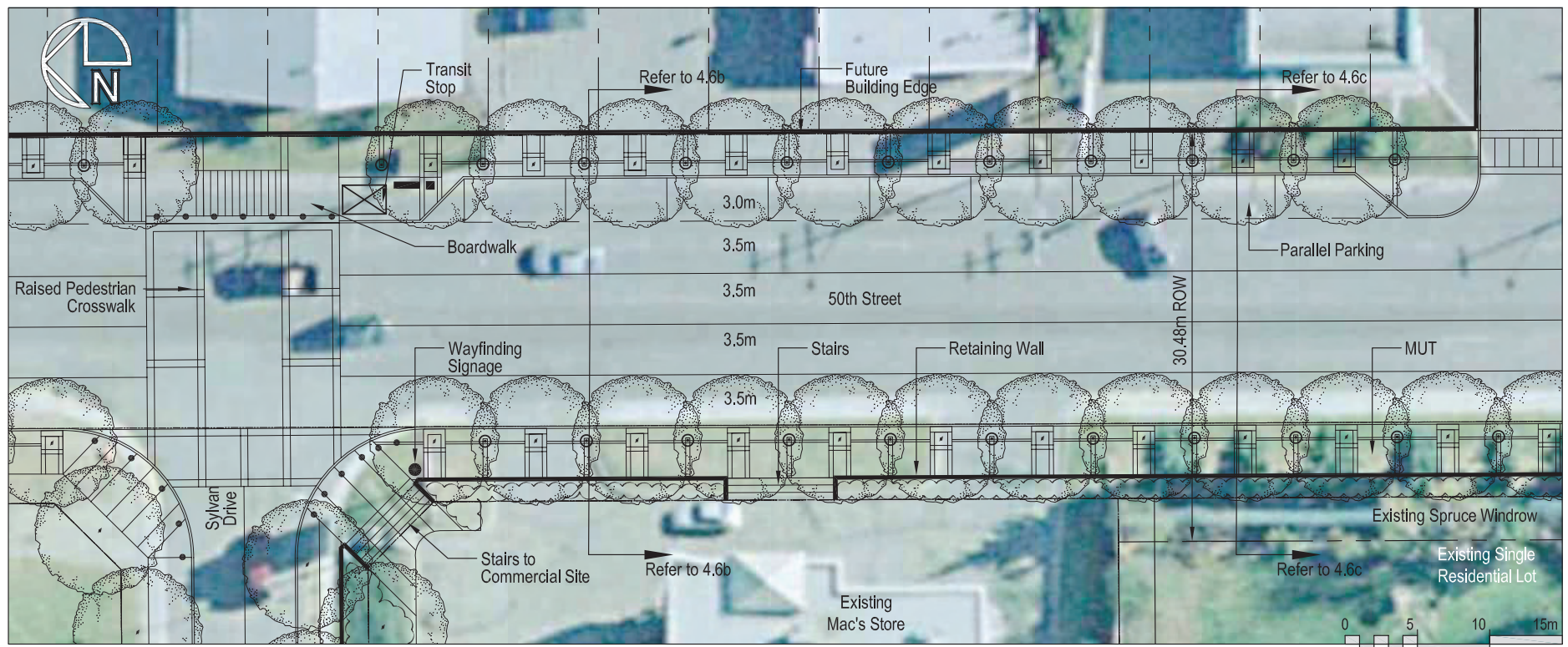
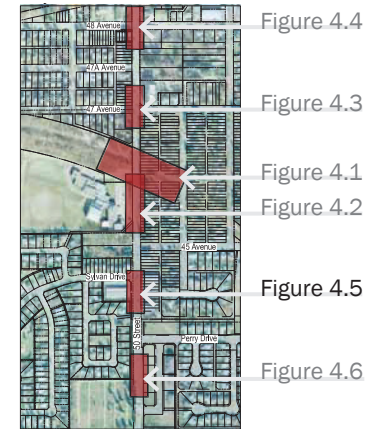
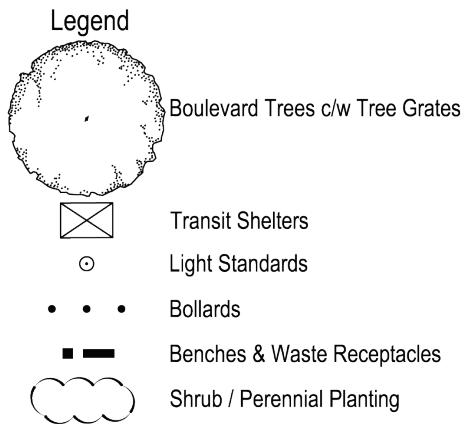


Figure 4.5 - Proposed 50<sup>th</sup> Street Enhancements - South of Perry Drive

Concept Only - For Illustration Purposes

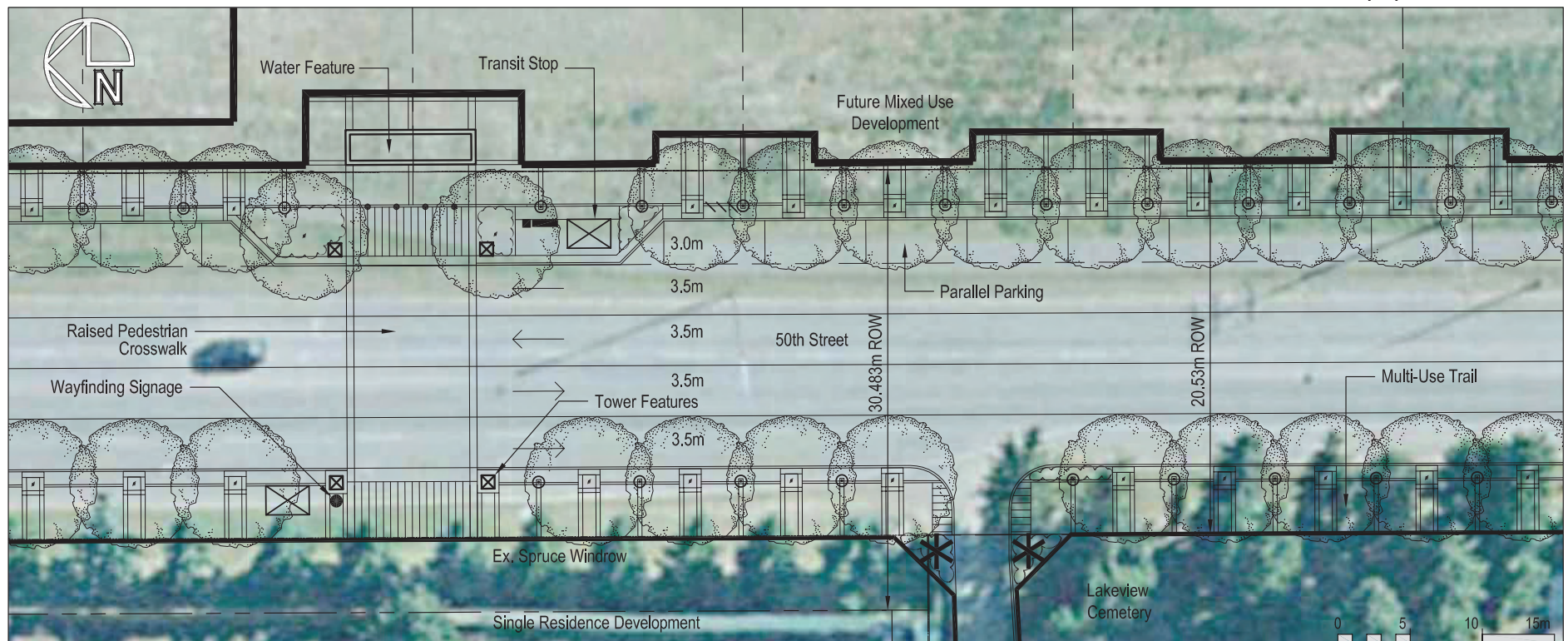
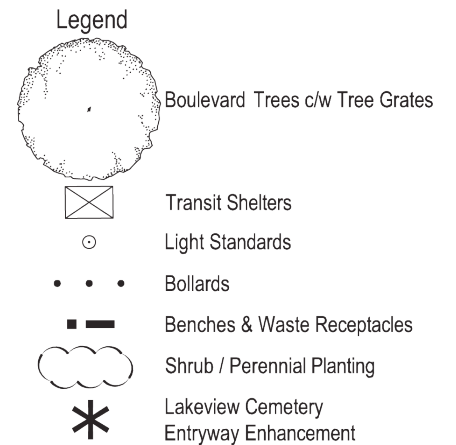
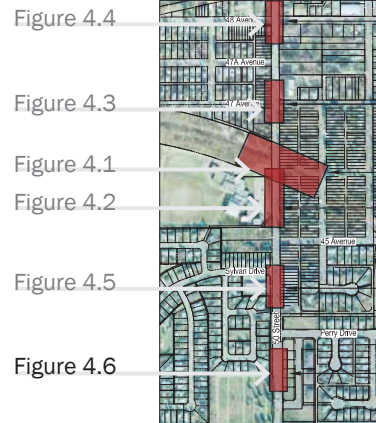


Figure 4.6 - Proposed 50<sup>th</sup> Street Enhancements - Lakeview Cemetery

Concept Only - For Illustration Purposes

# 50<sup>th</sup> Street Streetscape Plan



### Goal:

*To establish a sustainable streetscape that provides a strong identity and a pedestrian-friendly environment for both residents and visitors.*

### Overview:

The proposed Streetscape Plan for 50<sup>th</sup> Street is an extension of the components presented in the *Town of Sylvan Lake - Lakeshore Drive Design Development Brief* with select modifications that provide a quality and sense of place

specifically unique to 50<sup>th</sup> Street. It is proposed that this approach be combined with a more contemporary architectural style for 50<sup>th</sup> Street, which could be extended beyond the ARP Area, north into the downtown core and south into future residential and commercial development areas. The following is an overview of the recommended streetscape development components for 50<sup>th</sup> Street:

Typical roadway cross-sections would include four (4) lanes, each 3.5 metre (11.5 foot) wide and approximately 3.0 metre (9.8 foot) sidewalks on both sides of 50<sup>th</sup> Street (Refer to *Figure 5.1*). South of the H.J. Cody School site the road right-

of-way widens, allowing for the development of parallel parking and corner and mid-block intersection bulbing along the east side of 50<sup>th</sup> Street and multi-use trail (MUT) development along the west side (Refer to *Figure 5.2*). Parallel parking is recommended along the east side of 50<sup>th</sup> Street to serve planned Commercial / Residential Mixed-Use development on that side of 50<sup>th</sup> Street. In addition, parking would be oriented downhill, which will provide easier access for motorists.

Bulbed corner and mid-block intersections (where deemed necessary) are part of a Complete Street approach. Complete Streets use traffic calming solutions (i.e., roadway dieting,

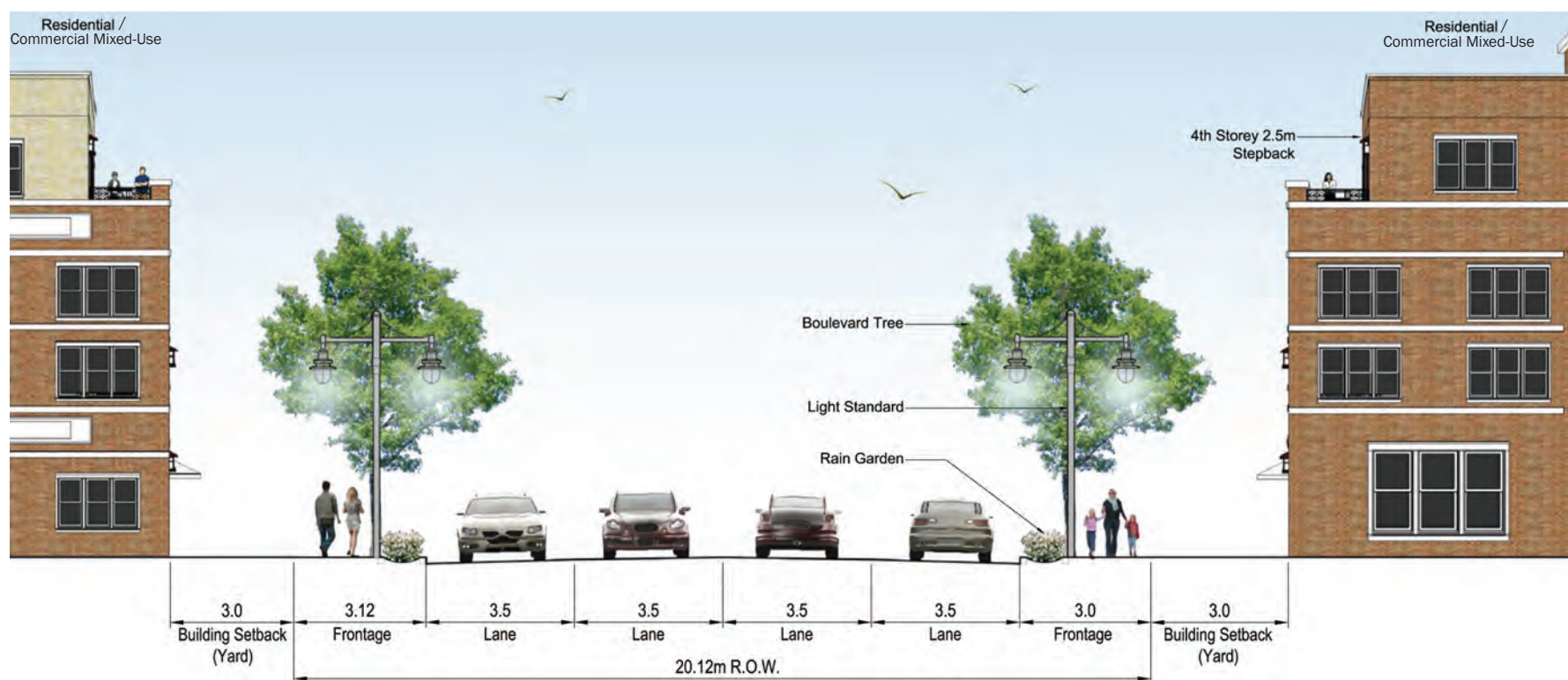


Figure 5.1 - Proposed 50<sup>th</sup> Street Enhancements

lane width reduction, corner and mid-block intersection bulbing, etc) to integrate different user groups into a shared transportation corridor and make streets more accessible and pedestrian friendly. Bulbing at corner and mid-block intersections reduces the road crossing distance for pedestrians. These intersections should include rolled or drop curbs for barrier-free access; 3.0 to 4.0 metre wide raised and permeable pedestrian crossings, complete with detectable tactile warning strips and audible crossing devices; themed separation devices (i.e., bollards, barriers, etc) at crossings to promote channelization; themed traffic light and/or pedestrian crossing posts, arms and signing; and opportunities for shrub plantings, pots and public transit stops/shelters (Refer

to *Figure 5.3*). The proposed greenway crossing should be developed as a primary node in conjunction with the formal park development proposed on both the west and east side of 50<sup>th</sup> Street (Refer to *Figure 4.1*). Another primary node has been identified on *Map 4.2*, south of the cemetery (north of Memorial Drive) at the intersection of the west/east multi-use trail.

The multi-use trail recommended along the west side of 50<sup>th</sup> Street would vary in width, incorporating the existing spruce windrow as a buffer between 50<sup>th</sup> Street and the existing single family residential units and the Lakeview Cemetery to the west.

On-street parallel parking along sections of the northbound traffic route will be designed with a 3.0 metre width. Permeable paving and standard curb and gutter should be incorporated in parallel parking and typical cross-section areas, with opportunities of introducing curb cuts to provide drainage into rain garden sidewalk areas.

Rain Gardens are an important new streetscaping element that can be introduced into the 3.0 metre wide sidewalk width on 50<sup>th</sup> Street. Further information regarding how, why and where rain gardens can be introduced is found in the general urban design guidelines of this report.

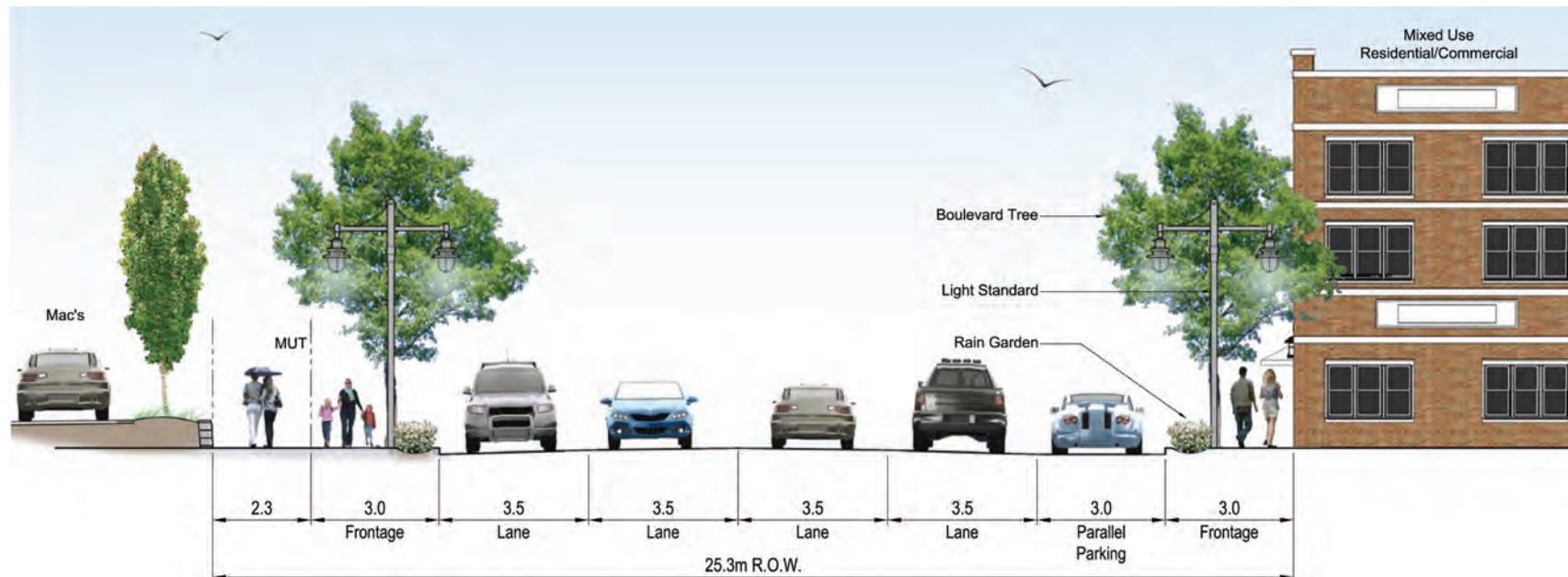


Figure 5.2 - Proposed 50<sup>th</sup> Street Enhancements

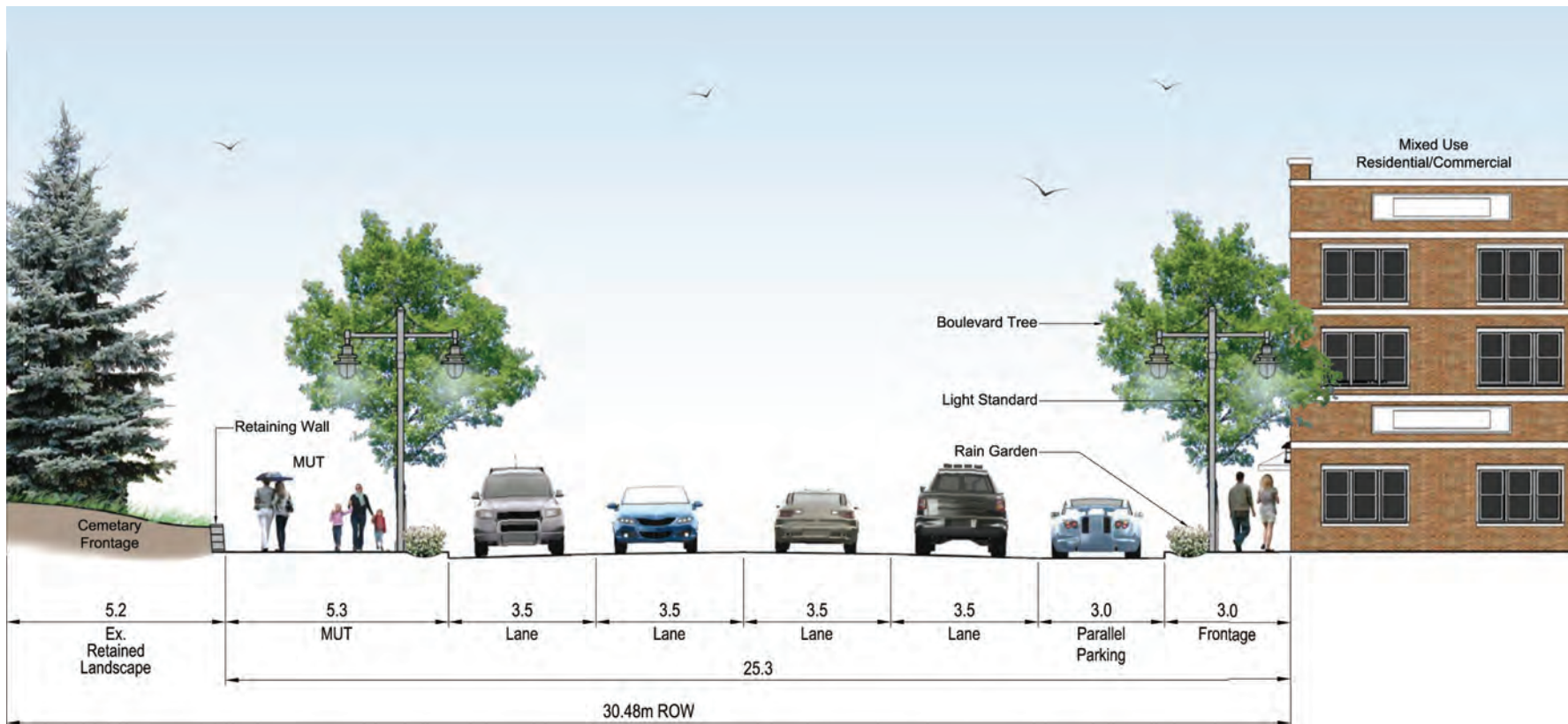


Figure 5.3 - Proposed 50<sup>th</sup> Street Enhancements



Figure 5.4 - Streetscape Furniture



The transitional edge should include a rhythm of new pedestrian-scaled decorative light standards (Lumec Candela Light Standards are the suggested selection), complete with custom pole and double arm luminaries over both the roadway and walk. These light standards will conform to any supplementary building façade lighting and relate well to the contemporary theme and a sustainable 'Dark Sky' approach. In addition, it is suggested that the proposed tree plantings be supplemented with low level LED tree lighting to provide year-round seasonality and a sense of place. Solar power should be considered as a source of energy for these lights. Other contemporary streetscape furnishing recommendations include:



### Waste receptacles (waste, recycle, compost)

the Maglin Recycling Bins are recommended for 50<sup>th</sup> Street for their contemporary style and adaptability.



### Benches

the Maglin MLB 700 is recommended for 50<sup>th</sup> Street for its contemporary style and adaptability in both a backed and backless bench style.

### Ash urns

the MLAU 550 is recommended for 50<sup>th</sup> Street for its contemporary style and operations and maintenance compatibility. These are recommended primarily in high traffic multi-use development areas.



### Bicycle racks

the MBR 500 is recommended for 50<sup>th</sup> Street for its contemporary style, bicycle storage capacity and ease of use. It is recommended that these be installed on an angle to reduce bicycles from impeding pedestrian movement areas.





Figure 5.5 - Streetscape Furniture



### Banners

themed banners are recommended along 50<sup>th</sup> Street to celebrate and create a sense of community pride in this area of Town. A selection of themed options have been illustrated to the left.

### Flag poles

as optional features, flag poles can be included along 50<sup>th</sup> Street and the proposed multi-use trail at intersections or at primary nodes.



### Public Art

as an optional component, public art can be included along 50<sup>th</sup> Street and the proposed multi-use trail at intersections, primary nodes, or with future new building development.

### Outdoor seating

optional seating ledges could be incorporated along 50<sup>th</sup> Street to supplement free-standing benches and rain garden and public transit stop locations.



### Bollards

the Maglin bollards are recommended for 50<sup>th</sup> Street for their contemporary style. It is recommended that these be installed at intersections or at primary nodes to promote channelization and pedestrian safety and security. As an option, it is recommended that the bollards be custom designed, complete with hollow steel exterior and concrete poured footing and center.

### Pots

the Barkman Contempra pots are recommended for 50<sup>th</sup> Street for their contemporary style. These pots have been proposed for Lakeshore Drive and have already been incorporated along 50<sup>th</sup> Street in the downtown core.

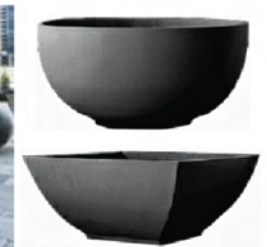
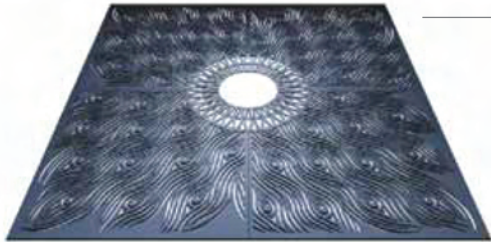




Figure 5.6 - Streetscape Furniture

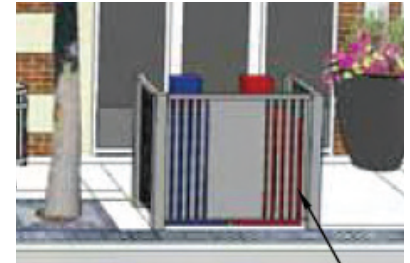


### Tree grates

the Urban Accessories Pavone is recommended for 50<sup>th</sup> Street for its contemporary style. The grates will promote a sustainable and permeable condition for proposed tree plantings.

### News stands

it is recommended that custom designed news stands be provided in high traffic areas where newspapers are typically distributed. The design of the news stands would enhance the selected theme for 50<sup>th</sup> Street.



### Utility cabinets

it is recommended that where possible, utility boxes are placed in indiscreet locations, out of the main travel route of pedestrians. In visible locations, decorative additions to utility cabinets are recommended.



### Parking Patrol Equipment

if the proposed parallel parking along 50<sup>th</sup> Street is to be paid parking, it is recommended that payment kiosks, rather than individual stall metres, be installed.



### Surface Vents, Trench Drains and Covers

it is recommended that themed and decorative patterning and / or images be applied these components.

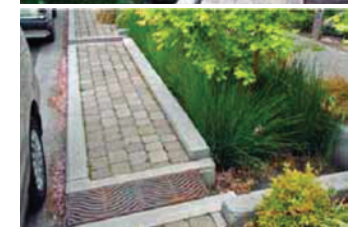




Figure 5.7 - Streetscape Furniture

### Fences & Screens

it is recommended that any off-street parking areas be appropriately gated and screened. Any developments that are not developed to the edge of the right-of-way should be appropriately fenced or separated with planters, etc, to promote an integrated edge treatment with 50<sup>th</sup> Street



### Towers

it is recommended that proposed tower features be extended from Lakeshore Drive to demark key intersections and nodes. The tower features should be designed to reflect other landmark features within the community (i.e., the clock tower, lighthouse, pool architecture, etc) and to provide an opportunity to include interpretive and/or way-finding information about the community. As illustrated in the image to the right, the towers would include a poured-in-place sandblasted concrete base and steel frame column, complete with decorative coloured cap and mobile flag feature.



### Kiosks & Interpretive Signing

Information kiosks and interpretive signing should be applied at primary nodes and open/rest areas along 50<sup>th</sup> Street and the multi-use trail.

### Music

the addition of music to high and mixed use areas establishes a unique shopping environment that attracts and encourages pedestrians to stay longer and buy more.



### Signage

Building signage and street sign blades should be developed to reflect and strengthen theme development along 50<sup>th</sup> Street. An example of a sign blade theme concept is illustrated to the left.



### Water features, Fountains and Drinking fountains

the addition of water for sight, sound, and consumption should be considered at primary nodes and open areas along 50<sup>th</sup> Street.

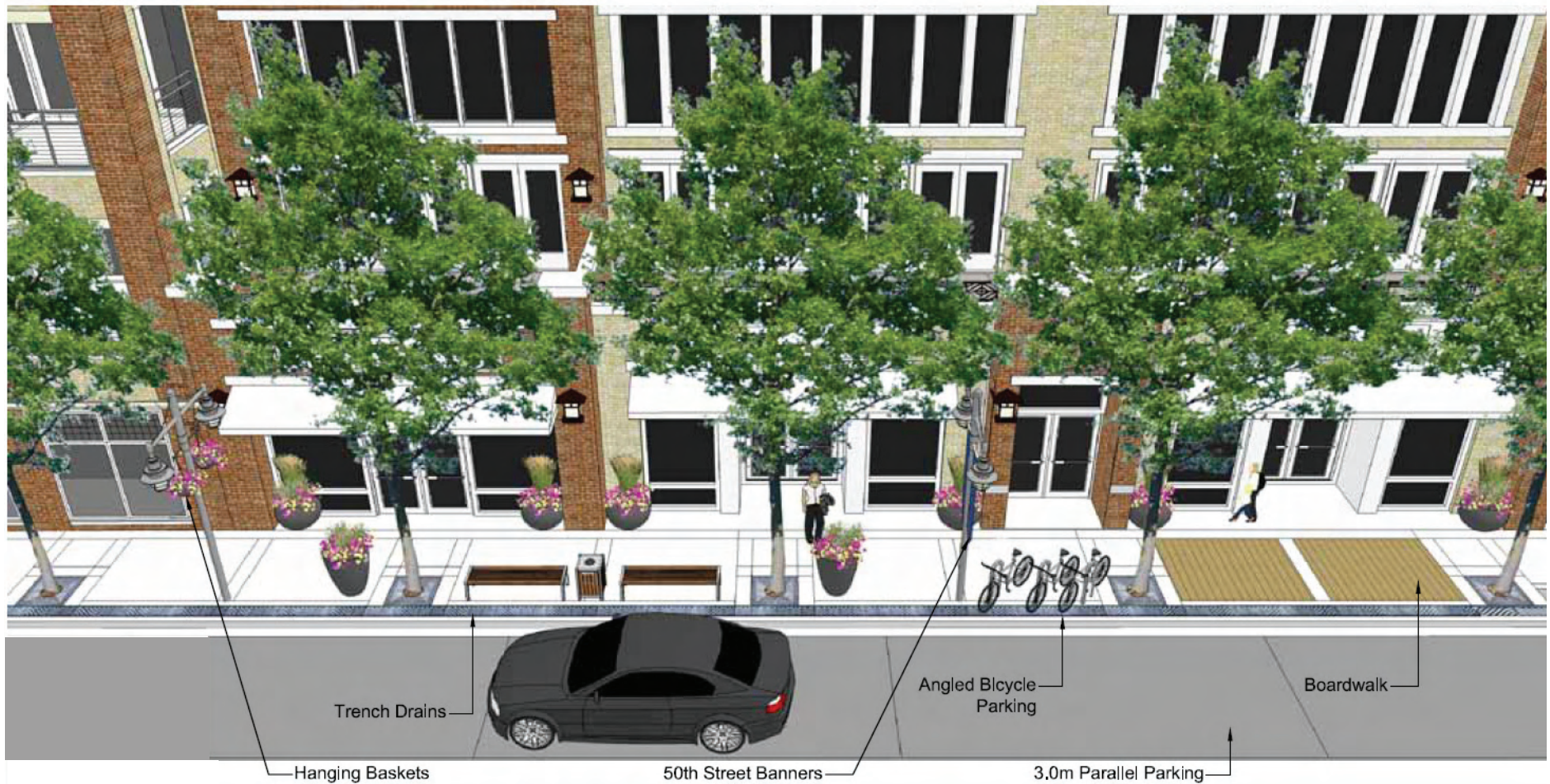


Figure 5.8 - Streetscape Furniture

**Objectives:**

- Establish a healthy, dynamic, walkable and sustainable development along 50<sup>th</sup> Street.
- Build a sense of community spirit and identity.
- Assess and enhance pedestrian and multi-use trail connectivity.
- Support barrier-free accessibility, connectivity, safety, security and way-finding.
- Create opportunities for social interaction and activity.
- Preserve, integrate and promote local/regional culture and heritage.
- Maintain and increase access and views to significant/ landmark features, such as Sylvan Lake.

unique to 50<sup>th</sup> Street and the types of residential and mixed-use development and activity proposed for the area, while complimenting the styles established in the *Pattern Book* for the adjacent *Waterfront ARP* area.

**Policies:****5.1.1 Complete and Green Street Development**

Promote and incorporate Complete and Green Street development along 50<sup>th</sup> Street and establish incentives for sustainable building development.

**5.1.2 Establish a Contemporary Streetscape and Architectural Theme**

Establish a contemporary streetscape and architectural theme for 50<sup>th</sup> Street that extends beyond the ARP Area, southward to Highway 11 and northward to Lakeshore Drive (incorporating the downtown core). The theme should incorporate architectural and streetscape components that establish a year-round quality and sense of place specifically



Figure 5.9 - Streetscape Furniture

50<sup>th</sup>

Street

Area Redevelopment Plan

*Town of Sylvan Lake*

# Urban Design Guidelines



- 
- 6.1 General Urban Design Guidelines**
  - 6.2 Sub-Area Specific Design Guidelines**
-

The purpose of the Urban Design Guidelines is to guide both public and private interests engaged in new development projects in the Plan area to achieve high quality and functional design. The guidelines are informed by and reinforce the Vision and Guiding Principles as well as the Development Concept for the Plan area. Some flexibility is provided by the guidelines to support the creation of 50<sup>th</sup> Street as a distinct area of the Town of Sylvan Lake while accommodating creativity and variety in the design for the Plan area.

The adoption and implementation of Urban Design Guidelines to ensure a high standard of urban design and development has important benefits to the ARP area and the Town of Sylvan Lake. Ensuring an attractive setting is key to positioning 50<sup>th</sup> Street as a desirable location to live as well as a destination for shopping, entertainment, tourism and recreation. This will aid economic development and investment efforts and is especially important in attracting new investment.

For ease of use, this section has been organized into two sub-sections. General Urban Design Guidelines and Sub-Area Specific Design Guidelines. The General Urban Design Guidelines are general in nature and meant to apply to developments located throughout the Plan area. Sub-Area specific Urban Design Guidelines help refine the distinct attributes and character of each Sub-Area in order to achieve its development potential.

## 6.1 General Urban Design Guidelines

### 6.1.1 Views to the Lake



Sylvan Lake is the Town's paramount attraction for visitors. View corridors to and from the Lake are important to maintain. Within the Plan area, an attractive skyline should be maintained as viewed from the Lake.

- New development should frame views to the Lake rather than block them. A Visual Impact Assessment should be required by the approving authority for all buildings over 4 storeys tall.
- View corridors should be maintained at the terminus of public streets.
- Appropriate building heights, building setbacks and step backs for the upper storeys of buildings are important to maintaining views.
- Providing and / or enhancing connections to trails and greenways, to enhance public access to the Lake, should be conditions of new development.

### 6.1.2 Theming and Placemaking

It is important to create distinct Sub-Areas within the Plan area, incorporating a mix of land uses with a strong identity and a pedestrian-friendly environment.

- A contemporary style with simple additions (i.e., banners, signs, etc) that establish and celebrate specific community identity and pride along 50<sup>th</sup> Street are recommended for buildings and Streetscaping elements.



- Streetscaping elements implemented within the Plan area should be extended to the downtown core and southward along 50<sup>th</sup> Street, creating a pedestrian friendly and sustainable environment for residents and visitors to the community.
- The design and theming recommended for 50<sup>th</sup> Street is an extension of the ideas and direction provided in the *Town of Sylvan Lake - Lakeshore Drive Design Development Brief* and as recommended in Section 5.0 of this ARP.

### 6.1.3 Placement, Height and Massing of Buildings

New development should maintain a small-town atmosphere to create a pedestrian friendly environment in the Plan area. Articulation of building elevations, appropriate building massing and activating the frontages of buildings are important urban design objectives.



- Buildings should be located on the site to maximize solar penetration and avoid adverse microclimatic effects related to wind and shadowing on and off the site.
- In mixed-use areas, building frontages should be designed to suggest a pattern of individually owned shops with narrow frontages (7.0 - 15.0 m) and individual entrances.
- Permitted maximum heights shall be in accordance with provisions in the *Town of Sylvan Lake Land Use Bylaw*.
- Prior to allowing new development with heights in excess of 4 storeys and / or 15.0 metres the applicant should be required to demonstrate to the approving authority that:
  - » view corridors to and from the Lake are maintained or enhanced;

- » the increase in height does not have a detrimental effect on adjoining properties in terms of loss of privacy, shadowing or other adverse microclimatic effects; and
- » the architectural treatment of the building has superior design elements in terms of use of materials, colours, architectural detailing, etc.

### 6.1.4 Building Relationship to the Street

- To provide an active and inviting streetscape at ground level, buildings incorporating ground floor commercial uses should be built to the property line, with individual entrances to the street for shop fronts as well as weather protection features such as awnings, canopies and arcades.



- Where ground floor commercial uses could include cafés and restaurants, building setbacks and mid-block mews should be encouraged to accommodate outdoor seating areas.
- Higher density residential development should feature individual private entries for ground floor units and incorporate porches and windows at ground level.
- Blank walls should be avoided by wrapping active

retail or residential uses around any above-grade parking structures to maintain an active and attractive streetscape.

- Buildings on corner sites must provide attractive façades on both the street and avenue, and address adjacent buildings as well as those on opposing corners. Buildings should acknowledge this special site condition by creating visual focal points at the corner such as a circular bay window, clock tower, etc.

### 6.1.5 Pedestrian Environment



One of the important design considerations along 50<sup>th</sup> Street is to promote walkability by creating a pedestrian friendly environment. The following criteria should be considered to enhance the pedestrian environment along 50<sup>th</sup> Street:

- A multi-use trail for pedestrians and cyclists, linking the southern portion of the Town to the waterfront, should be incorporated in the redesign of 50<sup>th</sup> Street.
- Missing trail linkages should be added to create a comprehensive trail system.
- Pedestrian linkages between the Plan area and downtown should be strengthened.
- The existing trail along the CN rail line should be widened to accommodate a greater volume and variety of users.
- The construction of barrier free sidewalks of an appropriate width should be encouraged along 50<sup>th</sup> Street.

- Lighting and other street furniture should be at a human scale to enhance the character of the pedestrian realm along 50<sup>th</sup> Street.
- Pedestrian areas within the Plan area should be designed in consideration of the following:
  - » Streetscape hard surfaces should be assessed for their life cycle and sustainable characteristics. Specific hard surface details include permeable concrete, subsurface integrated tree and storm water systems, tree grates and trench drains.
  - » A contemporary concrete sawcut patterning is recommended for 50<sup>th</sup> Street, complete with sandblasted banding and potential permeable, coloured decorative paving in transitional edge areas along 50<sup>th</sup> Street (Refer to *Figure 5.5*).
  - » Additional thickening on sidewalk edges, open curb cuts and trench drainage is recommended in rain garden areas.
  - » Boardwalk material (wood or composite product) is recommended in node and crossing areas to provide addition highlight and contrast.
- It is recommended that these components be integrated to conform to existing and future new utility alignments, including the underground alignment of current overhead power lines.

### 6.1.6 Sustainability



The Town of Sylvan Lake supports the implementation of sustainable development principles and practices as part of the design of public and private developments, including:

- Where possible, buildings which are designed to include on-site alternative energy sources such as solar heat, solar electricity and solar energy.
- The incorporation of features such as daylighting, recycling, reuse of water, low-water landscaping, energy efficient lighting and other devices should be considered in the building and site designs to reduce the consumption of energy and materials.
- On-site infiltration of stormwater as a consideration in the design of open spaces and site development.
- Design features that encourage walking, bicycling (i.e. bicycle parking), and integrate the potential for future transit service need to be incorporated within the Plan area.
- Sustainable approaches for greenway, parks, trail and open space preservation, development, management and operations. Redevelopment along the greenway and the development of formal parks including the selective

clearing of all understory to promote safety and security while preserving and minimizing disturbance to wildlife habitat, movement and natural sustainable components.

- The introduction of rain gardens and trench drains into the sidewalks adjacent to 50<sup>th</sup> Street, as illustrated in *Figure 5.4*, in order to incorporate native grasses, sedges, rushes, shrubs and ground covers to reduce sedimentation, pollutants and flow and promote ground water recharge as an addition to reducing operations and maintenance, and regulating microclimate. Specific design considerations for the introduction of rain gardens and trench drains include:
  - » In steeper roadway areas, the rain gardens will require terracing to conform to the slope. Terracing should be established with adjustable weirs or simple check dams (approximately every 1.8 meters) to allow for ponding (150mm to 300mm max.), storm water flow control and aeration;
  - » It is recommended that trees (planted approximately 7 meters on center) and native plant use be used to control and manage invasives; eliminate potable water consumption for irrigation; and to preserve and restore plant biomass;
  - » Opportunities to integrate Communities in Bloom;
  - » Opportunities to incorporate with streetscape theming. A Green Street approach is proposed within the Plan area including the following components:
    - » rain gardens
    - » bioswales
    - » rain water harvesting
    - » permeable paving
    - » subsurface integrated tree and storm water systems

- » reused and local materials for roadway construction
- » use of native plant material to establish a more sustainable street cross-section and community
- Green Street components, used in conjunction with sustainable building development, to introduce natural filtration systems that manage and cleanse water on-site before reaching off-site collection areas and the lake and to:
  - » improve storm water treatment (sedimentation and pollutants);
  - » support ground water recharge;
  - » prevent flooding and provide erosion and sediment control;
  - » mitigate soil compaction and soil particle reduction;
  - » promote carbon storage, organic matter, pollination, and soils health; and
  - » regulate microclimate along 50<sup>th</sup> Street and its buildings.

### 6.1.7 Gateways and Wayfinding (Signage)



A system of wayfinding elements including signs, gateway features, kiosks and graphics should be designed for the ARP area and installed to help orient motorists and pedestrians. This system should be designed as an extension of that provided in the *Town of Sylvan Lake - Lakeshore Drive Design Development Brief* and should include:

- A graphics standards manual for gateway features and signage to ensure a comprehensive and unified approach that uses a consistent colour scheme and identity.
- Public art on both public and private property will serve as reference points.
- Gateway features should be designed and constructed at strategic locations as identified in *Map 4.2* and in other plans and studies.
- Signage design should be coordinated with the design of buildings and sites in terms of locations, scale, materials, finishes and colours to enhance a cohesive urban design for the Plan area.
- Signage should be kept to a minimum size and number needed to inform and direct visitors and residents.
- Lighting of all signs should be maximized and indirect front-lit signs are encouraged wherever possible.
- Sign lighting should be down lit and appropriate to the scale of the sign, and implement “Dark Sky” design practices.

### 6.1.8 Crime Prevention Through Environmental Design (CPTED)

To enhance public safety within the 50<sup>th</sup> Street ARP, it is recommended that Crime Prevention Through Environmental Design (CPTED) principles be applied during the review of development proposals. CPTED principles are based on the ability to influence offender decisions that precede criminal acts. Research and actual application of CPTED strategies have revealed that decisions related to criminal behavior can be influenced by the perceived risk of being caught or seen. Through proper design and effective use of the built environment, crime and the fear of crime can be reduced,

and quality of life improved and enhanced. Physical CPTED principles to be applied in the Plan area include:

- Natural Surveillance, provided through:
  - » providing clear sight-lines to the street and public spaces from within buildings, through their design;
  - » avoiding the creation of areas hidden from view and isolated spaces through the design and placement of buildings and public spaces; and
  - » providing a variety of uses and well designed public spaces which promote day-long and year-long use.
- Access Control, through:
  - » designing public spaces and buildings which provide a “hierarchy of space” ranging from public (i.e. sidewalks), to semi-public (i.e. café patios), to semi-private (i.e. front porches, shops and stores) to private (i.e. residential units) which supports their legitimate use.
- Territorial Reinforcement, through:
  - » locating and designing entrances, exits, fencing, landscaping and lighting to subtly define spaces and to distinguish the appropriate type and time of use of spaces and supporting the definition of a “hierarchy of space”.
- Target Hardening, through:
  - » utilizing a variety hard and soft landscaping features (i.e. fencing and hedges) as appropriate to restrict illegitimate uses at inappropriate times of day or year;
  - » providing spaces and structures of high-quality, durable, materials that resist vandalism and are easily maintained.

### 6.1.9 Parking, Access and Loading

On-street parking and loading / unloading areas along 50<sup>th</sup> Street impact pedestrian and cyclist movement. To accommodate the required parking and loading along 50<sup>th</sup> Street to serve the proposed residential, commercial / residential mixed-use and institutional land uses planned for the ARP area, while supporting the design of 50<sup>th</sup> Street as a 'Complete Street', the following design guidelines should be considered:

- Opportunities for shared parking should be encouraged along 50<sup>th</sup> Street.
- Wherever possible, structured parking shall be provided.
- Parking and loading should be oriented to the rear of buildings and access to parking areas shall be from the lane.



- On-street parking shall be implemented south of Sylvan Drive.
- It is recommended that, wherever possible, waste bins and utility boxes be appropriately screened.

### 6.1.10 Designing for a Winter Climate

New development within the Plan area should give appropriate consideration to the adverse effects of Alberta's winter climate. These considerations include the following:

- Provision of functional and decorative lighting to enhance the appearance of the area during darker winter months.



- Planting deciduous trees, where possible, to provide shade in the summer and allow sunlight in the winter.
- Streetscape plantings, other than trees, should be selected to provide colour throughout the year.



- Site design should take into account the prevailing winds to prevent the creation of adverse microclimatic affects.
- Private developments and public spaces should be designed to accommodate snow removal and storage.

- Exterior building materials and colours, should be designed to be attractive year-round.
- Awnings, where possible, over public sidewalks along retail street frontages should be provided to offer shelter from rain, snow and wind.
  - » Careful consideration should be given to the type and shape of awnings to be used. Traditional profile, fixed or retractable awnings, with a valence and utilizing high quality canvas or woven acrylic of solid or stripped material are recommended. Vinyl, back-lit or bubble awnings, and awnings less than 1 m (3 ft) which function as signs only, are not considered acceptable. (Recommended by Alberta Main Street Programme)

### 6.1.11 Architectural Design

New development within the Plan area should be of contemporary design while providing a positive contribution to the sense of place of the Plan area and the Town of Sylvan Lake. The following guidelines should be considered in the review of development applications within the Plan area:

- New development should contribute to the Town's existing mixture and variety of architectural styles while respecting the site context.
- Functional and aesthetic building materials should be utilized with exterior finishes of high-quality, sustainable and easily maintained materials.

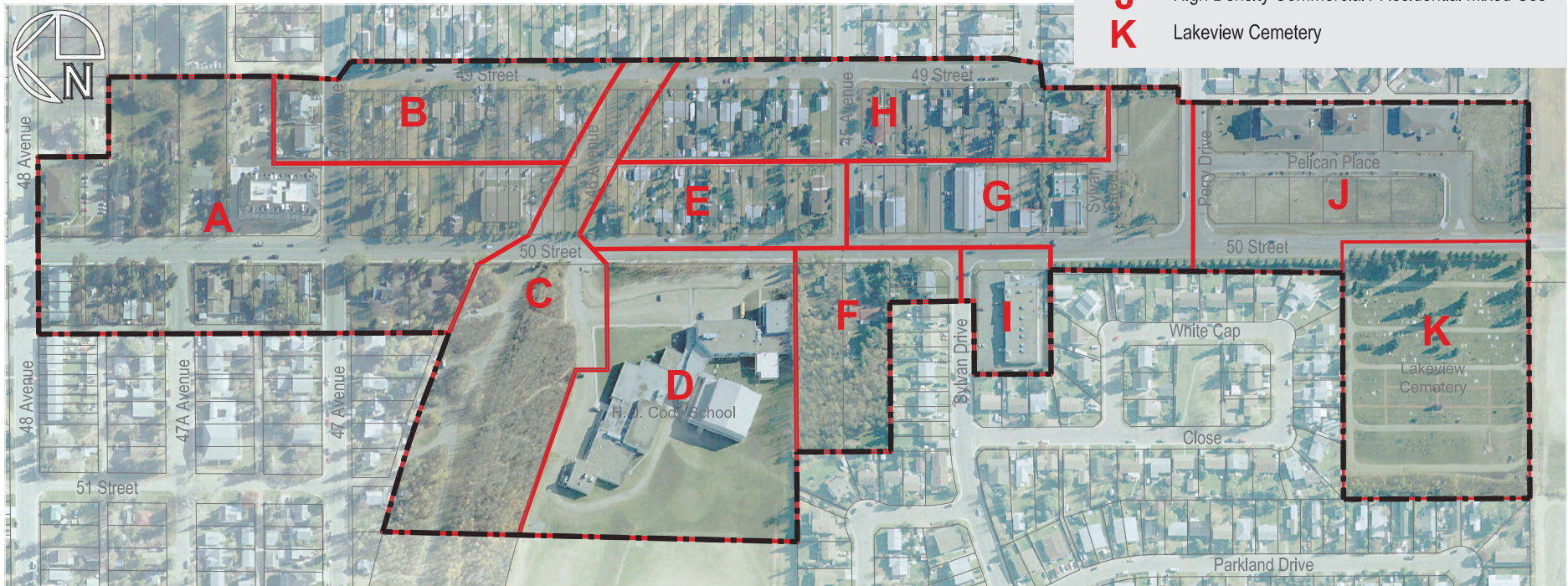


- Vinyl siding, plastic, plywood, concrete block, darkly tinted and / or mirrored glass and metal siding using exposed fasteners shall not be permitted.
- New buildings should respect the established pattern of façade design of neighbouring buildings of similar use and density by ensuring horizontal and vertical alignment of façade elements of neighbouring buildings.
- New buildings should have entries at similar intervals and display windows continuous with the established pattern of neighbouring buildings of similar use and density.
- Varied application of building materials should be considered, with the aim of providing a unified building image.
- Building materials should be true to their nature as opposed to mimicking other materials.
- Materials used for the front façade should be used for the sides of buildings where side facades are visible.
- The use of stucco as the principle wall material at the ground floor shall not be permitted.

### 6.2. Sub-Area Specific Guidelines

#### Legend

- Plan Area
- Sub-Area Boundary
- A** High Density Residential / Commercial Mixed-Use
- B** Medium Density Transitional Area
- C** Greenway
- D** H.J. Cody School Site
- E** Mixed Use Residential / Commercial
- F** Small Scale Residential Infill
- G** High Density Commercial / Residential Mixed-Use
- H** Medium Density Transitional Area
- I** Commercial
- J** High Density Commercial / Residential Mixed-Use
- K** Lakeview Cemetery



Map 6.1 - Sub-Areas

### 6.2.1 Sub-Area A

High Density Residential / Commercial Mixed-Use

#### Goal

*To accommodate higher density, street-oriented residential redevelopment providing for a range of housing choice with active street frontages and allow for ground floor commercial development, focused at corners, to function as an extension of the downtown.*

#### Objectives

- Develop the area as a higher density residential / commercial mixed-use neighbourhood.
- Provide opportunities for ground floor commercial, office and retail development along 50<sup>th</sup> Street frontage, focused at the intersections of 50<sup>th</sup> Street and 47<sup>th</sup> and 48<sup>th</sup> Avenue.
- Provide opportunities for ground floor residential development.
- Function as a logical extension of the downtown.
- Preserve views to and from the Lake.
- Improve the pedestrian environment and connectivity within the district and to other parts of Town.
- Create an animated streetscape.
- Increase safety in and around this Sub-Area through development by putting “eyes on the street.”

#### Land Uses

Allow a wide range of higher density housing types including stacked row housing and apartments with commercial opportunities for retail, office, institutional and restaurant uses. Ground floor commercial development is encouraged on corner sites and permitted in the mid-portions of the block. Ground floor residential uses are permitted.

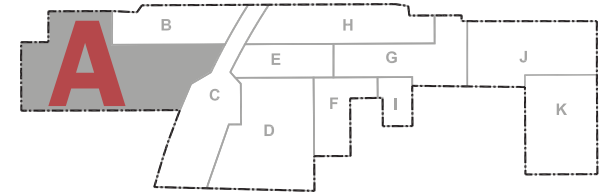
#### Development Regulations

- The maximum parcel coverage shall be 80%.
- Building height in this Sub-Area shall be as follows:
  - » The minimum building height shall be 3 storeys; except those parcels which are located south of 47<sup>th</sup> Avenue and east of 50<sup>th</sup> Street which shall have a minimum height of 2 storeys.
  - » The maximum building height shall be 4 full storeys with a 5<sup>th</sup> storey either stepped back or within the roofline; except those parcels which are located south of 47<sup>th</sup> Avenue and east of 50<sup>th</sup> Street which shall have a maximum height of 3 storeys with a 4<sup>th</sup> storey either stepped back or within the roofline.
  - » Ground floor height shall be 3.7 metres.
  - » Floors above ground floor shall be 3.0 metres high.
- The maximum building density shall be 125 units / hectare; except those parcels which are located south of 47<sup>th</sup> Avenue and east of 50<sup>th</sup> Street which shall have a maximum building density of 100 units / hectare.
- The minimum front yard setback shall be 0.0 metres.

#### Design Guidelines

Special design considerations should be given to the following:

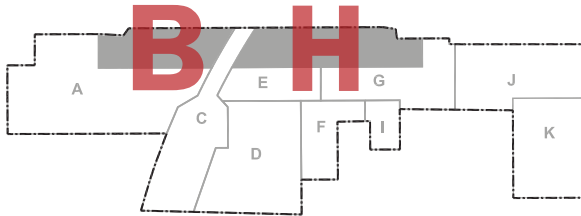
- The design of apartments and stacked row housing should take into consideration the scale and character of existing residential buildings on adjacent lots.
- Parking should be provided in underground structures or located at the rear of the building wherever possible.
- Introducing individual, private apartment entrances for ground floor units will further enhance a sense of interaction and ownership for the street.
- Building façades should be articulated to break up the massing of larger buildings.



- Rooflines should be varied to provide visual interest and break up massing.
- Where residential units are located at the ground floor, building setbacks are encouraged to create semi-private yard spaces for those units.

#### Other Design Considerations

- Access to parking and loading for residential development should be taken from the lane wherever possible. The Town of Sylvan Lake will explore opportunities for extending the existing lane between 50<sup>th</sup> Street and 49<sup>th</sup> Street through to 48<sup>th</sup> Avenue.
- With development of the area, above ground power lines will be relocated underground to reduce visual clutter.



### 6.2.2 Sub-Area B & H Medium Density Transitional Area

#### Goal

*To accommodate small-scale residential infill development, providing an appropriate transition from higher density to lower density residential development*

#### Objectives

- Develop the area for medium density residential uses.
- Preserve views to and from the Lake.
- Improve the pedestrian environment and connectivity within the district and to other parts of Town.
- Create an animated residential streetscape.
- Increase safety in and around this Sub-Area through development by putting “eyes on the street.”

#### Land Uses

Allow a range of medium density residential built forms including duplexes, triplexes, fourplexes and rowhousing.

#### Development Regulations

- Building height in this Sub-Area shall be as follows:
  - » The maximum building height shall be 2.5 storeys or 10.0 metres.
- The maximum building density shall be 40 units / hectare.
- The minimum front yard setback shall be 3.0 metres.

#### Design Guidelines

Special design considerations should be given to the following:

- New residential development should incorporate clearly defined entrances and front yards for individual units with porches and recessed entrances encouraged.
- The design of new residential development should take into consideration the scale and character of existing residential buildings on adjacent lots.
- Parking should be provided at the rear of the building wherever possible.
- Building façades should be articulated to break up the massing of larger buildings containing more than two units.

#### Other Design Considerations

- Access to parking and loading for residential development should be taken from the lane wherever possible.
- With development of the area, above ground power lines will be relocated underground to reduce visual clutter.

### 6.2.3 Sub-Area C Greenway

#### Goal

*To maintain and improve the area as a linear park system that connects with the integrated Trail Network in the Town of Sylvan Lake.*

#### Objectives

- To preserve and enhance the former CPR Rail alignment as an important community resource providing a continuous and well integrated trail and open space system.
- To establish, at the intersection of the Greenway and 50<sup>th</sup> Street, a primary node complete with formal park development on the west and east sides of 50<sup>th</sup> Street and integrated mixed use/ commercial development.
- To allow for selective clearing of under story to support the safety of users of the Greenway and to implement Firesmart principles.

#### Land Uses

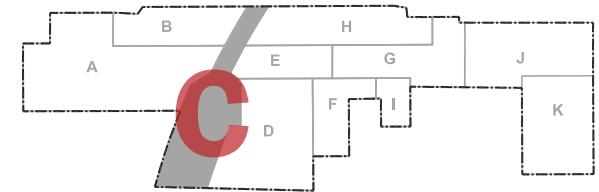
Allow for maintenance and improvement of the existing linear park and trail uses.

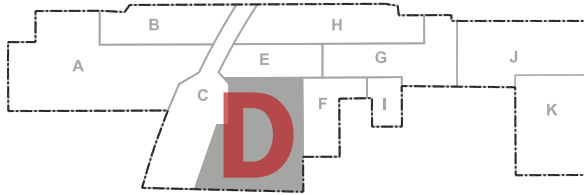
#### Design Guidelines

- Specific trail and node standards should be developed for the Greenway and integrated with the development of a community-wide comprehensive trail and node hierarchy plan.

#### Other Design Considerations

- A comprehensive Greenway Assessment and Master Plan for the former CPR rail alignment should be developed to identify greenway preservation and enhancement components; ownership, management and operations requirements; environmental assessment considerations; access and transportation components; cultural and historical interpretation opportunities; and community lifestyle considerations.
- A Sylvan Lake – Trails and Open Space partnership group or association should be established to monitor operations, enhancements, growth and guideline application for existing and new Greenway and other parks, trails and open space development.





## 6.2.4 Sub-Area D H.J. Cody School Site

### Goal

*To relocate parking at the rear of the school and develop a formal park area at the front of the school.*

### Objectives

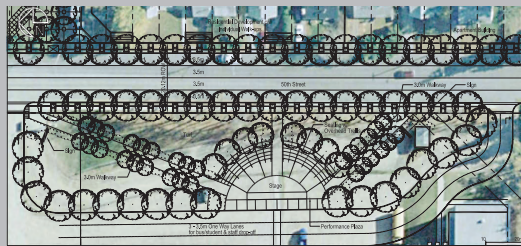
- Enhance access to the school site and on-site parking.
- Provide access for the redevelopment of Sub-Area F, to the south of the H.J. Cody School site, utilizing a redesigned site access road.
- Improve the pedestrian environment and connectivity within the district and to other parts of Town.
- Create an animated streetscape along 50<sup>th</sup> Street by providing a formal park integrated with the 50<sup>th</sup> Street streetscape.

### Land Uses

No new uses or zoning are planned for this Sub-Area.

### Development Regulations

- Development will be in accordance with the current PF - Public Facility District of the *Town of Sylvan Lake Land Use Bylaw*.



### 6.2.5 Sub-Area E

Mixed-Use Residential / Commercial

#### Goal

*To accommodate mixed-use residential / commercial development which consists of ground floor retail development with residential apartments above.*

#### Objectives

- Increase residential densities to support local commercial development.
- Provide opportunities for ground floor commercial, office and retail development along the 50<sup>th</sup> Street frontage, focused at the intersections of 50<sup>th</sup> Street and 45<sup>th</sup> Avenue and 46<sup>th</sup> Avenue.
- Provide opportunities for ground floor residential development in the central portion of the block.
- Preserve views to and from the Lake.
- Improve the pedestrian environment and connectivity within the district and other parts of Town.
- Create an active mixed-use streetscape.
- Increase safety in and around this Sub-Area through development by putting “eyes on the street” and promoting activity throughout the day.

#### Land Uses

Allow for ground floor commercial development with apartments above the ground floor and at the ground floor in the central portion of the block. Ground floor commercial development is required on corner sites and recommended in the mid-portions of the block. Ground floor residential uses with residential above is permitted in mid-portions of the block.

#### Development Regulations

- The maximum parcel coverage shall be 80%.
- Building height in this Sub-Area shall be as follows:
  - » The minimum building height shall be 2 storeys.
  - » The maximum building height shall be 3 storeys.
  - » Ground floor height shall be 3.7 metres.
  - » Floors above ground floor shall be 3.0 metres high.
- The maximum building density shall be 80 units / hectare.
- The minimum front yard setback shall be 0.0 metres.

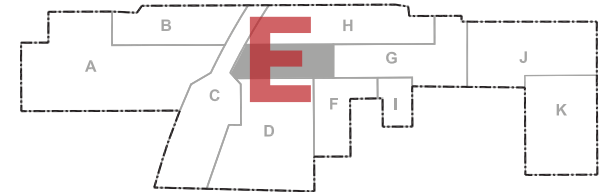
#### Design Guidelines

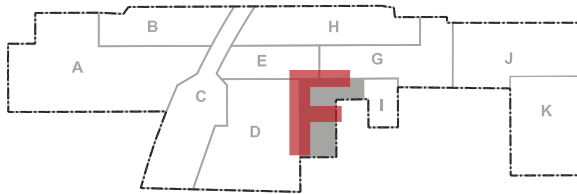
Special design considerations should be given to the following:

- The design of new development should take into consideration the scale and character of existing residential buildings on adjacent lots.
- Parking should be provided in underground structures or located at the rear of the building wherever possible.
- Introducing individual, private apartment entrances for ground floor units will further enhance a sense of interaction and ownership for the street.
- Building façades should be articulated to break up the massing of larger buildings.
- Where residential units are located at the ground floor, building setbacks are encouraged to create semi-private yard spaces for those units.

#### Other Design Considerations

- Access to parking and loading for residential development should be taken from the lane wherever possible.
- With development of the area, above ground power lines will be relocated underground to reduce visual clutter.





### 6.2.6 Sub-Area F Small Scale Residential Infill

#### Goal

*To provide an access road to the H.J. Cody School Site, from 50 Street, along the northern portion of the Sub-Area and to develop the southern portion of the Sub-Area for small scale residential infill compatible with the adjacent H.J. Cody School.*

#### Objectives

- Provide a southern access to the H.J. Cody School Site.
- Provide an opportunity to develop the area for small scale residential infill uses, compatible with existing duplexes to the south.
- Preserve views to and from the Lake.
- Improve the pedestrian environment and connectivity within the district and other parts of Town.
- Create an animated residential streetscape.
- Increase safety in and around this Sub-Area through development by putting “eyes on the street.”

#### Land Uses

Allow for duplex and rowhousing development.

#### Development Regulations

- Building height in this Sub-Area shall be as follows:
  - » The maximum building height shall be 2.5 storeys or 10.0 metres.
- The maximum building density shall be 40 units / hectare.

#### Design Guidelines

Special design considerations should be given to the following:

- New residential development should incorporate clearly defined entrances and front yards for individual units with porches and recessed entrances encouraged.
- The design of new residential development should take into consideration the scale and character of existing residential buildings on adjacent lots.
- Building façades should be articulated to break up the massing of larger buildings containing more than two units.

#### Other Design Considerations

- Access to parking and loading for residential development should be taken from the lane wherever possible.
- With development of the area, above ground power lines will be relocated underground to reduce visual clutter.



### 6.2.7 Sub-Areas G and J

High Density Commercial / Residential  
Mixed Use

#### Goal

*To accommodate high density commercial / residential mixed use development.*

#### Objectives

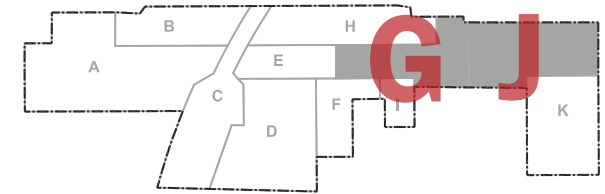
- Increase residential densities to support local commercial development.
- Provide opportunities for ground floor commercial development.
- Provide opportunities for residential development above the ground floor.
- Preserve views to and from the Lake.
- Improve the pedestrian environment and connectivity within the district and other parts of Town.
- Create an active commercial frontage along 50<sup>th</sup> Street.
- Increase safety in and around this Sub-Area through development by putting “eyes on the street” and promoting activity throughout the day.

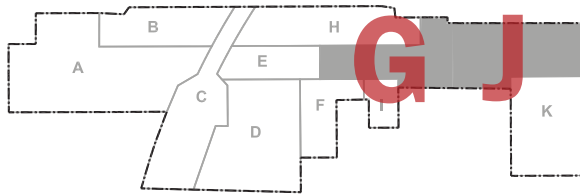
#### Land Uses

Commercial and/or office development is required at the ground floor. Commercial and/or office development is allowed on the second floor. Residential development will be permitted above the ground floor.

#### Development Regulations

- The maximum parcel coverage shall be 90%.
- Building height in this Sub-Area shall be as follows:
  - » For parcels which abut 50<sup>th</sup> Street:
    - The minimum building height shall be 2 storeys above grade.
    - The maximum building height shall be 3 storeys above grade.
    - ‘Grade’ shall be measured at the mid-point of the parcel boundary along 50<sup>th</sup> Street.
  - » For parcels which abut Pelican Place:
    - The maximum building height shall be 2 storeys above grade
    - ‘Grade’ shall be determined as per the existing Land Use Bylaw regulations.
  - » For parcels which abut 50<sup>th</sup> Street and are located south of Pelican Place:
    - Minimum building height shall be 2 storeys above grade adjacent to 50<sup>th</sup> Street, transitioning to 1 storey above grade at the eastern parcel boundary.
    - Maximum building height shall be 3 storeys adjacent to 50<sup>th</sup> Street and 2 storeys at the eastern parcel boundary
    - ‘Grade’ shall be measured at the mid-point of the parcel boundary along 50<sup>th</sup> Street and at the mid-point of the eastern parcel boundary.
  - » Ground floor height shall be 3.7 metres.
  - » Floors above ground floor shall be 3.0 metres high.





- Building setbacks shall be required for floors beyond 3 storeys above grade.
- The maximum building density shall be 100 units / hectare.
- The minimum front yard setback shall be 0.0 metres.

#### Design Guidelines

Special design considerations should be given to the following:

- The design of new development should take into consideration the scale and character of existing buildings on adjacent lots.
- Parking should be provided in underground structures or located at the rear of the building wherever possible.
- Building façades should be articulated to break up the massing of larger buildings.

#### Other Design Considerations

- Building setbacks could be provided to support a more pedestrian-friendly street.
- Access to parking and loading for residential development should be taken from the lane wherever possible.
- “Tuck Under” parking is encouraged for the parcels between 50<sup>th</sup> Street and Pelican Place to mitigate the grade change west to east across the site while maintaining ground floor commercial development along 50<sup>th</sup> Street.
- With development of the area, above ground power lines will be relocated underground to reduce visual clutter.



### 6.2.8 Sub-Area I Commercial

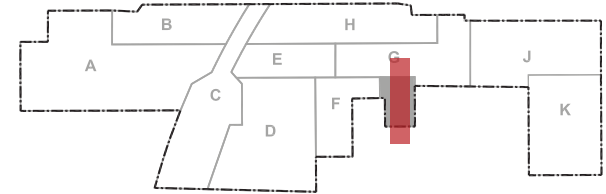
This area is currently zoned Central Commercial District (C) and contains an existing building which utilizes the land well. While no zoning or land use changes are proposed for this sub-area, there is the potential for future right-of-way enhancements along 50<sup>th</sup> Street.

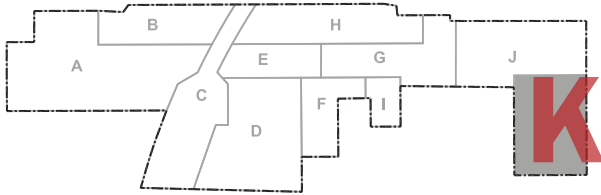
#### Objectives

- Enhance frontage along 50<sup>th</sup> Street with the development of the proposed multi-use trail (MUT) and roadway improvements (refer to Figure 4.5).

#### Design Guidelines

- Encourage improvements to access / egress of the commercial site.
- Removal of access / egress along 50<sup>th</sup> Street to allow for future right-of-way enhancements.
- Utilize retaining walls to maintain existing grades along 50<sup>th</sup> Street and accommodating new multi-use trail development.
- Introduce soft landscape enhancements along the 50<sup>th</sup> Street frontage.





### 6.2.9 Sub-Area K Lakeview Cemetery

This area is currently zoned as Public Facility District (PF). While no changes to this zoning or the current cemetery land use are proposed, there are opportunities to provide enhancements to this existing use.

#### Objectives

- Enhance Lakeview Cemetery frontage along 50<sup>th</sup> Street with the development of the proposed multi-use trail (MUT) and roadway improvements.

#### Design Guidelines

- Encourage improvements to the gateway / signage and access / egress to the cemetery.
- Preserving the existing spruce windrow in an enhanced frontage along 50<sup>th</sup> Street.
- Utilize retaining walls to maintain existing grades along the spruce windrow and accommodating new multi-use trail development.
- Introduce soft landscape enhancements and ornamental fencing along the frontage.



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*....Making it happen.*

- 7.1 Amendments to the Land Use Bylaw**
- 7.2 Action Plans**
- 7.3 Potential Funding Sources**
- 7.4 Monitoring and Updating the Plan**
- 7.5 Plan Amendments**

**Implementation**

## Goal

*To implement policies set out in the 50<sup>th</sup> Street ARP in order to guide decision-making regarding land use, quality of development and investments required in civic improvements and infrastructure to encourage private investment.*

The Town of Sylvan Lake 50<sup>th</sup> Street ARP, once adopted by Council, will serve as a guide for evaluating and making decisions regarding growth and development within the Plan area. The ARP will be implemented through the *Land Use Bylaw*. Map 4.1 - *Development Concept* provides a conceptual development concept for the desired pattern of land uses to ensure high quality of development and avoid land use conflicts. The Streetscape improvements proposed for 50<sup>th</sup> Street are supportive of creating an attractive mixed use area that encourages liveability and walkability.

Most plans flounder after approval because there is resistance from municipalities to provide adequate resources to ensure implementation. A brief description of potential funding sources is provided in this Section. It is the Town of Sylvan Lake's intent that the policies and priorities established within this ARP will be integrated with the Town's business planning and budgeting process. The ARP is designed to be a policy document to establish priorities for strategic public investment in roads, parks and streetscape improvements, and to create a regulating environment that ensures higher quality private development.

## Objectives

- Implement the policies contained in the ARP to guide decision-making regarding growth, development and strategic capital investments;
- Provide a policy framework for more detailed planning and development control through the *Land Use Bylaw*;
- Maintain the ARP as a current tool, updating it through an orderly amendment procedure, to reflect changes in the community's and the municipality's goals and objectives; and
- Maximize opportunities to lever resources from other levels of government and through public/private partnerships to implement proposals contained in the ARP.

## 7.1 Amendments to the Land Use Bylaw

It has been determined that the best way to achieve the vision for 50<sup>th</sup> Street is to regulate land use through the implementation of Direct Control Districts after amendments to the *Land Use Bylaw* are made. The Direct Control provisions in the *Land Use Bylaw* provide the best mechanism for implementing the design guidelines outlined in Section 6.0 of the ARP.

Details of the amendments to the *Land Use Bylaw* creating the new Direct Control Districts are provided in a separate document entitled *Application to Amend Town of Sylvan Lake Land Use Bylaw No. 1307/2007 to Implement the 50<sup>th</sup> Street Area Redevelopment Plan*.

## 7.2 Action Plans

Implementing the Town of Sylvan Lake 50<sup>th</sup> Street ARP will require leadership, support and cooperation between public and private sectors. To practically work with potential resources that may be available, it is recommended that implementation actions be planned over time. Strategies and actions required to implement the ARP are presented in the following tables as immediate (within 1 year), short-term (2-5 years), and long-term (5 years or more). Potential partners are identified with the lead organization in bold. They include:

ACD	Alberta Community Development
AEDT	Alberta Economic Development and Tourism
AT	Alberta Transportation
CC	Chamber of Commerce
HS	Sylvan Lake Historical Society
PS	Private Sector
SL	Town of Sylvan Lake
CESD	Chinook Edge School Division
FA	Fortis Alberta

**Phase I – Immediate (within 1 year) 2010**

Action	Type of Action	Responsibility	Potential Funding Source
1. Amendments to Land Use Bylaw	Regulatory	SL	• Town Budget
2. Implement New Site Improvements for HJ Cody School	Project	CESD SL	• Chinook Edge School Board
3. Prepare Community Revitalization Zone Levy Plan	Study	SL CC PS	• Town Budget
4. Implement Peripheral Parking and Downtown Shuttle Bus	Project	SL CC AEDT AT PS	• Green Municipal Funds • Federal Gas Tax Funding • Alberta Municipal Infrastructure Fund • Cash-in-lieu of parking
5. Negotiate with property owners to dedicate land to construct new north-south laneway between 50 Street and 49 Street	Project	SL	• Community Revitalization Zone Levy
6. Selective Understory Clearing in Greenway	Project		• Town Budget

**Phase II – Short-Term (2-5 years) 2012-2015**

Action	Type of Action	Responsibility	Potential Funding Source
1. Detailed Design for 50 Street Streetscape Implementation	Project	SL	• Green Municipal Funds • Alberta Municipal Infrastructure Fund • Community Revitalization Zone Levy
2. Public Art Program	Program	SL	• Alberta Arts Foundation • Portion of Capital Costs for Public and Private Construction Projects

**Phase III – Long-Term 2015+**

Action	Type of Action	Responsibility	Potential Funding Source
1. Continue to Implement Trail Network	Project	SL PS ACD	<ul style="list-style-type: none"> <li>Development Agreement</li> <li>Redevelopment Levy (Land Acquisition)</li> <li>Local Improvement Assessment Tax</li> </ul>
2. Detailed Design and Construction of Greenway Improvements, Including Formal Park Node	Project	ACD SL CC	<ul style="list-style-type: none"> <li>Provincial capital budgets</li> <li>Alberta Municipal Infrastructure Fund</li> <li>Community Revitalization Zone Levy</li> </ul>
3. Putting Power Underground	Project	FA	<ul style="list-style-type: none"> <li></li> </ul>
4. Complete Reconstruction of Streetscape Improvements along 50 Street	Project	SL AT CC PS	<ul style="list-style-type: none"> <li>Green Municipal Funds</li> <li>Funding from AIT for municipal takeover from Province of 50 Street</li> <li>Federal gas tax funding</li> <li>Local Improvement Assessment Tax</li> <li>Community Revitalization Zone Levy</li> </ul>
5. Review and Update to ARP	Regulatory	SL PS CC (other stakeholders)	<ul style="list-style-type: none"> <li>Town Budget</li> </ul>

### 7.3 Potential Funding Sources

The Town of Sylvan Lake should explore the following potential funding sources for implementing the ARP.

#### a) Development Agreements

In accordance with Section 650(i) of the *MGA* “a Council may in a land use bylaw require that, as a condition of a development permit’s being issued, the applicant enter into an agreement with a municipality” to pay for such items as the construction of roadways, walkways, public utilities, telecommunication systems, parking facilities, etc.

#### b) Community Revitalization Zone Levy

The Province of Alberta recently amended the *MGA* to introduce provisions for a Community Revitalization Levy. The intent of the proposed levy is very similar to Tax Increment Financing used throughout the United States to finance strategic investment in community infrastructure and repay the cost of improvements through an increase in the incremental assessed value within the community revitalization area as redevelopment occurs.

The relevant section of the *MGA* is Section 381: Division 4.1 – Community Revitalization Zone Levy:

#### Division 4.1 Community Revitalization Levy

##### “Definitions

##### 381.1 In this Division,

- a) ‘incremental assessed value’ means the increase in the assessed value of property located in a community revitalization levy area after the date the community revitalization levy bylaw is approved by the Lieutenant Governor in Council under section 381.2(3);
- b) ‘levy’ means a community revitalization levy imposed under section 381.2(2).

##### Community revitalization levy bylaw

##### 381.2

- (1) Each council may pass a community revitalization levy bylaw.
- (2) A community revitalization levy bylaw authorizes the council to impose a levy in respect of the incremental assessed value of property in a community revitalization levy area to raise revenue to be used toward the payment of infrastructure and other costs associated with the redevelopment of property in the community revitalization levy area.
- (3) A community revitalization levy bylaw has no effect unless it is approved by the Lieutenant Governor in Council.
- (4) The Lieutenant Governor in Council may approve a community revitalization levy bylaw in whole or in part or with variations and subject to conditions.

The Province of Alberta is still in the process of preparing and adopting regulations to the Community Revitalization Levy.

#### c) Local Improvement Assessment Tax

Section 263 of the *MGA* enables municipalities to pass a local improvement bylaw to issue a debenture to fund improvements, in whole or part, with the principal and interest repaid by benefiting property owners. The City of Edmonton has successfully used this mechanism to implement streetscape improvements.

### 7.4 Monitoring and Updating the Plan

A brief “report card” should be prepared and presented to Council and the public annually on how implementation of the Town of Sylvan Lake 50<sup>th</sup> Street ARP is progressing to ensure the Plan is a ‘living document’ and not a dust collector. A major review and update should be undertaken every five years.

### 7.5 Plan Amendments

Amendments will be considered to the Town of Sylvan Lake 50<sup>th</sup> Street ARP initiated by the Town of Sylvan Lake, property owners or their representatives, or other parties, in accordance with procedures outlined within the *MGA*. In all but exceptional circumstances, amendments should be consistent with the vision, goals and objectives of the Plan. The proponent of an amendment will be required to submit a formal request for an amendment, stating reasons for the proposed amendment, along with technical information on how it conforms with the Plan’s goals and objectives.

50<sup>th</sup>

Street

Area Redevelopment Plan

*Town of Sylvan Lake*

# Glossary of Terms

# 8



**“apartment”** means a residential building consisting of at least 3 dwelling units where none of the dwelling units are rented or are available for rent or occupation for periods of less than 30 days.

**“Area Redevelopment Plan”** means a plan adopted by Council as an area redevelopment plan pursuant to the *Municipal Government Act* that provides a framework for future development in an already developed area.

**“arterial road”** means a road intended to move large volumes of traffic with minimum interruptions, primarily connecting residential and employment areas.

**“collector road”** means a road intended to collect traffic from local roadways and carry it to arterial roadways.

**“commercial recreation and entertainment facility”** means a facility or establishment that provides recreation or entertainment for gain or profit but does not include a casino or adult entertainment establishment.

**“Council”** means the Council of the Town of Sylvan Lake.

**“density”** means the volume of buildings on a site.

**“detached dwelling”** means a residential building containing one dwelling unit, which is physically separate from any other residential building, and does not include a manufactured home.

**“developer”** means an owner, agent, or any person, firm or company required to obtain or who has obtained a development permit by a Municipal Council.

**“development agreement”** refers to a servicing agreement made between a developer and the municipality, made pursuant to the *Municipal Government Act*.

**“development authority”** means the person or persons appointed pursuant to *Development Authority Bylaw*.

**“Development Officer”** means a person appointed as a Development Officer pursuant to the *Town of Sylvan Lake Land Use Bylaw*.

**“district”** means Land Use District.

**“downtown”** means the historical centre or heart of a town and surrounding region, providing a mixture of retail, office, arts and culture, housing, civic and entertainment uses.

**“duplex”** means a separate residential building consisting of two separate dwelling units only, each above grade and have exterior entrances.

**“dwelling unit”** means a complete building or self-contained portion of a building for the use of one or more individuals living as a single housekeeping unit, containing sleeping, cooking and separate toilet facilities intended as a permanent residence not separated from direct access to the outside by another separate or self-contained set or suite of rooms.

**“four-plex”** means a building containing four dwelling units, each unit comprising two floor levels and sharing a common party wall with two other units.

**“goal”** means an idealized end towards which planned action is directed and that provides an indication of what is to be achieved.

**“guiding principle”** specifies a strategic direction or principle for achieving the vision.

**“height”** means the vertical distance measured from grade to the peak of a building’s roof. This does not include such

features as mechanical penthouses, ventilation equipment or any other feature that the Development Authority determines is not essential to the enclosure of the building or load-bearing framework of the building.

**“hotel”** means a building that provides rooms for temporary sleeping accommodation where each room has access from a common interior corridor.

**“infill development”** means development in mature or built up areas of the city occurring on vacant or underutilized lands, behind or between existing development and which is comparable with the characteristics of surrounding development.

**“Land Use Bylaw”** (or zoning bylaw) means a bylaw adopted by Council which establishes land use districts and prescribes rules for development within those districts.

**“lane”** means a public thoroughfare that provides a secondary means of access to a parcel or parcels and that is registered in a land titles office.

**“local roads”** means roads that provide access to sites and lots and are designated for low volume and slow moving traffic.

**“massing”** means the spatial relationship of buildings to the street.

**“mews”** refers to a small landscaped lane or courtyard which promotes a walkable, pedestrian friendly environment.

**“Municipal Development Plan”** means a statutory plan, formally adopted by Council, which is intended to describe the future land uses proposed for the municipality

**“municipal infrastructure”** means all physical improvements that are required to provide roads, boulevards and walkways, sanitary sewer, storm sewer, water service, and parks;

**“municipal reserve”** refers to land dedicated, as part of the subdivision process, for municipal park use.

**“municipal utilities”** means:

1. facilities for the collection, treatment, distribution or supply of water
2. facilities for the collection, treatment, movement or disposal of sanitary sewage
3. storm sewer drainage facilities
4. electrical utilities

**“municipality”** means the Town of Sylvan Lake.

**“natural environmental preservation area”** means an environmentally sensitive or otherwise locally significant area that is to be preserved because of its natural or amenity value to the municipality.

**“objective”** means directional statements that are usually phrased immeasurable terms for given time frames.

**“parking facility”** means a structure or an area providing for the parking of motor vehicles.

**“pedestrian scale”** means to design buildings, open spaces and streets that create comfortable and interesting spaces for pedestrians using them.

**“permitted use”** means a use that is compatible with other uses in the District and for which a development permit shall be issued, provided it otherwise conforms to the *Land Use Bylaw*.

**“policy”** means a statement identifying a specific course of action for achieving objectives.

**“row housing”** means a group of three or more dwelling units, each unit separated by a common or party wall and having a separate front and rear access to the outside grade.

**“setback”** means the open space provided between the buildings base and the street.

**“step back”** refers to a design device whereby the façade of the building literally “steps back” – often used to ease the transition between a new tall building and a small scale neighbouring building.

**“storey”** means that portion of a building, which is situated between the top of any floor and the top of the floor next above it. If there is no floor above, the Storey is the portion of the building which is situated between the top of any floor and the ceiling above it.

**“sustainable development”** means development that meets the needs of today without compromising the ability of future generations to meet their own needs. This means the community needs to sustain its quality of life and accommodate growth and change by harmonizing long-term economic, environmental and social needs.

**“urban design”** means planning and architecture that gives regard to design elements such as building form and style, views and vistas, open space, and streetscape treatments to provide an urban context that is both functional and aesthetically pleasing.

**“vision”** means a positive snapshot of the desired state of a community at a particular point in the future.

50<sup>th</sup>

Street



Area Redevelopment Plan  
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