

BYLAW 49-86

A BYLAW OF THE COUNTY OF STRATHCONA NO. 20 IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING THE STRATHCONA CENTRE AREA STRUCTURE PLAN.

The Area Structure Plan is located at the northwest corner of the Base Line Road and Sherwood Drive intersection, comprising of approximately 158.8 acres (64 hectares), and is located entirely within the SE 3-53-23-W4.

NOW THEREFORE, the Council of the County of Strathcona No. 20, pursuant to the authority conferred upon it by The Planning Act, 1980, R.S.A., enacts as follows:

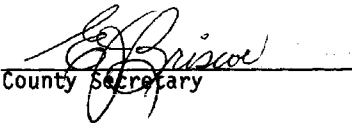
1. This Bylaw be cited as the "Strathcona Centre Area Structure Plan".
2. Appendix "A" attached hereto and forming part of this Bylaw, entitled "Strathcona Centre", is hereby adopted as the Strathcona Centre Area Structure Plan.

Read a first time this 8th day of July, 1986.

Read a second time this 19th day of August, 1986.

Read a third time and finally passed this 19th day of August, 1986.


Reeve


County Secretary

Strathcona Centre

Bylaw 49-86

APPENDIX "A"



**STRATHCONA CENTRE
Area Structure Plan**

prepared for
Markborough Properties Limited

prepared by
Mackenzie Spencer Associates Limited
Professional Planning Consultants

in association with

Walker, Newby & Associates Ltd.
Municipal Engineering Consultants

Development Consulting Group Ltd.
Real Estate Development & Investment Consultants

Barton-Aschman Associates Limited
Transportation Planning & Engineering Consultants

May, 1986

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Chapter 1 Introduction

1.1 Location

This Area Structure Plan document is intended to provide the background and a land use framework for the development of approximately 160 acres of commercial, industrial, residential and institutional land in Sherwood Park (**Figure 1 - Location**). As such, this document proposes a development concept that will serve to guide the subsequent subdivision and ultimate development of the lands legally described as the SE 1/4 Sec. 3-53-23-W4M, County of Strathcona.

The area for which this concept is proposed is located adjacent Baseline Road, west of Sherwood Drive and immediately north of the Mills Haven residential neighbourhood in Sherwood Park. This location represents the geographic centre of the future Sherwood Park community at ultimate development. This Area Structure Plan outlines a land use concept that will, at full development, serve as the functional center of Sherwood Park.

1.2 Background Information

The development concept proposed by this Area Structure Plan represents one of two such plans that will be required to effect the subdivision and development of a new town centre within Sherwood Park, the location and land use composition for which was recently approved by County Council.

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Location

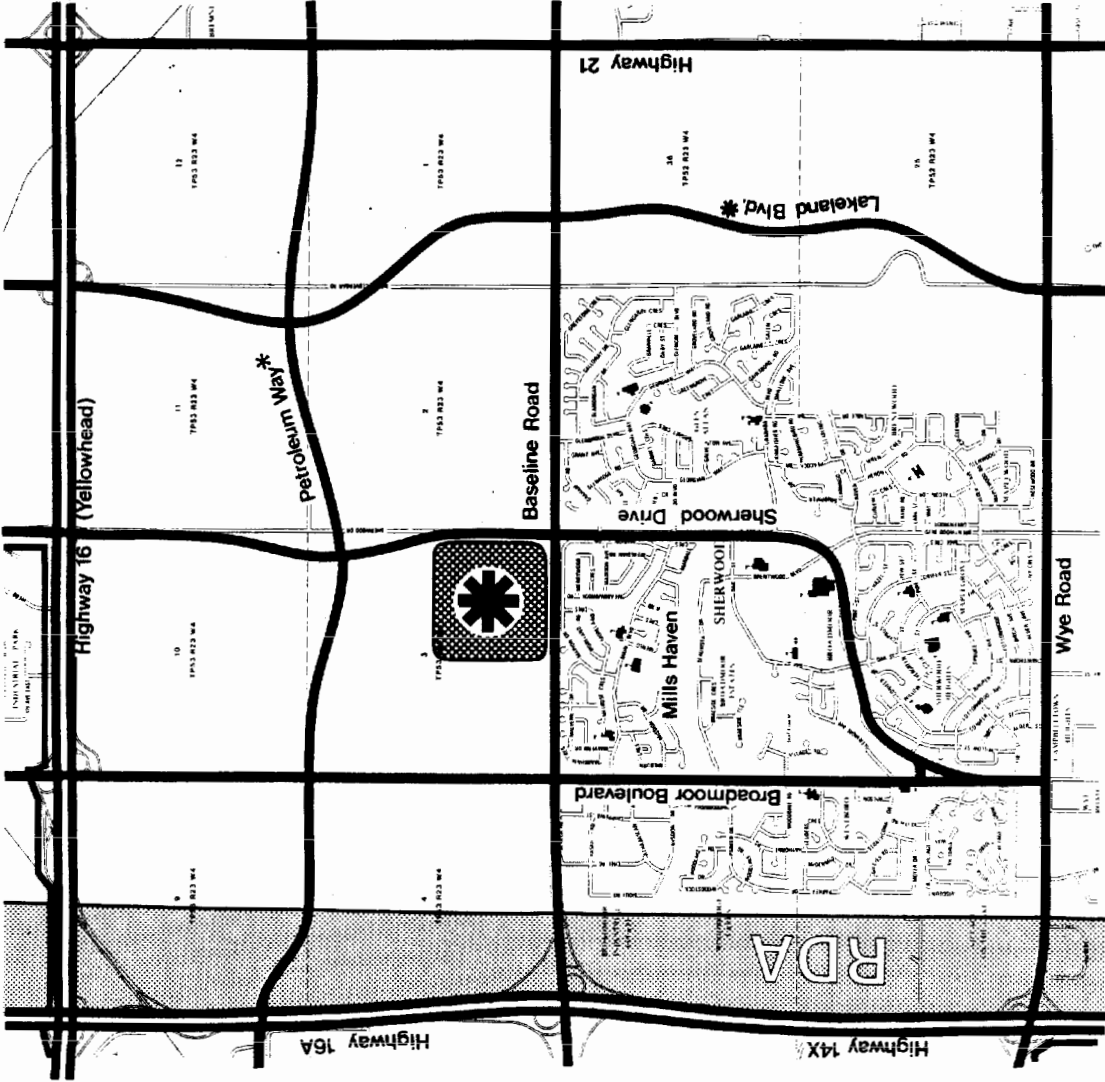
Strathcona Centre

* Future Arterial

MANITOWBI PROFESSIONAL



Manitowbi Spencer Associates Limited



Strathcona Centre

In 1984, the Planning and Development Services Department, at the direction of Council, initiated a series of extensive studies to define the long term needs of Sherwood Park for commercial and institutional land and establish guidelines for the future development of these major land uses within the community. The Department presented its final study recommendations to Council on November 26, 1985. In part, the study recommended:

"That in order to provide the County with a regional identity, a centralized community focus, civic pride, investment opportunity, a linkage between existing and future community centres, and successful competition with present and future commercial areas in Edmonton, a Twin Complementary Town Centres Concept is recommended for future commercial and institutional land development in Sherwood Park. This Concept includes the following elements:

1. The locations for the proposed complementary town centres should be:
 - a) **a new centre north of Baseline Road at Sherwood Drive;** and,
 - b) the existing Eastgate Centre."

Council approved the Twin Complementary Town Centres Concept and the location of the two centres as recommended by the Department's "Commercial and Institutional Land Development Study".

Subsequent to the approval of the Department's Study, Council was presented with an Outline Plan for the town centre site proposed for development north of Baseline Road. The Outline Plan was prepared as a joint undertaking between Markborough Properties Limited and the Durham Towne Square owners and encompassed both the SE 1/4 Sec. 3-53-23-W4M (Strathcona Centre) and the SW 1/4 Sec. 2-53-23-W4M (Durham Towne Square). Council conditionally approved the Outline Plan for the "Sherwood Park North Town Centre" on November 26, 1985. The Outline Plan, approved as a general policy statement, was intended to serve as a guide in the refinement of two Area Structure Plans previously submitted to the County by Markborough and the Durham owners.

This Area Structure Plan, then, follows from Council's approval of the "Commercial and Institutional Land Development Study", the Sherwood Park North Town Centre Outline Plan and the conditions of approval of that Plan, and, is a refinement of the Strathcona Centre Area Structure Plan originally submitted to the County of Strathcona in April, 1985.

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1.3 Report Format

This document is divided into five chapters. Chapter One provides an introduction to the Strathcona Centre Area Structure Plan. Chapter Two provides a brief description of the regional setting of Strathcona Centre with an emphasis on the major components of the transportation network that assist in defining the development area's potential as the site of a regional shopping centre to serve the East Edmonton Metropolitan Area. Chapter Three describes various man-made factors and the site's natural features which define potential development constraints and/or opportunities for the Strathcona Centre plan area. Chapter Four defines a number of plan objectives that will serve to guide the formulation of the development concept as well as the ultimate development of Strathcona Centre. Chapter Five describes the development concept proposed to guide the ultimate subdivision and development of Strathcona Centre. This Chapter also describes the three major components of the municipal servicing system that will be required to develop Strathcona Centre, and, defines a general sequence of staging the development of the Centre's commercial, institutional, residential and industrial lands.

Chapter 2 A Regional Perspective

2.1 Introduction

The Edmonton Metropolitan Area, during the past 30 years, has grown dramatically as the result of a fundamental transformation of the area's function in the context of Alberta and Western Canada. Thirty years ago, the Edmonton Metropolitan Area was basically an agricultural district dominated by the City of Edmonton. Since that time, however, the Edmonton Metropolitan Area has evolved into a complex urban region as a result of growth precipitated by the discovery of petroleum resources in central and northern Alberta. This discovery marked the turning point in the area's development and resulted in the diversification of its resource-based economic activity, the expansion of the service role of Edmonton, and the stimulation of population growth in communities adjacent the City. As a consequence, the City of Edmonton has become the primary western Canadian centre for petroleum exploration and processing activity, provincial government services, and a major centre for manufacturing and service industries serving western Canadian markets.

2.2 The Emerging Settlement Pattern

The urban settlement pattern which emerged from the fundamental transformation of the Edmonton Metropolitan Area's function was a complex network of communities serving varying roles. The salient features of this urban settlement pattern included the following. The **City of Edmonton** remained as **the dominant regional urban centre**. **St. Albert** and **Sherwood Park** evolved as two large, **suburban dormitory communities** functionally dependent upon, but physically distinct from, the regional urban centre of the City

of Edmonton. Beyond the immediate influence of Edmonton, and located more distant from that centre than the suburban dormitory communities, three **satellite towns** gradually evolved. These satellite towns included **Fort Saskatchewan, Leduc and Spruce Grove**. Each of these satellite towns attained a relative balance with respect to their internal residential and employment functions. As a consequence these communities became somewhat self-sufficient with respect to public and commercial services and, therefore, more independent of the regional urban centre than the suburban dormitory communities of St. Albert and Sherwood Park. Beyond the primary influence of the area of metropolitan growth, the **major agricultural service centres of Westlock and Vegreville** continued to function as dominant service centres within their respective sub-regions.

Most recently, this regional settlement pattern has continued to evolve and change. The dormitory communities of St. Albert and Sherwood Park gradually have captured significant industrial and commercial uses which are tending to transform these communities into satellite centers. This transformation has been most evident within the City of St. Albert. Sherwood Park, on the other hand, has lagged behind St. Albert due in large part to the uncertainty this community faced with respect to its corporate status and the tendency of the County to locate industry, primarily resource-based, well removed from Sherwood Park. Since 1980, however, the County has actively promoted the location of light and medium industrial development proximate to Sherwood Park to form an integral component of this community's overall, ultimate land use structure. Also, the future status of Sherwood Park effectively has been resolved by the Province's decision on the City of Edmonton's 1981 annexation application.

2.3 The Future of Sherwood Park

Sherwood Park, in the ensuing period to the turn of the century, should continue to evolve as a satellite community within the Edmonton Metropolitan Area. With a growing population and an increasing industrial/commercial assessment base, its "zone of influence" can be assumed to have the potential to expand well into the eastern sector of the Edmonton Region. The proposal by Markborough Properties Ltd. to develop a regional shopping centre in Sherwood Park, and the County's "Twin Complementary Town Centres" policy, therefore, is a logical step in the community's current evolution and growth.

The feasibility of Sherwood Park evolving as a satellite community within the Edmonton Metropolitan Area is based, in part, on the health of the region's economy and the quality of the

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regional transportation network serving Sherwood Park. This latter factor is examined in the following Section.

2.4 The Regional Transportation Network

The quality of the regional transportation network will serve to influence the evolution of Sherwood Park as a relatively self-sufficient community in the Edmonton Metropolitan Area with respect to public and commercial services (i.e., a satellite community). Currently, Sherwood Park is served by three significant components of this network (**Figure 2 - Regional Road Network**). **Highway 16** - the Yellowhead Corridor - is a major interprovincial route extending west from Manitoba through Alberta to British Columbia. **Highway 21**, a provincial primary transportation route, originates in Fort Saskatchewan and parallels the Highway 2 corridor south to Calgary. **Highway 14** which borders Sherwood Park on the west, extends south and east to Wainwright and Saskatchewan. Effectively, these major transportation routes frame the Sherwood Park community.

Internal to Sherwood Park, vehicular movements are facilitated by a grid of arterial roads that extend to the perimeter of the community and connect directly to the regional road network (**Figure 3 - East Metropolitan Road Network**). The major elements of this grid, existing and proposed, are:

Broadmoor Boulevard, a major arterial road with an existing connection to Highway 16;

Sherwood Drive, a four lane divided arterial that functions as the central north-south spine of Sherwood Park;

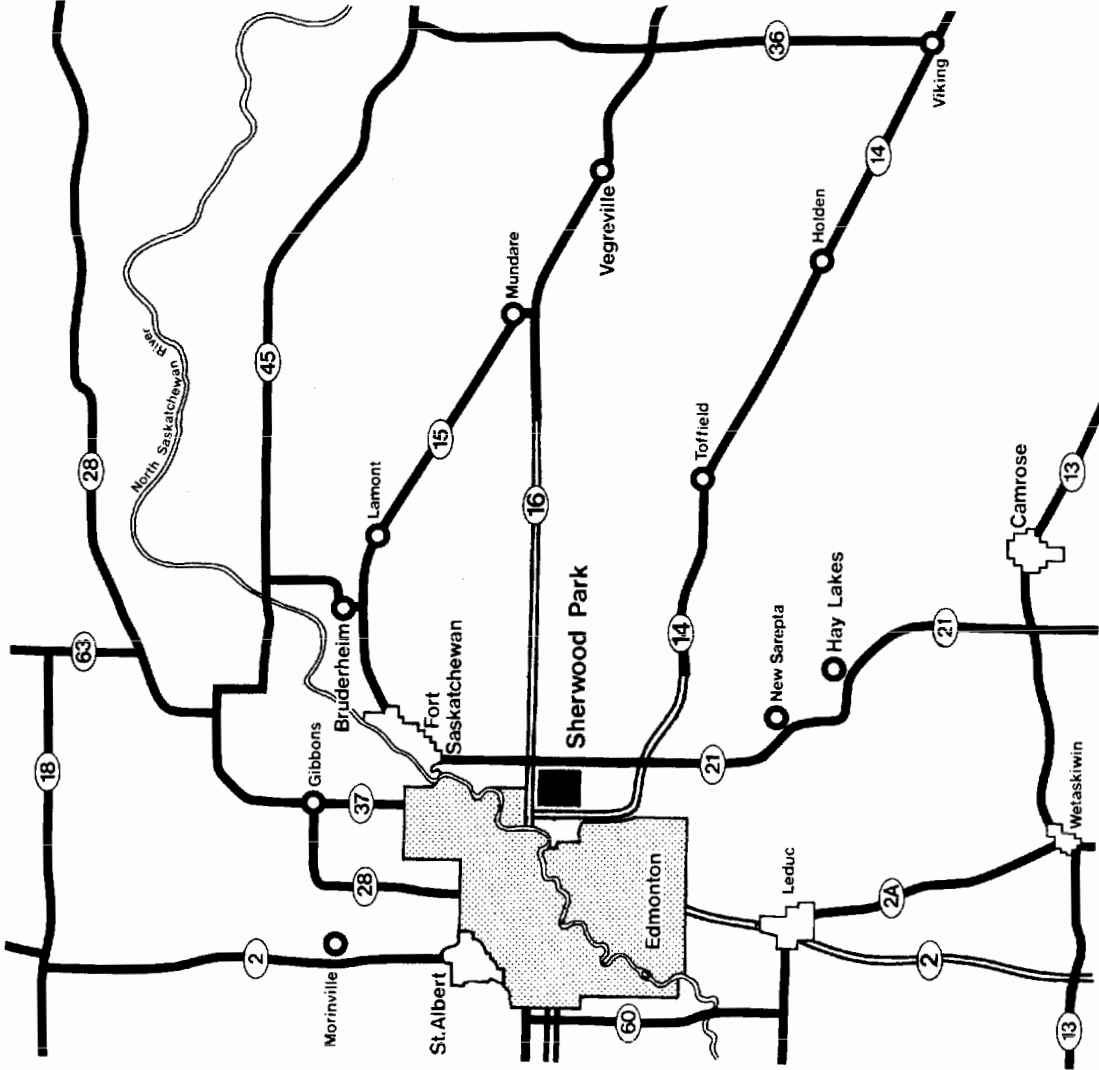
Lakeland Boulevard, a planned arterial road with a projected connection to Highway 16;

Petroleum Way, a future arterial road that will serve the planned Sherwood Park employment area and link that area directly to the concentration of resource-based industries in the City of Edmonton;



**Strathcona
Centre**
Area Structure Plan

Regional Road Network



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Strathcona Centre Associates Limited

Strathcona Centre

Baseline Road, proposed ultimately as a six lane, east-west, divided arterial, currently intersects with Highway 14 and Highway 21 and extends west into the City of Edmonton to the Central Business District; and,

Wye Road, which forms the south limit of the existing Sherwood Park community, has connections to both Highway 14 and Highway 21 and extends west into the south sector of the City of Edmonton as the Sherwood Park Freeway.

With this grid of internal roads and its linkages to the regional road network together with the future prospects for the region's economy, Sherwood Park has the potential to develop and evolve as a satellite community and major service centre within the Edmonton Metropolitan Area. Expanding the level of retail commercial services available within Sherwood Park through the development of a regional shopping centre, therefore, would considerably enhance this potential.

Chapter 3 Environmental Assessment

3.1 Introduction

A number of man-made factors and the site's natural features define potential constraints and/or opportunities which should be ameliorated or exploited, respectively, by the development concept proposed for Strathcona Centre. Among these factors are the current use of the land encompassed by Strathcona Centre, adjacent development (existing and proposed), soils, vegetation, topography and ownership of the Strathcona Centre lands.

3.2 Existing Land Use

The majority of the land encompassed by Strathcona Centre currently is being farmed. Enveloped by a mature tree stand in the southwest corner of Strathcona Centre are the sites of, first, a farmstead; second, a residential dwelling; and third, a recreation property. Neither the buildings associated with the farmstead nor the residential dwelling appears worthy of preservation. Continued use of the recreation property by its current owner should not be precluded by the development concept proposed for Strathcona Centre. Given, however, this site will be surrounded by commercial and industrial uses and bordered on the south by a six lane, divided arterial roadway - Baseline Road - the Strathcona Centre development concept should assume the ultimate conversion of the use of this land from passive recreation to either a commercial or industrial use.

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3.3 Soils

Soils are generally products of the environmental conditions under which they have developed. Their characteristics, therefore, are dependent upon climate, vegetation, nature of parent materials, topography, drainage and time.

The potential of the soils for cultivation and crop production within Strathcona Centre are rated by the **Canada Land Inventory** as Class 3 with a limitation due to adverse topography. Soils in this class are described as having moderately severe limitations that restrict the range of crops or require special conservation practices. The topographical limitation is due to either the steepness or the pattern of slopes.

The **Alberta Soil Survey** classifies soils within Strathcona Centre as a composite of Falun Loam (70%) and Uncas Loam (30%). Falun Loam is an Orthic Dark Grey soil which is a member of the Chernozemic Soils Group. Chernozemic Soils are found to have developed under grassland and parkland areas. These soils have a dark top or surface soil over a fairly friable sub-surface. Falun Loam has a medium water storage potential with good natural drainage and medium permeability of both the subsoil and topsoil. This soil generally has a moderate degree of stoniness and moderate to severe limitations due to topography.

Uncas Loam is a Podzolic Soil. It is of the Dark Grey Wooded Series which is usually somewhat acidic. Uncas Loam has a medium water storage capacity, moderately good natural drainage and a medium to low permeability of the topsoil and subsoil. These characteristics of Uncas Loam indicate that in areas of hummocky topography localized depressions may not drain rapidly through the soil forming areas that are seasonally wet. Uncas Loam also has limitations due to the stoniness of the soil as well as the nature of the topography on which the soil has developed.

Regardless of the limiting characteristics of the soils for cultivation, these soils pose no significant problems to the development of the Strathcona Centre lands as an employment intensive, retail commercial and industrial area with associated multiple-family residential and institutional components.

3.4 Vegetation

Past agricultural practices have virtually eliminated most of the mature tree cover within Strathcona Centre. As a consequence, the existing vegetation is composed primarily of cropped

open field or grassland and wetland shrubs/grasses. The wetland shrubs and grasses are found primarily in the vicinity of localized topographical low areas or adjacent the intermittent stream course which traverses the Strathcona Centre lands on an approximately east-west alignment. Most of the vegetation within these areas does not appear to be worthy of preservation.

The exception to this general description of the vegetation within the Strathcona Centre lands is the tree mass located in the southwest corner of the proposed development area. This group of trees, composed primarily of balsam and aspen poplar, is a mature stand. Given, however, that this sector of Strathcona Centre, potentially, may be developed for intensive commercial use, it is unlikely the majority of this tree stand will be preserved.

3.5 Topography







The land form within Strathcona Centre gently lowers toward the northwest from a high point adjacent the intersection of Sherwood Drive and Baseline Road through a change in elevation approximating 50 feet. Traversing the proposed development area is an intermittent stream course which serves to drain stormwater runoff from the proposed development area west, and ultimately, north to the North Saskatchewan River. Two seasonally wet depressional areas also exist within the Strathcona Centre lands. Given the nature of the proposed use for Strathcona Centre, these depressional areas, together with the intermittent stream course, will be filled and the stormwater runoff from Strathcona Centre drained from the site at predevelopment rates through an engineered stormwater management system.

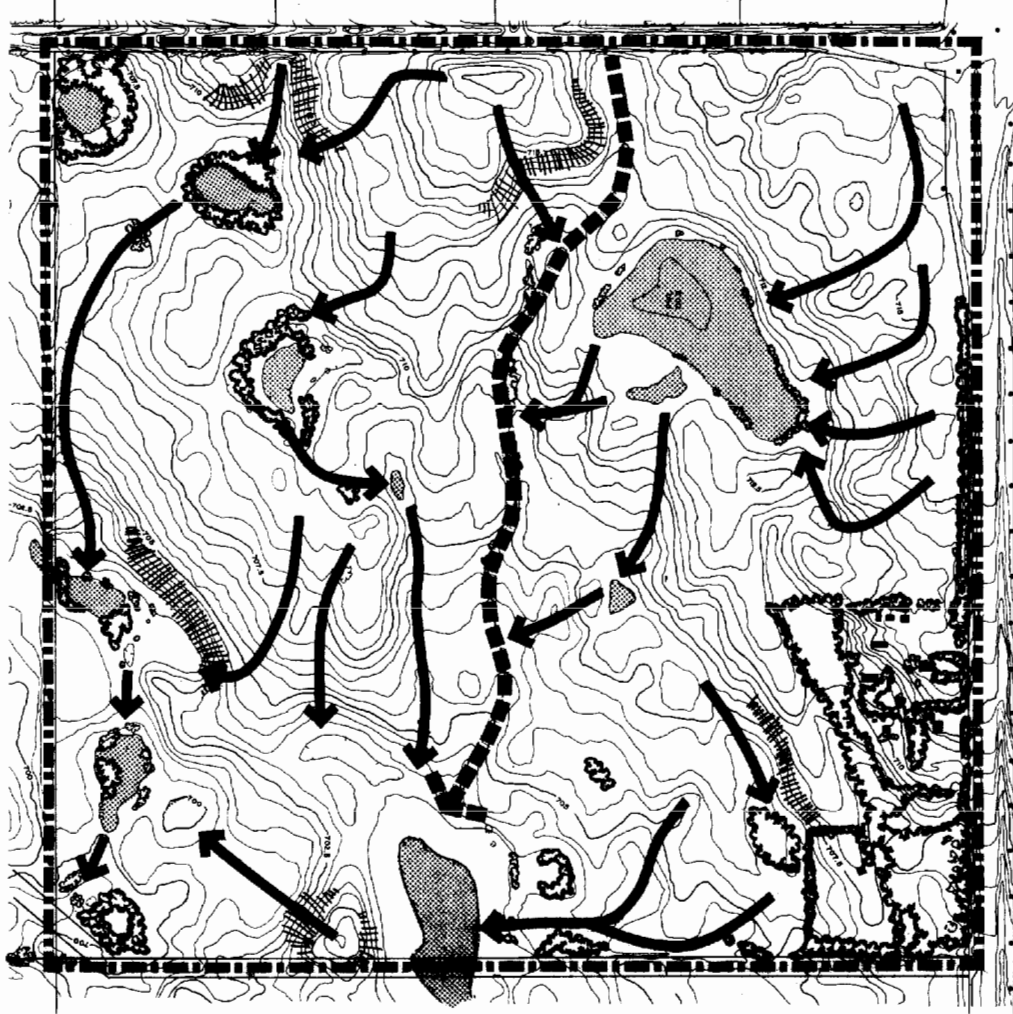
Figure 4 - Natural Features graphically summarizes and describes the major elements of the natural environment which are of particular significance in the formulation of the development concept proposed for Strathcona Centre.

Figure 5 - Aerial Photograph provides a second view of the Strathcona Centre development area within the context of the existing Sherwood Park community.



Natural Features

-  Plan Area Boundary
-  Intermittent Stream
-  Overland Drainage Flow
-  Vegetation
-  Seasonally Wet Area
-  Slopes > 10 %



Aerial Photograph



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3.6 Adjacent Development

South of the proposed Strathcona Centre development area is the Mills Haven residential neighbourhood of Sherwood Park. Mills Haven is separated from the proposed development area by Baseline Road which will be developed, ultimately, as a six lane divided arterial roadway.

To the west, Strathcona Centre is bordered by Broadview Park, an approved 320 acre industrial district. The development concept for Strathcona Centre, therefore, must be formulated in recognition of the internal organization of land uses and the road network within Broadview Park. Flanking the west perimeter of Strathcona Centre is a 60 foot right-of-way within which is located the Sherwood Park Central Trunk Sanitary Sewer. This major utility was constructed to service the industrial and commercial development anticipated to locate within Sherwood Park's planned employment area located north and west of Baseline Road and Sherwood Drive.

To the north, Strathcona Centre is flanked by cultivated land that ultimately will be developed as an industrial district encompassing light and medium industrial uses. Immediately on the north boundary of Strathcona Centre is a 40 foot TransAlta Utilities Ltd. right-of-way within which is located an existing 138 kV overhead power transmission line. This utility will remain with the development of the lands situated north of Strathcona Centre.

To the east, beyond Sherwood Drive, is a planned residential community encompassing two sections of land that ultimately will provide housing for approximately 18,000 persons. Initial stages of development of this residential district are occurring in both its east and northwest sectors. Immediately east of Sherwood Drive is the easterly half of the approved site of the "Sherwood Park North Town Centre". This portion of the Town Centre, referred to as "Durham Towne Square" is planned to encompass a variety of institutional, commercial, low, medium and high density residential, and recreational uses and facilities including the County's multi-health care complex. The broad range of land uses encompassed by Durham Towne Square and Strathcona Centre, then, at ultimate development, and together with its twin, complementary town centre at Eastgate, will ensure these areas have the potential to function as the urban core of Sherwood Park.

3.7 Ownership

The Strathcona Centre development area encompasses a total of 158.8 acres of land. Of this total Markborough Properties Ltd. owns 151.8 acres or 95.6%. The balance of Strathcona Centre is divided between two owners. Lot A, Plan 1492 T.F. containing approximately three acres is

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owned by Robert J. Davidson. The land described by Certificate of Title 5-F-250 encompassing approximately four acres is owned by Helena Lazarenko. The location and configuration of the land owned by these two individuals is such that the development concept proposed for Strathcona Centre can incorporate these two parcels without precipitating development of these lands concurrent with the balance of Strathcona Centre. (**Figure 6 - Ownership**).

3.8 The Three Kilometre Policy

A final factor which must be recognized in the design of the development concept for Strathcona Centre is the "3 kilometre" policy. This County policy requires a minimum separation of three kilometres between heavy industry and residential uses within Sherwood Park's ultimate urban area. Measuring from the concentration of heavy industry located immediately west of Highway 16A, the "3 kilometre" limit divides the Strathcona Centre site north to south on a line located approximately 1,050 ft. west of Sherwood Drive. West of this line, residential uses are precluded by this County policy. Employment areas, institutional use, and commercial facilities, however, are not.

3.9 Conclusion

The development concept proposed for Strathcona Centre must recognize various environmental limitations in the design of this potential employment area. The natural and man-made environments, however, provide a number of opportunities which can be exploited to the long-term benefit of the urban environment within Strathcona Centre. The manner in which these limitations are recognized and the opportunities exploited are detailed in the following Chapters which define a set of development objectives for Strathcona Centre and propose a development concept.

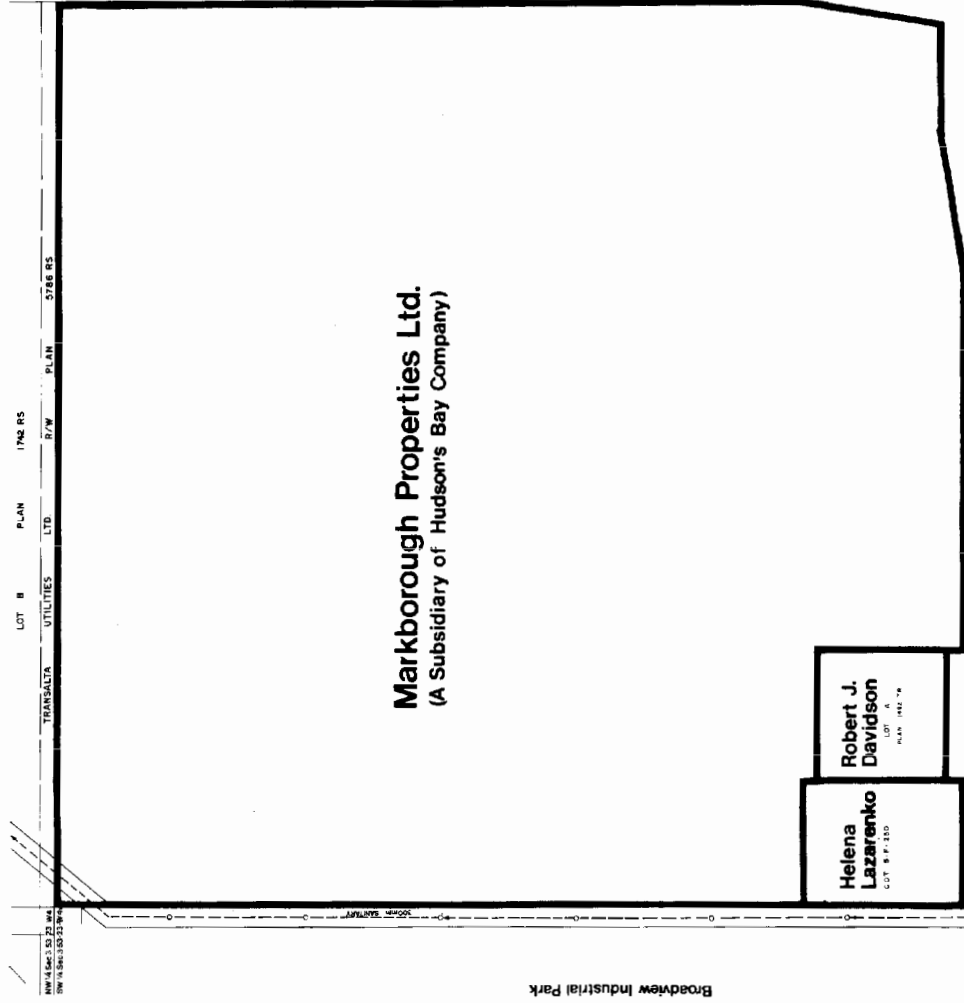


**Strathcona
Centre**
Area Structure Plan

Ownership

Markborough Properties Ltd.
(A Subsidiary of Hudson's Bay Company)

LOT A PLAN 620 RS LOT B PLAN 620 RS LOT C PLAN 620 RS LOT D PLAN 620 RS

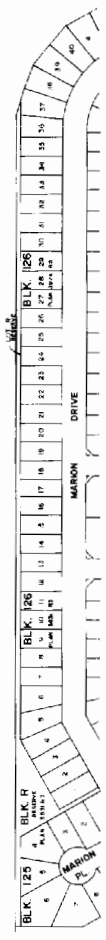
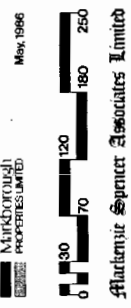


LOT B PLAN 1742 RS
UTILITIES LTD. E/W PLAN 5786 RS

TRANSALTA
PLAN 1742 RS

MARK 150 22 04
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Broadview Industrial Park



Chapter 4 Plan Objectives

4.1 Introduction

The primary objective of this development concept is to serve as a guide for the subsequent subdivision and ultimate development of Strathcona Centre. Specifically, the objectives of this plan are:

4.1.1 General Objective

To provide a land use framework for the development of Strathcona Centre that, first, will form an integral component of the Sherwood Park North Town Centre and as a consequence, the community's ultimate urban structure, and second, provide an internal organization of land uses that defines a logical base for efficient development.

4.1.2 Commercial Objective

To define a site within Strathcona Centre for the development of a Regional Shopping Centre and associated uses, inclusive of various institutional and recreational uses, that will serve as the commercial cornerstone of the Sherwood Park North Town Centre and provide a level of retail services sufficient to meet the varied consumer needs of the County of Strathcona's resident population.

4.1.3 Industrial Objective

To define a land area encompassed by Strathcona Centre within which may be accommodated a diversified mix of light and business industrial uses that will result in a range of employment opportunities for the residents of the County and to ensure that that potential development is visually and functionally integrated with the Strathcona Centre Regional Shopping Centre and its associated uses.

4.1.4 Institutional Objective

To identify within Strathcona Centre, outside of the site of the Regional Shopping Centre, an area of potential concentration of institutional uses (eg., local government offices, library, community college, recreation and/or cultural complex) that will serve the needs of the Sherwood Park community and the County's ultimate resident population and to ensure the "Sherwood Park North Town Centre" encompasses a broad range of public services and facilities that will allow the Centre's evolution as a twin, complementary centre to that at Eastgate.

4.1.5 Residential Objective

To define within Strathcona Centre, sites for the development of various, non-family oriented, multiple-family housing projects that will round out the uses and facilities within the Sherwood Park North Town Centre thereby providing the base for a continuous presence and activity in the Centre that, in turn, will ensure a safe urban environment and the evolution of this location, which forms the geographic center of Sherwood Park, as the community's functional core.

4.2 Conclusion

These objectives form the basic design approach utilized in the formulation of the Area Structure Plan proposed for Strathcona Centre. The determining factor concerning the size of the regional shopping centre and the range of goods and services that centre can provide, however, is the market area the regional shopping centre realistically can be expected to serve.

Strathcona Centre

This determining factor is the subject of an independent report prepared by the Development Consulting Group Limited. The following Chapter integrates this research, the plan objectives of this Chapter, and the conclusions of the environmental assessment outlined in Chapter 4 into a proposed development concept for Strathcona Centre.

Chapter 5 Development Concept

5.1 The Strathcona Centre Development Concept

The Development Concept proposed to guide the future development of Strathcona Centre encompasses four primary land use components - industrial (business), commercial (town centre, arterial and service), institutional, and residential (medium and high density). These four primary and complementary land uses, when taken together and planned as a unit on a single, definable site offer the opportunity to develop a strong, urban focus for Sherwood Park and the County of Strathcona. This, in summary, is the opportunity being advanced by the Strathcona Centre Area Structure Plan. The Development Concept, as proposed by this Area Structure Plan, is graphically portrayed by **Figure 7 - Development Concept. A** statistical summary of the Development Concept is provided by Table 1.

Strathcona Centre, located at Sherwood Drive and Baseline Road, is intended to serve as the focus of a number of diverse activities of the industrial employees, businesses and residential population employed and housed within Sherwood Park. As such, Strathcona Centre is not simply a regional shopping centre. The uses planned to be accommodated within Strathcona Centre will provide services to a much broader spectrum of consumers than is typical of a "conventional" retail centre.



**Strathcona
Centre**
Area Structure Plan

Development Concept

- Town Centre Commercial
- Service Commercial
- Arterial Commercial
- Industrial Business
- Institutional
- Medium/High Density Housing
- Storm Water Management Pond
- All Directional Access
- Directional Access
- Plan Boundary
- Pedestrian Corridor
- Open Space

NOTE: Areas in acres

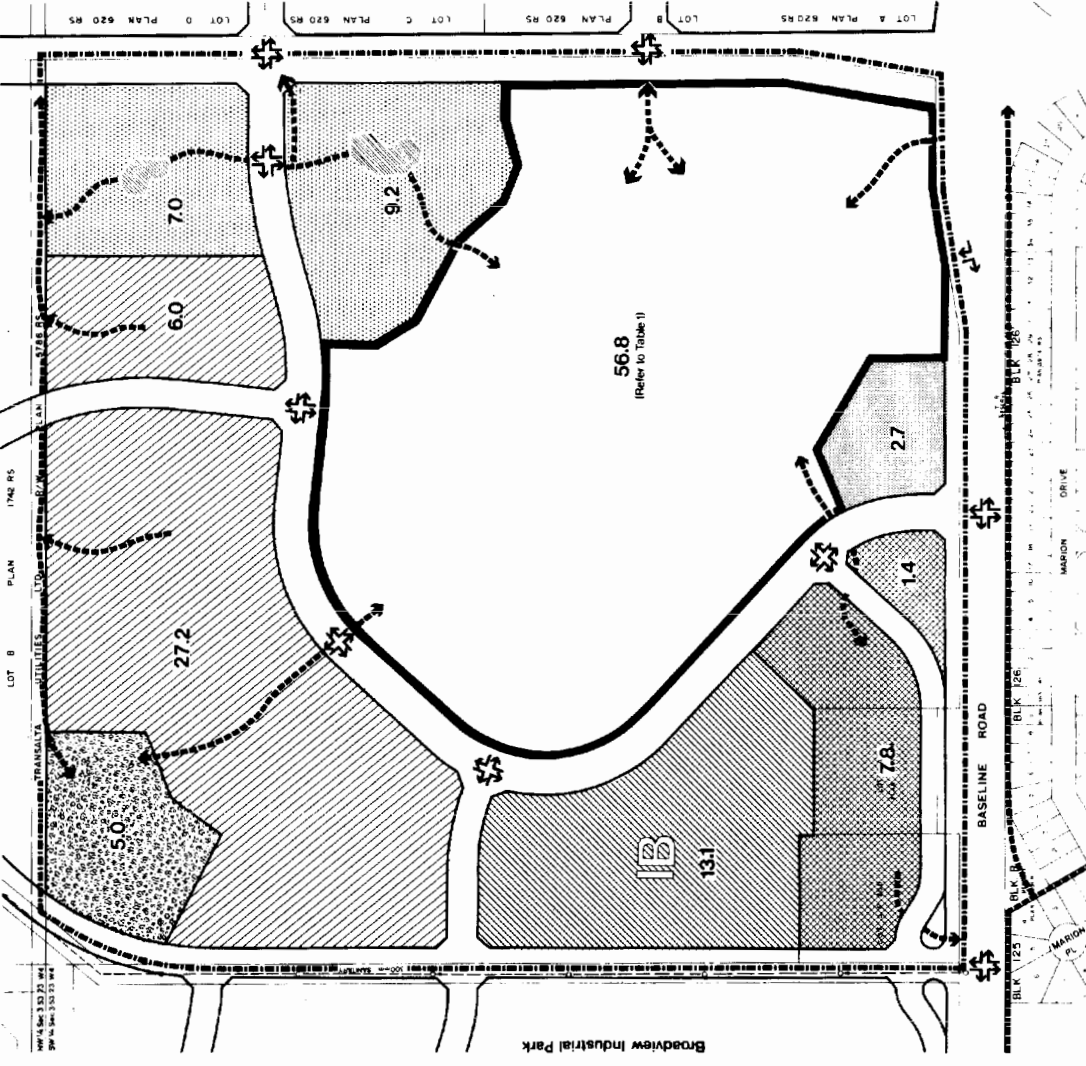
Multiplying
feet by 0.02296
equals acres

May, 1986



Strathcona Centre Associates Limited

7



Broadview Industrial Park

Strathcona Centre

Highlights of the Development Concept proposed for Strathcona Centre are as follows:

- * at ultimate development, assuming an average of 12 employees/commercial and industrial acre, Strathcona Centre will provide employment opportunities for a labour force of approximately 981 persons.
- * the planning and development of Strathcona Centre has been undertaken, and will occur, within the framework of the convergence of a number of major elements of the regional road network ultimately required to serve the Sherwood Park community.
- * a potential retail focus within Sherwood Park and the County of Strathcona is the proposed regional shopping centre and its associated uses. This centre will provide for shopping and business needs of existing and future residents within the County. Together with the Community's planned employment area, which encompasses Broadview Park, the town centre at Eastgate and the Durham Towne Square, Strathcona Centre will significantly enhance Sherwood Park's potential to evolve as a balanced, self-contained, urban community.
- * service commercial uses extend into Strathcona Centre east from Broadview Park along Baseline Road forming a logical continuation of the approved land use structure within this employment district.
- * industrial business uses frame the site of the regional shopping centre and provide a transition in the "intensity of use" between the centre and the light industrial uses planned within the majority of Broadview Park.
- * a concentration of potential institutional uses is proposed in the northwest quadrant of Strathcona Centre, uses that will serve to complement the range of goods, services and employment opportunities offered by the commercial and business sectors within the Centre.
- * medium and high density housing is intended to occupy a total of 17 acres in the northeast quadrant of Strathcona Centre. This accommodation which will be developed as non-family oriented housing is strategically situated within Strathcona Centre outside of the three kilometer separation from heavy industry on land that commands an unobstructed view of downtown Edmonton. The provision of this housing within Strathcona Centre is intended to ensure continuous activity within the town centre which will provide the base for a safe and secure urban environment.

Strathcona Centre

- * the vehicular circulation pattern proposed for Strathcona Centre performs two critical functions. First, the pattern provides linkages from each of the land use elements to the perimeter arterial roads, and subsequently, to the regional road network. Second, it allows for strong internal linkages among the various centre elements which will, in turn, ensure Strathcona Centre functions as a unit and an integral component of the Sherwood Park North Town Centre.
- * although not specifically identified by the Development Concept, there will be a requirement for a transit centre within Strathcona Centre.
- * the impact of the Development Concept, as contemplated by Figure 6, on the existing environment is minimal. The only significant environmental feature within Strathcona Centre is the tree stand located in the southwest sector of the site. The existing natural drainage system will be incorporated into the proposed stormwater management system. The topography of Strathcona Centre suggests that extensive grading of the site at the time of development will not be required.

5.2 Elements of the Development Concept

5.2.1 Town Centre Commercial

The regional shopping centre (i.e., the town centre commercial component) is the largest single element of Strathcona Centre. Based on the "Anchor Tenant Market Study" prepared by Development Consulting Group Ltd., and its potential trade area, it is proposed that the regional shopping centre be anchored by two full-line, major department stores, one junior department store, and a supermarket. The Gross Leasable Area of the shopping centre is anticipated to range from 700,000 to 800,000 square feet at ultimate development.

The most suitable location within Strathcona Centre for the regional shopping centre is immediately northwest of the intersection of Baseline Road and Sherwood Drive. These arterial roads, in combination, provide access directly from Sherwood Park's institutional core and its existing, developed neighbourhoods. In addition, this intersection, while providing a high degree of visibility, is at the geographic centre of Sherwood Park at ultimate development. Its location at both the periphery of the planned employment area (i.e., Broadview Park) and Sherwood Park's residential sector, as well,

provides the opportunity to group complementary industrial, commercial and institutional uses at a single site, the facilities accommodated by which can equally and ideally serve the retail and business needs of Sherwood Park.

5.2.2 Arterial Commercial

The second commercial element of Strathcona Centre is referred to as arterial commercial development. The reference stems from the preferred location of such commercial development on the perimeter of regional shopping centres or other major commercial/industrial concentrations and arterial roadways. The Strathcona Centre Area Structure Plan provides for a limited amount of this form of commercial development within the confines of the site of the regional shopping centre. This use and the regional shopping centre, it is anticipated, will be developed within the proposed provisions of a Direct Development Control District to be incorporated into the County's Land Use Bylaw.

Examples of arterial commercial developments include: restaurants; supermarkets; major auto repairs; and, automobile sales and services. Facilities such as liquor stores and athletic clubs also are typical of this type of commercial use.

5.2.3 Service Commercial

The third commercial component of Strathcona Centre is a limited area (9.2 acres) for service commercial development. This area fronts on Baseline Road and is accessed by a service road which connects to the town centre commercial collector loop and a similar standard road at the west boundary of Strathcona Centre. Access directly to Baseline Road from the service commercial area is precluded by County transportation standards. The need for a high degree of visibility and accessibility determined the placement of this use within Strathcona Centre. Typical of service commercial uses are home improvement centres, furniture warehouse and accessory sales and car/recreational vehicle dealerships. It is anticipated these uses will be developed within the provisions of the C-4, Service Commercial District.

5.2.4 Industrial Business

Industrial business uses, the development of which will be regulated by the provisions of the IB, Industrial Business District of the Land Use Bylaw, are planned to the west of the regional shopping centre along the internal collector road. Uses within these areas are envisioned to include high profile industries, distribution centres, corporate offices, and service industries. These uses, in turn, will serve to provide a high quality facade to the restricted industrial uses which will be developed to the west within Broadview Park. In total, Industrial Business uses encompass approximately 13 acres of the 160 acre Strathcona Centre development area.

5.2.5 Institutional

The County's "Commercial and Institutional Land Development Study" identified the need for 70-85 acres of institutional land within the Sherwood Park North Town Centre, inclusive of the 20 acre site within the Durham Town Square designated for development as a multi-health care facility. Of the remaining required institutional land, in the order of 33 acres will be situated within Strathcona Centre. Potential uses of this land area include local government offices, library, cultural complex, art gallery, community college, transit centre, museum and provincial/federal government offices (including a new court house). The County will acquire these institutional lands through a combination of statutory land dedication and a purchase of 20 acres from Markborough Properties Ltd.

5.2.6 Medium/High Density Housing

Located within Strathcona Centre's northeast quadrant on land which commands a dramatic view of the City of Edmonton, particularly it's downtown core, are the sites of two proposed medium/high density housing projects. The predominant housing forms anticipated to be developed within this area include walk-up and high rise apartments. In total, this sector of Strathcona Centre could provide accommodation for approximately 1,230 persons in 650 dwelling units. For the purpose of this projection it was assumed 50% of the housing area would be developed as walk-up apartments with the balance being developed as high rise apartments.

Strathcona Centre

Given the separation by Sherwood Drive of these proposed housing sites from either planned or existing residential neighbourhoods within Sherwood Park, and as a consequence, schools, parks and other neighbourhood core facilities, this housing will be developed as non-family accommodation. It is anticipated, therefore, that the housing component of Strathcona Centre will be developed within the provisions of a proposed Direct Development Control District to ensure the accommodation's non-family orientation.

(Note: It is assumed, given the non-family orientation of this housing, that the population generated will approximate 1.9 persons per dwelling unit.)

5.3 Urban Design & Landscape Guidelines

The design of Strathcona Centre was influenced by the site's location at the geographic centre of the future Sherwood Park community, the accessibility to the site provided by the regional and arterial road networks, and, the market demand to have developed within Sherwood Park a regional shopping centre. These three factors combined to define the internal organization of land uses within Strathcona Centre. The Development Concept, therefore, with these advantages, proposes a combination of facilities together with the Durham Towne Square that could effectively serve as the functional centre of Sherwood Park. It was in recognition of this potential importance of Strathcona Centre to the future of Sherwood Park that the Development Concept was formulated.

The regional shopping centre anchors Strathcona Centre. Its orientation is proposed generally northwest/southeast to ensure maximum visibility along Sherwood Drive and Baseline Road. Of significance to the development of the regional shopping centre, specifically its overall architectural treatment and placement of the major and ancillary buildings on site, is the desire of the County to ensure this centre forms the central focus of a new town centre north of Baseline Road. Essential elements of this town centre concept as defined by the County include grouping retail, institutional and residential buildings to ensure a human scale to the development in this area, encouraging pedestrian movements between Strathcona Centre and Durham Towne Square and ensuring the shopping centre and other retail buildings have a focus toward Sherwood Drive and not exclusively an internal orientation. Markborough Properties Limited will endeavor to develop detailed architectural, landscaping and design guidelines for the shopping centre and its ancillary buildings that recognizes the County's desire to develop a twin, complementary town centre for Sherwood Park. These guidelines will be submitted for

approval to the Municipal Planning Commission on application for a Phase I development permit.

Beyond the shopping centre along the length of the internal collector road is proposed a rim of Industrial Business and Institutional uses. The placement of these uses ensures a high quality facade to these components of Strathcona Centre. In addition, it is anticipated that the Industrial Business area and potentially the Institutional area, will be developed within the framework of a set of design guidelines that will be formulated in cooperation with the County.

Located in the northeast quadrant of Strathcona Centre adjacent Sherwood Drive is the medium/high density housing area. Given the exposure of this area to Industrial Business and Institutional uses located to the west, and potentially to the north, the housing sector will be visually separated from these uses through various urban design techniques such as unit orientation and massing, limitations in site access and the development of landscaped perimeters on the north and west. Full utilization of the 40 foot wide TransAlta right-of-way which borders the housing sector on the north will be employed to accomplish this objective. The physical nature of the separation being contemplated is similar to that which exists between Woodbridge Farms and Broadmoor Industrial Estates.

5.4 Circulation System

5.4.1 Vehicular Circulation

Strathcona Centre is bounded on the south by Baseline Road and on the east by Sherwood Drive both of which are integral components of the arterial road network within Sherwood Park. Baseline Road, planned as a six lane divided arterial, and Sherwood Drive, the central vehicular spine of the Sherwood Park community, connect directly to the regional road network at Highway 14X and Highway 16 respectively. On the west boundary of Strathcona Centre, provision has been made for the development of a major collector road which will serve as the central north-south corridor for Sherwood Park's planned employment area which will encompass the entire Section 3-53-23-W4M.

Internal to Strathcona Centre, the vehicular circulation system consists of a divided collector loop road (30m) with all-directional connections at Baseline Road and Sherwood Drive. Within the area defined by this collector road and the adjacent arterial roadways is the site of the proposed regional shopping centre. Local industrial roads and a service

road extend west from the internal collector loop connecting with the west perimeter road. An extension of the collector road is planned northward to allow for the definition of a logical road network beyond Strathcona Centre.

The planned combination of arterial, collector and local roads and strategically located all-directional access points within and adjacent Strathcona Centre effectively defines a circulation system that is capable of accommodating projected traffic volumes, integrates with the internal system planned within Broadview Park, and allows for its logical extension to the north.

The report entitled "Strathcona Centre Transportation Study" dated December, 1985 prepared by Barton-Aschman Associates Ltd. describes this vehicular system in detail and includes an analysis of traffic generation and distribution within and adjacent Strathcona Centre.

5.4.2 Public Transit

The vehicular circulation system allows for the extension of transit service to, within, and beyond Strathcona Centre as demand warrants. A key element of this public transit system is a transfer station/park and ride facility which is proposed to be located within Strathcona Centre. This station is planned to be the focus of the local and regional bus routes that serve north Sherwood Park. Three potential sites for this station are: i) the southwest corner of the regional shopping centre site; ii) the northeast quadrant of the shopping centre site adjacent the medium/high density housing; and, iii) adjacent the collector loop north of the service commercial area. The location of the transfer station will be determined in consultation with County staff prior to the submission of an application for a Phase I development permit.

5.4.3 Pedestrian Circulation

The definition of all-directional access points on Sherwood Drive, the spacing of these intersections and the placement of the retail and residential uses along Sherwood Drive were influenced by the need to define a logical pedestrian circulation system within Strathcona Centre that effectively links major origin and destination points. The need to integrate this system with that anticipated within Durham Towne Square was also recognized. As a consequence the pedestrian circulation system focuses on the regional

shopping centre, the concentration of apartment housing in the northeast quadrant of Strathcona Centre, the signalized intersections on Sherwood Drive which are proposed to be timed to facilitate pedestrian movements between Strathcona Centre and Durham Towne Square and incorporates, as a major element of the system, a pedestrian corridor along the TransAlta right-of-way. Figure 7 conceptually defines the major corridors of the pedestrian circulation system within Strathcona Centre.

5.5 Utility Infrastructure

Water supply and distribution, sanitary sewerage collection and disposal, stormwater drainage and franchise utilities form the four major components of the servicing system which must be provided to allow for the ultimate development of Strathcona Centre.

5.5.1 Stormwater Drainage

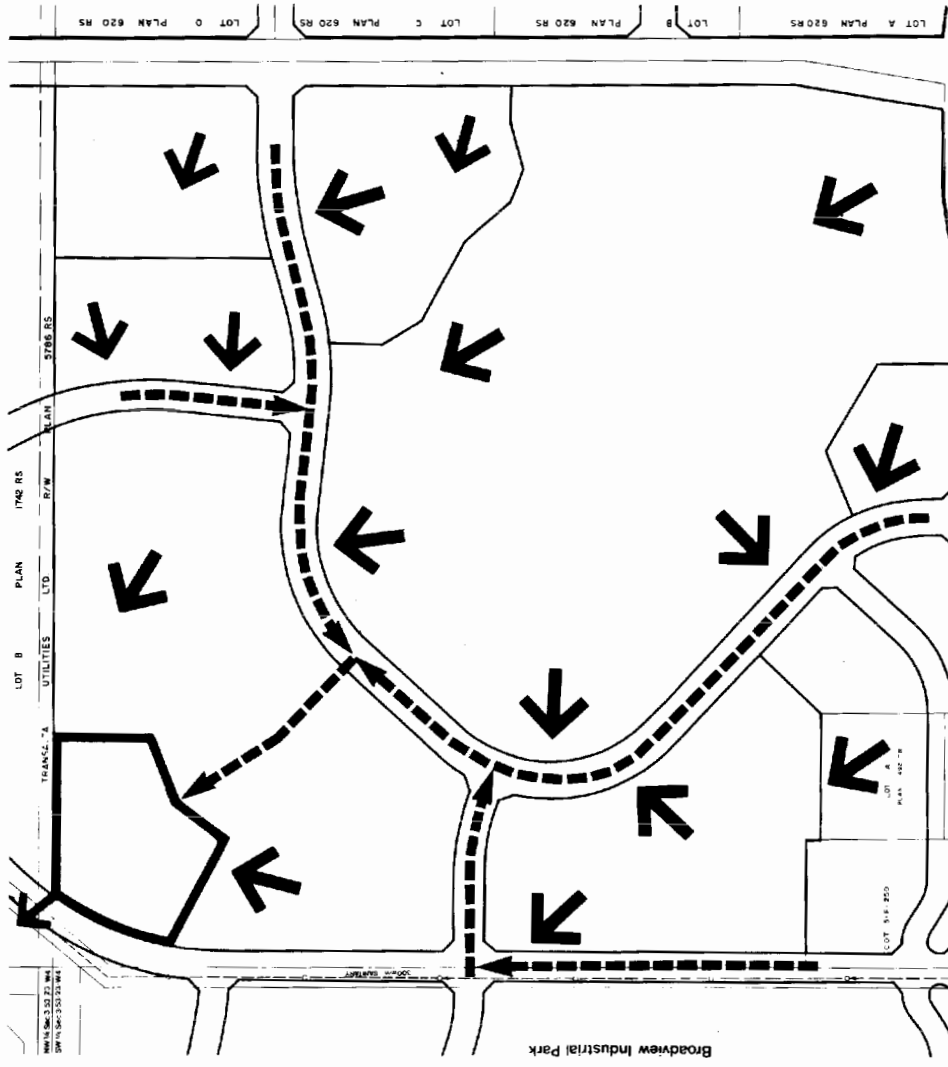
The southeast corner of Strathcona Centre is 50 feet higher than the northwest corner and the slope of the land is generally from southeast to northwest. Natural drainage from the quarter section exists at two locations - the northwest corner and the mid-point on the west side. It is at the former location that a stormwater detention facility is proposed to be located. The purpose of the stormwater detention facility is to control the rate of storm runoff from the developed area so that it is no greater than the pre-developed flow.

Stormwater control on-site can be effected to a certain extent by rooftop and parking lot storage and thus achieve a corresponding reduction in the area to be utilized for stormwater detention.

The detention area, to be dedicated as a Public Utility Lot (PUL), and the supplementary systems will be designed and constructed to conform with the County's Stormwater Design Guidelines. The major elements of the on-site system of stormwater management is illustrated by **Figure 8 - Storm Drainage System**.

Storm Drainage System

--- Storm Sewer Main
 ← Direction of Flow



Markborough Properties Limited

May, 1986



Flintshire Sprint Associates Limited

Broadview Industrial Park

5.5.2 Water Reticulation

According to the "County of Strathcona Sherwood Park Water Network Study", October 1979 by Associated Engineering Services Ltd., a 300mm diameter water line is proposed to traverse the Strathcona Centre site. Water will be supplied to the majority of potential uses from this line. The balance of the site will be served by a 250mm line which will be looped with the 300mm line.

The northwest corner of Strathcona Centre, however, will be in a different pressure zone. It will be possible to service this corner, on a temporary basis, through a pressure reducing valve. (**Figure 9 - Water Distribution System**).

5.5.3 Sanitary Sewerage System



A 300mm diameter sanitary sewer, the Sherwood Park Central Trunk Sanitary Sewer, exists on the west boundary of Strathcona Centre. It is proposed that the industrial and commercial uses within Strathcona Centre connect to this line at three locations (**Figure 10 - Sanitary Sewerage System**). The Central Trunk Sanitary Sewer was constructed for the purpose of draining this quarter section.


5.5.4 Franchise Utilities

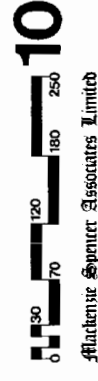
A major power transmission line runs east-west along the north boundary of Strathcona Centre. A 25,000 volt distribution line exists on Baseline Road. A 14,400 volt single phase line exists on Sherwood Drive. Power sources, therefore, are readily available to develop the Strathcona Centre lands. Major distribution lines would be built as the requirements arise. TransAlta Utilities Ltd. would have the distribution franchise for development in the area.

TransAlta will coordinate joint trenching programs with Alberta Government Telephones and Shaw Cable Ltd. For telephones, a switching centre exists two miles to the southwest at Ash Street and Wye Road. Initial stages of development would be serviced by a digital carrier system. Ultimately a major switching centre is planned for the northeast corner of Section 2-53-23-W4. Northwestern Utilities Ltd. has advised that no major gas

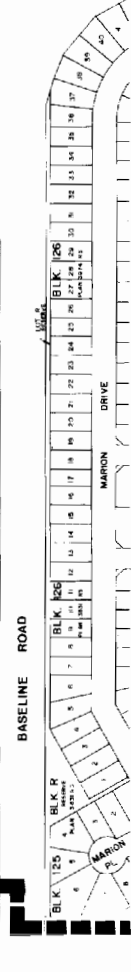
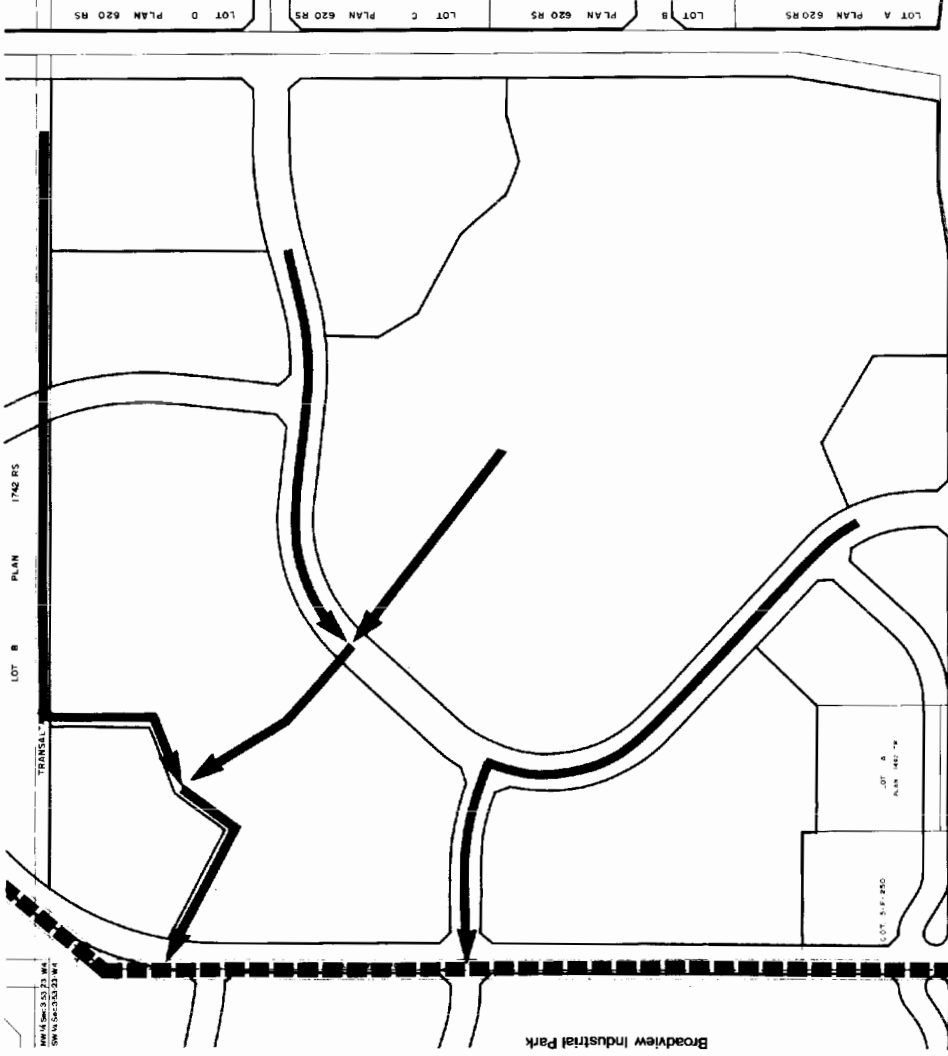
Sanitary Sewerage System

 Existing 300mm Trunk
 Proposed 200 mm Main

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 Markham
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 May 1986



Fluorfenye Sanyer Associates Limited



HW 15, SW 15, SE 15, NE 15
 SW 15, SW 15, SE 15, NE 15

Broadview Industrial Park

BASELINE ROAD

MARION DRIVE

supply lines exist adjacent Strathcona Centre. Gas service, however, will be brought to the area as it is required.

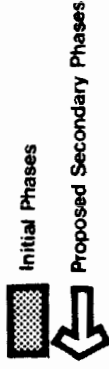
In summary, no significant problems are anticipated in supplying Strathcona Centre with franchise utilities.

5.6 Implementation

Vehicular access, the logical extension of municipal servicing systems, and the market feasibility of developing the proposed regional shopping centre determine the staging of development that could occur within Strathcona Centre. In summary, this sequence envisions up to seven phases, inclusive of two to three phases of development for the regional shopping centre. Development within Strathcona Centre, is projected to commence with Phase I of the regional shopping centre and/or a portion of the service/arterial commercial area. Potentially, certain of these uses could develop concurrently with the initial phase of the shopping center.

Beyond these initial phases, development is anticipated to progress west, and then, north as demand warrants and as determined by the market that exists at the time within the Edmonton Metropolitan Area (**Figure 11 - General Staging Sequence**).

General Staging Sequence



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May 1986



Atlantic City Sprinter Associates Limited



LOT A PLAN 620 RS
LOT B PLAN 620 RS
LOT C PLAN 620 RS
LOT D PLAN 620 RS

LOT 8 PLAN UTILITIES LTD.
TRANSACTA
1742 RS
PLAN 1742 RS

LOT 5 PLAN 250
LOT 6 PLAN 140 714

BLK 125
BLK R
BLK 126
BLK 127
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BLK 148
BLK 149
BLK 150

MARION DRIVE

BASELINE ROAD

Broadview Industrial Park

11

Table 1
General Land Use Allocation
Strathcona Centre

GROSS DEVELOPABLE AREA	158.8 ac	64.3 ha	100.0%
<u>Commercial:</u>	68.7 ac	27.8 ha	43.2%
Town Centre Commercial	56.8 ac ^{NOTE}	23.0 ha	35.8%
Arterial Commercial	2.7 ac	1.1 ha	1.7%
Service Commercial	9.2 ac	3.7 ha	5.7%
<u>Institutional:</u>	33.2 ac	13.5 ha	21.0%
<u>Residential:</u>	16.2 ac	6.6 ha	10.3%
Medium/High Density Housing	16.2 ac	6.6 ha	10.3%
<u>Industrial:</u>	13.1 ac	5.3 ha	8.2%
Industrial Business	13.1 ac	5.3 ha	8.2%
<u>Circulation/Utilities:</u>	27.6 ac	11.1 ha	17.3%
Sherwood Drive	4.2 ac	1.7 ha	2.7%
Baseline Road	1.7 ac	0.7 ha	1.1%
West Boundary Road	3.2 ac	1.3 ha	2.0%
Internal Roads	13.5 ac	5.4 ha	8.4%
Detention Pond	5.0 ac	2.0 ha	3.1%

(NOTE: It is anticipated that approximately 10% of the Regional Shopping Centre's GLA will be devoted to institutional and recreational uses. Therefore, the Gross Developable Area designated for "Town Centre Commercial" uses should be adjusted to reflect this potential (i.e., Town Centre Commercial area equals 51.1 acres) when determining compliance of this ASP to the County's "Commercial and Institutional Land Development Study".)

Original Copy of Attached Map
is Available for Viewing
in the
Corporate Secretary's Department

LOT B

NW 1/4 Sec 3 53 23 W4
SW 1/4 Sec 3-53-23-W4

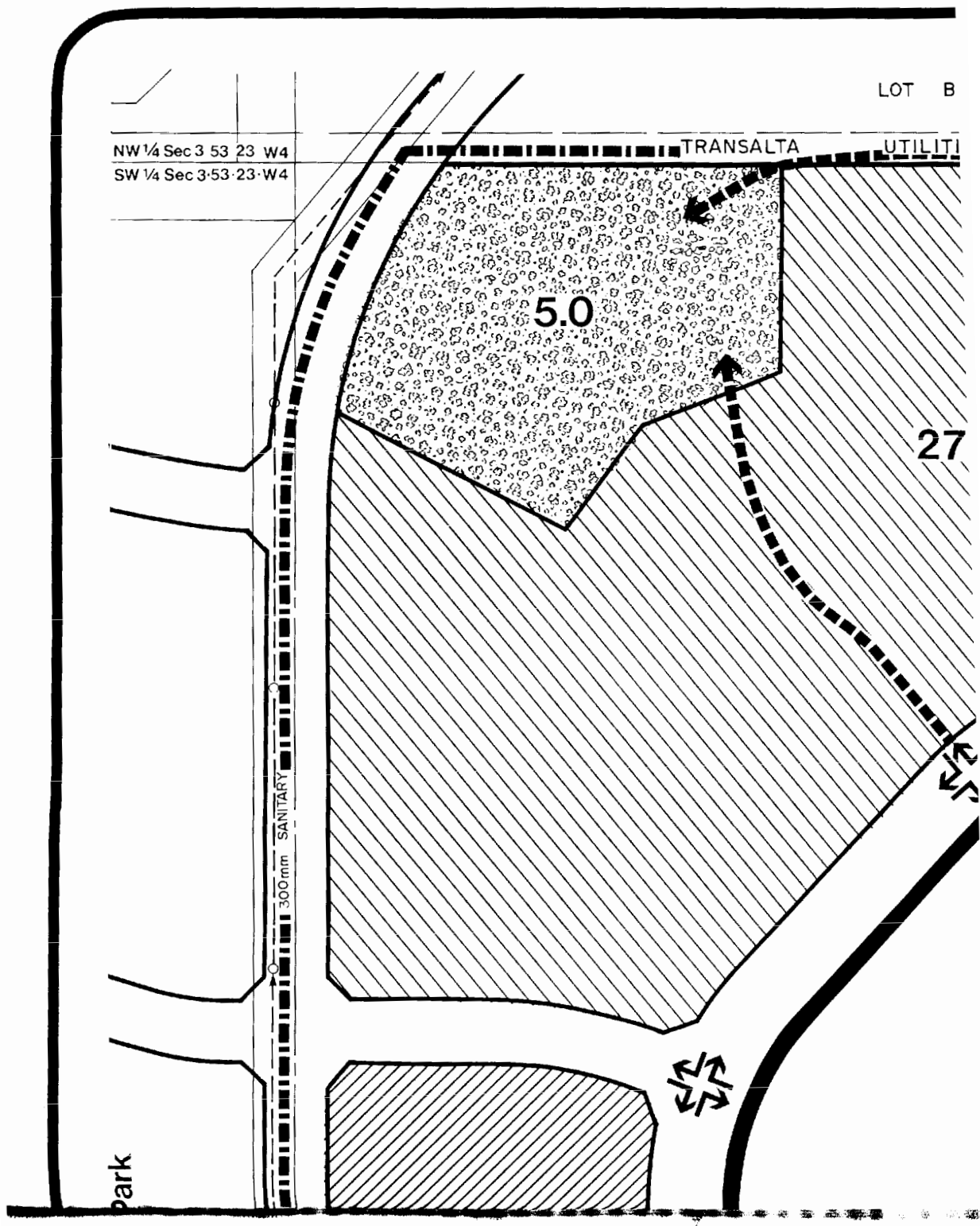
TRANSALTA UTILITI

5.0

27

SANITARY 300 mm

park



PLAN

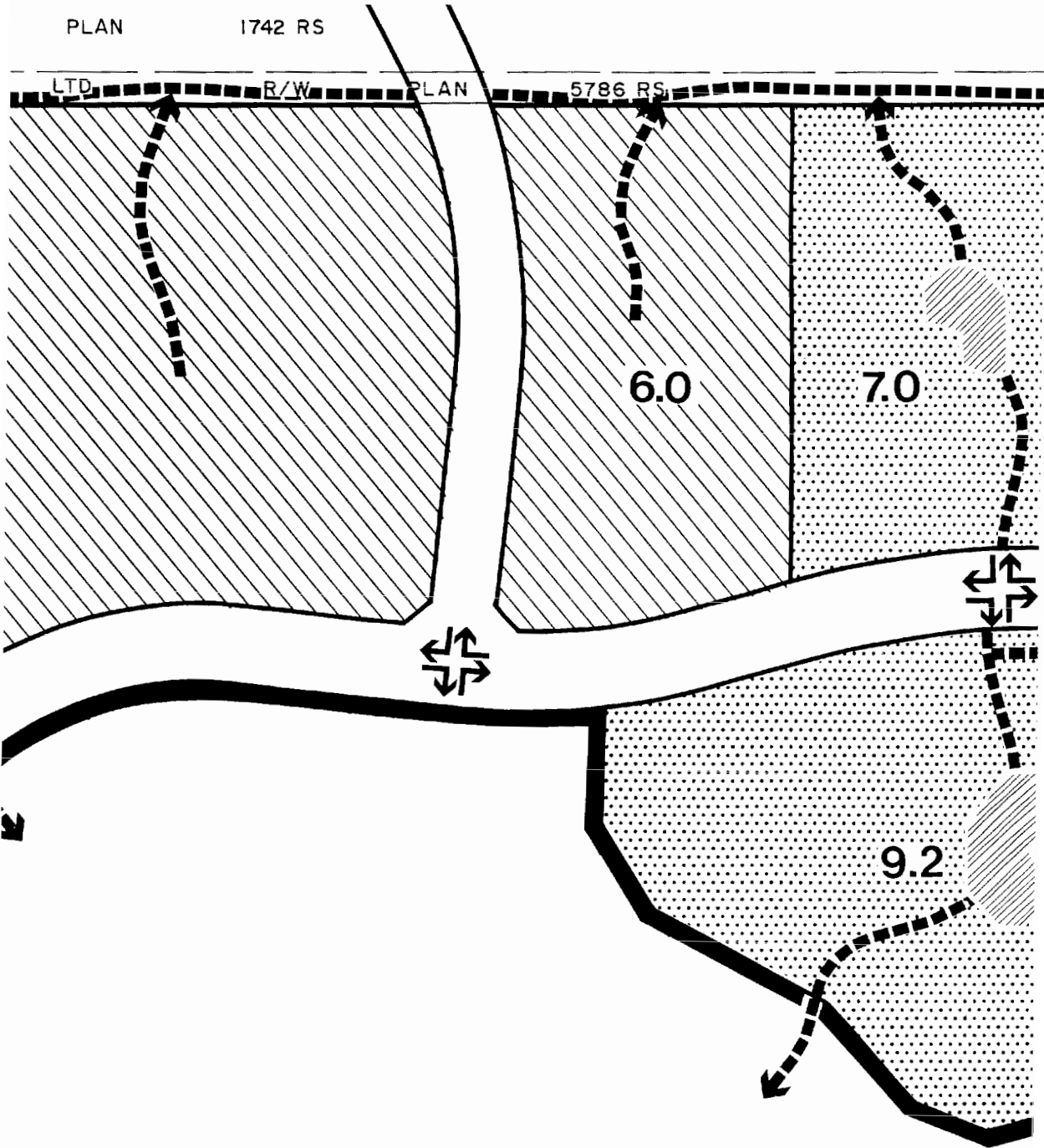
1742 RS

LTD

R/W

PLAN

5786 RS

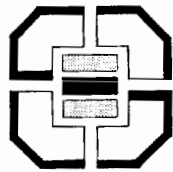


6.0

7.0

9.2

12



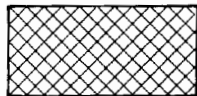
Strathcona Centre

Area Structure Plan

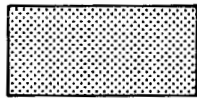
Development Concept



Town Centre Commercial



Service Commercial



Arterial Commercial



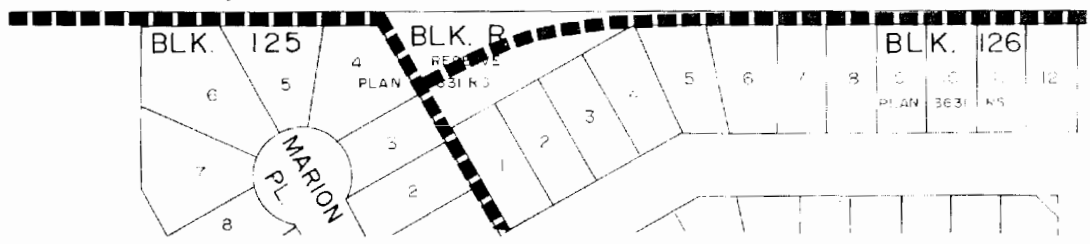
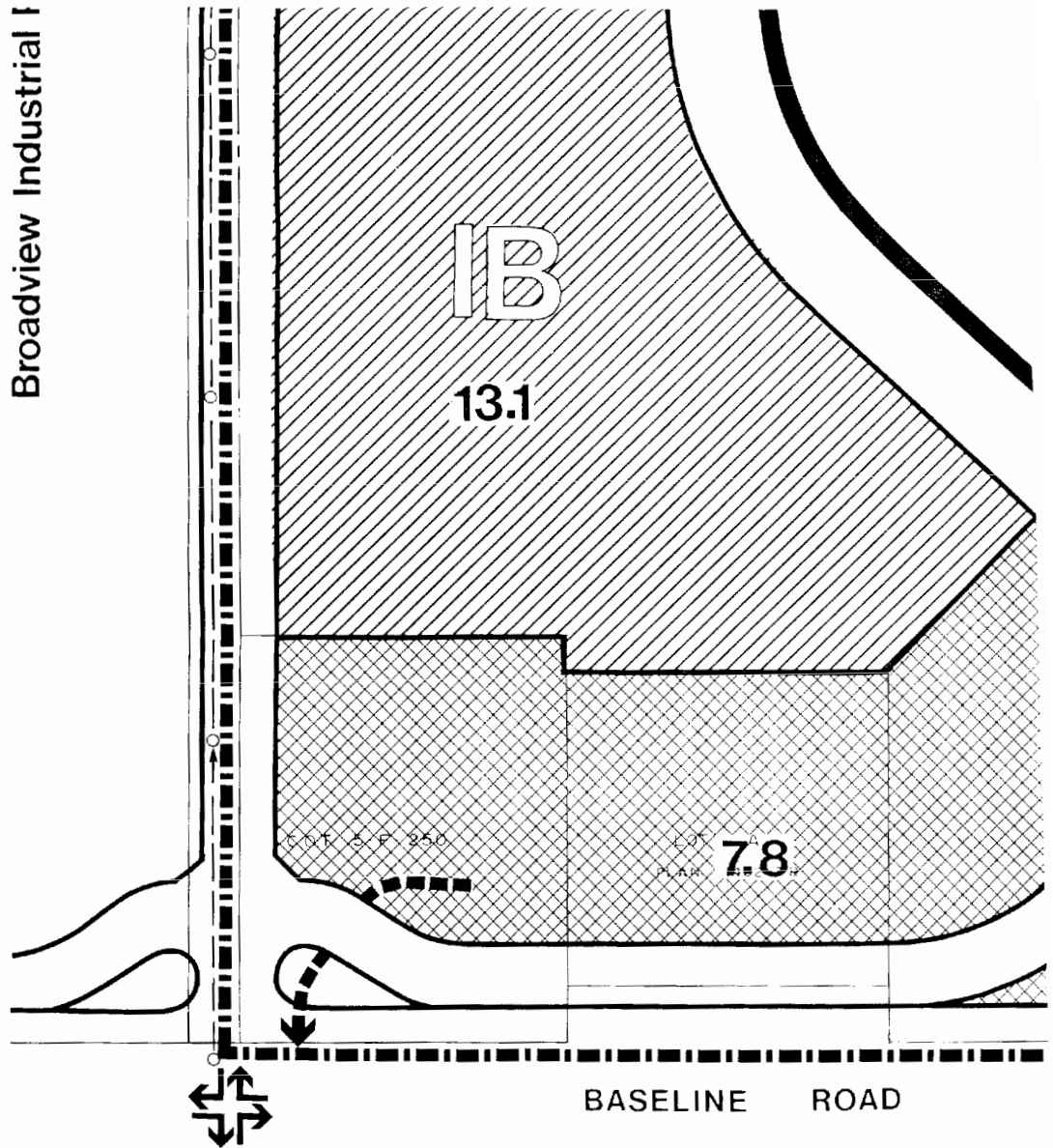
Industrial Business

LOT D
PLAN 620 RS

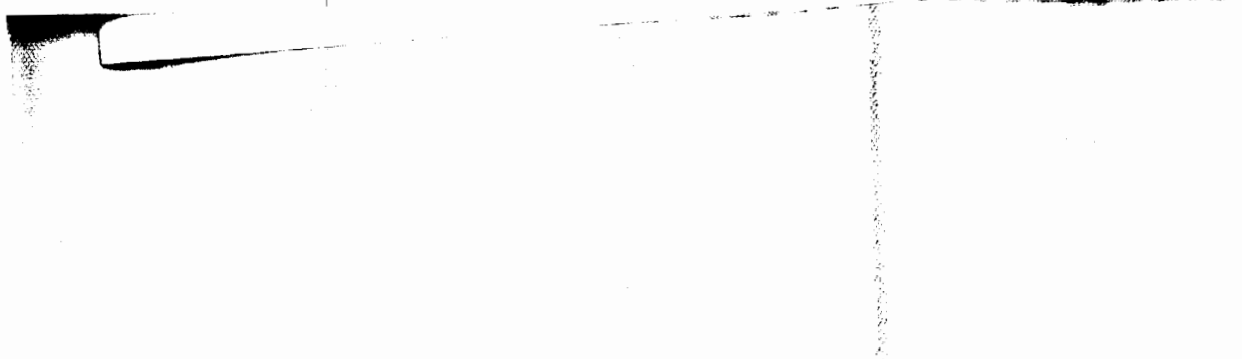
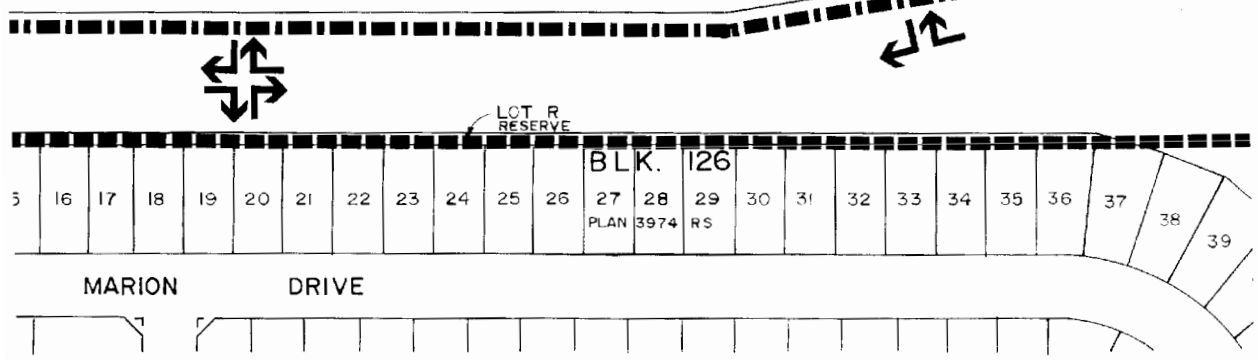
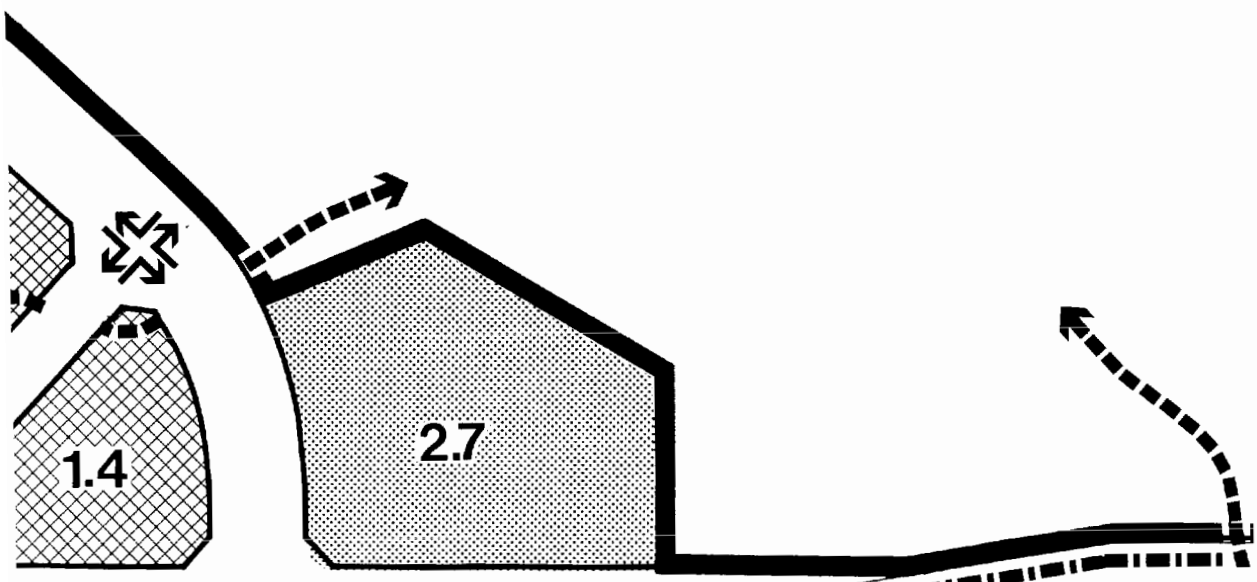
LOT C
PLAN 620 RS

RS

Broadview Industrial I

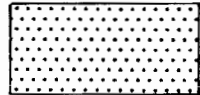


56.8
(Refer to Table 1)





Institutional



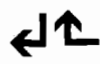
Medium/High Density Housing



Storm Water Management Pond



All Directional Access



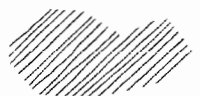
Directional Access



Plan Boundary

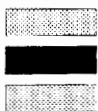


Pedestrian Corridor



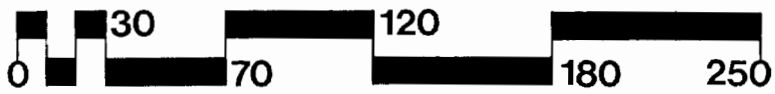
Open Space

NOTE: Areas in acres

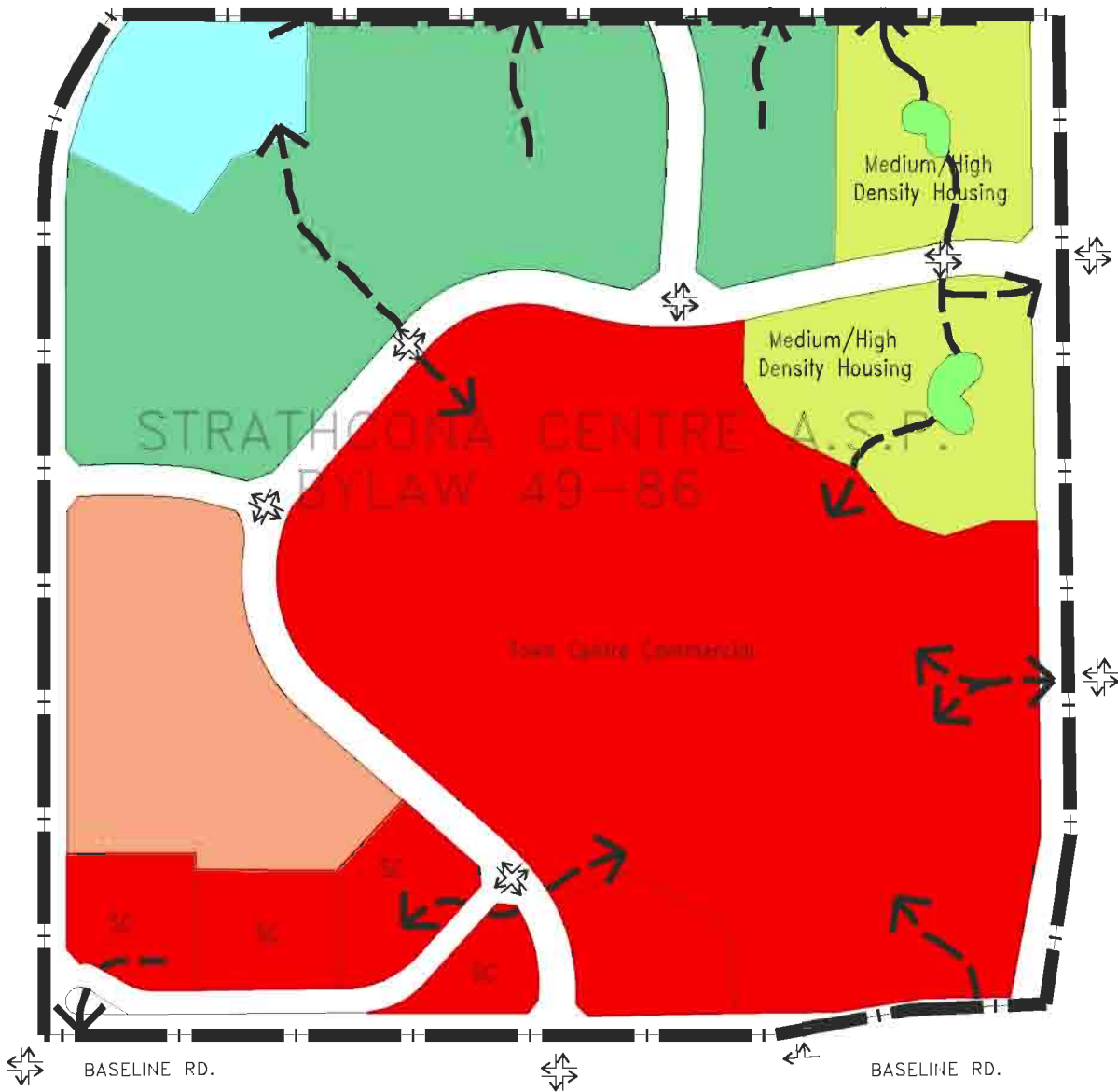


**Markborough
PROPERTIES LIMITED**

May, 1986



Mackenzie Spencer Associates Limited



Strathcona Centre Area Structure Plan Bylaw 49-86

Commercial		Storm Water Management Pond		All - Directional Intersection	
Town Centre Commercial		Open Space		Right In	
Service Commercial		Road Plan	<hr style="width:20px; border:0.5px solid black;"/>	Right Out	
Arterial Commercial		ASP Boundary	<hr style="width:20px; border:0.5px solid black;"/>		
Industrial Business		Pedestrian Corridor	<hr style="width:20px; border:0.5px dashed black;"/>		
Institutional					
Medium/High Density Housing					