

BY-LAW 89-93

A BY-LAW OF THE COUNTY OF STRATHCONA NO. 20 IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING THE BROADMOOR CENTRE AREA REDEVELOPMENT PLAN.

THE AREA WITHIN THE AREA REDEVELOPMENT PLAN, COMPRISING OF 59.3 HECTARES (146.5 ACRES) IS LOCATED WITHIN THE NE ¼ SEC 33-52-23-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. That this By-law 89-93 is to be cited as the "Broadmoor Centre Area Redevelopment Plan".
2. That Schedule "A" attached hereto is hereby adopted as part of the By-law.

Read a first time this 14th day of December, 1993.

Read a second time this 15<sup>th</sup> day of February, 1994.

Read a third time and finally passed this 15<sup>th</sup> day of February, 1994.

  
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Reeve

  
\_\_\_\_\_  
Corporate Secretary

BROADMOOR CENTRE  
AREA REDEVELOPMENT PLAN



**GCG DILLON**  
Consulting Engineers • Planners  
Environmental Scientists

**BROADMOOR CENTRE AREA DEVELOPMENT PLAN**

**DECEMBER 1993**

# BROADMOOR CENTRE AREA REDEVELOPMENT PLAN

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## 1.0 INTRODUCTION

### 1.1 Plan Area Boundaries

The Broadmoor Centre Area Redevelopment Plan boundary is shown in Figure 1. The summary of land uses are detailed in Table 1.

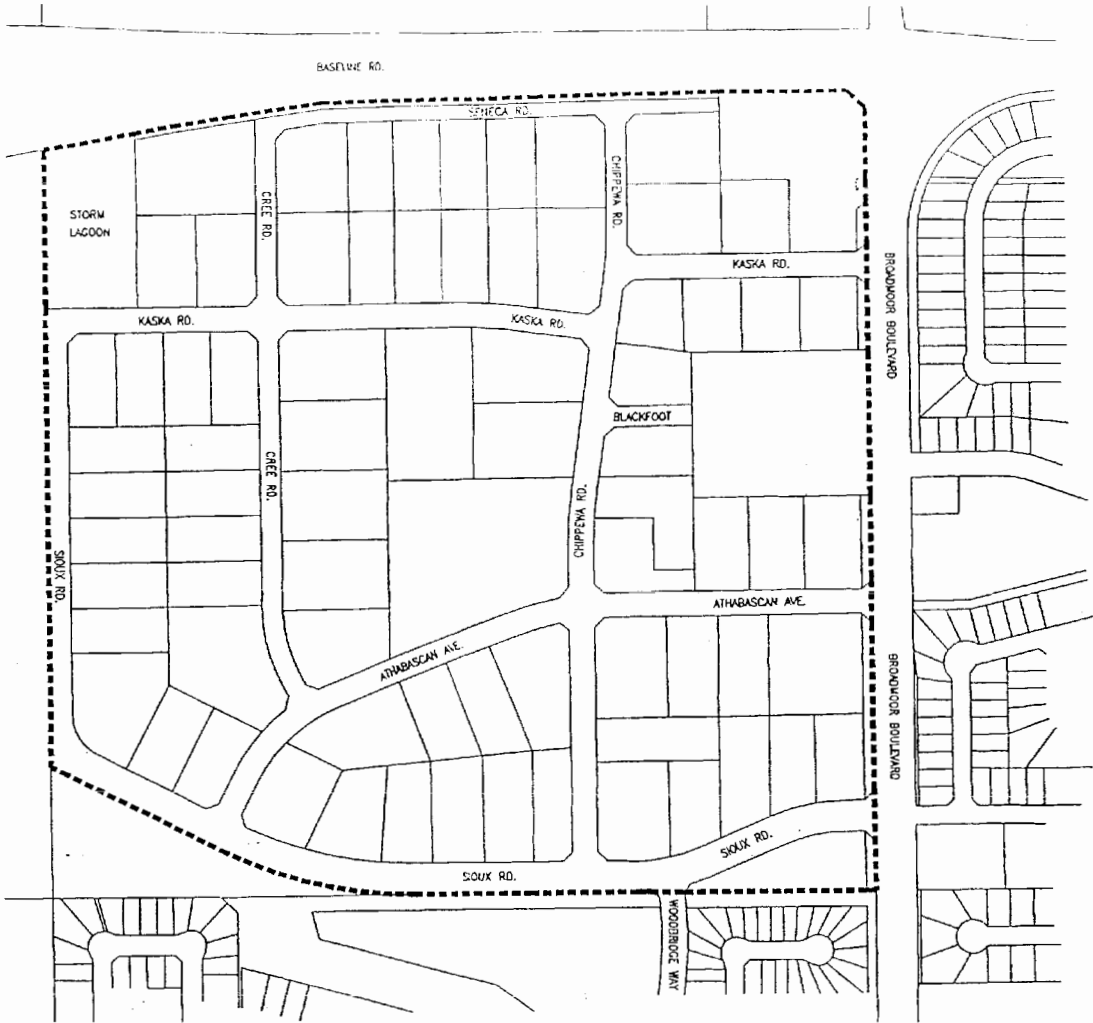
The boundaries of the Plan area are defined as follows: Sioux Road to the south and west, Baseline Road on the north, and Broadmoor Boulevard to the east.

**Table 1**  
**Broadmoor Centre**  
**Land Use Summary**

Total Land Area	Hectares	Percent of Total Land
<b>Dedication</b>		
Reserve	0.69	1%
Roadways	10.62	18%
Storm Pond	1.42	2%
<b>Net Developable Land</b>		
Developed	31.29	53%
Undeveloped	15.28	26%

### 1.2 Background for the Plan

In 1991, the Broadmoor Centre Business Association prepared and submitted a local improvement petition to County Council for the development of an access from Baseline Road into the Broadmoor Centre Business Area. County Council in considering the application for the local improvement requested that the Broadmoor Centre Business Association prepare an Area Redevelopment Plan for the area. This document, which follows, is the result of numerous meetings and discussions with the Broadmoor Centre Business Association, County Planning department, and GCG Dillon.



GCG DILLON

PLAN AREA

BROADMOOR CENTRE  
AREA REDEVELOPMENT PLAN

Figure 1

In addition to the preparation of the ARP, the County of Strathcona requires the submission of a formal public participation process concurrent with the formal statutory processing of an Area Redevelopment Plan. In order to ensure that issues, goals and objectives were correctly identified meetings with representatives of business groups and residents of Mills Haven and Woodbridge Farms were invited to a public information exchange meeting prior to submission of this Plan.

The Broadmoor Centre Area Redevelopment Plan meets the requirements of the Planning Act, Chapter P-9 section 67, as well as the Edmonton Metropolitan Regional Plan and the County General Municipal Plan.

### **1.3 Definitions**

Terms and words in this Plan have the same meaning as defined in the Planning Act, the County of Strathcona Land Use Bylaw and the General Municipal Plan.

### **1.4 The Planning Process**

The Planning process began with an identification of issues, goals and objectives with the Broadmoor Centre Business Association. With the assistance of County staff, County issues and objectives were also identified. Discussions with adjacent business and residential groups provided a context focus by providing issues and expectations from a neighbourhood perspective.

The technical analysis carried out was directed by the goals and objectives defined through this consultation process.

### **1.5 Structure of the Plan**

The Broadmoor Centre Area Redevelopment Plan comprises seven sections.

Section 1 is an introduction to the Plan. Section 2 is a description of the study area and the key issues which have directed the preparation of the Plan. Section 3, the Development Strategy for the Centre, establishes the framework for the policies of the Plan. Section 4, contains the Land Use Concept. Section 5 is Transportation and Local Improvements; Section 6 discusses briefly Public Utilities; and Section 7, The Implementation Program.

## 2.0 NEIGHBOURHOOD CONTEXT

### 2.1 Historical Overview of Broadmoor Centre

Broadmoor Centre is one of the oldest light industrial areas within the Hamlet of Sherwood Park. It was first developed in 1976 with the majority of development occurring between 1976 and 1980. The majority of Broadmoor Centre developed during the boom years of the 1970's. Gradual in fill has occurred since that time.

### 2.2 Broadmoor Centre Today

The west portion of Broadmoor Centre has developed primarily as professional and financial office, business support, and health services type uses. Properties along Baseline Road have developed as light warehouse, equipment rental and automotive and equipment repair type uses. Along Broadmoor Boulevard development has included office, retail, gas bars, as well as minor eating and drinking establishments. The remainder of the park has developed a variety of permitted IB uses including daycare centres. Approximately one third of the park remains undeveloped. The undeveloped lands are primarily located in the eastern portion of the Centre. Although initial development attempted to provide an architectural theme, in fill development has not conformed to any theme and therefore the Centre does not have the aesthetics of other business/retail areas that have developed more recently.

### 2.3 Issues

The identification of issues has taken place through consultation with the Broadmoor Centre Business Association, County Staff, and area residents. The issues are few but fundamental to the viability of the Centre. All of the issues listed below are addressed in the Plan.

#### 2.3.1 Commercial Viability

With the development of competing commercial centres in the immediate vicinity of Broadmoor Centre, there are concerns that the viability of Broadmoor Centre has been diminished. There has been little demand for light industrial development in the region for the past 5 years. The demand for commercial development on the other hand continues to grow. In recognition of this demand, there is a need to ensure commercial viability of Broadmoor Centre. In this regard, a transportation access has been identified as a major consideration. Also, visual appearance of the Centre must also be improved to make it competitive with adjacent commercial developments.

#### 2.3.2 Access

Access to Broadmoor Centre is accommodated primarily via Broadmoor Boulevard. Direct access is provided at the intersections of Kaska Road and Athabasca Avenue. Sioux Road, which intersects with Broadmoor Boulevard, provides three additional points of access to the

Centre. There is no access from Baseline Road. This lack of access from Baseline Road forces all eastbound traffic destined to the Centre to utilize Broadmoor Boulevard. The access limitations are affecting the viability of the Centre and will limit the development potential of vacant lands within the Centre.

### **2.3.3 Traffic Impacts on Adjacent Residential Areas**

The Mills Haven Area located to the east of Broadmoor Centre has a long history of dealing with "traffic shortcutting". This community has indicated that future development of the Centre particularly as it relates to changes in access configuration must ensure that traffic shortcutting is not induced. This objective also holds for Woodbridge Farms, the residential community located to the south of Broadmoor Centre.

### **2.3.4 Arterial Roadway Operations**

With the general development of the County and in particular new commercial and residential development along Baseline Road, service levels on Broadmoor Boulevard and Baseline Road have declined. It has been indicated that any changes in access to Broadmoor Centre should enhance arterial operations rather than add to existing problems.

### **2.3.5 Visual Impact**

Baseline Road represents one of three major east-west regional routes through the Sherwood Park Urban Area and therefore creates a significant Sherwood Park entrance. Given this important role, the land use, architecture and landscaping should be well planned, attractive and provide a strong positive statement about Broadmoor Centre and Sherwood Park as a community.

### **2.3.6 Heavy Industrial Separation Distances**

Strathcona has had a policy of separation distances between existing heavy industrial areas and residential areas north of Baseline Road since 1978. This early policy was incorporated into the Strathcona General Municipal Plan in 1986 and was based on a 3 km separation distance. This was further modified by establishing separation distances of 3 km unless otherwise determined through an EIA that a lesser distance is warranted, but in no case shall the distance be less than 1.5 km. Broadmoor Centre falls within the transition zone and the current districting (IB) has a number of permitted uses such as daycare and health services, which are viewed as non compatible. In order to allow orderly development of Broadmoor Centre this issue must be addressed.

### **2.3.7 Relationship with the RDA**

Broadmoor Centre has the Restricted Development Area as its western boundary. The RDA contains Highway 14 X and a variety of utility rights of way. Portions of the RDA adjacent

to Broadmoor Centre have been declared surplus and have the potential to be developed. The type of development that would be appropriate for these lands would be land extensive and low activity, such as a driving range. The access to these properties would likely be via an extension of Sioux Road. The low activity associated with such a development would result in minimal impact to Broadmoor Centre.

### 2.3.8 Utilities

The existing utility infrastructure in Broadmoor Centre has been assessed to determine the adequacy of present service and to identify upgrading and extensions required to service ultimate development.

With the exception of cable television, all utilities have adequate capacity and coverage to service the current level of development. Ultimate development will require only minor extensions to existing utility infrastructure.

## 3.0 BROADMOOR CENTRE DEVELOPMENT STRATEGY

### 3.1 Introduction

The Broadmoor Centre Area Redevelopment Plan is based on a development strategy which outlines in broad terms how the Broadmoor Centre should develop in the future. This strategy is an expression of what is to be achieved by implementation of the policies of the Plan.

### 3.2 Plan Philosophy

The Broadmoor Centre Area Redevelopment Plan will reinforce the viability of the diverse commercial and light industrial nature of the area in harmony with adjacent residential, commercial, and industrial areas. The Broadmoor Centre Area Redevelopment Plan is organized into sections, but recognizes that objectives within each section overlap and influence objectives of other sections. The Plan will move the Broadmoor Centre toward a future desired state, mindful of current trends yet optimistic about the area's ability to shape its own future.

### 3.3 Goals and Objectives

The goals and objectives establish a specific framework for the Broadmoor Centre Area Redevelopment Plan. They are broad indications of what is to be achieved in the Centre, both in the short term through the implementation of the Plan policies, and in the longer term through commitment to the principles of the Plan by all stakeholders. The policies of the Plan implement the goals and objectives.

#### 3.3.1 Physical Environment

##### *Goal*

This Plan recognizes that the physical environment of Broadmoor Centre is intrinsically valuable and vital to the life of the community. The Plan provides for the overall improvement of the physical environment within the Centre to ensure its attractiveness and viability as a commercial/light industrial area.

##### *Objectives*

- a) To enhance the marketability and attractiveness of the Centre by reinforcing land use and architectural compatibility.
- b) To improve the appearance of the Centre by improving the landscaping along Baseline Road

- c) To improve the identification of developments in Broadmoor Centre from adjacent arterial roadways.

### 3.3.2 Commercial

#### *Goal*

Commercial enterprise is a traditional and valued component of the Broadmoor Centre. This plan supports the continued development of compatible uses within Broadmoor Centre.

#### *Objectives*

- a) To ensure that ongoing development of the Centre is compatible with the objectives of Heavy Industrial Transition Zone land uses.
- b) To ensure that new commercial development and redevelopment is compatible with existing businesses and reflect current trends in the business community.
- c) To ensure broadening of commercial uses adjacent to Baseline Road and Broadmoor Boulevard.

### 3.3.3 Transportation

#### *Goal*

The major transportation goals of this plan are to improve access to Broadmoor Centre, to protect adjacent residential areas from "shortcutting" traffic, and to enhance transportation within the general area. These must be accomplished within the context of county-wide transportation needs and goals.

#### *Objectives*

- a) To provide safe, convenient, and attractive access to Broadmoor Centre
- b) To ensure the safety and privacy of adjacent residential areas from through traffic, by ensuring that access designs and the operation of adjacent transportation networks avoids shortcutting opportunities.
- c) To ensure that the adjacent arterial road network operates with maximum efficiency.

### 3.4 Development Strategy

The intent of the Broadmoor Centre Redevelopment Plan is to create a commercial/light industrial environment which will both retain existing businesses and attract new business

opportunities through development of vacant lands and redevelopment of existing properties. The following sections describe this development strategy which has three components.

### **3.4.1 Transportation**

Access from Baseline Road is fundamental to improving the commercial viability of Broadmoor Centre. As well the provision of access from Baseline Road reduces the load on critical arterial intersections such as Broadmoor Boulevard and Baseline Road. Existing entrances to the Centre such as the intersection of Athabasca Avenue and Broadmoor Boulevard will require control upgrading in order to improve pedestrian and vehicular access. Physical improvements to adjacent arterial roadways is necessary for the support of County wide transportation as well as providing for the future support of Broadmoor Centre. The extension of sidewalks are required to support safe and effective pedestrian and bicycle traffic.

### **3.4.2 Critical Land Use Area - Baseline Road/Broadmoor Centre Intersection**

Although Broadmoor Centre is substantially developed particularly along Baseline Road and Broadmoor Boulevard a number of vacant properties are located on these roadways. The most important of these vacant lands is located at the corner of Broadmoor Boulevard and Baseline Road. The visual identity of Broadmoor Centre begins at the Baseline/Broadmoor intersection. This is where the importance of the Centre must be introduced, so that retail and service functions relate to this corner. Given that this corner is presently vacant the strategy is to designate this corner for Retail Commercial uses with a prominent landmark structure. Care must be taken to ensure that the appearance of this important area is consistent with adjacent commercial developments. The mixed use retail/business/office developments that radiate from this locations need to be carefully integrated to ensure that remaining vacant lands are developed with architectural compatibility. Development along Baseline Road and Broadmoor Boulevard will continue to focus on retail and service uses.

### **3.4.3 Baseline Road Appearance**

The visual appearance of the Baseline frontage must be improved. The strategy to accomplish this is to incorporate landscape improvements and to provide business identification structures that would make it possible to eliminate the current signage clutter. Given that Broadmoor Centre is the first development within the Hamlet of Sherwood Park along Baseline Road, it is a strategic location for introducing the community to travellers along Baseline Road and for the provision of community information.

#### 3.4.4 Compatibility with Heavy Industrial Uses

The majority of permitted uses within the IB Districting is in fact compatible with the transition zoning objectives identified by the County of Strathcona and the Strathcona Industrial Association. Broadmoor Centre falls into both the 1.5 and 3.0 kilometre buffer.

#### 4.0 LAND USE CONCEPT

The plan area will continue to be utilized for a variety of retail commercial, office, and light industrial uses. The specific uses and appropriate development regulations are outlined in the current land use bylaw. The existing districting is illustrated in Figure 2.

The majority of the area is currently districted IB, with the exception of the Woodbridge Centre corner which is C1. This classification encompasses a wide range of development. The following uses within the IB districting are recommended.

##### 4.1 Light Industrial

All lands, with the exception of Woodridge Centre, allow for light industrial uses. However, retail and commercial uses have developed. Light Industrial developments generally have relatively little or no outdoor storage. Where outdoor storage is required, screening is utilized to mitigate any possible negative impacts.

##### 4.2 Retail/Service Commercial

The land in the northeast corner of the plan at the intersection of Broadmoor Boulevard and Baseline Road and a section extending southward along Broadmoor Boulevard is appropriate for retail/commercial purposes. These lands could accommodate small to medium size shopping centres or speciality centres. These areas will be developed as concentrated retail development.

Development in these areas will be that which requires the high visibility, accessibility and specific identify within the market place afforded by close proximity to Baseline Road, Baseline Road/Chippewa Road, and the Baseline/Broadmoor intersection. Development guidelines will ensure appropriate uses and visual prominence for development at this important intersection.

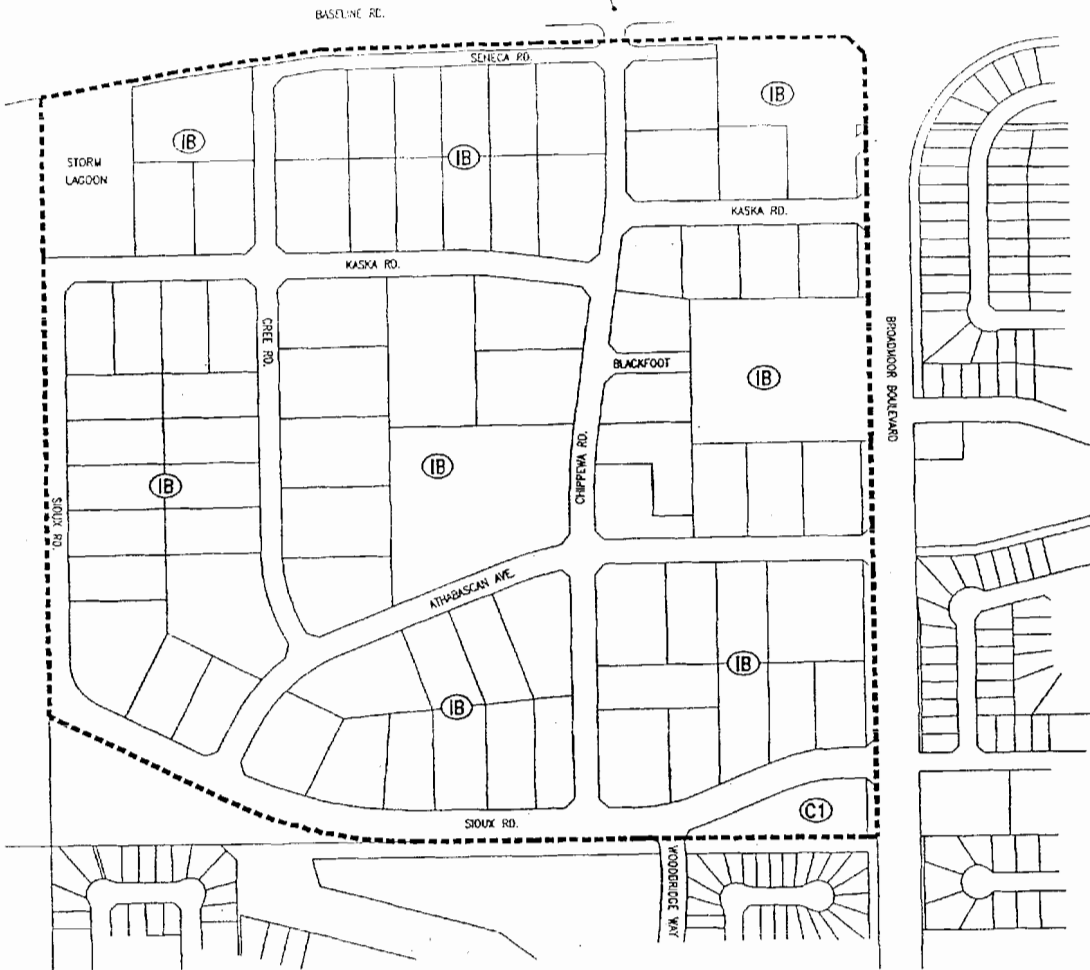
The plan provides for the continued development of service commercial at the Baseline Road/Chippewa Road intersection and along Chippewa Road south of Baseline Road. Service commercial uses usually cater to the travelling public for one-stop and convenience shopping.

Service commercial uses for the most part require less market exposure but more convenient vehicular accesses as opposed to retail/commercial uses.

##### 4.3 Office Commercial

Development has melded office and commercial uses on the same sites. Development consists of an office building with retail on the lower levels or freestanding office and retail

PROPOSED FULL INTERSECTION



EXISTING LAND USE

- (IB) INDUSTRIAL BUSINESS DISTRICT
- (C1) COMMERCIAL RETAIL DISTRICT



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BROADMOOR CENTRE  
AREA REDEVELOPMENT PLAN

Figure 2

buildings. Office and retail uses complementary to each other are encouraged. The retail development is aimed primarily to be associated with the on site office space and surrounding land uses as opposed to traditional outside catchment areas. Due to the nature of the development high visibility and market exposure is not as crucial with this type of retailing as in the more retail-dominated land use types.

#### 4.4 Visual Improvements

In order to improve the commercial viability of Broadmoor Centre architectural controls aimed at improving the visual appearance of the Centre must be introduced and the appearance of the road right way adjacent to Broadmoor Centre along Baseline Road should be improved through the introduction of enhanced landscaping.

The development of Broadmoor Centre has not been guided by strong architectural controls and as a result the Centre does not appear to have a cohesive architectural theme. As well, the buffer strip between Broadmoor Centre and Baseline Road has a less than pleasing visual appearance. In order to present a positive image for Broadmoor Centre and the County, it is recommended that the architectural guidelines and the landscape concept prepared as part of the ARP process be implemented in conjunction with roadway improvements. The detailed recommendations are contained in the companion document titled Broadmoor Centre Area Redevelopment Plan Design Brief. Architectural guidelines are provided within this section as part of the ARP in order to provide direction for new development, as well as, new future direct control district in the area.

New development in Broadmoor Centre shall generally be in accordance with the following architectural guidelines:

- i) The design of each site shall establish a single architectural theme and the principal design elements, finishing materials colours and roof style shall be applied to each building within a site, with minor variations permitted regardless of the staging sequence of the project;
- ii) Both the rooflines and building facades shall be articulated and varied to reduce the perceived mass and linearity of large buildings and add architectural interest;
- iii) The predominant exterior finishing material shall consists of brick, stone, stucco, wood, architecturally finished block or concrete, or prefinished metal or other durable and aesthetically pleasing materials, having regard to the objective of ensuring that the development is of a high quality that is compatible with the location;
- iv) All exposed sides of the buildings shall be finished in a consistent, harmonious architectural manner;

- v) All mechanical equipment on the roof of any building fronting Seneca Road, Baseline Road or Broadmoor Boulevard shall be completely screened or be incorporated in the roof envelope;
- vi) Buildings along Seneca Road, Baseline Road, or Broadmoor Boulevard shall have a significant building orientation towards Seneca Road, Baseline Road or Broadmoor Boulevard;
- vii) Each site shall be designed with due regard and sensitivity to adjoining sites in order to ensure developments are of a compatible and complimenting nature, to the satisfaction of the Development Officer.
- viii) Appropriate lighting of each site shall be undertaken to provide security and to add visual interest. Lighting shall be directed away from adjacent roadways. Lighting standards and fixtures shall be of consistent design, complementary to the overall architecture.
- ix) Each development shall be designed such that parking facilities within and between developments are coordinated functionally and aesthetically to the greatest practical extent.
- x) All major entry points to each development from Seneca Road, Broadmoor Boulevard and Baseline Road are to be given special landscape treatment to ensure that they are both attractive and readily identifiable.
- xi) A detailed landscaping plan shall be prepared for each development and shall be submitted in conjunction with the development permit. These plans shall include details of pavement materials, fencing, exterior lighting and street furniture elements, garbage and storage areas, pedestrian seating areas, sizes and species of new plantings for the site including any adjacent boulevard areas, sidewalk improvements, parks and open spaces. In the evaluation of each site, regard shall be given for the degree to which the design of these features is consistent within the development and complementary to existing adjacent retail/commercial development. All such features, including fences, shall be of a quality and aesthetic appearance appropriate to the development permitted in this area. These features where practical, shall be finished in materials complementary to the architectural theme established pursuant to these guidelines.
- xii) A landscaped yard, a minimum of 4 m in width should be provided along Seneca Road, Baseline Road and Broadmoor Boulevard. Landscaping treatment shall consist of a mixture of coniferous and deciduous trees and evergreen shrubs grouped in clusters to enhance the development. Deciduous trees should have a minimum calliper of 10 cm and coniferous trees a minimum height of 3 m.

- xiii) A comprehensive sign design plan shall be prepared and submitted with each development proposed, having regard to the sign regulations.
- xiv) All outdoor storage shall be sited and adequately screened having regard for the location of major entrances to the urban service area, with special emphasis on those sites within 200 m of Baseline Road and the visual integrity of Baseline Road and Broadmoor Boulevard. None of the materials being stored shall be visible from Broadmoor Boulevard or Baseline Road.

## **5.0 TRANSPORTATION AND LOCAL IMPROVEMENTS**

### **5.1 Access from Baseline Road**

County Council has received a valid petition for financing the construction of an access from Baseline Road as a local improvement. The requirement for and benefits associated with such access is documented in the companion document titled Broadmoor Centre Area Redevelopment Plan Design Brief.

Based upon acceptance of the Area Redevelopment Plan, the County will initiate the local improvement bylaw necessary to fund the construction of an access to Broadmoor Centre from Baseline Road.

### **5.2 Traffic Signals at Athabasca Avenue and Broadmoor Boulevard**

As is described in the Broadmoor Centre Area Redevelopment Plan Design Brief, the growth in background traffic will require a change to signal control at the location of Broadmoor Boulevard and Athabasca Avenue. This will provide improvements for pedestrian access and will maintain adequate access distribution for Broadmoor Centre.

With the local improvement by-law funding, the County will install traffic signals at the intersection of Broadmoor Boulevard and Athabasca Avenue, when required.

### **5.3 Traffic Controls within Broadmoor Centre**

As is described in the Broadmoor Centre Area Redevelopment Plan Design Brief, the traffic flows at intersections within Broadmoor Centre will change as the Centre and County continue to develop. The majority of transportation changes within Broadmoor Centre are limited to changes in sign control. There is, however, potential for shortcutting along Chippewa Road as traffic volumes increase. Critical areas are discussed in the Design Brief.

The County will monitor the operation of intersections located within Broadmoor Centre and subject to need and funding availability will implement control modifications. This may include the provision of a traffic diverter, traffic signals or other measures at Athabasca and Chippewa, if required.

### **5.4 Status of Arterial Roadways**

As is described in the Broadmoor Centre Area Redevelopment Plan Design Brief, the growth within the County will create demands on the arterial roadway network which require upgrading of both Broadmoor Boulevard and Baseline Road. The access improvements to Broadmoor Centre are sufficient to accommodate the demands associated with complete development of Broadmoor Centre. However new development in the County will require the addition of capacity on Baseline Road and on Broadmoor Boulevard.

Subject to funding availability the County will initiate necessary roadway widening and intersection modifications required to maintain service levels as a result of growth in arterial roadway demand.

#### **5.5 Improved Pedestrian Facilities on Broadmoor Boulevard**

As is described in the Broadmoor Centre Area Redevelopment Plan Design Brief, there are no pedestrian facilities available to accommodate north south pedestrian movements on Broadmoor Boulevard north of Kaska Road. With the extension of development north of Baseline Road, some provision for the accommodation of pedestrians and cyclists needs to be provided. This becomes more important as traffic congestion on the arterial grid increases. The County will need to address the overall issue of pedestrian access to areas north of Baseline Road.

## 6.0 PUBLIC UTILITIES

### 6.1 Utility Extensions to Service Vacant Lands

The Broadmoor Centre Area Redevelopment Plan Design Brief, provides details of the utilities (with the exception of cable TV) in Broadmoor Centre. These utilities have adequate capacity and coverage to service the current level of development. Ultimate development will require only minor extensions to existing utility infrastructure.

## **7.0 IMPLEMENTATION PROGRAM**

The implementation of improvements including a yearly schedule and budget estimates is detailed in the document titled Broadmoor Centre Area Redevelopment Plan Design Brief. A summary of implementation activities and responsibilities is provided below.

### **Access Alternatives on Baseline Road for Arbor Park and Broadmoor Centre.**

This project included the development of access alternatives and the preparation of preliminary plans for the staging of the work, which included an initial right in /right out access for Broadmoor Centre from Baseline Road. The full staging of the access included a full intersection on Baseline Road. The conclusions of the report were that the full intersection should be constructed at the extension of Chippewa Road and Baseline Road and that the existing Highway ramp, northbound to eastbound should be relocated. This report has been forwarded to the County of Strathcona and Alberta Transportation and Utilities. Alberta Transportation and Utilities has reviewed this matter and directed the format for the ramp relocation.

### **Broadmoor Centre Area Redevelopment Plan**

This is the staging of the work described in this document and its associated design brief.

### **Construction of Right In/Right Out at Chippewa Road and Baseline Road**

This intersection has been approved by Alberta Transportation and Utilities, subject to an additional lane being constructed from the northbound to eastbound ramp to the intersection with Chippewa Road. In addition the improvement will include the extension of this additional lane to the intersection of Broadmoor Boulevard to tie into the right turn for Broadmoor Boulevard which will assist in alleviating congestion at the intersection.

The local improvement bylaw necessary for the financing of this project will need to be passed by Strathcona County. LAB approval (applied for by the County of Strathcona) is required to secure funding. Detailed design drawings are to be forwarded to Alberta Transportation and Utilities for approval by Broadmoor Centre. Subsequent to final approval by the County, the project will be tendered and constructed by Broadmoor Centre.

### **Construction of Full Intersection at Chippewa Road and Baseline Road**

This intersection has been approved by Alberta Transportation and Utilities, subject to the northbound to eastbound ramp from Highway 14 to Baseline Road being located in conformance with the direction of Alberta Transportation and Utilities. This intersection would provide a 6 lane cross section (with 3 lanes EB, 3 lanes WB) with 2 lane left turn and single right turn lanes on Baseline Road at the approach to Chippewa Road. Also, funding would be provided in the local improvement bylaw for a traffic diverter, traffic signals, or

other measures, should it be necessary, at the intersection of Athabasca Avenue and Chippewa Road, as well as funding for the traffic signals at Athabasca Avenue and Broadmoor Boulevard.

The local improvement bylaw necessary for the financing of this project will need to be passed by Strathcona County. LAB approval (applied for by the County of Strathcona) is required to secure funding. Detailed design drawings are to be forwarded to Alberta Transportation and Utilities for approval by Broadmoor Centre. Subsequent to final approval by the County, the project will be tendered and constructed by the County.

### **Direct Control Districting**

The redistricting from IB/C1 to DC will be pursued by either the association or individual land owners. The implementation of architectural controls for the Centre can be achieved by incorporating the recommendations contained in the Broadmoor Centre ARP Design Brief into the Direct Control districts.

At the present time, no redistricting is recommended. Future initiatives, particularly those relating to Industrial Transition Zones, may necessitate changes in districting. Such changes will be processed by either the Strathcona Heavy Industrial Association or individual land owners.

### **Landscaping Along Baseline Road and Broadmoor Boulevard**

It is recommended that the County coordinate landscaping adjacent to arterial roadways.

Specific landscaping recommendations internal and external to Broadmoor Centre are addressed in the Broadmoor Centre Design Brief.



# Broadmoor Centre Area Redevelopment Plan Bylaw 89-93

Date of Adoption 15-Feb-94

## EXISTING LAND USE

- Industrial Business (IB)
- Commercial Retail (C1)
- Storm Lagoon



- Road Plan
- ASP Boundary

