

BYLAW 48-88

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

THE AREA WITHIN THE AREA STRUCTURE PLAN, COMPRISING APPROXIMATELY 88
ACRES (36 HECTARES), IS LOCATED WITHIN THE S.E. 9-53-23-W4.

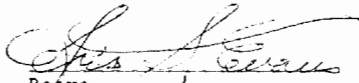
NOW THEREFORE, the Council of the County of Strathcona No. 20, pursuant
to the authority conferred upon it by the Planning Act, 1980, R.S.A.,
enacts as follows:


1. This Bylaw be cited as the "Pickseed Area Structure Plan".
2. Appendix "A" attached hereto and forming part of this Bylaw
entitled "Industrial Area Structure Plan. Pt. S.E. 1/4 section 9-
53-23-W4" is hereby adopted as the Pickseed Area Structure Plan.

Read a first time this 29th day of November, 1988. *9/11/88*

Read a second time this 24th day of January, 1988. *9/11/88*

Read a third time and finally passed this 21st day of
MARCH, 1988. *9/11/88*


Reeve


Corporate Secretary



BYLAW NO. 48-88

APPENDIX A

**INDUSTRIAL AREA STRUCTURE PLAN
Pt. S.E.1/4 Section 9-53-23 W4**

Strathcona County

Prepared for: PICKSEED

September 1988

TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	1.1
2.0 SITE DESCRIPTIONS	1.1
2.1 Location	1.1
2.2 Existing Land Use	1.1
2.3 Conformity to Existing Plans	1.2
3.0 ENVIRONMENTAL OVERVIEW	1.2
4.0 TRANSPORTATION	1.3
4.1 External Roadway System	1.3
4.2 Internal Roadway System	1.4
5.0 DEVELOPMENT CONCEPT	1.5
5.1 Proposed Land Uses	1.5
5.2 Preliminary Statistics	1.6
6.0 SERVICING CONCEPT	1.6
6.1 Watermains	1.6
6.2 Sanitary Sewers	1.7
6.3 Stormwater Management	1.7
6.4 Development Phasing	1.8

1.0 INTRODUCTION

The purpose of this Area Structure Plan is to provide a framework to guide future land use and subdivision applications within the subject property. The Plan also represents the basic concept for further site servicing on the property. The contents of this Plan have been prepared according to County Policy No. 60-63-010 regarding Area Structure Plan contents and approval.

2.0 SITE DESCRIPTION

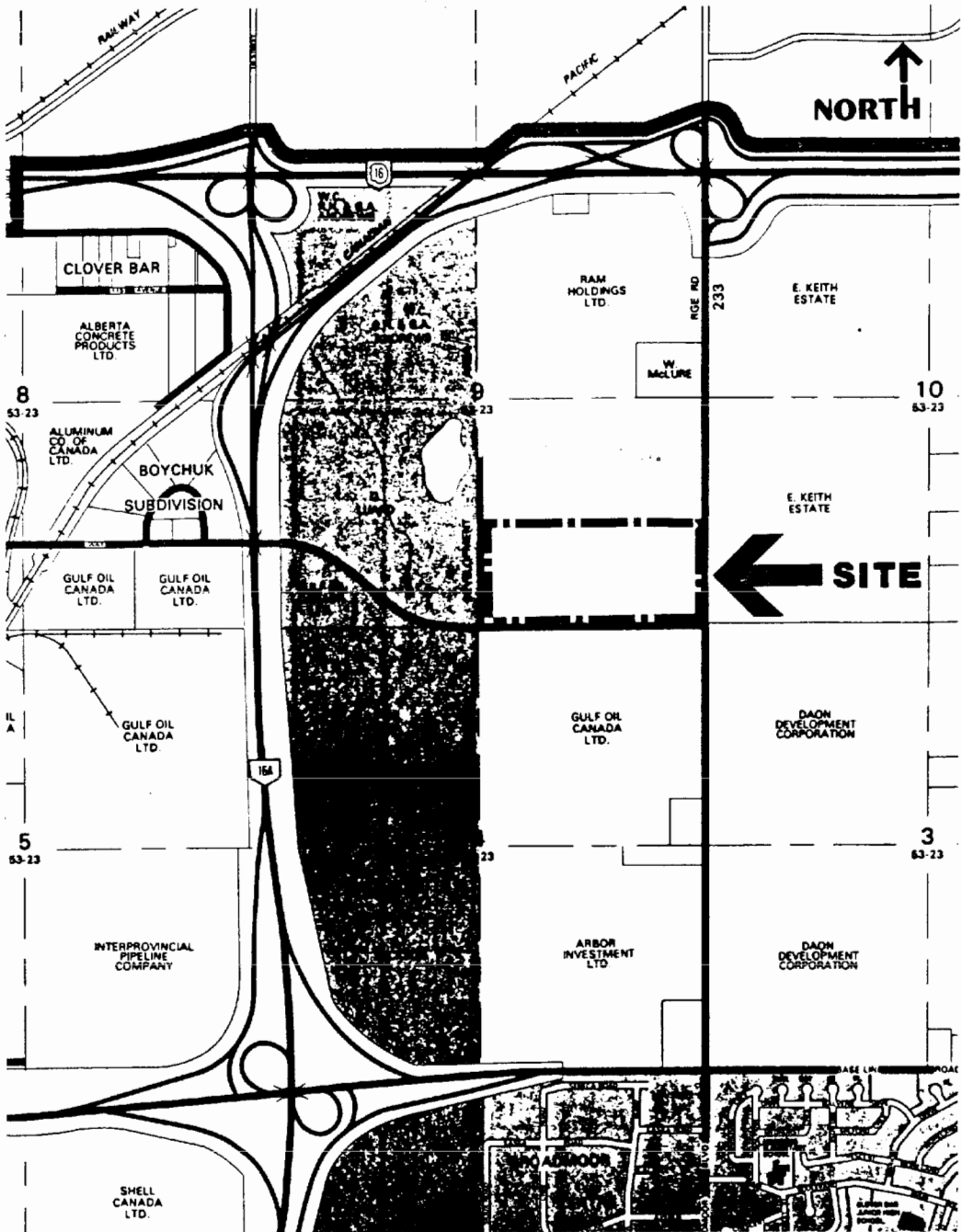
2.1 LOCATION

As shown on Figure 1, the subject property is located at the northwest corner of Broadmoor Boulevard and Petroleum Way. It is 88.1 acres (35.65 ha) in size, and is described as Part S.E.1/4 Section 9-53-23 W.4th. The entire site is owned by Otto Pick & Sons Seeds Ltd. (Pickseed).

2.2 EXISTING LAND USE

The subject property is currently undeveloped with no standing buildings or structures. Adjacent lands to the south and east are in similar conditions. The Sherwood Park West RDA is found immediately to the west. It is also undeveloped and according to the Edmonton Transportation/Utility corridor re-assessment, no major land uses are planned for this area except for the planned ring-road alignment, future pipelines and associated buffers.

The County's new Transit Garage is found on the Service Facilities Yard site immediately north of the subject property. Except for the new Alberta Transportation complex to the north of this, and a number of pipeline company office buildings along the west side of Broadmoor Boulevard, the entire area surrounding the subject property can be described as undeveloped.



County of Strathcona
 Part of S.E. 1/4 Sec.9-53-23-W4

Figure 1
SITE LOCATION

The subject property includes a number of abutting easements and rights-of-way as shown on Figure 2, namely:

1. A.G.T. Telephone Line Easement.
2. Peace River Oil Pipeline Co. R/W 3667 M.C.
3. Road Plan 862-2106 as access to Transit Facility Yard.
4. Road Plan 762-1137 for 30 m Petroleum Way R/W.
5. Plans 862-0542 and 3962 N.Y. as Utility R/W's for Strathcona County Relief and Trunk Sewerlines.
6. N.U.L. R/W Plan 4689 R.S. on a 30 foot wide strip under title to the Province.
7. Road Plan 4630 P.X. as West Service Road.

2.3 CONFORMITY TO EXISTING PLANS

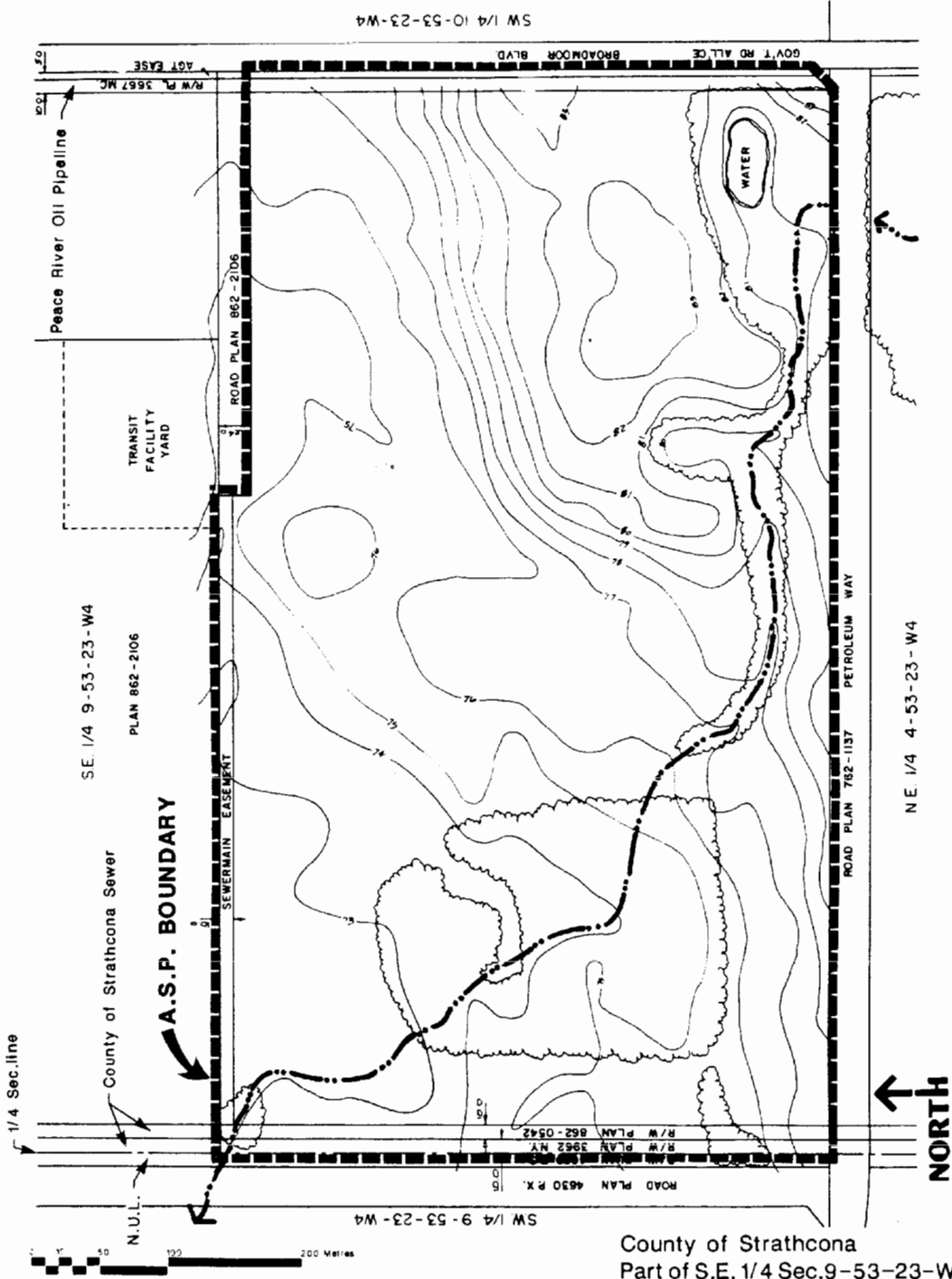
The proposed general industrial development on the subject property conforms to:

- o Regional Plan - the site is designated as a Metropolitan Industrial Area.
- o Strathcona General Municipal Plan - this site is designated as Light/Medium Industrial.
- o Strathcona Land Use Bylaw - the site is already districted as General Industrial.

3.0 ENVIRONMENTAL OVERVIEW

As shown on Figure 2, the overall topography of the site is gently rolling from southeast to northwest with an approximately 10 metre elevation change and an overall 2 percent slope.

An intermittent portion of the Clover Bar Creek traverses the site from southeast to northwest as shown on Figure 2. This watercourse is part of a larger watershed defined in the 1982 County of Strathcona Central Area Drainage Study (Stanley Associates Engineering Ltd.) as extending from



County of Strathcona
 Part of S.E. 1/4 Sec. 9-53-23-W4

Figure 2
EXISTING LAND USE

Highway 16A east to Lakeland Boulevard, and from Baseline Road north to the North Saskatchewan River. The channel is poorly defined within the subject property and experiences only intermittent flow. Therefore, it is not viewed as a constraint to full site development once integrated in a formal storm water drainage and management system (see Section 6.0). All surface drainage will be directed generally to the northwest.

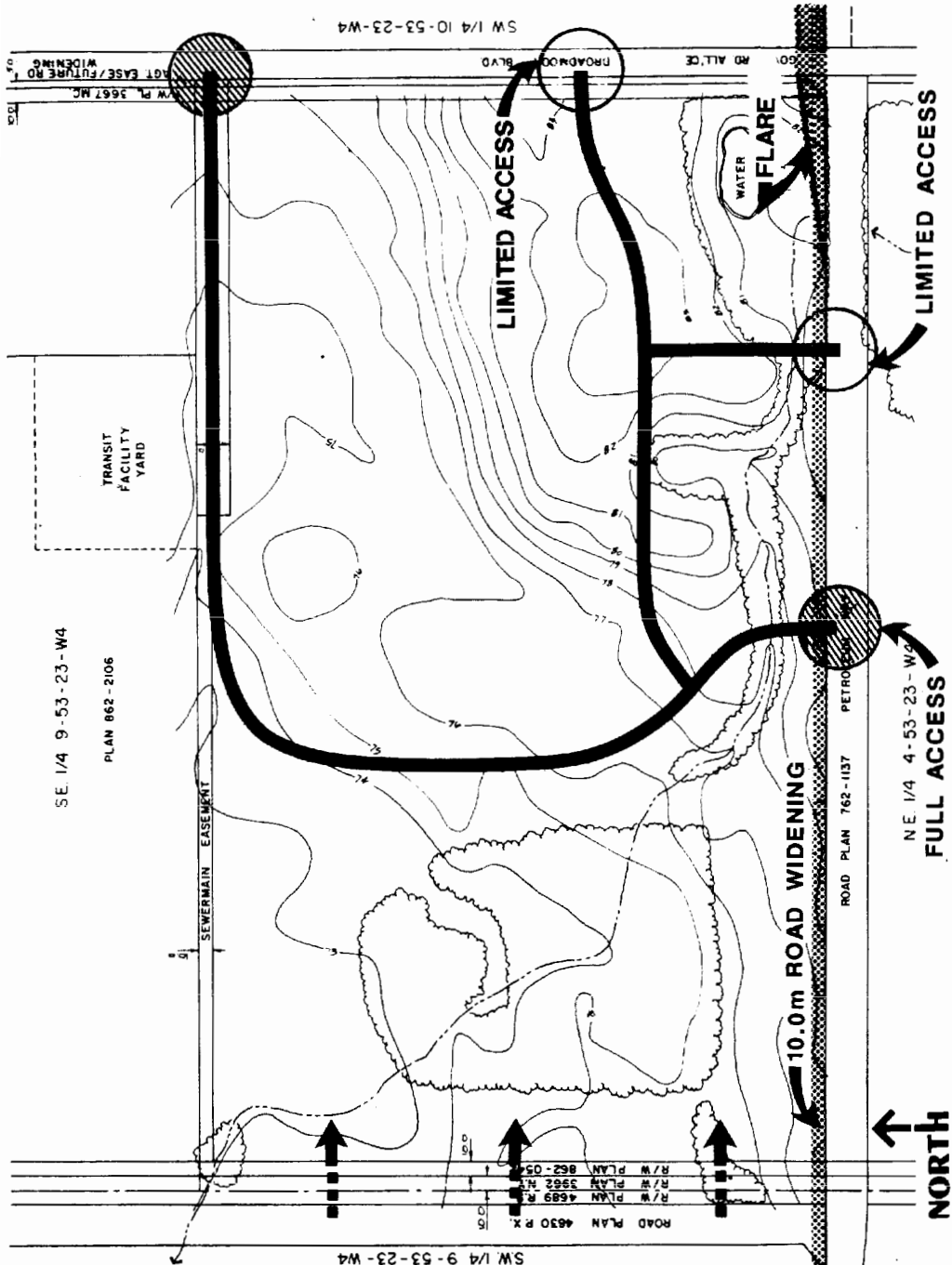
The intermittent channel is generally lined with parallel growth of willows and shrubs. A more pronounced but overgrown woodlot of poplar, willow, aspen and a variety of scrub growth is found in the west half of the site around the watercourse, and around a small slough in the depressed southeast corner of the site. Neither stands are deemed suitable for preservation or use in site development owing to the condition and need for associated site grading.

4.0 TRANSPORTATION

4.1 EXTERNAL ROADWAY SYSTEM

The subject property is bounded by two major arterial roadways. Broadmoor Boulevard links the site with Highway 16 and points to the north, plus the Sherwood Park urban area to the south. Petroleum Way connects the site to the heavy industrial area to the west, and is planned to extend east to Highway 21. A rural road also runs along the west site boundary but does not link with Highway 16, nor is planned as a major component of the area transportation system.

Potential for a 5.0 metre road widening strip exists on the west edge of Broadmoor Boulevard, between the boulevard and the Peace River Pipeline R/W. It is currently used as the easement for the A.G.T. telephone line, but this alignment will need to be relocated when Broadmoor Boulevard is widened. The Broadmoor Boulevard R/W is currently 20.0 metres wide. Since no more than the 5.0 metre widening to the west is possible because of the pipeline R/W, the remaining 15.0 metre widening to form the required 40.0 metre arterial R/W will be taken from the east side of the road (see Figure 3).



County of Strathcona
 Part of S.E. 1/4 Sec.9-53-23-W4
Figure 3
TRANSPORTATION

The eventual 40.0 metre R/W for Petroleum Way can be achieved through provision of a 10.0 m widening along the north side of the existing 30.0 metre R/W, plus a 20.0 meter flare at the east end to align with the future extension east of Broadmoor Blvd. (see figure 3).

The County's Outdoor Master Plan has proposed the development of a Heritage Parkway bicycle route for pedestrians and cyclists. This Parkway would link Centennial Park and other recreation facilities in Sherwood Park with the Strathcona Science Park to the west. Part of the concept involves an alignment parallel to and along the north side of Petroleum Way.

4.2 INTERNAL ROADWAY SYSTEM

Vehicular circulation within the site will be based on a simple loop road connecting with the two abutting arterial roads. As shown on Figure 3, the access concept being proposed respects County guidelines on arterial access. Full-directional access onto Broadmoor Boulevard will be located at the existing Transit Facility Yard roadway. A limited-access point onto Broadmoor Boulevard is also planned some 200 metres north of the Petroleum Way intersection.

Similarly, the internal access loop will intersect with Petroleum Way at a full-directional access point at least 400 metres west of Broadmoor Boulevard. A limited-access point some 200 metres west of Broadmoor is also planned.

Owing to the rural service status of the west roadway, (Road Plan 4630 P.X.) no special access requirements are envisioned for this road. The plan area is separated from this roadway by a 30 foot strip of land abutting the west plan boundary. This strip is owned by the province, subject to a N.U.L. high pressure gas line easement and is within the RDA. Therefore, no formal internal connection with the road is planned, but it may be used to provide individual access to abutting lots depending on the eventual internal lot layout, required protection of the gas line under any access crossings and finalized arrangements with the province to allow such crossing. The existing Transit Facility Yard road is not proposed to be extended west to intersect with the west service road.

5.0 DEVELOPMENT CONCEPT

5.1 PROPOSED LAND USES

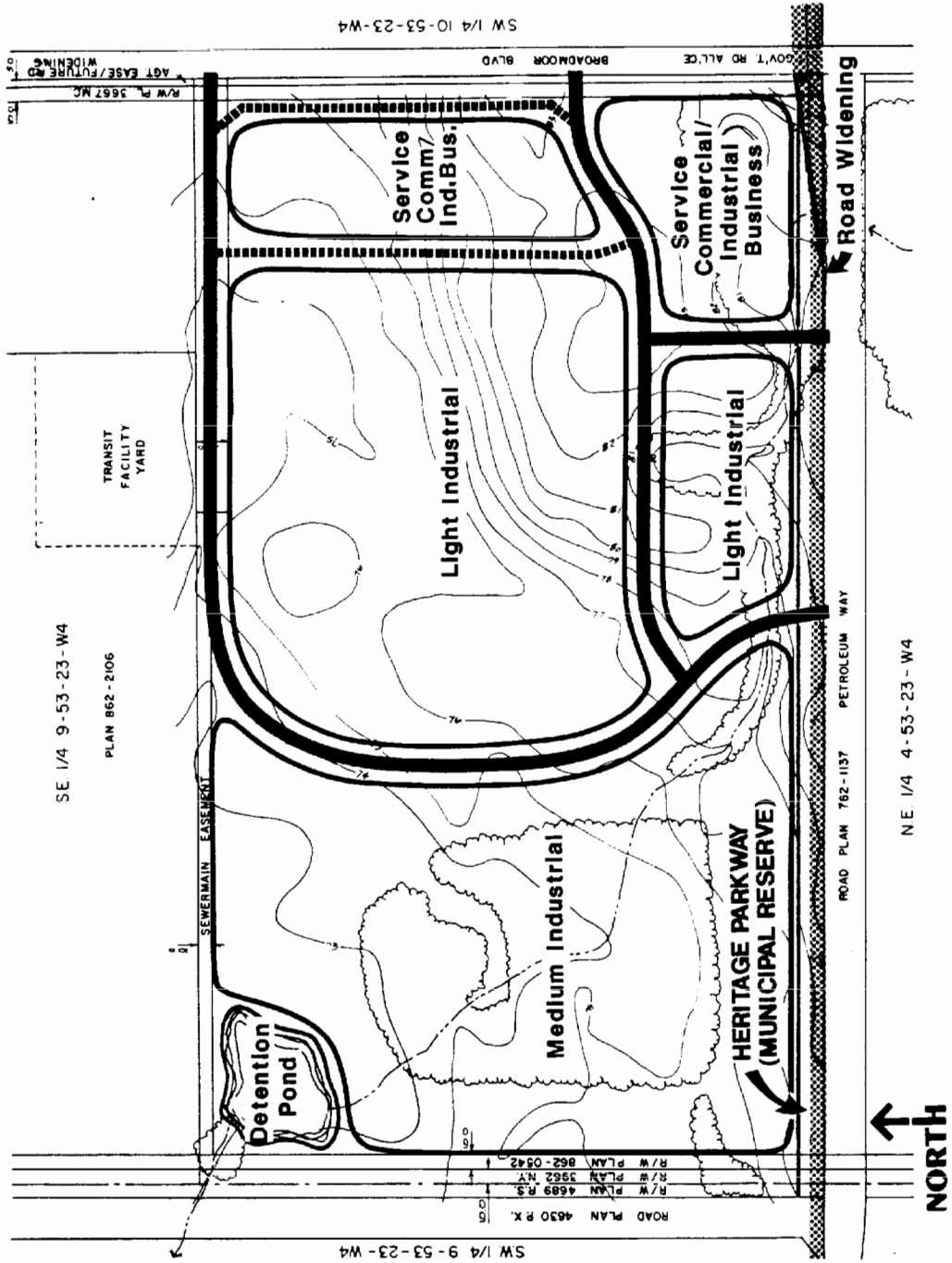
The subject property is intended primarily for general industrial development. However, the high exposure, visibility and accessibility of lands abutting Broadmoor Boulevard suggest additional service commercial and industrial/business activities. Therefore, as shown on Figure 4, the subject property is proposed for three main types of land use:

- o Service Commercial/Industrial Business - fronting onto Broadmoor Boulevard and accessed either by a front or back service road depending on market requirements, and with land uses which conform to the County's General Municipal Plan and as allowed by the appropriate districts of the County's Land Use Bylaw.
- o Light Industrial - generally located central to the site and involving lots up to five acres (2.0 ha) in size.
- o Medium Industrial - generally located at the back (west) portion of the site with both internal access and access from the existing west service road, involving outdoor storage and requiring in excess of five acres (2.0 ha) lots.

In addition to these primary land use areas, the site development concept also includes:

- o Stormwater Detention Area (see Section 6).
- o Petroleum Way Road Widening.
- o A 7.5 metre Heritage Parkway alignment along north edge of Petroleum Way to be classified as Municipal Reserve as recommended by Policy 3.6a of the County's Outdoor Master Plan.

Owing to the basic industrial nature of the proposed development, no Municipal Reserve in addition to the potential Heritage Parkway strip reserve is being proposed. Such dedication will take the form of cash-in-lieu payments.



County of Strathcona
 Part of S.E. 1/4 Sec.9-53-23-W4
Figure 4
DEVELOPMENT
CONCEPT

..... Optional Service Road

5.2 LAND USE STATISTICS

The land use distribution on the subject property resulting from the development concept is estimated as follows:

<u>Proposed Land Use</u>	<u>Acres</u>	<u>Hectares</u>	<u>% of Total</u>
Service Commercial/ Industrial Business	15.7	6.3	17.7
Light Industrial	30.8	12.5	34.8
Medium Industrial	25.0	10.1	28.2
Internal Roads	9.0	3.5	10.2
Road Widening	2.5	1.0	2.8
Municipal Reserve	1.5	0.6	1.7
Detention Pond	4.0	1.5	4.5
TOTALS	88.5	35.5	100.0

Note: Rounding has occurred.

6.0 SERVICING CONCEPT

6.1 WATERMAINS

There is an existing 400 mm diameter watermain on the east side of Broadmoor Boulevard, as well as an existing 300 mm diameter watermain immediately north of the subject property which provides water to the Transit Facility Yard.

It is proposed that the subject property be ultimately serviced by a 300 mm diameter watermain connected to the existing line on Broadmoor Boulevard and looped to the 300 mm line which services the Transit Facility. This looped line would then benefit the Transit Facility as well by providing a secondary supply.

Eventual lots along the north boundary of the subject property could be serviced directly by the existing 300 mm line.

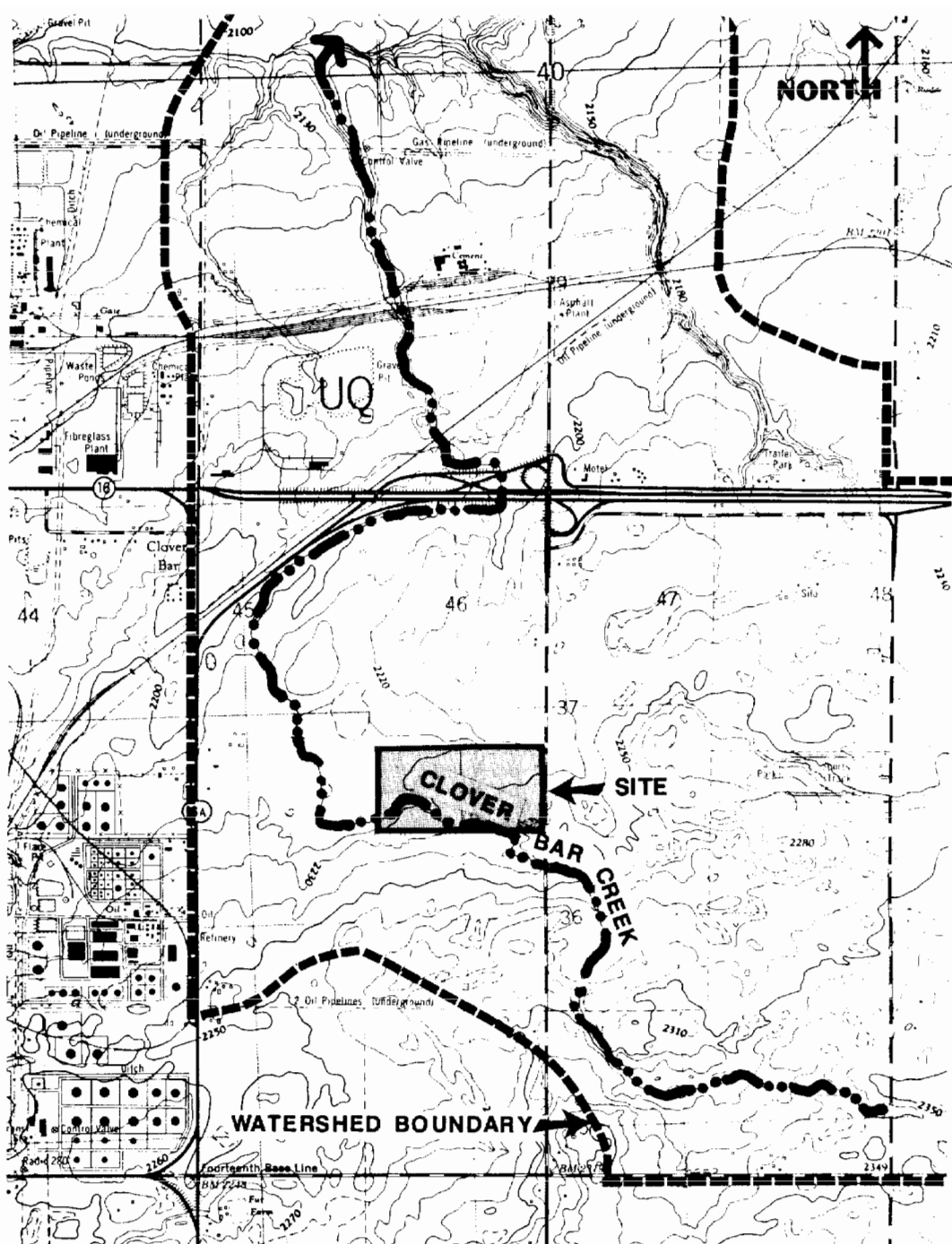
6.2 SANITARY SEWERS

The Strathcona Transit Facility to the north of the subject property is presently serviced by a gravity system consisting of a 200 mm diameter pipe increasing to a 250 mm diameter pipe further west. This line connects to the existing 1,050 mm diameter sanitary relief sewermain on the west boundary of Section 9-53-23 W.4. Both the 200 mm and 250 mm pipes would have sufficient capacity to allow the full 88 acre Area Structure Plan site to connect to these lines.

The internal sanitary system for the subject property could be serviced by a 250 mm diameter gravity pipe. The north lots which are adjacent to the road leading to the Transit Facility could be serviced directly to the existing 200 mm and 250 mm pipes.

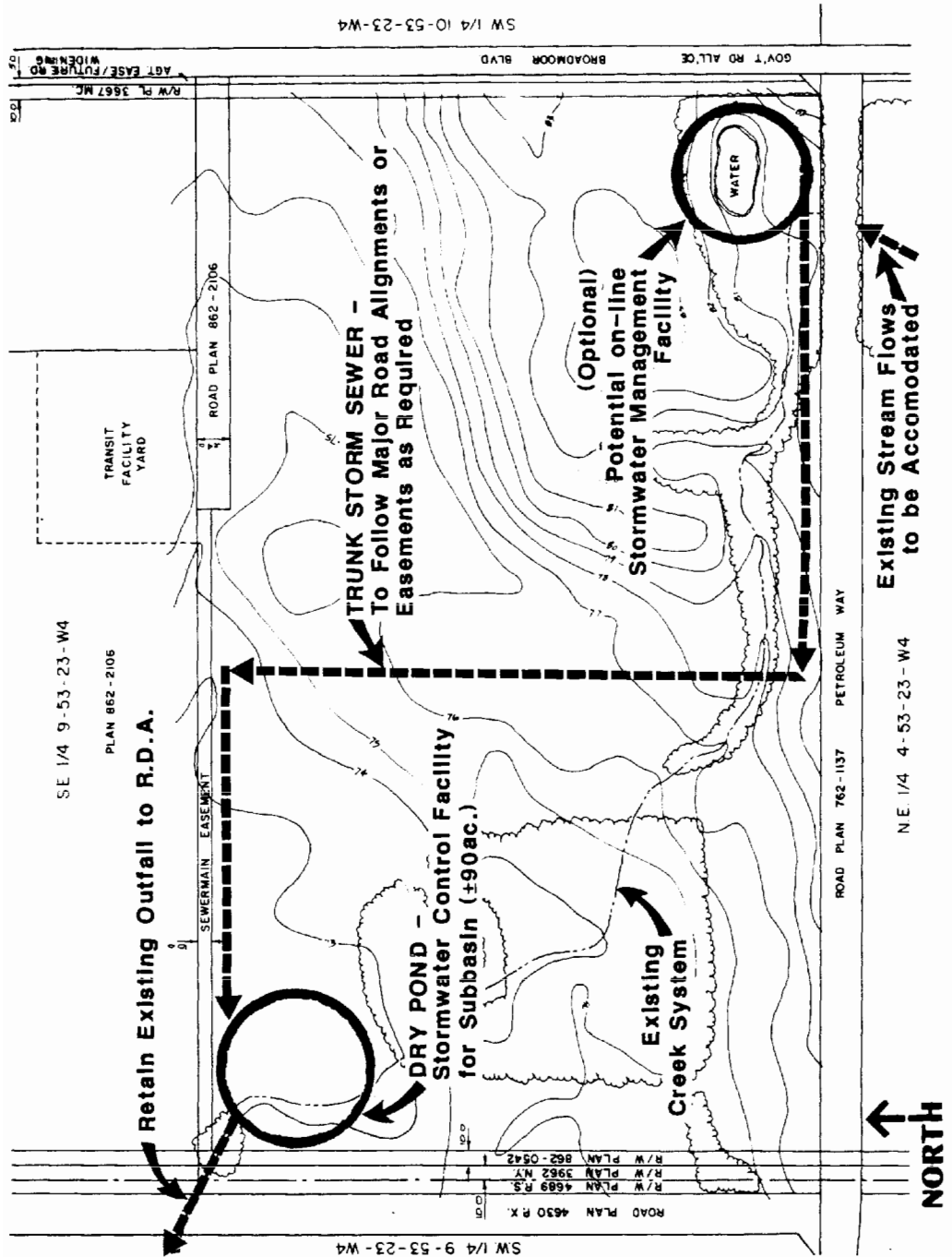
6.3 STORMWATER MANAGEMENT

Existing drainage patterns show an intermittent tributary of the Clover Bar Creek to flow from southeast to northwest almost diagonally across the site as shown on Figure 5. This creek system presently drains a significant area of land north of Baseline Road from approximately Glen Allen Boulevard (two miles to the east).



County of Strathcona
 Part of S.E. 1/4 Sec.9-53-23-W4

Figure 5
AREA DRAINAGE



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Figure 6
STORMWATER
MANAGEMENT SCHEME

Previous drainage studies have confirmed that development within this drainage basin must be accompanied by appropriate stormwater management on a sub-basin by sub-basin basis. Sub-basins east of the subject property will continue to discharge controlled storm run-off to the Clover Bar Creek system. This requires the maintenance of a Designated Drainage System across the site with capacity for existing storm flows.

The Drainage Concept for this project requires the definition of a Drainage Easement/Route compatible with the terrain and subdivision layout. As shown on Figure 6, a feasible alignment would be along the north side of the Petroleum Way Road right-of-way for the east-half of the site and north along the collector road alignment to the existing County Sewer Easement, and west to its existing outfall. This trunk storm sewer system can either be a surface system in addition to the normal surface rights-of-way, or a piped underground system within the roads.

Individual site stormwater management control will also be required by provision of an appropriately sized dry pond at the northwest limits of the site, fed by local convenience sewers as required. The sizing of interconnecting sewers will be dependent upon the location and size of the contributing area stormwater management facilities. The Drainage Concept is highlighted in Figure 6.

6.4 DEVELOPMENT PHASING

With the water trunk and main site access route located on the east side of the subject property, this area appears best suited to economical development of the first lots. These lots may also be oriented to the Transit Garage access road so as to tie into the existing sanitary sewer. Further lot development will be dependent on purchaser interests and detailed site servicing plans.



Pickseed Industrial Area Structure Plan Bylaw 48-88

- | | | | |
|------------------------------------------|--------------------------|--------------|--|
| General Industrial | <input type="checkbox"/> | Road Plan | |
| Service Commercial / Industrial Business | <input type="checkbox"/> | ASP Boundary | |
| Detention Pond | <input type="checkbox"/> | | |
| Road Widening | <input type="checkbox"/> | | |