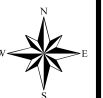











# Centre In The Park Area Redevelopment Plan

Bylaw : 55-2015

Date of Adoption: February 26, 2016



- |  |  |   |
|--|--|---|
|  <b>COMMERCIAL/MIXED USE</b> |  <b>RESIDENTIAL</b>   |  <b>Centre In The Park ARP</b> |
|  <b>CIVIC CENTRE</b>         |  <b>PUL</b>           |   |
|  <b>FIRE STATION</b>         |  <b>LAKES</b>         |   |
|  <b>OPEN SPACE</b>           |  <b>INSTITUTIONAL</b> |   |

**BYLAW 55-2015**

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING THE CENTRE IN THE PARK AREA REDEVELOPMENT PLAN.

WHEREAS it is deemed advisable to adopt the Centre in the Park Area Redevelopment Plan;

NOW THEREFORE, the Council of Strathcona County, duly assembled, pursuant to the authority conferred upon it by the *Municipal Government Act, R.S.A. 2000 c.M-26* and amendments thereto, enacts as follows:

1. THAT this Bylaw 55-2015 is to be cited as the "Centre in the Park Area Redevelopment Plan".
2. That Schedule "A" attached hereto is hereby adopted as part of this Bylaw.
3. That Bylaw 80-90 shall be repealed after third reading of this Bylaw.
4. That Bylaw 141-2002 shall be repealed after third reading of this Bylaw.
5. This Bylaw comes into effect after third reading and upon being signed.

Read a first time this 24th day of November, 2015.

Read a second time this 23<sup>rd</sup> day of February, 2016.

Read a third time and finally passed this 23<sup>rd</sup> day of February, 2016.

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Director,  
Legislative and Legal Services

Date Signed: February 26, 2016

# **CENTRE IN THE PARK AREA REDEVELOPMENT PLAN**



# **CENTRE IN THE PARK AREA REDEVELOPMENT PLAN**

## **A. GENERAL PROVISION**

### **1. Purpose of Plan:**

The Centre in the Park Area Redevelopment Plan (Plan) is intended to guide future development and redevelopment within the Plan area.

### **2. The Plan Area:**

The Plan area is outlined on Figure 1 and includes all lands bounded by Oak Street west and north of Sherwood Drive, and by Gatewood Boulevard, Georgian Way and the commercial strip east of Sherwood Drive along with associated open spaces and buffer lands.

### **3. General Municipal Plan:**

This Plan is in conformity to provisions of the County's General Municipal Plan.

## **B. LAND USE PATTERN AND PHYSICAL ELEMENTS**

### **1. Existing Land Use:**

The existing land uses are highlighted on Figure 2, and can be further described in terms of seven (7) land use types:

#### **Civic Government**

- County Administration Building
- Recreation & Park Administration Office
- Parks Compound and Shop

#### **Public Services**

- County Health Centre
- Post Office
- Fire Station No. 1
- Catholic School Board Education Centre

#### **Institutional**

- Salisbury Composite High School including sports fields
- Archbishop Jordan High School including sports fields.
- Broadmoor School
- Seventh Day Adventist Church
- Sherwood Park Nursing Home

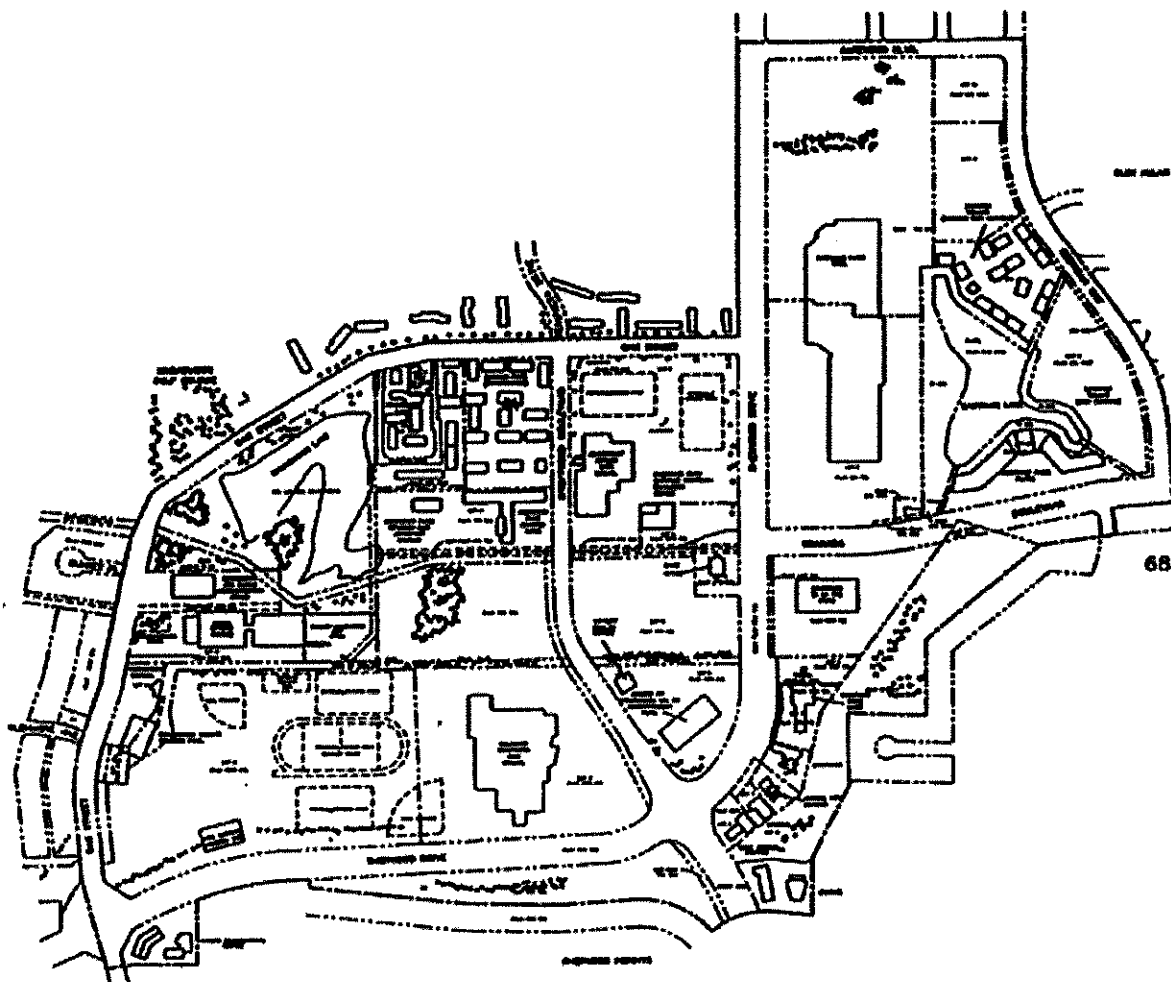
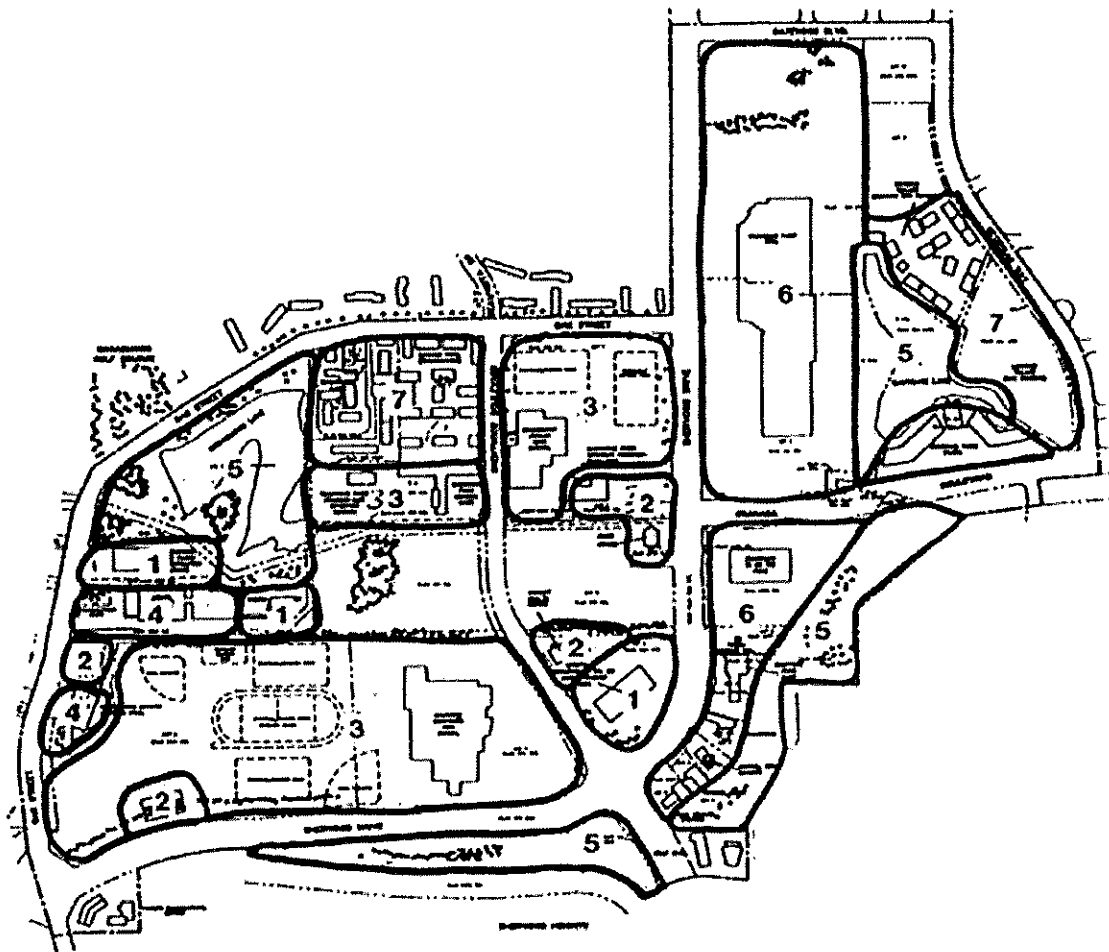


Figure 1  
COMPILED LEGAL PLAN



- 1 CIVIC GOVERNMENT
- 2 PUBLIC SERVICE
- 3 INSTITUTIONAL
- 4 INDOOR RECREATION
- 5 PARKLAND
- 6 RETAIL COMMERCIAL
- 7 RESIDENTIAL
- 8 VACANT

Figure 2  
INITIAL LAND USE IN 1990

### **Indoor Recreation**

- County Swimming Pool
- Arena Sports Centre

### **Parkland**

- Broadmoor Lake and Park
- Eastgate Lake and Park
- Sherwood Drive Buffer Strip

### **Retail Commercial**

- Sherwood Park Mall
- Sherwood Park Plaza
- Sherwood Drive retail strip

### **Residential**

- Broadmoor Lake Townhouses
- Lincoln Park Townhouses
- Lakeside Village Row Housing
- Horizon Village Row Housing

## **2. Existing Encumbrances:**

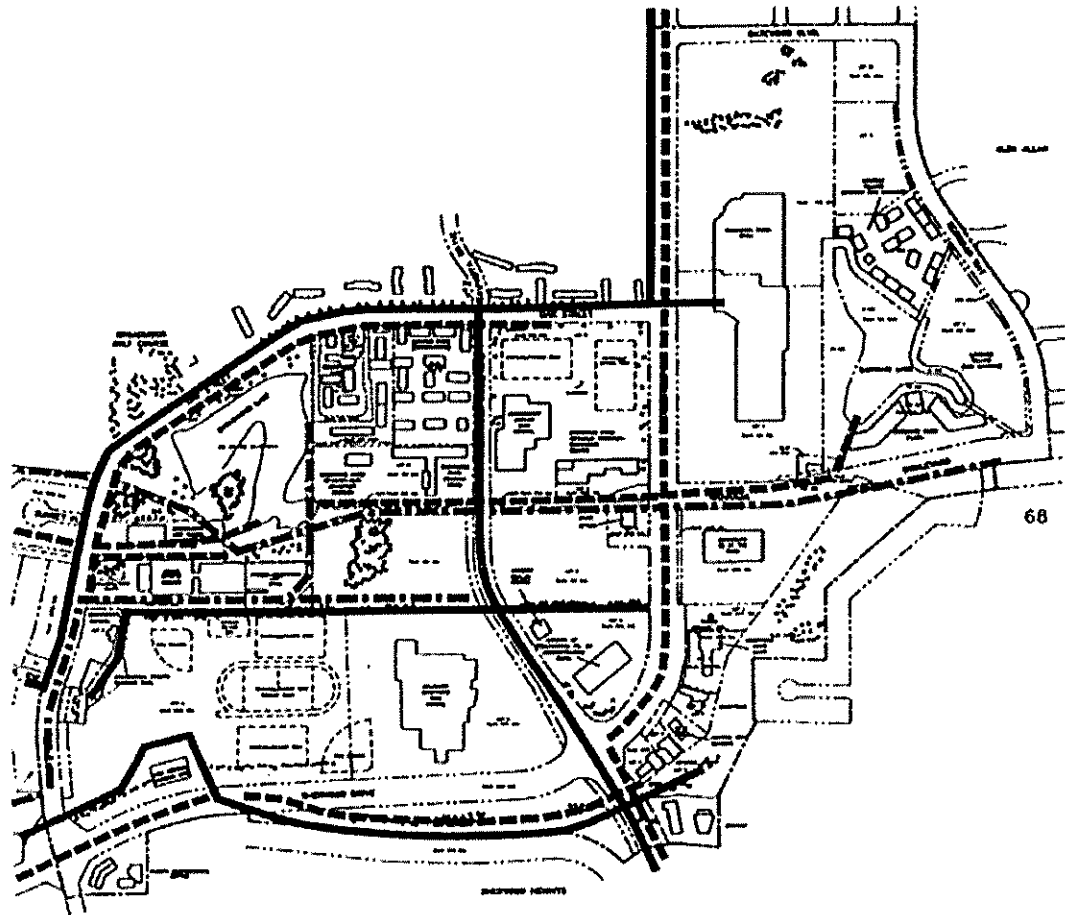
Notwithstanding specific legal caveats on individual titles, the only encumbrances found within the Plan area are underground utility rights-of-way, both County and franchise. Major encumbrances are schematically shown on Figure 3 and include:

- o R/W Plan 862 1221 – Sanitary Sewer Right-of-Way
- o R/W Plan 4846 KS – Waterline Right-of-Way
- o R/W Plan 2095 RS – Stormwater Drainage Ditch and Sewer
- o R/W Plan 539 RS – Stormwater Drainage Ditch and Sewer
- o R/W Plan 822 0665 – Sanitary Sewer Right-of-Way

## **3. Topography and Drainage:**

The Plan area involves gently undulating topography with a general slope from the east to southwest. Except for some site grading required within interior portions of the Plan area, no topographic limitations to development are present on the site.

In terms of natural drainage, this has been modified through site engineering with controlled discharge from Eastgate Lake to Broadmoor Lake and then into the golf course. Increased surface pavement, roadways and building roof surfaces within the Town Centre will increase site drainage volumes. Appropriate stormwater management techniques along with possible increases in lake holding capacities may have to be considered. These should be addressed by an overall Town Centre master drainage assessment as part of further site engineering.



- WATERLINE
- - - STORMWATER  
DITCH AND SEWER
- . - SANITARY SEWER

Figure 3  
EXISTING ENCUMBRANCES



#### **4. Existing Vegetation:**

Existing vegetation in the Plan area is generally sparse except for parkland landscaping and natural growth. Formal landscaping is oriented mainly to the Broadmoor and Eastgate Lake areas, as well as major building sites. Natural windbreak and woodlot tree stands are found within the vacant portions of the site. More scattered growth is located within the Municipal Reserve buffer running parallel to and southeast of Sherwood Rive.

Some of the natural tree stands, namely portions of the windbreak running east-west through the middle of the Plan area north of the Salisbury Composite High School site and the Sherwood Drive buffer, may be selectively retained as part of formal Town Centre landscaping. Selective removal in other natural stands may be necessary depending on location, condition and age.

#### **5. Adjacent Land Uses:**

The Plan area has historically evolved as a mixed use and open space area surrounded by a variety of land uses. The majority of these land uses are considered to be compatible with this Plan.

Most sensitive to increasing Town Centre development will be the low density detached housing blocks located immediately north of Gatewood Boulevard and east of Georgian Way. It is estimated that some 60 homes abut the Town Centre boundary streets in these areas. Another 42 detached housing blocks to the southeast and south with some 80 units are buffered from the Town Centre by open spaces.

This pattern shows that detached housing areas along Gatewood Boulevard, Georgian Way and Oak Street should be considered when evaluating development impacts and mitigation techniques attributed to the Town Centre. This includes traffic volumes, on-street parking demand, pedestrian flows, noise and lighting. Fortunately, the remaining land uses found adjacent to the Town Centre are expected to be compatible with such impacts. These include the Broadmoore Golf Course to the northwest which provides excellent open space linkage possibilities, and the Sherwood Drive retail and buffer strip.

### **C. Transportation and Circulation**

For the purposes of this Plan, recommended transportation and circulation concepts for the Town Centre are described in terms of:

- The roadway system including traffic volumes,
- The parking concept including demand estimates,
- Transit and special needs services, and
- Pedestrian movement corridors.

## **1. Roadway System Concept:**

The existing Plan roadway system is based on three urban arterial roadways with 38-40 metre rights-of-way, namely Sherwood Drive, Granada Boulevard and a small portion of Brentwood Boulevard south of Sherwood Drive. All remaining roadways such as Oak Street, the north portion of Brentwood Boulevard and Georgian Way are classified as urban collector roads on 24-30 metre rights-of-way.

One of the most important design principles is to orient the roadway system to land use needs. The existing roadway system already accomplishes this goal by encircling the Plan area, serving all existing Town Centre land uses. Furthermore, Sherwood Drive acts as a major intra-urban transportation route connecting the Town Centre with peripheral rural/regional freeways such as Highway 16 and Wye Road. This regional access capability will be greatly improved once a Highway 16/Sherwood Drive interchange is constructed, thereby opening the Town Centre to a wider County and regional market. Similarly, Brentwood Boulevard links the Town Centre with rural populations to the south of Wye Road. Finally, Granada Boulevard acts as an inter-urban link to expanding urban neighbourhoods in east Sherwood Park.

This existing roadway system and associated design principles have resulted in the need for only one additional transportation route within the Town Centre, i.e. the Granada Boulevard loop into the site. As shown on Figure 4, this Granada extension is intended as an impressive "ceremonial way" or Loop into the heart of the Town Centre, with special landscape and streetscape treatments. It will also act as a new arterial connector serving abutting developments. With this route in place, a portion of Brentwood Boulevard can be closed, thereby eliminating any short-cutting north/south through the site and onto Beauvista Drive and Oak Street. Vehicular access will not be granted from Georgian Way to the Sherwood Park Mall.

The concept envisions a 28.0 metre right-of-way for the Granada loop. This would entail two 8.0 metre roadway surfaces separated by a 6.0 metre grassed centre median with low level landscaping. Curbs, gutters and landscaped boulevards on each side, plus a sidewalk on the inside edge only will complete the right-of-way.

## **2. Parking Concept:**

An estimate of parking needs within the Plan area can be calculated by comparing proposed land uses with the County's parking requirement standards. The result shows a total demand for approximately 1800 additional parking stalls within the Town Centre as a result of new land uses such as Festival Place, Sherwood Park Mall expansion, office space development and retail expansion. Based on a conservative standard of 25 square metres (275 sq.ft.) per stall, the resulting gross area for additional Town Centre parking is 4.6 hectares (11.5 acres).

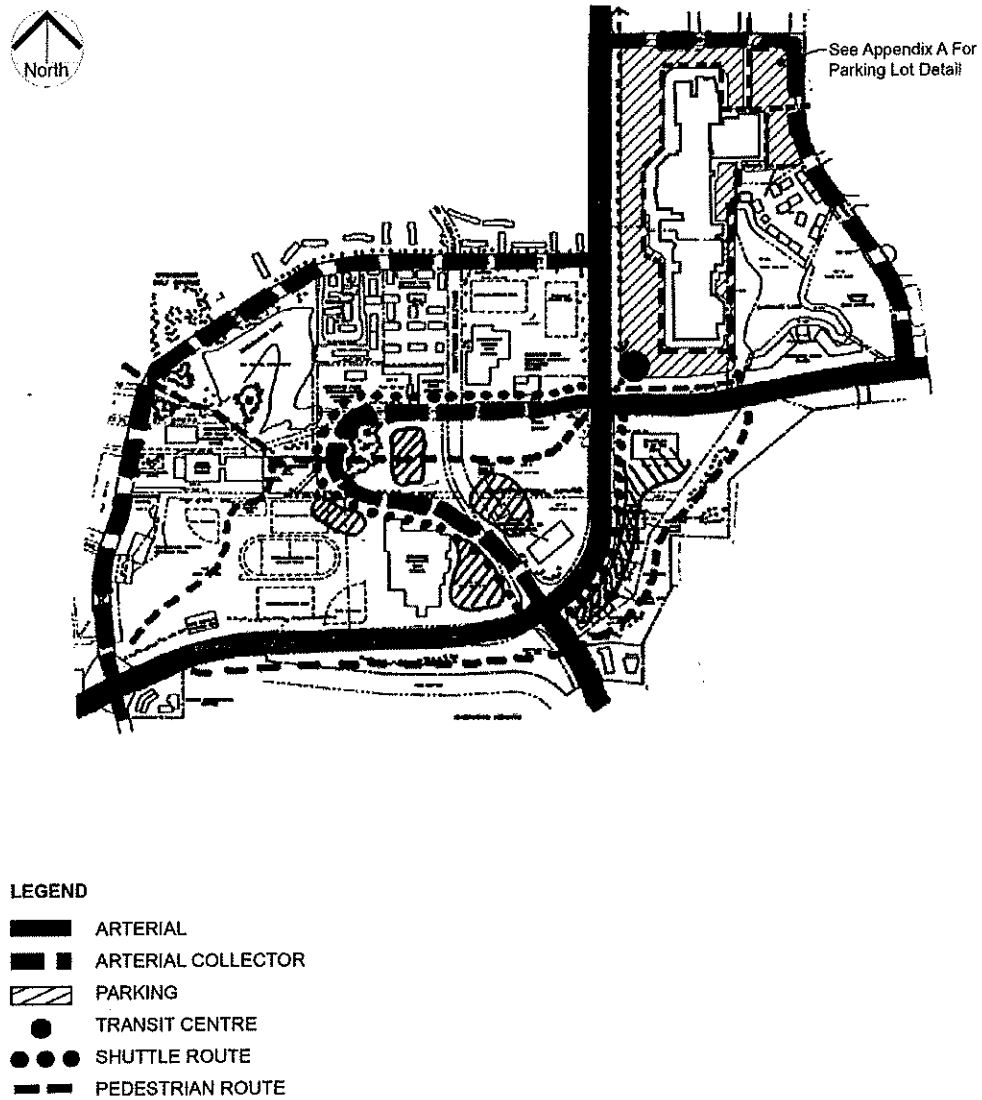


Figure 4

#### Roadway/Parking Concept

It is unlikely that all of this new demand can or should be located on surface parking lots. The phase one design principle is to avoid large parking lots because of their negative aesthetic appearance, inefficient land utilization and user inconvenience. An alternative proposed in the Town Centre design concept involves distribution of small surface parking lots in the 150-250 stall, range coupled with use of underground parking. It is also based on a joint parking approach wherein for example office or school-hours parking would be

shared with after-hours cultural and entertainment parking. The underground parking approach will require further engineering analysis owing to special geotechnical conditions in the Town Centre Area.

Parking for the Sherwood Park Mall adjacent to the residential development and along Georgian Way and Gateway Boulevard, will be buffered from public view. The buffer will be provided around the perimeter of the parking area in the form of an earthen berm and landscaping to a minimum standard as shown in Appendix 'A' of this document and in accordance with the landscaping regulations within the Strathcona County Land Use Bylaw all to the satisfaction of Strathcona County. Landscape buffering located directly adjacent to the multi-family residential shall be predominantly coniferous to avoid increased maintenance burden on the adjacent residential property owners as a result of falling leaves. The landscaping provided as the perimeter buffer shall not be considered as part of the landscaping requirements throughout the parking area which shall be provided in accordance with the Strathcona County Land Use Bylaw.

### **3. Transit and Special Needs Services:**

The Town Centre is already served by both intra and inter-urban bus routes. As the number and quality of Town Centre attractions grow, its role as a transit terminus and transfer point is expected to increase significantly. Therefore, the Town Centre should be viewed as a transit focus with transfer lots at the Sherwood Park Mall or planned civic government complex off Sherwood Drive.

Longer-term opportunities for shuttle bus service between the civic government centre, Festival Place, hotel area and an enlarged mall should also be considered based on a simple Granada Road loop route. This shuttle service could be incorporated into another area transit route. Similarly, special shuttle services for seniors and the handicapped living within and adjacent to the Town Centre can link all activity areas via this simple access loop. Emergency access should be provided to all Town Centre activity areas and buildings as per County standards via formal roadways and emergency access lanes.

Finally, a very long-term, futuristic possibility would see the Town Centre connected to a inter-urban light rail transit system expanded throughout the Edmonton region. Possible Sherwood Park access exists with either the CN or CP mainlines north of Sherwood Park, connected to the Town Centre via a modified Sherwood Drive road/rail corridor.

### **4. Pedestrian Movement Concept:**

Since the Town Centre is planned as a people-place, pedestrian movement is an important transportation requirement. The basis of this concept is the Strathcona County Heritage Parkway intended to link various natural, cultural and historical

resources throughout the Sherwood Park area. The Town Centre is an integral component of this Parkway with opportunities to connect the open spaces and commercial areas with other regional, district and neighbourhood parks.

The Parkway trail system has also been refined in the County's Outdoor Master Plan, which shows a number of pedestrian routes through the Town Centre. These routes are centred on access to Broadmoor and Eastgate Lakes, the Sherwood Park Mall and the Oak Street recreational attractions.

These routes can now be refined and modified based on the Centre In The Park design concept. Principles to be followed include creation of strong visual and functional linkages extending out from major pedestrian focal points, namely; i) the Sherwood Drive/Granada Boulevard intersection, ii) both high schools, iii) the internal east/west axis through Festival Place, iv) the north/south Mall/Eastgate Lake separator, and v) mall commercial development. Walkway materials will vary from formal hard surfaces within the civic government centre, to marked pathways around the lakes, to natural pathways through the sports fields and municipal reserves. Vehicular access will not be granted from Georgian Way to the Sherwood Park Mall. Various pedestrian connections will be provided to promote walkability, connectivity, and accessibility. All pedestrian access points to the parking area shall be wheel chair accessible.

Preliminary pedestrian routes based on these principles are schematically shown on Figure 4. Substantial refinement and detailed walkway design should be considered as part of urban park upgrading planning, individual site design and further Heritage Parkway design.

#### **D. The Land Use Plan**

In its most basic form, the Centre In The Park Land Use Plan comprises five (5) distinct, identifiable components. These are described as follows and shown on Figure 5.

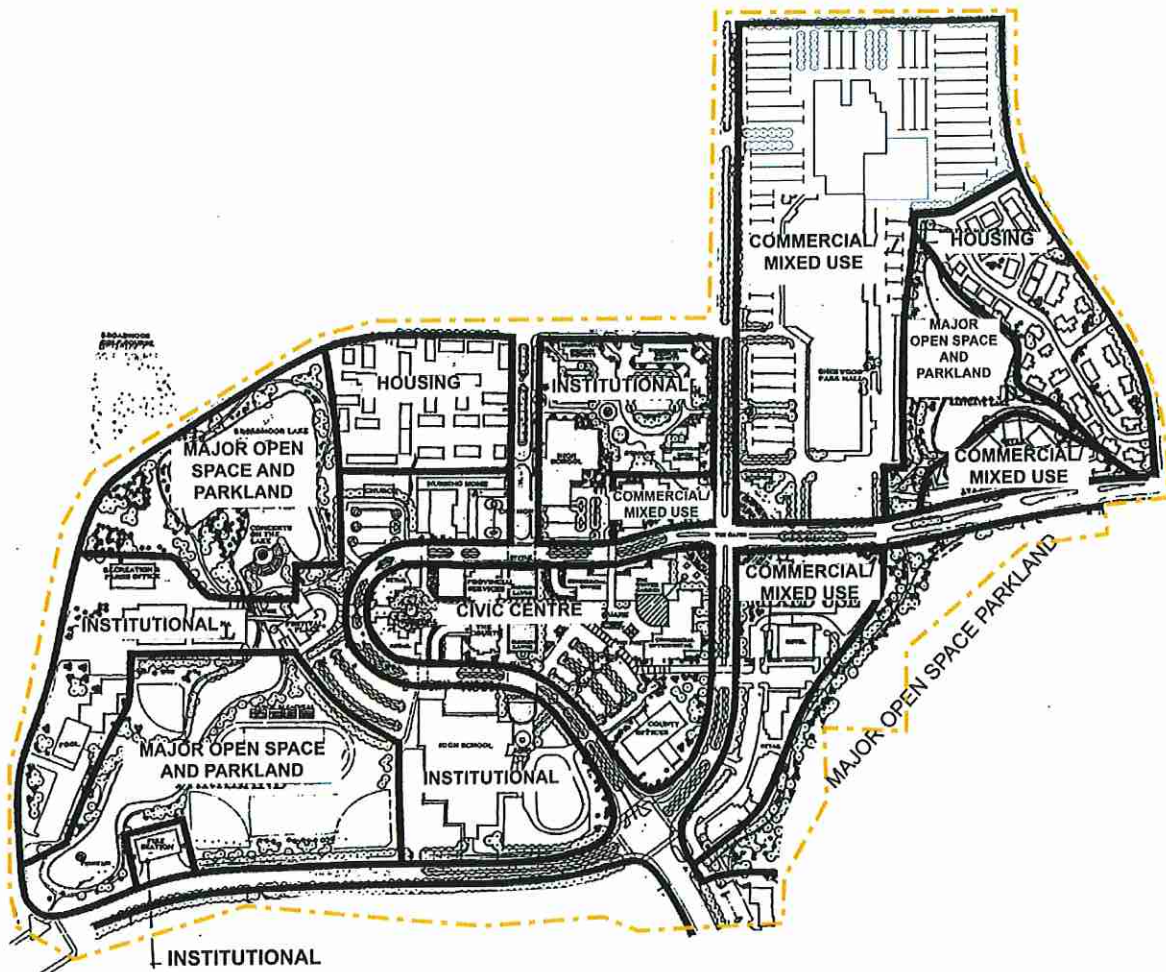
##### **1. The Civic Centre:**

The Civic Centre is intended to establish a special purpose district, which will enhance the vision for the Centre in the Park for Strathcona County. The Civic Centre component or area is defined as all those County parcels bound by Festival Way and west of Sherwood Drive. The Civic Centre area will be comprised of a mix of commercial, residential, and municipal related uses. To implement the vision for this area, the Land Use Bylaw will be amended to define four (4) precincts or land use districts, described as a Residential Precinct, Mixed Use Precinct, Commercial Precinct, and Civil Centre Precinct. The precincts and general land use pattern are illustrated on Figure 5A. A prominent outdoor landscaped plaza made up of plantings and pathways provides a link between the future commercial and residential planned for the Centre.

Project goals will be that both the Civic Centre and Centre in the Park be people places with mixed uses and activities beyond normal working hours. The urban form in the Civic Centre component will be urban rather than suburban densities to enhance the vitality and viability of the Centre. Apartment and town house residential mixed with commercial is planned at the western edge in the Residential Precinct. The eastern edge of the Civic Centre will be comprised of commercial and civic or institutional use in the Commercial and Civic Centre Precincts.

Surface parking will continue to be used within the Civic Centre component until a large scale development, such as the apartment housing, provides the functional and economic opportunity for underground parking or a parking structure. Expanded surface parking is centrally located within the Centre to facilitate joint parking. It is also segmented and landscaped into parking clusters to better integrate into the building/open space nature of the Centre.

Preliminary design principles for the Civic Centre component will stress a sensitive mixture of indoor and outdoor spaces, as well as environmental design elements such as prominent view corridors and linked outdoor spaces. Prominent views from Sherwood Drive and Brentwood Boulevard into the Centre are also preserved by building orientations and locations.



**LEGEND**

--- TOWN CENTRE BOUNDARY

Figure 5  
Recommended Land Use Concept

Surface parking will continue to be used within the Civic Centre until a large-scale development, such as a new County buildings, provides the functional and economic opportunity for underground parking or a parking structure. Expanded surface parking is centrally located within the Centre to facilitate joint parking. It is also segmented and landscaped into parking clusters to better integrate into the building/open space nature of the Centre.

Preliminary design principles for the Civic Centre stress a sensitive mixture of indoor and outdoor spaces, as well as environmental design elements such as a prominent southern exposure for these outdoor spaces. Prominent views from Sherwood Drive and Brentwood Boulevard into the Centre are also preserved by building orientations and locations.

## **2. Commercial/Mixed Uses:**

Large-scale commercial development is limited to the east side of Sherwood Drive in respect of the existing land use pattern within this area. It relates well to the adult housing also found within this area, and is interconnected by prominent open space features such as Eastgate Lake and natural areas. The quantity of retailing will increase with the planned additions to the Sherwood Park Mall, and longer-term redevelopment possibilities. The two vacant lots (Lot 11, Block 152, Plan 872 1564 and lot 3, Block 152, Plan 792 2452) located directly adjacent to Georgian Way shall only be considered for the development of parking to enable consideration of expansion to the Mall structure, as well as associated landscaped berms, and pedestrian accesses, and connections only as shown in Appendix A: Site Concept Plan. The plan includes potential redevelopment of the Separate School Board Administration Building site as a prominent commercial/higher density residential parcel with excellent access onto Sherwood Drive and Granada Boulevard. The community-scale market and need for other land uses within the Town Centre are expected to complement other community and regional commercial development to the south will require land assembly or owner cooperation to ensure a common design theme and maximum development efficiency. For example, the design concept envisions common frontage parking along Sherwood Drive serving a number of architecturally related, low to medium rise, multi-tenancy retail and office buildings. Access to the strip would be via the parking lots and circulation lanes, with a full-direction signalized intersection on Sherwood Drive half way between Granada and Brentwood Boulevards. Additional limited site access to the strip may be possible based on further traffic assessments and design proposals.

## **3. Institutional Uses:**

Institutional uses make up a significant part of the existing Town Centre area. They also represent an important element in the future mixed use design approach for the Centre. Aside from the existing Fire Station which remains as an essential service, four specific types of institutional uses are preserved within the design.



First, the two high school sites will continue to provide a variety of student, community and open space services. Operation of Salisbury Composite High School over the next 20 years is envisioned by the design based on the age and role of this facility. In turn, this requires preservation of as many school sports fields as possible. Should the school eventually be modified for alternative uses beyond this design time-frame, such as a community college campus, then the sports fields would become available for enhanced Town Centre parkland development. Conversely, reuse and redevelopment of the Archbishop Jordan High School site may occur as an option within the design time-frame based on future Separate School Board plans and policies. The excellent mixed use residential, office and commercial potential of this site is reflected in the Town Centre as an alternative design approach.

The second type of institutional use involves the indoor recreation facilities and Broadmoor School located along Oak Street. The Arena, Pool and Recreation Administration building are preserved in the design as part of a concentrated recreation and open space campus associated with Broadmoor Lake and park. Limited expansion or addition of such facilities along Oak Street are also envisioned by the design, conditional on nearby residential compatibility. Broadmoor School may continue to operate on its existing site. However, the age of this structure and future education needs may require its eventual reuse as say a small museum or "old schoolhouse" adding to the cultural aspects of the Town Centre.

The Sherwood Park Nursing Home and associated church is the third institutional use, namely senior citizens housing/nursing home and religious assembly. No short or intermediate term change in this particular area is expected, especially with upcoming plans for nursing home expansion. However, longer-term changes to the surrounding area character coupled with increased property values are expected as a result of Town Centre development. In this case, it can be assumed that alternative, more intensive uses for the area may evolve as the Town Centre grows.

Finally, cultural facilities will be provided within the Town Centre by the planned Festival Place. This prominent structure is planned as a major focal point off the Granada Loop overlooking Broadmoor Lake. This site provides an excellent opportunity to integrate built and natural environments as part of the Festival Place user experience. It will be highly visible from Sherwood Drive, and from Sherwood Drive via the planned visual axis through the Civic Centre. Parking is planned to the south of the buildings as a joint use area with Salisbury Composite High School and other interior Town Centre uses. A possibility also exists to link Festival Place with the Arena using a structural connection.

#### **4. Housing:**

An appropriate amount of housing within the Town Centre is necessary to ensure maximum vitality. The area already contains 212 condominium housing units. Of this, the adult housing along Georgian Way is preserved in the design concept. It relates well to the commercial and open space areas east of Sherwood Drive, and the low-to-medium density nature of the area is compatible with the adjacent community east of Georgian Way.

More intensive residential redevelopment and density opportunities are possible on the Lincoln Park and Broadmoor Lake condominium projects since they are basically surrounded by existing/planned open space, commercial and Civic Centre uses. However, land assembly within these two projects in support of increased development may be difficult in the short to intermediate term. A more likely and suitable location for medium density Town Centre Housing, built at a density of 75 units/hectare and maximum eight storey height, would be on the Archbishop Jordan High School site should this land become available for redevelopment.

#### **5. Major Open Space/Parkland:**

Following on the design principles of the "Centre In The Park", a parklike setting must be preserved within the Town Centre. The Majority of the area is already made up of active and passive parkland plus natural areas. The recommended design concept preserves virtually all of these open spaces, with the only exception being the most northerly outdoor skating rink and football/soccer field within the Salisbury Composite High School sports field which would eventually become part of a parking area. The northern ball diamond would be relocated to accommodate conceptual Broadmoor Lake expansion. Finally, the Archbishop Jordan sports fields would be completely removed over time, should this block eventually be redeveloped.

A number of pedestrian and landscape opportunities lie within the open space elements. The proposed Heritage Parkway will be integrated into the Town Centre. More intensive site landscaping is envisioned for the Salisbury Composite area, both to improve the overall site quality and to buffer the site from the adjacent Civic Centre. Significant upgrading of the Broadmoor Lake area is also planned as part of an urban parks program.

## 6. Planned Land Use Generation:

The Area Redevelopment Plan shown on Figure 5 provides for the following land use areas and related statistics:

**TABLE 1 LAND USE GENERATION**

<b>Land Use Type</b>	<b>Gross Area</b>	<b>Percentage of Area</b>
Civic Centre	8.5	7.7
Commercial/Mixed Use	23.3	21.5
Institutional	22.0	19.8
Housing	9.7	8.8
Major Open Space/Parkland/Lakes	27.0	24.5
Major Public Roadways	19.5	17.7
<b>Total Plan Area</b>	<b>110.0</b>	<b>100.0</b>

## E. UTILITY SYSTEMS

Based on the recommended design concept, future utility demands within the Town Centre will involve an additional estimated: 16,500 m<sup>2</sup> of office/associated retail development; 22,000 m<sup>2</sup> of Mall expansion and new retail space; 760 m<sup>2</sup> Festival Place; and up to 650 new housing units.

The existing utility systems in place within Sherwood Park are expected to accommodate this additional servicing demand. Any special considerations are summarized as follows.

### 1. **Water Distribution:**

Existing waterlines along Oak Street, Brentwood Boulevard and through the planned Civic Centre will provide adequate water supply and fire protection to Sherwood Park Mall and future developments west of Sherwood Drive. The Glen Allan water system will supply future residential projects along Georgian Way.

### 2. **Sanitary Sewerage:**

No significant restrictions on sanitary sewer service are expected from the sewer main running east/west through the Town Centre site. However, eventual sewage volumes may require use of storage facilities as part of any large-scale developments. These facilities might include installation of storage tanks with off-hours drainage into the system, or super-pipe to control sewage collection. In addition, all new Town Centre sanitary sewer lines will be expected to include ground water infiltration protection.

### **3. Storm Water Management:**

Much of the future stormwater management capacity requirements can be accommodated in the proposed Broadmoor Lake expansion to the south. The majority of the site is included within this lake catchment area, while the eastern portion of the Town Centre drains to the Eastgate Lake.

Both lakes have been upgraded to accommodate 100 year storm events. However, intensive site development and surface paving is expected to significantly increased site runoff.

In this case, three basic options are available for improved storm water management capability within the Town Centre. Parking lots themselves may be designed as stormwater detention or runoff control areas. Additional capacity can be developed on the golf course to the west to accommodate Town Centre runoff. Finally, a new retention lake can be built in the southwest portion of the Town Centre since this is the natural low area. This third option dealing with additional lake capacity has been integrated into the recommended design concept for both stormwater management and aesthetic purposes.

### **4. Franchise Utilities:**

Northwestern Utilities Ltd. Has gas lines running within the Oak Street, Brentwood Boulevard and Sherwood Drive rights-of-way. TransAlta Utilities also has underground primary power lines along these routes, plus a route bisecting the site east to west from Brentwood Boulevard to Oak Street immediately north of the Salisbury Composite High School. AGT buried cable is found along Brentwood, Sherwood Drive and Oak Street. Shaw Cable runs underground lines to the condominium projects plus the Mall, Franklin Inn, schools, Separate School Board Administration Building and the County Administration Building. This design study recommends that all future cable, power and telephone lines within the Town Centre also be located underground.

## **F. PHASING AND IMPLEMENTATION**

Phasing of this Plan will in most part be determined by market and community demands. In the case of retail or office spaces, either Strathcona County or the private sector may initiate development projects corresponding to this Plan and the design guidelines. Development options could include: i) the County could be the developer and operator of office space, ii) the County could develop office or commercial space and lease it to private operators, or iii) the County could lease land for development of buildings and related features by the private sector.

In order to encourage, market and better facilitate such development, a number of procedural steps are recommended for Strathcona County, namely: Approve this Centre In The Park Area Redevelopment Plan as the statutory authority to control

the location and type of future land use within the Town Centre; Use the Centre In The Park Design Report as a series of initial guidelines for the form of development within the Town Centre; and Consider site-specific direct control redistricting of the Town Centre lands to bring such districting into conformance with the many land use opportunities provided by the Plan.

Required parking to enable consideration of the development of an expansion to the Sherwood Park Mall is contemplated to be accommodated on Lot 11, Block 152, Plan 872 1564 and Lot 2, Block 152, Plan 792 2452. Consolidation of the existing Sherwood Park Mall parcel with the future expansion parcels will be completed prior to the development of the expansion parcels. This will ensure access to the eastern lots and comprehensive drainage on existing and the expansion portion of the Mall property at the development stage.

In terms of potential development phasing, this can be planned on the basis of four-five year periods extending from the year 1990 to 2020. Current indications and information suggests the following timing of major Town Centre development projects:

**Phase/Period**

Phase I/1990-1995

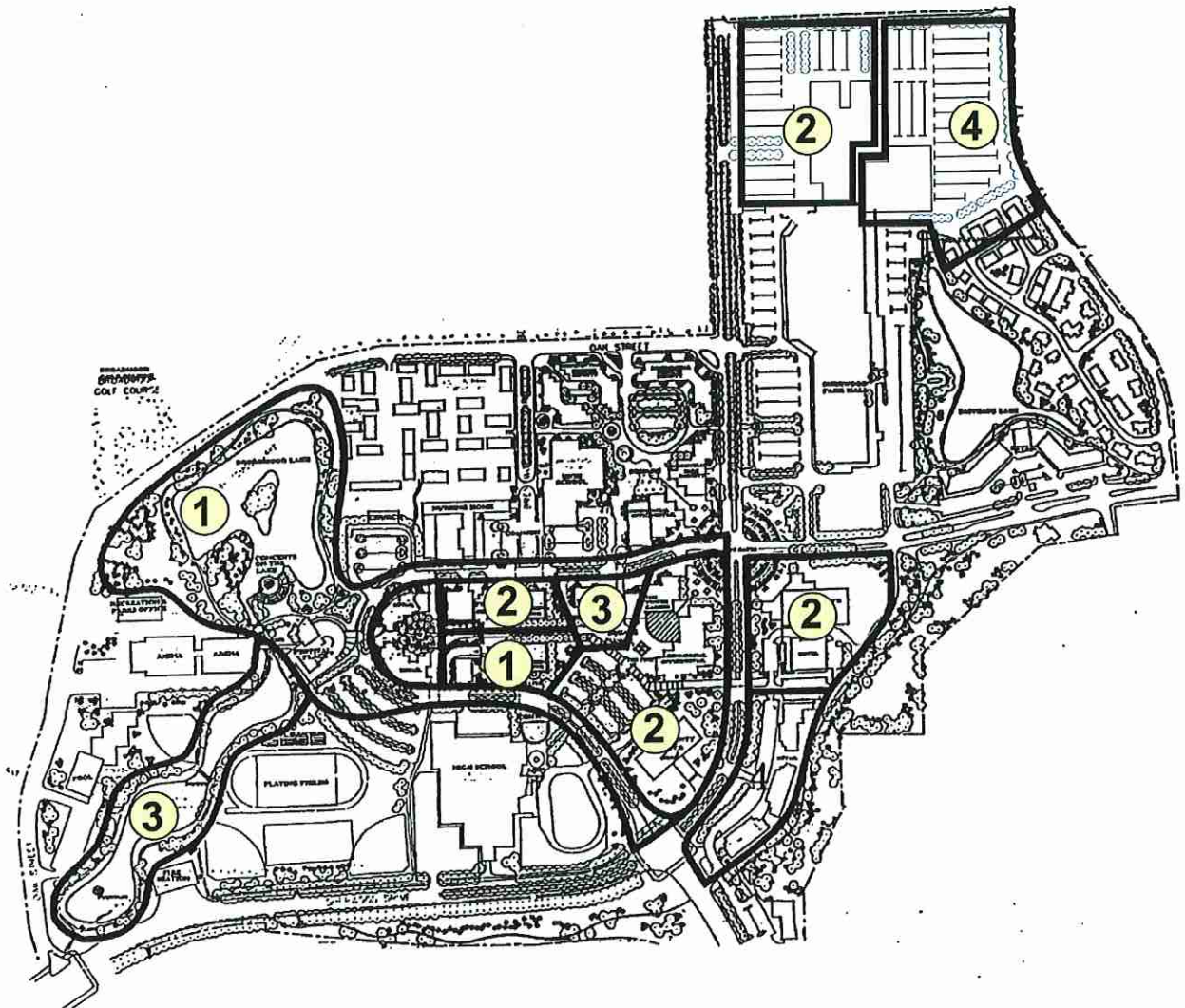
Phase II/1995-2000

Phase III/2000-2010

Phase IV/2010-2020

**PHASED PROJECT**

Festival Place  
 Courthouse  
 Georgian Way/Gatewood Blvd Adult  
 Housing Development  
 Broadmoor Lake Park Upgrading  
 Provincial Building  
 County Office Complex  
 Hotel Expansion  
 Georgian Way Adult Housing Development  
 Sherwood Park Mall Expansion  
 Civic Centre Retail/Office Development  
 Civic Centre Festival Retail  
 Broadmoor Lake South Expansion  
 Sherwood Drive Retail Strip Redevelopment



# LEGEND

① PHASING

Figure 6

Potential Development Phasing

## **G. DESIGN OBJECTIVES AND GUIDELINES**

The Design and Development Guidelines include various elements of urban form that should be addressed in the ongoing development of The Centre In The Park. These Guidelines serve three purposes:

1. Provide prospective developers and designers with a checklist of issues that must be addressed in their development proposals;
2. Provide existing businesses with an overall conceptual approach that will enable the actions of independent businesses to be in concert with, and add to, The Centre In The Park concept; and
3. Provide the County of Strathcona with a method of evaluating public and private development or redevelopment proposal on a consistent basis.

These Guidelines are performance oriented and not prescriptive. They address issues regarding the look, feel, and function of the Town Centre. They create an environment for design excellence to occur, for small actions to have a major accumulative effect, and for ongoing "reality" checks to see if the vision portrayed in the Plan is being accomplished. If the Guidelines are properly followed each and every development increment will contribute to a better defined and coordinated Centre In The Park.

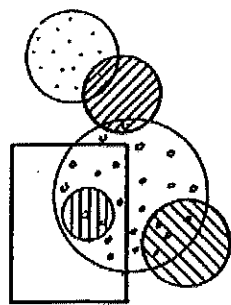
The Design and Development Guidelines address the following issues:

1. A Centre of Multiple Activities
2. Vehicular Circulation
3. Parking
4. Pedestrian Circulation
5. Elderly and Handicapped Accessibility
6. Building Form
7. Transition
8. Building Entrances
9. Inside and Outside
10. Weather Protection
11. Climatic Concerns
12. Civic Spaces
13. Axial Relationships and Monuments
14. Visual Linkages
15. Topography and Vegetation

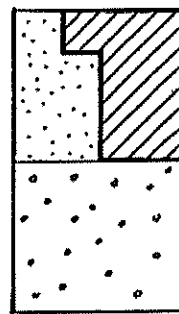
- 16. Gateways
- 17. Intersections
- 18. Signing & Lighting
- 19. Street Furniture
- 20. Building Envelopes
- 21. Character and Theme

### 1. A Centre of Multiple Activities:

**Issue:** The Town Centre currently has little identity as a "place". Where does it start? Where does it end? And why and when do people go there? New development should add to the intensity of activity, integrating uses horizontally on the land and vertically within buildings. The "mix" of uses should foster activity throughout the day and night, with the cycles of intensity governed by the uses introduced. The integration of uses within a building makes the building richer, both architecturally and functionally. Richer buildings make the ensemble of structures and inter-relationships between buildings exponentially more exciting.



THIS



NOT THIS



THIS



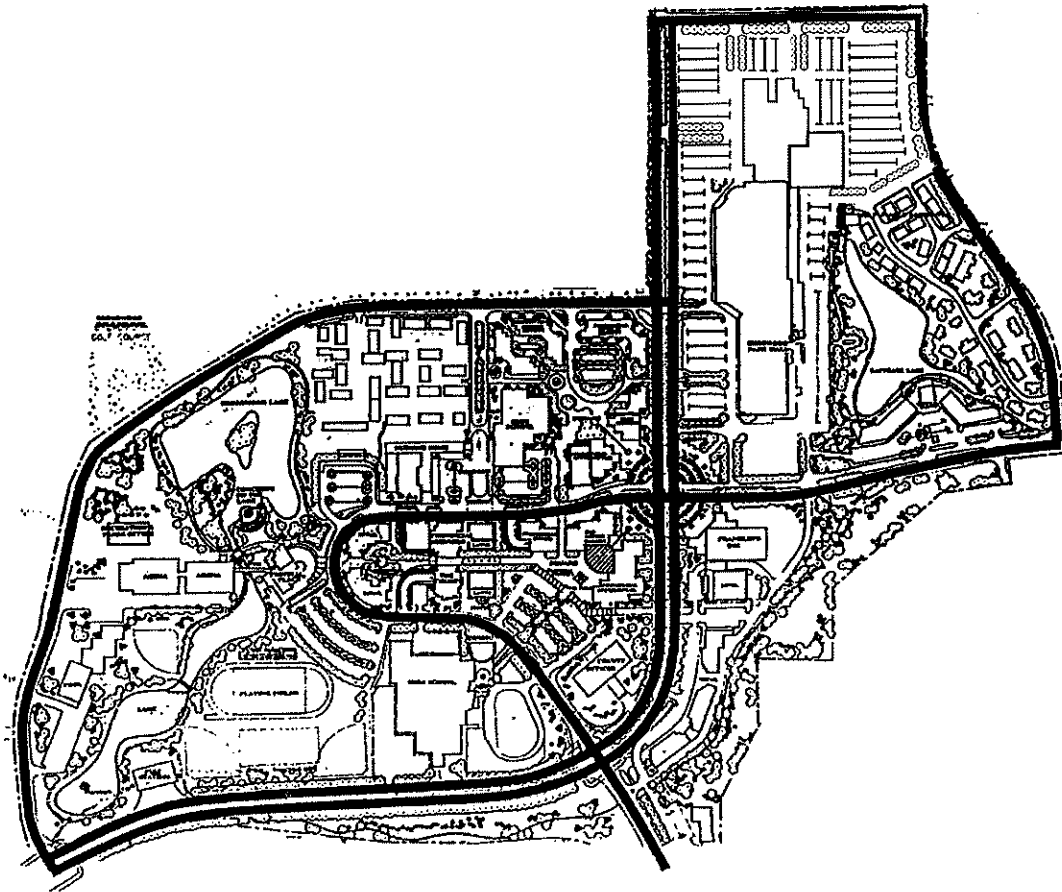
NOT THIS

**Guideline:** Create a "central marketplace" of diverse activity, including a mix of uses that are active day and night, vibrant, people-oriented and family-focused. Encourage a mix of uses within buildings where ground level activity enhances the street and upper level uses enhance the richness of the Centre.



## 2. Vehicular Circulation

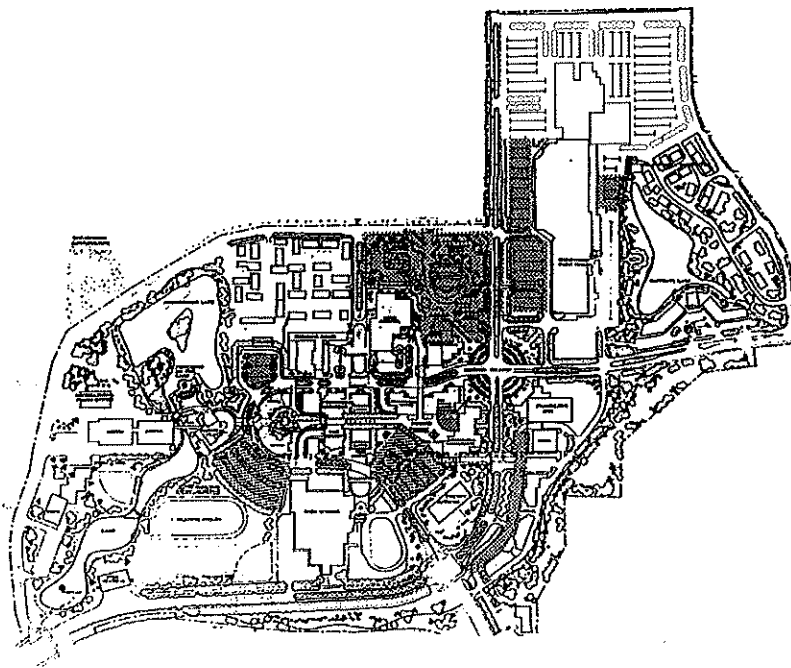
**Issue:** Public streets traditionally serve as vehicular and pedestrian ways between origins and destinations. Each street has a functional (traffic movement) requirement that affects both the development pattern and the character of that development. In the Town Centre, "street" takes on a larger significance and should be thought of as a linear corridor with floor, walls and roof. The street is defined by building enclosure, street landscaping and furniture, surface textures, lighting and signage. The "functional" requirements of the street are set by the way vehicular movement interacts with activities served by the movement of vehicles.



**Guideline:** Design streets, access to parking areas and parking areas as contributing elements of the urban setting, demonstrating design quality above basic functional requirements and recognizing the effect the street has on the evolving character of the Town Centre. Encourage incorporation of landscaping, lighting, signage and surface textures to give vehicle ways an identity unique to The Centre In The Park.

### 3. Parking:

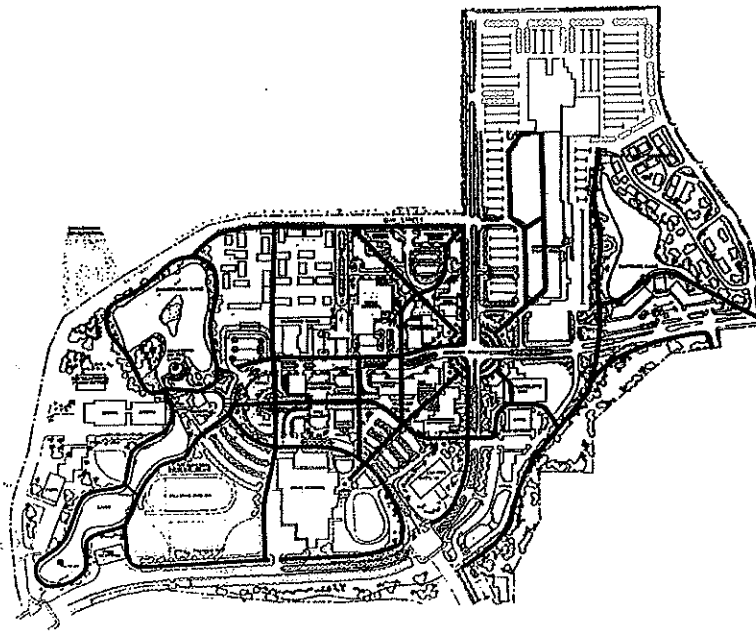
**Issue:** Sherwood Park is predominantly a single-family residential community with retail and commercial office centres located to be easily accessible by car. As a suburban community, the reliance on the automobile as the predominant mode of transportation will continue, but the way the car interacts with businesses can be modified from "the bumper in the window" syndrome. New and existing development must be served by convenient and attractive parking opportunities. Consolidated parking, serving more than one use or building, should be innovatively integrated with development to provide easy access, security and an attractive setting. An overall parking strategy for the creation of, and management of, shared parking areas is key to the success of The Centre In The Park.



**Guideline:** Integrated parking with building development, and seek shared parking opportunities in parking lots and parking structures. Explore sub-surface parking opportunities in combination with new housing development. Parking lots should access "front doors", but should not visually block nor dominate the fronts of buildings.

#### 4. Pedestrian Circulation

**Issue:** Pedestrian circulation in Sherwood Park is unstructured, with intermittent sidewalks along streets and trails through park-like areas. The Town Centre must foster a fully developed pedestrian system, made up of a number of elements: natural trails around the lake, boardwalks, sidewalks, courtyards, plazas, civic squares, and weather-protected indoor areas. The construction of the walking surface is only the initial step. Sidewalks and pathways need to be enhanced with street furniture, landscape and art objects, activity in abutting buildings, and provide a variety of experiences throughout the Town Centre. The pedestrian system needs to include places to pause, rest, and watch the activities of the Centre with provisions for both indoor and outdoor circulation. It should also be designed to maximize climatic comfort. People are different from cars. They can move up and down levels with fewer limitations, can turn sharp corners, and can experience sensory changes induced by activities they are passing by. Pedestrian ways should connect buildings and activity areas of The Centre In The Park, but should also provide information, orient the pedestrian, ensure safe and secure "defensible" space and allow for handicapped and elderly access.



**Guideline:** Integrate with development continuous pedestrian systems, both indoor and outdoor, that connect public rights-of-way and spaces, Town Centre activities and uses, furniture and landscaping that are convenient to use and in character with The Centre In The Park concept.

## 5. Elderly and Handicapped Accessibility

**Issue:** Most of the needs of elderly and handicapped pedestrians can be met by improving the accessibility of urban sidewalks, pathways and crosswalk systems for the benefit of all pedestrians within the Town Centre. More specific needs of handicapped pedestrians with particular dysfunctions, such as visual impairment for example, can be met by applying special technology developed for that purpose.

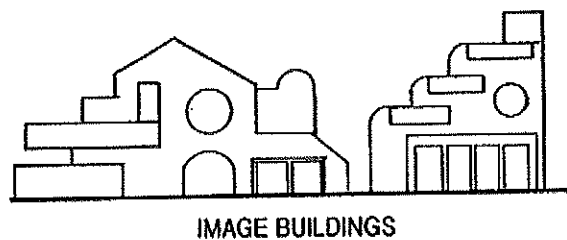
**Guideline:** A large number of urban design techniques with street and building architecture can be used to make the Town Centre more accessible, including:

- **Use of Colour and Lighting** to differentiate aspects of the environment for the visually impaired.
- **Walkways and Wheelchair Ramps** clearly marked for all building accesses and street crossings.
- **Tactile Cues** usually involving texture changes where walkways or wheelchair ramps join other walkways, ramps, driveways or parking areas.
- **Projection** such as street furniture, stairs or vegetation are restricted from protruding into walkway areas.
- **Control Buttons** for pedestrian crossings are placed at a wheelchair accessible height and coloured for easy recognition.

In addition to these design techniques, the entire concept of barrier-free design can be applied to the Town Centre as it is built. Grade-separated walkways may be used to link buildings or cross major roads such as Sherwood Drive, but they must be designed for use by the handicapped. Alternatively, major arterial crossings can be minimized to allow safe at-grade pedestrian movement throughout the Centre.

## 6. Building Form:

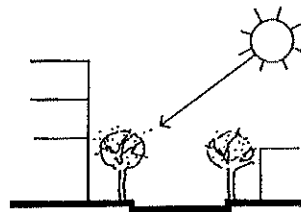
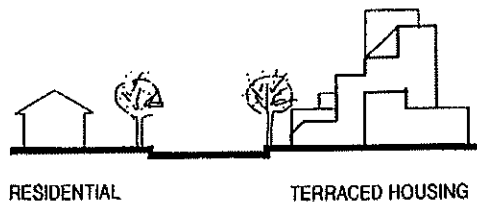
**Issue:** Individual buildings are basic elements of The Centre In The Park. To date, buildings have been designed as "stand-alone" structures. New construction in the Centre should be a combination of "stand-alone" structures (i.e., Festival Place and "background" buildings that weave together to form the streets and public spaces, defining the boundaries, volume, and character of the public realm. "Stand-alone" buildings should be used for special places or functions in the Town Centre structure. "Background" buildings should be used for supportive mixed uses for the Centre, including retail, commercial, office and housing.



**Guideline:** New development in the Centre should recognize the role of the building form and expression as an integral part of creating the overall character and ambience of The Centre In The Park. Single-purpose buildings creating special functions or features in the Centre should be treated as "stand-alone" structures with form and articulation appropriate to the use. Supportive mixed-use buildings should be treated as "background" structures, contributing to the overall context of the Centre and the streets and public spaces they define.

## 7. Transition:

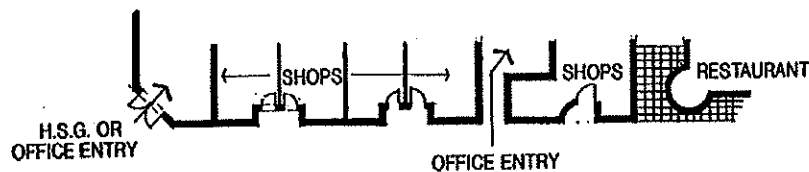
**Issue:** Building and open space designs are frequently oriented to the project, without a great deal of thought or analysis of the effect of the design on neighbouring properties. Design attention should focus on transitions between different buildings. Within The Centre In The Park, building and open space relationships are illustrated in the Town Centre Plan. The edges of the Town Centre, however, are more undefined. Medium density residential uses should be terraced to meet the street at elevations compatible with housing adjacent to the town site. Buildings surrounding "gateway" intersections should be at elevations that create enclosure and definition. Buildings along the new Granada Way extension, west of Sherwood Drive, should be built up to the property line to define the street and promote a pedestrian/retail interface.



**Guideline:** Design buildings where mass, volume and height create appropriate transitions to neighbouring properties, both within and adjacent to The Centre In The Park.

## 8. Building Entrances:

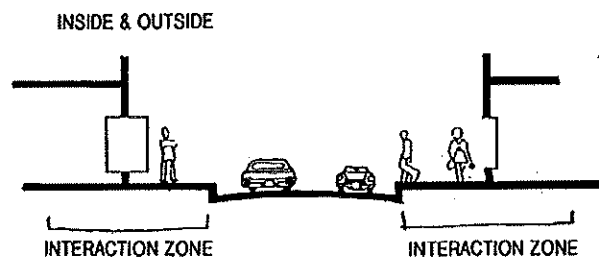
**Issue:** Buildings containing more than one use require separate entrances for each use. Where offices and housing are located above retail space, care should be taken to place entrances to uses, other than retail, in locations that do not disrupt the flow of retail space as perceived by the pedestrian. In buildings containing only one use, entrances should be open and well-lighted to indicate points of access to the pedestrian. All building entrances should be accessible to parking but be oriented to pedestrian areas.



**Guideline:** Locate building entrances to build upon the pedestrian experience and, where applicable, locate entrances to upper floor uses so as not to conflict with street level retail continuity.

## 9. Inside and Outside:

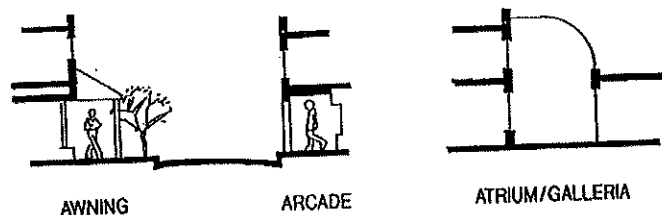
**Issue:** In retail areas, there is a zone of sensory interaction between the outside pedestrian system and the inside retail activity. This zone of interaction requires shop windows, showcases, displays, entries and other devices that are designed not only for the functional need of the retail, but also to enrich the experience of the person passing by. Design attention relative to the interface of pedestrian and retail activities will enhance the pedestrian experience and increase the economic viability of retail operations.



**Guideline:** Create retail development that presents an interesting and enticing ambience to the adjacent sidewalk and street. Blank walls (walls without windows, showcases, displays and pedestrian entries) allowed in the first-story building wall abutting public pathways, except as required for structural integrity of the building.

## 10. Weather Protection:

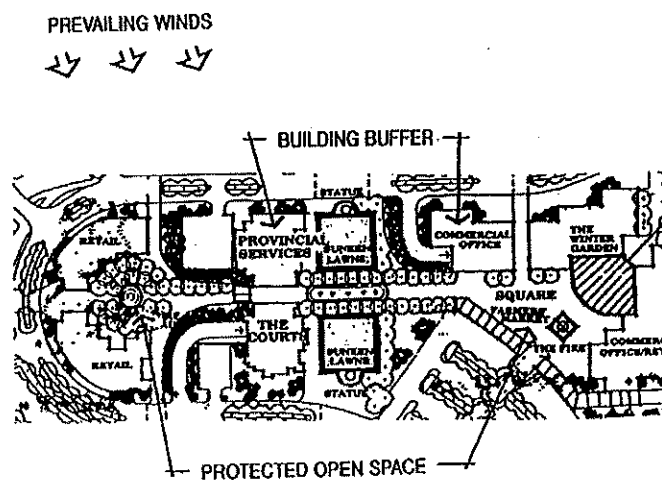
**Issue:** Indoor galleria, arcades, awnings, canopies and other structures protect the pedestrian, and can also give The Centre In The Park a distinct character and flavour. Too often, the land available for development does not allow using portions of that land for such vital elements of the pedestrian network. Allowing and promoting utilization of the public right-of-way with arcades and projections from buildings, maintained by the abutting land owner, will enable better use of the right-of-way as well as add to the character and ambience desired in the Centre. Weather-enclosed galleria structures are inserted into the centre of structures, without visual connection to the outdoors. Requiring galleria structures to abut, or at least to be exposed to the outdoors, will create a better feel of park and building integration.



**Guideline:** Create arcades, occupied space above arcades as extensions of abutting buildings on right-of-way where higher densities are desired. Create indoor galleria with exposure to outdoor environment. Encourage common awning and canopy elements, integrated with signage and building lighting, to build the character of The Centre In The Park.

## 11. Climatic Concerns:

**Issue:** Realizing the extremes and unique characteristics of the climate, the buildings should be useable both in summer and winter months. The buildings should share visually with the exterior landscape area, and provide easy access to outdoor areas. Where feasible, weather protected connections between buildings should be included, designed as pleasing pedestrian experiences with views of the outdoors, not dark tunnels. The exterior landscape should be designed to be useable, functionally and visually, through all times of the year, providing vegetation and natural land forms that accommodate and display seasonal changes and activities. Buildings should be oriented to provide "sun-pockets", areas sheltered from the wind. Building heights should be limited to minimize shadow effects on outdoor spaces.



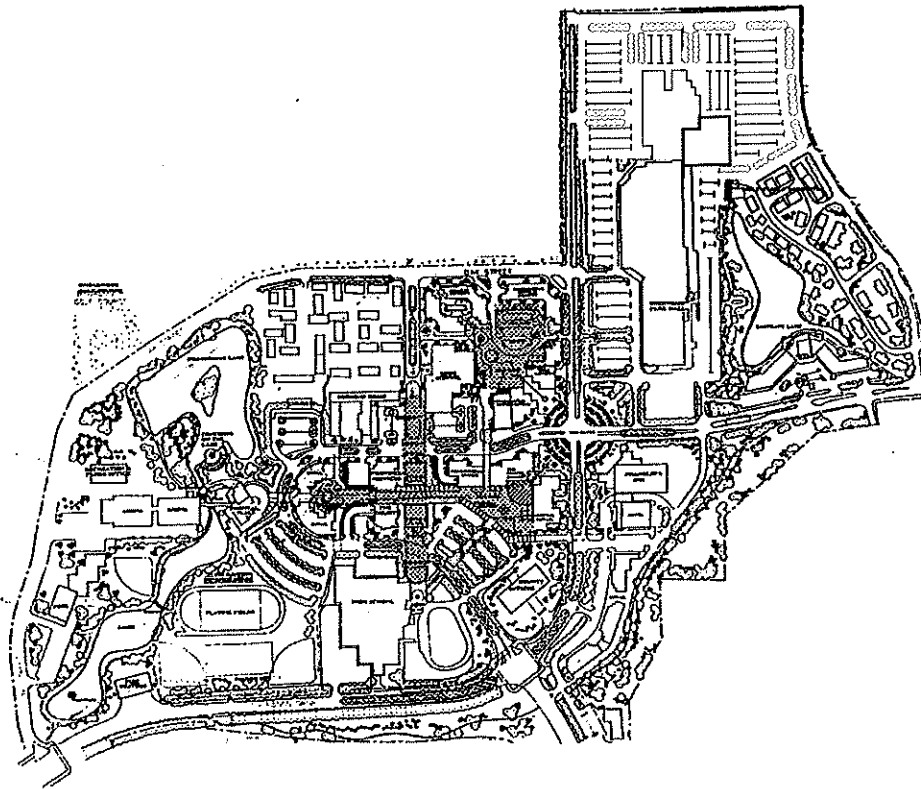
**Guideline:** Design buildings that are functional and are based on the micro-climate created and effected by building orientation, height, bulk and form. Outdoor landscaped areas should accommodate changes in use, visually and functionally, through the various climatic conditions of the annual cycle.



## 12. Civic Spaces:

**Issue:** Public open space abounds in Sherwood Park, but "civic" spaces are undefined and rare. Civic spaces are a basic building block of The Centre In The Park. They are the "rooms" of the city – places for active and passive use by the citizenry. Civic rooms are defined by structures delineating the space – buildings, fences, arcades, walls.

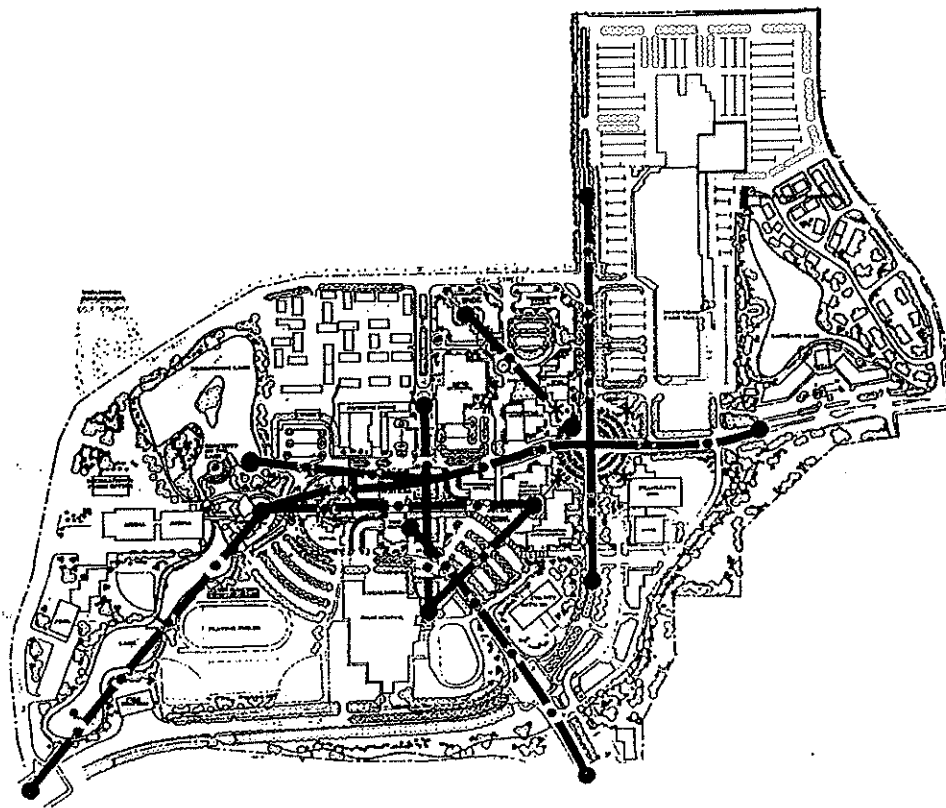
The character of the civic room is determined by those uses and artifacts that are in and adjacent to the space. Civic rooms require surrounding active uses to give them flavour. As in a building, "civic" rooms should be a part of a larger sequence of spaces and places – a pathway system that links rooms to rooms, rooms to services, rooms to parking. Civic rooms can be a part of the indoor and outdoor pedestrian experience, and are not limited to pedestrian use. Civic rooms can be made more dynamic by the careful integration of vehicular movement (cars and transit) with pedestrians.



**Guideline:** Create "civic rooms", both in the public sector and private sector. Design uses, circulation and character of adjacent properties to reinforce the room and its linkages to other parts of the Centre.

### 13. Axial Relationships and Monuments:

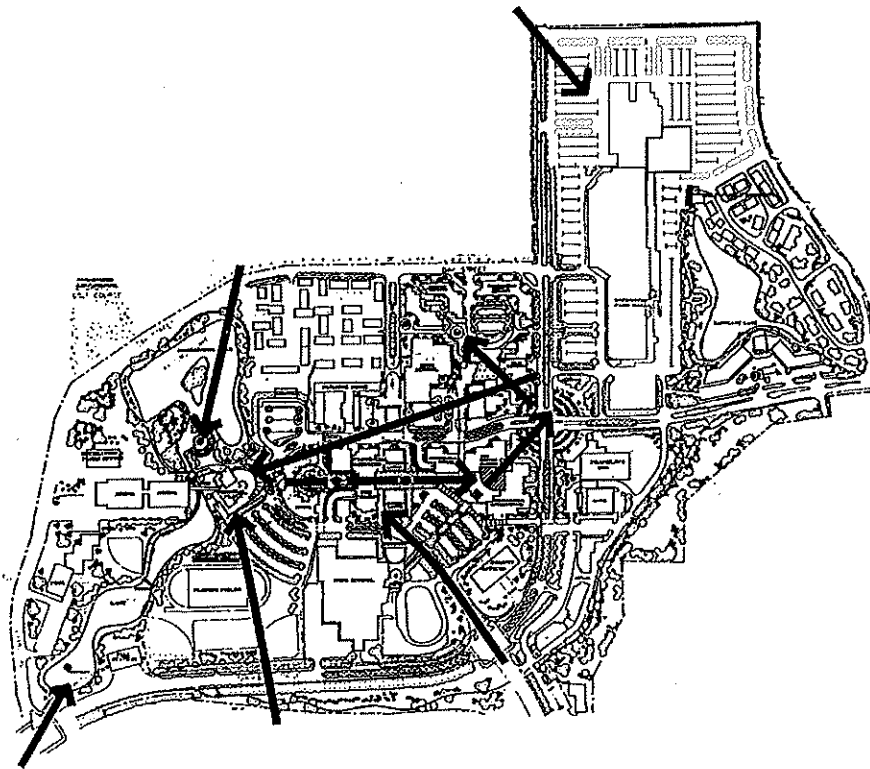
**Issue:** Many towns and cities are a result of a simple plat of public rights-of-way and property between rights-of-way. More successful towns and cities have historically been "designed". The Centre In The Park concept creates axial relationships, street hierarchies, and sequences of movement that are marked by monuments. Monuments can range from a framed view of a building or activity to statues, fountains, and sculptures. Superimposing and reinforcing those relationships through view corridors, pedestrian links, monuments and other features adds to the design quality of the Centre and the resultant unique ambience. Axial relationships are further strengthened by providing a focal point, or termination, to the axis.



**Guideline:** Recognize existing and potential axial relationships of places and buildings and incorporate, in building form or in monuments, extensions or terminations of these relationships.

#### 14. Visual Linkages:

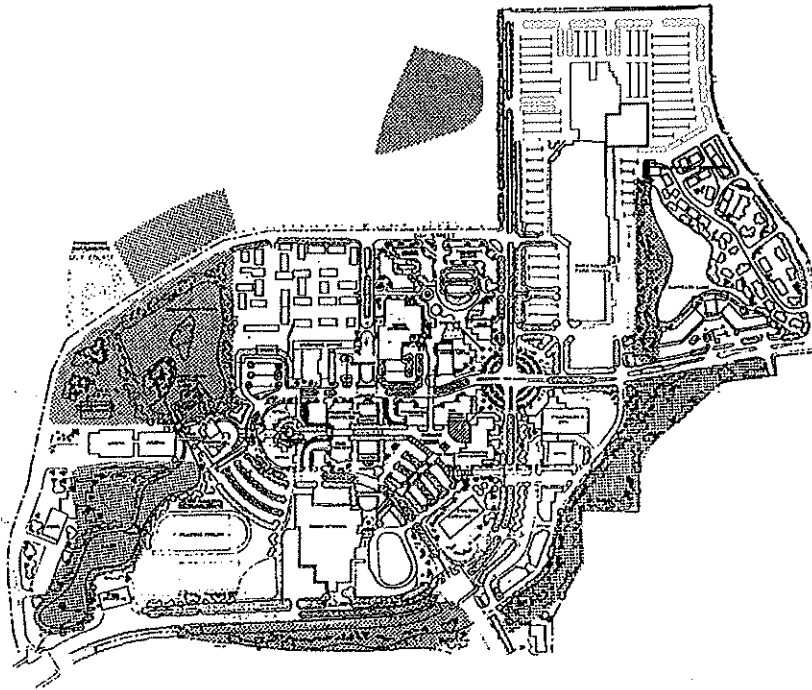
**Issue:** Visual experiences are an integral part of urban life. Key to the comfort of using the Town Centre is the feeling of knowing where you are and the relationship of the place you are occupying to landmarks or orienting features. The visual connection of the user to his/her surroundings can be as important as a physical connection in developing a welcome and comfortable ambience within the Town Centre.



**Guideline:** Design roadways and walkways with visual connections to monuments, civic rooms and other urban landmarks that orient the user.

## 15. Topography and Vegetation:

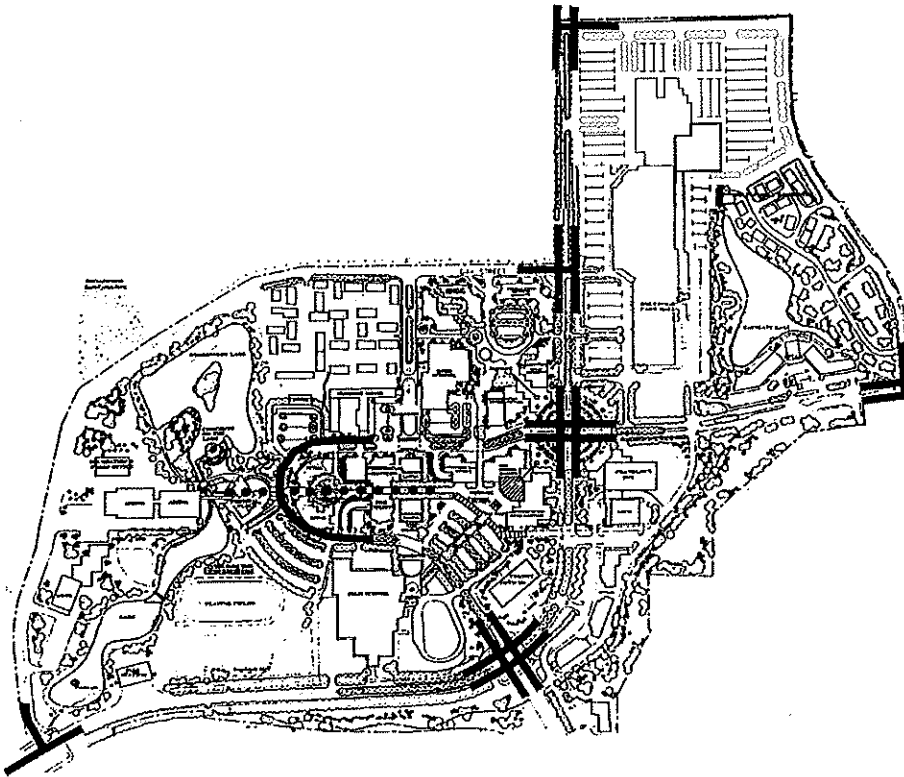
**Issue: Natural** amenities are the cornerstone of good design. Urban areas, while intrusive to natural systems, can be built in harmony with the surroundings. The Town Centre includes many of the natural elements that give Sherwood Park its character as a low-density residential enclave built in concert with the natural Alberta environment. Because the destruction of the natural environment will continue as more development occurs, it is important to build back a landscape that is in concert with the natural environment. Recognizing topographical opportunities and retaining major existing vegetation are beginning points for good design. Good urban design also recognizes that certain features are required that make the Town Centre work better functionally and economically – and may require modification of natural features to realize the composite vision.



**Guideline:** Recognize the subtle topographical features and remaining native vegetation in the Town Centre and develop new landscape, pathways, activities, and civic places that build upon these features. Promote new ornamental and native vegetation along streets and pathways to reinforce the form and function of the vehicle and pedestrian network.

## 16. Gateways:

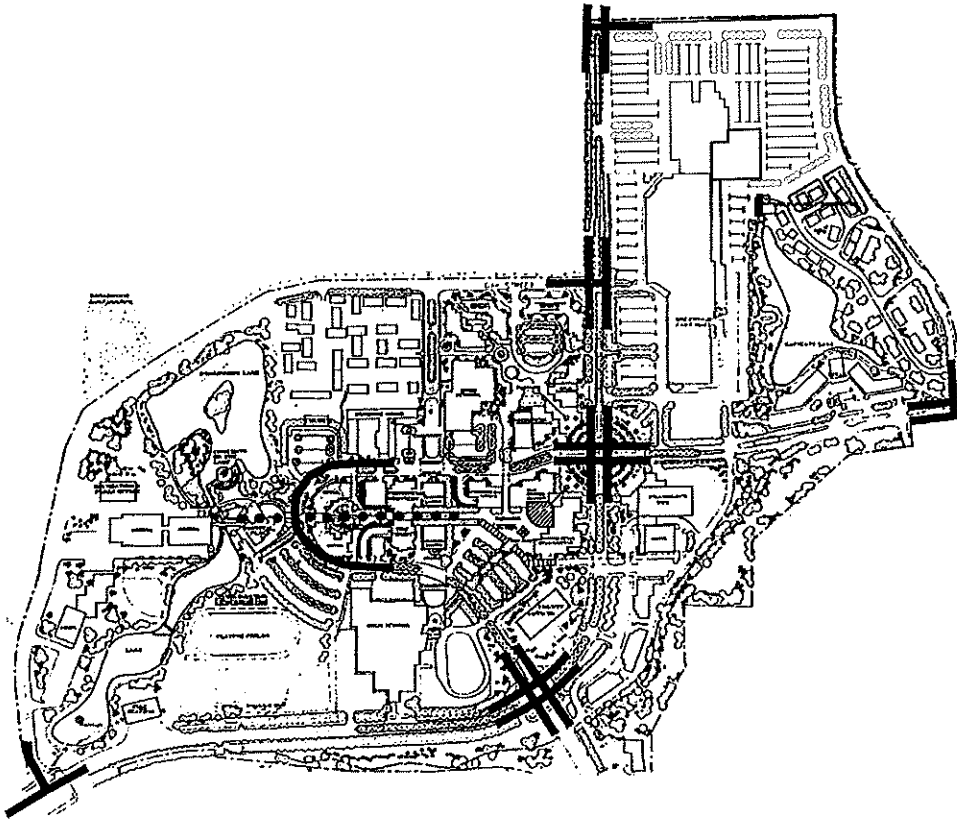
**Issue:** Town Centres should have indicators to the traveller and user that orient and give definition. Gateways that introduce people to the Centre, or tell them they are leaving the Centre, are significant signposts that add to the character and ambience. Gateways can be a combination of geographic features, landscape, monuments, signs or buildings.



**Guideline:** Design gateways to The Centre In The Park that have a character and scale appropriate to the Town Centre concept. Design buildings adjacent to monuments or other artifacts incorporated as gateways to reinforce the effect of the monument or artifact.

## 17. Intersections:

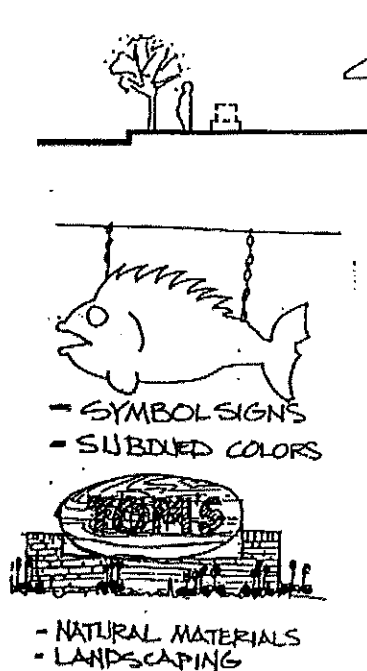
**Issue:** Intersections in the vehicular network are usually designed according to function, combining traffic flow, drainage requirements and pedestrian interface. The richness of the Town Centre will require examination of all intersections to develop a series of hierarchies: movement, identity and definition. The Centre In The Park will be a rich overlapping of a number of elements that combine in a physical and sensory manner, of which intersections are one such element. Buildings abutting intersections, landscaping and lighting will help define and articulate the function of the intersection in the overall conceptual organization of community traffic flow.



**Guideline:** Create intersections that extend beyond functional traffic management requirement, including location of building entries, abutting uses, building details, lighting and landscape treatment.

## 18. Signing & Lighting:

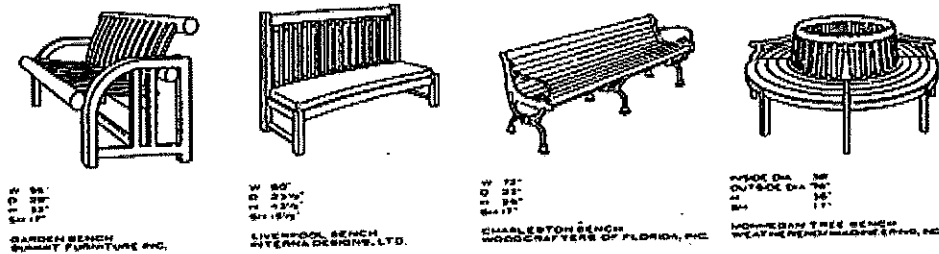
**Issue:** Cities and towns are built over time. In the case of Sherwood Park, a subdivision has grown to be a community. Public and private buildings have been constructed to provide services to the community as demand had made them feasible. All the buildings and open spaces are dissimilar in character and style. As the Centre begins to develop and mature, both "feature" and "background" buildings will give character to the ensemble of "buildings in the landscape". While buildings will vary, repeating similar and recognizable elements gives a sense of cohesiveness to otherwise disparate building designs. Signage and lighting are key elements that can begin to build identity and familiarity into the Town Centre. Signage guidelines regulating size, type and location should be established for the Town Centre area. Lighting should be orderly, of a definable standard, and oriented to the use. Streets should be classified as to use and type of movement and lighting assigned to enable that use and movement; arterial should be lit for safe and secure movement of vehicles and streets and ways internal to the Town Centre should be lit for pedestrian comfort and safety.



**Guideline:** Design signage in accordance with overall Town Centre standards, including size, location and type. Design lighting for safe and secure operation of vehicles, with special care given to creating lighting internal to the Town Centre that enhances the pedestrian environment.

## 19. Street Furniture:

**Issue:** The Centre In The Park needs to have a separate identity as a "place" within Sherwood Park and Strathcona County. The construction of buildings and open space improvements will gradually evolve an identity, but the incorporation of accessories of common and unique design in public and private development will give immediate identity to the Centre. Common design of benches, trash containers, newspaper stands, tree grates, sign stanchions, street lights, bicycle racks, and other elements of the streetscape will give a sense of unity and purpose to the Centre.

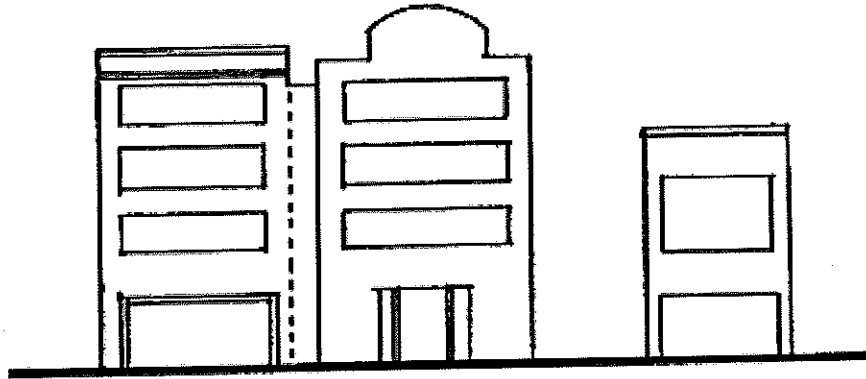


**Guideline:** Design and accessorize the street, sidewalk and public space areas with street furniture elements that are unique to the Centre In The Park.

## 20. Building Envelopes:

**Issue:** The mass and bulk of new buildings to be constructed in the Centre In The Park will vary according to government space needs and the demands of the private marketplace. The character of the Centre, however, could be greatly affected by the size and height of new structures. The Centre concept assumes that the majority of new construction would be two to three stories in height, with higher densities and heights surrounding the intersection of Granada Boulevard and Sherwood Drive (The Gates) and in the proposed housing complex on the Arch Bishop Jordan High School site. These areas will be market and need-driven, and could result in structures that are landmarks and signposts in the urban form.





**Guideline:** Maintain maximum building heights of four stories in the Centre In The Park except for buildings surrounding the intersection of Granada Boulevard and Sherwood Drive, and future development in the Arch Bishop Jordan High School site. An exception will be the planned 8-storey high flytower on Festival Place which can be used as a major landmark within the Centre. Maintain similar massing of buildings northwest and southwest of the Granada/Sherwood Drive intersection.

## **21. Character and Theme:**

**Issue:** Suburban communities have generally grown more by accident than plan. Incremental development has spread out uses and made the Town Centre a loose collection of individual buildings rather than a complex of buildings or uses that have a symbiotic relationship. The Sherwood Park Mall is an example of concentrating retail activity by joining together retail shops and parking. The concept of The Centre In The Park will develop from a concentration of a number of uses, including retail, office, housing, cultural and recreational opportunities. Establishing an identity for The Centre In The Park does not require adopting an artificial "theme" to impose on new and existing buildings. It does require careful crafting of buildings, circulation and open space to ensure both variety and continuity in the Centre. It is the essence of creating the Centre as a "place".

**Guideline:** A condition of approval for each proposed development shall require addressing, and compliance with, the seven Goals establishes as the basis for The Centre In The Park Concept. These Goals are:

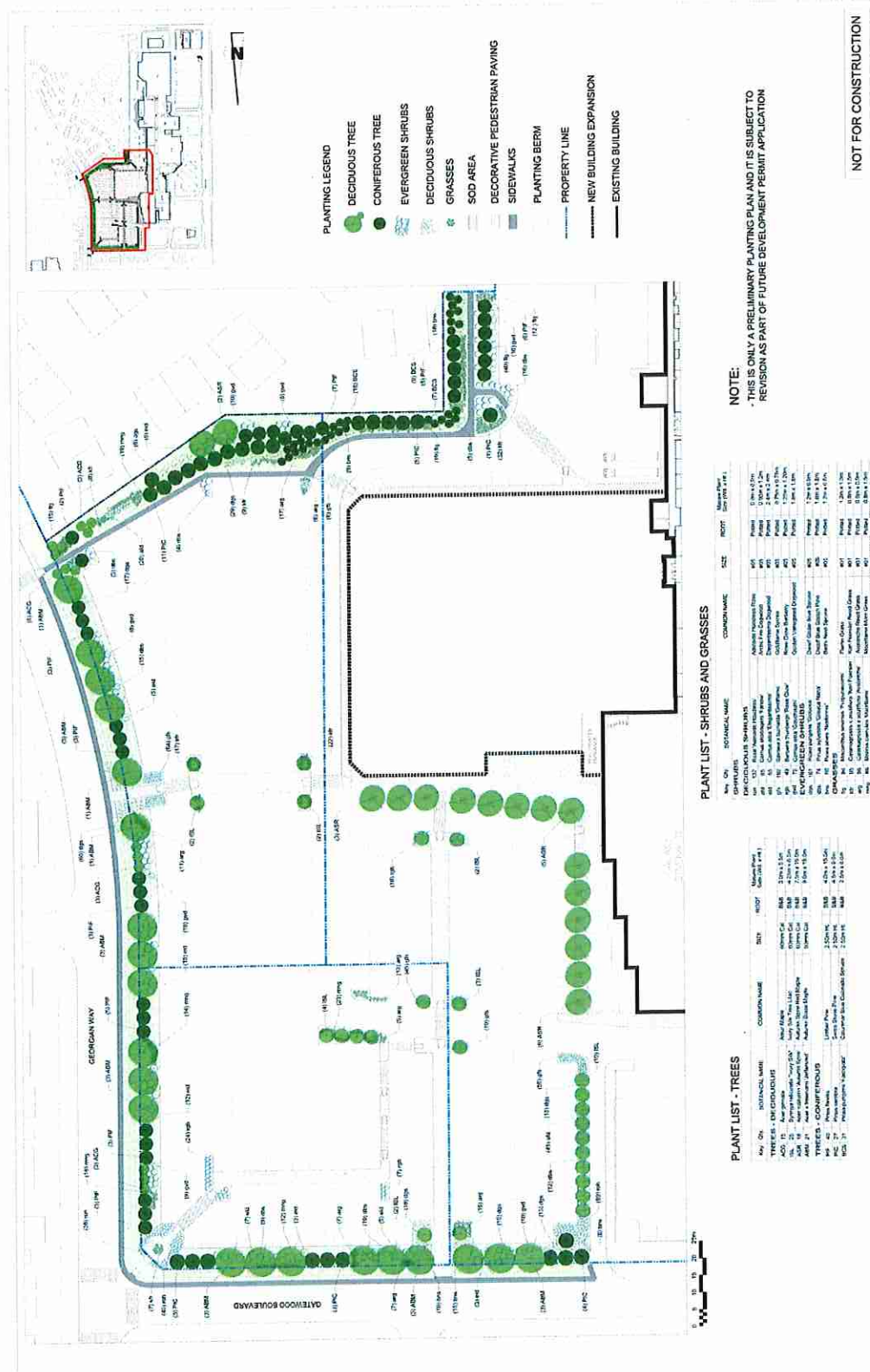
- A centre of activity, providing an identity for the community and a statement about the quality of life in Sherwood Park.

- An attraction for diverse groups of citizens and visitors, open and accessible for all ages.
- A uniquely designed area that is the focus of recreational, cultural, governmental and business activities.
- A mixed-use area where people live and work, that is active day and night, vibrant, people-oriented and family focused.
- "Pedestrian friendly" yet convenient for vehicle access and parking.
- An interconnected series of open landscape areas, waterways and pathways that provide a visual focus to Sherwood Park and access to regional open space systems.
- Encourages year-round enjoyment and utilization of the site by acknowledging the diversity of the climate.

# Appendix A: Drawing 1 Site Concept Plan

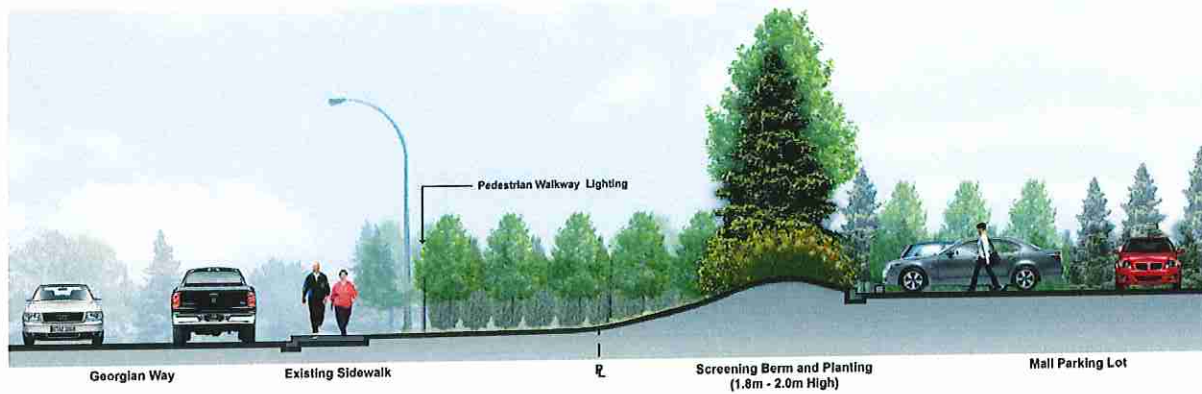


## Appendix A: Drawing 2 - Preliminary Planting Plan





## Appendix A: Drawing 3 – Landscape Concept Plan Section A-A



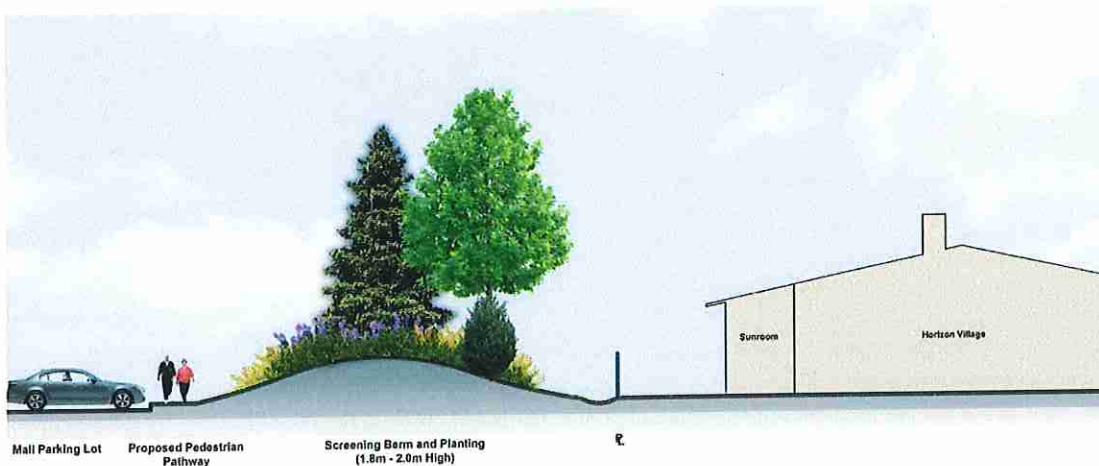
Section A-A

## Appendix A: Drawing 4 – Landscape Concept Plan Section B-B

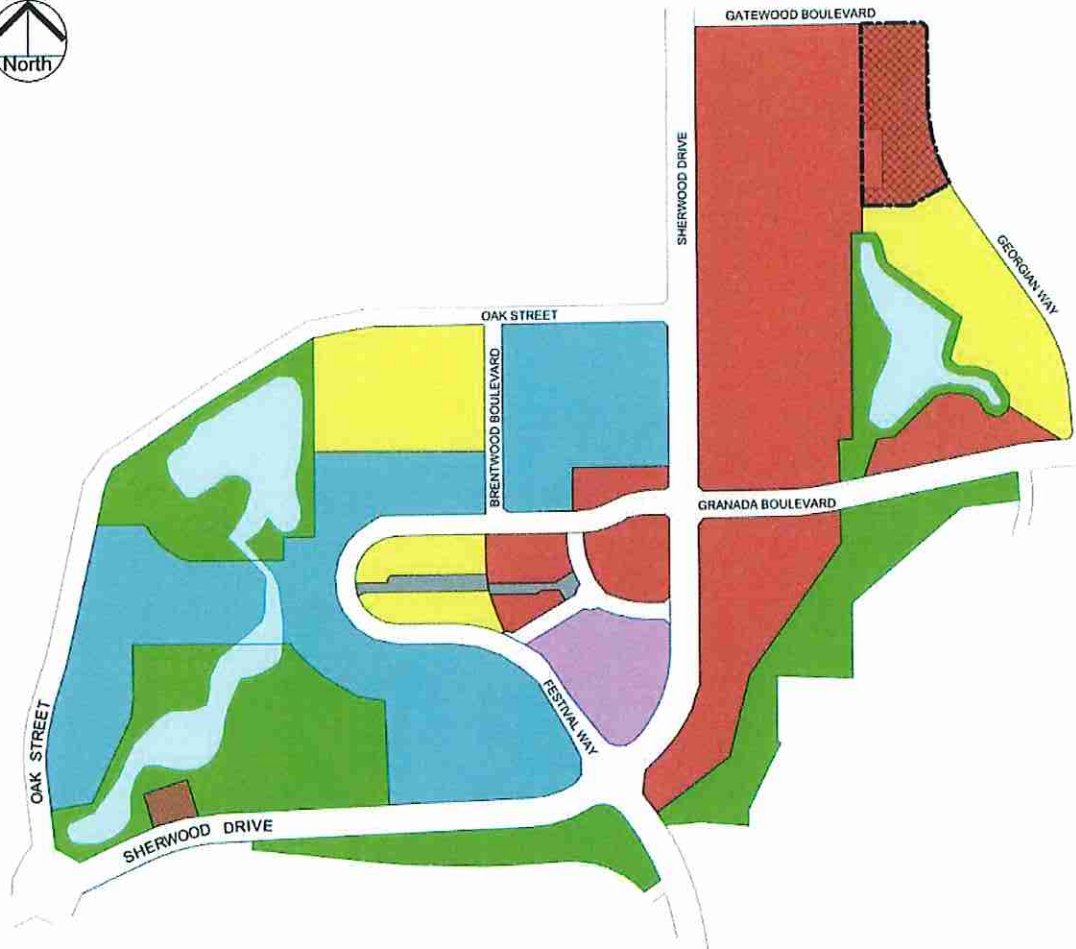


Section B-B

## Appendix A: Drawing 4 – Landscape Concept Plan Section C-C



Section C-C



#### LEGEND

- |                      |                  |
|----------------------|------------------|
| Civic Centre         | Lakes            |
| Commercial/Mixed Use | PUL              |
| Fire Station         | Parking Lot Only |
| Institutional        | Road Plan        |
| Open Space           | ARP Amendment    |
| Residential          |                  |

October 2015

## CENTRE IN THE PARK TOWN CENTRE PLAN



Appendix B  
Proposed ARP Amendment