

PRIORITIES COMMITTEE MEETING AGENDA

Date: May 16, 2017

Open Session: 9:00 a.m.

Location: Council Chambers

Pages

- 1. CALL TO ORDER
- 2. ADDITIONS / DELETIONS / CHANGES TO AGENDA
- 3. ADOPT AGENDA (Motion)
- 4. CONFIRMATION OF MINUTES
 - 4.1 April 11, 2017 Priorities Committee Meeting Minutes

4 - 8

9

- 5. EMERGING ITEMS
- 6. TIME SPECIFIC AGENDA ITEMS
 - [9:30 a.m.] 2017 Technical Employer of the Year Association of Science and Engineering Technology Professionals of Alberta (ASET)
 To present Strathcona County with the 2017 ASET Technical Employer of the Year award from the Association of Science and Engineering Technology

External Presenter:

Barry Cavanaugh, CEO, ASET

Professionals of Alberta.

6.2 [11:00 a.m.] Overview of Public Engagement Process for the Review of the Dog Control Bylaw and Enforcement Processes

To provide the Priorities Committee with an overview of the results of the public engagement process undertaken for the review of the Dog Control Bylaw.

External Presenter:

Jonathan Mackay, Senior Associate, Stantec

6.3	[4:00 p.m 1st item] Sherwood Park Primary Care Network To continue to make Council aware of the Primary Care Network and it's work in the community.	150 - 159
	External Presenter: Debbie Sinclair, Board Member, Sherwood Park Primary Care Network Dr. Mark Guhle, Board Member, Sherwood Park Primary Care Network	
6.4	[4:00 p.m 2nd item] Strathcona County Library 2016 Annual Report To present the Strathcona County Library 2016 Financial Statements and Annual Report.	160 - 178
	External Presenters: Sharon Siga, CEO, Strathcona County Library Anna Pandos, Chair, Strathcona County Library Board Anne Nothof, Vice-Chair, Strathcona County Library Board Lynn Walker, Secretary-Treasurer, Strathcona County Library Board	
6.5	[4:00 p.m 3rd item] Strathcona County Diversity Committee To make a presentation to the Committee on embracing local diversity and building inclusive communities.	179 - 201
	External Presenters: Miriam Farooq, Member, Strathcona County Diversity Committee Aubrey Watson, Member, Strathcona County Diversity Committee	
6.6	[5:30 p.m.] OPEN HOUSE Opportunity for members of the public to speak to the Committee once on a given topic, with some exceptions under the Priorities Committee Bylaw.	
STRAT	FEGIC INITIATIVES AND UPDATES	
7.1	Neighbourhood Traffic Safety Action Plan To update the Priorities Committee on the completion of the Neighbourhood Traffic Safety Action Plan (NTSAP) 2017.	202 - 249
7.2	Davidson Creek/Clarkdale Meadows Traffic Calming To provide the Priorities Committee with an update and final traffic calming plans for the Davidson Creek/Clarkdale Meadows Traffic Calming Project.	250 - 367
7.3	Municipal Development Plan To provide an overview of the final draft of the updated Municipal Development Plan (MDP).	368 - 588
7.4	Provincial and Federal Budget Impacts Update To provide the Priorities Committee with an update in regards to the impacts on Strathcona County of the 2017 Provincial and Federal budgets.	589 - 596

7.

7.5	Urban Chicken Pilot Project	597 - 600
	To update Priorities Committee on input into potential development of an	
	Urban Chicken Pilot Project.	

8. COUNCILLOR REQUESTS (INFORMATION / PROGRAM REQUESTS)

8.1 Councillor Request Report

To add or remove items from the Councillor Request Report.

9. REPORTS FOR INFORMATION

The Priorities Committee is provided with the listed reports in this section for information only. Presentations are not heard at the meeting.

10. ADJOURNMENT

601



PRIORITIES COMMITTEE MEETING MINUTES

April 11, 2017 9:00 a.m. Council Chambers

Members Present: Roxanne Carr, Mayor

Vic Bidzinski, Councillor Ward 1
Dave Anderson, Councillor Ward 2
Brian Botterill, Councillor Ward 3
Carla Howatt, Councillor Ward 4
Paul Smith, Councillor Ward 5
Linton Delainey, Councillor Ward 6
Bonnie Riddell, Councillor Ward 7
Fiona Beland-Quest, Councillor Ward 8

Administration Present: Rob Coon, Chief Commissioner

Lori Cooper, Assoc. Commissioner, Corporate Services

Kevin Glebe, Assoc. Commissioner, Infrastructure and Planning Services

Gord Johnston, Assoc. Commissioner, Community Services

Laura Probst, Acting Chief Financial Officer

Sandy Bugeja, Manager, Governance Support Services & Deputy Clerk

Lana Dyrland, Legislative Officer

1. CALL TO ORDER

Mayor Carr called the meeting to order at 9:01 a.m.

2. ADDITIONS / DELETIONS / CHANGES TO AGENDA

The Chair called for additions/deletions/changes to the agenda.

Councillor Howatt requested the addition of the "Review of Boards and Committees by Governance Advisory Committee" report to the agenda.

3. ADOPT AGENDA

2017/ P9

Moved by: B. Riddell

THAT the Agenda for the April 11, 2017 Priorities Committee meeting be adopted with the following addition to the agenda:

Review of Boards and Committees by Governance Advisory Committee (to follow item 7.1)

In Favour (9): R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell, and F. Beland-Quest

Carried (9 to 0)

1

4. **CONFIRMATION OF MINUTES**

4.1 March 14, 2017 Priorities Committee Meeting Minutes

2017/ P10

Moved by: P. Smith

THAT the minutes from March 14, 2017 Council Meeting be approved.

In Favour (9): R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell, and F. Beland-Quest

Carried (9 to 0)

5. EMERGING ITEM

There were no emergent items brought forward at the meeting.

6. TIME SPECIFIC AGENDA ITEMS

6.1 Comprehensive Analysis of Emergency Services Operations

The Committee was provided with a copy of the report completed by Emergency Services Consulting International (ESCI) in response to Motion 2015/467.

External Presenter:

John Stouffer, Project Manager, Emergency Services Consulting International

7. STRATEGIC INITIATIVES AND UPDATES

7.1 Further Review of Boards and Committees

The Committee was provided with a report to consider how to better utilize Council Committees to support and facilitate the achievement of Strathcona County's Strategic Plan, vision and priorities.

2017/ P11

Moved by: B. Riddell

THAT the April 11, 2017 Governance Advisory Committee report titled, Further Review of Boards and Committees, be referred to Council for debate and decision.

In Favour (9): R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell, and F. Beland-Quest

Carried (9 to 0)

7.2 Review of Boards and Committees by Governance Advisory Committee

The Committee reviewed the Governance Advisory Committee's (GAC) report which summarizes the findings of the GAC with respect to its review of the terms of reference, activities and accomplishments of the various Council Committees.

7.3 Strathcona County 2016 Annual Management Report

The Committee was provided with the Strathcona County 2016 Annual (Q4) Management Report for information purposes.

7.4 Communications update – external website

The Committee was provided with an update of 2016 activities on Strathcona County's external website and the outlined changes coming as part of the website redesign project.

8. COUNCILLOR REQUESTS (INFORMATION / PROGRAM REQUESTS)

8.1 Councillor Request Report

Ward	Category	Request	Department	Due Date
4 C. Howatt	Information Request	Public Vaping Please provide information on County policies or bylaws regarding public vaping	ACTION: Legislative and Legal Services	DUE : April 25 2017
Mayor Carr	Information Request	Council/ Priorities Committee Webcast Please provide facts on the consistency and schedule of the Council and Priorities Committee webcast.	ACTION: Facility Services/ Legislative and Legal Services	DUE : April 25, 2017

6. TIME SPECIFIC AGENDA ITEMS

6.2 STARS Air Ambulance Update

The Committee was provided with an update on STARS services and new developments.

External Presenter:

Glenda Farnden, Municipal Relations Liaison, STARS Air Ambulance

6.3 IN CAMERA SESSION

2017/ P12

Moved by: D. Anderson

THAT the Committee meet in private, pursuant to sections 17, 24 and 29 of the Freedom of Information and Protection of Privacy Act to discuss selection of the Pride of Strathcona Awards and the Mayor's Award recipients.

In Favour (9): R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell, and F. Beland-Quest

Carried (9 to 0)

6.3.1 2017 Pride of Strathcona Awards – Selection of Award Recipients

FOIP Section 17, harmful to personal privacy

FOIP Section 24, advice from officials

FOIP Section 29, information available or to available to the public

6

6.3.2 REVERT TO OPEN SESSION

2017/ P13

Moved by: B. Botterill

THAT the Committee revert to open session at 2:41 p.m. and recess until 3:30 p.m.

In Favour (9): R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell, and F. Beland-Quest

Carried (9 to 0)

6.4 MOTIONS ARISING OUT OF IN CAMERA SESSION

The Committee delayed the discussion and vote on the Motions arising out of the In Camera session due to a short unexpected absence of a Committee member.

6.5 Strathcona County Condominium Association

The Committee received a presentation regarding the fire hydrant fee for multi-tenant properties.

External Presenter:

Jerry Keller, President, Strathcona County Condominium Association Gerri Moore Sarah Drichel

Paul Smith left the meeting at 3:53 pm.

6.4.1 MOTIONS ARISING OUT OF IN CAMERA Continued

2017/ P14

Moved by: D. Anderson

THAT Enclosure 1-26 remain private pursuant to sections 17 and 24 of the Freedom of Information and Protection of Privacy Act; and

THAT Enclosure 27, Award Recipient Selections be created and remain private pursuant to section 29 of the Freedom of Information and Protection of Privacy Act, until the award recipients have been notified; and

THAT Enclosure 27, Award Recipient Selections, be approved.

In Favour (8): R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, L. Delainey, B. Riddell, and F. Beland-Quest

Carried (8 to 0)

Dave Anderson and Bonnie Riddell left the meeting following agenda item 6.4.1 and were absent from the Open House.

_	_	_			101	105
h	.6	()	יושע	vi H	4 () I	USE
u.				v	-	リンレ

Registered Speakers:

North Central Alberta Baseball League

Paul Riopel & Robert Burrows

Strathcona County Special Olympics

Jeff Johnson, Chair, Strathcona County Special Olympics

Member of the public

Doreen Aleth

9. REPORTS FOR INFORMATION

The Committee was provided with the listed reports in this section for information only. Presentations were not heard at the meeting.

9.1 Ward 6 Councillor Report

10. ADJOURNMENT

Mayor Carr declared the meeting adjourned at 6:08 p.m.

Mayor
Deputy Clerk, Legislative & Legal Services



Priorities Committee Meeting_May16_2017

Verbal Presentation

2017 Technical Employer of the Year - Association of Science and Engineering Technology Professionals of Alberta (ASET)

Report Purpose

To present Strathcona County with the 2017 ASET Technical Employer of the Year award from the Association of Science and Engineering Technology Professionals of Alberta.

Summary

This award is presented to an employer for their outstanding contribution to technology and recognizes organizations that excel at supporting, promoting, utilizing, and rewarding technicians and technologists. Employers who make maximum use of their technology professionals are considered for this award. Professional development, encouragement of volunteerism, community involvement, corporate achievements, safety, innovation, profitability, and growth are also considered key factors.

Below is a summary of the 48 ASET members employed by Strathcona County, broken down by designations and disciplines.

No. of ASET Certified Staff Members	Designation	Discipline
1	Certified Engineering Technologist (C.E.T.)	Architectural
1	Certified Technician (C. Tech)	Bioscience
6	Professional Technologist in Engineering (P.Tech.Eng.)	Civil
2	Registered Engineering Technologist (R.E.T.)	Civil
18	Certified Engineering Technologist (C.E.T.)	Civil
2	Certified Technician (C. Tech.)	Civil
2	Technologist in Training (T.T.)	Civil
4	Certified Engineering Technologist (C.E.T.)	Construction Engineering
2	Certified Engineering Technologist (C.E.T.)	Engineering Design and Drafting
1	Student	Environmental
1	Certified Engineering Technologist (C.E.T.)	Industrial
1	Certified Technician (C. Tech.)	Industrial
1	Certified Engineering Technologist (C.E.T.)	Information
1	Certified Engineering Technologist (C.E.T.)	Mechanical
1	Certified Technician (C. Tech.)	Mechanical
3	Certified Engineering Technologist (C.E.T.)	Survey and Geomatics
1	Certified Technician (C. Tech.)	Survey and Geomatics

External Presenter:

Barry Cavanaugh, Chief Executive Officer, Association of Science and Engineering Technology Professionals of Alberta

Author: Richard Dekker, Transportation and Agriculture Services Director: David Churchill, Transportation and Agriculture Services

Associate Commissioner: Kevin Glebe, Infrastructure and Planning Services

Lead Department: Transportation and Agriculture Services

Page 1 of 1



Priorities Committee Meeting_May16_2017

STRATEGIC INITIATIVE AND UPDATE

Overview of Public Engagement Process for the Review of the Dog Control Bylaw and Enforcement Processes

Report Purpose

To provide the Priorities Committee with an overview of the results of the public engagement process undertaken for the review of the Dog Control Bylaw.

Council History

December 12, 2006 - Council gave three readings to the Dog Control Bylaw 85-2006.

Strategic Plan Priority Areas

Economy: n/a

Governance: Ongoing review of bylaws is best practice for municipalities.

Social: Contributes to a helping, safe, caring community.

Culture: n/a Environment: n/a

Other Impacts

Policy:

Legislative/Legal: Council may, by bylaw, amend the Dog Control Bylaw.

Interdepartmental: Bylaw Enforcement Services, Legislative and Legal Services, and Corporate Planning and Intergovernmental Affairs are working together on the review of the Dog Control Bylaw.

Summary

The public engagement process for the review of the Dog Control Bylaw was robust. It consisted of an awareness campaign, and online survey with nearly 1900 completed responses and a series of workshops hosted in four different locations across the County. This feedback provided direction for a new Dog Control Bylaw that will be presented to Council in June 2017.

Communication Plan

Communications for this initiative will follow a communications plan, including tactics such as an information release, social media posts, newspaper advertisements, stakeholder letters, etc.

Enclosures

- 1 Phase I Survey Summary Report
- 2 Phase II Workshop Summary Report
- 3 Overview of Public Engagement for the Dog Control Bylaw Review

Author: Dawn Green, Corporate Planning and Intergovernmental Affairs Director: Kelly Rudyk, Corporate Planning and Intergovernmental Affairs

Chief Commissioner: Rob Coon

Lead Department: Corporate Planning and Intergovernmental Affairs

Strathcona County Dog Control Bylaw Review

Phase 1 Survey Summary Report



Prepared for: Strathcona County

Prepared by: Jonathan Mackay

January 31, 2017

STRATHCONA COUNTY DOG CONTROL BYLAW REVIEW

Table of Contents

1.0		T BACKGROUND			
1.1	PROJEC	CT SCOPE	1.1		
2.0	PHASE 1	COMMUNITY ENGAGEMENT – COMMUNITY PREFERENCES	2.2		
2.1	NOTIFIC	ATIONS	2.2		
3.0	PRIORIT	IES AND PREFERENCES ONLINE SURVEY	3.3		
3.1		GRAPHIC QUESTIONS			
	3.1.1	Question 1 - Residency	3.3		
	3.1.2	Question 2 – Location of Residence			
	3.1.3	Question 3 – Dog Ownership	3.5		
	3.1.4	Question 5 – Time of Dog Ownership	3.6		
	3.1.5	Question 6 – Number of Dogs in Household			
3.2	QUESTIC	DNS REGARDING LICENSING			
	3.2.1	Question 7 – Communication Preferences	3.8		
	3.2.2	Question 8 – Other Communication Options	3.8		
	3.2.3	Question 9 – Licence Renewal Date			
	3.2.4	Question 10 – Licence Renewal Preferences			
	3.2.5	Question 11 – Other Renewal Options	3.10		
	3.2.6	Question 12 – Annual Licence Period	3.11		
	3.2.7	Question 13 – Discounted Renewal Fees for Spayed/Neutered			
		Dogs			
	3.2.8	Question 14 – Licence Fee Value			
	3.2.9	Question 15 – Ideal Fees – Spayed/Neutered Dogs			
	3.2.10	Question 16 – Ideal Fees - Unspayed/Unneutered Dogs			
	3.2.11	Question 17 – Renewal Reminder Notices			
	3.2.12	Question 18 – Other Reminder Options			
	3.2.13	Question 19 – Renewal Grace Period			
	3.2.14	Question 20 – Secondary Identification			
	3.2.15	Question 21 – Traits of Aggressive Dogs			
	3.2.16	Question 22 – Traits of Nuisance Dogs			
	3.2.17	Question 23 – Over-Limit Permits			
	3.2.18	Question 24 – Additional Comments on Over-Limit Permits			
	3.2.19	Question 25 – Urban vs. Rural Household Dog Limits			
	3.2.20	Question 26 – Reasons For/Against Different Limits			
	3.2.21	Question 27 – Additional Comments			
	3.2.22	Question 32 – Survey Notification			
	3.2.23	Question 33 – Other Notification Methods	3.2/		
4.0	NEXT ST	EPS	4.28		
LIST (OF APPENI	DICES			
APPE	PENDIX A SAMPLE SURVEY QUESTIONS4.29				

1.0 PROJECT BACKGROUND

Like many Canadian municipalities, Strathcona County has a Dog Control Bylaw which was adopted by County Council in 2006. It clarified the rules for both rural and urban dog owners regarding licensing, types of offenses and associated fines, household limits, and vicious dog guidelines. The rapid population growth in the County over the past decade has put pressure on space, services, and resources as the number of dog owners has increased. With a focus on maintaining the quality of life for all residents, a review of the bylaw will to determine what parts of the bylaw are working well and which need updating.

The goal of this project is to engage County stakeholders to get their input how the bylaw has performed since its inception, and to hear how it could be made better. Areas of interest that will help shape the new bylaw include, but are not limited to:

- Licensing
- Enforcement and offences
- Vicious dogs
- Over limit permits (currently the County permits only two dogs per household, unless the resident has an over-limit permit)

Receiving feedback from the residents will need to achieve a balance of input – between the rural and urban residents, between dog owners and those without dogs, and between those with other vested interests in the bylaw (veterinarians, breeders etc.) and those who are not directly affected. There also must be a balance between protection of both people and other pets, without making dog ownership so restrictive that it impacts the quality of life of those who choose to have them.

1.1 PROJECT SCOPE

The goal of this public engagement process is to use an informative, interactive, and inclusive public engagement approach that will give a voice to all County residents - dog and non-dog owners, urban and rural citizens, and people who provide services to dogs across Strathcona County. This input will provide the direction for an updated dog control bylaw that focuses on responsible pet ownership. The public engagement process has been divided into two complementary phases:

- Phase 1 Fall 2016
 - o Project awareness campaign
 - o One-on-one interviews
 - o Direct engagement with residents in public areas
 - o Online survey to determine preferences and priorities

- Phase 2 Winter 2017
 - Survey summary highlight report
 - "What We Heard" comprehensive survey summary report
 - Four workshops, open to all interested parties. Two events will be held in Sherwood Park and two will be held in rural locations to better gather a balance of input
 - o Final project report summarizing the engagement process including key themes, evaluation of project, and summary of what we heard
 - Presentation of project summary report to County Council

2.0 PHASE 1 COMMUNITY ENGAGEMENT – COMMUNITY PREFERENCES

2.1 NOTIFICATIONS

The public engagement process for this phase of the project involved two main areas of focus – project awareness and direct engagement on the priorities and preferences of Strathcona County residents regarding the current bylaw specifically and dog ownership in general. The project stakeholders were contacted via a variety of methods, including:

- Newspaper advertisements in the Sherwood Park News on November 25 and December 10, 2016
- Sherwood Park News article on November 25, 2016 (http://www.sherwoodparknews.com/2016/11/25/input-sought-on-potential-changes-to-dog-bylaw)
- Social media, including Facebook, Twitter and Instagram. Paid Facebook ads also ran from November 29 – December 11, 2016
- Notification on the Strathcona County website on November 22, 2016
- Notification at all members of the County public engagement e-newsletter on November 23 and December 9, 2016
- A news release sent out to local media on November 22, 2016
- Direct mail postcards to all registered dog owners mailed December 1, 2016 (9,783 records)
- Project awareness signs and posters placed around the County, including in County offices, pet stores, along popular trails, the Deermound off-leash area, etc.

3.0 PRIORITIES AND PREFERENCES ONLINE SURVEY

The online survey was open from November 21 to December 11, 2016 The final survey numbers were:

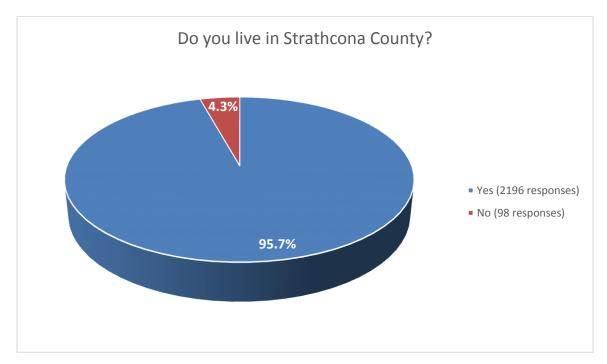
- 2306 total responses
- 1877 completed
- 331 partially completed
- 98 rejected (due to participant not being a resident of the County)

A full version of the survey questions has been included in Appendix A.

3.1 DEMOGRAPHIC QUESTIONS

Respondents were asked to provide some background information on their interests in this project; namely, their reason for being a project stakeholder, and which areas of the County they reside in. The results are shown below in Table X and Figure Y.

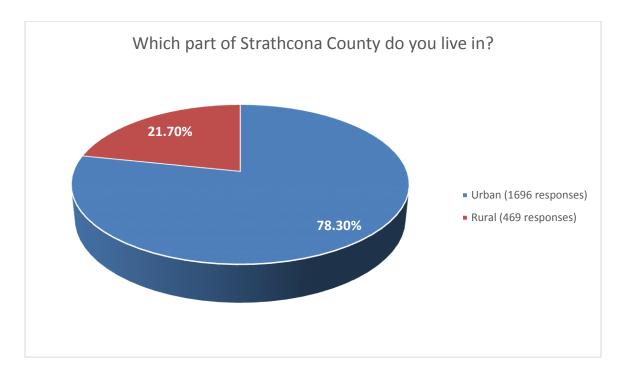
3.1.1 Question 1 - Residency



The vast majority of survey respondents were residents of Strathcona County. However, nearly 100 respondents were not County residents, and were not allowed to proceed any further into

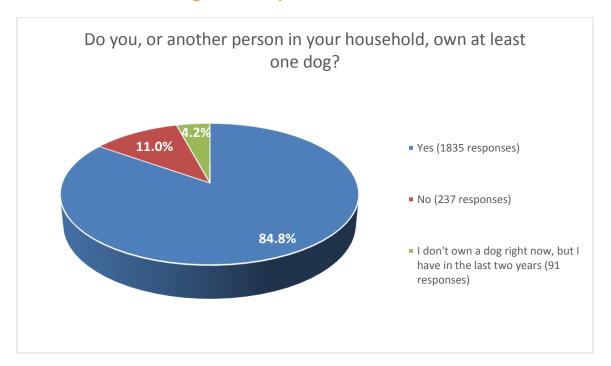
the survey. By stopping the survey at this point for non-residents, there is a clear distinction that any decisions made based on this input should reflect the desires of County residents alone.

3.1.2 Question 2 – Location of Residence



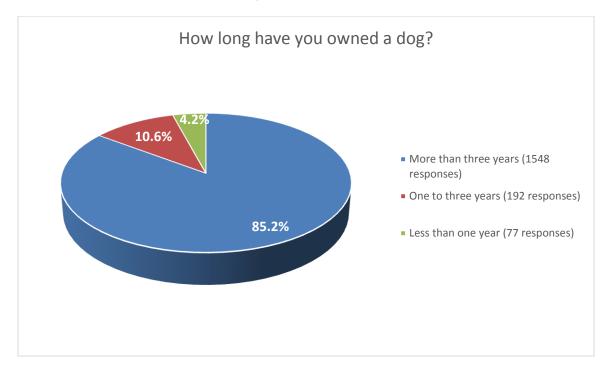
The split between urban and rural responses for this question is very similar to the actual urban/rural split of population in Strathcona County, which was 71.9% urban to 28.1% rural based on the 2015 census data. Urban residency was defined as living within Sherwood Park. Rural residences included Antler Lake, Ardrossan, Collingwood Cove, Half Moon Lake, Hastings Lake, Josephburg, North Cooking Lake, South Cooking Lake, country residential (acreages) and farms.

3.1.3 Question 3 – Dog Ownership



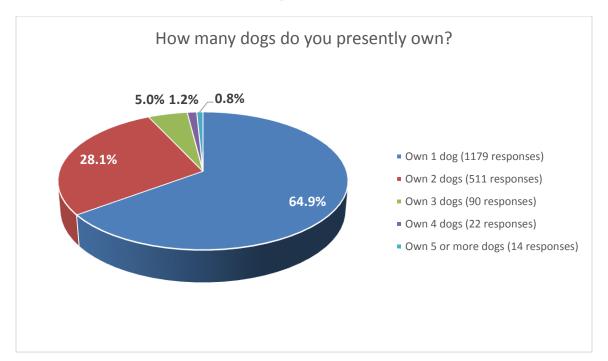
The divide between present and past dog owners (89% combined) and residents without dogs (11%) was somewhat surprising, as the focus of the survey and the associated advertising was participation by all County residents with an opinion on responsible dog ownership. However, the timing of the survey may have had at least a partial effect on the results. The signage posted around the County, especially along the walking trails and open spaces in Sherwood Park, may have been viewed more by dog walkers since it was posted to raise awareness for a survey in late November. The cold weather during this period may have also been a factor, as walkers and runners without dogs may have opted for other activities indoors. Residents without dogs may not have understood how the bylaw and any potential changes to it may affect them. Participants who answered "No" to this question were jumped to Question 21 to complete the latter part of the survey, as Questions 4 through 20 only applied to current dog owners.

3.1.4 Question 5 – Time of Dog Ownership



Given the length of a dog's life, it is perhaps not surprising that the majority of the respondents to the survey have been dog owners for more than three years. This aligns well with responses to later questions that support the idea that owning a pet is a long term commitment.

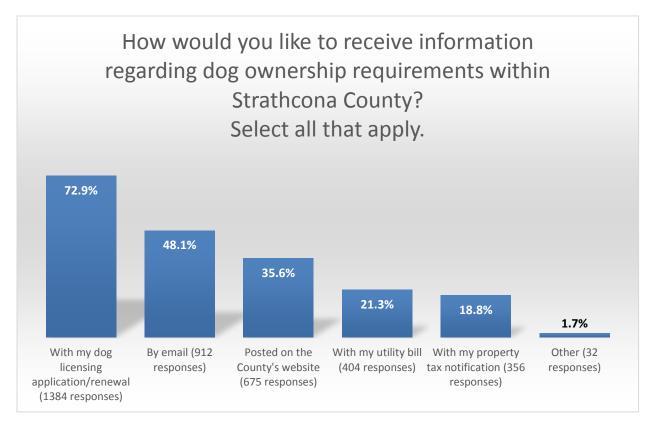
3.1.5 Question 6 – Number of Dogs in Household



The responses to this question are interesting on two fronts. First, the number of respondents who own one or two dogs (93% combined) aligns very well with the statistics from the dog licenses issued within the County. The number of respondents who own more than two dogs – which is the current number allowed without an over-limit permit – is less than half of the number of active over-limit permits (126 responses vs. 360 permits in 2016), but the numbers in each category are very similar.

3.2 QUESTIONS REGARDING LICENSING

3.2.1 Question 7 – Communication Preferences



Unsurprisingly, most responses indicate that dog owners would like to know what is expected of them right from when they license their dogs. Electronic methods of receiving information (email and websites) were also very popular, especially since both would also be available on portable electronic devices like tablets and smartphones.

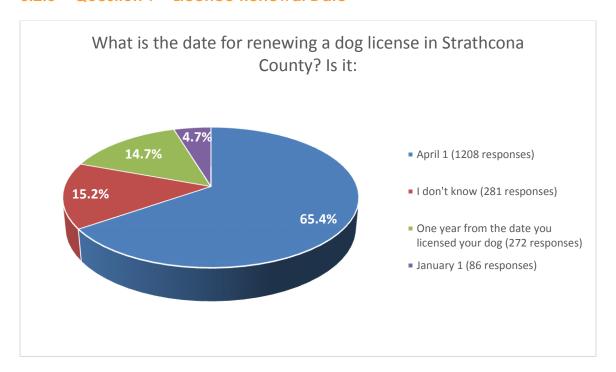
3.2.2 Question 8 – Other Communication Options

Other preferred methods of communication included:

- Facebook/Social Media (5 responses)
- Mail (5 responses)
- Newspaper (3 responses, one suggested Friday edition specifically)
- A flyer or notice in local paper are also good ways of notifying people (1 count)
- All of the above and an ad in the newspaper if it includes anything new (1 count)
- Website (1count)
- It would be really nice if the person who registers the dog gets the bill. I live with my parents and I OWN the dog which means I should get the renewal fee not the owners of the house! (1 count)

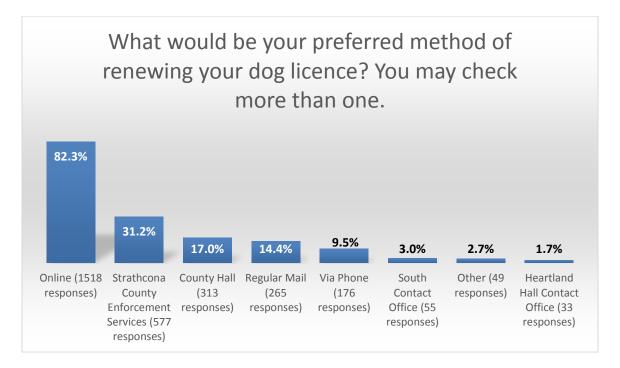
- LOVED the signs around the trail system where I walk my dog, fantastic idea, really got my attention to provide feedback (1 count)
- Separate mail out to all dog owners. Non-dog owners can go to the County website for information (1 count)

3.2.3 Question 9 – Licence Renewal Date



This question was posed to gauge how familiar County residents are with the current renewal process. The response to this question can be interpreted in two ways. Since only about 2/3 of respondents answered correctly, this may be an area that requires more frequent or clearer communication to dog owners. On the other hand, this also shows that nearly 2/3 of dog owners know the renewal date and likely are responsible about renewing their dog's licences annually.

3.2.4 Question 10 – Licence Renewal Preferences



The responses to this question are very much in line with the answers to the previous question on notification and communication, and with overall trends as well. The preference for an electronic option for renewals, which is available in many other communities, is very evident.

3.2.5 Question 11 – Other Renewal Options

Other preferred methods of renewing licences included:

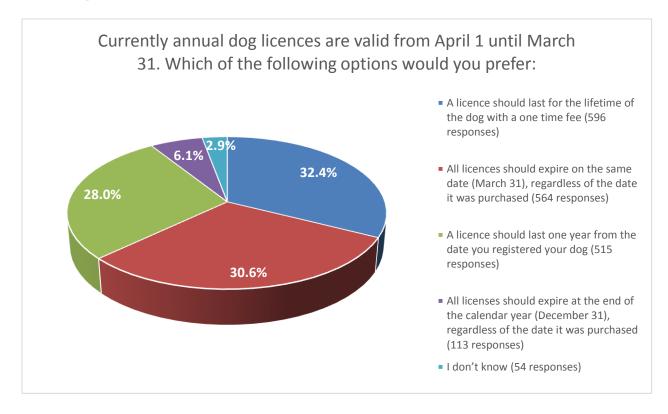
- Bank (19 responses)
- Online (8 responses)
- Email (2 responses)
- Telephone banking (2 responses)
- EFT (electronic funds transfer) (2 responses)
- Text (1 count)
- At a veterinarian clinic within Strathcona County (1 count)
- With property tax assessment (1 count)
- In person (1 count)
- Recreation centers (Ardrossan, Millennium) (1 count)
- When I pay my utility bill (1 count)

Several other responses related to licensing in general were also provided:

- Don't license (1 count)
- Not to have a licence (at all). Cats don't why do dogs? (1 count)
- There is no point in registering a dog, unless you use off leash areas. Off leash users should buy a membership (1 count)

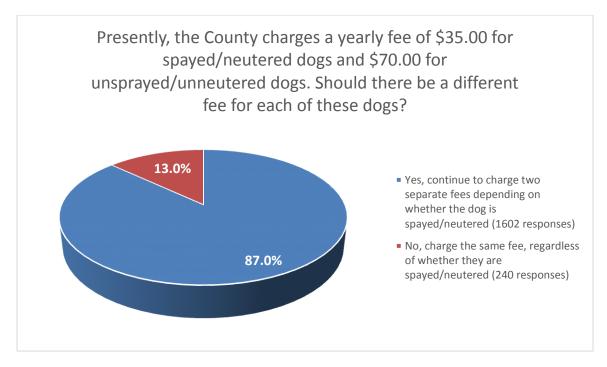
- We should not have to renew our dog licence like other countries have. Example Leduc -(1 count)
- It should be free. Why do I have to pay and cat owners do not? (1 count)

3.2.6 Question 12 – Annual Licence Period



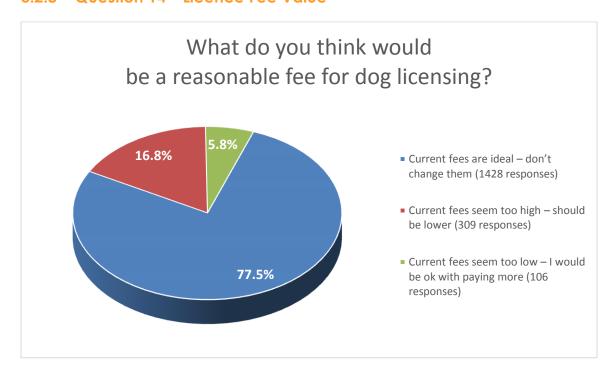
There was no clear direction on the preferred option for the renewal date for dog licences, with three options – keeping the date the same, changing the renewal date to the anniversary of the day of registration, or moving to a lifetime fee – all having about equal levels of support. This question will require further engagement with dog owners to test the reasons for changing from the current renewal date.

3.2.7 Question 13 – Discounted Renewal Fees for Spayed/Neutered Dogs



There was a very clear preference for the County to continue to charge different fees for intact (i.e. not spayed or neutered) dogs and those that have been spayed/neutered.

3.2.8 Question 14 – Licence Fee Value



Over three-quarters of the survey respondents felt that the current fee for dog licences is appropriate for the level of service provided. This was explored further in the following two questions.

3.2.9 Question 15 – Ideal Fees – Spayed/Neutered Dogs

Survey participants were asked to provide their ideal licence fees for spayed/neutered dogs, which are listed in the following table. Any clarifications provided by the survey respondents and the number of times that they were repeated are also included.

Proposed Fee	Number of Responses	Clarifications
\$0/Free to \$25/year	216	Only applies to rural homes (2); This fee should be per family (1)
\$30 to \$50/year	116	Lifetime fee (6); fee should be for any dog (spayed or not) (1); fee should be for spayed dogs only (unspayed is more expensive (1)
\$55 to \$75/year	7	Lifetime fee (2)
\$80 to \$100/year	15	Lifetime fee (7); for non-neutered dogs only (1)
\$125 to \$300	6	Lifetime fee (6)
Mean of responses*	\$48.45/year	
Median of responses**	\$50/year	
Mode of responses***	\$20/year	

^{*}The mean refers to the average yearly fee that residents would like to pay for a dog licence. 15 residents felt that annual dog licences should be free, and these entries were not included in this calculation as it would lower the average fee artificially. Calculations were based on the entries that were in the range from \$5/year to \$300 lifetime.

^{**}The median refers to the central point of the range in yearly fees charged for a dog licence. For this, 50% of residents would be okay paying this fee (or more), while the remaining residents would prefer to pay less annually.

^{***}The mode refers to the yearly fee most frequently mentioned by residents.

Other responses included:

- Additional charges to owners who's dog was picked up by bylaw
- Fees for cats too so dogs less \$
- Equivalent to fees paid by cat owners for returning lost cats and managing cat control issues, moving cats to the Edmonton Humane Society
- Should go down by the more you have.
- My spayed or neutered dog costs NOTHING to the County so it's practically stealing to charge for something that doesn't affect you or the County in ANY way. Disguising the fee as something for lost dogs is a complete scam. Get real this isn't what people want government for.
- That should be owner's responsibility not the community. It should be a fine if the pet has not been spayed or neutered
- There should not be a penalty for those responsible dog owners to have a 'whole dog'. This makes those owners guilty immediately. The preferred system should be a low initial cost for registering any dog. IF that animal presents a cost to the system, then the annual rate for such animal would be increased substantially. This would encourage at least positive outcomes. First, the low initial fee would encourage registration of all dogs. Second, the increased fee or 'penalty' would hopefully dissuade bad behavior.
- This depends on whether were doing a one-time licence fee or not. I'd be happy to pay approximately \$100-200 for a one-time fee.
- To pay for when my dog is lost. Household dogs that don't leave the house off-leash should not pay as much as those dogs that are off-leash for periods of time. Irresponsible pet owners should be fined. Responsible pet owners should not have to pay for the irresponsibility of others.
- My dog lives indoors and I DO NOT license it.
- A higher fee (\$100.00/dog) may encourage folks to spay/neuter their dog enabling them to pay less fees.

3.2.10 Question 16 – Ideal Fees - Unspayed/Unneutered Dogs

Survey participants were next asked to provide their ideal licence fees for unspayed/unneutered dogs, which are listed in the following table. Any clarifications provided by the survey respondents and the number of times that they were repeated are also included.

Proposed Fee	Number of Responses	Clarifications
\$0/Free to \$25/year	65	Only applies for rural dogs with urban dogs paying regular fees (1)
\$30 to \$50/year	101	Should be a lifetime fee (1); fee would apply to unneutered dogs with the unspayed dog fee set at \$70 (1); Fee should apply to all dogs (no different fee for spayed/neutered dogs) (2)

Proposed Fee	Number of Responses	Clarifications	
\$55 to \$75/year	44	Lifetime fee (1)	
\$80 to \$100/year	90	Lifetime fee (3)	
\$105 to \$150/year	18		
\$155 to \$1000	35	Lifetime fee (11), fee should be \$200 or the equivalent cost of spaying or neutering the animal as an annual fee (1)	
Mean of responses*	\$84.95/year		
Median of responses**	\$75/year		
Mode of responses***	\$100/year		

*The mean refers to the average yearly fee that residents would like to pay for a dog licence. 15 residents felt that annual dog licences should be free, and these entries were not included in this calculation as it would lower the average fee artificially. Calculations were based on the entries that were in the range from \$5/year to \$300 lifetime.

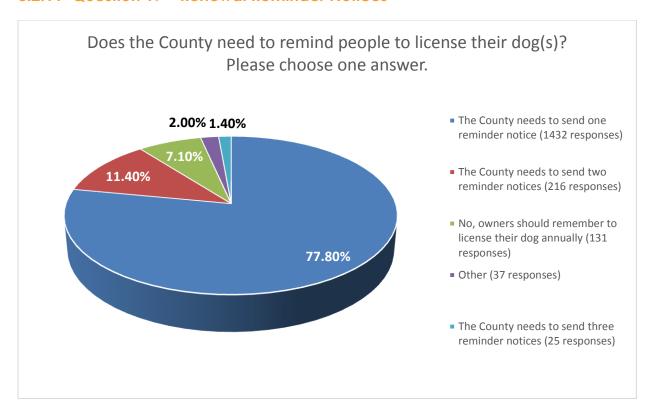
**The median refers to the central point of the range in yearly fees charged for a dog licence. For this, 50% of residents would be okay paying this fee (or more), while the remaining residents would prefer to pay less annually.

***The mode refers to the yearly fee most frequently mentioned by residents.

Other comments included:

- Same as spayed or neutered dog 2 responses
- All should be fixed
- This is a dirty cash grab
- It should be illegal to keep an unspayed or unneutered dog.
- Double
- \$100/year to encourage spay/neuter
- Not sure
- Mine are spayed and neutered right away as young puppy so I do not have an opinion on rates for this question.
- \$100/year to deter backyard breeding. Allowances should be made for puppies/dogs under one year old as it is not in their best health interest to be altered until fully developed/grown.
- Don't know
- My dog lives indoors and I DO NOT license it
- Those who are so irresponsible as to not spay or neuter their pets probably won't pay any licensing fees

3.2.11 Question 17 – Renewal Reminder Notices



The response to this question is interesting, as the current practice (three reminder notices) had the lowest ranking overall. Nearly 80% of respondents felt that a single reminder notice was enough, and a move to this new standard would likely have two effects. First, it would free up significant resources within the bylaw enforcement administration to pursue other activities (such as education programs) and second, it would also provide more clarity to enforcement officers when they encounter a dog without valid tags.

3.2.12 Question 18 – Other Reminder Options

Several respondents noted that a one-time registration fee would allow the County to do away with reminder notices completely, since there would no longer be any need for renewals.

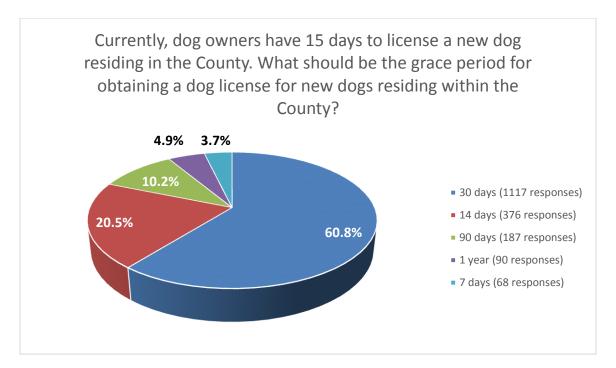
- One-time payment does not require a reminder.
- One-time only. High annual fees are a lot to manage and discourages owners from registering their pets at all. A one-time process may get more traction with owners and allow more pets to get tracked back to the owners along with charges for handling/care.
- Only license dogs once.
- Life time licence with a small one-time fee to cover this cost. Build current annual fee into County taxes.
- One-time fee for the dog no renewal it's just a cash grab
- If the licence lasts for the lifetime of the dog, there is no need for a renewal notice. Saves money and time.

If a one-time fee was instituted, there would be no need for reminder notices. The next
most efficient system, in my opinion, would be done online, with an automatic renewal
process.

Other reminder options and comments noted by respondents included:

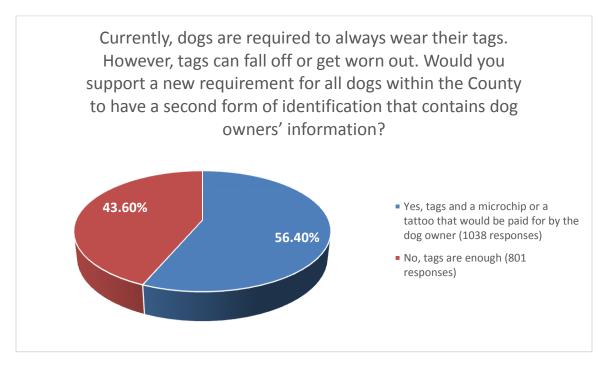
- Similar to licensing vehicles, dog owners could sign up to receive automatic email remainders to license their pet.
- Shouldn't have to license unless cats and other pets are required to have them.
- All dogs need to be licensed so if people will not renew maybe it should be added to their taxes. Being responsible for their dog is not an option but a requirement.
- Dogs do not need to be licensed. Users of off-leash should pay for space. If your dog is rescued then pay large amount for return.
- Reminder notice online and charge extra if not registered within 30 days after registration. If owner doesn't have a dog any longer, they can notify County as such.
- A reminder is good, but to save on mailing costs, the reminder could be sent via e-mail.
- Reminders should be sent out using information delivery from previous question.
- The County already notifies dog owners. Reminders in the paper, utility bills inserts and the actual renewal itself. More than enough notification.
- More than one notice and advertising in paper and online if there are ANY changes to current or future bylaws
- Email a statement... Issue ticket one month later for failure to comply
- Email, welcome to the 21st century. Or text to a mobile number. Canada Post isn't reliable and who goes to the mailbox every day
- Sending the renewal of licence should be reminder enough
- Whatever the date is, the County should remind people. If there is a savings this could be sent out with the property taxes. Or have a month long campaign about pet ownership once a year that would match the renewal.
- Maybe like how vehicles are registered (by your last name). But one reminder is fine.
- One reminder 60 days in advance.
- Option to receive notifications via email too hard to remember without some reminder
- A reminder makes sense, two reminders should be enough.
- Need to send as many reminders as it takes for someone to license dog.
- It depends if the dogs are ever in public places. If they are maintained in a private fenced rural property they should not need to be licensed.

3.2.13 Question 19 – Renewal Grace Period



Nearly two in three respondents felt that doubling the current grace period to 30 days would be acceptable. There is little support to extend the grace period much past this.

3.2.14 Question 20 – Secondary Identification



Response to this question revealed a clear divide between those who supported a second form of ID for dogs and those who do not. More information on the need for secondary identification and its role in returning lost dogs to their owners may be helpful. Several respondents also noted that a partial solution to this issue would be sending out new tags to all owners on a regular basis – for instance, with every fifth renewal.

3.2.15 Question 21 – Traits of Aggressive Dogs

Survey participants were asked to list three traits that they felt defined an aggressive dog. The results from this question are listed below.

Biting - 857 mentions which includes the following:

- One that bites or attempts to bite a person without being provoked.
- A dog which, when unprovoked, bites, nips, or tears at a person or animal, including their person, shoes, clothing or possessions
- Deliberately bites dog or person and draws blood or causes serious bruise. Not all bites indicate aggression
- One that leaves its territory to bark at and bite strangers

Barking/Growling – 812 mentions which includes the following:

- A dog that barks excessively without provocation whether in their own yard or in a public area with or without the owner present
- Barks sharply and loudly in a hostile way with teeth barred and hackles up upon seeing someone they don't know
- Low growl, teeth bared

Attacking/Fighting – 600 mentions which includes the following:

- A dog that has attacked another animal or person. I strongly believe that this should not be breed specific as dogs are products of their environments
- Attacking other dogs, i.e. pinning them and biting
- High prey drive towards other animals, no matter the size of the dog
- One that refuses to obey its owners commands to stop attacking someone

Body Language – 477 mentions which includes the following:

- Low stance, tail low and ears flat to head
- Hackles/hair raised
- Direct eye contact fixed stare without movement while standing tall leaning forward
- Snarling and drooling

Lunging/Charging/Jumping/Pulling – 410 mentions which includes the following:

- A dog that bares their teeth and lunges at other dogs/people/animals
- Lunges at fence or pulls excessively on tether when people walk by their property
- Jumping against the owner's fence (in back yard, etc.) when another person or dog walks by

Out of Control/Unpredictable - 313 mentions which includes the following:

- Doesn't get along with other dogs in a controlled situation
- Even when on a leash, the owner has little or no control over the animal
- Owner unable to control dog to bring them out of aggressive behaviour and to a controlled state
- Reacts unpredictably and in an intimidating way when encountering people or dogs

Violent/Threatening/Aggressive Behaviour Towards People/Other Animals - 152 mentions which includes the following:

- Unwarranted hostility
- A dog that interferes with the freedom of movement of a person or animal, whether on its own property or in a public area
- Dogs who are aggressive even when a dog and or human shows obvious signs of submission and dog still is aggressive
- Displays aggressive behaviour toward people off their own property

Owner Issues/Training - 148 mentions which includes the following:

- OWNER responsibility is #1. Truly 'aggressive' dogs are rare. It is generally ignorant and irresponsible ownership leading to an unfortunate situation
- If dogs are aggressive, the dog owner should muzzle their dog. It's not the dogs. It's the bad owners
- Dominant, untrained. Ultimately the hand at the end of the leash is to blame
- One that doesn't obey direct commands from its handler to back down when it is told to

Running/Chasing - 117 mentions which includes the following:

- Comes after you when you walk/run/bicycle
- Escapes its confined area to chase people or other dogs with intent to fight
- In an off leash area chasing and nipping at all the other dogs
- Chasing/harassing other pets, livestock or passing vehicles

Breed/Size - 89 mentions which includes the following:

- I don't agree with dogs being labeled 'aggressive' by their breed...owners MAKE dogs aggressive.
- Breeds that have been bred for aggression and known to snap such pit bulls, Akitas, etc.
- Aggressive dogs should not be labelled as such because of their breed, but by their actions
- The difference between an aggressive Chihuahua and an aggressive pit bull is that the bigger breeds can cause proportionately bigger damage

Territorial/Stalking/Dominance - 60 mentions which includes the following:

- Over protective of neutral territory (dog parks)
- One that follows people and stalks them
- To me a dog that will not submit is aggressive

Injures/Harms/Kills – 59 mentions which includes the following:

- Wanders onto neighbour's property to hurt or kill other animals
- Seeks out to injure person or another animal
- Injures another dog or human (breaking the skin) under conditions that dogs usually do not find stressful (e.g., walking on leash, socializing off leash at the dog park)
- Broke skin on a human or another dog

Leash/Restraining/Off Leash Issues – 52 mentions which includes the following:

- Dogs that are straining their leashes as they approach other people/dogs
- One that is trying their best to get off leash to 'go after' another dog
- If I saw a dog wearing a muzzle I would think it's aggressive

History - 51 mentions which includes the following:

- History of biting
- Frequent intervention by enforcement services (lost/escapes often)
- Repetitive, non-situational happens more than twice in different situations

Socialization – 48 mentions which includes the following:

- A dog that has not been socialized properly and goes after other dogs
- A dog that does not get along with other animals or people
- Any dog that cannot accept touching by a stranger
- Unapproachable, even in ordinary calm situations

Other – 25 mentions which includes the following:

- Constantly in an overstressed condition. Often confused by surroundings
- There should be a professional evaluation on any dog before it is deemed aggressive
- If after behavioural intervention the dog is still prone to lashing out

Fear – 17 mentions which includes the following:

- 95% of dog aggression comes from fear, not malice, so very fearful dogs are likely to display aggressive behaviours if they are not approached correctly
- Shows no fear or evidence of backing down
- Dogs who are cornered may have their body low, tail down, ears back but can bite out of fear
- A fearful dog that feels scared and trapped so it bites

3.2.16 Question 22 – Traits of Nuisance Dogs

Survey participants were asked to list three traits that they felt defined a nuisance dog. The results from this question are listed below.

Barks excessively - 1,817 mentions which includes the following:

 A dog barking for lengthy/extended periods of time/continuously/ incessantly /non-stop /uncontrolled /excessive /barks all the time

- A dog that barks at all hours of the day and/or night
- A dog that barks a lot when their owner is away -- or even worse when their owner is home!

Roams uncontrolled in the neighborhood – 762 mentions which includes the following:

- A loose dog wandering on its own in the neighbourhood / on other people's property
- A dog that can easily escape from its yard /jumps fences
- A dog allowed to roam free/run free in the neighborhood

Not Leashed /Unattended - 39 mentions which includes the following:

- A dog that isn't leashed in public outside of the off-leash area
- Dog on its property but not restrained

No Training - 51 mentions which includes the following:

- Not under control / disobedient
- One that is untrained
- Flies out of owner's driveway when you walk by

Defecates/Urinates uncontrolled - 347 mentions which includes the following:

- A dog that defecates and/or urinates in other people's yard
- A dog whose owners don't pick up after it

Damages other people's property (digs up, garbage, etc.) - 224 mentions which includes the following:

- A dog loose continually tearing up garbage
- A dog that causes damage to public or other resident's property
- Steals things from other people's properties /from other dogs

Aggressive Behavior/ Jumping / Lunging - 233 mentions which includes the following:

- A dog that attacks /acts aggressively/jumps on people
- A dog that approaches me as I am walking down the street and nips at my heels/bites
- Over protective of private property that may affect public property

Chasing animals or people - 105 mentions which includes the following:

- Allowed to antagonize other animals /pets /wildlife with their behavior
- dog that does not belong to me on my property, bothering livestock
- Chases after people, cars, or bikes

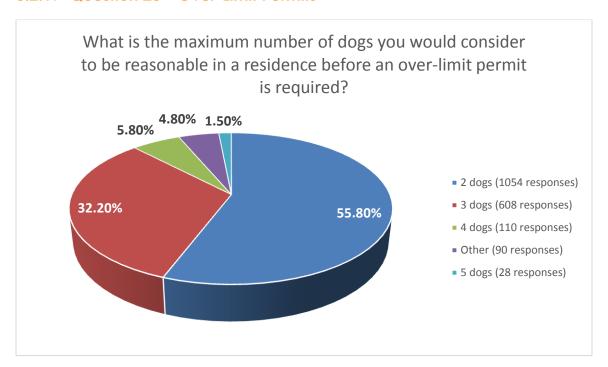
Owner not assuming responsibility- 299 mentions which includes the following:

- A dog that is out of control of the owner on a regular basis
- Dog jumps up on people not restrained by owner
- A dog owner who does not pick-up after its dog

Other Comments - 48 mentions which includes the following:

- Unlicensed dogs
- A bother to the neighborhood /lingers
- Marking its territory / not spayed or neutered
- Any dog that has 3 or more violations for anything, within one year
- Back yard dogs, dogs that stay outside all day
- Dirty / odors from unkempt yards
- Dogs should always be on a leash even in the rural areas

3.2.17 Question 23 - Over-Limit Permits



Just over half of respondents felt that the current limit of two dogs per household was an acceptable number. There was also significant support (nearly a third of respondents) who felt that having up to three dogs in a household would be acceptable, but there was very little support for numbers greater than that.

3.2.18 Question 24 – Additional Comments on Over-Limit Permits

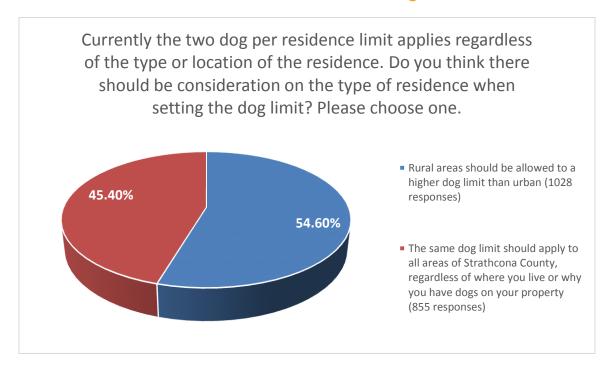
Many survey respondents noted that there are numerous factors to consider when it comes to over-limit permits, including:

- type of home (condo/apartment vs. single family home)
- size of home and yard

- size of dog (generally, the number of dogs per home should decrease as the dogs get larger)
- location of home (urban or rural)
- whether the dog is spayed/neutered or not
- training of dogs and owners and the responsibility of the owners

There were also several comments that household limits are unnecessary, and that owners should be allowed to have as many dogs as they can responsibly care for. However, this came with the condition that there would need to be stronger enforcement to ensure that the dogs are cared for properly and are not seen as a nuisance within the community.

3.2.19 Question 25 – Urban vs. Rural Household Dog Limits



Note: Dog-based businesses, such as kennels, are required to have a valid development permit and therefore are not required to purchase an over-limit permit.

There was slightly more support for a higher household dog limit in rural areas, but as was noted in the additional responses from the previous question, this higher limit would likely come with conditions based on the size of dog, whether "rural" means an acreage or a farm, etc.

3.2.20 Question 26 – Reasons For/Against Different Limits

Survey participants were asked to provide any additional reasons why they felt there should or should not be a different limit for urban versus rural properties. The vast majority of the responses focused on the additional space/room that animals would have in the rural areas, meaning that numbers of dogs per hectare would be equal or lower and thus more acceptable. However,

several noted that there would need to be a clearer distinction of "rural" between the country residential areas (i.e. acreages) and larger rural properties (i.e. farms).

- More space to accommodate and more duties for dogs to carry out in rural areas
- I think the breed of dog should be considered when deciding how many dogs. For instance, 3 or 4 tea cup sized dogs would seem reasonable. The type of residence should be taken into consideration not just the location. If you are living in an apartment/condo with 2 St. Bernards would be a quality of life situation.
- I think in the rural areas it would be ok to have max 3 dogs. The dogs have a larger space to run and play.
- More space for the animals, not as cramped. Hopefully less noise issues as your neighbors are farther away

3.2.21 Question 27 – Additional Comments

Participants provided additional thoughts about responsible dog ownership in Strathcona County in the following theme areas. Following each theme area is a selection of typical comments on the theme.

• Picking Up After Dog – 357 responses

- o Owners need to clean up after their dogs always
- o I wish that more people would clean up after their dogs. The walking paths are getting crazy with the amount of poop laying around.
- o There should be a more severe punishment for those owners who do not pick up after their dogs, coupled with a simple mechanism to report and document proof

• Off-Leash Areas and Off-Leash Etiquette – 263 responses

- o More off-leash areas in the open green spaces around Sherwood Park
- There are too many dog owners who allow their dogs off leash in areas that are not designated as off leash - I see this regularly in Sherwood Park
- Encourage more visits by the bylaw officer at the off-leash park, the presence would encourage more to keep their dog on leash to and from the vehicle into the park. It can be very busy and we are concerned that a dog may be hit by darting out into the parking lot

• Training/Education – 163 responses

- o I think there should be mandatory training for dog owners. Most of the issues are created by bad owners, not bad dogs
- Consider having dog owners provide a minimal standard of training for licences or a discount for training
- o I truly believe that there are no real bad dogs just bad owners!! Owners must be held responsible for the bad behaviours in their pets!

• Fines, Reporting and Enforcement – 139 responses

- Higher fines when bylaw is called out, double the fines when by-law is called out a second time, triple fine for a third call etc. because it is obvious the owner is not practicing responsibility
- Lots of nuisance and aggressive dogs and irresponsible owners. Increase the fines and increase enforcement patrols

o It seems that there are bylaws but they are not being enforced. The problems would be solved if the bylaws were enforced

• Registration and Tags – 111 responses

- Regarding the two dog limit I think that is fine if you have the space. Many yards within Sherwood Park do not have the space for dogs to exercise. Setting a limit of one dog in condos, town homes and smaller duplexes isn't unreasonable
- I believe the number of dogs allowed in a home should not only depend on if it's rural or urban but also the size of the house and how the dogs are being cared for.
- o I believe there should be more checking to make sure dogs are licensed. I see dogs without collars so I am not sure they are licensed

• Cat Bylaw – 81 responses

- The County really needs to address the cat licensing issue. Cats should be restricted the same way as dogs. They annoy residents just as much if not more. They also decimate bird populations.
- o Get more serious about responsible cat ownership
- Cat owners should be subject to the same rules. I am tired of people's pet cats wandering my neighborhood

• Barking - 76 responses

- o Enforcement should be stricter. Our neighbour's dog barks excessively and despite numerous complaints from numerous neighbours, enforcement continues to 'warn' them with notices as they never answer their door and apparently nothing else can be done unless they're spoken to so the dog continues to bark and we've given up complaining. Fines should be added to tax bills in cases like this
- I would like to know how to stop owners from allowing their dogs to bark excessively. It is not like we need guard dogs in an urban area so the barking should be minimal
- o The bylaw should be clearer and more enforceable regarding nuisance behaviour such as excessive barking in an urban setting

• Breeds/Breed Ban – 34 responses

- I feel that dog bans should never be a thing. There are no bad dogs, just bad owners
- Do not ban dog breeds. Ban dog ownership from irresponsible people with a poor track record
- Serious consideration should be given to banning dangerous breeds such as pitbulls

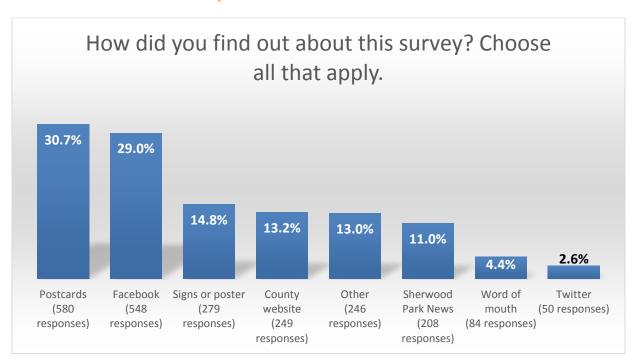
• Spaying/Neutering and Dog Breeding – 28 responses

- All dogs should be spayed/neutered unless the owner has a breeding licence for each Individual intact dog. Help prevent back yard breeding and cause owners to be responsible. If they cannot afford the surgery, they shouldn't own an animal as they won't be able to afford the proper care for the animal
- Unless you are running a breeding operation all dogs should be either spayed or neutered

• Other – 110 responses

- I have taken in strays several times and have always found bylaws officers to be very helpful and caring of the dogs when I call them to collect them. Keep up the good work!
- I would like the steps for contacting authorities about aggressive dogs, irresponsible owners, lost dogs, found dogs, etc. to be easier to find. I believe that the County could provide a shelter in the County to hold animals that have been found.
- o I would like to see the bylaws include points regarding comfortable living conditions for dogs. For example, I'd like to see that it is prohibited for an owner to just chain a dog up on a short chain in their yard for lengthy periods of time, etc.
- Look at the City of Calgary and their model. It is amongst the most progressive in North America and is well respected by dog owners as well as advocacy groups

3.2.22 Question 32 - Survey Notification



3.2.23 Question 33 – Other Notification Methods

Other methods that notified participants about the survey included:

- Email 114 responses (either directly from the County or indirectly from friends, family, etc.)
- Mail 38 responses
- Postcards handed out in the community (at dog park, Silver Bells Winter Market, on the trails, at groomers, RCMP station, etc.) – 22 responses
- Notification with utility bills 8 responses
- Internal news release to County staff 8 responses

- Strathcona County Public Engagement e-newsletter 6 responses
- Notified by a County elected official 4 responses
- Other electronic media (other websites, Instagram, etc.) 4 responses
- Phone 3 responses

4.0 NEXT STEPS

The next phase of engagement will consist of a series of facilitated workshops to be held in February 2017. These four events – two held in Sherwood Park, and two held in rural areas – will be used to host deeper discussions on several topics that did not finish with clear direction in the survey. These topics, as noted in the graphs and data above, include:

- Household dog limits should be the same, regardless of whether the household is urban or rural
- All dogs must have a microchip (at owner's cost) as a second form of ID to assist in returning dogs to their owners
- All dog owners must show proof of completion of at least one dog obedience course
- Owners of more than 3 dogs should need an over-limit permit
- Dog licenses are valid for one year from date of issue
- Dog nuisance and aggression issues should have a simpler route to enforcement
- Dog fines should increase after each subsequent offence.

Appendix A	SAMPLE SURVEY	QUESTIONS

SAMPLE SURVEY QUESTIONS

Dog bylaw review

1. Do you live in Strathcona County? *
O Yes
O No

Household characteristics



- 2. Which part of Strathcona County do you live in? *
 - O Urban (Sherwood Park)
 - Rural (Antler Lake, Ardrossan, Collingwood Cove, Half Moon Lake, Hastings Lake, Josephburg, North Cooking Lake, South Cooking Lake, country residential or farm.)

ID 9

- 3. Do you, or another person in your household, own at least one dog? *
 - Yes
 - C Idon't own a dog right now but I have in the last two years
 - O No

10.00	- A	
1113	1	•

- 4. How long have you owned a dog?
 - C Less than 1 year
 - O 1 to 3 years
 - O More than 3 years

ID 11

- 5. How many dogs do you presently own?
 - 0 1
 - O 2
 - O 3
 - 0 4
 - 5 or more

126. How would you like to receive information regarding dog ownership requirements within Strathcona County? Select all that apply.					
□ Email					
Posted on the County's website					
☐ With my dog licensing application/renewal					
☐ With my property tax notification					
☐ With my utility bill					
□ Other					

ID		
Licensing		
18 8. Wh	nat is the date for renewing a dog licence in Strathcona Coun	ty? Is it:
0	January 1	
O	April 1	

One year from the date you licenced your dog

O Idon't know

429. What would be your preferred method of renewing your dog licence? You may check more than one.
In person, at:
 Strathcona County Enforcement Services - 911 Bison Way, Sherwood Park
Heartland Hall Contact Office - 55305 Range Road 214, east of Fort Saskatchewan (South of Highway 15, on the east side of Secondary Highway 830)
 South Contact Office - 22142 South Cooking Lake Road, South Cooking Lake
 County Hall (Assessment and Tax)-2001 Sherwood Drive, Sherwood Park
Phone
☐ Via phone
Mail
Regular mail
Online
□ Online
Other
☐ Other
D 44 Please specify: *

0

10. Currently annual dog licences are valid from April 1 until March 31. Which of the following options would you prefer:

- A licence should last one year from the date you registered your dog.
- Alllicencesshould expire on the same date (March 31), regardless of the date it was purchased.
 - Alllicences should expire at the end of the calendaryear (December 31), regardless of the date it was purchased.
- Alicenceshould last for the lifetime of the dog with a one time fee.

Idon't know

ID 21

- 11. Presently, the County charges a yearly fee of \$35.00 for spayed/neutered dogs and \$70.00 for unspayed/unneutered dogs. Should there be a different fee for each of these dogs?
 - Yes, continue to charge two separate fees depending on whether the dog is spayed/neutered.
 - No, charge the same fee, regardless of whether they are spayed/neutered.

ID	22
10.00	

- 12. Dog licensing fees are used to cover the costs of returning lost dogs to their owners and managing dog control issues, moving dogs to the Edmonton Humane Society, providing emergency care to strays and generally managing dog issues in the County. What do you think would be a reasonable fee for dog licensing?
 - Currentfees are ideal don't change them
 - Currentfees seem too high-should be lower
 - Current fees seem too low I would be okay with paying more

10 23 My ideal fee for spayed/neutered dog is	
My Ideal fee for unspayed/unneutered dogs is	

10.00%	
1117	

- 13. Does the County need to remind people to licence their dog(s)? Please choose one answer.
 - O No, owners should remember to licence their dog annually.
 - The County needs to send one reminder notice.
 - C The County needs to send two reminder notices.
 - The County needs to send three reminder notices.
 - Other

6		
ease specify: *		

ID 26

14. Currently, dog owners have 15 days to licence a new dog residing in the County. What should be the grace period for obtaining a dog licence for new dogs residing within the County?

- O 7 days
- O 14 days
- O 30 days
- O 90 days
- O 1 year

ID			
O			
0			

Enforcement

	47 . How would you define an aggressive dog? Please provide u	n to three
	its in space below.	p to timee
а		
b.		
C.		

	17.	52 How would you define a nuisance dog? Please provide up to space below.	three traits
а			
b.			
c.			

18. What is the maximum number of dogs you would consider to be reasonable in a residence before an over-limit permit is required?						
O 2						
O 3						
O 4						
O 5						
Other Other						
56 Please specify: *						

ID 30

19. Currently the two dog per residence limit applies regardless of the type or location of the residence. Do you think there should be consideration on the type of residence when setting the dog limit? Please choose one.

Note: Dog-based businesses, such as kennels, are required to have a valid development permit and therefore are not required to purchase an over-limit permit.

- The same dog limit should apply to all areas of Strathcona County, regardless of where you live or why you have dogs on your property.
- Rural areas should be allowed to a higher dog limit than urban.

D 57 Why? *	
D 33	
20. Do you have any additional thoughts about responsible dog ownership in Strathcona County?	

3721. How did you find out about this survey? Choose all that apply.					
☐ Sherwood Park News					
□ County website					
□ Twitter					
□ Facebook					
□ Word of mouth					
□ Signs or poster					
Postcards					
□ Other					

0 Sample Survey Questions January 31, 2017

58 ase specify:			



Strathcona County Dog Control Bylaw Review

Phase 2 Workshop Summary Report



Prepared for: Strathcona County

Prepared by: Jonathan Mackay

March 13, 2017



Table of Contents

1.0	EXECUT	IVE SUMMARY	1.1
2.0	PROJEC	T BACKGROUND	2.3
3.0	PHASE 1	SURVEY SUMMARY	3.3
4.0	PHASE 2	2 – DIRECT ENGAGEMENT	4.5
5.0	ENGAG	EMENT TOPICS	5.1
5.1	HOUSE	HOLD DOG LIMITS – URBAN VS. RURAL	5.1
5.2	SECON	DARY IDENTIFICATION (I.E. MICROCHIPS/TATTOOS)	5.3
5.3		DATE FOR DOG LICENCES	
5.4	DOG O	WNER TRAINING	5.7
5.5	PENALT	ES FOR REPEAT INFRACTIONS	5.9
5.6	OVER-L	MIT PERMITS	5.11
5.7	ADDITIC	DNAL THEMES	5.13
5.8	initial f	EEDBACK EXERCISE RESULTS	5.20
	5.8.1	Methods/channels that Strathcona County could use to better	
		communicate with residents regarding dog-related topics	5.20
	5.8.2	Reasons why some people do not register their dogs	5.20
	5.8.3	Information/education that would be valuable or important for	
		dog owners	5.20
6.0	RECOM	MENDATIONS	6.1
LIST (OF APPENI	DICES	
APPE	NDIX A	WORKSHOP PRESENTATION	A.1
APPENDIX B		SAMPLE IDEA RATING SHEET	В.2



62

Executive Summary March 13, 2017

1.0 EXECUTIVE SUMMARY

Strathcona County (the County) has undertaken a municipality-wide public engagement program to complement a regional bylaw comparison in preparation for an update to the Dog Control Bylaw (85-2006). The engagement program, consisting of an awareness campaign, an online survey and a series of workshops hosted across the County, has provided a large volume of feedback from County residents that will provide direction for the new bylaw, which is anticipated to take effect in 2018.

The online survey ran from November 21 to December 11, 2016 and had nearly 1900 completed responses from a variety of stakeholders. 78% of respondents lived in the Sherwood Park urban service area, with 22% living in other areas of the County. This is very close to the actual distribution of population in the County (72% urban vs. 28% rural).

- Areas of strong support:
 - o Greater use of online portals and communication on dog-related matters (emails, online registrations and renewals, social media updates, etc.)
 - o Maintaining different licensing fees for spayed/neutered dogs vs. intact dogs
 - Keeping current fee structure (\$35 for spayed/neutered dogs, \$70 for intact dogs)
 - Limiting the number of licence renewal notices to one, and keeping the renewal deadline as March 31
 - Extending the "grace period" for registering new dogs from 15 days to 30 days
 - o Better signage/enforcement of off-leash dogs
- Areas in need of further exploration
 - Creation of different household dog limits for urban vs. rural residences
 - Requirement for secondary identification for dogs (i.e. microchips/tattoos)
 - Expiry date for dog licences
 - Dog owner training
 - Escalation of penalties for repeat infractions
 - o Threshold for over-limit permits
- Areas with little or no support
 - Addition of any form of a breed ban in the new bylaw
- Areas requiring stronger communication
 - o What license fees are used for
 - How to report abuse/neglect
 - How to report dog-related issues
 - Expectations for responsible dog ownership



Executive Summary March 13, 2017

Four workshop sessions were hosted around the County in February 2016 to report back to the community on the survey results and to receive clarifying feedback on the six areas of further exploration listed above.

DATE	TIME	LOCATION	COMMUNITY	ATTENDANCE
Saturday, February 4	10 A.M. – 12 P.M.	Broadmoor Golf and Curling Club	Sherwood Park	41
Tuesday, February 7	6:30 P.M. – 8:30 P.M.	Moyer Recreation Centre	Josephburg	3
Thursday, February 9	6:30 P.M. – 8:30 P.M.	Bethel Lutheran Church	Sherwood Park	42
Wednesday, February 15	6:30 P.M. – 8:30 P.M.	Community Hall	South Cooking Lake	26
	112			

The feedback from the survey and the workshops has resulted in seven recommendations for the new bylaw:

- 1. Exclusion of any type of a breed ban
- 2. Creation/adoption of a standardized owner training certificate program
- 3. Preserving the current dog licence term (April 1 to March 31 annually) while moving to a single reminder notice for renewal and adoption of an online renewal system
- 4. Fines for consecutive offences should continue to escalate to provide a deterrent effect
- 5. Increase of the household dog limit to three animals, and creation of clear criteria for the granting of over-limit permits
- 6. Further examination of a separate rural household limit, restricted to parcels of land larger than five acres
- 7. Support for microchips as a secondary form of identification
 - Mandatory for dogs that have been designated as vicious
 - Voluntary for all dog owners as part of an incentive program



Project Background March 13, 2017

2.0 PROJECT BACKGROUND

In the fall of 2016, Strathcona County began a two-pronged review of its current Dog Control Bylaw (85-2006), adopted by County Council in 2006. The review included an examination of similar bylaws in neighbouring communities, as well as public engagement to invite comments about which areas of responsible dog ownership are working and where improvements can be made. The public engagement component of the project included three main phases – an initial project awareness/launch campaign, an online survey to determine areas of priority and preference in County residents, and a series of workshops to confirm the survey results and clarify areas of direction for the bylaw update.

3.0 PHASE 1 SURVEY SUMMARY

The first two phases of the engagement program, conducted in the winter of 2016, consisted of a comprehensive community outreach program, coupled with an online survey. The outreach program was focused on generating broad-based awareness of the bylaw review project, as the bylaw affects both dog owners and residents without dogs. The online survey was tailored to ask questions on the priorities and preferences of Strathcona County residents regarding the current bylaw specifically and dog ownership in general. The project stakeholders were contacted via a variety of methods, including:

- Newspaper advertisements in the Sherwood Park News on November 25 and December 10, 2016
- Sherwood Park News article on November 25, 2016
 (http://www.sherwoodparknews.com/2016/11/25/input-sought-on-potential-changes-to-dog-bylaw)
- Social media, including Facebook, Twitter and Instagram. Paid Facebook ads also ran from November 29 December 11, 2016
- Notification on the Strathcona County website on November 22, 2016
- Notification at all members of the County public engagement e-newsletter on November 23 and December 9, 2016
- A news release sent out to local media on November 22, 2016
- Direct mail postcards to all registered dog owners mailed December 1, 2016 (9,783 records)
- Project awareness signs and posters placed around the County, including in County offices, pet stores, along popular trails, the Deermound off-leash area, etc.
- Interaction with project team members on local walking trails and at the Deermound off-leash area prior to and during the survey period, and at the Silver Bells Winter Market on November 26, 2016

The survey ran from November 21 to December 11, 2016, and resulted in:

• 2306 total responses



Phase 1 Survey Summary March 13, 2017

- 1877 completed surveys
- 331 partially completed surveys
- 98 rejected surveys (survey was open to Strathcona County residents only)

The 24 survey questions were designed to establish preferences and priorities among a diverse group of interested stakeholders within the County, including rural and urban residents, dog owners and those without dogs, and between those with other vested interests in the bylaw (veterinarians, breeders etc.) and those who are not directly affected. Special care was taken in designing the survey questions and the survey logic to only present relevant questions to participants. The survey was also restricted to County residents so that any feedback received was reflective of those who will be affected by the changes to the bylaw.

- About 85% of respondents own at least one dog, with an additional 4% having owned a
 dog in the previous two years. Nearly 240 surveys were completed by residents who did
 not own a dog
- 93% of survey participants who owned dogs had one or two dogs in their household, which is well aligned with the actual number of households with this number of dogs (96%). Survey participants who did not own a dog were jumped to Question 21 at this point as the next 16 questions only applied to dog owners
- 95% of respondents have owned a dog for more than a year, with 85% owning a dog for three years or more
- 93% of respondents own one or two dogs, which is very similar to the actual level within the County of 96%. There are currently around 9900 households that combined have nearly 13,200 licensed dogs
- Large numbers of dog owners would like to receive information on responsible dog ownership when they register/renew their dog (73%), via email (42%), or on the County's website (36%), with smaller levels of support for other methods (with utility bills, property tax notices, etc.)
- Approximately 66% of respondents knew the renewal deadline of March 31, and a large majority (over 82%) would prefer to renew their licences online
- The license term had nearly equally split support between the status quo (April 1 to March 31 annually), the anniversary of the registration date annually, or a new option in the form of a lifetime fee
- 87% of respondents felt that the current system of different fees for spayed/neutered dogs and intact dogs should be maintained



Phase 2 – Direct Engagement March 13, 2017

- Over three quarters (77%) of participants felt that the current licence fees were appropriate. Follow-up questions on the "ideal" amount for each individual fee supported this input
- Nearly 78% of survey respondents felt that the County should only issue a single renewal reminder notice to dog owners
- Over 60% felt a grace period of 30 days for the registration of new dogs would be appropriate, with an additional 20% expressing that the status quo (two weeks) would also be acceptable. There was very little support for any timeframe either shorter or longer than these two options
- About 56% of respondents felt that a secondary form of identification for dogs should be a requirement, with many others noting that they would be more supportive of a voluntary/incentive based approach to encouraging microchipping
- Respondents were asked to provide what they felt were three traits that defined
 aggressive dogs and nuisance dogs. Many aggressive dog traits listed are similar to those
 for fearful dogs, and the vast majority of respondents listed excessive barking as the top
 nuisance trait for dogs
- Over 56% of respondents felt that over-limit permits should be required to have more than two dogs, with another 32% feeling that this could be increased to three dogs. There was very little support for any option other than these two numbers
- Nearly 55% of respondents felt that there should be different household thresholds for dogs depending on whether the residence was urban or rural. Many noted that the additional space available in rural areas made it feasible

4.0 PHASE 2 – DIRECT ENGAGEMENT

The final phase of the engagement program, conducted in early 2017, consisted of a series of workshops hosted in several locations across the County to increase the number of opportunities for stakeholders to participate in an event relatively close to their homes. The direct engagement component of the project was promoted through a variety of means, including:

- Direct emails to approximately 200 individuals who provided email addresses as part of the Phase 1 survey
- Notification through the Strathcona County Public Engagement e-newsletter
- Notification on the Strathcona County website



Phase 2 – Direct Engagement March 13, 2017

- Information release (resulting in article in Sherwood Park News: January 31, 2017 http://www.sherwoodparknews.com/2017/01/31/discussion-open-for-dog-bylaw)
- Digital sign advertising at Strathcona County facilities
- Social media updates

Interested parties were asked to RSVP via the Strathcona County Trumba event planning portal to aid in hosting events at venues that were appropriately sized for the anticipated crowd and arranging for adequate staff numbers to run the events effectively. The four events were divided into two rural opportunities and two urban opportunities to provide balanced access to all types of stakeholders to participate. Additionally, the events were strategically located around Strathcona County so that stakeholders did not have to travel far to attend an event. Lastly, the timing of the events was also spread out as much as possible to accommodate a broad spectrum of different work and life schedules. These events were as follows:

DATE	TIME	LOCATION	COMMUNITY	ATTENDANCE
Saturday, February 4	10 A.M. – 12 P.M.	Broadmoor Golf and Curling Club	Sherwood Park	41
Tuesday, February 7	6:30 P.M. – 8:30 P.M.	Moyer Recreation Centre	Josephburg	3
Thursday, February 9	6:30 P.M. – 8:30 P.M.	Bethel Lutheran Church	Sherwood Park	42
Wednesday, February 15	6:30 P.M. – 8:30 P.M.	Community Hall	South Cooking Lake	26

Each event followed the same format to provide a similar experience for all participants. Doors opened approximately one half hour prior to the start of each event for attendees to register and participate in an initial feedback exercise. Each participant was asked to provide their input on three areas of interest that were raised in the additional comments in the Phase 1 survey:

- Methods/channels that Strathcona County could use to better communicate with residents regarding dog-related topics
- Reasons why some people do not register their dogs
- Information/education that would be valuable or important for dog owners



Phase 2 – Direct Engagement March 13, 2017

These three areas of interest were posted onto a comment area at each event and attendees were encouraged to provide their comments on any or all of the topics. The summary of these results will be provided below in Section 5.8.

Each event began with a short presentation outlining the purpose of the bylaw review project, a summary of the survey results, the areas still requiring clarification through further engagement at the event, and the next steps in the project. A copy of the presentation has been included in Appendix A.

Following the presentation, attendees were asked to participate in an idea rating exercise using six different themes that did not have a clear direction from the public's responses to the survey (i.e. the results did not show that a majority of respondents either supported or disapproved of the proposed direction, or the theme emerged from the volume of additional comments provided by respondents). These six areas, listed below, and the results from their corresponding rating exercises, are summarized in the following sections. A sample idea rating sheet is included in Appendix B.

- 1. Household dog limits urban vs. rural
- 2. Secondary Identification (i.e. microchips/tattoos)
- 3. Expiry date for dog licences
- 4. Dog owner training
- 5. Penalties for repeat infractions
- 6. Over-limit permits

Attendees were also encouraged to create additional ideas for rating by other participants at each event. Several of these ideas were added, and a collective summary is included in Section 5.7 later in this document. Participants were given approximately 30 minutes to circulate around the room and provide their feedback and level of support for each of the idea being rated. At the end of this time, a recap of all of the idea rating sheets was provided to the attendees, and any ideas that still did not have clear direction were then discussed in more depth in smaller group discussions. This focused feedback helped to tweak the proposed idea enough that a clear direction was provided by the group.



Engagement Topics March 13, 2017

5.0 ENGAGEMENT TOPICS

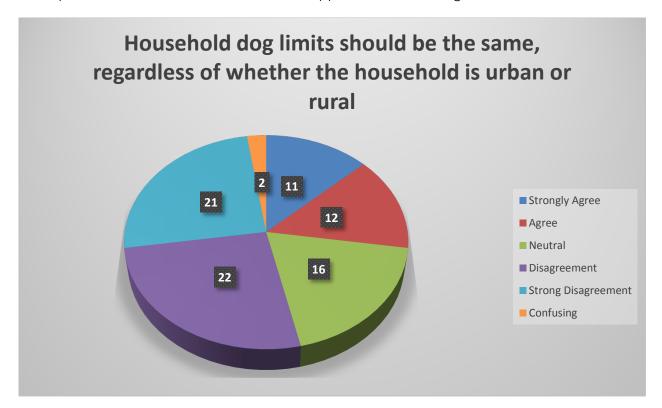
Each topic listed below contains a summary of the comments received, an overview of the levels of support based on direct ratings on the idea rating sheets, and an adjusted support score. The adjusted score was calculated by assigning the following values to each category:

- Strongly Agree = +1
- Agree = +0.5
- Neutral = 0
- Disagreement = -0.5
- Strong Disagreement = -1
- Confusing not included in calculation

By multiplying the raw responses by the adjustment value and then averaging the totals before converting to a percentage, a relative level of support for each theme can be developed. These calculations are included in each section for transparency.

5.1 HOUSEHOLD DOG LIMITS – URBAN VS. RURAL

Participants were asked to rate their level of support for the following statement:





Engagement Topics March 13, 2017

Strengths and Opportunities

- Not sure how this affects licensed breeders
- Dogs are time intensive, not space intensive!
- There is a means for over-limit if required
- I would like to see the limits increased to 4 dogs urban 5 dogs rural before over the limit licence needed but if repeat offenses or neglect/abuse then limit reduced or permit taken away in case by case
- Some dogs are used for work both inside and out
- Rural should be higher. In Sherwood Park 2-3 dogs before over-limit permit; rural 4-5 dogs before over-limit permit
- Permit for 3 or more
- Consideration for training competency of owner + training level of dog
- Hard to care + train packs of dogs
- As long as the dogs and their owners are well-trained, it shouldn't matter where they live
- Dog ownership requires common sense
- The larger parcels of land should be able to have more dogs
- Rural/urban split should be based on zoning, not necessarily property size (e.g. agriculture vs. residential)

Concerns and Weaknesses

- As long as the rules change accordingly
- Over limit within urban area limits a lot of neighborhood issues
- Not limits responsible dog ownership
- Have special category for Canadian Kennel Club (CKC) breeders (non-spayed/neutered doas)
- There are working dogs needed on some rural establishments
- No extra fees for breeders for non-spayed/neutered dogs
- Have breeders register separately
- 5 in rural
- 2 in urban
- 2 urban
- Facilities available are a cause for variation
- Larger areas can accommodate more dogs
- It depends on how well you can provide for more dogs
- More space allows for more animals. That is why many people move to the country
- Limits increase, with consideration of competency
- More dogs = possible compounded problems / issues
- Hamlets should be urban!
- Farm working dogs need to be looked at differently than pets! (agreed!)
- Responsible dog owners are the ones punished
- Rural residences offer greater space and privacy not present in urban or subdivision equal to urban, should not be treated equally
- Easier to have dogs be a nuisance
- We can have more horses on our rural land...
- Lots of space in rural areas; we have a huge house and lots of property, we can house/help more than just 2 or 3



Engagement Topics March 13, 2017

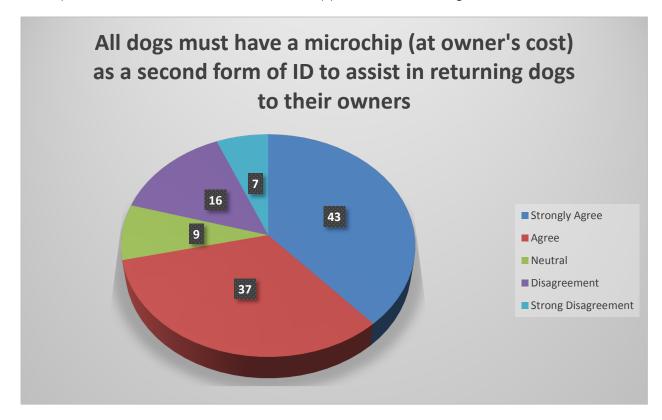
Adjusted Score = -15/82 responses X 100 = -18%

The topic of different household limits for urban and rural residences was essentially the only one that did not receive concrete direction through the idea rating exercise. Overall, many respondents in both the survey and through the workshop events felt that there should be a higher threshold in rural areas before an over-limit permit was required, with various suggestions put forth. One clear piece of direction on this front is that most felt that any difference in limits between urban and rural should include the following:

- Recognition that "urban" needs to include all urban areas of Strathcona County (i.e. hamlets as well as Sherwood Park) as their lot sizes are similar and will face similar pressures
- The divide between "urban" and "rural" needs to include country residential (acreage)
 properties as well on the urban side. Several noted that rural should apply to any parcel
 of land larger than 5 acres, which is the largest acreage size currently in use in
 Strathcona County

5.2 SECONDARY IDENTIFICATION (I.E. MICROCHIPS/TATTOOS)

Participants were asked to rate their level of support for the following statement:





Engagement Topics March 13, 2017

Strengths and Opportunities

- Tattoo ensures lost dogs are returned home
- Good dog ownership if you are willing to pay big bucks for a dog cost is negligible
- Vet tattoos at time of neuter/spay are free
- Dogs don't always have their collars on. Tattoos/chips are not very expensive and can
 easily be done when fixed. It would cost tax payers less to have an owner called to pickup rather than transfer to Edmonton Humane Society (EHS)
- Very cost effective
- Minimal cost for tattoo or chips
- Proven to be most effective method of ID
- An excellent way to properly identify
- Typically, one of this first things checked when pet found
- Dog finders want the dog no # of chip will get it back
- Education
- Leduc's idea \$15 microchip day
- Anything that helps a lost dog find its home safety / promptly
- Other methods
- If a person owns a dog, they should care that it can be returned to them even if they did not pay a lot for the dog
- Could use a tattoo or any other 2nd method
- One dog w/ (microchip) vs. dog w/o (microchip) will change time involved with return for officers
- Cost is part of the dog ownership
- Safer return of lost / stolen dogs
- Maybe microchipped dogs get lower registration fee
- Opportunity for microchip blitz for affordability
- Gives county a chance to connect with dog owner to educate at the blitz. i.e. Canada Day
- Facilitates owner return
- Microchips are great
- Tags can come off
- Tags get lost, tattoos are hard to track down (yes)

Concerns and Weaknesses

- Cost will discourage registration
- Access to info on how and have "free microchip" days so people can come get it done
- Cost to owner will discourage licensing
- Encouraged, but not required
- A lot of tattoos are poorly identifiable
- Hard to enforce
- Tattoos smudge with time
- Intrusive (agree)
- Health concerns
- Tags sufficient
- Should be personal choice not mandatory



Engagement Topics March 13, 2017

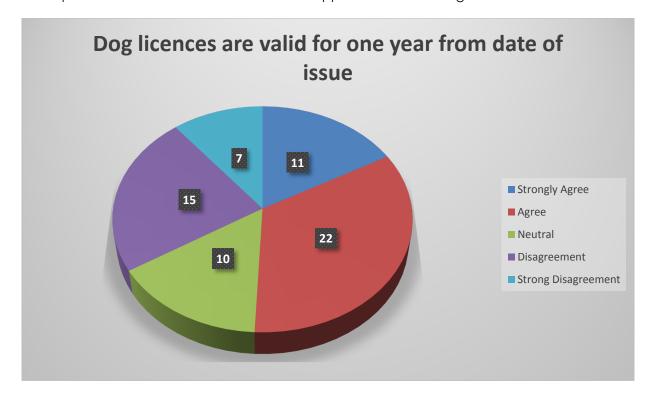
- Difficulty with cost
- Can agree if included in tag reg cost
- Cost
- Tattoos are not as efficient; vets are moving away from tattoos b/c they don't work well between provinces; if you move the tattoo can't be traced to the clinic
- Optional very expensive
- Need to make sure it is universal

Adjusted Score = 46.5/112 responses X 100 = +42%

This theme had one of the strongest levels of support of all of the ideas tested with stakeholders, and clearly many felt that the addition of a second form of identification for dogs was an important piece of responsible dog ownership. However, there were some concerns raised that making this requirement mandatory for all current dogs might be challenging, and the creation of an incentive to increase the number of compliant owners may be more effective. This could take the form of a discount on the annual registration fee for dogs that are microchipped.

5.3 EXPIRY DATE FOR DOG LICENCES

Participants were asked to rate their level of support for the following statement:





Engagement Topics March 13, 2017

Strengths and Opportunities

- If it is still just a year, keep it at the same date. Easier to remember to do (x3)
- Would rather have a longer term instead of every year. me too!
- Can do a combo of the options in PowerPoint, offering pro-rated options for fosters, etc.
 agree
- Reduced price for multiple years keep one date (x5)
- Auto renewal/multiple year plan there still needs to be a resource for county to pay for up keep of trails, off leash areas, bylaw enforcement
- No forgetting to renew
- Need to be able to synchronize multiple licences

Concerns and Weaknesses

- Feels like a tax grab (agree)
- Can see real benefit to some to have options for longer
- Makes policing more difficult if everyone has a different expiration / renewal date
- Too confusing as to when issue is
- Cost to administer
- Don't like licence not a problem in rural
- Where does the \$ go towards?
- Remind me by automated email; save resources no more paper!
- Confusing if you have more than one dog to keep track of
- The idea of a lifetime licence is intriguing!
- Lifetime would be great
- There should be no such thing my taxes should cover it!!
- Lifetime licence would be good
- Would it be more work/cost vs. having all licences renew April 1?
- Lifetime licence would be useful
- Lifetime
- What would be the fee? What if your dog dies in one year?

Adjusted Score = 7.5/65 responses X 100 = +12%

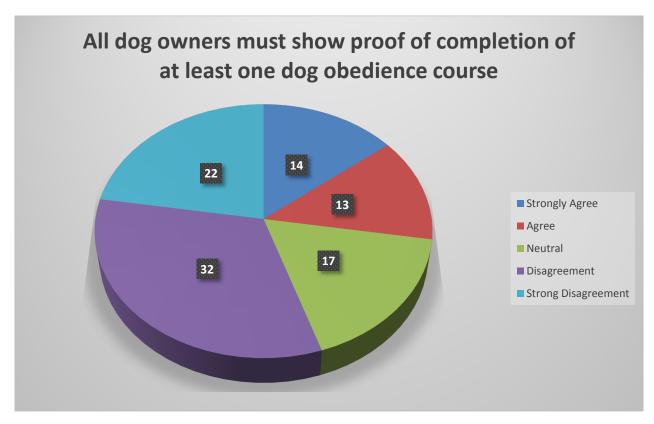
This theme resulted from testing three separate concepts in the survey that each had nearly equal levels of support – keeping the renewal date as is (end of March), moving it to end of the calendar year (December 31) or moving to a lifetime licence for each dog with a one-time fee. While there was still some support for adding in a lifetime fee option, many noted the logistical challenges of such a fee, as well as any shift from the current practice. The continued meagre support for change likely shows that keeping the system the same will likely be the best course of action.



Engagement Topics March 13, 2017

5.4 DOG OWNER TRAINING

Participants were asked to rate their level of support for the following statement:



Strenaths and Opportunities

- Courses are more/as much for owners as dogs.
- More value from course on what responsible ownership means in Strathcona County
- Have someone attend course if they have been fined OR some variation on CGN (Canine Good Neighbour) testing
- Chance for possible reduction to license?
- Educate!
- Dog obedience for rescue dogs who have been abused
- Some trainers are worse than owners!
- Maybe make it into an incentive to get a higher household limit without an over-limit permit
- County should be the ones supplying the training even 4x /yr would be enough
- Perhaps owners who do training of some kind could see a reduction in fees
- Should be optional
- Should be able to train your own dogs if you have the skills. If dogs are repeat offenders, then be required to take training course
- After second offense / ticket must complete a course
- Reword this Owner course needed



Engagement Topics March 13, 2017

- Independent evaluation of ability to manage dog safely particularly off leash
- If they cause problems, at this time it seems needed in this County (I agree with above message) (agree with above comments)
- Provide reduced fees for proof of completion (like this)
- Most people know their dogs behaviour
- A good way to educate owners

Concerns and Weaknesses

- Encouraged but not required
- Might be too narrow of course for it to result in more responsibility, such as a trick class
- What classes count?
- Hard to police or define for each dog? Too vague.
- None of your business
- 'Certification' ≠ responsible
- Cost excessive for owners
- There is a trainer standard with an exam and code of ethics that should be considered as a base standard. "Certified Professional Dog Trainer"
- Challenges with enforcement
- Need standard course and approved trainers
- Might not be worth the extra administration
- Some dog owners are able to train their own dogs (Agree with this)
- Good idea but what standard do you use for acceptable training?
- Cost, time factor
- Voluntary, reduced license fee (2x)
- Dog training is not regulated (2x)
- County would need to offer many programs to ensure easy access and/or standard
- The owners tend to be the issue, not the dog!!! Courses TEACH people how to properly train and socialize their pets
- Not one obedience course/dog, but one course/person
- Could be waived for owners who are trainers, prof. dog handlers, etc. upon proof of such
- Courses not standardized or equal
- Not a guarantee of responsible ownership
- 1 course does nothing
- Depends on how experienced the owners are; maybe they have had dogs forever and already know how to work with them - proof of course from 10 years ago?

Adjusted Score = -17.5/98 responses X 100 = -18%

This theme created the greatest level of debate at all of the events. Overall, there seemed to be limited support for this concept as it was presented, but this could potentially be improved if the following changes were made:

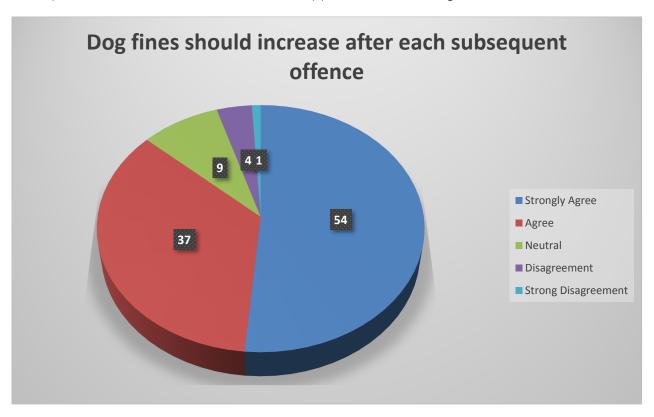
- Training was standardized, such as the CKC Canine Good Neighbour course, and provided by Strathcona County approved trainers
- Training should not be mandatory should be voluntary to receive an incentive (i.e. lower registration fee) or associated with repeat offenses under the bylaw



Engagement Topics March 13, 2017

5.5 PENALTIES FOR REPEAT INFRACTIONS

Participants were asked to rate their level of support for the following statement:



Strengths and Opportunities

- Alternative: corrective course on better owner responsibility (agree: positive approach that is longer lasting)
- Opportunity for mediation and rehab
- Do we need to "rate" the offensive?
- If a fine is issued, do they check for licensing?
- Perhaps part of the fine should be mandatory additional dog training
- Puts onus on the "responsible" owner
- Responsible dog ownership (x4)
- Mandatory training classes for owner & dog
- Consequences result in compliance
- Incremental deterrent hits where it counts \$\$
- Should be more of a deterrent
- Depends on the offence; in the city if people complain about barking is it just a grumpy neighbour who hates dogs? Or is it really the dog/owner's fault? After all, dogs bark that's kind of what they're for!



Engagement Topics March 13, 2017

Concerns and Weaknesses

- Define "offense"
- Vindictive neighbour
- How long till puppy is too 'expensive' + then punted by owner?
- Need to put fines into categories as shouldn't increase all things (agree)
- Depends on offense (x2)
- Clear definitions of offenses
- There should not be a free first time owners that do not require to have their dog returned should get a discount on their fee
- How does officer know repeat at scene?
- What do you do to collect delinquent fines? (Agreed)
- How do you track down delinquents?
- When will owners be fined for not scooping?!? Any given day at local dog off leash areas and within city limits it's a frequent occurrence. Fine = deterrent

Adjusted Score = 69.5/105 responses X 100 = +66%

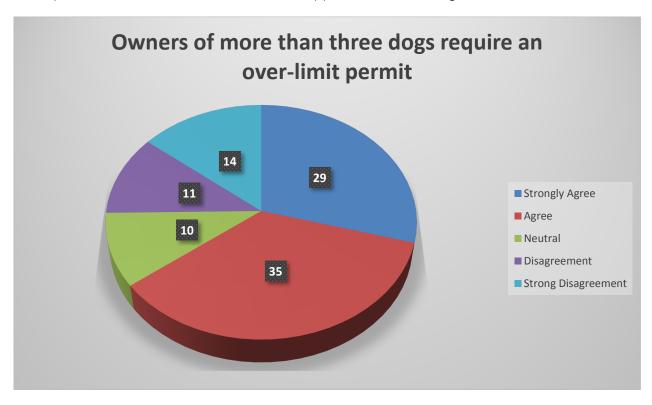
The theme on repeat offenders had the highest support of the six themes tested with stakeholders, with many feeling that the current fine structure did not serve as a large enough deterrent for irresponsible dog owners. Because of the high levels of support, this theme also had the smallest amount of debate and the most questions on how to make offenses easier to report and ticket. Numerous stakeholders noted that Strathcona County already has fines already listed in the existing bylaw that cover the most common offenses, but that there needed to be more stringent enforcement of these existing offenses as well. However, it was also noted that two of the most commonly seen offenses – failure to pick up dog feces and allowing a dog to roam unleashed in an on-leash area – were very difficult to enforce as it would require a much larger team of bylaw enforcement officers that also were on hand in the area where the offenses occurred.



Engagement Topics March 13, 2017

5.6 OVER-LIMIT PERMITS

Participants were asked to rate their level of support for the following statement:



Strengths and Opportunities

- It allows for multiple dog ownership while ensuring accountability
- I would be very happy to see the limit increased to three dogs.
- Home evaluation for 3 or more dogs
- 2 small = 1 large also maybe provide space and care also ability of owner
- 3 is ok more could be an issue (hoarding, etc.)
- Not really pets, time needed to care and train not there for most families or single owners
- Discourages unregulated breeders "puppy mills" (agree with above)
- The commitment shouldn't be an issue
- Agree more people would license

Concerns and Weaknesses

- Feel it penalizes financially that person
- Limits different or rural vs Urban
- As long as you can be responsible pet owner you should be allowed more / as many dogs (look at Calgary Bylaw)
- Think about size of dog!
- Over the limit permit encourages dog hiding



Engagement Topics March 13, 2017

- Two dogs, no permit; more dogs = permit for each
- Punitive? hiding of pets? needs to be explained. i.e. breeders, rescues?
- Dependent on whether rural or urban limits should be different
- Notice given to neighbours of applied permits
- I believe if you have 1 or more just regular dog fee
- It's the responsibility of an owner just like # of children
- ? Breeder kennel license
- Follow the City of Calgary no limit!
- Breeder / kennel license flat fee, no limit
- It depends how well behaved the dogs are not the number
- Mental health issues in terms such as OCD major cause of dog hoarder, how to deal
 with this
- Breeders will be impacted due to litters
- Rescue people have dogs coming and going
- Impacts foster and rescue homes
- As above, foster and rescue homes are affected; need to support rescues, not limit them
 by making it too expensive for the rescue or volunteer
- Are rescues regulated? Licensed? Or can anyone claim to be a rescue home?
- Exceptions for rescue
- Already licensed

Adjusted Score = 27/99 responses X 100 = +27%

A large number of workshop participants were pleasantly surprised to hear that Strathcona County is considering increasing the number of dogs allowed per household from two to three before an over-limit permit is required. Several noted that they had not known about the different threshold compared to the City of Edmonton prior to their move into Strathcona County and were scared that they were not going to be able to get "approved" for an over-limit permit for their additional dog(s). Many felt that combining this move to three dogs per household, with the concept of having an even higher threshold for rural residences before requiring an over-limit permit, would likely increase the number of dog owners who will license all of their dogs in rural areas.



Engagement Topics March 13, 2017

5.7 ADDITIONAL THEMES

Statement	Strengths and Opportunities	Concerns and Weaknesses	Strongly Agree	Agree	Neutral	Disagreement	Strong Disagreement	Confusing	Score	Total Weighted Dots	Score vs. Total Response	Other Comments
Active showdogs should have a waiver from the fee schedule due to requirement for them to be intact	- these are not likely dogs running at large and/or contributing to unwanted litters		3						3.00	3	100%	
Strathcona County should provide an area for off leash activities such as luring and agility courses	- on a rental basis - contribute to County revenue - opportunity for education for county residents - bring visitors to county - \$ hotel etc.		3						3.00	3	100%	
Canadian Kennel Club (CKC) members should have reduced licensing fees (their dogs are often for purposes of showing / events)	- CKC members are held to high standards of responsibility, they face discipline if they do not comply, they bring business into the community through holding events, they teach and train, they rescue their breeds, and much more! - These people are very responsible - one licensing fee but reduction for people who spay or neuter - Q: what about pets who will not be neutered due to vet recommend due to health reasons?	- same rules should apply to all owners - adopt don't shop - dog is a dog	5	2	3	3	18		-13.50	31	-44%	

5.13



Engagement Topics March 13, 2017

Statement	Strengths and Opportunities	Concerns and Weaknesses	Strongly Agree	Agree	Neutral	Disagreement	Strong Disagreement	Confusing	Score	Total Weighted Dots	Score vs. Total Response	Other Comments
Increase off leash options small dogs / more seasonal areas /	- does St. Albert have an open park off leash program? If so, what are the results? - I would love a pathway to walk on versus a fenced area - committee to review safety etc., off leash - continue pilot project of arenas in summer months (Centennial Park walkway) - dedicated fenced area at off-leash for 15-20 lbs. or small dogs - skating rinks are a great summer off leash option - better utilization of urban green spaces - dog safety reduces fear	difficult to walk both dogs if different sizes - need more off leash spaces :)	20	3	5				21.00	29	72%	
Any obvious injury as a result of a dog attack can be treated in the same manner as a dog with a puncture wound (empower bylaw) e.g. lameness	- small dogs can easily be traumatized by uncontrolled large dogs - all owners responsible to inquire if there is an incident - no matter what size - empower officers to make informed calls	- how to prove? - situational & perception - possibly require vet assessment - need witness - dogs running to greet other dogs can collide with them	11	8	4	2	2		12.00	27	44%	- should use the yellow ribbon/leash system for problem/aggressive dogs

5.14



Engagement Topics March 13, 2017

Statement	Strengths and Opportunities	Concerns and Weaknesses	Strongly Agree	Agree	Neutral	Disagreement	Strong Disagreement	Confusing	Score	Total Weighted Dots	Score vs. Total Response	Other Comments
Yearly fee added to property taxes (only dog owners, lifetime tag)	- possibility will help with compliance - better control - all dog owners should relicense same time each year - rather than 13,000 applications at 1-time period why not like vehicle license and use letter of last name (agree)	- prefer one-time fee (like Leduc) - other communities have a 1-time fee and have many owners register their dogs - difficult to keep track of in the system - one-time fee or use same as vehicle registration - strongly prefer one-time fee - too much administration (x2) - too hard for individuals to remember when to renew - pro-rate - hard when everyone has a different renewal date - reminders will get complicated	9	14	2	7	5		7.50	37	20%	- household dog limits the same regardless of urban or rural - what is the purpose of the over-limit permit - breeders are exempt from over-limit - need to mention service dogs in bylaw and link to fed/prov regs, as well as penalties for refusing access to service dogs - kennels are a home based business - neighbours should be notified when over limit permits are requested - can the over limit permit be revoked? why is it needed? - should keep service dog licenses free for life of dog - people check the dog limits when they are thinking about moving to the county - is Sally Stewart Park for small dogs only? - lifetime license will result in poor records - management of off leash - What to do when your dog runs away? - duplicate tags - dog owners can get another tag with same tag # (not official tag, just a tag from a pet store engraved with the actual tag number) - Humane Society pays \$5 for the tags that come with your adopted dog, they are official tags - Contact info for informing County that your dog has died - put it on website - what costs are involved in enforcing the dog bylaw? - online renewal - can add County as payee for dog license through most online bank portals
Clear Definition / Scale for what constitutes abuse: - neglect - lack of training - pain reinforcement / abuse	good - need clear definitions		1					1	1.00	1	100%	



Engagement Topics March 13, 2017

Statement	Strengths and Opportunities	Concerns and Weaknesses	Strongly Agree	Agree	Neutral	Disagreement	Strong Disagreement	Confusing	Score	Total Weighted Dots	Score vs. Total Response	Other Comments
Foster Dogs should have a lower license fee (ex. \$0-5)	- promotes adoption - what about a floating license? (x4) - registering of foster home \$0 fee (x4) - cost of adoption \$300 a break would be appreciated - temporary tags would be appropriate in this case - opportunity for foster - permit / licensing with provisions specific to "fostering" e.g. "over limit permit for foster" without current over limit fee & rules	- may have false licenses - another way to avoid getting a license - no fee for fostering \$0 (x3) - proof of fostering necessary	10	4	3	8	2		6.00	27	22%	
Strict enforcement for feces pick up on private property (back yards, front yards)	- disease prevention, clean parks + playgrounds - who checks? - feces may contaminate neighbours yards	- who determines the standard, what is the standard? - is it a health concern to people or the pets? - not so much private property, more so public property + neighbours - "strict" is not balanced regulation - vague, but if neighbour complaints regarding should be fined - rural - intrusive (for less reason than urban) - isn't there already bylaws that deal with nuisance properties?	14	10	3	2		5	18.00	29	62%	



Engagement Topics March 13, 2017

Statement	Strengths and Opportunities	Concerns and Weaknesses	Strongly Agree	Agree	Neutral	Disagreement	Strong Disagreement	Confusing	Score	Total Weighted Dots	Score vs. Total Response	Other Comments
Breed specific ban should NOT be part of bylaw	- it should be an individual dog! - really focus on the owners' part to play in dog behavior - it is TOTALLY owner behavior. No BLS!!!! - opens a huge can of worms for those who need to identify what breeds fall into their category - absolutely should NOT be part of bylaw	- there are genetic predispositions for breeds to behave in particular ways - regardless of the person / training. However, these breeds should be "proven", "assessed", "tested" for removing restriction IF they are in place - need only look at the research	25	8	1			2	29.00	34	85%	
Incentives or lower registration fees for owners who adopt and rescue dogs. (rescue specific), (people who foster dogs), (must have come from a "certified" rescue origin)	- all dogs that come from rescues are fixed. So if there continues to be a different fee for fixed dogs they are already getting a reduced rate:) - help with overpopulation of unwanted dogs - absolutely ridiculous - not the county's choice to say you get lower rates based on where you get your dog - more cost to rescue dog as they usually have been abused. Therefore, cost goes to obedience classes. for both dog and dog owner - agree with the incentive to adopt	- would seem like a lot for county to oversee - many "rescue" dogs are just nice dogs whose owners no longer can care for them. They were not ill abused or in danger - not a good definition	5	6	3	7	14		-9.50	35	-27%	'- "rescue dogs" is not breed specific, topic addressed in breed ban sheet - should fostered dogs have a special tag? - when dogs are your pets, then 1) foster 2) permanent adoption - encourage compassionate response to these animals - don't make it too onerous to license a dog - don't discriminate against pure bred dog owners - Holland - no wild dogs

5.17



Engagement Topics March 13, 2017

Statement	Strengths and Opportunities	Concerns and Weaknesses	Strongly Agree	Agree	Neutral	Disagreement	Strong Disagreement	Confusing	Score	Total Weighted Dots	Score vs. Total Response	Other Comments
Should the county support responsible dog breeding, both urban and rural?	- my breeder sold all dogs before the breeding, did temperament testing AND had bloodline research - eliminate backyard breeding + sales - can't legally breed a dog in urban areas right now - can have a category for breeders + not have increased fees for non-spay/neutered dogs	- in what way? - many questions to this. Broad topic. Far reaching results - how will the county educate? - do dog breeders? Register with the county? - define "responsible breeding"	5				1	9	4.00	6	67%	
Should there be a scale that related to dog aggression? The Vet behaviour community has a scale they use. (a bite level scale) (95% level one - muzzle punch; level two - bruising/scraping; level three - less than 1/2 canine tooth deep; level four, more than 1/2 canine tooth deep; level five, tearing (head shake); level six, death, removes tissue)	- hopefully each individual situation is reviewed. (i.e. dog is communicating, did you ignore all warning signs?) - as long as the situations are looked at from every angle - all our definitions are wanting - this provides more clarity	- suggest vet/expert input, not just bylaw - that depends on definition of aggression. As per the survey, sounds like most people do not have a sound idea of what aggression is	4	8	1			5	8.00	13	62%	



Engagement Topics March 13, 2017

Statement	Strengths and Opportunities	Concerns and Weaknesses	Strongly Agree	Agree	Neutral	Disagreement	Strong Disagreement	Confusing	Score	Total Weighted Dots	Score vs. Total Response	Other Comments
Would like to see tall-fenced outdoor arenas as micro-off leashes (or other area)	- better area to TEACH recall safety - infrastructure is already in place (hockey rinks) (+ baseball diamonds in winter for year round spaces) - easy to designate one as small dog - great spaces to teach proper human dog interaction - long term benefits - love the rink + diamond spaces, don't know if all need tall spaces	- this is a good idea, but would require enforcement to be present to ensure some don't take it too far as in non off leash areas good areas for agility equipment - don't like dog parks	2	13	3				8.50	18	47%	

Attendees at the four events supplied an additional 14 topics for rating by the participants. None of the additional topics gathered significant levels of support, or if they did, were areas that did not relate directly to the dog control bylaw.



Engagement Topics March 13, 2017

5.8 INITIAL FEEDBACK EXERCISE RESULTS

As noted above, attendees at each event were asked to provide some input on three questions/challenges that were raised in the Phase 1 survey. A summary of each of the three topics is provided below.

5.8.1 Methods/channels that Strathcona County could use to better communicate with residents regarding dog-related topics

The most popular method that the County could use to communicate with dog owners is via emails. Many noted that it would be simple to collect this information as part of the registration process, and this address could then be used to send regular updates on events in the community, any potential canine health related alerts, and especially the renewal reminders. Other popular channels included:

- Billboards/County signage
- The Strathcona County website and social media feeds
- Outreach through service providers (vet clinics, dog supply stores, etc.)

5.8.2 Reasons why some people do not register their dogs

Many reasons were given as to why there are unlicensed dogs in Strathcona County, but two factors were mentioned numerous times – the cost of the licence, and the dog's life situation. Several participants noted that dogs that never leave the house (usually small dogs) or dogs that are elderly tend to not be licensed as their owners feel that there is no need. Other reasons given included:

- Laziness/apathy/inconvenience/irresponsibility
- "Hiding" of dogs due to having more than the household limit or having a breed that is perceived as being "dangerous"

5.8.3 Information/education that would be valuable or important for dog owners

Many felt that the best information that could be provided to dog owners would be a listing of approved training resources, with both online and in person components. Attendees felt most dog owners want to be responsible, but lack the resources or an understanding of the expectations. If this information were provided upon registration and then updated regularly, there is a feeling the overall level of irresponsibility and ignorance would decrease.



Recommendations March 13, 2017

6.0 RECOMMENDATIONS

Based on the feedback provided at the workshops and through the Phase 1 survey, there are several areas of clear direction provided for consideration when reviewing the dog control bylaw.

- Exclusion of any type of a breed ban participants were very clear there was very little support for any type of regulation that would limit the types of dogs allowed within Strathcona County based solely on breed.
- 2. Owner training the creation of an acceptable, standardized responsible dog ownership course, such as the CKC Canine Good Neighbour certificate, should be included with two methods of usage. An incentive should be created to complete the certificate course in order to receive a discount on the registration fee for a maximum of five years. The course should also be used as an enforcement tool with a mandatory enrolment for an owner who receives more than two tickets for any offence in the same calendar year, or more than two tickets for the same offence within three calendar years.
- 3. Term of dog licences renewal period should remain as it currently stands (expiry on March 31 annually) as there was no real support for a move away from this date, and an increased administration cost if it were switched to a renewal date based on the registration date of the dog. Current practice of not having to licence a dog until March 31 in any given year, regardless of the date the dog enters Strathcona County, should be maintained. There was a modest level of interest in an optional lifetime licence fee, but the logistics of administering this fee would need to be examined. Lastly, the move to a full online registration system should be implemented as soon as possible, as there was overwhelming support for this option for renewals. There was also clear direction given that Strathcona County should only be providing one reminder notice to dog owners to renew their dog licences.
- 4. Escalation of fines the deterrent effect of the current fines in the bylaw should be increased. Based on the feedback through the engagement process, the fines should continue increasing for each subsequent offence of the same infraction, and the increases should also expand (i.e. fine should double for a second offence, but a third offence should then be five times the original fine amount, and a fourth offence should be ten times the original fine, for example)
- 5. Over-limit permits and household limits the household limit should be increased to three dogs. This would bring Strathcona County into alignment with most of the other municipalities in the Capital Region, and would likely reduce the number of over-limit permits in force. Over-limit permits would still be required for households wanting to have



Recommendations March 13, 2017

more than three dogs, and clear criteria for the approval of this permit will need to be created, such as the number of additional dogs over the approved threshold, the size of the property in question, and the enforcement status of the applicant. Applications for more than seven dogs in a household should be subject to deeper investigation and additional requirements for notification of neighbours, etc.

- 6. Urban vs. rural household limits Further examination of a separate rural threshold should be undertaken as well, which would only apply to parcels of land larger than five acres.
- 7. Secondary form of identification (i.e. microchip) any additional form of identification of dogs should be limited to microchips, as tattoos are falling out of favour due to their tendency to stretch/smear/fade over time. Microchipping should not be made mandatory except in the case of dogs that have been designated as vicious. Any owner that voluntarily microchips their dog and registers the microchip with Strathcona County should be eligible for a discounted registration fee for the lifetime of the dog.



REPORT APPENDICES

Appendix A – Workshop Presentation

Appendix B – Sample Idea Rating Sheet

Appendix A – Workshop presentation March 13, 2017

Appendix A - WORKSHOP PRESENTATION





Dog Control Bylaw Review

Responsible Dog Ownership Workshops

Dawn Green

Senior Advisor, Public Engagement Strathcona County

February 2017

Jonathan Mackay

Community Engagement Consultant Stantec Consulting Ltd.



Event Agenda

- Orientation and Safety
- Project Presentation
- Idea Rating Exercise
- Idea Rating Summary
- Discussion Groups
- Recap and Timeline

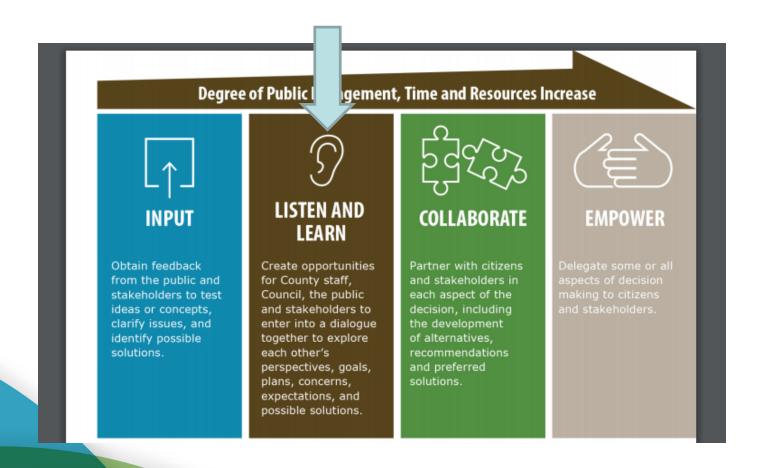


Orientation and Safety

- Washrooms
- Muster Point
- Safety Moment
 - Walking Safely



Continuum of Engagement





Rules of Engagement

- We minimize distractions
- We balance air time fairly
- We speak one at a time
- We listen to understand before we speak
- We can disagree respectfully
 - We can change our minds

Today's Discussions

- Goals
 - Recap of survey results
 - Direction on remaining areas
 - Hear different opinions
 - Next steps
- Not on the table
 - Cat Bylaw



Project Background

- Existing bylaw (2006)
 - Due for review
 - Alignment with neighbouring municipalities
 - Shift in focus
 - More dogs than in 2006!

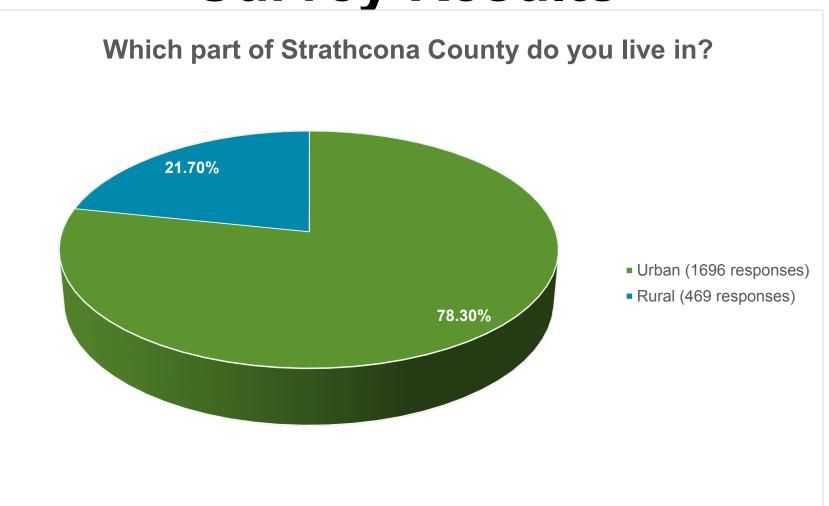


Project Survey

- Online survey ran Nov. 21 Dec. 11, 2016
 - 2306 total responses
 - 1877 completed, 331 partially completed
 - 98 rejected (due to participant not being a resident of the County)
- Two main sections
 - "Who are you?"
 - "What do you think about.....?"

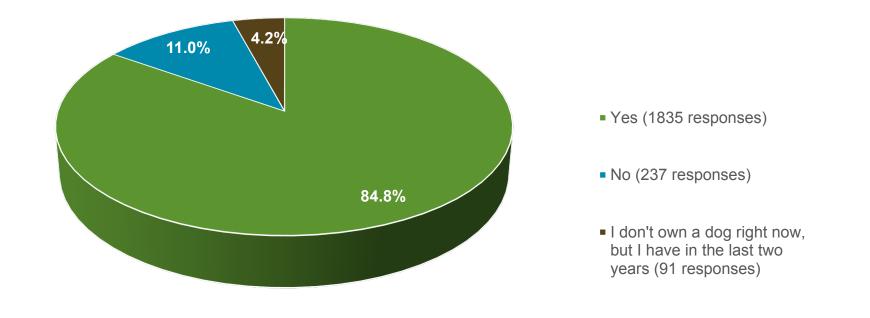


Survey Results

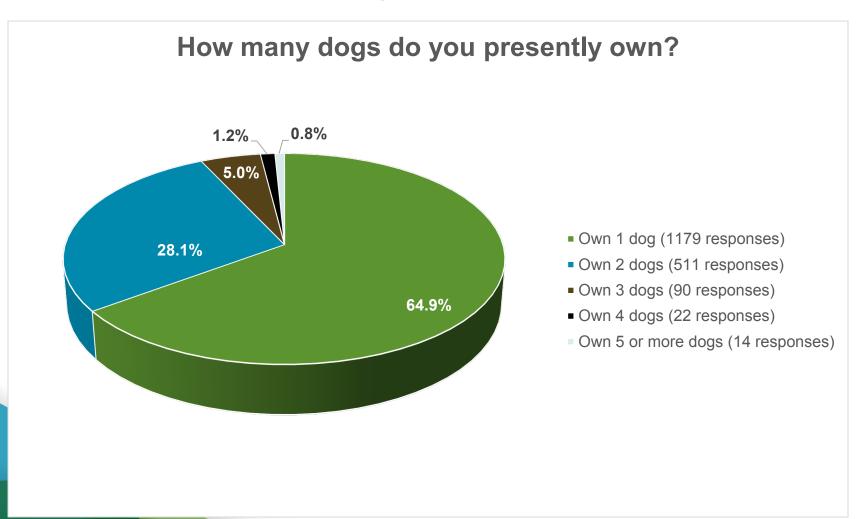




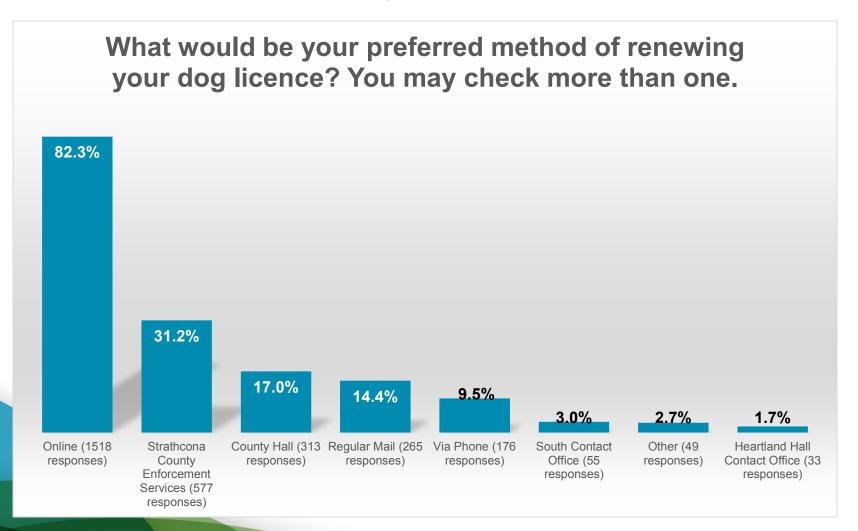
Do you, or another person in your household, own at least one dog?





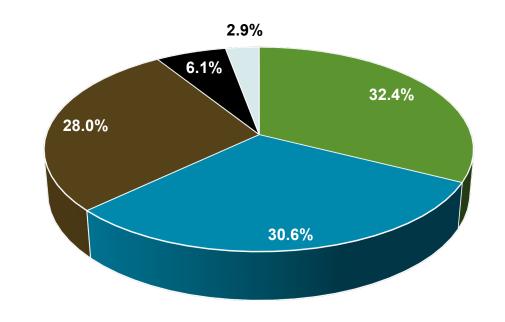








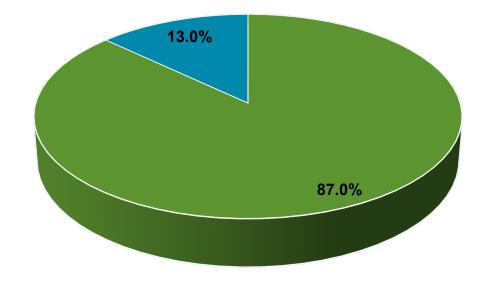
Currently annual dog licences are valid from April 1 until March 31. Which of the following options would you prefer:



- A licence should last for the lifetime of the dog with a one time fee (596 responses)
- All licences should expire on the same date (March 31), regardless of the date it was purchased (564 responses)
- A licence should last one year from the date you registered your dog (515 responses)
- All licenses should expire at the end of the calendar year (December 31), regardless of the date it was purchased (113 responses)
- I don't know (54 responses)



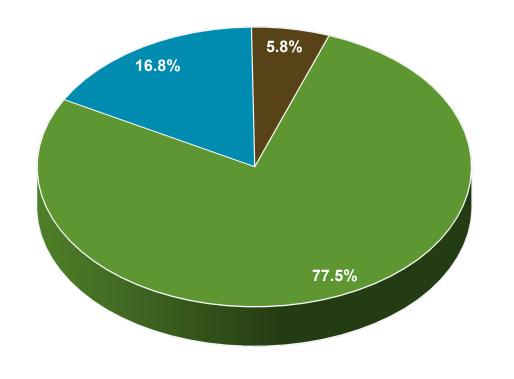
Presently, the County charges a yearly fee of \$35.00 for spayed/neutered dogs and \$70.00 for unspayed/unneutered dogs. Should there be a different fee for each of these dogs?



- Yes, continue to charge two separate fees depending on whether the dog is spayed/neutered (1602 responses)
- No, charge the same fee, regardless of whether they are spayed/neutered (240 responses)



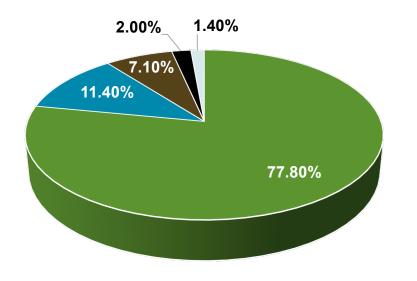
What do you think would be a reasonable fee for dog licensing?



- Current fees are ideal don't change them (1428 responses)
- Current fees seem too high should be lower (309 responses)
- Current fees seem too low I would be ok with paying more (106 responses)



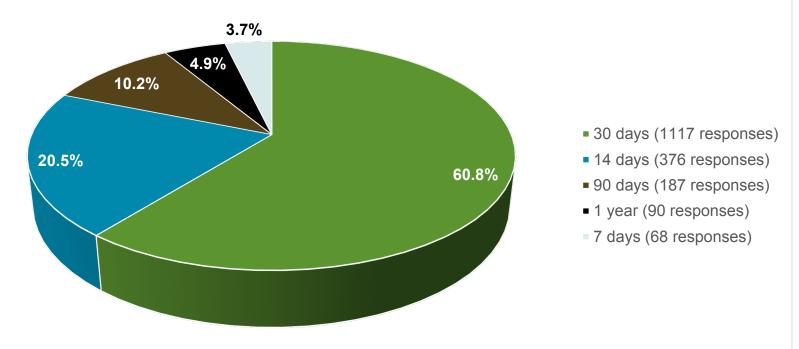
Does the County need to remind people to license their dog(s)? Please choose one answer.



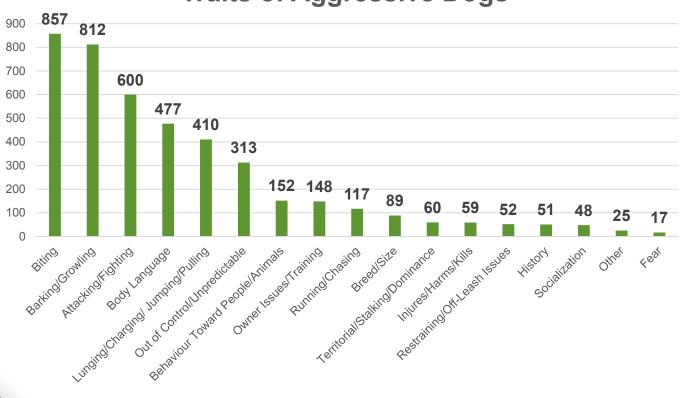
- The County needs to send one reminder notice (1432 responses)
- The County needs to send two reminder notices (216 responses)
- No, owners should remember to license their dog annually (131 responses)
- Other (37 responses)



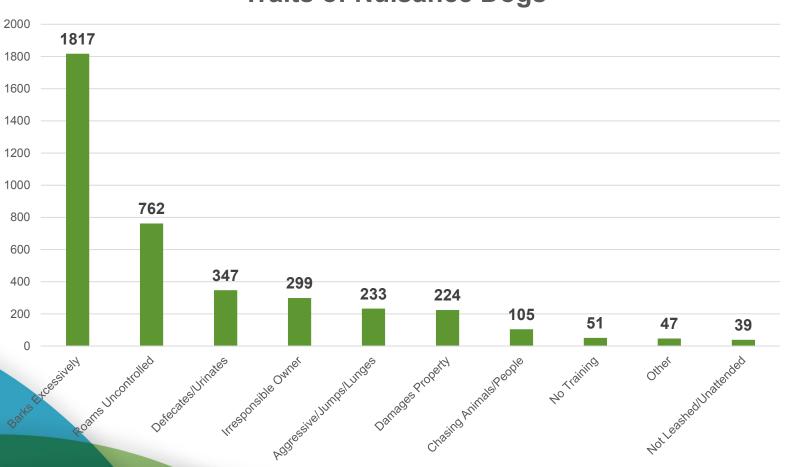
Currently, dog owners have 15 days to license a new dog residing in the County. What should be the grace period for obtaining a dog license for new dogs residing within the County?



Traits of Aggressive Dogs

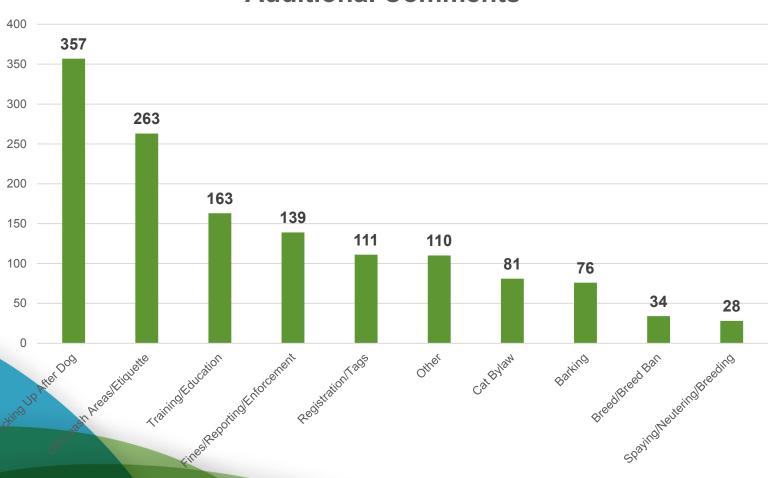


Traits of Nuisance Dogs





Additional Comments



Clear Direction in Survey

- No breed ban
- Better communication from the County on:
 - What license fees are used for
 - How to report abuse/neglect
 - How to report dog-related issues
- Better signage/enforcement of off-leash dogs



License Fees

- Used for:
 - Returning lost dogs to their owners
 - "Return to owner" program
 - Providing food, shelter and care for lost dogs
 - Supporting the adoption of unclaimed dogs
 - Transport of dogs to the Edmonton Humane Society



Areas Requiring Further Input

- Household dog limits urban vs. rural
- Secondary Identification (i.e. microchips/tattoos)
- Expiry date for dog licenses
- Dog owner training
- Penalties for repeat infractions
- Over-limit permits

Next Steps

- Remaining sessions
- Workshop summary report
- Council Report
 - Multiple steps March-May
- Draft bylaw fall 2017
- Rollout 2018

Questions or comments?

Dawn Green 780-464-8092 w dawn.green@strathcona.ca

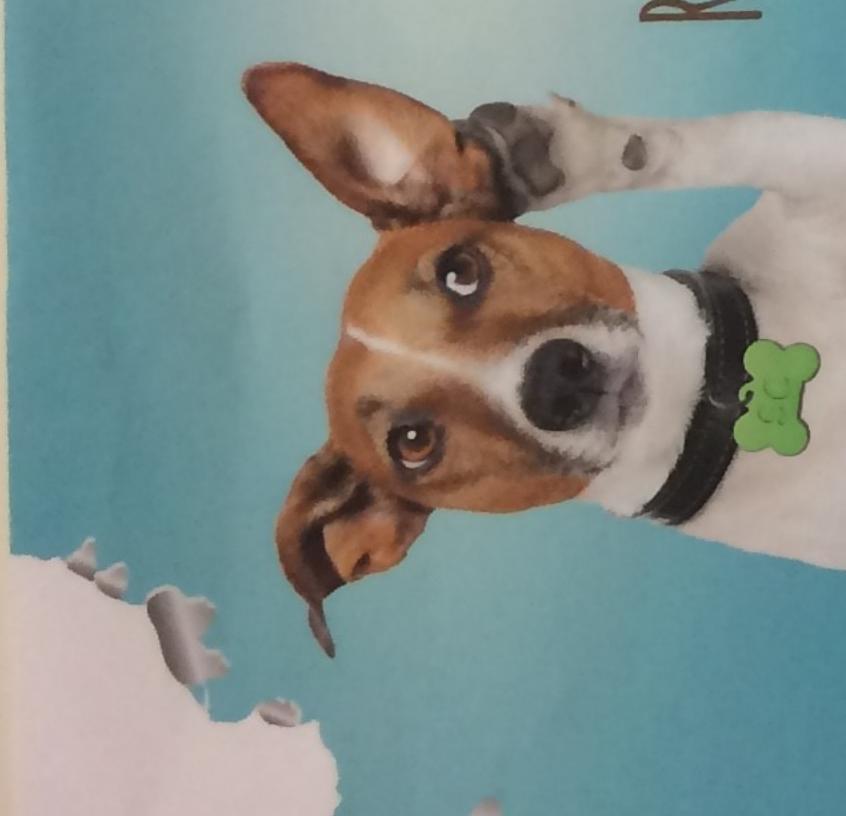
Jonathan Mackay 780-969-2198 w jonathan.mackay@stantec.com

STRATHCONA COUNTY DOG CONTROL BYLAW REVIEW

Appendix B - Sample Idea Rating Sheet March 13, 2017

Appendix B - SAMPLE IDEA RATING SHEET





HAT DOES IT MEAN TO YOU! RESPONSIBLE DOG OWNERSHIP

ner's cost) as a secol gs to their owner o assist in returning do ave a microchip (at ow

ш GREE OR DISAGRE

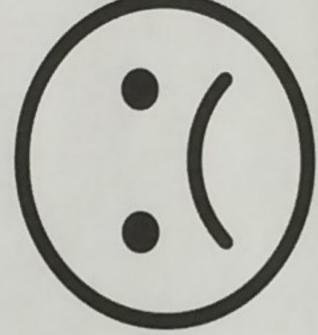
(FILL YOUR ONE DOT BELOW)

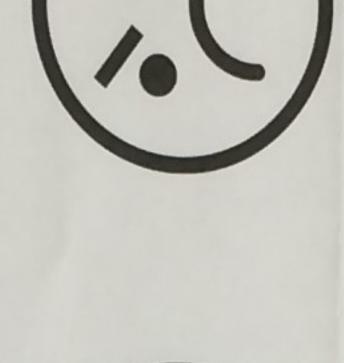




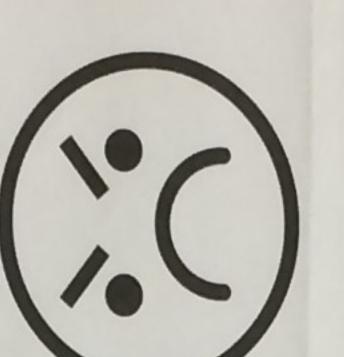






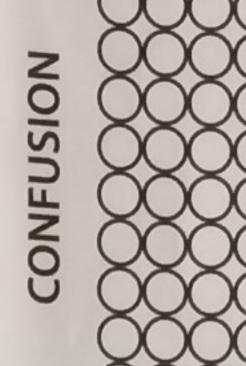




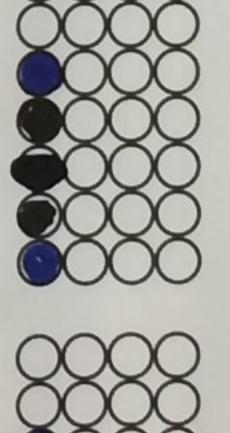


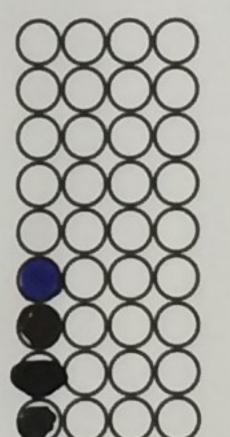




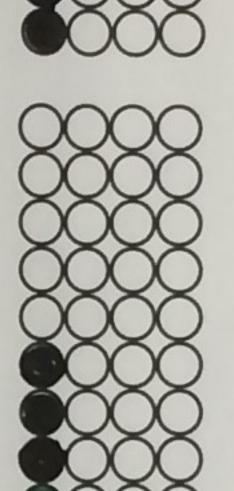












OPTIONALLY ADD BRIEF COMMENTS

PORTUNITIE RENGTHS &

Sure

CERNS & WEAKNESSE NO 0

regretation discorrage

on how + have "free microchip come get ut do discourage 子中 encour



Overview of Public Engagement for the Dog Control Bylaw Review

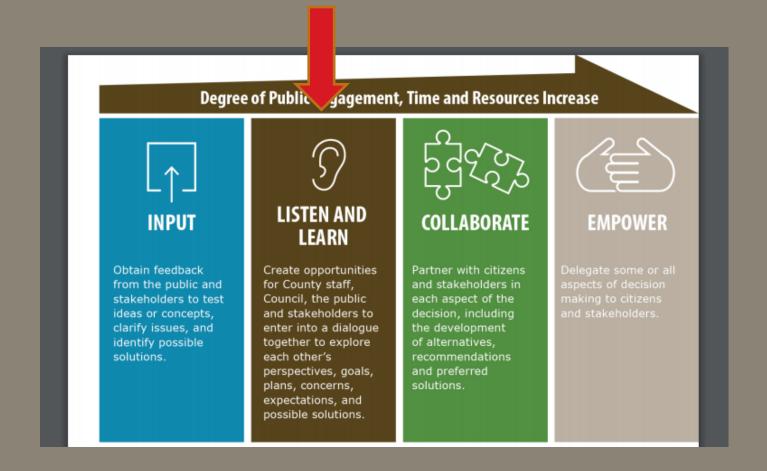


Agenda

- Project Overview
- Phase 1 Survey Results
- Phase 2 Workshop Results
- Recommendations



Continuum of Engagement



2 Project Background

Existing bylaw (2006)

- -Due for review
- Alignment with neighbouring municipalities
- -Shift in focus
- -More dogs than in 2006!

2 Project Background



CHEW ON THIS:

RESPONSIBLE DOG OWNERSHIP — WHAT DOES IT MEAN TO YOU?

We're listening. Share your thoughts via a short survey:
strathcona.ca/dogbylaw
or call 780-464-8092

Your input will help shape the development of a renewed Dog Control Bylaw
in Strathcona County.(Survey closes December 11, 2016.)

Engagement approach

- Project awareness campaign
- Phase 1 survey(paper and online)
- Phase 2 workshops
- Summary reports

3 Phase 1 Survey Results

Online survey: Nov. 21 - Dec. 11, 2016

2,306 total responses

-1,877 completed, 331 partially completed

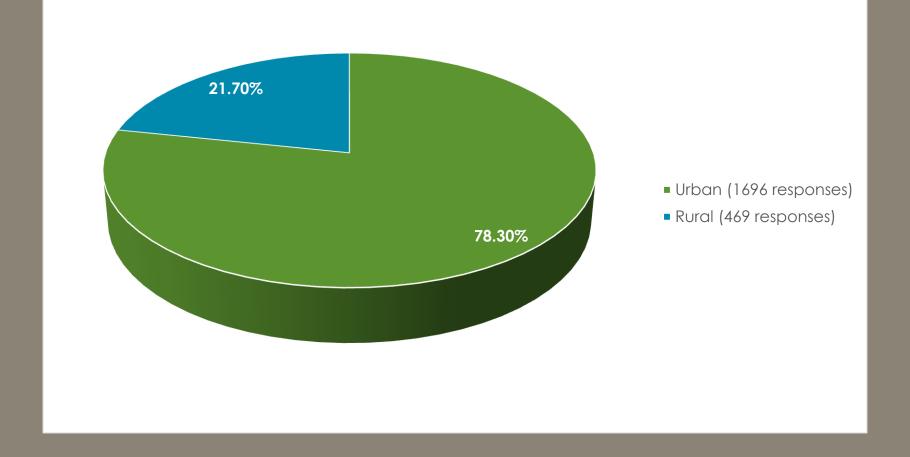
-98 rejected

(due to participant not being a resident of

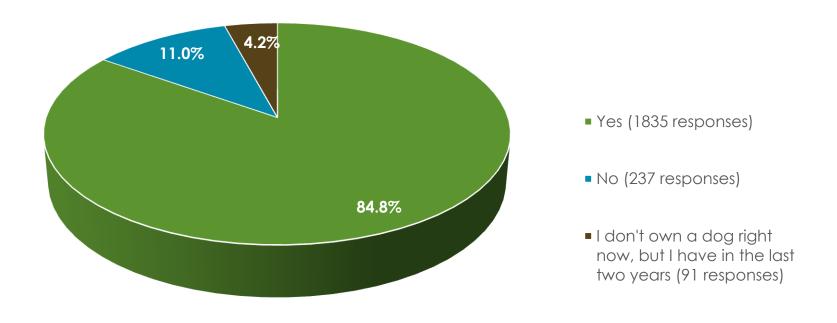
the County)



Which part of Strathcona County do you live in?



Do you, or another person in your household, own at least one dog?



3 Clear Direction in Survey

- No breed ban
- More online options and communication
- Keep fee structure as is
- Keep current fees

3 Clear Direction in Survey

- Only one renewal notice, deadline remains March 31
- Extend "grace period" for registering new dogs from 15 days to 30 days
- Better signage/enforcement of off-leash dogs

3 Communication

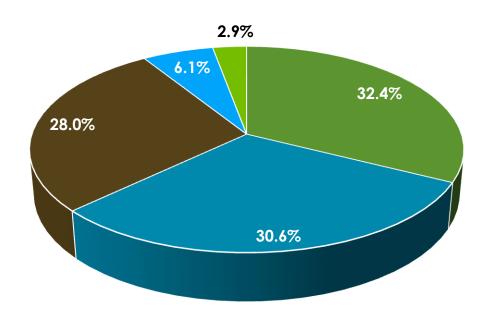
Areas requiring stronger communication:

- What licence fees are used for
- How to report abuse/neglect
- How to report dog-related issues
- Expectations for responsible dog ownership

3 Areas Requiring Further Input

- Household dog limits urban vs. rural
- 2. Secondary Identification (i.e. microchips/tattoos)
- 3. Expiry date for dog licences
- 4. Dog owner training
- 5. Penalties for repeat infractions
- 6. Over-limit permits

Currently annual dog licences are valid from April 1 until March 31. Which of the following options would you prefer:



- A licence should last for the lifetime of the dog with a one time fee (596 responses)
- All licences should expire on the same date (March 31), regardless of the date it was purchased (564 responses)
- A licence should last one year from the date you registered your dog (515 responses)
- All licences should expire at the end of the calendar year (December 31), regardless of the date it was purchased (113 responses)
- I don't know (54 responses)

4 Phase 2 Workshops



Sat. Feb 4:
Sherwood Park
Tues. Feb 7:
Josephburg

Thurs. Feb 9: Sherwood Park Wed. Feb 15: South Cooking Lake

4 Phase 2 Workshops

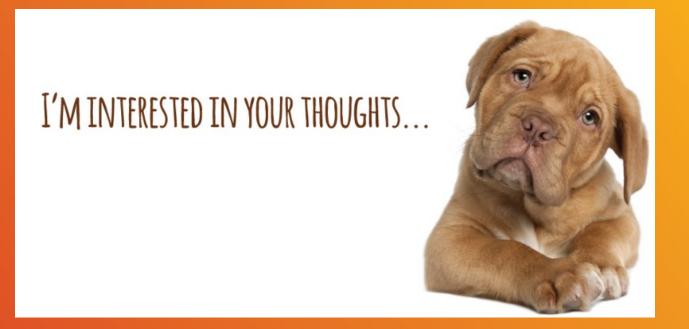
- Format
 - Sticky wall exercise
 - Brief overview presentation
 - Idea rating sheets
 - Discussion of results

- No breed ban
- Creation/adoption of a standardized owner training certificate program
- Licence term status quo
- Single renewal reminder

- Adoption of an online renewal system
- Continued escalation of fines for consecutive offences
- Household dog limit 3 dogs

- Over-limit permit criteria
- Investigate separate rural household limit
 - Must be > 5 acres

- Support for microchips as a secondary form of ID
 - Mandatory for dogs that have been designated as vicious
 - Voluntary for all dog owners as part of an incentive program



Questions or comments?

Dawn Green 780-464-8092 w dawn.green@strathcona.ca

Jonathan Mackay 780-969-2198 w jonathan.mackay@stantec.com



Sherwood Park - Strathcona County Primary Care Network

Presentation to Strathcona County Council

May 16, 2017

About us

- Sherwood Park Strathcona County Primary Care Network
 - one of over 40 PCNs operating in Alberta.
 - ▶ Alberta's strategy to reform the delivery of primary care.
 - ▶ Primary care services are typically provided by a family physician.
 - a joint venture between local family physicians and AHS
 - ▶ to improve the quality of care and access to services for the people of Strathcona County.
 - enrollee population of approximately 90,000 from both suburban and rural communities in Strathcona County.









Orientation to the PCN

- Vision (our view of the world)
 - We have a dream.....
 - Imagine a place where your doctor, who knows you and your family, helps lead you through a healthy life. There is an integrated health care system in Strathcona County where the PCN is the keystone. In our system, primary care physicians are the driving force of an interdisciplinary team. Our system relies on a shared vision with our partners to enhance the well-being of our community.
- Mission (our role in that view)
 - ▶ To build quality, accessible and timely integrated care to enhance the health needs of our community

A bit of history...



Started on June 1, 2007

PRIMARY CARE EXCELLENCE

- Original core group of Chronic disease program and Mental Health program employees hired in Nov 2007
- Chronic disease clinic opened for biz on Jan 10, 2008
- Mental Health Clinic opened in Aug 2008
 - ▶ June 1, 2017 will be our 10th anniversary



Sherwood Park - Strathcona County Primary Care Network

- How many physicians do we have?
 - ▶ 88 active GPs and pediatricians
 - ► All GPs who practice in Sherwood Park plus
- How many patients do we take care of?
 - ► All residents of Strathcona County
 - ► Sherwood Park Strathcona County Primary Care Network





How does our community benefit from the PCN?

- The PCN has programs which improve the quality of the care your family physician provides to you while also increasing access to physician's services.
 - Main programs
 - Chronic disease management (like diabetes, weight management, high blood pressure, high cholesterol)
 - ► Mental Health (anxiety, depression, addictions, bereavement, family)
 - Specialty referral (referral coordination, local specialty consultation)
 - ▶ Medical Home: Improvement in access and quality of care
 - Patient classes
 - Anxiety, Sleep, loss and grief, suicide awareness
 - ▶ Osteoarthritis, retirement
 - ▶ Diabetes, nutrition and diet



Strengthening Our Public Awareness

- Public board members
 - ▶ PCN recruited two members of the public to serve on the board
 - Role is to build awareness of the PCN and its program in the community
 - Second PCN Wellness Day
 - ▶ June 21, 2017
 - ► Come learn about the PCN's programs and services
 - ► Thank you for sponsoring our event
 - Awareness strategy: Twitter, Facebook, website, media

Our Future

- Our organization is moving toward establishing GP offices as Medical Homes
- Medical Home:
 - ► A place where a patient can go for all their healthcare needs
 - ► A vision for comprehensive and team based care centred on the needs of the patients and community
 - ▶ We aim to standardize provision of preventative medicine, and measure outcomes



Conclusion

- Thank you for your time today
- ▶ If you encounter any health specific concerns, please feel free to contact the PCN

Thank you for your time today



Do you have any questions?



Priorities Committee Meeting_May16_2017

Verbal Presentation

Strathcona County Library 2016 Annual Report

Report Purpose

To present the Strathcona County Library 2016 Financial Statements and Annual Report.

External Presenter Name(s)/Title(s):
Sharon Siga, Strathcona County Library CEO
Anna Pandos, Strathcona County Library Board Chair
Anne Nothof, Strathcona County Library Board Vice-Chair
Lynn Walker, Strathcona County Library board Secretary-Treasurer

Associate Commissioner: Gord Johnston Lead Department: Community Services Division

FINANCIAL STATEMENTSYear Ended December 31, 2016



STRATHCONA COUNTY LIBRARY BOARD FINANCIAL STATEMENTS

Year ended December 31, 2016

Financial Statements

Year ended December 31, 2016

Index

Management Report	1
ndependent Auditors' Report	2
Statement of Financial Position	3
Statement of Operations and Accumulated Surplus	4
Statement of Change in Net Debt	5
Statement of Cash Flows	6
Notes to the Financial Statements	7-15



Management Report

The accompanying financial statements of Strathcona County Library Board are the responsibility of management. The financial statements have been prepared by management in accordance with Canadian public sector accounting standards. The preparation of the financial statements necessarily includes some amounts which are based on the best estimates and judgements of management.

The Library maintains systems of internal accounting and administrative controls that are designed to provide reasonable assurance that transactions are appropriately authorized and accurately recorded, and that the Library's assets are adequately safeguarded.

The financial statements have been audited by KPMG, LLP, the external auditors, in accordance with Canadian Auditing Standards on behalf of Strathcona County Library Board. Their report to the Board, stating the scope of their examination and opinion on the financial statements, follows.

Sharon Siga

Chief Executive Officer

April 24, 2017

Candace Tomlinson

Accountant April 24, 2017

Page 1 164



KPMG LLP 2200, 10175 - 101 Street Edmonton AB T5J 0H3 Canada Telephone (780) 429-7300 Fax (780) 429-7379

INDEPENDENT AUDITORS' REPORT

To the Members of the Board of Strathcona County Library Board

We have audited the accompanying financial statements of Strathcona County Library Board, which comprise the statement of financial position as at December 31, 2016, the statements of operations and accumulated surplus, change in net debt and cash flows for the year then ended, and notes, comprising a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on our judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, we consider internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements present fairly, in all material respects, the financial position of Strathcona County Library Board as at December 31, 2016, and its results of operations, its changes in net debt, and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Chartered Professional Accountants

KPMG LLP

April 24, 2017 Edmonton, Canada

Statement of Financial Position

As at December 31, 2016, with comparative information for 2015

	2016	2015
FINANCIAL ASSETS		
Cash	\$ 1,779	\$ 1,788
Due from Strathcona County (Note 2)	4,898,403	4,618,117
Government transfers receivable	-	4,462
Trade and other receivables	49,443	27,644
	4,949,625	4,652,011
FINANCIAL LIABILITIES Accounts payable and accrued liabilities Deferred revenue (Note 3) Long-term debt (Note 4)	593,988 9,178 20,805,495	572,804 19,059 21,521,883
Long-term debt (Note 4)	21,408,661	22,113,746
NET DEBT	(16,459,036)	(17,461,735)
NON-FINANCIAL ASSETS		
Tangible capital assets (Note 5)	26,165,155	26,882,537
Prepaid expenses	51,901	28,763
	26,217,056	26,911,300
ACCUMULATED SURPLUS (Note 6)	\$ 9,758,020	\$ 9,449,565

Commitments (Note 11)

Anna Pandos

Strathcona County Library Board

April 24, 2017

Lynn Walker

Strathcona County Library Board

April 24, 2017

Statement of Operations and Accumulated Surplus Year ended December 31, 2016, with comparative information for 2015

	2016 Actuals	2016 Budget	2015 Actuals
REVENUE			
Government transfers (Note 8)	\$ 9,742,433	\$ 9,702,417	\$ 9,242,214
Penalties and fines	174,730	177,928	163,389
Other	163,124	114,349	139,687
Investment income	111,826	139,776	120,680
User fees and charges	58,442	43,798	165,801
Contributed tangible capital assets			3,165
TOTAL REVENUE	10,250,555	10,178,268	9,834,936
EXPENSES			
Salaries, wages and benefits	6,102,554	6,121,902	5,818,031
Amortization of tangible capital assets	1,377,365	1,378,274	1,361,633
Interest on long-term debt	951,982	957,782	983,334
Administrative charges (Note 10)	612,469	629,586	639,496
Supplies and materials	564,259	589,153	536,003
Contracted and general services	329,793	362,476	351,889
Grants & requisitions	-	30,000	-
Loss on disposal of tangible capital assets	-	-	7,598
Other expenses	3,678	4,936	4,491
TOTAL EXPENSES	9,942,100	10,074,109	9,702,475
ANNUAL SURPLUS	308,455	104,159	132,461
ACCUMULATED SURPLUS, BEGINNING OF YEAR	9,449,565	9,449,565	9,317,104
ACCUMULATED SURPLUS, END OF YEAR	\$ 9,758,020	\$ 9,553,724	\$ 9,449,565

See accompanying notes to the financial statements.

STRATHCONA COUNTY LIBRARY BOARD Statement of Change in Net Debt Year ended December 31, 2016, with comparative information for 2015

ANNUAL SURPLUS \$ 308,4				2015 Actuals		
		308,455	\$	104,159	\$	132,461
Acquisition of tangible capital assets Amortization of tangible capital assets Contributed tangible capital assets Loss on disposal of tangible capital assets	_	(659,983) 1,377,365 - - 1,025,837		(648,839) 1,378,274 - - 833,594		(667,655) 1,361,633 (3,165) 7,598 830,872
Acquisition of prepaid expenses Use of prepaid expenses	_	(43,896) 20,758 (23,138)		- - -	_	(28,763) 54,825 26,062
DECREASE IN NET DEBT		1,002,699		833,594		856,934
NET DEBT, BEGINNING OF YEAR		(17,461,735)		(17,461,735)		(18,318,669)
NET DEBT, END OF YEAR	\$	(16,459,036)	\$	(16,628,141)	\$	(17,461,735)

See accompanying notes to the financial statements.

STRATHCONA COUNTY LIBRARY BOARD Statement of Cash Flows

Year ended December 31, 2016, with comparative information for 2015

	2016			2015
NET INFLOW (OUTFLOW) OF CASH RELATED TO THE FOLLOWING ACTIVITIES:				
OPERATING Annual surplus Items not involving cash:	\$	308,455	\$	132,461
Amortization of tangible capital assets		1,377,365		1,361,633
Loss on disposal of tangible capital assets Contributed tangible capital assets		-		7,598 (3,165)
Changes to non-cash assets and liabilities:		4 400		,
Government transfers receivable Trade and other receivables		4,462 (21,799)		1,121 1,604
Accounts payable and accrued liabilities		21,184		14,814
Deferred revenue Prepaid expenses		(9,881) (23,138)		(1,494) 26,062
·			-	
Cash provided by operating activities		1,656,648		1,540,634
CAPITAL		(0.00.000)		(007.077)
Acquisition of tangible capital assets		(659,983)	-	(667,655)
Cash applied to capital activities		(659,983)		(667,655)
FINANCING & INVESTMENTS				
Change in due from Strathcona County (Note 2) Long-term debt repaid		(280,286) (716,388)		(187,796) (685,288)
Cash applied to financing & investment activities		(996,674)		(873,084)
CHANGE IN CASH DURING THE YEAR		(9)		(105)
CASH, BEGINNING OF YEAR		1,788		1,893
CASH, END OF YEAR	\$	1,779	\$	1,788
Cash paid for interest on long term debt Cash received from interest	\$ \$	957,782 111,826	\$ \$	988,882 120,680

See accompanying notes to the financial statements.

Page 6 169

Notes to Financial Statements

Year ended December 31, 2016

Strathcona County Library Board (the "Library") operates under the authority of the Alberta Libraries Act and is administered by an independent board which reports to the Council of Strathcona County. The Library is a registered charity.

1. SIGNIFICANT ACCOUNTING POLICIES

The financial statements of Strathcona County Library Board are prepared by management in accordance with Canadian public sector accounting standards. Significant accounting policies adopted by the Library are as follows:

a) Basis of Accounting

The financial statements are prepared using the accrual basis of accounting. The accrual basis of accounting records revenue as it is earned and measurable. Expenses are recognized as they are incurred and measurable based upon receipt of goods or services and/or the legal obligation to pay.

b) Government Transfers

Government transfers are recognized in the financial statements as revenues in the period the events giving rise to the transfer have occurred; provided that the transfer is authorized, eligibility criteria have been met, and reasonable estimates of the amount can be made. Stipulations are terms imposed by a transferring government regarding the use of transferred resources or the actions that must be performed in order to keep a transfer. Any unfulfilled stipulations related to a government transfer would preclude recognition of revenue until such time that all stipulations have been met.

c) Revenue Recognition

Funds that are restricted by a third party are recorded as deferred revenue until the fiscal year the service is performed or the related expenditure is incurred.

Unrestricted contributions are recognized as revenue in the year they are received or receivable. The Library Board may then choose to restrict these funds internally by putting these funds into a reserve. Reserves are part of the Accumulated Surplus.

d) Gifts in Kind

Contributed materials and supplies are recorded at fair value when they would have otherwise been purchased and when a fair value can be reasonably estimated. Contributed services of volunteers are not recognized in these financial statements as their fair value cannot be reasonably determined.

e) Pension Plan

The Library is a member of the Local Authorities Pension Plan (LAPP) and the APEX Supplementary Pension Plan. Both LAPP and APEX are multi-employer defined benefit pension plans. Contributions to the plans for current and past service are recorded as expenses in the year in which they become due.

Notes to Financial Statements

Year ended December 31, 2016

1. SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

f) Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the normal course of operations.

i. Tangible Capital Assets

Tangible capital assets are recorded at cost which includes all amounts that are directly attributable to acquisition, construction, development or betterment of the asset. The cost, less residual value, of the tangible capital assets is amortized on a straight-line basis over the estimated useful life as follows:

Asset	Useful Life – Years
Buildings	50
Machinery & Equipment	4 – 10
Library Materials	10
Vehicles	20

One-half of the annual amortization is charged in the year of acquisition and in the year of disposal. Assets under Construction are not amortized until the asset is available for productive use.

ii. Contributions of Tangible Capital Assets

Tangible capital assets received as contributions are recorded at fair value at the date of receipt and are also are recorded as revenue.

iii. Leases

Leases are classified as capital or operating leases. Leases which transfer substantially the entire benefits and risks incidental to ownership of property are accounted for as capital leases. All other leases are accounted for as operating leases and the related lease payments are charged to expenses as incurred.

iv. Cultural and Historical Assets

Works of art for public display are not recorded as tangible capital assets and are not amortized.

g) Use of Estimates

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenue and expenses during the period. Where measurement uncertainty exists, the financial statements have been prepared within reasonable limits of materiality.

Estimates have been used to determine accrued liabilities and tangible capital asset amortization periods.

Actual results could differ from those estimates.

Notes to Financial Statements

Year ended December 31, 2016

1. SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

h) Future Accounting Policies

The following summarizes upcoming changes to public sector accounting standards issued by the Public Sector Accounting Standards Board. In 2017, the Library will continue to assess the impact and prepare for the adoption of these standards. While the timing of standard adoption may vary, certain standards must be adopted concurrently. The requirements in Financial Statement Presentation (PS1201), Financial Instruments (PS3450), Foreign Currency Translations (PS2601) and Portfolio Investments (PS3041) must be implemented at the same time.

Public Sector		Effective date (fiscal years
Accounting Standard	Name	beginning on or after)
PS2200	Related Party Transactions	April 1, 2017
PS3420	Inter-Entity Transactions	April 1, 2017
PS3210	Assets	April 1, 2017
PS3320	Contingent Assets	April 1, 2017
PS3380	Contractual Rights	April 1, 2017
PS3430	Restructuring Transactions	April 1, 2018
PS1201	Financial Statement Presentation	April 1, 2019
PS3450	Financial Instruments	April 1, 2019
PS2601	Foreign Currency	
	Translation	April 1, 2019
PS3041	Portfolio Investments	April 1, 2019

2. DUE FROM STRATHCONA COUNTY

The Library does not maintain its own operating bank account and has funds on deposit with Strathcona County which are available for operations when needed. The funds earn interest at a rate equivalent to that which Strathcona County earns on its short-term investments.

Page 9 172

Notes to Financial Statements

Year ended December 31, 2016

3. DEFERRED REVENUE

Deferred revenue comprises the amounts noted below, the use of which, together with any earnings thereon is externally restricted. These amounts are recognized as revenue in the period they are used for the purpose specified.

Dec	ember 31,	Cor	ntributions			Dece	ance at mber 31, 2016
\$	11,559 7,500	\$	-	\$	7,042 7,500	\$	4,517
\$	19.059	\$	15,537 15.537	\$	10,876 25.418	\$	4,661 9,178
	Dec	7,500	December 31, 2015 Cor \$ 11,559 \$ 7,500	December 31, 2015 Contributions \$ 11,559 \$ - 7,500 - 15,537	December 31, 2015 Contributions Cores \$ 11,559 \$ - \$ 7,500 - 15,537 \$ 15,537	December 31, 2015 Contributions Contributions \$ 11,559	December 31, 2015 Contributions Contributions Recognized \$ 11,559

4. LONG-TERM DEBT

Strathcona County holds debentures repayable to Alberta Capital Finance Authority on behalf of the Library. The Library has an agreement with Strathcona County to repay the principal and interest on the debentures. These debentures bear interest at rates ranging from 4.04% to 4.74% (2015 – 4.04% to 4.74%), and mature in periods 2034 through 2036 (2015 – 2034 through 2036). Debenture debt is issued on the credit and security of Strathcona County as large.

Long-term debt principal and interest payments are due as follows:

	Principal Interest		Interest		Total	
2017	\$	748,903	\$	925,268	\$	1,674,171
2018		782,897		891,274		1,674,171
2019		818,437		855,734		1,674,171
2020		855,593		818,578		1,674,171
2021		894,440		779,731		1,674,171
Thereafter		16,705,225		5,692,210		22,397,435
Total Long-Term Debt	\$ 2	20,805,495	\$	9,962,795	\$	30,768,290

Page 10 173

Notes to Financial Statements

Year ended December 31, 2016

5. TANGIBLE CAPITAL ASSETS

Cost	Balance at December 31, 2015	Contributed Additions Assets	Disposals	Balance at December 31, 2016
Buildings Machinery & Equipment Library Materials Vehicles	\$ 25,000,000 2,697,206 5,593,015 499,697 \$ 33,789,918	\$ - \$ - 30,198 - 629,785 - \$ 659,983 \$ -	\$ - (35,229) (381,219) - \$ (416,448)	\$ 25,000,000 2,692,175 5,841,581 499,697 \$ 34,033,453
Accumulated Amortization	Balance at December 31, 2015	Disposals	Amortization Expense	Balance at December 31, 2016
Buildings Machinery & Equipment Library Materials Vehicles	\$ 2,750,000 1,492,866 2,527,096 137,419 \$ 6,907,381	\$ - (35,229) (381,219) - \$ (416,448)	\$ 500,000 280,651 571,729 24,985 \$ 1,377,365	\$ 3,250,000 1,738,288 2,717,606 162,404 \$ 7,868,298
Net Book Value	Net Book Value December 31, 2015			Net Book Value December 31, 2016
Buildings Machinery & Equipment Library Materials Vehicles	\$ 22,250,000 1,204,340 3,065,919 362,278 \$ 26,882,537			\$ 21,750,000 953,887 3,123,975 337,293 \$ 26,165,155

a) Assets under Construction

Assets under construction are amortized when the assets are put into service. At December 31, 2016, there were no assets under construction (2015 - nil).

b) Contributed Tangible Capital Assets

Contributed assets are recognized at fair market value at the date of contribution. There were no contributed assets received during 2016 (2015 – \$3,165).

c) Tangible Capital Assets Disclosed at Nominal Values

Where an estimate of fair value could not be made, the tangible capital asset is recognized at a nominal value. The Library has not assigned nominal values to any assets.

d) Write-down of Tangible Capital Assets

The Library did not write down any tangible capital assets in 2016 or 2015.

Notes to Financial Statements

Year ended December 31, 2016

6. ACCUMULATED SURPLUS

Accumulated surplus consists of equity in tangible capital assets and reserves as follows:

	2016	2015
Equity in Tangible Capital Assets	\$ 5,359,660	\$ 5,360,654
Reserves:		
Stabilization & Contingency Reserves	469,554	439,104
Project Reserves	119,480	131,796
Special Purpose Reserves	72,412	101,888
Infrastructure Lifecycle, Maintenance and Replacement Reserves	3,736,914	3,416,123
	4,398,360	4,088,911
	\$ 9,758,020	\$ 9,449,565

7. EQUITY IN TANGIBLE CAPITAL ASSETS

	2016	2015
Tangible Capital Assets (Note 5) Long-Term Debt (Note 4)	\$ 26,165,155 (20,805,495)	\$ 26,882,537 (21,521,883)
	\$ 5,359,660	\$ 5,360,654

8. GOVERNMENT TRANSFERS

The following government transfers have been included in revenues:

	2016	2015		
Municipal Government Strathcona County	\$ 9,172,097	\$ 8,709,316		
Provincial Government				
Alberta Municipal Affairs - Unconditional Per Capita Grant	530,563	513,320		
Alberta Municipal Affairs - Public Library Development Initiative	10,876	-		
Alberta Labour - Summer Temporary Employment Grant	3,773	<u> </u>		
	545,212	513,320		
Federal Government				
Young Canada Works	17,197	17,079		
Canada Summer Jobs	7,927	2,499		
	25,124	19,578		
Total Government Transfers	\$ 9,742,433	\$ 9,242,214		

Page 12 175

Notes to Financial Statements

Year ended December 31, 2016

9. PENSION PLAN

Local Authorities Pension Plan (LAPP)

Library employees participate in the Local Authorities Pension Plan (LAPP), a defined benefit pension plan established in 1962 for the employees of local authorities in Alberta. LAPP is governed by the Local Authorities Pension Board of Trustees and administered by Alberta Pensions Services Corporation.

The Library was required to make current service contributions to LAPP of 11.39% (2015 – 11.39%) of pensionable payroll up to the yearly maximum pensionable earnings (YMPE) and 15.84% (2015 – 15.84%) thereafter. Employees of the Library are required to make current service contributions of 10.39% (2015 – 10.39%) of pensionable salary up to YMPE, and 14.84% (2015– 14.84%) thereafter.

Total current service contributions by the Library to LAPP in 2016 were \$537,434 (2015 - \$505,900). Total current service contributions by the employees of the Library to LAPP in 2016 were \$493,280 (2015 - \$462,719).

As stated in their 2015 Annual Report, LAPP serves 244,621 members and 426 employers. It is financed by employer and employee contributions and investment earnings of the LAPP fund. At December 31, 2015, (the last date for which information is available), LAPP reported an actuarial deficiency of \$923,416,000.

APEX

The APEX supplementary pension plan is an Alberta Urban Municipality Association (AUMA) sponsored defined benefit pension plan covered under the provisions of the Alberta Employment Pension Plans Act. It commenced on July 23, 2009, and provides supplementary pension benefits to a prescribed class of employees. The plan supplements the Local Authorities Pension Plan.

Contributions are made by the prescribed class of employees and the Library. The employees and the Library are required to make current service contributions to APEX of 2.5% (2015 - 2.5%) and 3.0% (2015 - 3.0%), respectively, of pensionable earnings up to \$144,500 (2015 - \$140,945).

Total current service contributions by the Library to APEX in 2016 were \$14,132 (2015 - \$4,228). Total current service contributions by the employees of the Library to APEX in 2016 were \$11,777 (2015 - \$3,524).

The cost of post-retirement benefits earned by employees under APEX program is actuarially determined using the projected benefit method prorated on service and management's best estimate of salary and benefit escalation and retirement ages of employees. The cost of post-retirement benefits for APEX is fully funded.

10. ADMINISTRATIVE CHARGES

Operating expenditures include administrative charges from Strathcona County as follows:

Building Maintenance Personnel Services Financial Services General Services Insurance

	2016		2015				
\$	391,937	;	\$	415,520			
	105,596			106,086			
	55,891			54,509			
	33,490			36,341			
	25,555	_		27,040			
\$	612,469	- :	\$	639,496			
=				•			

Notes to Financial Statements

Year ended December 31, 2016

11. COMMITMENTS

Leases

The Library has ongoing operating leases for office equipment. The future minimum lease payments are as follows:

2017	\$ 12,569
2018	13,733
2019	 8,727
	\$ 35,029

Maintenance Contract

The Library has maintenance contracts for various RFID (Radio Frequency Identification) equipment. The future minimum contract payments are as follows:

2017	\$ 32,938
	\$ 32,938

Database Subscription

The Library has a subscriber agreement for a database. The future payments are as follows (USD):

2017	\$ 11,813
	\$ 11,813

Metro-Area Group Library Network (MAGNET)

The Library is committed to an annual payment for central site computer and support services under the Metro-Area Group Library Network (MAGNET) co-owners agreement. In 2016, the Library's share of central costs was \$21,778 (2015 - \$22,067). The Library may terminate its participation by delivering written notice to the MAGNET committee on or before December 31st of any year to become effective on December 31st of the year immediately following.

Page 14 177

Notes to Financial Statements

Year ended December 31, 2016

11. COMMITMENTS (CONTINUED)

Agreements with Strathcona County

The Library has chosen to contract some services supplied by Strathcona County departments. Service Level Agreements were signed with Human Resources (HR) and Financial Services (FIN) in 2016 and with Information Technology Services (ITS) in 2017. These agreements formalize arrangements for the provision of specified services. The term of these agreements is from January 1, 2017 to December 31, 2021. An annual review for all agreements will take place in May or June of each year. The future contracts at this time are as follows:

	IT			HR		FIN			Total		
2017	\$ 17,974		\$	115,027		\$	59,085		\$	192,086	
2018	17,974			115,027			59,085			192,086	
2019	17,974			115,027			59,085			192,086	
2020	17,974			115,027			59,085			192,086	
2021	 17,974	_		115,027			59,085			192,086	
	\$ 89,870		\$	575,135		\$	295,425		\$	960,430	

Facility Collaboration Agreement with Strathcona County

The Library is located in the Strathcona County Community Centre. The Library is committed to pay a portion of the on-going operating costs (i.e. building site maintenance, janitorial services, utilities, security, telephone, mail and snow removal), to Strathcona County under the Facility Collaboration Agreement. This agreement was under negotiation since 2010 and was signed subsequent to year end. The term of the agreement is November 1, 2010 to October 31, 2060.

This amount will change on a yearly basis depending on the cost of the services required. The future contracts at this time are as follows:

2017	\$ 440,687
2018	440,687
2019	440,687
2020	440,687
2021	440,687
Thereafter	17,113,345
	\$ 19,316,780

Page 15 178

Strathcona County Diversity Committee Unity In Diversity

Embrace local diversity and build inclusive community

Who Are We?

- Started in 2016 as a volunteer group striving to make a meaningful contribution to our community.
- Now a committee of 40 community members passionate about promoting the benefits of diversity in Strathcona County
- Meets monthly to discuss ways to promote diversity, plan information events and to

learn about other likeminded community groups

What Is Diversity?

- Diversity is recognizing and appreciating the differences among us. Each of us has qualities and attributes to offer which can improve a community.
- Diversity includes race, ethnicity, gender, sexual orientation, socio-economic status, age, physical abilities, religious beliefs, political beliefs, or other ideologies as well as values, traditions, historical events, art forms, language etc.

What does mutual respect and multicultural collaboration look like?

- It emphasizes common interests rather than differences;
- It educates and encourages connections as a means of promoting relationships;
- It enriches everyone's life when there is shared knowledge of others' cultures;
- It organizes through common purpose. There is "strength in numbers";
- It creates community and leads to a more just society.

Why Is Diversity Important in Strathcona County?

 Relationships are powerful.
 One-to-one connections with each other are the foundation for change.



The exploration of our differences in a positive and nurturing environment will strengthen our community. No matter where we work, live or go, we will have contact with diverse people. Social harmony will build trusting relationships and this will be the glue that holds people together as they work to achieve community goals.



What are the Committee's goals?

- To create a culture of acceptance in Strathcona County that embraces and grows from diversity.
- To impart knowledge and offer social opportunities that stimulate rapport and friendships between all communities.
- To build a united network of organizations willing to advance dialogue and action on diversity within their respective groups.

- To create a space for societal actors from communities, schools, media, civil society and places of worship to promote diversity in Strathcona County.
- To encourage County residents to move beyond simple tolerance to embracing and celebrating the rich dimensions of diversity within the community.

Our Guiding Principles

- The Committee's motto is "Unity in Diversity". We strive to forge links and promote a "We Are One" mindset. We recognize that every person brings a unique and valuable contribution to the mosaic of our community and celebrate the fact that we exist in this thriving cross-cultural community.
 - Community involvement
 - Empowering people
- Embracing diversity
- Building community
- Getting individuals engaged in their community

Recent Initiatives

Canada Day 2016 Parade





Strathcona County Neighbour Day Sept 11 2016



Blanket Exercise November 2016

- The Blanket Exercise is an interactive learning experience that teaches the Indigenous rights history we're rarely taught in school.
- Developed in response to the 1996 Report of the Royal Commission on Aboriginal Peoples which recommended education on Canadian— Indigenous history as one of the key steps to reconciliation, the Blanket Exercise covers over 500 years of history in a one and a half hour participatory workshop.

BLANKETEXERCISE

A meaningful event to explore the historic and contemporary relationsh between

Indigenous and non-Indienous peoples in Canada

November 3, 2016 Silver Birch Lodge, 914 Bison Way 7:00-8:30 pm

Strathcona County
Diversity Committee
Unity In Diversity

Email: strathonca.diversity@gmail.com

Facebook: Strathcona County Diversity Committee

Twitter: @StrathcoDiv







"The event was a powerful way of showing the history of Canada we often do not want to acknowledge. We need to accept our history before we can assist those negatively affected by it. Thank You." MS





Multi-Faith Event January 2017

- Multiple local faith groups openly shared their beliefs and talked about their holy days and traditions.
- Families participated in activities and learned about different traditions celebrated in our community.





The successful objective was to demystify our neighbors and inspire interfaith understanding, friendship, dialogue, respect and cooperation.

"What a wonderful event! We all grow as we learn about our differences and similarities".

Other Community Engagement

- Strathcona County Community Talk
- United Nations Day: Summoning Our Common Will to Build a Better World
- Community Thanksgiving Celebration at Moravian Church
- Opening of Majama Tropical Variety Store (African-Caribbean Store)
- Baha'i Community New Year
- Wrapped in Love: Masjid in the Park open house

Upcoming Event Strathcona Heritage Day

- When: June 11 10:00-4:00
- Where: Spark Gallery
- Who: Diversity Committee and the Arts and Culture Council of Strathcona County
- Why: Celebrate Canada's 150th and Strathcona County's vibrant and diverse heritage
- What: Music, dance, artisans, children's activities, cultural groups, and food
- FREE event with shuttle bus service to the site







Let's Celebrate!

CANADA'S 150th and HERITAGE DAY OF STRATHCONA COUNTY

Free Event

Music, dance, artisans, cultural groups, food & more!

Sunday, June 11, 2017

10:00 to 4:00

SPARK GALLERY

116, 2257 Premier Way Sherwood Park Broadmoor Place IV

Free hourly shuttle to & from both Sherwood Park bus depots & Mall stop on Sherwood Drive

For information: website www.accsc.ca or connect on Facebook.



What Can You Do?

As individuals:

- Be an agent for promoting diversity in public sphere
- Be aware that not all that makes us diverse is visible
- Seek out and engage those in the community who are not in the majority.
- Join the Diversity Committee and/or participate in the activities
- Come to the Cultural & Heritage Day on June 11

As a Council:

- Consider human rights in all your decision making and foster dialogue between groups of diverse backgrounds.
- Make Mayor's Prayer breakfast event inclusive and welcoming to all the Faith groups in the community.
- Consider proclaiming annually a day that supports and encourages diversity in our community such as March 21, 2018: International Day for the Elimination of Racial Discrimination or the International Day for Tolerance November 16, 2017

























- Facebook
- Strathcona County Diversity Committee

- Twitter
- @StrathcoDiv



Priorities Committee Meeting_May16_2017

STRATEGIC INITIATIVE AND UPDATE

Neighbourhood Traffic Safety Action Plan

Report Purpose

To update the Priorities Committee on the completion of the Neighbourhood Traffic Safety Action Plan (NTSAP) 2017.

Council History

June 14, 2017 – The Committee was provided information on the development of the Neighbourhood Traffic Safety Action Plan.

September 9, 2014 – Council approved the Traffic Safety Strategic Plan 2020 January 28, 2014 – Council approved the Neighbourhood Traffic Safety Strategy

Strategic Plan Priority Areas

Economy: Working to develop a plan for traffic calming that makes effective and efficient use of municipal infrastructure investment

Governance: Significant public engagement was used to develop this action plan.

Social: Traffic safety is a key component of a safe and caring community. Safe residential

roads promote a healthy and active community.

Culture: n/a Environment: n/a

Other Impacts

Policy: SER-009-040 Traffic Calming

Legislative/Legal: n/a

Interdepartmental: Transportation and Agriculture Services, RCMP and Enforcement

Services

Summary

Neighbourhood traffic safety continues to be a concern for residents of Strathcona County, despite the implementation of a Neighbourhood Traffic Safety Strategy in 2013.

A first draft of the NTSAP was developed based on results of traffic safety surveys, residential traffic complaints, and engagement undertaken in recent traffic calming projects in Strathcona County. This draft was presented to residents in a series of focus groups. Fifty-six residents participated in the focus groups, representing sixteen different urban neighbourhoods, two rural hamlets and a rural subdivision. Input from these groups was used to finalize the NTSAP 2017.

The NTSAP 2017 sets out eight specific actions based on resident priority and best practice. These actions have been designed to be realistic, sustainable and actionable by December 2018 in order to provide measureable improvement in the safety and livability of our neighbourhoods. The actions recommended through the NTSAP have been developed with the expectation that they will be resourced within existing budgets.

Author: Debbie Rawson/Ryan Anders, Transportation Planning and Engineering; Chris Narbonne, Page 1 of 2 RCMP and Enforcement Services

Directors: Dan Schilbe, Transportation Planning and Engineering; Gary Peck, RCMP and Enforcement Services Associate Commissioners: Kevin Glebe, Infrastructure and Planning Services; Gord Johnston, Community Services Lead Department: Transportation Planning and Engineering

Communication Plan

Multiple methods of communication were used to offer residents the opportunity to participate in engagement opportunities, including social media, the public engagement newsletter and newspaper advertisements.

Enclosures

- 1 Neighbourhood Traffic Safety Action Plan 2017
- 2 Neighbourhood Traffic Safety Action Plan presentation

Author: Debbie Rawson/Ryan Anders, Transportation Planning and Engineering; Chris Narbonne, Page 2 of 2 RCMP and Enforcement Services

Directors: Dan Schilbe, Transportation Planning and Engineering; Gary Peck, RCMP and Enforcement Services Associate Commissioners: Kevin Glebe, Infrastructure and Planning Services; Gord Johnston, Community Services Lead Department: Transportation Planning and Engineering



Neighbourhood Traffic Safety Action Plan

2017

Prepared by Debbie Rawson, MSc Transportation Planning, Engineering and Safety Transportation Planning and Engineering

Executive Summary

In Strathcona County, the majority of traffic safety concerns voiced by residents are related to neighbourhood traffic - primarily traffic speeds. The Neighbourhood Traffic Safety Action Plan 2017 (NTSAP) recommends the following actions to address these concerns:

Action #1: Research a residential speed limit decrease, including the results from other jurisdictions who have implemented the practice to recommend a best course of action for our community.

Action #2: Improve traffic monitoring on residential roads (link to Action #4).

Action #3: Upgrade pedestrian facilities at multiuse trail crossings, playgrounds, schools and key pedestrian corridors. Include physical traffic calming features (such as raised features, refuge islands, and/or curb extensions) in conjunction with scheduled rehabilitation as appropriate.

Action #4: Formalize communication between RCMP and Enforcement Services, Transportation Planning and Engineering, and Transportation and Agriculture Services to facilitate data sharing (link to Action #2).

Action #5: Consider alternative resourcing and delivery models for residential traffic enforcement in a way that is responsive to resident needs while minimizing impacts to arterial enforcement operations.

Action #6: Expand the Driver Feedback Sign Program and explore new ways to integrate the signs to support data collection and strategic enforcement.

Action #7: Update the Traffic Safety Communication plan to include a residential traffic safety component. Engage with residents to develop messages and to help with the reach of the education program (link to Action #8).

Action #8: Engage residents to develop new and innovative ways to get neighbourhoods involved in residential traffic safety.

Neighbourhood traffic safety is important to Strathcona County residents. The NTSAP sets out eight specific actions based on resident priority and best practice. These actions have been designed to be realistic, sustainable and actionable by December 2018 in order to provide measureable improvement in the safety and livability of our neighbourhoods.

Contents

Executive Summary	1
A. Introduction	3
I. Development of the Neighbourhood Traffic Safety Action Plan (NTSAP)	3
B. Current State of Neighbourhood Traffic Safety	4
I. Engineering perspective III. Resident perspective III. Current research and trends in neighbourhood traffic safety	7
C. Priority areas	12
I. Speed management II. Schools and playgrounds III. Pedestrians and cyclists	13
D. Recommendations to address neighbourhood traffic concerns	14
I. Engineering Recommendations II. Enforcement Recommendations III. Education Recommendations IV. Engagement Recommendations V. Evaluation Recommendations	16 17 18
E. Deliverables	19
F. Resource Requirements	20
G. Conclusion	20
G. References	21
H. Appendices	22
Appendix 1: Current Speed Management Initiatives in Strathcona County	ona County 24
Appendix 3: Current neighbourhood pedestrian and cycling safety initiatives in Str County	

A. Introduction

In Strathcona County, the majority of traffic safety concerns voiced by residents are related to neighbourhood traffic, primarily traffic speeds. Neighbourhood Traffic Safety is specifically identified as a strategy area in the County's Traffic Safety Strategic Plan 2020. In April 2013, Strathcona County adopted SER 009-040 Traffic Calming, and in January 2014, Strathcona County introduced its first Neighbourhood Traffic Safety Strategy. While there has been some success in the implementation of these two initiatives, resident concern with neighbourhood traffic safety has remained essentially unchanged.

The goal of this Neighbourhood Traffic Safety Action Plan 2017 (NTSAP) is to improve safety and livability of Strathcona County's residential areas. The plan also aims to increase resident engagement in residential traffic safety.

This NTSAP will provide an overview of the current state of traffic safety in Strathcona County. It will outline current neighbourhood traffic safety initiatives in the County, identify priority areas for residential traffic management and recommend further actions to address neighbourhood traffic concerns.

I. Development of the Neighbourhood Traffic Safety Action Plan (NTSAP)

Development of the NTSAP 2017 included analysis of traffic collision and speed/volume data. Data was also collected regarding enforcement operations in residential areas.

Analysis of resident perspectives was based on results of the 2015 Traffic Safety Survey (950 responses), a review of residential traffic safety complaints, as well as public engagement undertaken in recent traffic calming projects in the County.

Analysis of data was supplemented by a literature review of best practices in residential traffic safety and an environmental scan of residential traffic safety initiatives in other municipalities.

This information was all brought together in a draft NTSAP in 2016. This draft was presented to residents in a series of focus groups. Fifty-six residents participated in the focus groups, representing 16 different urban neighbourhoods, two rural hamlets (Ardrossan and South Cooking Lake) and a rural subdivision. Input from these groups was used to finalize the NTSAP 2017.

B. Current State of Neighbourhood Traffic Safety

I. Engineering perspective

Residential Collision History

Collision data in Strathcona County is regularly screened for the entire transportation network. In the last 10 years (January 1, 2007- December 31, 2016), there has been one fatal collision on a residential street. In the same timeframe, 59 fatal collisions occurred outside of residential neighbourhoods.

In the last 10 years (January 1, 2007- December 31, 2016), there have been 347 collisions in Strathcona County which resulted in a major injury(s). Eighteen (5%) of these collisions occurred in a residential neighbourhood. Six involved motorcycles, one involved a cyclist and three involved a pedestrian. Two involved an impaired driver

Pedestrian Collision History

Many residential concerns received by the County and the RCMP are related to pedestrian safety. Specifically, residents often voice concerns that a child will be struck by a speeding vehicle.

In the last ten years (January 1, 2007- December 31, 2016), there were 117 collisions reported in Strathcona County involving pedestrians. Two of these were fatal, and 15 resulted in major injuries to the pedestrian requiring hospitalization. Twenty-five percent occurred in darkness.

Thirty-one of the pedestrian collisions (26%) occurred in residential areas, involving 32 pedestrians. Six of these collisions (5% of all pedestrian collisions) involved pedestrians less than 12 years of age. Another nine (8%) involved teenaged pedestrians. All other pedestrians (15) involved in residential collisions were between the age of 20 and 62 (age of two pedestrians is unknown).

One residential pedestrian collision was fatal, and the victim was an adult. This collision involved a right hand drive service vehicle and speed was not involved. Two involved major injuries.

In 22/30 (73%) of collisions the driver was at fault. In one collision, the fault was undetermined. Table 2 provides a breakdown of the driver actions involved in residential pedestrian collisions.

Table 1: Driver actions for pedestrian collisions in residential areas

Driver action	Number of collisions
Driving Properly	8
Back Unsafely	3
Fail to yield Right of Way	12
Ran off road	2
Sideswipe	2
Impaired	1
Unknown/Other	3
Total Residential Pedestrian Collisions	
(January 1, 2005- December 31, 2014)	31

Bicycle Collision History

In the last ten years (January 1, 2007- December 31, 2016), there were 107 collisions reported in Strathcona County involving cyclists. One of these was fatal, and 7 resulted in major injuries to the cyclist requiring hospitalization.

Thirty of 107 collisions involving a cyclist (28%) occurred in a residential area. One cyclist sustained a major injury. The majority of the collisions occurred at an intersection where the driver or cyclist failed to yield the right of way.

Traffic Speed and Volume Data

Transportation and Agriculture Services periodically collects speed and volume data on residential roads in order to monitor the safety of the network. If no recent data is available for a location identified as an area of concern by a resident or an elected official, speed and volume data will be collected to investigate the concern.

Historically, residential speed data collected in Strathcona County usually indicates a very small percentage of drivers who drive at high speeds through neighbourhoods (>15 km/h above the posted limit). Increasingly, speed and volume data collected on residential roads in Strathcona County reveals that traffic is moving faster on residential roads. This is particularly true on urban collector roads that were built in the 80s and 90s, where design standards of the time resulted in the construction of roads that were overdesigned for the speed limit.

Higher speeds are a concern as speed is one of the key risk factors for pedestrian traffic injury (see *III. Current research and trends in neighbourhood traffic safety*). Newer neighbourhoods have been designed to lower speeds and often have traffic calming features already incorporated. These roads tend to have lower average and 85th percentile speeds than older roads.

II. Enforcement perspective

The RCMP and Enforcement Services regularly receive residential speeding complaints. The Integrated Traffic Unit investigates all complaints. Patrols are conducted in the location of concern, and speed and volume data are obtained from Transportation and Agriculture Services. In locations where a speeding concern is reported, a Strategic Traffic Enforcement Plan (STEP) file is opened, and the location will be regularly patrolled until the problem is resolved. However, the frequency and intensity of speeding on residential roads is generally too low to warrant ongoing patrols.

Table 2: Strategic Traffic Enforcement Plan (STEP) files- January 2011- December 2016*

Year	Total # of STEP Files	# of Residential	# of School/Playground Zones
2011	12	2	6
2012	78	9	9
2013	104	12	13
2014	110	37	12
2015	93	31	9
2016	100	33	12

^{*}Note the increased number of STEP files is largely due to the removal of mobile photo radar units from the County and the addition of 5 traffic members.

Between January 1, 2011 and December 31, 2016, 11% of traffic violations issued in the County were issued in residential areas.

High demand for residential traffic enforcement creates a dilemma for the Integrated Traffic Unit (ITU). The ITU strives to be data-driven and safety focused, focusing their resources where speeding and other infractions are endemic, or where enforcement is warranted by collision history. This disconnect between resident demand and collision statistics is an ongoing resourcing challenge for the ITU, particularly under a manned enforcement only model.

III. Resident perspective

What is a livable neighbourhood?

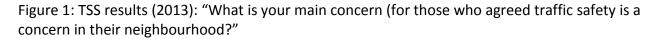
Strathcona County's strategic vision is to be "Canada's Most Livable Community". Defining a livable neighbourhood from a traffic perspective was an important element of the engagement for the development of the NTSAP. The "wordle" below was created using 169 resident responses gathered through the NTSAP focus groups, the Jim Common Drive Traffic Calming Project and the Davidson Creek/Clarkdale Meadows Traffic calming project. A wordle gives greater prominence to words that appear most frequently in responses.

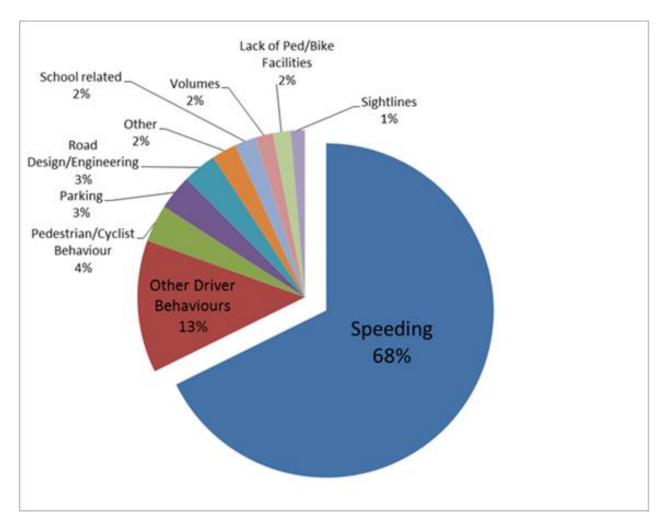
Figure 1: What one word would you use to describe a livable neighbourhood from a traffic perspective?



Resident Concerns

According to results of Strathcona County's Traffic Safety Survey (TSS), administered in both 2013 and 2015, the majority of residents in the County feel that traffic safety is a concern in their neighbourhood. This trend is strongest with urban residents with about 2/3 of residents agreeing with this statement. According to the 2013 TSS, speeding is perceived to be the number one safety issue on neighbourhood streets.





Effectively all residents express that high level speeding has a significant negative impact on the safety and quality of life in their neighbourhood. In addition, a considerable number of residents express concern with vehicles driving at or just above 50 km/h. Low level speeding (<10 km/h above the posted speed limit) in neighbourhoods also generates a substantial number of complaints for the RCMP and Enforcement Services and traffic engineers.

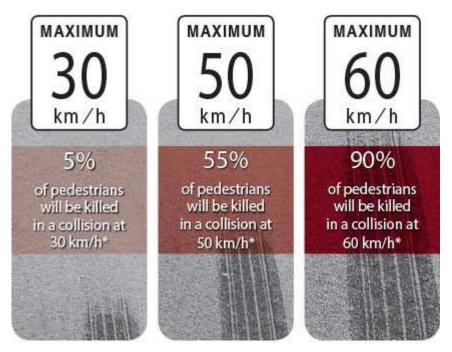
While residents in Strathcona County express a lot of concern in playground zones in our community, many are also frustrated with the lack of consistency of speed limits in our neighbourhoods, with many collector roads fluctuating between 50 km/h and 30 km/h. Other residents spoke to what they feel is inconsistency in the use of stop/yield signs in the community.

Despite collision statistics that indicate residential roads are generally very safe, many residents do not feel safe in their neighbourhoods. It is very important to address this need to feel safe to improve the livability of our community.

III. Current research and trends in neighbourhood traffic safety

Pedestrian safety research supports resident concerns with both high and low level speeding on residential streets. Speed is considered to be one of the key risk factors for pedestrian traffic injury (WHO, 2013). It is also one of the most manageable risk factors through effective use of proven countermeasures.

Figure 2: Pedestrian/vehicle collision outcomes based on speeds



^{*} Adapted from Manitoba Public Insurance

According to Corben, D'Elia & Healy (2006), the risk of a fatal pedestrian crash is estimated to fall by around 75% when a driver chooses 40 km/h instead of 50 km/h.

As a result of this research and the adoption of Vison Zero/Safe System philosophies (as has been adopted in Strathcona County's Traffic Safety Strategic Plan), many municipalities are opting to reduce speed limits in their residential areas. Some municipalities have chosen to reduce residential limits to 40 km/h, including Okotoks and Beaumont. Other municipalities have been more aggressive and opted to reduce speed limits to 30 km/h, including Airdrie. The City of Calgary is also considering reducing speed limits, and the Edmonton Federation of Community Leagues is advocating to the provincial government to lower residential default speeds across the province.

Reducing speed has been conclusively proven to improve safety for pedestrians. However, research conducted in Strathcona County and Edmonton has found that simply reducing a speed limit, without engineering and/or sustained enforcement to support the decreased limit, is ineffective in reducing actual operating speeds. In Strathcona County's pilot project on Mission Street, an average drop of 2 km/h was measured after speed reduction from 50 km/h to 40 km/h. This finding is consistent with published



research, which indicates that speed limits on their own will have only modest effects on actual speeds (GRSP, 2008).

Traffic calming is the use of physical features to ensure roads function as intended (SER-009-040 Traffic Calming). Traffic calming alters the design speed of a road, making a lower speed feel more appropriate. It is recognized as a best practice to reduce operating speeds on residential roads.

Other key factors, besides speed, identified through research into pedestrian traffic injury include alcohol, lack of pedestrian facilities, inadequate visibility of pedestrians and inadequate enforcement of traffic laws (WHO, 2013).

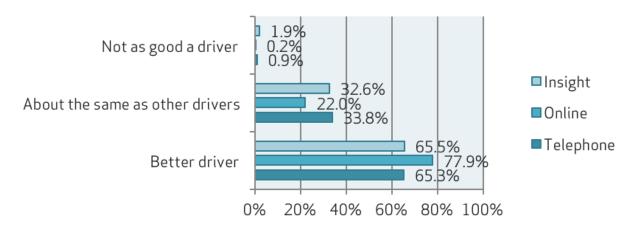
Increasingly, evidence suggests that marked pedestrian crossings should not be implemented without the use of additional safety measures, such as raised pedestrian refuge islands or flashing beacons (WHO, 2013).

High risk drivers are a significant concern on all roads, including residential. Prohibited, suspended and unlicensed drivers are a particular concern as they have shown a history of poor driving behaviours, often including speeding, impaired and dangerous driving. A recent review of child pedestrian fatalities in British Columbia found that drivers involved in fatal child pedestrian collisions had an above average number of previous violations on their driving record, and that over half of these drivers had previously had their licences suspended (Desapriya et al., 2011).

In 2012, the Capital Region Intersection Safety Partnership (CRISP) sponsored a study of prolific offenders based on data obtained through automated enforcement. Data analyzed from the Capital Region, including Strathcona County, found there was a significant correlation between the number of automated enforcement tickets and collision risk (Topinka, 2013). As a result, automated enforcement data continues to be shared across the Capital Region, leading to the identification of high risk drivers in the community. These drivers can then be targeted by education and manned-enforcement efforts.

Results of the *Edmonton and Area Traffic Safety Culture Survey* (Thue et al., 2016) highlight the inherent challenges in education to improve driver behaviour. This survey found respondents in the Edmonton area (including Sherwood Park) generally perceive themselves to be better drivers than other motorists and as a result may not recognize that they may be contributing to traffic concerns in their neighbourhood. Subsequently, they may not feel traffic safety education materials pertain to them.

Figure 3: Responses to *Edmonton and Area Traffic Safety Culture Survey 2016* question "Compared to most other drivers on the roads where you drive, generally, would you say you are...?"



The survey concludes that there is a gap between peoples' attitudes and perceptions and how they actually drive. In particular, "respondents to the public online survey [which consisted of a higher percentage of male and younger respondents] were more likely to report that they feel they are better drivers than most other drivers on the road. In addition, they were more likely to say that they drive faster, drive more aggressively, engage in tailgating, experience road rage, and have received traffic tickets." (p. 77).

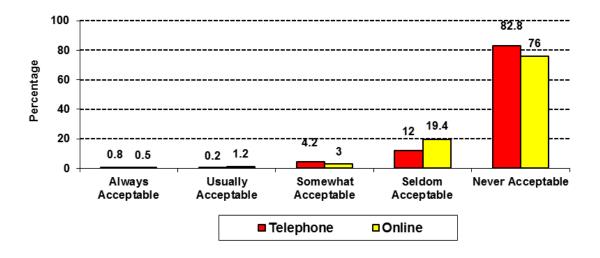
C. Priority areas

Based on research, resident surveys and resident communications with Strathcona County administration and RCMP, three resident priority areas have been identified for the Neighbourhood Traffic Safety Strategy: Speed Management, Schools and Playgrounds, and Pedestrians and Cyclists.

I. Speed management

Speed is one of the key risk factors for pedestrian/cyclist injury. Both the 2013 and 2015 Traffic Safety Survey (TSS) results indicate the vast majority of residents of Strathcona County believe it is not acceptable to drive over the speed limit on residential streets.

Figure 4: TSS results (2015): "How acceptable do you think it is to drive over the speed limit on a residential street?"



Better speed management in our neighbourhoods will improve both safety and quality of life in our neighbourhoods.

Most of Strathcona County's current residential traffic safety initiatives aim to slow traffic on neighbourhood roads (see Appendix 1).

II. Schools and playgrounds

Schools and playgrounds are another priority area identified through resident complaints to Transportation and Agriculture Services and through both the 2013 and 2015 TSS.

Residents express concern over the congestion around schools and the safety of the children navigating the street in these conditions. Appendix 2 outlines current initiatives in place to address safety at our schools and playgrounds.

In the 2014 Neighbourhood Traffic Safety Strategy, the formation of a School Traffic Safety Partnership was recommended. This recommendation was acted upon and the formation of the partnership has significantly improved communication and collaboration on school safety in the County.

III. Pedestrians and cyclists

Protection of pedestrians and cyclists, particularly children, seniors and those with disabilities, is a priority for Strathcona County. As pedestrian safety is closely linked to speed, all measures taken to reduce residential speeds also work to improve safety for pedestrians and cyclists on local and collector roads. Appendix 3 summarizes current initiatives in place to address pedestrian and cyclist safety.

Ensuring safety for pedestrians and cyclists is consistent with the goals of the Traffic Safety Strategic Plan 2020, the Integrated Transportation Master Plan and the County's strategic goals of creating a safe, caring and livable community.

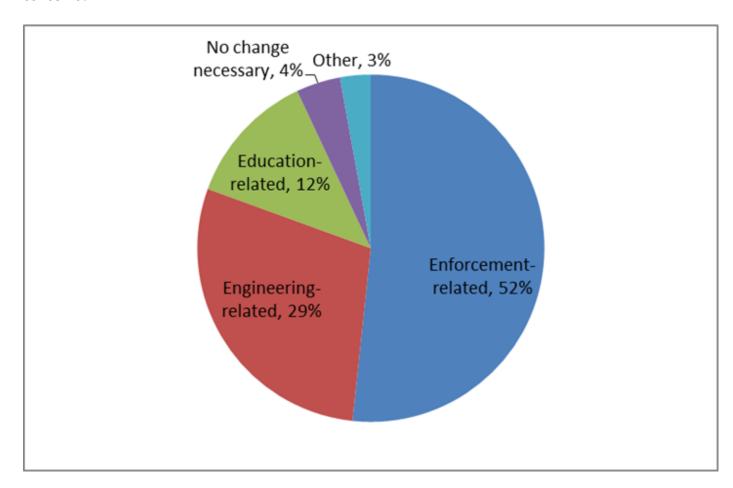
D. Recommendations to address neighbourhood traffic concerns

As per Strathcona County's TSSP 2020, traffic safety issues are addressed in Strathcona County through the "Five E's": education, enforcement, engineering, engagement and evaluation. In addressing neighbourhood traffic safety, resident engagement is a key strategy, as decisions made on residential roads have a direct impact on both the safety and quality of life for residents.

In the 2013 Traffic Safety Survey, residents expressed significant concern about residential speeding. The following question (Q13) was asked in the 2015 Survey to establish resident support for the various initiatives that could be used to address this issue:

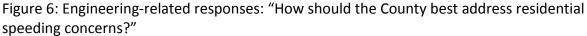
"In the 2013 Traffic Safety Survey, two-thirds of residents agreed that traffic safety was a concern in their neighbourhood. Moreover, 70% of these residents identified speed as the cause of this concern. In your opinion, how should the County best address residential speeding concerns?

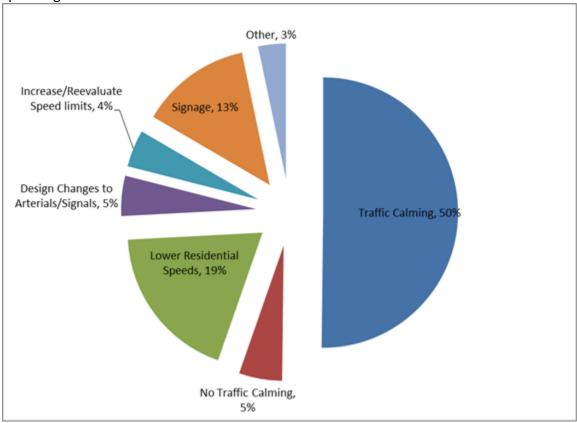
Figure 5: Resident responses: "How should the County best address residential speeding concerns?"



I. Engineering Recommendations

The following figure breaks down the 29% of responses which supported the use of engineering to address residential speeding concerns.





Action #1: Research a residential speed limit decrease, including the results from other jurisdictions who have implemented the practice to recommend a best course of action for our community.

Action #2: Improve traffic monitoring on residential roads (link to Action #4).

- Develop a schedule for the collection of speed and volume data on residential collector roads to coincide with upcoming rehabilitation.
- Continue to collect data in response to resident concerns.
- Explore and leverage other data sources already available in the community, including Speedwatch and Emergency Services data.
- Consider the value of data to evaluation of residential initiatives when creating the program.

Action #3: Upgrade pedestrian facilities at multiuse trail crossings, playgrounds, schools and key pedestrian corridors. Include physical traffic calming features (such as raised features, refuge islands, and/or curb extensions) in conjunction with scheduled rehabilitation as appropriate.

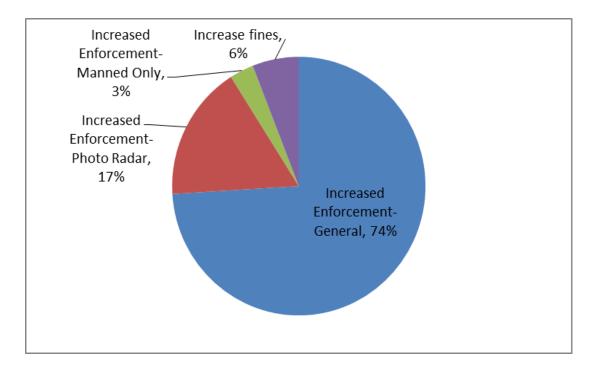
A detailed program will be developed for the implementation of Action #3 that in considers:

- The identification of key pedestrian corridors in the community.
- Warranting guidelines aligning with engineering best practice to ensure these upgrades are applied consistently and provide a tangible safety benefit.
- Develop a prioritization matrix to ensure that resources are invested first at locations where they are most likely to have a safety benefit.
- A process and guidelines for engaging schools and/or residents that live adjacent to locations to be upgraded.

II. Enforcement Recommendations

The following figure breaks down the 52% of responses which supported the use of enforcement to address residential speeding concerns.

Figure 7: Enforcement-related responses: "How should the County best address residential speeding concerns?"



Action #4: Formalize communication between RCMP and Enforcement Services, Transportation Planning and Engineering, and Transportation and Agriculture Services to facilitate data sharing (link to Action #2).

Establish what data is valuable to share and a process to improve that sharing. Leverage new tools available through Open Data and Geographic Information Systems.

Action #5: Consider alternative resourcing and delivery models for residential traffic enforcement in a way that is responsive to resident needs while minimizing impacts to arterial enforcement operations.

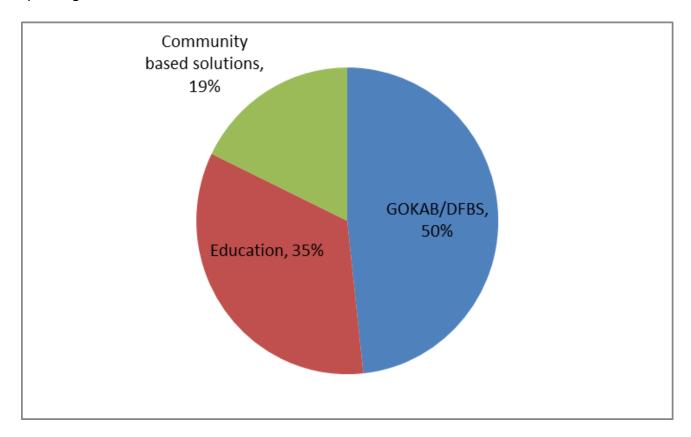
Focus groups confirmed results of the 2013 and 2015 Traffic Safety Survey. Speed enforcement is the top priority for our residents, followed by distracted driving and stop sign enforcement. Residents also suggest the model should be community-based and integrated with engineering, education and engagement initiatives.

Under the present methodology, sustained residential traffic enforcement is impossible. Establish a sustainable program with the goal of addressing enforcement shortfalls in residential areas.

III. Education Recommendations

The following figure breaks down the 12% of responses which supported the use of education to address residential speeding concerns.

Figure 8: Education-related responses: "How should the County best address residential speeding concerns?"



Action #6: Expand the Driver Feedback Sign Program and explore new ways to integrate the signs to support data collection and strategic enforcement.

Action #7: Update the Traffic Safety Communication plan to include a residential traffic safety component. Engage with residents to develop messages and to help with the reach of the education program (link to Action #8).

IV. Engagement Recommendations

Alternative ways of thinking about traffic safety suggest that neighbourhood traffic issues can be considered as social or cultural problems. These problems need to be addressed at the cultural level and cannot be solved simply through design and enforcement (Engwicht, 2005). Community-based, resident driven solutions will be necessary to address social and cultural issues. Engagement of residents will lead to better decision making in identifying local issues and developing context specific solutions, encompassing broader options outside of engineering and enforcement.

Action #8: Engage residents to develop new and innovative ways to get neighbourhoods involved in residential traffic safety.

Rural Community Leagues are a great resource that could be leveraged to improve traffic safety in rural hamlets and subdivisions. Social media also offers new opportunities to connect with busy residents. Community-based policing also offers opportunities for better relationships with residents, which leads to more effective enforcement.

V. Evaluation Recommendations

Evaluation is the cornerstone of any action plan to measure progress towards its goals. The next section outlines deliverables and responsibility for their completion. Once implemented, most of these programs will create measureable outcomes which will add to the evaluation of the NTSAP.

The following Key Performance Indicators will be used to measure overall progress towards the goals of this plan:

- Community Survey (follow up Traffic Safety Survey- level of agreement with the statement "traffic safety is a concern in my neighbourhood" and "Strathcona County engages its residents in traffic safety")
- Speed and volume data on residential streets
- Number of residential collisions reported

E. Deliverables

This action plan will result in the following deliverables:

Deliverable*	Due Date	Evaluation Indicator	Responsible*
Action #1: Residential Speed Limit Report recommending a best course of action for our community	December 2018	Full report with recommendation completed	TPE
Action #2: Residential Road Traffic Monitoring Program	December 2017	Program developed and implemented	TAS/TPE
Action #3: Pedestrian Facility Upgrade Program	October 2017	a) Warranting and process guidelines for upgrades during rehabilitation developed	TAS/TPE
	September 2018	b) Key pedestrian corridors in the County identified and prioritized	
Action #4: Data Sharing Program between RCMP/ES, TPE and TAS	December 2017	Program is developed and implemented	TAS/TPE/ RCMP/ES
Action #5: Neighbourhood Traffic Safety Enforcement Program	July 2017	Program developed and implemented	RCMP/ES
Action #6: Updated Driver Feedback Sign Program	December 2017	Program developed and implemented	TAS/TPE
Action #7: Updated Traffic Safety Communication Plan	October 2017	Updated Traffic Safety Communication Plan	TAS/TPE/ RCMP/ES
Action #8: Resident Engagement Plan	December 2017	Plan created and implemented	TAS/TPE/ RCMP/ES

^{*}TPE: Transportation Planning and Engineering; TAS: Transportation and Agriculture Services; RCMP/ES: RCMP and Enforcement Services

F. Resource Requirements

Strathcona County's Traffic Safety Strategic Plan 2020 establishes our vision for traffic safety: "no one will be killed or seriously injured while travelling on Strathcona County's road network".

To that end, resources must be allocated where serious injuries and fatalities are most likely to occur. While residential traffic safety is a priority for Strathcona County, the vast majority of our serious collisions take place on the County's arterial network. Thus, it is difficult to justify reallocating resources to our residential roads at the expense of our arterial network. Further, the NTSAP has been developed during a time of economic downturn.

For these reasons, actions recommended through this plan have been developed with the expectation that they will be resourced within existing budgets.

G. Conclusion

Neighbourhood traffic safety is important to Strathcona County residents. The NTSAP sets out eight specific actions based on resident priority and best practice. These actions have been designed to be realistic, sustainable and actionable by December 2018 in order to provide measureable improvement in the safety and livability of our neighbourhoods.

G. References

Corben, B., D'Elia, A. & Healy, D. 2006 'Estimating pedestrian fatal crash risk', Proceedings 2006 Australasian Road Safety, Research Policing & Education - Conference, 25-27 October, Gold Coast.

Corben, B., Peiris, S., Logan, D., and Candappa, N., 2012. *Intersection Study: An Application of Safe System Approach to Intersections in the Capital Region- Pilot Project. Phase I Progress Report.* (accessible at http://drivetolive.ca/Downloads/ProgressReport 23%20Nov2012-FINAL.pdf)

Desapriya, E., Sones, M., Ramanzin, T., Weinstein, S., Scime, G., and Pike, I., 2011. Injury prevention in child death review: child pedestrian fatalities. *Inj Prev*; 17:i4-i9. (accessible at http://www.childdeathreview.org/Reports/InjuryPreventionSupplement2011.pdf)

Engwicht, D., 2005. *Mental Speed Bumps: The Smarter Way to Tame Traffic.* (information about David Engwict is accessible at http://www.pps.org/reference/david-engwicht/)

Global Road Safety Partnership (GRSP), 2008. Speed management: a road safety manual for decision-makers and practitioners. (accessible at http://safety.fhwa.dot.gov/speedmgt/ref mats/fhwasa09028/resources/Speed management manual.pdf)

Public Health Agency of Canada (PHAC), 2013. Canadian Best Practices Portal: Automated License Plate Recognition (ALPR). (accessible at http://cbpp-pcpe.phac-aspc.gc.ca/interventions/automated-license-plate-recognition-alpr/)

Thue, L., Grekul, J., Islam, T., and Wang, S., 2016. *Edmonton and Area Traffic Safety Culture Survey: Summary of Key Findings 2016.* (accessible at https://www.edmonton.ca/transportation/RoadsTraffic/TrafficSafetyCultureSurveyReport2016.
pdf)

Topinka, N., 2012. *Automated Enforcement and the Detection of Driver Risk.* (accessible at http://drivetolive.ca/Downloads/Automated Enforcement and Detection of Driver Risk Sum.pdf)

Willis, D., 2005. *Speed Cameras: An Effectiveness and Policy Review*. (accessible at http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/TTI-2006-4.pdf)

World Health Organization (WHO), 2013. *Pedestrian safety: a road safety manual for decision-makers and practitioners.* (accessible at http://apps.who.int/iris/bitstream/10665/79753/1/9789241505352_eng.pdf)

H. Appendices

Appendix 1: Current Speed Management Initiatives in Strathcona County

	Strategy	Description
Education	RCMP Media Relations	The RCMP has a member in charge of media relations who regularly provides traffic safety messaging, including messages around speeding.
	Driver Feedback Signs (DFBS)	DFBS are placed in areas of speeding concerns according to a priority ranking based on RCMP, Councillor and resident request. DFS are relocated approximately every 3 weeks from May to October, as their effectiveness has been found to diminish over time.
	"Give our kids a brake" (GOKAB) signs	GOKAB signs are placed in neighbourhoods based on resident requests. Signs are left in place for approximately 3 weeks.
	Traffic Safety Communication Plan (TSCP)	This plan guides educational messaging for traffic safety in the County. Themes of respect, time management, responsibility, pedestrian and cycling safety and speed are included.
	Speedwatch	RCMP coordinates this group of volunteers interested in traffic safety. Volunteers set up a DFS to bring attention to driver speeds in areas of concern.
ring	Traffic Calming Policy	The Traffic Calming Policy was approved by Council in April 2013. The policy a process for the application of physical measures to slow traffic on residential streets in the County.
Engineering	Traffic calming in proposed and new development	Traffic calming in new urban neighbourhoods is achieved in accordance with the Transportation Association of Canada's Canadian Guide for Neighbourhood Traffic Calming (1998) and Strathcona County's Design and Construction Standards (2011).
Enforcement	Integrated Traffic Unit	Strathcona County's Integrated Traffic Unit is composed of 25 RCMP, Provincial Sheriffs and Municipal Peace Officers all working together for traffic safety. A list of hotspot locations is targeted, often identified through neighbourhood concerns. Enforcement is also coordinated with monthly traffic safety themes.
Enfc	Traffic Safety Committee	Traffic Engineering and Safety, RCMP and Enforcement Services meet bimonthly to share information and advance traffic safety in Strathcona County.
Evaluation	Speed/Volume Data Collection	Transportation and Agriculture Services regularly collects data on residential roadways to ensure volumes and speeds recorded fall within design parameters. If data indicates otherwise, the County takes whatever steps are necessary to bring parameters back within safety guidelines.
Eval	Network Screening	Collision data for Strathcona County is regularly screened to identify any high collision locations.
Engagement	Traffic Safety Liaison Advisor	Transportation and Agriculture Services has one full-time position dedicated to communication with residents regarding their traffic safety concerns.

Appendix 2: Current playground and school zone/area safety initiatives in Strathcona County

	Strategy	Description	
	School Resource Officers	RCMP has a full-time school resource officer at each high school in Strathcona County. All other schools have a resource officer available upon request for traffic safety education.	
	Traffic Safety Communication Plan (TSCP)	This plan guides educational messaging for traffic safety in the County. Themes of respect, time management, responsibility, pedestrian and cycling safety, speed and back to school are included.	
uc	RCMP Media Relations	The RCMP has a member in charge of media relations who regularly provides traffic safety messaging, including messages around back to school, etc.	
Education	Provincial Traffic Safety Resources	These promotional and educational materials are available to all teachers for free by contacting the provincial Office of Traffic Safety. The RCMP or Traffic Safety Liaison Advisor can also procure these resources on behalf of schools.	
ring	Signing of Playground and School Zones/Areas	Transportation and Agriculture Services has evaluated all playground and school areas/zones in the County and is in the process of bringing them in line with provincial and federal guidelines to ensure consistency.	
Engineering	Traffic management at Schools	On request, the Traffic Engineering and Safety branch evaluates traffic issues and implement strategies to manage traffic around schools.	
Enforcement	Integrated Traffic Unit	Regularly respond to traffic safety concerns at schools. Conduct routine patrols of school and playground areas throughout the County.	
Evaluation	Evaluation of safety initiatives	Evaluation of measures taken to improve traffic safety is undertaken to gauge the success of the intervention (ie. Bev Facey Parking Strategy).	
Engagement	School Traffic Safety Partnership	The STSP provides a collaborative forum to effectively address traffic safety concerns at County schools through the integrated implementation of engineering, education, and enforcement initiatives	

Appendix 3: Current neighbourhood pedestrian and cycling safety initiatives in Strathcona County

	Strategy	Description
Education	Traffic Safety Communication Plan (TSCP)	This plan guides educational messaging for traffic safety in the County. Themes of respect, responsibility, pedestrian and cycling safety, speed and back to school are included.
	RCMP media relations	The RCMP has a member in charge of media relations who regularly provides traffic safety messaging, including messages around pedestrian and cycling safety, etc.
Educ	Provincial Traffic Safety Resources	These promotional and educational materials are distributed to the public at several public events throughout the year, including Point, Pause and Proceed materials.
	40 km/h Zones	Speed limits in Strathcona County have been reduced in residential areas where sidewalks are not available, including Ardrossan and the Estates of Sherwood Park.
	Trails Strategy	Future Trail Project Prioritization Working Group works to identify, prioritize and addressing missing links in sidewalk and trails system.
مم	Policy SER-009-021- Installation of Traffic Signals and Pedestrian Crossings	This policy guides the application of pedestrian crossing facilities. The policy is based on Transportation Association guidelines for best practices in pedestrian safety. In addition, the safety of pedestrians and cyclists is considered in the application of all traffic control.
Engineering	Strathcona County Design and Construction Standards (2011)	Ensure provision of pedestrian facilities and multi-use trails in new development.
Engi	Traffic Safety Analyst	Conducts site visits as necessary to ensure pedestrian safety in road right of way.
ment	Integrated Traffic Unit	Regularly respond to pedestrian related concerns. Provide enforcement at problem areas, identified by resident and Council concerns and collision history.
Enforcement	Project Mercury	The Integrated Traffic Unit uses data collected through automated enforcement to identify high risk drivers in the community who can be targeted by strategic education and enforcement.
Evaluation	Network Screening	Collision Data is regularly reviewed to identify high collision and or high risk locations.
Engagement	Office of Traffic Safety	Traffic Safety Liaison Advisor is a full-time position dedicated to communication with residents regarding their traffic safety concerns. On request, the TSLA will facilitate the completion of a study/evaluation at a location of concern.

Neighbourhood Traffic Safety Action Plan 2017

Priorities Committee Meeting May 16, 2017

Transportation Planning & Engineering Transportation & Agriculture Services RCMP and Enforcement Services



Traffic Safety Strategic Plan 2020

"No one will be killed or seriously injured while travelling on Strathcona County's road network"



Fundamental Principles Vision Zero

- Traffic deaths and severe injuries are acknowledged to be preventable
- Human life and health are prioritized within all aspects of transportation systems
- Acknowledgement that human error is inevitable, and that transportation systems should be forgiving



Fundamental Principles Vision Zero

- Safety work should focus on systems level changes above influencing individual behavior
- Speed is recognized and prioritized as the fundamental factor in crash severity
 - -Energy_{(Kinetic)=}1/2 mass x velocity²



To Implement Vision Zero...

- Build and sustain leadership, collaboration and accountability
- Collect, analyze and use data
- Manage speed to safe levels
- Prioritize equity and engagement
- Lead with roadway design that prioritizes safety
- Maximize technology advances, but don't overlook low-tech solutions



Why a Neighbourhood Traffic Safety Strategy?

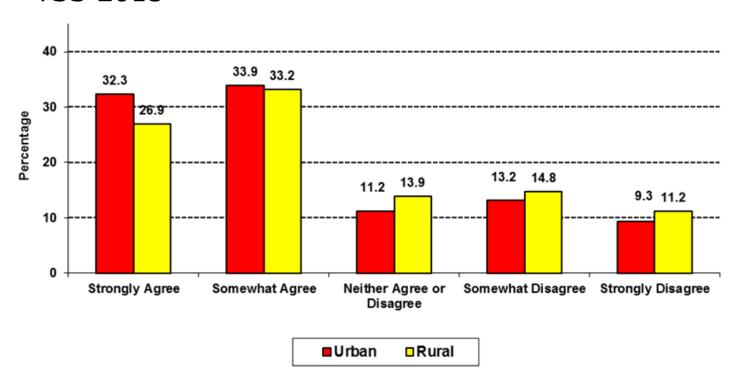
- In the last 10 years (2007- 2016)
 - -60 fatal collisions
 - •1 residential
 - •59 arterial

- -347 major injury collisions
 - •18 (5%) residential



Resident Perspective

"Traffic safety is a concern in my neighbourhood" – TSS 2015





Purpose of Action Plan

 Identify some concrete actions that can be taken to address ongoing concerns with residential traffic

 actions that will be sustainable and effective in meeting resident expectations for neighbourhood safety



Development of Action Plan

- First draft was developed based on:
 - History of resident concerns
 - 2013/2015 Traffic Safety Survey results
 - Input from previous traffic calming initiatives
 - Best practice



Focus Groups

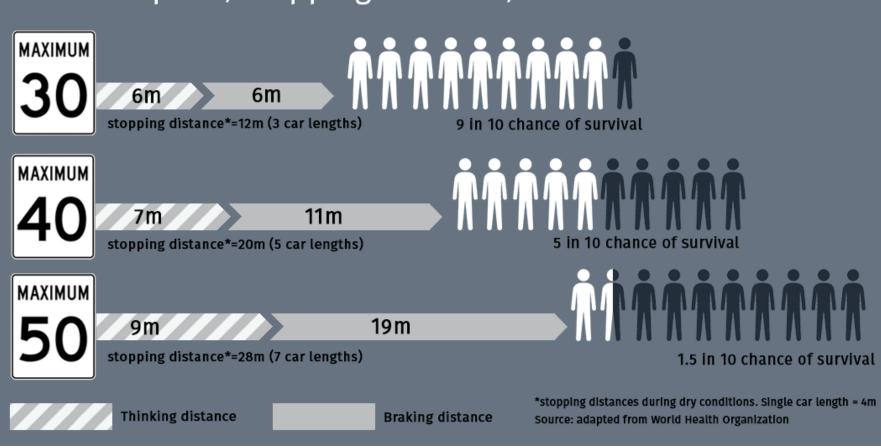
- 56 residents
 - -16 urban neighbourhoods
 - -two rural hamlets
 - rural subdivision
- Input was used to finalize the NTSAP 2017







Vehicle Speed, Stopping Distance, and Chance of Survival





NTSAP 2017

- Eight specific actions based on resident priority and best practice
- Realistic, sustainable and actionable with the goal of providing measureable improvement in the safety and livability of our neighbourhoods



Recommended Actions

• Action #1: Research a residential speed limit decrease, including the results from other jurisdictions who have implemented the practice to recommend a best course of action for our community.

 Action #2: Improve traffic monitoring on residential roads



Recommended Actions cont'd

 Action #3: Upgrade pedestrian facilities at multiuse trail crossings, playgrounds, schools and key pedestrian corridors.
 Include physical traffic calming features in conjunction with scheduled rehabilitation as appropriate



Recommended Actions cont'd

 Action #4: Formalize communication between RCMP/ES, TPE, and TAS to facilitate data sharing, as permitted by law

 Action #5: Consider alternative resourcing and delivery models for residential traffic enforcement



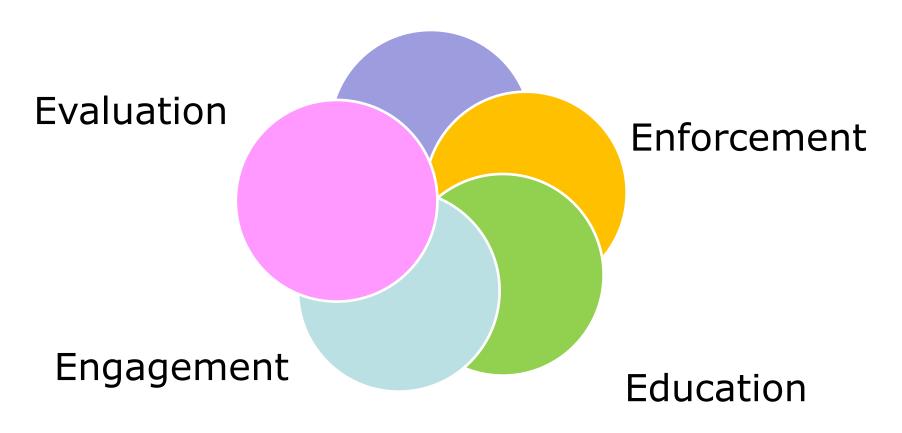
Recommended Actions cont'd

Action #6: Expand the Driver Feedback
 Sign Program

Action #7: Update the Traffic Safety
 Communication Plan

 Action #8: Engage residents to develop new and innovative ways to get neighbourhoods involved in residential traffic safety

Engineering





Neighbourhood Traffic Safety Campaign

- May 13-22
- Engaging residents to develop messages, plan the campaign and participate in its implementation
- Innovative messaging approach
- Coordinated enforcement component
- New way of doing targeted education



Neighbourhood Traffic Safety Action Plan Development

Questions?





Priorities Committee Meeting_May16_2017

STRATEGIC INITIATIVE AND UPDATE

Davidson Creek/Clarkdale Meadows Traffic Calming

Report Purpose

To provide the Priorities Committee with an update and final traffic calming plans for the Davidson Creek/Clarkdale Meadows Traffic Calming Project.

Strategic Plan Priority Areas

Economy: Traffic calming options have been developed and will be completed with future rehabilitation projects, subject to Council approval.

Governance: Public engagement, including public open houses, online surveys and workshops have been conducted to develop traffic calming options.

Social: Traffic calming initiatives will improve quality of life by providing traffic safety for

all road users. **Culture:** n/a **Environment:** n/a

Other Impacts

Policy: SER-009-040 Traffic Calming Policy, SER-009-017 Traffic Control Devices,

SER-009-021 Installation of Traffic Signals and Pedestrian Crossings

Legislative/Legal: n/a

Interdepartmental: RCMP and Enforcement Services, Transit, Emergency Services,

Transportation and Agriculture Services

Summary

Several collector roads in Davidson Creek/Clarkdale Meadows are nearing time for regularly scheduled rehabilitation. Residents have expressed concerns with traffic speed and pedestrian safety in both of these subdivisions in the past. In some locations, speed data indicates traffic speeds in excess of 50 km/h. In addition, the new school planned for Davidson Creek will change traffic patterns in the neighbourhood. For these reasons, a traffic calming plan was developed for these neighbourhoods.

Public engagement for this project started with a workshop and online survey in December to establish resident concerns and priorities. Resident opinions were diverse on the addition of physical traffic calming in the neighbourhoods, with particular opposition for traffic calming in Clarkdale Meadows. However, almost all residents agreed that it is important to encourage students to walk or cycle to school as much as possible to minimize vehicle traffic.

Engineering review and resident input was used to develop traffic calming options. Development of the traffic calming options was undertaken with an Active and Safe Routes to School philosophy in mind. Priority was given to ensuring that clear, safe crossing points will be provided for children traveling to school from all areas of the neighbourhoods.

Author: Debbie Rawson, Transportation Planning and Engineering; Ryan Anders, Transportation Planning and

Engineering Page 1 of 2

Director: Dan Schilbe, Transportation Planning and Engineering

Associate Commissioner: Kevin Glebe, Infrastructure and Planning Services

Lead Department: Transportation Planning and Engineering

The final traffic calming plan was developed based on feedback collected at the Open House and Online Survey where traffic calming options were presented. This plan will be budgeted through existing annual programs. The traffic calming plan will be implemented at all locations in Davidson Creek and on Clarkdale Drive prior to the school opening in the Fall of 2018. Improvements on Meadowview Drive will be implemented when this road is rehabilitated.

Communication Plan

Multiple methods of communication were used to inform residents about the opportunities to participate in the engagement activities for this project; including social media, the Strathcona County website, mail-outs, a project newsletter and newspaper advertisements. Final traffic calming plans will be communicated to residents using social media, the Strathcona County website and the project newsletter.

Enclosures

- 1 Traffic Calming Plan for Davidson Creek/Clarkdale Meadows
- 2 Davidson Creek/Clarkdale Meadows Traffic Calming Project Community Consultation Results Report
- Davidson Creek/Clarkdale Meadows Traffic Calming Project Open House and Online Survey Results Report
- 4 Davidson Creek/Clarkdale Meadows Information Sheet
- 5 Davidson Creek/Clarkdale Meadows Traffic Calming Presentation

Author: Debbie Rawson, Transportation Planning and Engineering; Ryan Anders, Transportation Planning and Engineering

Page 2 of 2

Director: Dan Schilbe, Transportation Planning and Engineering

Associate Commissioner: Kevin Glebe, Infrastructure and Planning Services

Lead Department: Transportation Planning and Engineering

Traffic Calming Plan for Davidson Creek/Clarkdale Meadows

Davidson Drive at the Trail Crossing

Install Median Island with Pedestrian Beacons

Davenport Drive at the Playground

Marked crosswalks will be added using median islands already in place at each end of playground zone.

Darlington Drive

Install 2 permanent speed boards (one in each direction)

Davenport Drive east of playground zone to Clarkdale Drive

Install one permanent speed board (eastbound)

Intersection of Davenport Drive and Clarkdale Drive

Add Pedestrian Beacons at the crosswalk

Clarkdale Drive at Orchid Crescent

Install curb extensions and marked crosswalk

Meadowview Drive at Lilac Terrace

Install curb extensions and marked crosswalk

Meadowview Drive at the Trail Crossing

Install Median Island with Pedestrian Beacons

Davenport Place Trail Crossing

Recommendation: Install Curb Extensions

Davidson Drive/Darlington Drive Intersection

Once the school opens, we will re-evaluate this location to ensure the best possible traffic control decision is made. It is difficult to know how traffic patterns may change at this intersection.

Davenport Drive/Davenport Place Intersection

As part of the school construction, a crosswalk will be added on the west side of this intersection. We will continue to monitor this intersection when the school opens. A three-way stop may be warranted.

Cost of the Project

Total cost of the project is estimated at \$243,000. The projects will be budgeted through existing annual programs.

Timelines

The traffic calming plan will be implemented at all locations in Davidson Creek and on Clarkdale Drive prior to the school opening in the fall of 2018. Improvements on Meadowview Drive (at Lilac Terrace and the trail crossing) will be implemented when this road is rehabilitated.

Davidson Creek / Clarkdale Meadows Traffic Calming Project

Community Consultation Results

Prepared by Debbie Rawson



Results of the Online Survey and Workshop undertaken to understand resident priorities and concerns for this traffic calming project.

Executive Summary

Several collector roads in Davidson Creek/Clarkdale Meadows are nearing time for regularly scheduled rehabilitation. There are current resident and engineering concerns with traffic speed and pedestrian safety in both of these subdivisions. In addition, a new school is planned in Davidson Creek that will change traffic patterns in the neighbourhood. For these reasons, a traffic calming project has been initiated for these roads.

This report summarizes the results of the first phase of public engagement for the Davidson Creek/Clarkdale Meadows Traffic Calming Project. Feedback from the 165 residents representing 132 households who participated in the December 2016 workshop or online survey was collected and compiled to understand resident priorities and concerns.

For the purposes of analysis, the study area was split into three zones: Davidson Creek, Clarkdale Meadows North and Clarkdale Meadows South, as results differed significantly between the zones. Generally, support for physical traffic calming tends to be highest with residents who live adjacent to collector roads, and in Davidson Creek. There is significant opposition to physical traffic calming in Clarkdale Meadows, particularly by residents who do not live adjacent to collector roads.

The most common type of residential concern was related to traffic speed, and this was commonly related to the playground zones in the neighbourhoods. Another common theme was poor sightlines (often related to vegetation in the median islands or parking). Both speed and sightline concerns were closely related to concerns about pedestrian safety. Conversely, several residents did not have any residential traffic concerns, in particular, those residing in Clarkdale Meadows.

While the online survey and workshop specifically indicated that the Davidson Creek/Clarkdale Meadows Traffic Calming Project was being undertaken to address residential traffic concerns, most residents also used this opportunity to voice concerns about arterial locations of concern.

This engagement was also used to understand resident concerns regarding the new school to be built in Davidson Creek and potential ways to mitigate these concerns. Generally, residents, particularly those in Davidson Creek, are concerned about increased traffic volumes in the area, and all the safety and nuisance concerns that go along with the volume increase. There are many concerns about parent drop off and parking and the impact that will have.

Feedback gathered through the workshops and online survey will be used to inform the development of preliminary traffic calming plans for Davidson Creek and Clarkdale Meadows. These plans will be presented to the community for their feedback in the spring of 2017.

Feedback will also be communicated to the members of the Strathcona County School Traffic Safety Partnership, and will be used in the planning for traffic management at the new Davidson Creek School.

Contents

1.0 Introduction	3
1.1 About the Davidson Creek/Clarkdale Meadows Traffic Calming Project	3
1.2 What this report provides	3
2.0 Methodology	4
2.1 Recruitment for workshop and online survey	4
3.0 Results	4
3.1 Participation and location of residence of participants	4
3.2 Definition of a Livable Neighbourhood	6
3.3 General Attitudes Towards Physical Traffic Calming	8
3.4 Current Traffic Concerns	8
Residential Traffic Concerns	8
Arterial Locations of Concern	10
3.5 What residents value about the neighbourhoods as they are today	11
3.6 School-Related Concerns	11
What Actions Should be taken to Address School-Related Concerns	12
Messaging for School Parents	13
Ideas Beyond Physical Traffic Calming	13
Appropriate Ways to Involve the Neighbourhood	14
3.7 Final Comments	14
4.0 Conclusion	14
4.1 Next Steps	14
Annendix: Resident Comments	15

1.0 Introduction

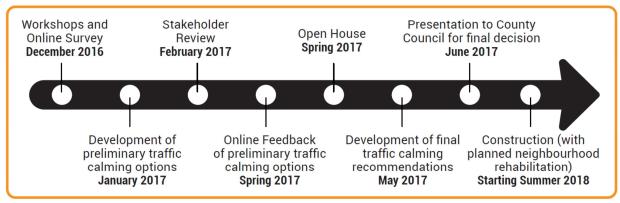
1.1 About the Davidson Creek/Clarkdale Meadows Traffic Calming Project

Several collector roads in Davidson Creek/Clarkdale Meadows are nearing time for regularly scheduled rehabilitation. Residents have expressed concerns with traffic speed and pedestrian safety in both of these subdivisions in the past. In some locations, the Traffic Engineering and Safety branch of Transportation and Agriculture Services has collected speed data that indicates traffic speeds in excess of the 50 km/h speed limit. In addition, a new school is planned in Davidson Creek that will change traffic patterns in the neighbourhood. For these reasons, a traffic calming project has been initiated for these roads.

Strathcona County is committed to working with residents and other stakeholders to develop a solution that is economically viable, technically feasible, environmentally compatible and publically acceptable. Public engagement for this initiative is being conducted at the "Listen and Learn" level. Figure One provides a summary of the process/timeline to be used for this traffic calming initiative.

Figure One: Davidson Creek/Clarkdale Meadows Traffic Calming Project Timeline

DAVIDSON CREEK/CLARKDALE MEADOWS TRAFFIC CALMING PROCESS & TIMELINE



1.2 What this report provides

This report provides the results of the first phase in the public engagement process for this project. In December 2016, a workshop and an online survey were conducted to understand resident priorities and concerns in the neighbourhoods. This report summarizes the feedback from the workshops and survey to inform the development of preliminary traffic calming plans.

2.0 Methodology

2.1 Recruitment for workshop and online survey

Residents of Strathcona County were all provided with an opportunity to participate in the workshop and online survey, although those in the neighbourhoods of Davidson Creek and Clarkdale Meadows were most aggressively recruited.

Letters were mailed out to all households in both neighbourhoods, informing them about the initiation of the project and inviting them to participate in the workshop or survey. Letters were personally delivered to the 7-Eleven convenience store and the Davidson Creek Car Wash, informing them of the process and inviting them to participate.

In addition to the resident mail out, the workshops and survey were promoted through the Sherwood Park News, Facebook, and Twitter. The event was also promoted through the County's Public Engagement e-newsletter, which was sent to just under 1800 residents.

3.0 Results

3.1 Participation and location of residence of participants

The workshop took place on December 1, 2016 at a local church in Clarkdale Meadows. The online survey was available on the Strathcona County website from December 1-15, 2016. In total, over 132 households participated in this stage of the engagement process. One hundred two responses representing 91 residences were received through the online survey. Another 70 residents attended the workshop, representing at least 39 households (not everyone filled out a sign-in sheet). Two residents gave their input via the telephone. Two households participated in the survey and workshop.

Only one resident who participated in this phase of engagement did not reside in Davidson Creek or Clarkdale Meadows. Workshop participants who supplied their addresses were closely split between Clarkdale Meadows and Davidson Creek. Thirty households from Davidson Creek participated in the online survey, and 63 from Clarkdale Meadows.

In total, 43 households from Davidson Creek, 88 households from Clarkdale Meadows and one household from Brentwood participated in this phase of the engagement.

For the purposes of analysis, the study area has been split into three zones: Davidson Creek, Clarkdale Meadows North and Clarkdale Meadows South, as results differed significantly between the zones.

Figure 2: Davidson Creek Zone Map (credit: Imagery@2017Google, Map data@2017Google)



Figure 3: Clarkdale Meadows North Zone Map (credit: Imagery@2017Google, Map data@2017Google)

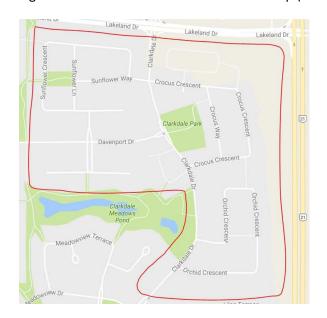


Figure 4: Clarkdale Meadows South Zone Map (credit: Imagery@2017Google, Map data@2017Google)



The majority (58%) of those who participated and indicated a residence in Davidson Creek faced or sided onto one of the collector roads under consideration for traffic calming in this project (Davenport Place, Davenport Drive (west), Darlington Drive, or Dawson Drive). Conversely, only 42% of participants from Clarkdale North and 28% of participants from Clarkdale South resided on directly impacted collector roads (Davenport Drive (east), Clarkdale Boulevard, or Meadowview Drive).

Table One: Location of Residence of Workshop and Online Survey Participants

	Davidson Creek	Clarkdale North	Clarkdale South	Total
Total Number				
Participating	43	31	57	132*
Households				
Directly Impacted	25 (58%)	12 (420/)	16 (28%)	E4 (410/)
Households **	23 (36%)	13 (42%)	10 (20%)	54 (41%)
Indirectly Impacted	18 (42%)	18 (58%)	41 (72%)	78*(59%)
Households ***	10 (42%)	10 (30%)	41 (72%)	76 (39%)

^{*}One household participated from Brentwood and was included in these totals

3.2 Definition of a Livable Neighbourhood

As an opening exercise, workshop participants were asked to describe in one word how they would describe a liveable neighbourhood from a traffic perspective. The "wordle" below (Figure Two) summarizes participant responses. The wordle gives greater prominence to words that appear more frequently.

^{**}Directly Impacted Households: households which face or side a collector road under consideration for physical traffic calming.

^{***}Indirectly Impacted Households: households which do not face or side a collector road under consideration for physical traffic calming.

Figure Five: Workshop participant responses: What one word would you use to describe a liveable neighbourhood from a traffic perspective?



Online survey participants were asked, What word or phrase would you use to describe a livable neighbourhood from a traffic perspective?, allowing for greater description. Key ideas in the responses were similar to the one word responses; however, responses were split almost equally between those suggesting a "safe and quiet" neighbourhood to those promoting an "efficient and accessible" neighbourhood.

These perspectives are represented in comments such as "Traffic going slow enough that if my children get away from me a car could stop in time" and "The free and efficient flow of traffic to enhance our economy and lives."

The online survey format allowed for the results to be linked to addresses. Generally, respondents who reside in Davidson Creek were more likely to describe a liveable neighbourhood as a safe/quiet one, whereas those from Clarkdale Meadows were more likely to describe a liveable neighbourhood as efficient/accessible.

3.3 General Attitudes Towards Physical Traffic Calming

As a preliminary analysis, online survey and workshop responses were reviewed generally and categorized as:

- Support Traffic Calming- specific reference was made to the desire for traffic calming features (i.e. speed bumps) or generally to changing the physical structure of a road (i.e. narrow roads).
- Neutral: no reference was made to physically change the roads. Speeding may or may not have been identified as a concern.
- Oppose: response included a specific request not to change the roads physically (i.e. no speed bumps, no changes needed). Speeding may or may not have been identified as a concern.

Table Two: Support for Physical Traffic Calming by Location of Residence

	Davidson Creek	Clarkdale North	Clarkdale South	Overall
Directly Impacted Households	28%/56%/16%	38%/31%/31%	25%/56%/19%	22%/45%/33%
(S/N/O)*	20/0/00/0/ 20/0	33/3/32/3/32/3	20/0/00/0/ 20/0	22/3/ 18/3/88/3
Indirectly Impacted				
Households	33%/44%/22%	6%/44%/50%	15%/39%/46%	17%/42%/42%
(S/N/O)*				
All Households (S/N/O)*	30%/51%/19%	19%/39%/42%	18%/44%/39%	22%/45%/33%

^{*}S/N/O: Support/Neutral/Oppose

From Table Two, support for physical traffic calming tends to be highest with residents who front or side collector roads, and in Davidson Creek. There is significant opposition to physical traffic calming in Clarkdale Meadows, particularly by residents who do not front or side collector roads. Six residents felt compelled enough about their views to submit two or more surveys. Of note is that 5/6 residents who completed multiple surveys were strongly in opposition to physical traffic calming.

3.4 Current Traffic Concerns

Residents at both the workshop and survey were asked: "When you think about <u>current</u> traffic in Davidson Creek/Clarkdale Meadows are there any **issues or concerns** that you have? If so, where exactly do these issues or concerns occur?

Generally, the most common type of concern was related to traffic speed, and this was commonly related to the playground zones in the neighbourhoods. Generally residents expressed speeds and speed limits were high, with the exception being Clarkdale Drive, where many expressed that the playground zone was unnecessarily long. Another common theme was poor sightlines (often related to vegetation in the median islands or parking). Both speed and sightline concerns were closely related to concerns about pedestrian safety.

Residential Traffic Concerns

Table Three summarizes the most common resident concerns with current traffic conditions in the neighbourhoods. All comments are included in full in the Appendix. It is important to note, many

residents did not have any residential traffic concerns, in particular, those residing in Clarkdale Meadows.

Table Three: Residential Locations of Most Concern

Location of Concern	Traffic Concerns	Concern Level*
	Davidson Creek	
Davenport Drive (playground zone and west end)	Speed is primary concern, with most comments specifically indicating speeding in the playground zone. Some concerns about volumes. Also some concern about parking too close to cement medians near Dorian Way creating congestion and difficulty for buses and garbage trucks.	***
Davidson Drive	Speeding concerns. Parking concerns at mail box, trail and near 7-Eleven. Pedestrian safety concerns at trail secondary to speeds, parking and visibility. Concerns with making left turn off Darlington Drive onto Davidson Drive, compounded by sightlines issues caused by parking.	***
Darlington Drive	General speeding is a concern.	**
Dawson Drive	Two residents who live at west end of Dawson expressed concerns with pick up/drop off activities for Trillium Centre near their homes. General speeding concerns near curves. Pedestrian safety concerns at trail crossing due to speed and lack of crosswalk markings.	**
Davenport Place	A few residents expressed concerns with pedestrian safety at the trail crossing, secondary to speed and sightline concerns (due to parking and vegetation).	*
	Clarkdale North	
Clarkdale Drive	Almost all concerns on Clarkdale Drive related to speeds and pedestrian safety. Half of the comments suggest speeds are too high and half suggest the speed limit is too low.	***
Davenport Drive (east of the playground)	Some residents expressed that speeding concerns extend east of the playground zone. Several of these residents suggest the speed limit should be 30 or 40 km/h here.	**
Davenport Drive/Clarkdale Dr. Intersection	The prominent theme is concern with sightlines caused by the vegetation in the centre medians and how this impacts pedestrian safety at this location.	**
	Clarkdale South	
Meadowview Drive	Main theme is high speeds on all sections of Meadowview Drive, although a couple of residents suggest the playground zones should be removed. Many pedestrian concerns at trail on north side of McGhan Park due to speed, curve of road and parking. Several residents question why the east side of the loop is not a playground zone. Some concerns with sporting event parking and obstructed signage due to vegetation.	****
Clarkdale Dr./Meadowview Drive Intersection Clarkdale Blvd. /Meadowview Dr.	Residents had similar concerns at all three of these intersections: Sightline concerns were most common, secondary to vegetation and/or parking. Some residents were concerned about drivers' non-compliance at stop sign. Pedestrian safety concerns secondary to speeding, lack of crosswalks and	**
Intersection Primrose Blvd. /Meadowview Dr. Intersection	visibility concerns. Some residents were also concerned with how icy these intersections get in winter.	**

^{*}Level of Concern: four stars indicate the most prominent concerns (>25 mentions), three stars (15-24 mentions), two stars (7-14 mentions), and one star (4-6 mentions).

Other locations of concern

Generally, residents who had traffic concerns tended to be concerned about the roadway nearest their home. As a result, there were many locations with one to three mentions between the workshop and online survey, including Meadowview Crescent, Aster Crescent and Meadowview Terrace. Most of these comments were speeding concerns. A few related to a specific driver behaviour or specific sightline issue. All comments are available in the Appendix.

General residential comments

Some residents made general comments about traffic conditions in the neighbourhood that were not location specific. Examples include, "Residents think everyone else is going too quickly through their neighbourhoods - but not them" and "Inconsistent speed limits throughout Clarkdale". All comments are available in the Appendix.

Arterial Locations of Concern

While the online survey and workshop specifically indicated that the Davidson Creek/Clarkdale Meadows Traffic Calming Project was being undertaken to address residential traffic concerns, most residents also used this opportunity to voice concerns about arterial locations of concern.

Clover Bar Road/Davidson Drive Intersection

This intersection was the most common location of concern for residents. Residents expressed pedestrian safety, signal timing and traffic management concerns:

"Light is too short and a long wait time"

"People keep getting hit while crossing the road. Kids appear out of nowhere (from behind the electrical box) you think it's safe to go but kids jump out. Super unsafe."

"Poor confusing exit off Cloverbar Road (turning right northbound to Davidson Drive eastbound). People drive through 7-Eleven to get to Davidson Drive."

Lakeland Drive at Davenport Drive and Clarkdale Drive

Resident concerns were similar at both these intersections with several comments about difficulty turning left at peak times. Some residents were also frustrated with traffic management that prohibits straight through traffic: "Islands are confusing and dangerous". A few residents feel these intersections require signalization at current traffic volumes.

Accesses to Neighbourhoods off Baseline and Clover Bar Roads

Several residents noted long wait times and short light cycles at community exit points, including Primrose Boulevard, Clarkdale Boulevard and Dawson Drive. A few residents noted this concern is compounded by high pedestrian volumes at school peak times at Dawson Drive.

Lakeland Drive and Clover Bar Road

A few residents expressed concerns about traffic on Lakeland Drive and Clover Bar Road generally. These residents were concerned about traffic noise and increasing volumes: "Loud, racing vehicles on Lakeland Dr at night". Other residents were concerned about jaywalking at trail connection points (ie. on

Lakeland just east of Clover Bar Road) where no crosswalks were available. Some residents felt crosswalks should be placed; others felt the pedestrian behaviour was the problem. Three residents requested pedestrian lights at Summerland Drive on Lakeland Drive.

A couple of residents suggested that arterial signal timings contribute to increased traffic in the neighbourhoods: "Current traffic lights are causing neighbourhood cut throughs. If 2 left turns require a separate light then maybe you have too many double left options".

3.5 What residents value about the neighbourhoods as they are today

Residents were asked the question, "When engineers are considering options to calm traffic on collector roads, what physical features of the streets do you NOT want to see change?", in both the workshop and online survey.

Many resident responses (more than half) to this question were strongly against physical changes to the neighbourhood, particularly those from Clarkdale Meadows: "Do NOT want to see speed bumps, traffic circles nor overly long stretches of reduced speed limits which just frustrates people so that they are less likely to reduce speed where necessary."

Other residents were open to any changes that would improve safety: "nothing is untouchable, safety trumps all conveniences".

Other common themes were the importance of maintaining on-street parking, trees and greenspace. All comments are available in the Appendix.

3.6 School-Related Concerns

Residents were asked the question, "What are your traffic related concerns with regards to the new school in Davidson Creek?" in both the workshop and online survey.

Generally, residents, particularly those in Davidson Creek, are concerned about increased traffic volumes in the area, and all the safety and nuisance concerns that go along with the volume increase. There are also many concerns about parent drop off and parking and the impact that will have.

Many residents in Davidson Creek expressed their disagreement with the placement of the school in their neighbourhood generally and a frustration with the site selection process.

Table Four outlines residential and arterial concerns secondary to the development of the new school.

Table Four: School-Related Traffic Concerns

Davenport Drive (playground zone and west end) Davenport Place Davenport Place Davenport Place Davidson Drive Many residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking, congestion and pedestrian safety, parking, access and congestion concerns related to parent drop off activities on this road. There is strong opposition to the placement of drop off activities on this road. There is strong opposition to the placement of drop off on this side of the school. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Concerns with making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place. Darlington Drive Residents are concerned with an increase in volume and speeding concerns on Davenport Place. Clarkdale North Clarkdale Drive Clarkdale North Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and p	Location of Concern	School-Related Traffic Concerns	Concern Level*
(playground zone and west end) Davenport Place (playground zone residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking, congestion and pedestrian safety concerns. Some residents feel there should be bus bays built to accommodate bus parking. Many residents expressed concerns with pedestrian safety, parking, access and congestion concerns related to parent drop off activities on this road. There is strong opposition to the placement of drop off on this side of the school. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Concerns with making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place. Parlington Drive Residents are concerned with an increase in volume and speeding concerns on Davenport Place. Clarkdale North Clarkdale Drive Clarkdale North Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Many residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Many residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Pavenport in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport in light		Davidson Creek	
Davenport Place Davidson Drive Davidson Davenport Drive (east of the playground) Clarkdale Drive Davidson Davi	•	· · · · · · · · · · · · · · · · · · ·	****
Davenport Place Many residents expressed concerns with pedestrian safety, parking, access and congestion concerns related to parent drop off activities on this road. There is strong opposition to the placement of drop off on this side of the school. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Concerns with making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place. Darlington Drive Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale Drive (east of the placement of student drop off zone on Davenport Place. Clarkdale North Clarkdale North Residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Drive Residents are concerned the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Arterial Concerns Arterial Concerns In light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children		, , , , , , , , , , , , , , , , , , , ,	
Clarkdale Drive (east of the playground) Davenport Drive (east of the playground) Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Concerns with making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place. Darlington Drive Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale North Clarkdale Drive (east of the playground) Residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Drive Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Davidson Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Drive Intersection Increased traffic volumes in the area will make left turns difficult and unsafe. ***			
Strong opposition to the placement of drop off on this side of the school. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Concerns with making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place. Darlington Drive Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale Drive Clarkdale Drive Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Pavengorum Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Drive/Clover Bar Road Intersection Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Increased traffic volumes in the area will make left turns difficult and unsafe. Prive/Lakeland Increased traffic volumes in the area will make le	Davenport Place	, , , , , , , , , , , , , , , , , , , ,	****
Davidson Drive increase in speeding, parking and pedestrian safety concerns. Concerns with making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place. Parlington Drive Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale Drive Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Davenport Drive (east of the playground) Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Meadowview Terrace Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. *** *** *** *** *** *** ***		· · · · · · · · · · · · · · · · · · ·	
increase in speeding, parking and pedestrian safety concerns. Concerns with making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place. Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale North Clarkdale Drive Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Meadowiew Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowiew Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowiew Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Drive/Clover Bar Road Intersection Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. *** Trive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe.			
making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place. Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale North Clarkdale Drive (east of the playground) Davenport Drive (east of the playground) Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Clarkdale South Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Prive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. *** Meadowview Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. *** *** Meadowview Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. *** *** ** ** ** ** ** *** Davidson Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Divive/Lakeland Drive/Lakeland	Davidson Drive		***
Darlington Drive Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale North Clarkdale Drive Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Davenport Drive (east of the playground) Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Trive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Trive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Trive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Trive Residents are concerned with traffic volumes for parking. Arterial Concerns Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Tove/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. *** Trive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe.			
Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale North		· · · · · · · · · · · · · · · · · · ·	
Darlington Drive secondary to the placement of student drop off zone on Davenport Place. Clarkdale North Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Pavenport Drive (east of the playground) Clarkdale South Meadowview Drive Meadowview Terrace Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Meadowview Terrace Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Pavenport Davenport Drive/Lakeland Drive/Lakeland Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. Increased traffic volumes in the area will make left turns difficult and unsafe.			
Clarkdale Drive Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Pavenport Drive (east of the playground) Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Drive/Clover Bar Road Intersection Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. ***	Darlington Drive	· · ·	***
Clarkdale North Clarkdale Drive Clarkdale South Meadowview Drive Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Meadowview Drive Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Meadowview Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Drive/Clover Bar Road Intersection Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. ***		, , ,	
Clarkdale Drive Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Davenport Drive (east of the playground) Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South			
Davenport Drive (east of the playground) Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Meadowview Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. ** ** ** Increased traffic volumes in the area will make left turns difficult and unsafe.			at.
Davenport Drive (east of the playground) Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Drive/Clover Bar Road Intersection Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. *** *** Increased traffic volumes in the area will make left turns difficult and unsafe.	Clarkdale Drive	·	*
Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Clarkdale South Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Davidson Drive/Clover Bar Road Intersection Road Intersection If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. ***		potential subsequent increase in speeding and pedestrian safety concerns.	
Clarkdale South		Residents are concerned with traffic volume increase, and potential subsequent	**
Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Meadowview Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. *** The Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe.		· · · · · · · · · · · · · · · · · · ·	
Meadowview Drive Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns. Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Davidson Drive/Clover Bar Road Intersection Vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. ** ** ** ** ** ** ** ** **	playground)		
increase in speeding and pedestrian safety concerns. Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Drive/Clover Bar Road Intersection Road Intersection Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Drive/La			at.
Meadowview Terrace Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking. Arterial Concerns Davidson Drive/Clover Bar Road Intersection Road Intersection Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Drive/Lakelan	Meadowview Drive		*
Terrace utilize the area around their homes for parking. Arterial Concerns Davidson Drive/Clover Bar Road Intersection Road Intersection			¥
Davidson Drive/Clover Bar Road Intersection Davenport Drive/Lakeland Drive Intersection Drive/Lakeland Drive/La			*
Davidson Drive/Clover Bar Road Intersection Pavenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Drive/Lakelan	Terrace		
Drive/Clover Bar Road Intersection Road Intersection Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland	D : 1		***
Road Intersection vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?" Davenport Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe.			****
Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland	-,	, , ,	
Clarkdale Drive/Lakeland Drive/Lakeland Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland	Road Intersection		
Davenport Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. ** ** Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe.		• • •	
Drive/Lakeland Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. ** Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe.	Davennort	Ciliaren being nic:	**
Drive Intersection Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe.	•	Increased traffic volumes in the area will make left turns difficult and unsafe	
Clarkdale Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe. **	•	mercasea dame volumes in the area will make left turns afficult and unsafe.	
Drive/Lakeland Increased traffic volumes in the area will make left turns difficult and unsafe.			**
,		Increased traffic volumes in the area will make left turns difficult and unsafe	
Drive Intersection	Drive Intersection	moreasea traine volumes in the area will make left turns anneate and ansare.	

^{*}Level of Concern: four stars indicate the most prominent concerns (>25 mentions), three stars (15-24 mentions), two stars (7-14 mentions), and one star (4-6 mentions).

What Actions Should be taken to Address School-Related Concerns

Residents were asked the question, "What actions would you like to see taken that would ease these traffic concerns?" in both the workshop and online survey.

The two most common responses to this question were to implement traffic calming and to do nothing. Residents in Davidson Creek were most likely to suggest traffic calming, while almost all suggestions to do nothing came from Clarkdale residents. Several residents, mainly from Davidson Creek, also

suggested that the student drop off location should be moved off of Davenport Place and moved to Davenport Drive.

Education, enforcement, lowering residential speed limits and ensuring the adequate provision of parent drop off facilities were also common themes from all residents. Residents also recommended the addition of pedestrian flashing lights

The implementation of "resident-only" parking restrictions and other traffic management solutions such as one-way roads were also mentioned, with some residents supporting their implementation and others opposing it. A few residents mentioned that arterial light timings should be improved.

A couple of resident suggested staggered start/dismissal times between the new school and the Trillium Centre. Two residents suggested appropriate school zoning to minimize traffic to the school.

Messaging for School Parents

Both the workshop and online survey gave residents a short introduction to the Strathcona County School Traffic Safety Partnership and the development of traffic management plans for each school. Residents were then asked, "When the STSP is creating a traffic management plan for the school, what messages would you like to see included for parents?"

Many resident spoke to themes of respect and courtesy: "A reminder that they are in someone's neighborhood and to be respectful." It is important to communicate to parents that this respect can be shown by courteous driving behaviour, particularly not speeding and parking appropriately.

Residents also expressed it was important to communicate to school parents to allow their children to walk or take the bus as much as possible. If they do choose to drive their child to school, please drop off quickly in the appropriate spot. Residents also wanted communications to include messages about avoiding showing up 30 minutes early to pick up your child and idling in the neighbourhood.

Generally put, residents want messages to parents to provide "Clear communication of preferred routes for traffic", and then to encourage parents to adhere to that plan.

Ideas Beyond Physical Traffic Calming

Residents at the workshop and on the online survey were asked, "Beyond physical traffic calming, do you have any ideas for potential actions that could be taken to manage traffic at the new Davidson Creek school?"

The most common response to this question was ensuring adequate enforcement. Residents also suggested that encouraging kids to walk, bike or bus to school was important. A couple of residents suggested no parent drop off should be allowed.

Several residents also suggested that school patrols should be utilized. Education, lowering residential speed limits and ensuring the adequate provision of parent drop off facilities were also suggested by some residents.

Several different traffic management suggestions were made, such as limiting parking in front of homes, creation of one-way streets and switching the parent drop off with teacher parking.

Less commons suggestions were the staggering of school start times (both within the school itself and between the future school and the Trillium Centre schools), ensuring proper zoning, and having teachers patrol parking. All comments are available in the Appendix.

Appropriate Ways to Involve the Neighbourhood

Further to the ideas above, residents were asked, "What would be an appropriate way to involve the neighbourhood in these activities?"

The feedback in this section can be best summarized by the comment: "Keep them informed of changes and updates. Make their voices heard." Comments generally spoke in one way or another to the need for information and the need to feel that resident input is meaningful and will be taken into consideration. To this end, many ways to inform and engage were suggested, including open houses, surveys, newsletters and social media, with no one medium standing out as the most desirable. All comments are available in the Appendix.

3.7 Final Comments

In closing, residents were asked, "Is there anything else you would like to add about traffic or traffic calming in Davidson Creek/Clarkdale Meadows?"

Comments in the final section mirrored what residents said in other parts of the engagement, with a polarity of perspectives on traffic calming. There is a prominent theme of desire for more enforcement in both neighbourhoods, particularly Davidson Creek. All comments are available in the Appendix.

4.0 Conclusion

4.1 Next Steps

Feedback gathered through the workshops and online survey will be used to inform the development of preliminary traffic calming plans for Davidson Creek and Clarkdale Meadows. These plans will be presented to the community for their feedback in the spring of 2017.

Feedback will also be communicated to the members of the Strathcona County School Traffic Safety Partnership, and will be used in the development of traffic management plans for the new Davidson Creek School.

Appendix: Resident Comments

Current Concerns

Davenport Drive

- Speeding in playground zone. Islands are useless, people just hit them. Perhaps speed bumps.
- 50 km/h section east of playground zone: why is this area 50 km/h? Should the whole neighbourhood be a slower speed?
- Better marked crosswalk/very unsafe (Just east of Davidson Drive). All of Davenport very fast.
- East of Playground zone: Maybe drop speed to 40 km/h. Look at speed humps.
- General speed concern
- Concerns about median island near Dorian Way: limited street parking because of the island;
 People crash into the sign on the island driving from the north. People park here to pick up mail.
- I don't think people see the playground sign at the start of the zone near Dorian Way.
- Vehicles park too close to median island (near Dorian) on bus route. Congestion on Garbage day.
- Speeding in playground zone.
- Speeding in playground zone
- People don't know playground speed!! Go 30 km/h at night!!
- Speed issues in playground zone. Need something to slow traffic down. Child safety. Lots of traffic.
- Davenport Dr fast traffic traveling
- Speeds along Davidson Creek Park.
- Speeding through the playground zone. No parking in front of our house because of fire hydrant
 only space I have is across the street where the school will be built. There are always people
 who knock down or run into the barriers on each side of the playground zone
- Davenport Drive, excessive speed. Davenport Drive, large amount of traffic
- End of Playground Zone Davenport Place/Davenport Drive major change of speed of vehicles
- Davenport Dr speeding both in the 30 and 50 zone
- Driving too fast along Davenport Drive (both through and past the park zone)
- Davenport Drive from Clarkdale Drive going west-Speeding vehicles
- Davenport dr. busy, speeding at 30 km/h zone, some trucks are loud aspecially after 9 pm
- Speeding down Davenport across from the playground and old baseball diamond.
- Davenport Drive by the new school site... noone understands that playground zones have time restrictions.... the times that 30 km/hr are in effect should be posted.... nothing more frustrating than going 30 km/h in the dark when not necessary.
- Davenport Drive overly large and obstructive cement medians, particular the one at the north end, endanger the flow of traffic through the street when the adjacent residents par
- Speeds too high on Davenport Drive
- Davenport Drive excessive speed
- Davenport Drive near Davidson Creek Park: speeding

Davidson Drive

- Just off of CBR: this road is very congested at all times of day. This road is 2 lane and narrows to one lane without warning. Poor situation on icy roads.
- Speed
- Crosswalk at trail is hard to see in the dark
- Mailbox pick up blocks traffic
- Speeding and parking near trail crossing
- Davidson Drive; cross walk could do with some lighting
- Davidson Drive; Speed. Again, speed limit could be reduced to 40km/h
- People who take industrial busses park their vehicles all day along south side of Davidson Drive impeding sightlines
- People are taking shortcuts through Davidson Creek to get to Lakeland Drive from Cloverbar Road. Specifically, vehicles heading north on Cloverbar Road are turning east onto Davidson Drive (by the 7-11), then north onto Davenport Drive and then east onto Lakeland Drive, often speeding as they go to enhance their "short-cut" through our neighborhood. I have experienced speeding drivers tail-gating me in their rush to cut through the neighborhood in this way. I have also followed drivers using the neighborhood as their shortcut, before I turn onto Dawson Crescent. Similarly, I have witnessed drivers using the reverse route from Lakeland Drive to Cloverbar Road, speeding through Davidson Creek to get there.

Darlington Drive

- Needs traffic calming. High observed speeds. Lots of kids. Consider 40 km/h like Edmonton.
- Congested blind corner (North of Davidson Drive)
- Speeding (near Darlington Bay)
- Darlington Drive. Speeds limits are too high for the amount of bends. Traffic is too fast.
- Darlington Dr. Excessive speed
- Excessive speed (ie above 60 Kms) on the stretch of Darlington Drive between Davidson Drive and Darlington Manor. Excessive noise from motorcycles and vehicles with modified mufflers on Darlington Drive. Children skateboarding and cycling down the middle of Darlington Drive between Davidson Drive and Davy Crescent.
- Darlington Drive I have phone before because of the SPEEDING. people speed regularly down the straight away (btw Davidson dr and just past Darlington Bay)
- Darlington drive: unsafe speeds, driving fast around the corners, unnecessary traffic cutting through to Clarkdale Meadows

Davidson Drive/Darlington Drive Intersection

- Pedestrians cannot cross safely. Better marked crosswalk.
- Traffic will get extremely backed up here. Left turn is already dangerous. Needs to be addressed with new school.
- Poor sight lines to make left onto Davidson from Darlington. Speeding makes it worse.
- Darlington Drive and Davidson Drive intersection can be very busy, sometimes difficult to turn left. With school traffic that will be very bad.

- Visual obstruction from vehicles parked on Davidson Drive just past Darlington Drive.
- Davidson Drive and Darlington Drive (very chaotic corner) lots of people crossing

Dawson Drive

- Parent parking congestion for P/u and D/o at Trillium School (at west end near CBR). Flashing ped lights needed at trail crossing. Speed is concern from CBR to Davenport Drive. Structural integrity of roads- sinking and breaking of road every spring/fall that is patched.
- High speeds around curve approaching trail. No crosswalk markings on the pavement
- Dawson Drive; speed. 50km/h could be reduced to 40km/h
- Use of my cul-de-sacrifice as parking for pickup from Trillium Centre sometimes blocking my driveway
- Dawson Dr transit buses fast traveling speed stopping at non-posted stops down the street
- Dawson Drive- where the road curves just past 91 Dawson Dr drivers going too fast unsafe for backing out of driveway and pedestrians crossing the street. Dawson Drive from Clover Bar Road - speeding on the straight portion of the road up to and including the curved portion of the road
- Speeding on Dawson Drive

Davenport Place

- Speeding in playground zone. Playground zone sign is not clearly marked. Crosswalk is not well marked. This street is so narrow that if cars are parked on both sides only one car can get by.
- Heavy pedestrian crossing at trail. Needs curb extension.
- Need to slow traffic here! (at trail crossing). Old growth trees and cars obstruct line of sight. Fast traffic speeds with downhill. No pedestrian markings.
- It is a serious hazard at this corner when turning from Davenport drive onto Davenport Place (when cars are parked on both sides of the street)

Clarkdale Drive

- Speed big concern. Limited speed enforcement. Narrow the road: ie. expand sidewalk, etc.
- Remove one of these playground zones!!! (keep "50" by the pond)
- Speed limit is too low (near Clarkdale pond)
- Speed limit is too low and not enforced (near pond). This is where playground zone should start!! (at park at Davenport).
- Speeding through playground zone.
- There are no traffic concerns on Clarkdale Dr. The speed limit is obeyed within safety guidelines. Occasional speeding does occur in the playground areas during rush hours.
- Playground zone on Clarkdale Drive, speeding.
- Clarkdale Drive far too much of it is zoned for 30. Reduce the amount zoned and you might get better compliance through better respect for a smaller and obvious area.
- The excess speed some of some vehicles down Clarkdale Drive
- Clarkdale Drive 30 km zones are not observed
- Speeds too high on Clarkdale Drive

- Clarkdale Drive near Clarkdale Pond, long stretch of 30km/h zone that drivers do not always obey
- clarkdrive, speed
- Clarkdale Drive by Clarkdale Meadows Pond. There is no reason for traffic to need to go down to 30 kph here as there is no playground. Further down where there is a playground I get it
- Clarkdale Drive has an inordinately long playground zone. I understand the need at the actual playground but do not see the need for the lower speed limit past Clarkdale Pond.
- Clarkdale Drive in front of the park
- Clarkdale Drive 30km/h zone along parks hardly ever any people in that area, so why reduce speed?
- Clarkdale drive- the speed limit should be 50k on the Clarkdale Meadows pond. there isn't a playground worth noting, it isn't any different than the east side of McGhan park.
- clarkdale drive people don't slow down the for the playground zones
- Clarkdale Drive between Orchid and Crocus Crescents: traffic often drives above the posted 30km/hr

Davenport Drive/Clarkdale Drive Intersection

- better marked crosswalk. Stop sign?
- Meridian sight lines impairment: trim bushes. Child safety concern.
- Why do you slow down for a stop sign after you speed through the street?
- Island is distracting and reduces visibility and road is narrow.
- Trees block view.
- Three way stop on Clarkdale Blvd at Davenport drive to slow down traffic SB entering the playground zone.
- The crosswalk at Davenport Dr. and Clarkdale Drive. The hedges impair drives ability to see pedestrians
- Clarkdale drive and Davenport drive- the island at the cross walk is allowed to grow to 4 feet high. you can't see children going to the park. remove the island.

Meadowview Drive

- Speed generally on whole loop. Pedestrian concerns near Clarkdale Boulevard and Clarkdale Drive.
- Speed generally especially on east side of circle. Speed should be reduced, maybe to 40 km/h
- Visibility concerns at trail crossing north of McGhan due to curve of road and parking. Feels
 more signage is needed to remind of effective hours for zones. Add lights to crosswalks along
 Meadowview Drive.
- Speeders ignoring playground zone in both directions between Primrose and Meadowview
 Terrace
- Why isn't the east side of McGhan park (where rink and hoops are) a playground zone?
- Parking too close to the trail crossing North side of McGhan

- Speeders ignoring playground zone in both directions between Primrose and Meadowview Terrace
- Sporting event parking is a mess all around McGhan park.
- Parked cars impair sight lines at trail crossing North of McGhan.
- Traffic goes to fast past playground between Primrose and Meadowview Terrace.
- Get rid of playground zone along Meadowview Drive. What are the speeding statistics for Meadowview Drive ie. what are the breakdown numbers for 60, 65, 70 km, etc. Install streetside (not overhead) pedestrian lights that can be activated by pedestrians. Have well marked crosswalks and signs. NO TRAFFIC CALMING.
- Playground zone is ridiculously long and unnecessary. Remove "30" and make it a playground area like in Lakeland. No reconstruction necessary, just remove a few bolts.
- The whole of Meadowview drive is terrible, people don't respect the speed signs and are often on their phones or not paying attention
- meadowview, speed
- Meadowview Drive East side of McGhan Park -- driving too fast, SPEEDING by cars, motorcycles, county buses and school buses on a regular basis
- Meadowview Drive Speed racers at night & No one obeys thr stop signs & People zoom onto the wrong side of the road when residents who live on this road are turning into their driveway
- Meadowview road
- The bend on Meadowview drive by my reidence (#87) is becoming a race track, I am constantly flagging vehicle to slow down as I require to cross the road to access my mail box.
- Across the street from my house is a ice surface, basketball, and also the post box. Yet there is
 no crosswalk or calming to slow traffic down for the residents, or children that frequent this
 area especially when crossing the street.
- Meadowview Drive South of Primrose Blvd. Traffic speed.
- Meadowview Dr speed, hidden signs, crosswalk violations
- Meghan Park pedestrian crosswalk speed
- Meadowview Drive between Primrose and Meadowview Terrace. Speed limit is 30km very few people slow down there and it is a park zone and tons of school buses pick up there
- Speeders on Meadowview Drive
- sports teams parents behaviour around McGhan park. Reckless driving, stupid parking, kids dashing out in the road without parents looking after them, school kids just dawdling out in the street without looking left or right, thinking cars can stop on a dime even at 30 and giving attitude when woken up with a beep.
- Meadowview Drive/excessive speed/poor signage/poor visibility/pedestrian safety/driver safety
- Meadowview Drive. Speeding of vehicles.
- In front of McGhan Park, speed limit is 50km/h except in 1 area. Around the park, especially at crosswalks should be slower. (Hockey rink)
- meadowview drive crosswalks by the park and by the main intersections could be more prominently marked.

- Meadowview Drive along McGhan Park: Traffic rarely drives at the required 30km/hr despite the playground, multiple cross walks.
- Speeding through park zones on Meadowview Drive
- Signage for speed limits obstructed by boulevard trees on Meadowview Drive

Meadowview Drive/Clarkdale Drive Intersection

- Median causes sightline impairment issues and decreases pedestrian safety.
- All way stop at all three entry point to Meadowview Drive to slow down traffic.
- Is this two lanes at the intersection?
- Meridian sight lines impairment: trim bushes.
- Three way stops needed on Meadowview drive at Clarkdale Blvd, Clarkdale Drive and Primrose Blvd.
- Lack of crosswalks on Clarkdale Drive and Meadowview Drive. Children are forced to cross at unmarked streets, with cars going faster than the speed limit
- Clarkdale Drive intersection with Meadowview Dr bad visibility due to shrubs and decorative pony wall, additionally extremely icy in winter
- Meadowview Drive & Clarkdale Drive/poor intersection visibility/pedestrian safety/pedestrian line of sight

Meadowview Drive/Clarkdale Boulevard Intersection

- Impaired sightline turning left off Clarkdale Blvd northbound onto Meadowview westbound.
- Sightline issue due to median
- Three way stops needed on Meadowview drive at Clarkdale Blvd, Clarkdale Drive and Primrose Blvd.
- Clarkdale Blvd and Meadowview drive horrible! People speed, don't stop at the stop sign when
 we are crossing the road. We have nearly been hit several times (we cross this road every day
 getting off the school bus) and my kids refuse to cross the road without an adult. Very
 dangerous intersection.
- Clarkdale Boulevard & Meadowview Drive No one obeys the stop signs. When crossing the road, I pause halfway to make sure I don't get hit.
- Clarkdale Blvd & Meadowview Dr. Driver's turning right at stop sign are stopping at the curb blocking vision for driver's turning left.
- Clarkdale Blvd. often not plowed as not on bus route
- From south entrance into Clarkdale, turning left (west) onto Meadowview Drive
- Clarkdale Blvd intersection with Meadowview Dr bad visibility to the left when entering subdivision due to shrubs, additionally extremely icy with a slope when entering subdivision
- Meadowview Drive & Clarkdale Boulevard/poor intersection visibility/pedestrian safety/driver line of sight
- clarkdale boulevard and meadowview drive vehicles coming heading westbound come at a rapid rate of speed

Meadowview Drive/Primrose Boulevard Intersection

- Icy in the winter due to downhill slope
- Parked cars on the west side of Meadowview north of the intersection block sight lines.
- Sight line issue
- Three way stops needed on Meadowview drive at Clarkdale Blvd, Clarkdale Drive and Primrose Blvd.
- Meadowview Drive at Primrose Dr (McGhan Park), long stretch of 30km/h zone that drivers do not always obey
- Meadowview Dr & Primrose Blvd. 99% of Driver's turning right onto Primrose cross into the left lane cutting off driver's that are turning left onto Primrose. Drivers have forgotten the rules of driving that when turning stay in the closest lane.
- Meadowview Drive & Primrose Blvd. Not stopping at the stop sign.
- Meadowview Drive & Primrose Boulevard/poor intersection visibility/driver and pedestrian safety/extremely slippery in the winter/driver line of sight
- Primrose drive and Meadowview drive- difficult to see traffic coming from the south when turning off Primrose to go north on Meadowview. Make this a 3 way stop or remove all 30kmh and 50 kmh and change to 40 kmh.

Other Locations of Concern

- Primrose Dr Excessive speed We have trouble turning into our driveway because of speeders
- People don't understand playground zone begins at corner when entering Clarkdale this way (Primrose)
- Very fast speeds on Meadowview Crescent. How can speeds be different at the same location but different sides of the street?
- Meadowview Cres. 30Kl speed zones. NO one slows down as signs are invisible.
- Visibility/line of sight/speed/ped safety concerns at Meadowview Terrace (east) and Meadowview Drive.
- Reduce speed on Blueberry. Narrow, congested street and speeds are too high.
- Need a median roundabout at Davenport Drive and Meadowview Pt
- Intersection of Clarkdale Dr and Orchid Cres: child safety
- Meadowview Terrace (west entrance heading north) Speeders coming down the hill
- NO one stops (on Sunflower coming onto Davenport Drive).
- People don't stop at this stop sign (Davidson Dr/Davenport Drive)
- Meadowview drive and Meadowview Terrace- the island in the middle of the street across from Meadowview court can be constricted by people parking on the west side of the house at 232 Meadowview drive. Remove the island or paint the side walk yellow.
- Speeding aster crescent: young adults/teens living in the neighborhood and their friends pin their engines from their corner to the following corner creating a hazard for children in the neighborhood.
- Speeding down Aster Cres.

- Aster Cres & Meadowview Dr south. Spruce tree on the corner is blocking the view for driver's and pedestrians. Not implying tree removal but tree trimming.
- Corner of Aster and Meadowview ... large pine tree blocks view
- Aster Crescent culdesac by 95 Aster should be one way
- Cars go too fast on Aster Crescent and Meadowview
- Crosswalks not well marked on Meadowview or Aster esp by parks
- Aster Cres and other stop signs no centre line or stop line to indicate where cars should be at stop.
- Lilac Terrace # of vehicles per household excessive which equates to unsafe / unfair parking habits. Extra traffic with those vehicles coming and going on a street where we have a lot of kids can be unsafe at times.
- School Bus driving too fast picking up children on Davy Crescent. Neighbour leaving trailer (commercial) unattached on street often for days. Why are there no fines from police? Neighbour parking in wrong direction on street. Why? Neighbour parking often with wheels on sidewalk. We have a neighbour who's blind. Walking the sidewalks.
- Orchid Crescent. Speed limit of 50km/h is too much for a street with kids, people walking dogs, etc. 30 km/h would make a huge difference in noise and safety.
- Sunflower Crescent coming off of Davenport 9/10 cars DO NOT stop at stop signs

General Residential Comments

- Strathcona County transit drivers don't think speed limits especially through playgrounds apply to them.
- Posted speeds on both residential streets (ie. crescents etc) and feeder thru roads (eg Meadowview Drive) are too high.
- tall trees in centre of calming circles. Can't see. This is not safety. common sense should have been used by planning and engineering of this.
- I would rather see speed limits reduced in residential streets (like Sunflower way)and a speed of 50 km/h on arterial roads like Clarkdale Drive and Meadowview Drive.
- Far too many speed through playgrounds. Multiple speed bumps on every side of every playground would help this.
- Residents think everyone else is going too quickly through their neighborhoods but not them.
- Clarkdale-speed through park/playground areas exceeding posted rating.
- Clarkdale- rolling through marked stop intersections
- Clarkdale- lighting for Meadowview Drive or any main drive.
- Inconsistent speed limits throughout Clarkdale
- Parking of vehicles and Recreational Vehicles on roads in the subdivision so as to impede traffic flow and sightings
- The concern has been always about excessive usage of STOP signs throughout the
 neighbourhood (and beyond). This trend creates traffic slow-down, increased pollution, and
 increased costs to motorists. The YIELD sign would suffice and could replace STOP signs in
 majority of instances.

Arterial Locations of Concern

Davidson Drive/Clover Bar Road Intersection

- Light is too short and a long wait time.
- Heading West on Davidson Drive to turn North onto Clover Bar (7-11 intersection), if someone is going straight, all the traffic turning right gets stuck behind lead vehicle and cannot turn.
- traffic light timing
- too many kids being hit. TOO MUCH VOLUME
- Clover bar near 7-11 in the morning traffic light is busy
- People keep getting hit while crossing the road. Kids appear out of nowhere (from behind the electrical box) you think it's safe to go but kids jump out. Super unsafe.
- Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit? People cut through the 711 parking lot to turn right on Davidson Drive.
- Concerned with how many kids have been hit at this intersection.
- Too many pedestrian accidents
- Extend light time
- Wait time is too long. Not enough time to cross on foot. Poor confusing exit off Cloverbar Road (turning right northbound to Davidson Drive eastbound). People drive through 711 to get to Davidson Drive.
- This intersection needs motion sensor lights. It stays red for two minutes.
- Pedestrians hit and almost hit.

Clarkdale Drive/Lakeland Drive Intersection

- Turning left from Clarkdale Drive onto Lakeland Drive
- Lakeland Drive, at Clarkdale Drive, intersection needs review. Perhaps traffic lights.
- Clarkdale Drive & Lakeland stop signs to enter most don't stop lights will be required very dangerous at peak times
- Lakeland and Clarkdale drive. The issue is by trying to "calm traffic" you have created a unnecessarily dangerous intersection. Someone is going to be seriously hurt or killed at that intersection. It is just a matter of time.
- Take out the left turn only lanes at Clarkdale Drive and Lakeland Drive
- Lights needed now- too difficult to make left hand turn
- Traffic flow
- Left hand turns, access.
- Islands are confusing and dangerous
- Need lights and straight through possibility
- This is dumb that you can't go straight

Davenport Drive/Lakeland Drive Intersection

- Lights needed now- too difficult to make left hand turn
- Traffic flow

- Left hand turns are hard in both directions
- Islands are confusing and dangerous
- Lights
- People come to fast around the corner (turning right off Lakeland onto Davenport)
- Takes too long to make left turn
- Lakeland Dr & Davenport speed traffic driving straight between Summerwood and Davidson Creek
- Turning from Davenport onto Lakeland. Very hard to tell what lane traffic is in when turning left.
- Davenport Drive & Lakeland stop signs to enter most don't stop lights will be required very dangerous at peak times

Clover Bar Road/Primrose Boulevard Intersection

- Wait time way too long on red light
- Light is very long waiting to turn left onto CBR
- Traffic light timing is too long a wait
- Get rid of 2 minute red lights. Should install "sensors"
- Green light is not long enough
- Traffic lights at cloverbar and primrose blvd. are very slow
- Primrose Blvd and Clover Bar Road Traffic lights are too long on Red when exiting Clarkdale Meadows, I have actually witnessed people in the morning going through the red light to turn south due to this issue.

Lakeland Drive/Summerland Drive Intersection

- Summerland Drive and Lakeland Drive- crosswalk light?
- Summerland Drive/Lakeland- crosswalk needs light
- Need lights added to crosswalk (at Summerland/Lakeland Drive)

Clover Bar Road/Dawson Drive Intersection

- Lots of kids at this intersection before and after school.
- Red light phasing is too long.
- Dawson Drive Cloverbar Road intersection - traffic light timing
- Clover Bar Road and Dawson Dr intersection. The lights do not allow enough time to turn left
 when there are pedestrians crossing the road. By the time people have walked across the light is
 yellow or red.

Clover Bar Road/Lakeland Drive Intersection

- Cloverbar Road Lakeland Drive - traffic light timing
- Because of Lakeland Drives ridiculous traffic lights (Last 2 years) the following neighbourhoods are affected Davidson Creek, Lakeland Ridge, Aspen Trails, Cloverbar Ranch, the Pallisades, and Emerald Hills to a lesser degree.

• Lakeland Drive, at Clover Bar Road, intersection needs advance left turn lights in all directions - north, south, east, west

Clarkdale Boulevard/Baseline Road Intersection

- Wait time too long
- Get rid of 2 minute red lights. Should install "sensors"

Lakeland Drive

- increased volumes of traffic on Lakeland Dr. Being sandwiched between Lakeland and Dawson drives, berm on North side of Lakeland Dr. reflects additional noise to Davidson creek side.
 Steadily increasing amount of small trucks/cars with loud modified exhaust systems. Lakeland Dr. being used more and more as a major route for all types of large trucks and semi-trucks
- Loud, racing vehicles on Lakeland Dr at night
- Lakeland Drive, near Clover Bar Road, pedestrians (usually school-aged kids) jaywalking (from walking paths on one side of the road to the other)despite signage that there is not a pedestrian crosswalk
- cannot cross but kids run across (at trail east of CBR)
- Want to cross here (at trail east of CBR). Remove island and put up flashing cross light. People are going to cross here.
- Too many lights, especially since they are not synchronized
- People cross here, not at corner (at trail east of CBR)
- NOISE
- No Traffic lights!!!
- Make people want to take Lakeland instead of going through residential. Traffic lights so people
 use Lakeland more (that are in synch to keep traffic flowing.)

Clover Bar Road

- Very busy before and after school going to Bev Facey and Haythorne and 2 current schools, soon to be 3.
- No way for pedestrians to safely cross CBR where the trail comes out north of Primrose.
- Noisy due to mufflers on cars/motorcycles
- No crosswalk and kids run across (CBR where trail comes out north of Primrose)
- Install a school zone between Crimson and Davidson Drive. I see traffic driving too fast past the school in the am and pm. Increase police presence.
- Flashing lights? Crosswalk? Across CBR at trail just south of Dawson.
- NOISE
- Exit north of Sobeys- Dangerous for pedestrians trying to watch north on west side of CBR. Needs a painted crossing and better lighting?

Arterial Roads Generally

• Build High Density communities where traffic lights already exist to avoid more light controls in other areas.

- In general, I no longer enjoy driving in Sh Pk because traffic flow is too restricted: long wait times at signal, not allowed to make left turns even when no traffic.
- Current traffic lights are causing neighbourhood cut throughs. If 2 left turns require a separate light then maybe you have too many double left options
- Check all intersection walk/don't walk flashing lights are working. Example: Sherwood Park Mall intersection on Sherwood Drive by Tim Hortons.
- Don't add lights!

What residents value about the neighbourhoods as they are today

- No speed bumps! No more Stop Signs! No road narrowing curbs! Leave roads as they are! No more traffic lights, enough already! I don't want to see less crosswalks.
- No Traffic calming features. No trees in the middle of roads that block sight lines. No tall grasses
 or vegetation in medians (ie. Baseline road by LLR- cannot see oncoming traffic to make left turn
 into Petrocan. This also pertains to CBR north of Trillium. Cannot see traffic because of trees in
 median.
- No speed bumps! Don't narrow Meadowview Drive. Leave street parking on Meadowview Drive. Leave boulevard trees on Meadowview Drive. No curb extensions or roundabouts.
- Davidson: I'm happy with the amount of traffic on our street now. I'm not concerned with my children playing out front.
- Don't remove any current traffic controls. Don't remove current playground zones unless you are going to replace them with effective traffic calming measures.
- I don't like narrowing/islands at crosswalks because it actually distracts me from pedestrians. Decorative landscaping on islands reduces visibility.
- I don't want to see reduced sight lines, narrowed streets or reduced lighting.
- I do not want to happen: road narrowing, street parking. Curb extensions will nearly prohibit driving when there are buses and garbage trucks. Do not remove trees without replacing them somewhere else. Roads are already narrow enough with people parking on them.
- No traffic circles!
- Don't lose trees, anything green or parks. Not tied to wide roads.
- Clarkdale: I do not want to lose the feeling of space. I like the width. Try to prevent shortcutting through other neighbourhoods. No removal of planter medians.
- No new obstructions to hit. No loss of parking.
- Street Parking
- Not sure
- full width of street throughout on street parking unrestricted flow
- No comment.

- NO SPEED BUMPS or those tiny little traffic circles that the buses have to drive right over. I also
 like how the smaller roads have yield signs not stop signs. Also I do not want to see any of the
 nice big tall trees taken down!
- I have easy access to the main thoroughfare. I don't want any changes to the turn lanes or signals
- making the roads narrower.
- Keep the wideness of the roads allows for street parking.
- Nothing
- No parking meters please.
- Do not change the features of the arterial roads to cause the additional traffic. Deal with the
 neighbourhoods after all other roads are improved for the safe and EFFICENT movement of
 traffic is taken care of.
- Width, Accessibility
- Street free of speed bumps, people with loud vehicles accelerating after the speed bumps would be a major problem.
- Nothing
- don't know
- Wide streets, yield signs, flat streets (no speed bumps)
- I do not want to see a traffic circle
- Don't want to lose any grass or sidewalk areas
- Do not want speed bumps. They cause major damage to cars that must go over them numerous times a day
- One directional traffic Speed bumps Narrowed streets Barriers to make drivers weave through road
- N/A
- All street features to remain as is.
- No narrowing street sections nor speed bumps. These two only congest traffic and reduce what is already too little of mainly parking.
- NO SPEED BUMPS NOW AND NO SPEED BUMPS IN THE FUTURE
- No speed bumps now. Please no speed bumps in the future.
- there is no need to calm the traffic because of a school....
- Curbs that jut out into the street. When snow accumulates, you might not be aware that there is a curb jutting out and hit it.
- Don't remove the stop signs?
- Clear sight lines. The free flow of traffic.
- I like to be go straight through and turn both right and left.
- The trees and scrubs that are there.
- The width of the street
- Flowerbeds in the centers
- None

- Traffic Circle
- No additional traffic lights.
- At this time the current layout is not perfect so any change would be welcome
- The wide roads in regard to ease of driving with parked vehicles lining the streets.
- Waste of money for contruction of curbs. RCMP need to do speed traps everyday somewhere in country. EVERYDAY
- not sure
- Narrowing roads would present space issues with bike/cars.
- The trees along the sides of the road.
- Do not want speed bumps, do not want the roads narrowed.
- SPEED BUMPS
- Everything is fair game
- Speed Bumps, especially on Meadowview drive.
- No speed bumps. Never ploughed properly and thus are dangerous.
- Don't want the traffic circles and until or if the school is built unless there is an actual playground I see no need to slow traffic down to 30. Feel the traffic circles are more dangerous. The traffic circle on Crimson Drive feels very dangerous everytime I use it
- crosswalks and/or slower speed. Meadowview is a circular road and you don't always see vehicles coming at you until the very last second, especially if they are travelling fast. By the same token, the driver doesn't see pedestrians around the bend of the road.
- Don't change anything. INFORCE THE SPEED LIMIT AND NOT STOPPING AT THE STOP SIGNS.
- Put our speed limit signs back on Meadowview dr not on Meadowview Cres & Primrose Bring back Photo radar. I was not perfect but it did help!
- Do NOT want to see speed bumps, traffic circles nor overly long stretches of reduced speed limits which just frustrates people so that they are less likely to reduce speed where necessary.
- Pedestrian friendly ones
- there is No Need for any Changes
- Open to all changes if it slows traffic and increases safety for pedestrians and children
- Too many signs
- Natural environment should not be impacted (ie Trees & Green areas), nor should the bike paths, walking paths, etc. be interrupted.
- Collector roads should not have any speed tables/bumps etc, instead there needs to be speed
 enforcement blitzes. E.g in Aster Cres, there are 3 specific vehicles that always speed while most
 other drivers are respectful. Addition of defined pedestrian crossings on east side of McGhan
 Park, that is the one side that is lacking a crossing.
- nothing is untouchable safety trumps all conveniences
- Consider all options within scope of traffic engineering.
- speed bumps
- Don't block the free flow with round-abouts!
- I like the look of our roads as is. I don't want traffic circles. The roads flow well.

- Nothing around us in meadowview court
- None of those traffic circles, that vehicles including buses drive over the paving stones because
 the circle is so small. They are not at all effective and harder to drive as I drive them in the
 Madonna school area. Also I don't like when then limit parking by putting in deeper curbs.
 Parking is already tight in some areas with parking and I don't want to see any more parking
 spaces wasted by deeper curbs.
- We have wide lanes that allow traffic to flow easily. including two lane turning on corners. These are nice and avoid congestion. NARROW LANES AND CURB FEATURES ARE NOT WANTED. These do nothing to make streets safer and if anything make them more dangerous. They create congestion with the mindset that this will slow traffic down. It doesn't. the speed limit remains the same so once people get past the choke point they speed away to make up the time; now kids trying the cross the street have to make it across in smaller gaps between frustrated drivers that are already having to process more information due to the narrower streets and choke points.
- I do not approve speed bumps and further reduction in the speed limit. The 50 km/h is tolerable. There is no need to calm the traffic on collector roads in Clarkdale Meadows. I have been a user for the past 12+ years and have not noticed any changes in motorist/pedestrian behaviour. The roads are built for motor vehicles to improve out mobility and save time. If we suddenly lower the speed to a crawl we defy the purpose for the road and are just creating costs that far exceed the benefits. Roads are not playgrounds or boulevards for strolling, but neither race tracks and should be treated as such. We are all for safety, but pedestrians should respect what the roads are intended for and use them responsibly the same way as motorist should. In the end, we have generous sidewalks throughout the neighbourood. My point is that bodily injury by a car is possible even at 20 km/h speed or less.
- LEAVE IT ALONE. SOME OF THESE PEOPLE WITH ISUUES NEED TO GET A LIFE. PLEASE DO NOT CHANGE ANYTHING. THESE TRENDS IN SO-CALLED CALMING TECHNIQUES ARE AKIN TO POLLITICAL CORRECNESS GONE CRAZY.
- We don't need any traffic calming, you just need to enforce existing speed limits. The County's catering to the minority of the neighborhood who bought a house on a busy street and want the traffic levels reduced. As usual the squeaky wheel gets the grease!
- Traffic calming does not work. Normal traffic does not need calming. Speeders and reckless
 drivers slow down at the calming divice then speed back up.
- traffic lights traffic circle speed bumps
- lower the curbs, too high, too much damage/stress on vehicles
- keep street width, no speed bumps, no islands with plantings that restrict visibility

School-Related Concerns

Davidson Creek Residents

- Exiting from driveway on to Davenport. Volume of traffic off and on to Lakeland/Cloverbar. Traffic noise. Crossing Davenport on foot safely. Speeding on Davenport.
- Congestion during school hours.

- Speed and volume of traffic along Davenport Drive. Calm the traffic before an incident occurs.
 Distracted driving.
- Volume will increase so we need to make sure all drivers are slowing down and watching for pedestrians. Mothers driving their children to school while texting and speeding is a problem.
- Yes- huge traffic issues. With more and more traffic and major issues with getting in and out of our driveways. Slow traffic down.
- Increased traffic in an already hemmoraging area that has 2 schools emptying into the same area. Worried about pedestrian safety which I noticed is missed from the traffic study. Why is that?
- Darlington and Dawson left off TIA. Large volumes of increased traffic. Davidson Drive/CBR intersection. Turn onto Davenport Place seems counterproductive to reduce traffic congestion.
- Increased congestion and traffic in Davidson. Drop off on Davenport Place. Speeding on Davenport Drive.
- Speed is already an issue on Davenport Drive and Place. Davenport Place is too narrow for 2 cars when there is parking on both sides of the street. Parent drop off is on the wrong side of the school.
- Increased traffic from school unsafe for kids walking on sidewalk. School bus drop off in front of my house, kids getting hit.
- Increase and congestion of traffic on Davenport Place with parent drop off located here.
- Congestion- worried about congestion on Davidson Drive and parents dropping off on Davenport Drive. Lots of traffic for people pulling out of driveways. Garbage day.
- Speed, traffic congestion/volume/ road structure integrity. Road sinks and buckles every year from County busses.
- Volume, efficiency
- How is the school traffic going to compete with traffic that is avoiding Lakeland Drive? Now it is CBR as well. People avoiding traffic lights that will never have enough traffic to justify its existence.
- Uturns on Davenport Drive and place with parents dropping off. Parking in front of houses.
 Concerned about students crossing Davenport Drive. Concerned that playground zone on Davenport will be changed to a school zone. Increased traffic and buses.
- I feel very strongly that this site should not have been used for a school site. EIPS took a very "politically correct" decision and forced it into our neighbourhood. There was an area set aside in the new neighbourhood and this is not that neighbourhood and too close to an existing large school. Plus it was a huge waste to rip out the ball park, etc.
- Yes- already a dangerous left turn from Darlington to Davidson Drive. This will get worse. Speeds along Darlington and Davy Crescent are excessive.
- Increased traffic before and after school.
- Increased traffic entering via Davidson. Congestion and parking on Davenport Drive. Traffic on Davenport Place. Dropping on and off by parents.
- Increased traffic at already busy intersections. Cloverbar and Davidson. Danger esp. to pedestrians and kids.

- School bus stop should be off roadway, perhaps in drop off area.
- Do not change Davenport Drive to a one-way street!
- Concerned with neighbourhood cross cutting down Darlington if the parent drop off is on Davenport Place.
- Keep parking on Davenport Place. Happy about parking for family and friends.
- Increased traffic volume/speeding. There are a lot of kids in the area utilizing the existing parks, playgrounds, baseball diamond, etc...
- School traffic will significantly increase the traffic on Darlington Drive, which is not a wide road and has many houses lining the street.
- Yes, I have great concern that the only way to access the student/visitor drop off going Northbound is by driving along a very busy, curving Davidson Drive
- no concerns
- Excessive speeding on Darlington Dr. Safety concern for children in the area
- No
- Yes. I work at a school in Edmonton Public that is known as one of the worst schools in the city for traffic. The problem is always is there enough room for student drop off and pick up. If not then parents get ridiculous and park in the dumbest places.
- No concerns. Children need schools, we live in a vibrant community, traffic is part of the tradeoff!
- Where are all the cars going to be routed? Because if they are all going to be routed down
 Darlington Drive back to Davidson Drive/Cloverbar entrance it will be total chaos and create a
 very dangerous situation in an already dangerous high volume intersection
- Bus parking on Davenport will there be adequate vision for traffic traveling through; for children to walk across the street? Parking for parents - even if close by, seems parents need to drive - will there be space?
- Increased traffic on Darlington Drive and that Davenport drive becomes the main route for school access
- Where my residence is located, I will not be impacted by the school. However, I believe with the speed that drivers go through the neighborhood in general, the potential for a child being hit by a vehicle will definitely increase with the new school.
- No. It's nice to see young children, but lower the speed limit as people tend to use short cuts getting off to work in the morning.
- That the Traffic Accommodations that are now being considered are brought to us by the same people that Screwed up Lakeland Drive to the point whereby drivers are useing collector roads in Neighbourhoods to avoid Lakeland Drive.
- The main roadways are going to get very busy
- Increased vehicle noise and traffic throughout the whole area.
- nc

- Volume of traffic along Davenport and Davidson Drive 2. Davison Drive Clover Bar Road intersection. Pedestrian and vehicle traffic from Trillium and the new school.
- Absolutely! The increased volume of traffic will make pedestrian safety a huge issue for anyone wanting to cross Davenport Drive at the intersection with Davidson Drive and at the intersection with Dawson Drive/Dawson Crescent. The current two-way stop at this latter location will also mean getting out of my neighborhood (from Dawson Crescent heading west or south) will likely be a nightmare once the heavy flow of school traffic starts. What can be done to prevent us from being "blocked in" by the heavy school traffic along Davenport Drive?
- Potentially the intersections to Clover Bar road will get backed up with parents going to work after dropping their kids off.
- My biggest concerns are about being able to get in and out of our driveway during the rush of traffic in the morning and of course in the evening. Because I have no street access in front of my house as there is a fire hydrant and a barrier in front of my house. My visitors will have no place to park in the evening except what will now be a bus pad.
- Very concerned about increased traffic volume and parents parking all up and down the street
 to walk their children to school or watch them walk to the school. Traffic is already difficult at
 certain times of the day. I already have trouble crossing the road at the stop sign of Davidson
 Drive going onto Davenport Drive. My daughter and I have almost been hit a few times, drivers
 are in a hurry and not looking for pedestrians.
- Major concerns with the volume of traffic on Davenport Drive as well as the lack of street
 parking. This area is not large enough for the size of structure and traffic it will produce. Also
 getting through the lights at Cloverbar Road will be a nightmare at peak times.
- Getting in and out of the neighbourhood at Davidson Dr and Cloverbar As well as Davenport Dr and Lakeland Dr Already lights or traffic heavy and hard to get out of neighbourhood at peak times Increased traffic on roads due to school drivers
- Zone it properly so kids from the area can walk to school and eliminate excess traffic from outside areas. Zone it for davidson and clarkdale, then maybe from rural so then busses show up mainly and not hundreds of cars speed control through school hours only
- No
- I have a detached garage and I park in front of the house on Davenport Dr. My concern is people may be parking in front of my house which does not let me park there. The other concern is traffic will become more busy and more options for traffic accidents. Next is Cloverbar road and 7/11 traffic lights. It will be impossible to leave Davidson Creek in Baseline direction. Because of the larger traffic air quality will become worse.

Clarkdale North Residents

- volume (doubling of traffic), speed (right now on Clarkdale Drive speed is significant, that will likely increase with parent drop offs), pedestrian safety (potential for a pedestrian, including children, to be hit and seriously harmed likely will increase).
- Parents dropping off students: breaking traffic laws, J-walking, stopping where not allowed, students crossing against lights.

- Amount of traffic on Davidson Drive. Do not want to be delayed leaving my area. Increased non-resident parking. Lakeland Drive will def need pedestrian overpasses. There is no safe way to cross it now (don't want to spend the money). Special events at the school will be a war zone.
- Unsure at this time
- You are creating traffic congestion on a dead end street. Why not have drop off on Davenport Dr which is already a major thoroughfare for this community.
- Yes. Increasing traffic on a smaller street by having the drop off zone on Davenport Pl.
- NONE
- So much traffic on quiet road. So many kids running in an unsafe manner.
- that people will drive even slower..... nothing should change.... educate drivers on the rules surrounding the speeds listed
- None
- There is not as much parking space for parents
- Parents waiting and plugging up arterial roads
- The on-road school bus drop off area would be problematic through narrowing of the roadway. Push the school back a little west and make a widening of the road to allow an indent to the roadway to accommodate at least half the width of the school bus. This will allow opposing traffic on the road to pass with greater safety and visibility. Otherwise this will be scary to pass through at school time.
- Does the school have sufficient parking to accommodate parents and buses without impacting existing traffic flow?
- The busyness of Clarkdale Drive, and Davenport Drive.
- nc
- Increased traffic and buses in and out of the subdivision.
- none
- Speed of traffic in and around the school. Amount of traffic and parking congestion in and around the school
- Yes specifically the traffic between 8:15am 8:45 am and from 2:50pm 3:30pm will be a nightmare. We see this already as a huge concern at the Trillium Centre schools. The residents trying to actually get out of their neighborhoods will most likely end up going around meaning heavier traffic on the outlying roads such as Lakeland and Cloverbar Roads Busses will be trying to maneuver in and out which will cause increased wait times. Fortunately we live away from this area so I do feel for the residents that look on the new school area when they try and back out of their driveways good luck with that! Also another huge concern pick up time after school parents will let their vehicles idle for more than 1/2 an hour while waiting believe there should be idle free zone completely around the school.
- No I live in Clarkdale Meadows

Clarkdale South Residents

• Higher traffic volume. Student/Pedestrian safety.

- traffic volume- cloverbar road is a gong show already. Worried about pedestrian safety and
 driver safety. Parents need to drop off and volunteers/lunch supervisors drive to and from
 school as well. (the drop off area at St Theresa Middle School works well for a drop off
 zone/model).
- Parking at the bottom end of Meadowview Terrace to access the path at the Clarkdale Lake.
- Too many cars
- Concerned our street could become a perfect drop off point for parents/students. Path access to school.
- Parking on my street to access school through trail.
- Increased vehicle traffic, increased litter from students who walk, Parking?
- Just increased traffic on Meadowview Drive. With the current excessive speeds and volume of traffic on CBR, will the increase of traffic going to the new school cause more traffic issues?
- During construction there should be a designated route to enter the site.
- No
- Traffic signals going up at Lakeland and Clarkdale Drive and Lakeland and Davenport Drive thus
 pushing more traffic onto Meadowview Drive. More traffic on Meadowview Drive due to
 shortest path to Baseline.
- High volume of traffic before and after school.
- The present roads were not built to handle "school traffic" they were built to handle only regular residential traffic. Working from hindsight causes difficulties which cannot be properly addressed.
- Increased traffic on Clover Bar Road and meadowview
- nc
- There are no good solutions for putting a school in an established neighbourhood, square peg in a round hole.
- Will people park on Meadowview Terrace to go to Davidson Creek school? Will increase traffic in the neighbourhood.
- Parents and their children jaywalk across the street because walking safely doesn't apply to them - they're safe.
- Increased bus/parent traffic on Meadowview Drive. Significant load was removed when Lakeland Drive opened, could see a return, likely low percentage compared to what was previous.
- Create a pick-up & drop-off zone off the main roads & bus routes so traffic does not get backed up.
- no
- Speed and lack of considerate driving habits from the general population
- Not enough parking for visitors on the school property.
- Not really as I plan to send my children to SCA and I never go into Davidson Creek
- None at this time as I do not live in Davidson Creek.
- None.
- No concerns

- No Concerns
- No
- Nothing yet
- No
- Increased traffic on Meadowview Drive increased speed and volume
- None.
- like with every school, the problem will be the helicopter parents who arrive late and speed in and out of the drop off area. I suspect they are also a major concern for those who have voiced their opposition to the school and their request to have the school built in McGhan park.
- traffic volume and congestion pedestrian safety during school hours
- No concerns.
- No. The streets are wide enough for the flow of traffic
- No
- Make sure there is enough of a parent drop off zone for students and or parent parking. there is never enough consideration taking into account this factor.
- No
- Increased traffic Increased bus traffic
- I do not have concerns since I do not live in that area and will not use the school. However, in my opinion, the drop off parking on Davenport Place is not very cleverly designed as most of motorists will likely access the school site from the Davenport Drive. More parking should be built from that road and Davenport Place access should be used only for staff parking.
- NO. IT IS A SCHOOL ZONE LIKE ANY OTHER.
- No
- Road parking and speeding
- student drop off/pick up places
- Does not affect me. However, safety of children should be paramount.

What Actions Should be taken to Address School-Related Concerns

Davidson Creek Resident Responses

- Speed limits reduced to 30km/h to 40km/h. Crosswalks with sufficient lighting. Installation of speed bumps, forcing vehicles to slow down.
- Slower speed limits. Local traffic only signage as it should not be used as a main route from the school.
- Limit access along Davidson Drive using traffic calming to push traffic onto wider arteries. Limit parking to one side of the street only
- n/a
- Speed bumps perhaps. not sure what's most effective
- No comment.

- Signage needs to be very clear! Crosswalks should have lights for the kids to use. Lots of drop
 off/pick up areas. Perhaps one way traffic flow out of some of the parking areas in front of the
 school?
- Monitoring and enforcement to start
- In one way Davenport Drive and out one way on Davenport using Lakeland Drive to handle the
 extra traffic and not drawing tons more traffic into the inner part of the community and smaller
 roads.
- crossing lights; speed bumps to slow down traffic
- Speed bumps on Darlington drive to deter people from using this as a main access to the school reduction of speed limit to 40k and random enforcement
- Enforcement of speed limit. Perhaps speed bumps on the roadway for the portion of the road that is in front of the school.
- Speed bumps
- Replace, or adjust the Arterial Traffic lights so that Drivers do not avoid those arterials
 Roadways to drive on collector routes through neighbourhoods instead.
- Speed bumps or roundabouts/traffic circles
- Build a K-9 school like they said they needed somewhere there is room for it.
- N/A
- Install an island at the Davenport/Davidson Drive intersection to slow down the traffic. 2. Review the signalling at Clover Bar and Davidson during "peak" morning and afternoon periods.
- At this point, without knowing whatever alternatives there could be, I would like the current two-way stop to become a four-way stop to be fair to traffic from all directions. (When Lakeland Drive first opened in our area, the current two-way stop at Dawson Drive/Dawson Crescent was actually a four-way stop for a short period of time).
- Signal adjustments.
- I would like to see the parent drop off and bus lanes drive behind the school where the current trail is. There would be no houses fronting on to the road so would alleviate some of the issue of an already busy street.
- I'm not really sure, it seems like this neighborhood isn't designed to handle the amount of traffic and noise that will be coming with a new school. It seems so compact with houses right across the street from the school. I'm not sure there is any way to reduce the amount of traffic or the noise that will be produced.
- Since the school is obviously going to be built even though the community majority doesn't want it.... one option I believe is there needs to be a parent/visitor parking lot not just the turn around. Similar to what they did at Trillium Center.
- Better light changes at intersections Turning lights at peak hours
- change of speed at different times
- Traffic circle and speed bumps
- As of right now the traffic via Davenport Dr. is through, from Cloverbar Rd. to Davenport Dr. to Lakeland. Would be good to block it. Traffic light at 7/11 to make longer for Davidson Creek to Cloverbar Rd. to te left. Put a photo radar in 30 km/hr area.

- I think the process for this school decision has been very arrogant.
- I heard suggestions of turning Davenport Drive into a one way street. Absolutely against this. You cannot seriously inconvenience residents for 5 hours/week of student drop off int total
- Traffic calming at the intersection of Davenport Drive and Meadowview Point ie. median circle or roundabout. Change public attitudes.
- Traffic calming at regular intersections throughout the neighbourhoods to require drivers to pay attention while driving through.
- Seeing that a school is going up, I think we are screwed no matter what.
- I want these issues addressed. I want a safe community for my family.
- Parent drop-off NE of the school next to the greenspace with a roundabout to accommodate buses going back and forth. Eliminates left hand turns.
- Other than not have school, I'm not sure. A bad situation overall....
- Only school site in Sherwood park surrounded by homes and driveways on two sides of the roadway. Will be uniquely problematic on garbage day. It's a catch 22- the roads need to be wider for the increase in traffic but this encourages higher speeds.
- Change bus drop off to something that makes sense, speed control, traffic lights. Proper parent drop off, no one ways.
- Switch parent Drop off and teacher parking lot on plan
- Keep parking on Davenport Place! Possible roundabout on Davenport Drive. Keep buses on Davenport Drive. Put parent parking on Davenport Drive and staff parking on Davenport place.
- Structural improvements to roadways.
- Move the school to a location where traffic has the ability to flow safely, and efficiently past the school, not forcing this excess traffic past this family-oriented community
- Return Lakeland back to the state that works for the safe and efficient transportation of vehicles
- I would like to see ped lights at Dorian and Davenport and Davenport Place and Davenport Drive. Lights at Lakeland and Davenpot/Clarkdale.
- Don't divert school traffic along Darlington Drive. Funnel traffic volume along Davenport Drive out to Lakeland Drive. Address Currently dangerous left turn from Darlington onto DavidsonDrive.
- Continued public engagement.
- Staggered start time between Lakeland and Davidson Schools. Clear plan to address traffic before permit is issued. Red light ped crossing on Lakeland.
- Hoping you have effective ideas.

Clarkdale North Resident Responses

- Appropriate traffic calming (eg. Roundabout on Clarkdale Drive in the middle), More enforcement (Bring back photo radar), Better signage (Kids playing, slow down this is your neighbourhood, flashing speed signage)
- More bussing. Less cars. No parking zone for area. Only permit parking. Painting curbs so studpid people don't encroach on to corners and crosswalks. Encourage walking from local. Let

the students in the school. Less parents parking and walking in. Only drop off- FKK and SCA schools.

- N/A
- Relocate dropoff area to Davenport Dr. and make it large enough to handle the expected and future growth needs of the school.
- Switch the parking on Davenport Dr. with the drop off zone on Davenport Pl.
- N/A
- Don't put the school there. Bring back the baseball diamond. Which I realize are totally unreasonable. Encouraging parents to let kids walk to school instead of driving them. Scooter and bike racks that are better than the ones at lakeland ridge. Encouraging parents to let their little ones be more independent. Provide busing to encourage less parents clogging the roads around the area
- nothing should change, educate drivers
- crossing lights for children and safety precautions
- Ensure a proper(see. don't undersize) pick up and drop off parking lot/zone etc.
- Alternative provided in previous answer.
- Not sure, when there is a lot of traffic there is only so much you can do , especially at peak hours
- n/a
- Better traffic flow. i.e. traffic circles
- none
- Well not build the school in our green area but that is not an option. Make the entire perimeter IDLE FREE! All areas along Davenport and the east side of the school (not sure of the street name) should be NO PARKING for ease of residents in the area parking should only be able to be utilized on the east facing lane of Davenport not in front of the homes.
- N/A

Clarkdale Meadows South Resident Responses

- Proper and thorough community consultation.
- Speed limit signs that include times school zone or playground is in effect. Crosswalk with lights.
- No parking 8-4pm enforced. Resident parking only with permit.
- Walk to school
- There are no likely solutions. Time will tell.
- Bring students in from Davidson Creek and Clarkdale so they can walk.
- More detailed up front information ie. where are the students coming from?
- A safe work plan with all contractors attending in regards to hazards and potential to harm in a developed community. Safe work plans include maps.
- More traffic calming on Meadowview Drive. A playground zone adjacent to the hockey rink.
- Stagger LLR/Holy Spirit and new school start times
- RCMP to do more monitoring as speeders love Davenport Drive.
- Consider enforced no parking across the road from the school.
- none.

- Knowing dedicated bus routes and that they are evenly distributed through the known main roads in and out of the area.
- A dedicated pick-up & drop-off zone for parents
- No concerns
- (1) all residential speed limits reduced to 40km/hr (if Edmonton can do it, what can't we?) (2) law enforcement (this aspect really needs to be stepped up besides red light/speed cameras where everyone knows where they are) (3) traffic calming other than speed bumps
- Ease up on new construction of homes because the population increased to quickly and now too many new issues are arising.
- N/A
- N/A
- Don't know.
- Obviously in from of the school, you will need to lower the speed limit
- N/A
- Nothing yet
- none
- Traffic circles introduced on east entrance and south entrance on Meadowview drive
- n/a
- proper enforcement, e.g. a stationary radar or regular blitzes with cops not standing there in high vis vests so that people can't spot them from the other side of town?
- Traffic division be honest about the projected volume issues.
- Just speed limit zones
- Maybe if necessary, make streets a one way, or only able to turn out of the parking lot a one
 way option. This would at least keep traffic moving.
- Unsure.
- Speed limit reduced within the entire neighborhood. Drempels (large speed/raised platform that car passes over). Consider implementation of single lane pass at a time (i.e. one direction has priority through single lane)
- Please see my suggestion expressed in the previous question. Also, as a parent, I am fully aware
 of traffic issues around school zones. Ample of parking helps, but patrolling by school staff
 during the 20 min peaks in the morning and in the afternoon makes the real difference as there
 will be always those who try to ignore rules for their own benefits. People just act differently
 when no one is watching.
- IF THERE ARE TRAFFIC ISSUES, EDUCATION AND THEN STRICT ENFORCEMENT SHOULD REMEDY THE PROBLEM.
- Don't make the entire neighborhood more difficult to navigate because the people living by the school are unhappy.
- Road parking for residence only 30km Crosswalk with "blinking" light activation
- designated drop off/pick up area

Messaging for School Parents

- Encourage home schooling
- Share and adhere to any rules that are established for the new school.
- Other people live in this neighbourhood. Please slow down even though you are in a rush. Show consideration.
- Parking in designated areas only. No J walking. No crossing the street. No Parking in front of houses.
- Children have legs and can walk a few blocks. Please don't U turn or drive further into the neighbourhood.
- Be courteous of all homeowners. Slow Down. Be Careful and don't drive distracted. Don't park or turn around in driveways.
- No idling. Do not park/block driveways. No left turn coming out of parent drop off.
- No speeding, No parking in a no parking zone, proper drop offs, no blocking driveways.
- How to safely and efficiently get in and out of the area
- No parking in front of driveways/fire hydrants. Keep in mind garbage days. Use the proper drop off for parents. No speeding. No idling.
- ???We will not affect your lifestyle, your parking, etc.
- Information about the safety about U turns, parking in front of driveways. Information about where to drop off their kids.
- ??? Encourage parents to let their kids ride the bus or walk to school and not have every child chauferred to school. That is the biggest hazard.
- Abide by traffic calming. "local traffic only" sign on Darlington Drive and Davenport Place.
- Respect: we are all part of the same community
- Clear communication of preferred routes for traffic
- Clear guidelines and boundaries. Continued opportunities for feedback once measures introduced- stats and data- how is it working?
- Be smart. Be courteous- it may not be your neighbourhood, but it is mine.
- Results from other discussion groups/areas
- ??There needs to be adequate parking and drop off spaces. If this is not provided id doesn't matter how or what you communicate to parents.
- ??? Walk to school
- No idle, drop and kiss zone. Not sure the solution for pick up- No Stop zone?
- ???Walk- don't drive kids to school, don't idle vehicles in winter, car pool
- ????Send your children to school by bus rather than drive them.
- ???Walking is healthy. Car pooling is good for the environment. Idling cars/turn off engines
- An easy in/out for parent drop off that does not include driving thru residential areas.
- No blocking of driveways in the area, or parking in the middle of cul-de-sacs.
- Do not block driveways or fire hydrants. Please be curteous to homeowners by slowing down and watching for children.
- A reminder that they are in someone's neighborhood and to be respectful.

- Drop off and pick up should start and end at reasonable times. It's not a competition for parking. Walk to school!
- Drop off areas are meant for that purpose only. Stop a block or two away and walkaline to the school if possible. Use a carpooling option.
- safety, slow down
- no parking zone will be strictly enforced,
- Darlington drive is not an access road to the school
- No Parking
- info on how the plans are working for other areas
- Teach them not to jaywalk, with or without their kids. Not to litter when waiting.
- Be considerate of the school's neighbors.
- Apart from telling school parents that blocking driveways is prohibited, I am unsure at this time.
- Respect home owner property and parking
- Dont block our driveways
- I have heard of other schools that have problems with parents parking in residents parking spots and blocking driveways because there is no where else to park and would like this addressed. I guess just being considerate of people who have to live here.
- I live two houses away from the proposed front of the school. I do not want people parking over my driveway nor having to "fight" for street parking.
- Not to park in front of driveways Be respectful of idling in front of school and homes
- Safety first
- Please respect local homeowners, dont park in front of their houses, don't leave car running for long time (especially in winter and summer), dont speed and full stop on stop signs.
- Teach your kids how to cross the street safely. Stop! Look both ways! Listen! Look again and IF safe proceed.
- Have your children prepared and dressed for drop off when you pull in to the zone thereby not holding up the line of drop off
- Tell children to pay attention to traffic not cell phones. Even if it is not their fault they will be the ones who will end up hurt or worse.
- Already put my thoughts for this in a separate section. but also very stiff penalties for parents who drop off in the wrong spot or park "for just a second" in houses across the street. You hear horror stories from Glen Allen and other schools where drop off was not well considered.
- More police presence during busy times if possible.
- Do not stop in the middle of the street
- that there is zero tolerance for parents not obeying the parking signs as well as following proper rules of parking by crosswalks etc
- Appropriate parent parking, Every school I go to there is a ridiculous shortage of parking for
 parent drop off and pickup that exacerbates the problem and pollution by forcing parents to
 come to the school at least 30 minutes prior to pickup just to get a parking spot at all, or at lear
 one that is within blocks of the school. I have no less that four neighbours in this situation every
 day, for Lakeland Ridge school. At present, there will clearly be an insufficient amount of street

- parking after the school need reductions. There are only two streets suitable here, and this will not be enough.
- Parents should really consider their need to be present at the school daily. Many are causing traffic blockages and idling unnecessarily for their own convenience.
- It all sounds great, however it's the parents that don't follow the protocol that makes it very congested. Parking signs are usually not followed, parents do get out of there vehicles to drop off there kids. If you are not there 30 minutes before the bell rings at the end of the day, you will not have anywhere to park, which is also a problem, if you are parked in a visitor stall you can't get out. This is what I found being a parent at Lakeland Ridge for 10 years.
- Parents who do not observe parking guidelines when doing drop-off/pick-up should be fined.
- Be patient and don't speed to the school
- NO IDLING Be respectful of your neighbors SLOW DOWN STOP at stop signs Park in designated parking areas
- If you live within 2 K you're doing your kids a favour if you make them walk to school even on the coldest days.
- Support of the traffic safety has to be followed by school parents and residents equally to function safely.
- The map of the pick-up & drop-off zones. There should be a fine for those who don't follow.
- The reality is most parents will be dropping their children off at school via the family car, until schools take this seriously and are designed to accommodate this traffic will be a problem.
- Set the example; drive like you want others to drive for the safety of your kids
- Bus needs to drop off children earlier at schools and then allow parents to drop off in bus zones.
- That late is better than unsafe. That your kids won't be penalized for being late. Parents rushing cause safety issues.
- Learn how to drive in school zones dropping off your kids and teach them to be traffic wise.
- Don't arrive at the school 30 minutes early just to get a parking spot
- Similar to those for FKK
- School Zone
- Respect speed limits Watch for children walking, playing
- Speeding in school zones is not ok, get up on time and plan for wait times at the drop off zone.
- Informing them of the traffic management plan. School staff support to navigate the plan in the first month. I.e. Appropriate drop off and pick up zones.
- Use designated drop off zones. No idling of vehicles in school zones. Use school buses whenever possible rather than driving kids to and from school in personal vehicles.
- Where parking /pick-up is. Not where you can't.
- I like the ideas presented in the catholic school map shown on the previous slide. Signage outside of the school (even if it is temporary at the beginning of each school year until parents get a routine going)
- Pick up your child and go. Do not chit-chat, while blocking the pick up or parking zones. Park as tight as possible so the limited space can be utilized better. Rules are rules, follow them.
- THEY ALL PLAY A PART IN THE SAFETY OF THE CHILDREN

• Stick to posted speed limits, pay attention when dropping off or picking up your kids and use common sense about where you stop/park

Ideas Beyond Physical Traffic Calming

- Have staggered start/end times of the school.
- Find a way to encourage more people to walk to school (bike racks, incentives). One way traffic flow.
- Changes to speed limit Enforcing the speed limit bylaw
- Clear direction and flow to appropriate feeder roads, whether lakeland dr or into lakeland ridge to Clarkdale drive.
- Random enforcement to make sure rules are being followed
- speed bumps lower speed limits
- No School Associated On-Street Parking. Use the Attached Parking Lot only.
- lower speed limits speed bumps traffic circles
- Build elsewhere, already have similar school very close by.
- Unfortunately, the use of Peace Officers and RCMP traffic officers, as has been the case regularly at Lakeland Ridge School...
- They might need some left turn help to turn south to the drop off area from the main road.
- Find somewhere else to build the school.
- Not really, like I said before I can't imagine anything that could be done other than creating more space as a buffer between the neighborhood and the school.
- There needs to be full set of lights placed at Davenport Dr/Lakeland Ridge Dr intersection. With the increased volume during peak times we need to be able to get onto arterial roads efficiently.
- More RCMP presence Encourage parents to walk kids or bus and not drive kids
- Proper zoning, keep kids from the davidson clarkdale areas so they can walk to school, fresh air and exercise, remember that?
- School patrol during busy periods
- Traffic officers to review parent parking, photo radar and camera.
- None needed. Standard approved international signage for school zone and approved speed limit posting is all that is required.
- Student crossing gaurds
- Ensure the AMA patrol is set up earlier in the year than Lakeland does. They don't start helping kids across the road until the middle of October.
- Encourage children to walk to/from school during nice weather. Poor weather can sometimes negate this though.
- i would sooner see more of the field dug up for parking than to allow the on-street nightmare this design is likely to bring.
- More parking. Educating parents on the value and convenience of busing. Well organized school open houses. Open houses and concerts can be a problem for nearby residents.
- Have more students using bus system

- Use drop off zones on the south side of Davenport Drive only NO parking along the NORTH side
 of Davenport. DO NOT put in cross walk lights in the middle of Davenport only to be used at
 the corners NOT IN THE MIDDLE -as traffic will get backed up if pick up is allowed on the NORTH
 SIDE of Davenport for multiple kids to cross keep pick up / drop off to only the SOUTH SIDE of
 Davenport..... NO U-turn signs
- Enforcement of Alberta traffic laws every day.
- Dont put a new school in davidsons creek???
- Along with the standard signage and road markings, I think rumble strips on the approach to
 each intersection and school zone would remind drivers to slow down, and are not intrusive as
 speed bumps.
- Having different grades start at different times. The use of buses would reduce the number of cars.
- Non-manned speed traps mounted on poles
- Flow through drop off area. In one side out the other.
- Let the kids walk to school. They don't need entitled parents doing what they want in school zones and in area.
- Make sure there is lots of off road parking for parents so they are not trying to park in front of peoples houses
- Traffic calming traffic circles seem to slow traffic while keeping it moving
- Mandatory education sessions for all parents with kids enrolled at the school, enforcement
- Arrival and departure times for different ages. I know that it would be hard to manage, but the older kids get out first, load buses and cars, then a group of next. Traffic is always a cluster because everyone all at once.
- I don't have knowledge of the issues concerning the immediately impacted residents but I imagine they would have concerns about congestion at connections and would like the have a plan on helping traffic flow at intersections like clarkdale dr/davenport dr, davenport dr/davenport pl, davidsondr/davenport dr.
- As I already mentioned, have school staff patrolling the access roads and parking areas. This will make a huge difference. Guaranteed!
- I AM OPEN TO ANY PROVEN TECHNIQUES AS LONG AS THEY ARE LIMITED TO THE AREA OF THE SCHOOL AND FOR THE SOLE PURPOSE OF TRAFFIC MANAGEMENT FOR THE SAID SCHOOL.
- Make sure there is adequate drop off zones and parking at the school
- Clean brush back from walkway system to accommodate bicycles and foot traffic
- The school is in the wrong place. Retrofitting/shoe horning is not a solution. Normal future looking school site planning would have considered these problems in basic development plans.
- Build the school somewhere else! Ensure the existing playground remains a playground zone.
- Only Clarkdale Meadows Students should be coming to this school. School traffic guards.
 Education only works on people who actually care about their neighbourhood. You cannot educate everyone to be considerate of others.
- Police control, parking guards, ticket enforcement

- Top priority should be to eliminate hazards entirely. Should be mandatory bussing for anyone outside of the neighbourhood. Parent drop off should not be allowed except in special circumstances.
- Pull in bus lane on Davenport Drive.
- switch teacher parking and parent drop off. Widen Davenport Place. Have pull in spots for school bus drop off.
- wider roads, plenty of parking, change parent drop off location
- Switch parking lots and bus locations
- Parent parking on Davenport Drive and staff parking of Davenport Place
- Make it a playground zone rather than a school zone.
- Lower speeds to 40 km/h similar to Edmonton.
- Traffic Officer for start and end of school
- staggered start times for different schools.
- Enforcement, Education, Traffic safety campaign like Vision O in COE. Work with other jurisdictions for innovative solutions not just the standard fall back.
- Large one way drop off zone on school property. No stopping zones on public roadway near school. Drop off zone should not be combined with parking area.
- Lights for crosswalks and flashing lights for school zones that flash during the school zone time. Enforcement! Traffic calming with curbs inset area is not a good idea.
- RCMP involvement in/with community discussions
- Not enough has been provided to this point to respond with a thoughtful answer
- Large signs with times school zones are in effect. Often people get frustrated that people are going slow outside of times for school zones. Will keep traffic flowing and tempers down.
- School zone signs that are lit and Flashing during school times.
- Kids could walk. Any traffic lights that are added- have them set to work at peak times only ie. 8-9 and 3-4- otherwise use a stop sign to access Lakeland Drive.
- crossing guards
- There could be widening of the street to allow for drop off parking or a circle route at the yard
- Enforcement of school zone speed limits

Appropriate Ways to Involve the Neighbourhood

Davidson Residents

- Greater advertisement of public sessions. Signage at proposed school sites.
- More signage, re: meetings, etc.
- Get everyone's input and listen to what they say
- I would like to be kept in the loop. I will not have kids in the school, but will be impacted by these decisions.
- It perhaps may be too late for productive involvement. Please make the best of a bad situation.
- email, letters mailouts, public forums.
- Lots of pictures on the web

- Let us know you are hearing these concerns. Come out and let us show you our community's concerns are relevant. We live it daily and these concerns to date do not seem to be heard.
- Keep having open houses
- Place signage in the neighbourhood so they can be informed if they are not on the email list.
- Focus group. Too hard to do in large workshop format
- Engagement from the school
- Open houses such as the one on Dec 1st. Newsletter updates.
- Have more meetings or online info sessions.
- Workshops are good, but there was not enough notice for this one. Not everyone picks up their mail every day.
- Keep them informed of changes and updates. Make their voices heard.
- Surveys Meetings
- consultation, surveys, clear intentions for people to see and have input before it is already too late because decisions have already been made. Actually take into consideration what people are saying it is not being said for nothing.
- workshops and surveys if residents are interested in providing feedback, they will.
- Send out a package of the rules to residents so they are aware of the rules and for them to be involved in calling into the county when they see parents breaking the rules or letting parents know that they are breaking the rules
- well a survey is a good start
- Like, tell them, before they buy a house when a School is (not) (oops, now it is) planned to replace the only Park in the "Neighbourhood". And have a public meeting (We did) (What! We forgot), (oh well.) to determine the public interest. Now you are going to stick obstacles of sorts in the driving lanes.
- as you are already
- Actually listen and give credence to what they say.
- Like this survey/ townhall meeting combo.
- Continue to hold meetings and online surveys like this.
- Keeping them informed and asking their opinions
- This survey as well as continued "town hall" meetings. We are the ones directly affected with inconvenience as well as property value issues.
- Let them know early what the zoning is, school zoning.
- Local paper
- Neighbor watch, hot line to traffic officers.

Clarkdale Residents (North and South)

- Like this traffic engagement. Advance notice of meetings. Only invite feedback if it will be considered. Information to residents on times of day most affected and suggestions on routes
- Engage in the traffic safety campaign. Need to have drivers take ownership, not just neighbourhood residents as it is often cut through traffic.

- By actual listening. The engineers who made LLR school parking lot were complete idiots. The exit is too close to the lights and there is only one exit.
- on line surveys, response with feedback
- Be more up front and genuine with information provision. I sense an increased level of frustration in the room directly correlated to the way information has been provided this evening.
- Once you know where students are zoned from have public meetings/consultation again.
 Concerns vary depending on where students are coming from. Open house meetings.
- In the US school safety is taken at a much higher level. Adult crossing guards- police with lights flashing. You get the message.
- Open houses like this. Websites. Mailouts.
- More open town hall meetings. Take a vote on final options presented. Surveys
- Invite all residents to school open house, speak to sense of community, ownership/our school to get buy in
- Try telling residents to stop being paranoid about traffic. Stop the incessant lie that "speed kills". The mantra should be to pay attention both as driver and pedestrian. Traffic enforcement can always be a hammer.
- Parent crossing guards
- Putting parking restrictions in place before the school opens. The houses that face onto the
 proposed area don't have an alley (like the houses beside Lakeland) they are going to have their
 drive way blocked by inconsiderate people all the time. Give them the help before and have
 police giving out tickets all the time. Provide the houses with a number to call when it
 happens.
- Look out for others children to help keep them safe, which is why most parents drive their kids to school.
- survey
- Meetings/online
- Send us the site designs and options and allow us to pick. Model the amount of expected parent drop/pickup cars as occurs at other schools, and overlay that onto the amount of street parking here and the likely overflow into the adjacent residential areas.
- Let children walk to school when possible, or take a bus, or car pool.
- Be open to making changes. A plan is great on paper however may not be reality. If adjustments are needed listen to the residents and be flexible.
- Thorough communication.
- door to door flyers or drops in our mailboxes through the County Paper also.
- Flyers in the neighborhoods supporting the school.
- Have local residents work with the planners to run simulations for parking & traffic flow throughout development
- online
- Make sure there is a good communication process in place
- Door to door talks because people are lazy

- Survey and residents meeting.
- Emails. Facebook page, flyers in mail
- Open house consultations
- Meetings
- Host neighbourhood sessions Email, surveys
- Through town hall meetings or surveys (just as has been done on Dec 1 and through this survey)
- Workshops and information sessions at the school, full page ads in the Sh Pk News
- Communicate traffic management plan to residents. Communicate changes to the plan over time.
- this survey. Workshops (already completed)
- ATTEMPT TO EDUCATE THEM. REMIND THEM THAT MOST OF THE VIOLATORS OF THE CHILDREN'S SAFETY NEAR THE SCHOOL WILL BE THEMSELVES.
- Build the school and police traffic activities aggressively
- Open houses to discuss the options
- open house/direct communication
- Continue to hold consultation workshops, however, have them more drop in and continue to have online surveys requesting feedback.

Final Comments

Davidson Creek Residents

- Increased enforcement. Bring back photo radar. Reduce residential limits.
- Not enough calming areas on roadways with houses on both sides. PLEASE BRING BACK PHOTO RADAR!
- What ever is done has to be enforced!
- Elimination of the hazards should be a higher priority than engineering or administrative controls. EIPS doesn't care about the plan because the problem will be the County's when the school is completed.
- The traffic is crazy now. It is difficult to imagine how busy/crazy/hazardous it will be with all those parents dropping off their kids. The roads are not built to handle that amount of traffic.
- Keep parking for residents on Davenport Place. There is a fire hydrant so there is not extra parking for 2 houses so this is very important.
- If you are going to have medians please do not put in high bushes to impede sight lines.
- Thank you for doing this
- Thank you for this engagement session.
- Residential neighborhoods should not have a maximum 50 speed limit. Especially on roads with many curves. It is unsafe to back out of the driveway when people come flying around the corner and do not have enough time to stop.
- I am thankful for the consultation and the ability to provide feedback
- The community has grown, the volume of people and traffic has increased. Concessions need to be made in sure safety and efficiency for both pedestrians and motor vehicles. NO parking too

close to corners of major roads like on Davidson Drive and the plant workers who park and ride and create poor visibility for those of us trying to turn onto Davidson Dr. from Darlington Drive but cant see around the truck. Making sure the lights are monitored to control traffic congestion on Cloverbar, etc. The parking on Davenport Place right by the cross walk creates a dangerous hazard.

- More police or peace officer presence to enforce the safety;
- speed limits speed bumps police enforce the laws re: parking various types of vehicles (patrol often and enforce) school bus drivers need to slow down
- Just don't go there.
- Will need to look at building a sound barrier wall like the one on Wye road, Lakeland drive will have increasing traffic volumes as Bremner is being developed.
- Thank you for seeking residents' input! Unfortunately, Lakeland Ridge School/Holy Spirit School
 have had so many challenges with school parents disobeying traffic signage and laws that it is
 hard to be hopeful with this new school. Please try to find ways to prevent Davenport Drive
 and Davidson Drive from becoming speedways. Please look at adding flashing crosswalk lights
 along Davenport Drive for pedestrians to cross Davenport.
- This is our home and we should have the biggest say on what is happening here. Unfortunately so far many of my neighbors don't believe we have been heard.
- Reduce vehicles traffic through zoning the right kids to the school.

Clarkdale North Residents

- Its been an issue for far too long. Didn't see much come out of the last traffic safety study. Would like to see measures that will work. With wide roads there is lots of opportunity for measure that will work eg. Roundabouts. How can various Measures be combined to make an impact.
- Look at other areas. Ask what they think about the traffic calming ideas that were implemented. Think before you build. There is always a better mouse trap.
- RCMP involvement in/with community discussions
- This is an issue that is totally without merit. Please cease this "traffic calming" mentality and get back to being a community that allows traffic to move within the parameters of the Traffic Safety Act.
- As far as I am concerned traffic calming only enrages drivers or shows them a clearer path to get through the neighbor hood as in Glenallen. The three and four way stops clearly shows the way through the neighbourhood and reduces time even more cutting through by not having to wait for long lines of traffic at one way stops.
- More traffic enforcement present at school start and finish. No change in speed limits.
- the spiffy cross walk lights that were installed by lakeland this fall are very impressive. I think they should be put in across Davenport.
- Traffic Calming does not work much. Most cars do not slow down and it makes it very difficult to navigate during heavy snow falls. I find it to be extremely wasteful of taxpayer dollars.

- more police presence or adding a community watch group to help deal with reporting dangerous driving
- Let's not get the smart idea to put in one of those mini traffic circles.
- There is a massive amount of 30 km zone in this subdivision already. Just getting out of the subdivision accounts for 40-50% of the time to a destination in Sherwood Park. We do not need to be hemmed in anymore. Give something back for the new inconveniences. For example, fence off a playground zone sufficiently so that cars can pass by with safety for both parties.
- Hopefully we will not end up with those dreaded speed bumps.
- Concern about the school affecting home values in the area
- Just to consider making 50km/h zones 30 km/h. It is perfect when driving passed the 30 km/h park zones. People drive too fast in the smaller roads in Clarkdale.
- I would like to see speed bumps on Clarkdale Drive. The speed limit is 30 and ppl are clearly not following it. I have call the RCMP before and nothing has been done
- I think the traffic is calm already and I'm not sure what the concern is.
- Adding a school in the middle of an already busy area is a huge concern. There are so many traffic violations being carried out at the Trillium Centre in the morning and after school the police could get their quota of traffic tickets each day! This only brings more traffic concerns and pollution concerns as parents let their vehicles idle and so do the busses. This MUST be an IDLE FREE area 100% Also parking drop off / pick up CAN ONLY BE ON THE SOUTH SIDE OF DAVENPORT NOT the NORTH SIDE. I am also certain that more traffic will be coming through the side roads such as our road Sunflower Crescent as parents cutting from Summerwood over to this school. Lucky us.
- Please don't do anything to the roads like what happened to the road leading into Glen Allen South from Baseline Road. That is the most ridiculous "traffic calming" solution. The places where the construction occurred is so rough I suspect it won't be long before it will have to be repaired, especially with the cold weather we have just experienced. I feel bad for the residents of that area.

Clarkdale South Residents

- This feels more like a school PR exercise. I was under the impression this was more about traffic safety and possible corrective actions for the issues.
- ??The facilitator to have some interpersonal skills to at least feel like they are trying to engage residents and come up with solutions. Very vague, trying to drive how residents respond/concerns. Thought this was about a regularly scheduled review of Clarkdale/Davidson?
- Get Federal government participation \$\$\$ Encourage people to walk to school.
- More police presence on Cloverbar Road during mornings and afternoons on school days. Speed display boards during school hours.
- Encourage traffic to flow- no stopping, no 3 way stops on Clarkdale Drive.
- Major Problem in the area is No one does the speed limits anywhere. The whole area has become a racing course. Morning traffic and evening traffic is chaos and dangerous. Lack of policing.

- I think it is extremely unnecessary in certain areas. That being side, widening roads making it easier to park does make sense. Traffic calming only really needs to be done in the immediate area surrounding the new school
- Reduce speed limit to 30 km/hr on Meadowview Drive beside McGhan Park on the east side and enforce.
- It seems like the school zones and intersections can't have enough marking. Cross walks with flashing lights, rumble strips, designated drop off zones and entry exit points would be ideal.
- Traffic circles or speed bumps to make people slow down. 4 light-controlled pedestrian
 crosswalks at the major entrances to Meadowview Drive. A major worry I have is that people
 will speed around a corner and hit me so I wait on the curb until there is no traffic I'm any
 direction.
- Driving habits in general have become so sloppy and in the current driving culture of 'it's all about me', Strathcona County needs to set an example in more than just these two sites. 50km/hr in a residential neighborhood is far and away too fast, but combined with that is the simple fact there is no enforcement of traffic rules. Monitor any stop sign in a residential neighborhood; out of 50 cars how many stop? Monitor speed; what percentage of drivers actually drive within 10km of the speed limit anymore? Set an example for Alberta; lower residential speed limits and enforce the law.
- Either speed bumps or speed limit to decrease to 40km. Driver's are to distracted and are not paying attention. Also the lighting in all the streets is way to dim and driver's cannot see pedestrians easily.
- When leaving meadowview to turn onto streets that take you to Baseline or Cloverbar people often turn into the wrong lane, causing issues. Signage reminding to turn into the lane closeat to them and periodic enforcement would help tons
- We don't have a calming need. Traffic generally works well except for parents near or at schools.
- Really haven't felt there is an issue here. Moved here 24 years ago, My kids were raised here—Took school buses here and we never had an issue.
- I've been hit by a car going to my mailbox-something needs to be done as I'm certain there will be a fatality at this location. Please do something on Meadowview Drive.
- We all will have to be VERY vigilante as to our speed and awareness to the extra children that will be on our streets with the new school addition.
- we need a flashing light at the crosswalks to Mcghan Park
- Don't think there is a problem
- My concern is that all traffic calming measures will be concentrated in the direct area of the school and the rest of the neighbourhood won't be considered. Volume will increase on Meadowview Drive in general and speed is an issue already, especially in the south side of Meadowview Drive (going West). More volume, more speeders -I would like to see a traffic circle or other physics measures to control the traffic. Please don't forget about those in the other areas of Clarkdale Meadows!
- Traffic in Clarkdale Meadows generally is no problem, but there are a few people who think the rules don't apply to them. A lot of the noise immissions also come from Baseline/Hwy 21 where

- enforcement is sorely lacking. Are residents maybe confusing that traffic with traffic in the neighbourhood?
- Implementation of 3 or 4 way stops at major intersections in the neighbourhood to slow down traffic speed and to assist in safer intersection navigation for drivers and pedestrians.
- Restrict street parking and require residents to have parking permits for residential parking.
- Keep existing speed limits. Don't install traffic circles.
- At present, I have lived in Clarkdale for over 25 years and I don't see any traffic problems. Having raised little kids and now my kids are driving it seems the same as it did in the beginning everybody still watches out for kids.
- Lowering residential speed limits is a big step towards our goal of safer roads. Edmonton lowered theirs without issue. Many other municiplaities do too. Why can't strathcona county? 40 is still plenty fast on the residential mainroads and still fast on the residential side streets. None of these roads need a speed limit of 50. Because in Alberta people will go 10 over so we regularly see pople doing 60 on these streets which is way too fast. If you add tighter street features then it just compounds the hazard. I've both driven and walked through those neighborhoods that this has already been done to and I didn't feel safer. As a driver I felt more unnerved because if someone/something entered the roadway I would have less-to-no time to react as the distance between my car and the edge of the road has been reduced.
- Consider dropping the speed limit in the neighborhoods to 40 or even 30km/hr throughout. Add traffic calming measures to limit use of Meadowview/Clardale Drives as shortcut from Baseline Drive to Lakeland Drive.
- Traffic calming is not a solution, it is a bandaid. The solution is in better drivers and pedestrians
 education. Penalizing motorist due to uneducated and ignorant pedestrians and vice versa will
 not improve our lives. I heard too many times the expression "I am a pedestrian, I have right of
 way." I disagree!
- PLEASE REFRAIN FROM THE USE OF PHYSICAL CALMING DEVICES SUCH AS TRAFFIC CIRCLES,
 NARROWING OF ROADWAY, SPEED BUMPS AND RIDICULOUSLY LOW SPEED LIMIT. MAKE SURE
 A CHANGE IS WARRANTED THROUGH ACTUAL TRAFFIC STUDY INSTEAD OF BEING BASED ON SOCALLED EYE-WITNESS TESTIMONIALS.
- This County continues to worry about how they can slow people down instead of designing and building proper roadways in the first place. Everyone is worried about the climate and the County is creating more stop and idle locations instead of moving vehicles through the County in an efficient manner.
- Hope any speed bumps are an improvement over those on Glenbrook. These resemble crappy paving and are treated as such. Few people slow down. The sharks teeth that were painted are no longer visible after a little snow.
- Please ensure that there will be no speed bumps or additional islands with plants that impede a
 driver's view and cause challenges for pedestrians. Make it a solution for those who have been
 in the community for a long period of time (i.e., don't make changes for people who move in
 and then don't like the way the road is)

Davidson Creek/Clarkdale Meadows Traffic Calming Project

Open House and Online Survey Results

Prepared by Debbie Rawson

Executive Summary

This report summarizes the results of the second phase of public engagement for the Davidson Creek/Clarkdale Meadows Traffic Calming Project. Feedback from 85 residents representing 76 households was compiled to understand resident preferences for the traffic calming options presented.

Resident Preferences for Traffic Calming Options

Davidson Drive at the Trail Crossing

Support for Option B (Median Island with Pedestrian Beacons) was highest among residents with 26% of residents preferring Option A, 41% preferring Option B and 33% having no preference.

Davenport Drive at the Playground

Support for Option A (Do Nothing) was highest among residents with 42% of residents preferring Option A, 38% preferring Option B and 20% having no preference.

Darlington Drive

Support for Option A (Permanent Speed Boards) was highest among residents with 54% of residents preferring Option A, 20% preferring Option B and 26% having no preference.

Davenport Drive east of playground zone to Clarkdale Drive

Support for Option A (Permanent Speed Boards) was highest among residents with 53% of residents preferring Option A, 19% preferring Option B and 27% having no preference.

Intersection of Davenport Drive and Clarkdale Drive

Support for Option B (Pedestrian Beacons) was highest among residents with 24% of residents preferring Option A, 46% preferring Option B and 30% having no preference.

Clarkdale Drive at Orchid Crescent

Support for Option A (Curb Extensions) was highest among residents with 32% of residents preferring Option A, 19% preferring Option B and 49% having no preference.

Meadowview Drive at Lilac Terrace

Support for Option A (Curb Extensions) was highest among residents with 34% of residents preferring Option A, 15% preferring Option B and 51% having no preference.

Meadowview Drive at the Trail Crossing

Support for Option B (Median Island with Pedestrian Beacons) was highest among residents with 30% of residents preferring Option A, 34% preferring Option B and 37% having no preference.

Feedback summarized in this report will be used to inform the development of final recommendations for traffic calming. These plans will be presented to Council in May 2017.

Contents

1.0 Introduction	3
1.1 About the Davidson Creek/Clarkdale Meadows Traffic Calming Project	3
1.2 What this report provides	3
2.0 Methodology	4
2.1 Recruitment for workshop and online survey	4
2.2 Open House and Online Survey Structure	4
3.0 Results	4
3.1 Participation and location of residence of participants	4
3.2 Analysis	4
3.3 Davidson Drive Trail Crossing	6
3.4 Davenport Drive at the Playground	8
3.5 Darlington Drive	10
3.6 Davenport Drive east of playground zone to Clarkdale Drive	14
3.7 Intersection of Davenport Drive and Clarkdale Drive	17
3.8 Clarkdale Drive at Orchid Crescent	19
3.9 Meadowview Drive at Lilac Terrace	21
3.10 Meadowview Drive Trail Crossing	24
4.0 Conclusion	27
4.1 Next Steps	27
Appendix One: Open House Survey Tool	28
Annendix Two: Pecident Comments	20

1.0 Introduction

1.1 About the Davidson Creek/Clarkdale Meadows Traffic Calming Project

Several collector roads in Davidson Creek/Clarkdale Meadows are nearing time for regularly scheduled rehabilitation. Residents have expressed concerns with traffic speed and pedestrian safety in both of these subdivisions in the past. In some locations, the Traffic Engineering and Safety branch of Transportation and Agriculture Services has collected speed data that indicates traffic speeds in excess of the 50 km/h speed limit. In addition, a new school is planned to Davidson Creek that will change traffic patterns in the neighbourhood. For these reasons, a traffic calming project has been initiated for these roads.

Strathcona County is committed to working with residents and other stakeholders to develop a solution that is economically viable, technically feasible, environmentally compatible and publically acceptable. Public engagement for this initiative is being conducted at the "Listen and Learn" level. Figure One provides a summary of the process/timeline to be used for this traffic calming initiative.

DAVIDSON CREEK/CLARKDALE MEADOWS

Figure 1: Davidson Creek/Clarkdale Meadows Traffic Calming Project Timeline

TRAFFIC CALMING PROCESS & TIMELINE Workshops and Stakeholder Presentation to County Open House Online Survey Review Council for final decision Spring 2017 December 2016 June 2017 February 2017 Development of Online Feedback Development of final Construction (with preliminary traffic of preliminary traffic traffic calming planned neighbourhood calming options calming options recommendations rehabilitation) January 2017 Spring 2017 May 2017 Starting Summer 2018

1.2 What this report provides

This report provides the results of the second phase in the public engagement process for this project. On March 23, 2017, an Open House was held to present residents with traffic calming options for the neighbourhood that had been developed to address engineering and resident concerns. An online survey was available for residents from March 24 – April 5, 2017 to provide residents another opportunity to provide feedback to the proposed options.

2.0 Methodology

2.1 Recruitment for workshop and online survey

Residents of Strathcona County were all provided with an opportunity to participate in the workshop and online survey, although those in the neighbourhoods of Davidson Creek and Clarkdale Meadows were most aggressively recruited.

Letters were mailed out to all households in both neighbourhoods, informing them about the upcoming engagement opportunities and inviting them to participate in the open house or survey. In addition to the resident mail out, the open house and survey were promoted through the Sherwood Park News, Facebook, and Twitter. The event was also promoted through the County's Public Engagement enewsletter, which was sent to just under 1800 residents, as well as to residents who had signed up to receive the project newsletter.

2.2 Open House and Online Survey Structure

Based on feedback received in the December workshops and online survey and on engineering concerns, traffic calming measures were proposed at eight locations in the project area.

During the Open House, residents were provided with information on community and engineering concerns at each location, as well as comparative information the proposed options. Residents were then asked to indicate their level of support of each option on a five point scale (Strongly Support (5), Support (4), Neutral (3), Do Not Support (2), Strongly Do Not Support (1)). See Appendix One for the survey tool used at the workshop. Average ratings were determined for each option. Resident preference was determined based on comparative analysis of ratings.

The Open House materials were then translated into an online survey format. Residents were provided with the same maps and information as those who attended the Open House, then asked to indicate their support for the options. The online survey was available for 13 days.

3.0 Results

3.1 Participation and location of residence of participants

In total, 76 households participated in this stage of the engagement process. Fifty-four responses were received through the online survey. Another 30 residents attended the workshop, representing 20 households. One resident gave their input via the telephone. All residents who participated indicated they resided in either Davidson Creek or Clarkdale Meadows.

3.2 Analysis

For the purposes of analysis, the study area has been split into three zones: Davidson Creek, Clarkdale Meadows North and Clarkdale Meadows South, as results differed significantly between the zones. In total, 22 households from Davidson Creek, 23 households from Clarkdale Meadows North and 31 households from Clarkdale Meadows South participated in this phase of the engagement.

Figure 2: Davidson Creek Zone Map (credit: Imagery@2017Google, Map data@2017Google)



Figure 3: Clarkdale Meadows North Zone Map (credit: Imagery@2017Google, Map data@2017Google)

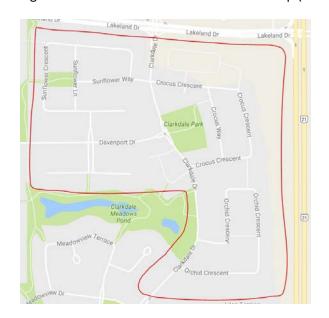


Figure 4: Clarkdale Meadows South Zone Map (credit: Imagery@2017Google, Map data@2017Google)



When determining resident support for traffic calming options, analysis started with the inclusion of all responses. Where this result was inconclusive, closer analysis was performed with focus on residents who would be most affected by the implementation of traffic calming.

3.3 Davidson Drive Trail Crossing

Community Concerns

Pedestrian Safety- due to speed and visibility concerns caused by parking

Speeding

Engineering Concern

Pedestrian Safety - Due to traffic volume, visibility and the high number of pedestrians

Proposed Options

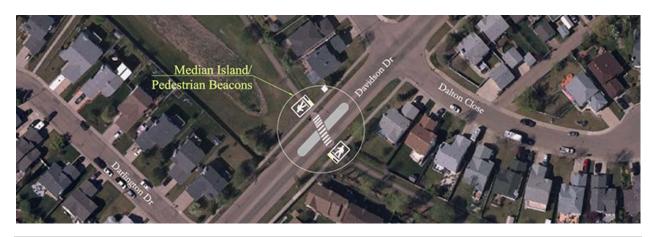
Based on community and engineering concerns, the following options were proposed for this location:

Figure 5: Proposed Options for Davidson Drive Trail Crossing

Option A: Median Island



Option B: Median Island with Pedestrian Beacons



Evaluation Criteria

Addition of Pedestrian Beacons will add approximately \$17,000 to the cost of the project.

Resident Support for Options

Support for Option B was highest among residents.

Average rating for Option A: 3.47 (n=62)

• Average rating for Option B: 3.77 (n=68)

Support for Option B was also highest amongst Davidson Creek and Clarkdale Meadows North resident when results were broken out (i.e. excluding the results from Clarkdale Meadows South residents).

Figure 6: Resident Ratings for Option A at Davidson Drive Trail Crossing (n=62)

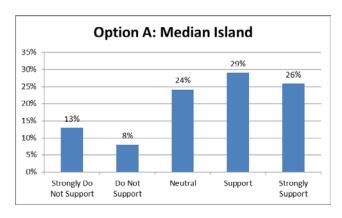
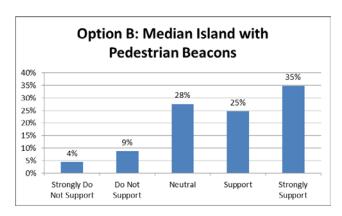


Figure 7: Resident Ratings for Option B at Davidson Drive Trail Crossing (n=68)



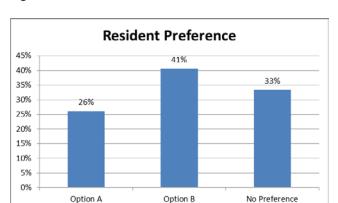


Figure 8: Resident Preference at Davidson Drive Trail Crossing (n=68)

Comments received on these options are available in Appendix Two.

3.4 Davenport Drive at the Playground

Community Concerns

Speeding

Parking - some concern with parking too close to the median islands near Dorian Way causing congestion

Engineering Concern

None

Proposed Options

Based on community and engineering concerns, the following options were proposed for this location:

Figure 9: Proposed Options for Davenport Drive at the Playground

Option A: Do Nothing



Option B: Speed Humps



Evaluation Criteria

Estimated Cost of Speed Humps (Option B): \$7,500

Speed humps will not take away from parking on the street, as they do not require any parking restrictions.

Resident Support for Options

Support for Options was almost identical when analyzed using all respondents (3.00 versus 2.99), so sample was reduced to those most affected. Among Davidson Creek and Clarkdale North residents, support for Option A (Do Nothing) was highest, although neither option was strongly supported.

- Average rating for Option A: 3.05 (n=42)
- Average rating for Option B: 2.68 (n=44)

Figure 10: Resident Ratings for Option A at Davenport Drive at the Playground (n=42)

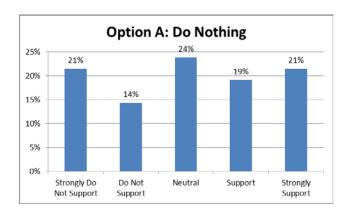


Figure 11: Resident Ratings for Option B at Davenport Drive at the Playground (n=44)

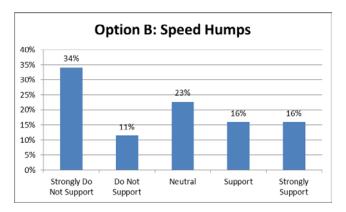
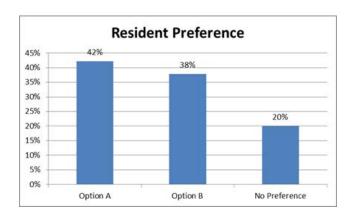


Figure 12: Resident Preference at Davenport Drive at the Playground (n=45)



Comments received on these options are available in Appendix Two. The majority of residents who chose to comment spoke against the addition of speed humps.

3.5 Darlington Drive

Community Concerns

Speeding

Increased traffic volumes with construction of school

Engineering Concern

Speed

Proposed Options

Based on community and engineering concerns, the following options were proposed for this location:

Figure 13: Proposed Options for Darlington Drive

Option A: Permanent Speed Boards

Option B: Speed Humps



Evaluation Criteria

Table One: Option A Evaluation: Darlington Drive

	Significantly worse	Somewhat worse	About the same	Somewhat	Significantly
Option A – Speed Display Boards	than current	than current	as current	better than	better than
	situation	situation	situation	current situation	current situation
Improves pedestrian safety?				X	
Reduce speeds effectively?				Х	
Discourage short-cutting?			X		
Maintain traffic flow?			Χ		
Minimize traffic noise?			Х		
Estimated Cost: \$20,000					

Table Two: Option B Evaluation: Darlington Drive

	Significantly worse	Somewhat worse	About the same	Somewhat	Significantly
Option B – Speed Humps	than current	than current	as current	better than	better than
	situation	situation	situation	current situation	current situation
Improve walkability/pedestrian safety?				X	
Reduce speeds effectively?				Х	
Discourage short-cutting?				X	
Maintain traffic flow?		X			
Minimize traffic noise?	х				
Estimated Cost: \$14,000					

Resident Support for Options

Support for Option A (Permanent Speed Boards) was highest among residents.

Average rating for Option A: 3.57 (n=69)

Average rating for Option B: 2.57 (n=67)

Support for Option A was even higher amongst most affected residents (those residing on Darlington Drive, Davy Crescent and Davenport Place) (n=11).

Figure 14: Resident Ratings for Option A at Darlington Drive (n=69)

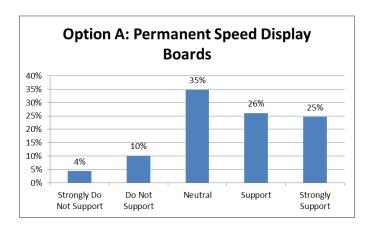


Figure 15: Resident Ratings for Option B at Darlington Drive (n=67)

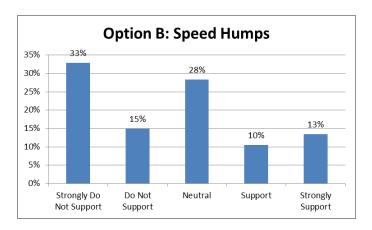
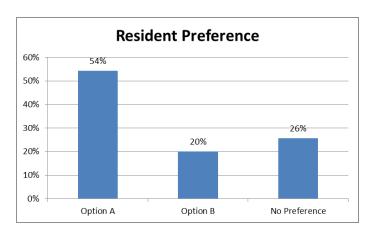


Figure 16: Resident Preference at Darlington Drive (n=70)



Comments received on these options are available in Appendix Two. The majority of residents who chose to comment spoke against the addition of speed humps.

3.6 Davenport Drive east of playground zone to Clarkdale Drive

Community Concerns

Speeding

Pedestrian Safety – lack of marked crosswalk, vehicles passing those stopped for a pedestrian

Engineering Concern

Speed (eastbound)

Proposed Options

Based on community and engineering concerns, the following options were proposed for this location:

Figure 17: Proposed Option for Davenport Drive east of playground zone to Clarkdale Drive

Option A: Permanent Speed Board



Option B: Speed Humps



Evaluation Criteria

Table Three: Option A Evaluation: Darlington Drive

	Significantly worse	Somewhat worse	About the same	Somewhat	Significantly
Option A – Speed Display Boards	than current	than current	as current	better than	better than
	situation	situation	situation	current situation	current situation
Improves pedestrian safety?				Х	
Reduce speeds effectively?				Х	
Discourage short-cutting?			X		
Maintain traffic flow?			X		
Minimize traffic noise?			Х		
Estimated Cost: \$10,000					

Table Four: Option B Evaluation: Darlington Drive

	Significantly worse	Somewhat worse	About the same	Somewhat	Significantly
Option B – Speed Humps	than current	than current	as current	better than	better than
	situation	situation	situation	current situation	current situation
Improve walkability/pedestrian safety?				Х	
Reduce speeds effectively?				Х	
Discourage short-cutting?				X	
Maintain traffic flow?		X			
Minimize traffic noise?	Х				
Estimated Cost: \$3,000					

Resident Support for Options

Support for Option A (Permanent Speed Boards) was highest among residents.

Average rating for Option A: 3.45 (n=70)

• Average rating for Option B: 2.53 (n=72)

Support for Option A was even higher amongst Davidson Creek and Clarkdale Meadows North residents when results were broken out (i.e. excluding the results from Clarkdale Meadows South residents).

Figure 18: Resident Ratings for Option A at Davenport Drive east of the Playground (n=70)

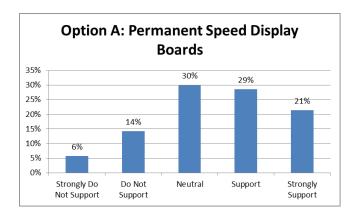


Figure 19: Resident Ratings for Option B at Davenport Drive east of the Playground (n=72)

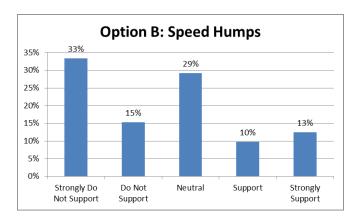
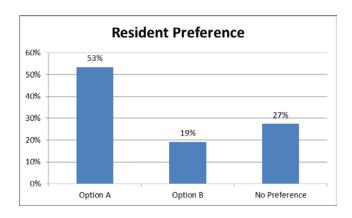


Figure 20: Resident Preference at Davenport Drive east of the Playground (n=73)



Comments received on these options are available in Appendix Two. Comments received were generally from residents who were strongly opposed to the speed humps or the speed display boards.

3.7 Intersection of Davenport Drive and Clarkdale Drive

Community Concerns

Pedestrian Safety- due to sightline concern caused by vegetation

Speeding

Engineering Concern

Ensure vegetation does not impair sightlines

Proposed Options

Based on community and engineering concerns, the following options were proposed for this location:

Figure 21: Proposed Options for Intersection of Davenport Drive and Clarkdale Drive

Option A: Do Nothing (Trim Vegetation Only)



Option B: Pedestrian Beacons



Evaluation Criteria

Addition of Pedestrian Beacons in Option B will add approximately \$17,000 to the cost of the project.

Resident Support for Options

Support for Option B was highest among residents.

- Average rating for Option A: 3.34 (n=70)
- Average rating for Option B: 3.87 (n=71)

Figure 22: Resident Ratings for Option A at the intersection of Davenport Drive and Clarkdale Drive

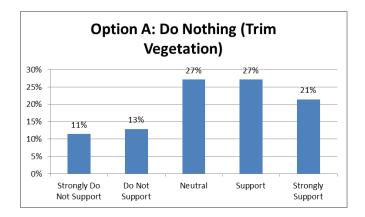


Figure 23: Resident Ratings for Option B at the intersection of Davenport Drive and Clarkdale Drive

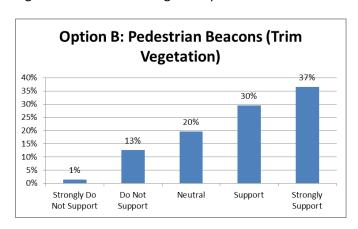
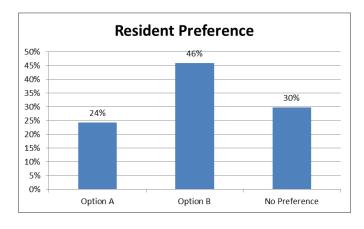


Figure 24: Resident Preference at the intersection of Davenport Drive and Clarkdale Drive



Comments received on these options are available in Appendix Two.

3.8 Clarkdale Drive at Orchid Crescent

Community Concerns

Pedestrian Safety

Speeding

Engineering Concern

Pedestrian Safety - Due to traffic volume and park location. Desire to provide an upgraded crossing to support Active and Safe Routes to School.

Proposed Options

Based on community and engineering concerns, the following options were proposed for this location:

Figure 25: Proposed Options for Clarkdale Drive at Orchid Crescent

Option A: Curb Extensions

Option B: Curb Extensions with Raised Crosswalk





Evaluation Criteria

Table 5: Option A Evaluation: Clarkdale Drive at Orchid Crescent

Option A – Curb Extensions	Significantly worse than current situation	Somewhat worse than current situation	About the same as current situation	Somewhat better than current situation	Significantly better than current situation	
Improves pedestrian safety?				Х		
Improve visibility?					Х	
Reduce speeds effectively?			Х			
Discourage short-cutting?			Х			
Maintain traffic flow?			Х			
Minimize traffic noise?			Х			
Estimated Cost: \$55,000						

Table 6: Option B Evaluation: Clarkdale Drive at Orchid Crescent

Option B – Curb Extensions/Raised Crosswalk	Significantly worse than current situation	Somewhat worse than current situation	About the same as current situation	Somewhat better than current situation	Significantly better than current situation	
Improve pedestrian safety?					Х	
Improve visibility?					Х	
Reduce speeds effectively?				Х		
Discourage short-cutting?			Х			
Maintain traffic flow?		X				
Minimize traffic noise?		х				
Estimated Cost: \$60,000						

Resident Support for Options

Support for Option A was highest among residents.

- Average rating for Option A: 3.15 (n=71)
- Average rating for Option B: 2.76 (n=72)

Results were almost identical (3.12 and 2.78 respectively) amongst Clarkdale Meadows residents when results were broken out (i.e. excluding the results from Davidson Creek residents).

Figure 26: Resident Ratings for Option A at Clarkdale Drive at Orchid Crescent

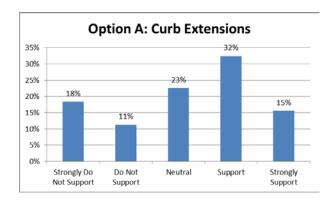


Figure 27: Resident Ratings for Option B at Clarkdale Drive at Orchid Crescent

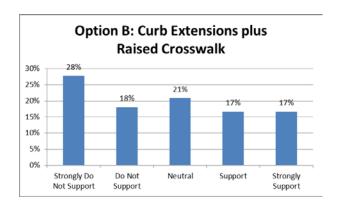
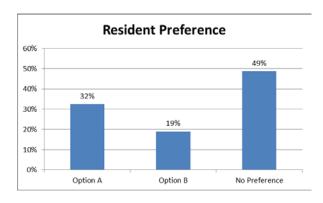


Figure 28: Resident Preference at Clarkdale Drive at Orchid Crescent (n=74)



Comments received on these options are available in Appendix Two.

3.9 Meadowview Drive at Lilac Terrace *Community Concerns*

Pedestrian Safety- due to lack of pedestrian facilities to access park

Speeding

Engineering Concern

Pedestrian Safety - Due to traffic volume and park location

Proposed Options

Based on community and engineering concerns, the following options were proposed for this location:

Figure 29: Proposed Options for Meadowview Drive at Lilac Terrace

Option A: Curb Extensions

Option B: Curb Extensions with Raised Crosswalk





Evaluation Criteria

Table 7: Option A Evaluation: Meadowview Drive at Lilac Terrace

Option A – Curb Extensions	Significantly worse than current situation	Somewhat worse than current situation	About the same as current situation	Somewhat better than current situation	Significantly better than current situation
Improves pedestrian safety?				Х	
Improve visibility?					Х
Reduce speeds effectively?			Х		
Discourage short-cutting?			Х		
Maintain traffic flow?			Х		
Minimize traffic noise?			Х		
Estimated Cost: \$43,000					

Table 8: Option B Evaluation: Meadowview Drive at Lilac Terrace

Option B – Curb Extensions/Raised Crosswalk	Significantly worse than current situation	Somewhat worse than current situation	About the same as current situation	Somewhat better than current situation	Significantly better than current situation
Improve pedestrian safety?					X
Improve visibility?					Х
Reduce speeds effectively?				Х	
Discourage short-cutting?			Х		
Maintain traffic flow?		Х			
Minimize traffic noise?		х			
Estimated Cost: \$45,000					

Resident Support for Options

Support for Option A (Curb Extensions) was highest among residents.

Average rating for Option A: 3.25 (n=68)

• Average rating for Option B: 2.83 (n=71)

Results were almost identical (3.27 and 2.86 respectively) amongst Clarkdale Meadows residents when results were broken out (i.e. excluding the results from Davidson Creek residents).

Figure 30: Resident Ratings for Option A at Meadowview Drive at Lilac Terrace

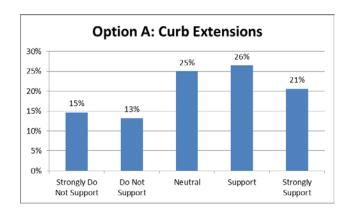


Figure 31: Resident Ratings for Option B at Meadowview Drive at Lilac Terrace

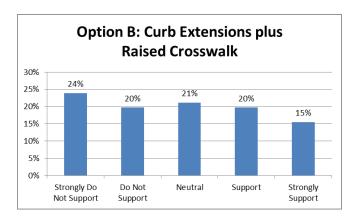
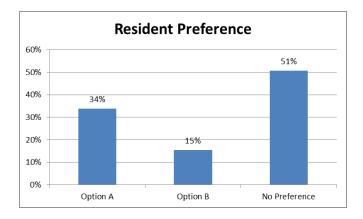


Figure 32: Resident Preference at Meadowview Drive at Lilac Terrace



Comments received on these options are available in Appendix Two.

3.10 Meadowview Drive Trail Crossing

Community Concerns

Pedestrian Safety- due to visibility concerns caused by curve and parking

Speeding

Engineering Concern

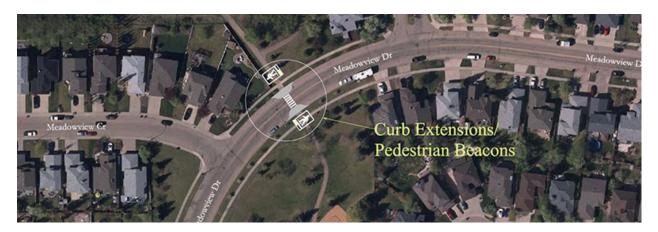
Pedestrian Safety - Due to traffic volume, location on a curve (decreases sight lines) and park location

Proposed Options

Based on community and engineering concerns, the following options were proposed for this location:

Figure 33: Proposed Options for Meadowview Drive Trail Crossing

Option One: Curb Extensions with Pedestrian Beacons



Option 2: Median Island with Pedestrian Beacons



Evaluation Criteria

Table 9: Option A Evaluation: Meadowview Drive Trail Crossing

	Cianificantly	Camanulastinana	A la a	Carrant	C:::::+
	Significantly worse	Somewhat worse	About the same	Somewhat	Significantly
Option A – Curb Extensions	than current	than current	as current	better than	better than
	situation	situation	situation	current situation	current situation
Improves pedestrian safety?					Х
Improve visibility?					X
Reduce speeds effectively?			Х		
Maintain traffic flow?			Х		
Minimize traffic noise?			Х		
	<u> </u>		•	•	·

Estimated Cost: \$70,000 (\$53,000 construction plus \$17,000 for pedestrian beacons)

Table 10: Option B Evaluation: Meadowview Drive Trail Crossing

Option B – Curb Extensions/Raised Crosswalk	Significantly worse than current situation	Somewhat worse than current situation	About the same as current situation	Somewhat better than current situation	Significantly better than current situation
Improve pedestrian safety?					Х
Improve visibility?				Х	
Reduce speeds effectively?				Х	
Maintain traffic flow?		Х			
Minimize traffic noise?		Х			

Estimated Cost: \$45,000 (\$28,000 construction plus \$17,000 for pedestrian beacons)

Resident Support for Options

Support for Option B (Median Island with Pedestrian Beacons) was higher among residents.

Average rating for Option A: 3.06 (n=67)

Average rating for Option B: 3.23 (n=69)

Results were almost identical when analyzed for Clarkdale South residents only, all Clarkdale residents and all residents, with a very slight preference for Option B.

Figure 34: Resident Ratings for Option A at Meadowview Drive Trail Crossing

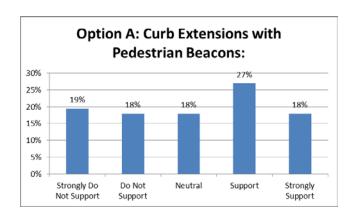


Figure 35: Resident Ratings for Option B at Meadowview Drive Trail Crossing

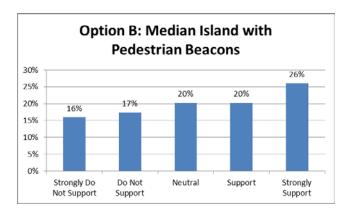


Figure 36: Resident Preference at Meadowview Drive Trail Crossing



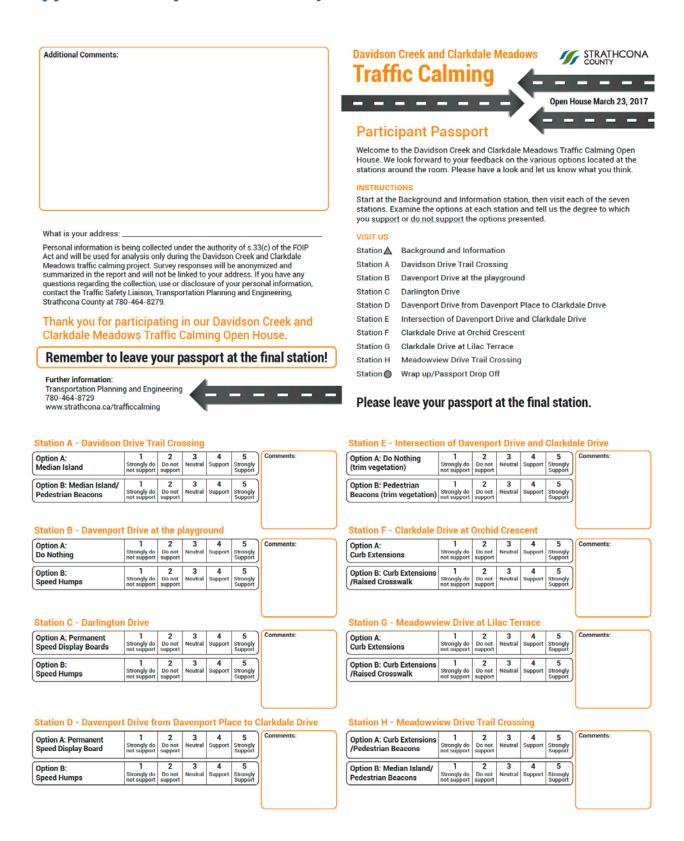
Comments received on these options are available in Appendix Two.

4.0 Conclusion

4.1 Next Steps

Feedback summarized in this report will be used to inform the development of final recommendations for traffic calming. These plans will be presented to Council in May 2017.

Appendix One: Open House Survey Tool



Appendix Two: Resident Comments

Davidson Drive Trail Crossing

- High traffic location used by many children (7-11), going to playground, and also commuting to school. Better to have another layer of safety to protect pedestrians.
- My daughter and I were almost hit in this crosswalk, Something definitely needs to be done here.
- Beacons would make pedestrian safety better since people normally park in that area and drivers may not see pedestrians.
- I do not feel the requirement for a median is appropriate.
- I would be interested in knowing what the recommendation is and why just seeing these two options without other data isn't really helpful
- I think residential speeds are too high especially in this neighborhood with 2 (potentially 3) elementary schools. The speed should be 30 km/hr. Plus residentially parking hinders line of sight for both drivers & pedestrians. No parking zones should be expanded around intersections in the area around 7-11
- Why not just put a brighter crosswalk and lower the speed limit on Davidson drive. Speeding is the biggest concern of all. Lower the speed and that will help.
- I am not sure why you need a median island if you just put up pedestrian beacons, that would save money and also solve the problem with pedestrians crossing there.
- Warning signs required
- This is an imagined problem. What do you have to offer in the way of higher pedestrian traffic and higher motor vehicle traffic. You are putting the cart before the horse.
- We use this intersection often and it's not safe to cross. The lack of clear markings does not give a chance for motorists to slow down.
- I walk my dog there every day and have not ever felt traffic was an issue
- Prefer with beacons
- The Beacons might not be totally necessary, but if that school is going to be just down the street from there? Maybe there are?
- Is it possible to only put in flashing lights? Why is the median necessary?
- Don't plant bushes in the median
- Would rather see a good street light with raised sidewalk than expensive beacon system
- I think that pedestrian beacons would be more visible. I do not agree on the islands.
- This is not the concern we are interested in. We are interested in the speeders who wind up at Baseline Road and rip down Clover bar Road between the hours of 11:00 pm and 2:00 am. from Thursday to Sunday.
- People pay more attention to pedestrian beacon
- Median with narrow road is hazardous. Just have beacons

Davenport Drive at the Playground

- Not sure if other, better (perhaps more expensive) alternative exists. Do other alternatives exist?
- Remove existing median. It is already a problem. Or don't allow parking within 10m of it.
- Calming circles at both ends would be ideal (like by Lakeland Ridge school)
- Speed humps will just cause congestion and noise.
- Again, what is the recommendation in this situation?
- I feel that most drivers ignore or don't understand the difference between school & playground zones. This location will become a school zone when the new school is built causing more speed confusion. With the number of kids walking to & from the 3 local schools the speed in Davidson should be 30
- How do speed humps affect the clearing of snow? How often do they need to be replaced? Not sure how permanent of a solution this is and how cost effective if they need to be replaced or if they interfere with snow removal. When the school goes in I would like to see pedestrian beacons in 2 locations along Davenport Dr. One at Dorian Way and Davenport Dr. and one at the other end of the park where the school is going to be located.
- I drive this road numerous times a day. The wear & tear on my vehicle would be horrible
- Not necessary at this time. Traffic is moving at a relative pace. Fencing in place protects children. Speed bumps are an annoyance on the road and frustrate drivers.
- I have observed numerous vehicles speeding down this road way. Need to slow it down.
- Speed humps will just increase noise as the meatheads in their rig rockets will accelerate between each bump.
- There must be something else. Speed humps are not a great option
- If speed humps are used build them on a diagonal
- I do not believe speed bumps are a good option.

Darlington Drive

- If they are cheap and solar powered
- Don't see the speed display boards having any effect, especially if nothing is done about the people speeding.
- We do not see this area as being as high of a concern is Davenport drive. So if it comes down to budget, then permanent speed signs would be preferred and budget be used where it is more needed.
- Speed humps will just cause more noise and possible collisions due to people rapidly slowing and speeding up. Also is a concern for me who drives a low car that has troubles going over speed humps.
- I am not in favour of speed humps. It is a permanent "solution" to a temporary issue.
- Darlington Drive seems to be lumped together but there are 2 distinct sections which is confusing
- We have had speed sighs posted in the neighborhood before. They are useless. So people slow down for a block big deal. Put in speed mountains like they have by the golf course

- Speeding is always a concern down Darlington Drive. You will also help reduce excessive noise with this solution. Less people racing down the street.
- Speed humps hard on suspension, increased noise, poor for transit and snow plows.
- How do speed humps affect the clearing of snow? How often do they need to be replaced? Not sure how permanent of a solution this is and how cost effective if they need to be replaced or if they interfere with snow removal.
- Again brutal on wear and tear on your vehicles
- City of Edmonton stats are skewed to show what they want them to. They are not 4ed by stats from other jurisdictions that have tried similar controls.
- Display boards are the best method for reminding drivers to slow down
- If you put up the 'your speed' signs make sure there is a speed limit sign with it!
- is it possible to do a combination of the 2
- Speed Display Boards could be useful data for Police but we would like to see a heavier Police presents on the weekends to deter the noise and speeding on Clover Bar road.
- Permanent signs get ignored in time. Rotating might be more effective.

Davenport Drive east of the playground zone to Clarkdale Drive

- If they are cheap and solar powered
- Same as before, don't think the speed display boards will make a difference.
- People will eventually ignore and get used to the speed signs. Speed bumps would seem to be more effective and be less of a cost.
- Speed humps are not a good option.
- How do speed humps affect the clearing of snow? How often do they need to be replaced? Not sure how permanent of a solution this is and how cost effective if they need to be replaced or if they interfere with snow removal.
- Not a true problem. In this case perceptions does NOT equal reality.
- Speed boards do not work for the individual that is travelling at a high rate of speed. Might work for the slower drivers, but these are less of a concern in my opinion
- People get too accustomed to going over the speed limit over time and don't care
- No permanent boards

Intersection of Davenport Drive and Clarkdale Drive

- If they are cheap and solar powered
- Perhaps this could be considered to become a 3-way stop. There could be lights.
- again these are choices in a vacuum is there a concern greater than that of making sure the vegetation is trimmed in light of the increased number of child pedestrians expected?
- Not a major issue. Perception does NOT equal reality. Waste of tax \$\$
- Again people do not respect the 30KM/H zone through here compounded with the vegetation. It looks nice but puts visibility of pedestrians at risk.
- I walk and drive this intersection regularly and have no troubles either way.
- Should be three way stop, like intersections in other rural areas of Sherwood Park

- As a pedestrian that looks both ways before crossing and doesn't run across the road, this isn't
 an issue. I don't think beacons will help as the people at risk are rushing and won't push the
 buttons
- At least trim down the vegetation so drivers can see
- motorists are mindful of pedestrians. I don't see the need for improvements here
- Beacons not always necessary. Again give us some bright street lights and raised crosswalks

Clarkdale Drive at Orchid Crescent

- Leaving near a curb extension, these are VERY EFFECTIVE. Strongly 4.
- The cost seems to outweigh the benefits. Could there just be a crosswalk and some lights instead? Or a speed bump?
- Not sure how a raised crosswalk would work. I have the same concerns with clearing snow and cost of replacing the raised sidewalk. How long would it take to wear down? How raised is it and how does that slow down traffic? Why not but pedestrian beacons at the crosswalk?
- Prefer raised crosswalk. Signs required warning of curb extensions
- This is just down the block from where we live and your proposals are ridiculous. This is not a local issue.
- 30 Km/h speed already here
- "Living on Orchid, I regularly see vehicles travelling at EXTREME speeds up this swooping road. It's Dangerous, and only a matter of time until someone is seriously hurt. The Raise Crosswalks will be the only way to slow them down. In addition I believe you need to look at options at both ends of the part. The highest traffic pedestrian crossing is at the south end of Orchid Cres. This would control speed and give pedestrians options to cross."
- Waste of taxpayer dollars. I walk this intersection regularly. I have no problems.
- Speed limit here is sufficient. With excellent sight lines on this stretch of road, I disagree that safety is an issue with the posted speed limit.
- Why can we put flashing pedestrian lights here?
- The overall curve of Meadowview drive minimizes speed.
- This makes it extremely challenging to follow the garbage trucks, as it is illegal to cross over the solid centre line yet people do!!!!
- Curb extensions only if they are clearly marked

Meadowview Drive at Lilac Terrace

- Again not an issue
- It's a squeeze to turn with traffic approaching
- Not needed. Too expensive.
- I think the issue with traffic calming is an issue on Meadowview Drive. As a frequent walker in the greater neighbourhood, it is on Meadowview that I see excessive speeds.
- Why can't we put flashing pedestrian light here?
- Why can't we just have a crosswalk???
- Support Marked Crosswalk

• Snow storms obscure curb visibility

Meadowview Drive Trail Crossing

- If both are equally effective at improving pedestrian safety, would prefer option that is more aesthetically pleasing, not sure which one that would be.
- Fairly costly solutions
- Really like median islands as a pedestrian
- Not an issue
- There should be no parking 5 cars away from crosswalk
- I cross here often. I have never felt unsafe
- Why not just pedestrian flashing lights?
- Mail boxes will interfere with curb extensions
- People already drive VERY slow here, as they do not understand playground hours
- My vote would be for the speed electronic speed signs.
- I live beside the end of the trail at the south end of Meadowview Dr. The speed of vehicles and the large number of persons crossing the road at this location to head towards Baseline Road is very dangerous. When I wrote in a few years ago suggesting a crosswalk for safety here, I was told very strongly that crosswalks do nothing to make crossing safer!! However, this survey is recommending crosswalks in many areas and has completely missed this dangerous area. I could sit and take many pictures from my front window of persons crossing here every day...
- Support Marked Crosswalk

Davidson Creek and Clarkdale Meadows Traffic Calming



Open House March 23, 2017

Why is traffic calming being proposed?

Several residents have expressed speed and pedestrian concerns in Davidson Creek and Clarkdale Meadows. In some locations, speed data collected confirms that traffic is moving at speeds in excess of the limit. Residents have also expressed concerns about the potential traffic impacts of the new school to be built in Davidson Creek.

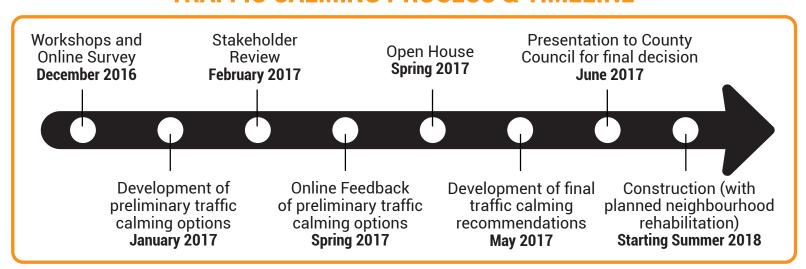
Some of the main roads through Davidson Creek and Clarkdale Meadows are nearing time for scheduled rehabilitation. This provides a great opportunity to consider traffic calming and what potential actions could be taken to manage traffic in these neighbourhoods.

The purpose of this project is to develop an acceptable and effective traffic calming plan for the neighbourhood.

How much will traffic calming cost?

The exact cost of traffic calming will vary depending on the final design. Strathcona County is working to minimize the cost of this project by constructing traffic calming features in conjunction with regularly scheduled road rehabilitation.

TRAFFIC CALMING PROCESS & TIMELINE



A workshop and an online survey were used to establish resident priorities and concerns with regards to traffic in Davidson Creek and Clarkdale Meadows. This information was used when project engineers were considering traffic calming options.

What we heard through our Workshop and Online Survey

Residents have a diverse range of opinions regarding the current level of safety in the neighbourhood and the desire for the addition of physical traffic calming features.

Support for physical traffic calming was highest with residents who live adjacent to collector roads, and in Davidson Creek. The majority of residents participating from Clarkdale Meadows oppose physical traffic calming.

Input was received from 132 households through our December workshop and online survey.



This traffic calming project is being undertaken specifically to address residential traffic concerns. However, most residents also expressed concerns about arterial road access points to Davidson Creek and Clarkdale Meadows.

Residents, particularly those in Davidson Creek, are concerned about the increased traffic volumes that will be generated by the new school, and all of the safety and nuisance concerns that are anticipated with this increased traffic.

Almost all residents, regardless of their position on physical traffic calming, feel education and enforcement are essential in addressing traffic concerns.



Active and Safe Routes to School

While resident opinions are diverse on the addition of physical traffic calming in the neighbourhood, almost all residents agreed that it is important to encourage students to walk or cycle to school as much

as possible to minimize vehicle traffic.

For this reason, development of traffic calming options was undertaken with an Active and Safe Routes to School philosophy in mind.

Priority has been given to ensuring that clear, safe crossing points are provided for children traveling to school from all areas of Davidson Creek and Clarkdale Meadows.









How successful is physical traffic calming in reducing speeds?

It is difficult to predict the exact speed reduction that will be achieved by traffic calming. The speed reduction achieved by physical traffic calming is influenced by:

- Frequency and consistency of traffic calming features
- Width of the road
- Number of vehicles parking on the street
- Physical and community characteristics of the area adjacent to the road

Below are speed reductions associated with specific devices based on before/after observations from the Transportation Association of Canada's Canadian Guide to Neighbourhood Traffic Calming.

- · Raised medians: 3 km/h reduction
- Curb extensions: from 2 to 8 km/h reduction
- Raised crosswalk: from 5 to 13 km/h reductions (measured mid-block)

What is the purpose of curb extensions?

The main function of curb extensions is to improve pedestrian safety.

Curb extensions:

- Improve visibility for both pedestrians and drivers
- Physically stop people from parking too close to the crosswalk
- Shorten crossing distance and the length of time pedestrians are on the road
- Slow down right turning drivers

the road

Permanent Speed Display Boards

Strathcona County has utilized Speed Display Boards throughout the County on a rotating basis since 2010 to educate drivers in areas of concern.

The signs proposed in these options are different in that they would be a permanent installation. Speed data collected by the signs will feed back to our Traffic Management Centre. The data can then be used to create reports for the police. If traffic speeds at the signs increase, enforcement can be strategically deployed to motivate better compliance with the speed limit.

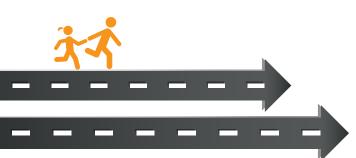
Using this model, the City of Edmonton has found average speed reduction at the display location of 6.34 km/h - 10.91 km/h depending on the posted speed limit.



Will traffic calming reduce collisions?

Traffic calming is being undertaken in to address speed, not collisions.

However, it is well established that a reduction in traffic speeds decreases the incidence and severity of collisions. This safety comes even with small speed reductions. For example, traffic safety research indicates a 10% reduction in average speed can decrease overall collision risk by 10-32%.



Will traffic calming improve pedestrian safety?

Speed is particularly lethal to pedestrians and cyclists. Even a small decrease in traffic speeds can have a big impact on pedestrian safety.



5%

of pedestrians will be killed in a collision at 30 km/h



55% of pedestrians will be killed in a collision at

50 km/h

60 km/h

90%

of pedestrians will be killed in a collision at 60 km/h

What other actions are being taken to address traffic concerns?

Neighbourhood Traffic Safety Action Plan (NTSAP)

The NTSAP is being presented to Council this spring. This plan will provide specific recommendations to improve the safety and livability of all residential areas, including engineering, education, enforcement and engagement-related initiatives.

Arterial Intersection Monitoring

There is ongoing monitoring of traffic volumes at the intersections of Clarkdale Drive/Lakeland Drive and Davenport Drive/Lakeland Drive to ensure traffic signals are ready to be placed when warranted. The intersection of Davidson Drive and Clover Bar Road will be undergoing a full Road Safety Audit this spring to identify ways to improve the safety of pedestrians and cyclists.

Sign Review

County engineers will review traffic signage in Davidson Creek and Clarkdale Meadows to ensure that the appropriate signage is in the appropriate place to maximize driver compliance and visibility.

Vegetation Review

Based on resident feedback, County engineers will review vegetation at locations of concern to ensure it is not impeding sightlines.

Further information:

Transportation Planning and Engineering 780-464-8279 www.strathcona.ca/trafficcalming



Davidson Creek/Clarkdale Meadows Traffic Calming Project Priorities Committee Meeting May 16, 2017

Transportation Planning and Engineering

Overview of the Project

Why the project was initiated

Timeline and Process

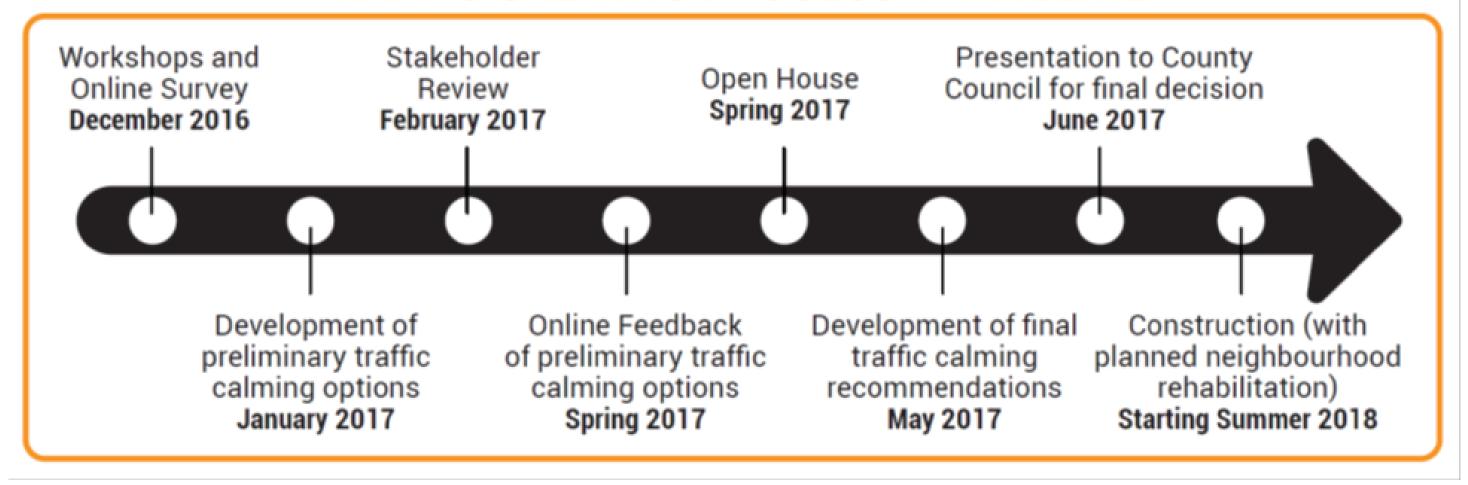
Recommended Traffic Calming Plan

Cost and Implementation

Why Traffic Calming?

- Several collector roads in area are nearing time for regularly scheduled rehabilitation.
- Resident concerns with traffic speed and pedestrian safety
 - Current
 - Future related to new school
- In some locations, speed data indicates traffic speeds in excess of 50 km/h.

DAVIDSON CREEK/CLARKDALE MEADOWS TRAFFIC CALMING PROCESS & TIMELINE



PE Phase 1: Workshop and Survey

- 165 residents representing 132 households participated
- Goal: to understand resident priorities and concerns
- What we heard:
 - A diverse range of opinions regarding the current level of safety in the neighbourhood and the desire for the addition of physical traffic calming features.
 - Support for physical traffic calming was highest with residents who live adjacent to collector roads, and in Davidson Creek.
 - The majority of residents participating from Clarkdale Meadows oppose physical traffic calming



PE Phase 1: Workshop and Survey

What we heard:

- Concerns about arterial road access points to Davidson Creek and Clarkdale Meadows.
- Concerns about the increased traffic volumes that will be generated by the new school, and the associated safety and nuisance concerns.
- Almost all residents, regardless of their position on physical traffic calming, feel education and enforcement are essential in addressing traffic concerns



Development of Traffic Calming Options

- Based on engineering review and public feedback
- Tried to develop two options for each location
 - Where there was an engineering concern- two traffic calming options were presented
 - Where there was resident concern only- one option was presented and do nothing was given as an option
- Active and Safe Routes to School philosophy
 - Priority was given to ensuring that clear, safe crossing points will be provided for children traveling to school from all areas of the neighbourhoods.

PE Phase 2: Open House and Survey

- 85 residents representing 76 households participated
- Goal: to understand resident preferences for the traffic calming options
- The final traffic calming plan was developed based on feedback collected



Traffic Calming Plan:

Davidson Drive at the Trail Crossing

• Install Median Island with Pedestrian Beacons

20%

15%

10%

Option A

Option B

No Preference



Option A: Median Island Only

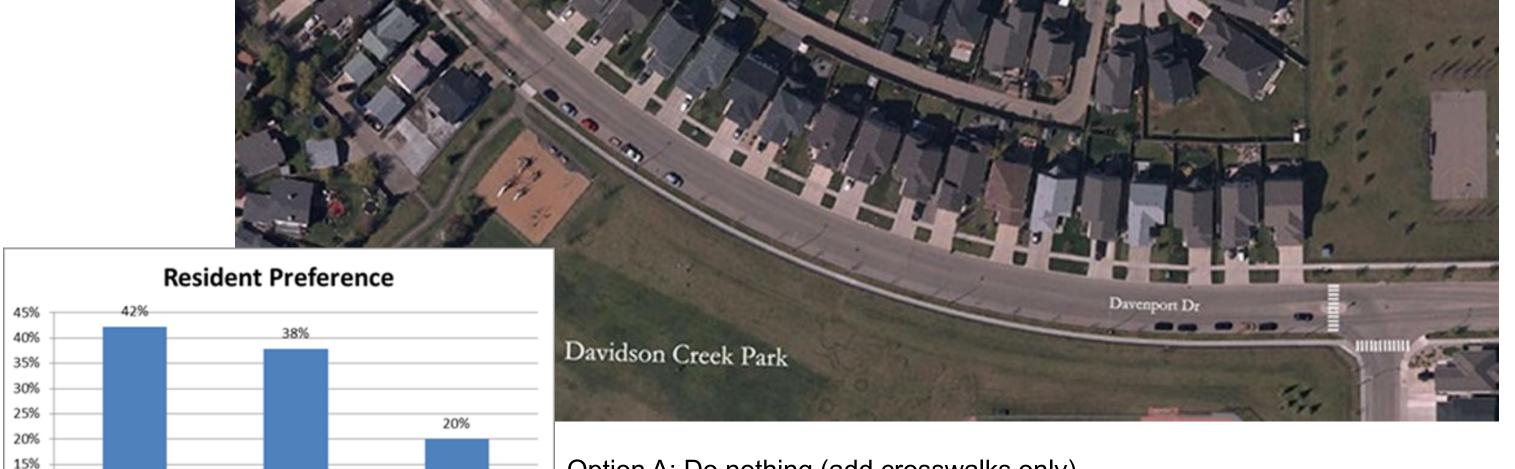
Option B: Median Island with Pedestrian Beacons



Traffic Calming Plan:

Davenport Drive at the Playground

Marked crosswalks will be added at each end of playground zone



Option A: Do nothing (add crosswalks only)

Option B: Speed Humps

10%

5% 0%

Option A

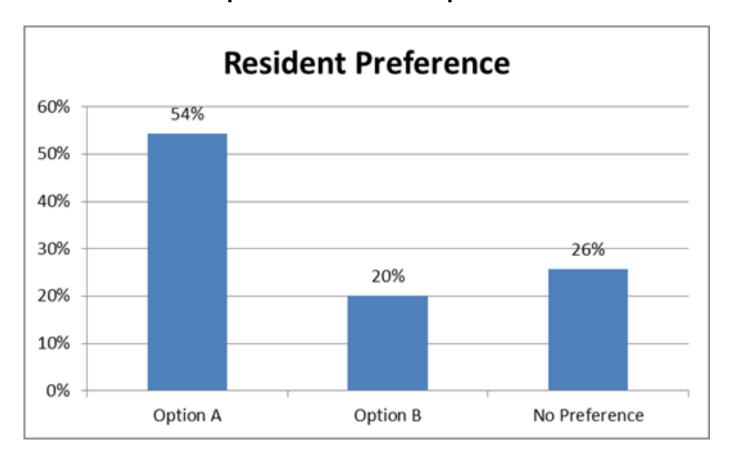
Option B

No Preference



Traffic Calming Plan: Darlington Drive

• Install 2 permanent speed boards



Option A: Permanent Speed Boards

Option B: Speed Humps





Permanent Speed Boards

- The signs proposed in these options are a permanent installation.
- Create a data feed back loop that can be strategically used with enforcement
- Using this model, the City of Edmonton has found average speed reduction of 6.34 km/h - 10.91 km/h depending on the posted speed limit.





Traffic Calming Plan:

Davenport Drive east of playground zone

Install one permanent speed board (eastbound)

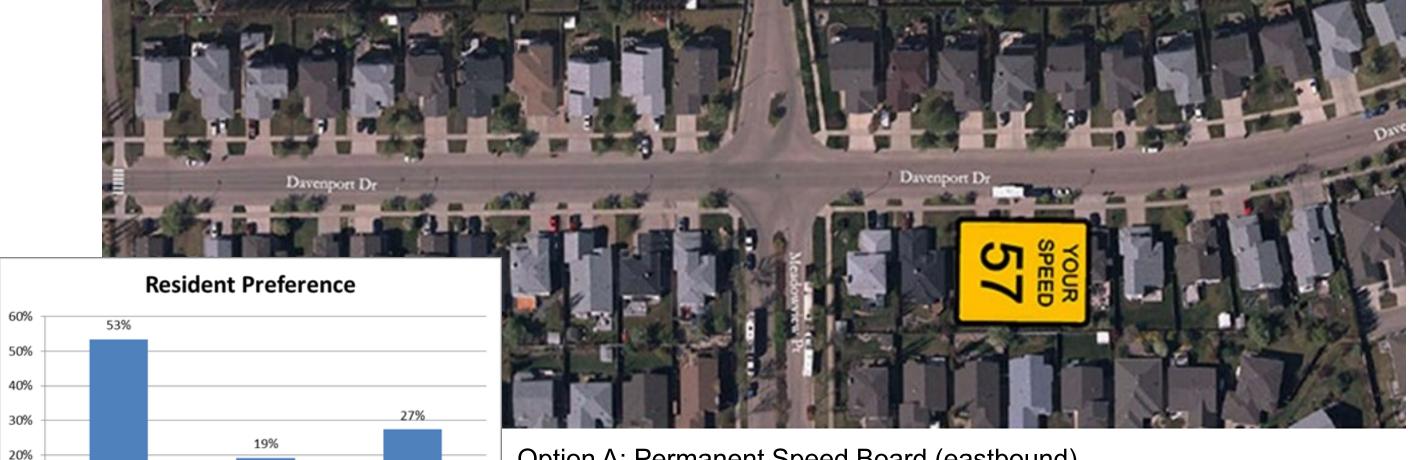
10%

0%

Option A

Option B

No Preference



Option A: Permanent Speed Board (eastbound)

Option B: Speed Humps



Traffic Calming Plan: Davenport Drive and Clarkdale Drive

Add Pedestrian Beacons at the crosswalk

No Preference

15% 10%

5%

Option A

Option B



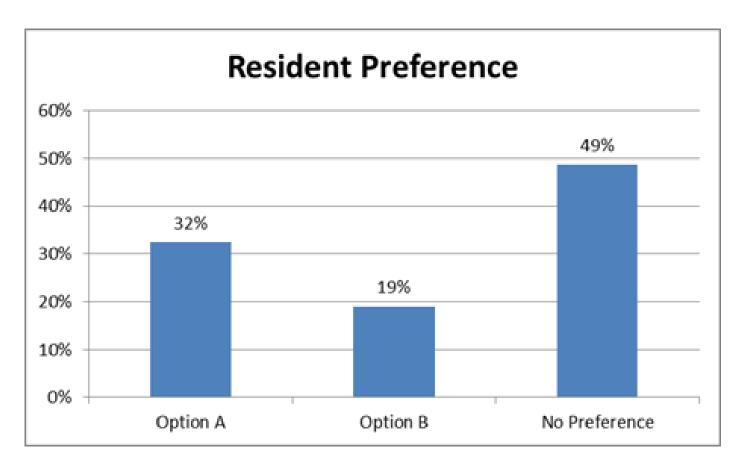
Option A: Do Nothing (trim vegetation only)

Option B: Add Pedestrian Beacons (and trim vegetation)



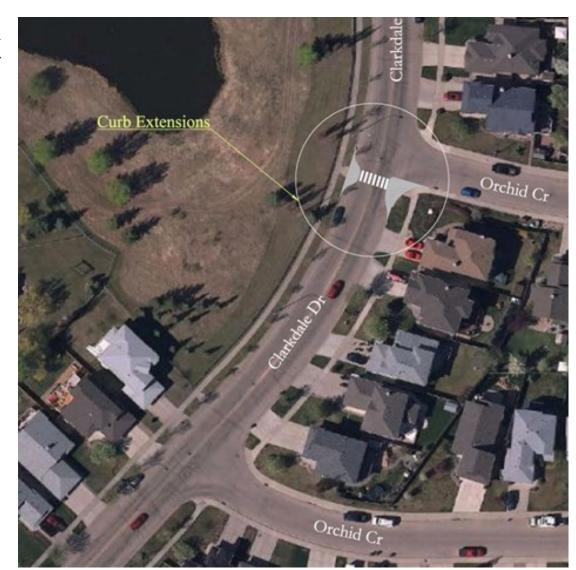
Traffic Calming Plan: Clarkdale Drive at Orchid Crescent

Install curb extensions and marked crosswalk



Option A: Curb Extensions

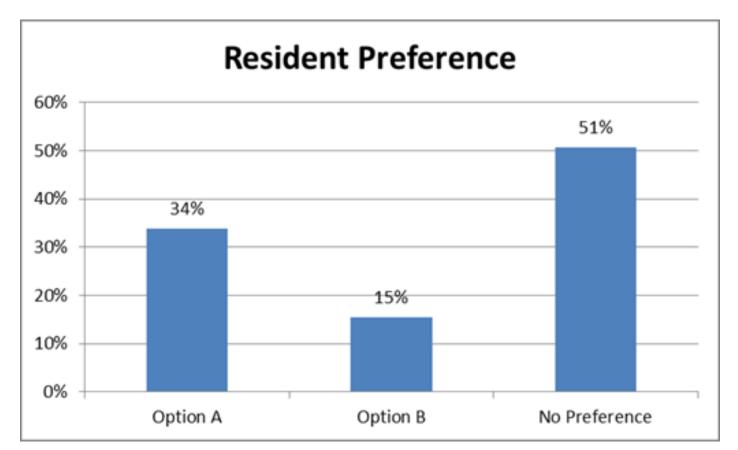
Option B: Curb Extensions with Raised Crosswalk





Traffic Calming Plan: Meadowview Drive at Lilac Terrace

• Install curb extensions and marked crosswalk



Option A: Curb Extensions

Option B: Curb Extensions with Raised Crosswalk





Traffic Calming Plan: Meadowview Drive at the Trail Crossing

Install Median Island with Pedestrian Beacons

No Preference

40%

35%

30%

25%

20%

15%

10%

5%

0%

30%

Option A

Option B



Option A: Curb Extensions with Pedestrian Beacons

Option B: Median Island with Pedestrian Beacons



Traffic Calming Plan: Davenport Place Trail Crossing

- Install Curb Extensions
- Curb extensions are the only practical option at this location so no other option was given to residents.
- They will improve pedestrian safety by physically preventing parking too close to the crosswalk and will shorten the crossing distance





Traffic Calming Plan: Davidson Drive/Darlington Drive

 Once the school opens, we will re-evaluate this location to ensure the best possible traffic control decision is made.



(credit: Imagery©2015Google, Map data©2017Google)



Traffic Calming Plan:

Davenport Drive/Davenport Place

As part of the school construction, a crosswalk will be added on the west side of this intersection. We will monitor this intersection when the school opens. A 3-way stop may be needed.



(credit: Imagery©2015Google, Map data©2017Google)



Implementation of the Traffic Calming Plan

Cost of the Project

 Total cost of the project is estimated at \$243,000. The projects will be budgeted through existing annual programs.

Timelines

- All locations in Davidson Creek and on Clarkdale Drive will be completed prior to the school opening in the fall of 2018.
- Improvements on Meadowview Drive will be implemented when this road is rehabilitated.



Other actions being taken to manage traffic

Neighbourhood Traffic Safety Action Plan (NTSAP)

Arterial Intersection Monitoring

Sign Review

Vegetation Review

Davidson Creek/Clarkdale Meadows Traffic Calming Project

QUESTIONS?





Priorities Committee Meeting_May16_2017

STRATEGIC INITIATIVE AND UPDATE

Municipal Development Plan

Report Purpose

To provide an overview of the final draft of the updated Municipal Development Plan (MDP).

Council History

March 14, 2017 - Priorities Committee provided with items for discussion regarding the MDP Update.

February 14, 2017 - Priorities Committee received an overview of the General and Implementation sections for the MDP Update.

January 24, 2017 - Priorities Committee received an overview of the Urban Service Area and Hamlet sections for the MDP Update.

November 22, 2016 - Priorities Committee received an overview of the Rural Service Area and Options for Colchester for the MDP update.

May 17, 2016 & June 14, 2016 – Priorities Committee received an update on the MDP Update process.

March 22, 2016 - Council directed that Administration include consideration of land use options within the rural/urban transition policy area (Colchester) in the current MDP Update.

February 16, 2016 - Priorities Committee received an update on the MDP Update process.

July 14, 2015 & November 10, 2015 - Priorities Committee received an update on the MDP Update process and public engagement.

April 21, 2015 – Council received an overview of the MDP Update process and public engagement.

February 19, 2013 – Council approved Bylaw 42-2012 to ensure the MDP was in conformance with the Capital Region Growth Plan.

March 11, 2010 - Capital Region Growth Plan was adopted by Province.

May 22, 2007 - Council approved MDP Bylaw 1-2007.

March 6, 2007 – Council approved Motions 175/2007 and 176/2007, amendments to MDP Bylaw 1-2007.

Strategic Plan Priority Areas

Economy: The updated MDP provides objectives and policies with regards to being a world leader in petrochemical cluster, diversification of the economy and providing effective and efficient municipal infrastructure.

Author: Janna Widmer, Planning and Development Services Director: Stacy Fedechko, Planning and Development Services

Associate Commissioner: Kevin Glebe, Infrastructure and Planning Services

Lead Department: Planning and Development Services

Page 1 of 2

Governance: The MDP update provided an opportunity to continue cooperative partnerships with community, business, industry and neighbouring governments through the public engagement and communications plan. The process provided opportunity for public involvement and helped to maintain strong relationships with our neighbouring municipalities and civic organizations.

Social: The updated MDP provides objectives and policies which identify a framework for building a helping, caring and safe community which is also healthy and active.

Culture: The MDP Update provides policies and objectives which will help achieve a vibrant, creative community.

Environment: The MDP Update provides objectives and policies that will protect our environment and conserve biodiversity.

Other Impacts

Policy: n/a

Legislative/Legal: The *Municipal Government Act* requires that the County must by

bylaw, adopt an MDP.

Interdepartmental: Multiple Strathcona County departments have been involved in the

MDP Update.

Summary

Administration is providing an overview of the final draft of the MDP Update. The overview will discuss, at a high level, each component of the MDP and how the overall document aligns with the Edmonton Metropolitan Region Growth Plan.

In addition, an overview on how the County will transition from the current MDP Bylaw 1-2007 to the new MDP Bylaw 20-2017 will be provided.

A summary of how the discussion items from the March 14, 2017, Priorities Committee Meeting have been incorporated into the final draft of the MDP will also be provided.

The final draft of the updated MDP is provided in Enclosure 1.

Communication Plan

A range of stakeholders such as community groups, school boards, developers, as well as the general public have been consulted for the MDP Update. The County has utilized traditional engagement tools such as open houses, stakeholder interviews, posters, newspaper advertisements and the County website. In addition, the County has a whiteboard video, online engagement hub, backgrounder discussion papers, e-newsletters, postcards, bus ads, portable signs and has utilized social media such as Facebook, Twitter, and Instagram to engage the public.

Enclosures

- 1 Municipal Development Plan Final Draft
- 2 Municipal Development Plan Update PowerPoint Presentation

Author: Janna Widmer, Planning and Development Services Director: Stacy Fedechko, Planning and Development Services

Associate Commissioner: Kevin Glebe, Infrastructure and Planning Services

Lead Department: Planning and Development Services

Page 2 of 2

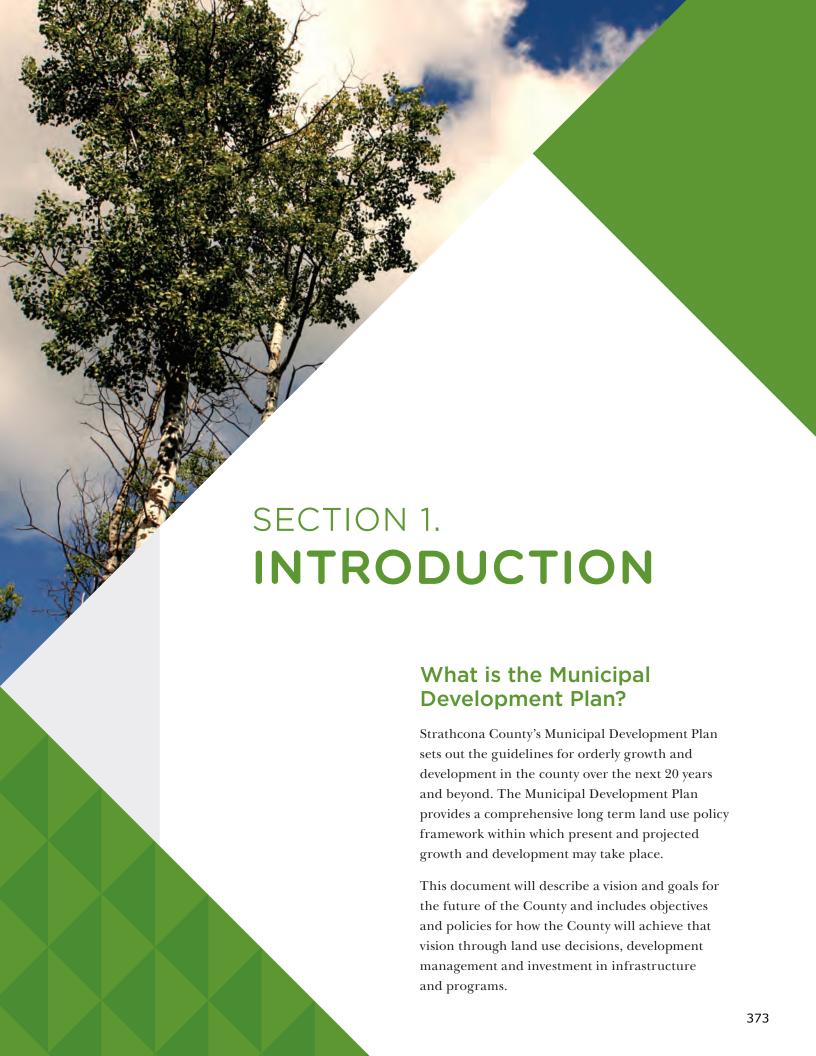




TABLE OF CONTENTS

1.	Introduction and Context	4	5.	Rural Service Area	92
What is the MDP?		4	5.1	Rural Service Area General	
Strathcona County's Vision		5	5.2	Hamlet Policy Area	
Community Profile		5	5.3	Country Residential Policy Area	104
Sustainability in Strathcona County		5	5.4	Agriculture Small Holdings Policy Area	109
The MDP Review Process		5	5.5	Agriculture Large Holdings Policy Area	115
			5.6	Beaver Hills Policy Area	121
2.	Context and Interpretation	6	5.7	Heartland Policy Area	127
2.1	Document Hierarchy	7	5.8	Local Employment Policy Area	131
2.2	Policy Structure	10	5.9		
2.3	Intent	12		Corridor Policy Area	
3.	General Policy Sections	14	6.	Implementation	136
3.1	Arts, Culture and Heritage	15		and Review	
3.2	Environment	18	6.1	Implementation Policies 1	
3.3	Economic Development	21	6.2	Implementation Items 13	
3.4	Transportation	23			
3.5	Utilities	26	7.	Definitions	150
4.	Urban Service Area	30	8.	Glossary of Acronyms	166
	Urban Service Area General	31	•	Maria	160
4.1	Urban Service Area Utilities	33	9.	Maps	168
	Sherwood Park	36			
		37			
4.3.1 Sherwood Park Transportation 4.3.2 Urban Centre Policy Area		42			
	3.3 Compact Development Policy Area	49			
	3.4 Residential Policy Area	57			
	3.5 Commercial Policy Area	69			
	3.6 Major Public Service Policy Area	70			
	.3.7 Light/Medium Industrial Policy Area	74			
4.3.8 Heavy Industrial Policy Area		77			
	3.9 Sherwood Park Urban Reserve	80		STRATHCO	NA
4.4	Bremner Urban Reserve Policy Area	81		COUNTY	





Strathcona County's Vision

Strathcona County's Vision will advise the policy direction throughout this document.

Strathcona County is an energetic and thriving community.

We use our energy to power our new tomorrow. We are a specialized municipality, and work cooperatively with our urban and rural residents to govern as a single municipality. We are a welcoming place to live and attract all people to join us. We strive to be a model of ecological integrity, protecting our environment and preserving our agricultural heritage. Investment in infrastructure, quality services, cultural and recreational programs and facilities is a priority and sets us apart."

Community Profile

Strathcona County is located in east central Alberta, adjacent to the City of Edmonton. The County is bordered by the North Saskatchewan River to the north, Lamont County and Elk Island National Park to the east, the City of Edmonton to the west and Leduc County and Beaver County to the south. Strathcona County encompasses 1265 square kilometres (488 square miles). At the time of creation of this Plan, it is the fifth largest municipality in Alberta by population. In 2016, the total population of Strathcona County was 98,044 with 70,618 within the Urban Service Area and 27,426 within the Rural Service Area.

Strathcona County is classified as a Specialized Municipality under provincial legislation because of its unique blend of urban and rural areas. The County's urban areas and rural areas provide a range of housing and employment options for County residents and the region. The rural area contains eight hamlets, country residential development, industrial areas as well as agricultural land. Additionally, a large portion of the County is within the Beaver Hills Moraine, which is considered an environmentally sensitive area of international significance. This area has been designated by the United Nations Educational, Scientific and Cultural Organization as the Beaver Hills Biosphere for demonstrating excellence in

the conservation of biodiversity and sustainable development practices through people living and working in harmony with nature. Together, these features support a diverse range of lifestyles as the County strives to be Canada's most livable community.

Sustainability in Strathcona County

Sustainability is about equitable, prosperous human communities living harmoniously with natural systems.

Sustainability for Strathcona County, means developing in a manner that meets the needs of the present without compromising the ability of future generations to meet their own needs, while striking a balance between economic prosperity, social responsibility and environmental stewardship.

Ultimately, this means healthy ecosystems and citizens. The objectives and policies within the Municipal Development Plan work towards sustainability by creating efficient land use and infrastructure, multimodal transportation, fostering local business and economic development, and creating communities that are affordable, accessible and inclusive for people of all ages, incomes and abilities. Strathcona County uses its Social Sustainability Framework, to help Council determine the impact their decisions have on a sustainable community that balances social, economic and environmental components.

The Municipal Development Plan Review Process

The process to review and update this Municipal Development Plan started in 2015. The process involved a focus on public outreach to encourage broad participation from the community to reflect local needs and interests. In each phase of the public engagement process, residents and stakeholders were invited to share their ideas and feedback through a variety of interactive public open houses, workshops, interviews, youth activities, and questionnaires, as well as an online engagement.



2.1 DOCUMENT HIERARCHY

Government of Alberta

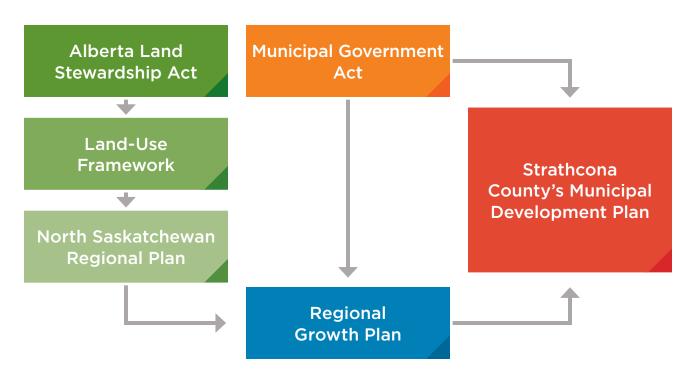
The Government of Alberta has a variety of planning documents and legislation that provide direction and requirements to municipalities regarding land use planning.

Alberta's *Municipal Government Act* is the provincial legislation that sets out the roles and responsibilities of municipalities and elected officials. The *Municipal Government Act* requires that the County adopt a Municipal Development Plan to guide long-range planning and land use. It also identifies the required and optional contents of a Municipal Development Plan. The Municipal Development Plan may be amended through a process defined in the *Municipal Government Act*.

Capital Region Board

The Capital Region Board is a board comprised of several municipalities that is established by the Government of Alberta to plan for and manage the growth of the region in a strategic, coordinated and integrated way that preserves the unique characteristics of each municipality while ensuring the long term sustainability and prosperity of the region as a whole. This Plan is required to comply with the policies of the Regional Growth Plan. In accordance with the Capital Region Board, Strathcona County will continue to responsibly plan for its share of regional growth and maintain effective collaborative working relationships with Federal and Provincial governments and neighbouring municipalities.

The figure below outlines the existing provincial plans and legislation and how they relate to Strathcona County's Municipal Development Plan:



Strathcona County Land Use Planning Documents

Strathcona County has a variety of planning documents that provide direction in varying levels of detail. The Municipal Development Plan works in conjunction with all of the County's statutory planning documents. These documents should remain consistent with each other at all times. The following figure represents the Land Use Planning document hierarchy within Strathcona County:

> 0

MUNICIPAL DEVELOPMENT PLAN

Strathcona County's Municipal Development Plan is the county's highest level long range planning and policy document. It sets out the guideliens for orderly growth and development in the county over the next 20 years and beyond. Decisions made by the County should be consistent with the Municipal Development Plan.

AREA CONCEPT PLAN

Strathcona County's Area Concept Plans build upon the objectives and policies of the Municipal Development Plan and provide more specific policy direction for existing and future development within a specific area of the County. Generally, Area Concept Plans provide policy direction for an area that comprises of several sections of land. Area Concept Plans are only required in certain areas of the County.

AREA STRUCTURE PLAN

Strathcona County's Area Structure Plans build upon the objectives and policies of the Municipal Development Plan or applicable Area Concept Plan and provide more specific policy direction for existing and future development within a specific area of the County. Generally, Area Structure Plans provide policy direction for an area that comprises of approximately a quarter section of land or a sub area of an Area Concept Plan. Area Structure Plans are only required in certain areas of the County and may or may not fall under an Area Concept Plan.

LAND USE BYLAW

Strathcona County's Land Use Bylaw provides zoning and regulation that is used to implement the objectives and policies of the Municipal Development Plan or applicable Area Concept Plan or Area Structure Plan to regulate the use and development of land and buildings within the County.

LEVEL OF DETAIL

HUGH

Strategic Plan and **County Master Plans**

The Strategic Plan identifies a number of Countywide priority areas and long-term goals to promote Strathcona County as Canada's most livable community. As a specialized municipality, the County aims to work cooperatively with community, business, industry and neighbouring governments to protect the environment, invest in efficient infrastructure and quality services, preserve the area's agricultural heritage and create a vibrant, healthy and active community that is safe, connected and welcoming for people of all ages, incomes and abilities.

In collaboration with the Strategic Plan, and other County master plan documents, the Municipal Development Plan presents not only a vision of what the landscape could look like in the future, but also the means by which the County's long-term goals can be achieved through the day-to-day decision making process.

Strathcona County Policies and Standards

Strathcona County has several Council policies and standards that are used to implement the policies of the Municipal Development Plan. These documents are detailed and often technical.

PLANNING HIERARCHY **GOVERNMENT OF ALBERTA MUNICIPAL ALBERTA LAND GOVERNMENT** STEWARDSHIP ACT ACT (MGA) LAND-USE **FRAMEWORK** NORTH **SASKATCHEWAN REGIONAL PLAN** CAPITAL REGION GROWTH PLAN MUNICIPAL DEVELOPMENT PLAN (MDP) PLAN AREA CONCEPT PLAN (ACP) AREA STRUCTURE PLAN (ASP) SUB-AREA STRUCTURE PLAN LAND USE BYLAW (LUB) フ 0 0 **SUBDIVISION REZONING DEVELOPMENT AGREEMENT** SERVICING OF LAND **REGISTRATION OF SUBDIVISION (LAND TITLES)** REVIEW OF DEVELOPMENT & SAFETY CODE PERMITS Red: Policy Level Indicates a Statutory Plan Statutory plans must go through a Conceptual level public hearing and 3 readings to be Planning & Engineering adopted as a bylaw by Council. Indicates a Document Blue: Technical and that informs both other non-statutory Regulatory Level plans and statutory plans and documents within the planning heirarchy. Detailed Planning &378

Engineering

2.2 POLICY STRUCTURE

Policy Terms

Strathcona County uses specific terminology within the Municipal Development Plan policies to ensure that they have clear intentions that are designed to be achieved through actions. Specific intentions and their associated actions are colour coded throughout the document. The table below illustrates how specific terminology is used throughout the Municipal Development Plan to clearly define the three different types of policy intentions and their associated actions:

Policies **requiring** an action are compulsory and must be met in order to receive County administration support for a proposal.

In addition to the compulsory **required** policies, proposals should be consistent with all applicable **encourage** policies in order to be supported by County administration. Proposals which meet the **required** policies, but do not meet an applicable **encourage** policy must provide justification to the satisfaction of County administration as to why the applicable **encourage** policy cannot be met.

Proposals that fall under a **consider** policy will be evaluated on a case-by-case basis in accordance with the criteria of the applicable **consider** policy and may or may not be supported by County administration based on the specifics of the proposal and how it aligns with the goals and objectives of this Plan.

POLICY TERMS								
	INTENTION	ACTION						
Ensure	To make sure of a result through a requirement	Require	Is a compulsory obligation					
Promote	Shows active County encouragement	Encourage	Provides direction for what is expected					
Support	Shows passive County support through conditional consideration	Consider	Provides criteria for when actions may be suitable					

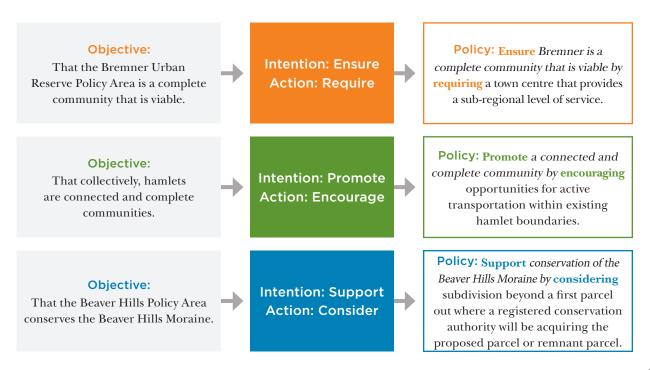
Implementation Terms

All implementation items are required to **ensure** the goals of this Plan are achieved. Therefore the intent is not listed directly within the implementation action statement. There are three types of actions that can occur through implementation of the policies.

IMPLEMENTATION TERMS								
	INTENTION	ACTION						
	To make sure of a results through a requirement	Review	Review and determine what action is needed, if any					
Ensure		Update	Update an existing plan, policy, document, etc					
		Complete	Create a new plan, policy, document, etc					

Arrangement

In order to ensure compatibility between the objectives and policies within the Municipal Development Plan, the policy statements are structured in a manner that first clarifies the intent, followed by the specific objective that is being addressed, and concludes with the action designed to achieve the intent. This structure is demonstrated below.



2.3 INTENT

Residential

When the term residential is used independently within this document it is intended to refer to high, medium and low density residential development.

Commercial

When the term commercial is used independently within this document it is intended to refer to major, business and community commercial development.

Permissive Premise

This document is intended as a permissive document. Where direction on an item is not provided, the item should not be considered.

Definitions

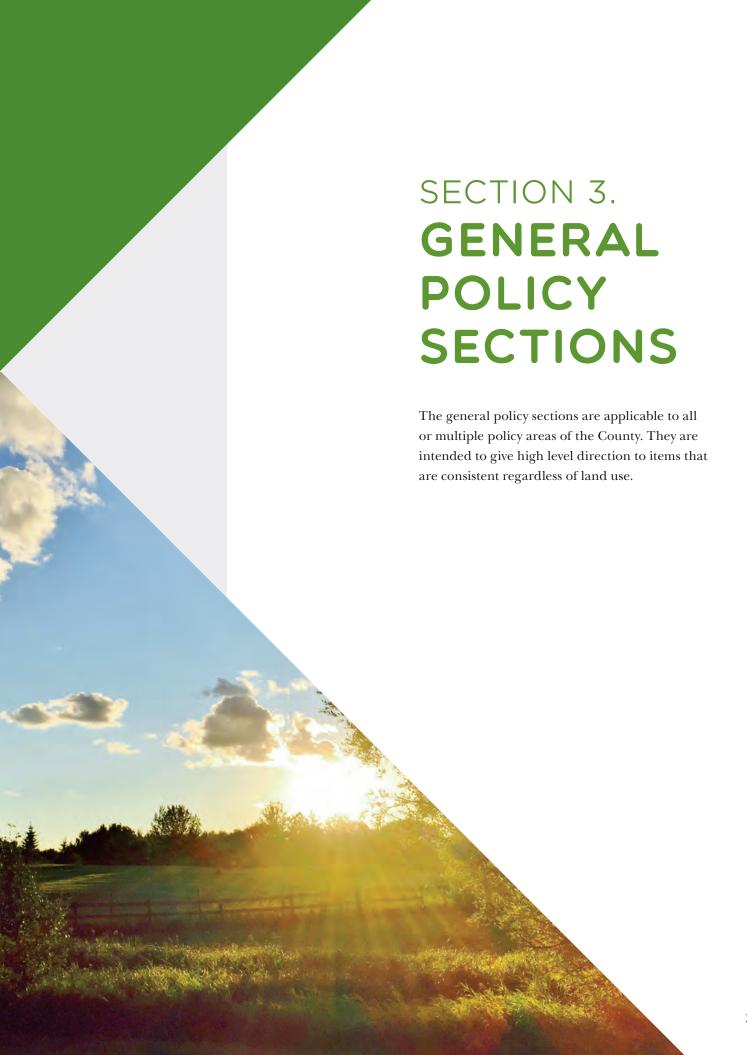
Terms not defined within this Plan may be given their meaning from the following documents in order of priority:

- a. Municipal Government Act;
- **b.** Regional Growth Plan;
- c. Applicable Area Concept Plan or Area Structure Plan; or
- d. Land Use Bylaw.

Other terms shall be given their usual and customary meaning.







3.1 ARTS, CULTURE & HERITAGE

Arts, Culture and Heritage attractions and resources connect residents of Strathcona County and give them a sense of place. In order to support and enhance its identity, the County takes a leadership role in creating and providing opportunities for its residents to access a variety of artistic, cultural and heritage attractions and resources. The Beaver Hills Moraine was designated a United Nations Educational, Scientific and Cultural Organization Biosphere in 2016. The Biosphere acknowledges historical roots of the area and the communities effort to interact with the past and present.

Strathcona County has a rich legacy of urban and rural buildings and natural landscapes that define it. The County values its natural history, archaeological resources and historic community structures as an important part of its rich culture.

GOAL

Strathcona County will provide opportunities and support to residents to celebrate the arts, culture, heritage and creativity of Strathcona County.

OBJECTIVES

Strathcona County's Arts, Culture and Heritage objectives are to ensure:

1. Continued development of a vibrant and creative County; and
2. Recognition of the unique history of the area.

POLICIES Strathcona County Will:



Arts and Culture

Ensure the continued development of a vibrant and creative County by requiring:

- a variety of spaces for events and festivals that celebrate the community's artistic spirit and culture.
- 2. a variety of spaces for arts and culture programming that contribute to community wellness and creativity.

Promote the continued development of a vibrant and creative County by **encouraging**:

- the use of tactical urbanism within the Urban Service Area and hamlets.
- 4. public art within urban areas and hamlets.
- 5. a variety of opportunities for visual and performing arts, music and literature.
- creative wayfinding to increase walkability and interaction within the Urban Service Area and hamlets.
- the use of Smeltzer House as a cultural hub to embrace the County's history and celebrate creativity.



.... Heritage

Ensure the recognition of the unique history of the area by requiring:

- 8. a Heritage Management Program which uses the Heritage Resources Management Plan as a framework for enhanced heritage conservation.
- 9. Strathcona County owned Municipal Historic Resources be conserved and maintained for active uses to celebrate the County's heritage.
- 10. a review process for all proposed interventions to Municipal Historic Resources in order to conserve character defining elements.
- 11. that conservation of Municipal Historic Resources aligns with the Standards & Guidelines for the Conservation of Historic Places in Canada from Parks Canada.

Promote the recognition of the unique history of the area by **encouraging**:

- **12.** opportunities for a variety of historical education programs and heritage awareness.
- 13. public historical displays.

Strathcona County will provide opportunities and support to residents to celebrate the arts, culture, heritage and creativity of Strathcona County.

- **14.** the identification and conservation of the County's cultural heritage through:
 - a. the designation of Municipal Historic Resources;
 - **b.** the placement of recognition plaques;
 - c. the maintenance of the Heritage Inventory and Register; and
 - d. the introduction of public art which reflects historically significant events, themes and residents of Strathcona County.
- **15.** mobile tours that celebrate the County's history and heritage.
- **16.** opportunities for small scale heritage/culture tourism throughout the County.
- 17. heritage partnerships with community groups to promote heritage education and awareness initiatives such as the Heritage Management Program and the Beaver Hills Biosphere.
- 18. heritage conservation activities with private owners of municipal historic resources to maintain the longevity of these resources.

Support the recognition of the unique history of the area by **considering**:

- the co-location of public open space and major community services with cultural and heritage features.
- **20.** proposals for additions to the Heritage Inventory.

- 21. the adaptive reuse of Municipal Historic Resources to facilitate heritage/culture tourism, heritage programming, and economic development opportunities.
- 22. large and medium scale heritage/culture tourism for existing Municipal Historic Resources throughout the County where the proposed development:
 - a. mitigates environmental impacts;
 - **b.** is compatible with adjacent land uses; and
 - has levels of infrastructure which meet the requirements of municipal and provincial regulations.



3.2 ENVIRONMENT

Strathcona County is valued for and values its natural beauty and quality of life. The County supports cooperative efforts to ensure the conservation and enhancement of the quality of air, water, land and natural systems found within the region.

A large portion (55%) of Strathcona County lies within the boundaries of the Beaver Hills Moraine. The moraine is a distinct geomorphological feature representing an island of boreal forest and hummocky knob and kettle terrain supporting wetlands, lakes and creeks. The Beaver Hills Moraine was designated a United Nations Educational, Scientific and Cultural Organization Biosphere in 2016. A Biosphere Reserve is an area designated by the United Nations Educational, Scientific and Cultural Organization that demonstrates excellence in the conservation of biodiversity and sustainable development practices through people living and working in harmony with nature at a regional scale. It has three interrelated functions including conservation, development and logistic support. In order to carry out these three functions the Beaver Hills Biosphere designates three areas including the core protected area, buffer zone and transition area.

The North Saskatchewan River Valley is also a natural habitat and serves as an important wildlife corridor. Connectivity between the North Saskatchewan River Valley and the Beaver Hills Moraine is important and will be protected through the conservation or restoration of the riparian areas adjacent to the watercourses flowing out of the Beaver Hills into the North Saskatchewan River.

As rural and urban residential development continues, the potential impact on the environment also increases. Identification and conservation of these areas is important as the community continues to grow and evolve. As development pressures increase and change, environmental considerations will be kept in balance with economic and social considerations.

GOAL

Strathcona County will be an environmental leader and ensure responsible use of the natural landscape.

OBJECTIVES

Strathcona County's environment objectives are to ensure:

- 1. Responsible use of the natural landscape;
- 2. Restoration of disturbed natural systems; and
- 3. Actions or initiatives that work toward creating a more environmentally responsible community.

POLICIES Strathcona County Will



General

Ensure responsible use of the natural landscape by requiring:

 that statutory plans, infrastructure plans and development proposals that may impact environmental features have supporting environmental and technical studies.



Conservation

Ensure responsible use of the natural landscape by requiring:

- 2. that conservation of environmentally significant areas are prioritized.
- 3. the use of environmental reserves and environmental reserve easements in accordance with the *Municipal Government Act* as means of conserving environmental features.
- 4. that the boundaries of an environmental reserve or environmental reserve easement be dependent on site-specific characteristics and are established through a combination of applicable technical studies such as a top of bank survey, slope stability report, floodplain/flood hazard analysis, geotechnical assessment and biophysical assessment.
- minimum development setbacks from unstable slopes, floodplains, flood plain hazard lands and waterbodies.

Promote responsible use of the natural landscape by **encouraging**:

- 6. the use of current pollution prevention and control technologies.
- the continued implementation of the County's Legacy Lands Policy.

Support responsible use of the natural landscape by **considering**:

- 8. the location of environmental features when establishing the location of municipal reserve that is dedicated as land.
- 9. the use of the following as means of conserving environmental features:
 - a. conservation easements;
 - **b.** donations and bequests; or
 - **c.** acquisition through purchase or land trades.



Actions and Initiatives

Ensure the restoration of disturbed natural systems by requiring:

10. the continued monitoring and management of nuisance grounds and public service sites through the County's Environmental Management Program.

Promote restoration of disturbed natural systems by **encouraging**:

11. the County to become a wetland restoration agent and/or mentor to other municipalities with respect to conservation.



Ensure actions or initiatives that work toward creating a more environmentally responsible community by requiring:

- 12. compliance with the County's Wetland
 Conservation Policy in alignment with provincial
 legislation which addresses no net loss of wetlands
 through the following methods in order of priority:
 - a. avoidance of impacts on wetlands;
 - **b.** minimization of impacts on wetlands; or
 - **c.** replacement of lost wetland value.

Promote actions or initiatives that work toward creating a more environmentally responsible community by **encouraging**:

- stewardship of the watersheds in cooperation with Watershed Planning and Advisory Councils such as the North Saskatchewan Watershed Alliance.
- 14. programs which highlight the importance of environmentally significant areas or biodiversity within the County.
- 15. programs which increase conservation of the County's biodiversity, awareness of the Beaver Hills Biosphere and the County's Climate Change Resiliency Plan.
- **16.** intermunicipal programs which aid in the conservation of environmentally significant areas.

- 17. active participation by the County in environmental stewardship organizations such as, but not limited to, the Nature Conservancy of Canada and the organization representing the Beaver Hills Biosphere.
- 18. active participation with provincial agencies in managing ambient air quality and implementing the Capital Region Air Quality Management Framework.
- 19. industrial associations, the federal government, the provincial government and local airsheds to collaboratively expand and implement a regional ambient air quality monitoring network.
- 20. collaboration with the North American Waterfowl Management Plan Partnership.
- 21. the use of alternative building methods and innovation and flexibility in housing design in order to encourage the development of more sustainable housing.
- 22. the development of stormwater quantity and quality monitoring systems for all creeks and major urban storm outfalls.
- 23. the use of green building programs.
- 24. developments to incorporate and mimic natural hydrology where feasible.
- 25. landscaping standards to incorporate native vegetation and compost.





3.3 ECONOMIC DEVELOPMENT

Strathcona County desires to be a favourable place for individuals and businesses to locate by providing a diversity of employment, recreation and social choices. Strathcona County's economy consists of five key sectors: oil and gas, manufacturing, agricultural operations, retail/service and tourism.

The oil and gas industry is both a major employer and a major contributor to the County's tax base. However, it is important for the County to work towards diversifying its tax and employment base by promoting a wider range of businesses and industries.

Manufacturing and industrial operations provide support and services to commercial and industrial uses. Valueadded industries help support existing businesses as well as provide export-based goods to a larger market.

A range of intensive and extensive agricultural operations exist, including cattle, dairy, equine, poultry, fruit growers, grain and specialty farms. There is a need to continue diversifying and expanding the agricultural industry to lower transportation costs for food and promote Strathcona County as a strong agricultural producer. There is also a market for equestrian activities.

Strathcona County has a wide variety of commercial enterprises, from big box and large retail chain stores, to small specialty stores and home businesses. They provide County residents with employment opportunities and access to everyday needs.

Recreation and tourism opportunities help to attract groups to the community and bring individuals together through sport tourism and special events. Strathcona County will continue to promote itself as an attractive destination to visit by marketing tourism opportunities.

GOAL

Strathcona County will increase and diversify its economy.

OBJECTIVES

Strathcona County's Economic Development objectives are to **ensure**:

- 1. A strong, diversified and sustainable economy; and
- 2. Opportunities for petrochemical cluster development.





POLICIES Strathcona County Will



General

Ensure a strong, diversified and sustainable economy by requiring:

- 1. the optimal utilization of infrastructure to attract businesses to the County.
- 2. home businesses which are beyond the intent and purpose of a home business re-locate to appropriate commercial or industrial zoned lands.

Promote a strong, diversified and sustainable economy by **encouraging**:

- a balanced economy of tourism, recreation, agriculture, residential, commercial, and industrial uses as a means of providing diverse opportunities for employment.
- 4. innovative employment opportunities in a variety of sectors.
- 5. agricultural opportunities, while fostering an environment for innovative agricultural support services.
- 6. continued promotion of Strathcona County locally, nationally and internationally as a place that is open for business and investment.
- 7. promotion of the County's unique rural/urban character.
- 8. opportunities for locally owned small businesses.

Promote opportunities for petrochemical cluster development by **encouraging**:

- 9. a diversified energy sector.
- 10. the identification of opportunities for expansion and diversification of existing petrochemical cluster.



3.4 TRANSPORTATION

Strathcona County contains a comprehensive transportation network that supports multi-modal transportation. A public transportation system provides service within the Urban Service Area – Sherwood Park and provides regional service that extends to a variety of areas within the City of Edmonton.

Both Canadian National and Canadian Pacific operate national railway routes that run through Strathcona County. There are also a number of airports in Strathcona County. An active transportation system exists in the Urban Service Area and the development of an active transportation network throughout the County is in progress.

Strathcona County will continue to accommodate the movement of people and commodities in a safe, reliable and efficient manner. As growth in the County occurs, pressure on the transportation system will continue to increase. Strathcona County will endever to ensure that all transportation uses such as vehicular, active transportation, public transportation, rail and air are inter-connected. Improving the multi-use trail system in both the Urban and Rural Service Areas will provide more active transportation routes throughout the County and create more opportunities for residents to interact.

This policy section should be referred to in conjunction with transportation policies within specific policy areas and the transportation sections under Part 4.

GOAL

Strathcona County will maintain safe, reliable and efficient transportation systems.

OBJECTIVES

Strathcona County's transportation objectives are to ensure:

- 1. Safe, reliable and efficient multi-modal transportation systems;
- 2. Opportunities for active transportation;
- 3. Customer-focused, accessible and affordable public transportation; and
- 4. The viability of aviation transportation systems.

POLICIES Strathcona County Will



General

Ensure safe, reliable and efficient multi-modal transportation systems by requiring:

- 1. the developer to pay for their proportionate share of the cost of infrastructure to facilitate their development.
- an Integrated Transportation Master Plan and an Integrated Transportation Safety Plan for Strathcona County.

Promote safe, reliable and efficient multi-modal transportation systems by **encouraging**:

- the coordination and integration of local, regional, intra-provincial and inter-provincial transportation networks and facilities.
- 4. transit oriented development throughout the Urban Service Area.
- cooperation between municipal, provincial and federal governments to enhance economic growth through the development of an integrated, multi-modal transportation network that will meet the needs of individuals, schools, business and industry.
- 6. reducing the cost of existing and future roadways by promoting Transportation

 Demand Management principles. Examples of initiatives that meet these principles include, but are not limited to:
 - a. car-pooling;
 - **b.** ride share;
 - c. public transit;
 - d. walking;
 - e. bicycling;
 - **f.** working from home; and
 - g. non-traditional work hours.

 cooperation with surrounding municipalities and provincial agencies to work towards the goal of developing inter-municipal transportation corridors.



Active Transportation

Ensure opportunities for active transportation by requiring:

8. an Active Transportation Strategy for the County.

Promote opportunities for active transportation by **encouraging**:

- 9. the design, development and maintenance of integrated active transportation infrastructure throughout Strathcona County, with linkages to adjacent Capital Region municipalities including the regional active transportation linkages of the Trans Canada Trail and the River Valley Alliance Trail Network.
- connectivity of the River Valley Alliance Trail
 Network through the provision of footbridges
 and boat docks or launches.

Support opportunities for active transportation by **considering**:

11. linking tourism opportunities through active transportation infrastructure where feasible.



Rail

Promote safe, reliable and efficient multi-modal transportation systems by **encouraging**:

12. subdivision and development adjacent to rail lines to comply with the recommendations of the railway company or a risk assessment.



PRIVATE MOTOR VEHICLES 600-1.600/HR

THE CAPACITY OF A SINGLE 10-FOOT LANE
(OR EQUIVALENT WIDTH) BY MODE AT PEAK
CONDITIONS WITH NORMAL OPERATIONS



MIXED TRAFFIC WITH FREQUENT BUSES 1,000—2,800/HR



TWO-WAY PROTECTED BIKEWAY 7.500/HR



DEDICATED TRANSIT LANES 4,000-8,000/HR



SIDEWALK 9.000/HR



ON-STREET TRANSITWAY, BUS OR RAIL 10.000—25.000/HR



Public Transportation



Airports

Ensure customer-focused, accessible and affordable public transportation by requiring:

a Public Transportation Master Plan for Strathcona County.

Promote *customer-focused*, *accessible* and affordable public transportation by **encouraging**:

- continued express bus commuter transit service using transit corridors between the Urban Service Area and the City of Edmonton.
- efficient local public transportation service delivery methods which meet the needs of the community.
- 16. studying future opportunities for higher order transit, commuter transit and transit corridors in cooperation with surrounding municipalities and the Capital Region Board.

Ensure the viability of aviation transportation systems by **requiring**:

- 17. compliance with the Edmonton Garrison Heliport Zoning Regulations.
- 18. an airport protection overlay within the Land Use Bylaw for the Warren Thomas (Josephburg) Aerodrome and South Cooking Lake Airports.

Promote the viability of aviation transportation systems by **encouraging**:

19. cooperation with Edmonton airports and industry to identify potential economic opportunities or increase usage at the Warren Thomas (Josephburg) Aerodrome and South Cooking Lake Airports.

3.5 UTILITIES

Effective utility systems are essential for a healthy population, and for the fiscal health of the County. Utility systems in Strathcona County provide potable water and wastewater services as well as manage stormwater (drainage). Solid waste management includes recycling and organics programs. Strathcona County has a vast network of gas, oil and other product pipelines. Shallow utilities include telecommunications, gas and electricity networks.

A portion of the Transportation/Utility Corridor has been designated by the province within Strathcona County to accommodate crude oil pipelines, natural gas pipelines, product pipelines, water lines, wastewater mains, telecommunication sites and other utilities. Through the designation of this corridor, the fragmentation of land is minimized and the integrity of the commodities transported within the corridor is maintained. Additional transportation/utility corridors, including hydrocarbon pipeline corridors have been identified within the Urban Service Area and rural areas of the County.

This policy section should be referred to in conjunction with utilities policies within specific policy areas and the urban service area utilities section under Part 4.2.



POLICIES Strathcona County Will



General

Ensure safe, reliable and efficient service delivery by requiring:

- the developer to pay for their proportionate share of the cost of infrastructure to facilitate their development.
- 2. that public health be considered a first priority.
- 3. the determination of location of snow storage facilities in advance of need.



Utility Systems

Ensure safe, reliable and efficient service delivery by requiring:

- a Water Master Plan for Strathcona County.
- a Wastewater Master Plan for Strathcona County.
- 6. Master Drainage Plans for watersheds for active development areas. More detailed drainage plans shall be prepared by the development proponent in conjunction with Area Concept Plans, Area Structure Plans and Area Redevelopment Plans.

- that developments manage stormwater to the satisfaction of the County. fire protection measures for developments.

Promote safe, reliable and efficient service delivery by encouraging:

- 9. a regional approach for water demand management.
- 10. redundancy and operational efficiency in water systems.
- 11. joint wastewater system planning, with the Alberta Capital Region Wastewater Commission and the City of Edmonton.
- 12. improved water quality within stormwater management facilities.
- 13. opportunities for non-potable water irrigation by designing stormwater facilities for future water re-use capabilities.
- the use of stormwater management facility best management practices and low impact development for cold weather climates.



Solid Waste

Ensure safe, reliable and efficient service delivery by requiring:

- 15. a Solid Waste Management Master Plan for Strathcona County.
- 16. the determination of locations for waste disposal in advance of need.



Promote safe, reliable and efficient service delivery by **encouraging**:

- cooperation with surrounding municipalities on the planning and development of an integrated regional solid waste management system.
- **18.** decreased production of solid waste through diversion and enviroservice station.
- that methods to divert materials from landfills be utilized in demolition, construction, site design and building design.



Shallow Utilities

Ensure safe, reliable and efficient service delivery by requiring:

- 20. that developers co-ordinate with shallow utility companies on servicing capacity in new developments.
- 21. that new developments provide the extension of other utility services such as gas, electrical and telecommunication lines.



Energy Efficiency and Alternative Energy

Promote *safe*, *reliable and efficient service delivery by* **encouraging**:

22. efficient building design and development of alternative energy supplies or district energy within the County.



Pipelines and Utility Corridors

Ensure the integrity of utility and pipeline corridors by requiring:

23. compliance with the Strathcona County
Protocol for Seismic Surveying, Drilling,
Construction and Operation of Oil and Gas
Facilities and the Subdivision and Development
Regulation regarding land uses adjacent to
sour gas facilities.

Promote the integrity of utility and pipeline corridors by **encouraging**:

24. cooperation with the province, surrounding municipalities and utility companies to create new integrated utility corridors as well as support and maintain existing integrated utility corridors.





- 25. pipeline planning to reduce land fragmentation by crossing land along section or quarter section lines or following existing surface disturbances or other linear infrastructure. Existing surface disturbances may include roads, railways (on non-industrial lands) or existing pipeline corridors.
- 26. the use of pipeline and utility corridors as multiuse corridors to accommodate oil, natural gas, municipal utilities, electrical transmission lines, communications infrastructure, wildlife corridors and active transportation infrastructure.
- 27. the owner/leaseholder to remove the infrastructure associated with abandoned utilities, pipelines and well sites, as well as the rehabilitation of these areas once no longer utilized.

Support the integrity of utility and pipeline corridors by **considering**:

- **28.** the development of new pipeline/utility corridors in consultation with stakeholders which:
 - maintain or enhance the integrity of the existing pipeline/utility network;
 - mitigate or minimize negative environmental impacts;
 - minimize existing and potential land use conflicts including land fragmentation;
 - do not preclude future local or regional development opportunities; and
 - e. may parallel existing or future transportation systems.



Communication Infrastructure

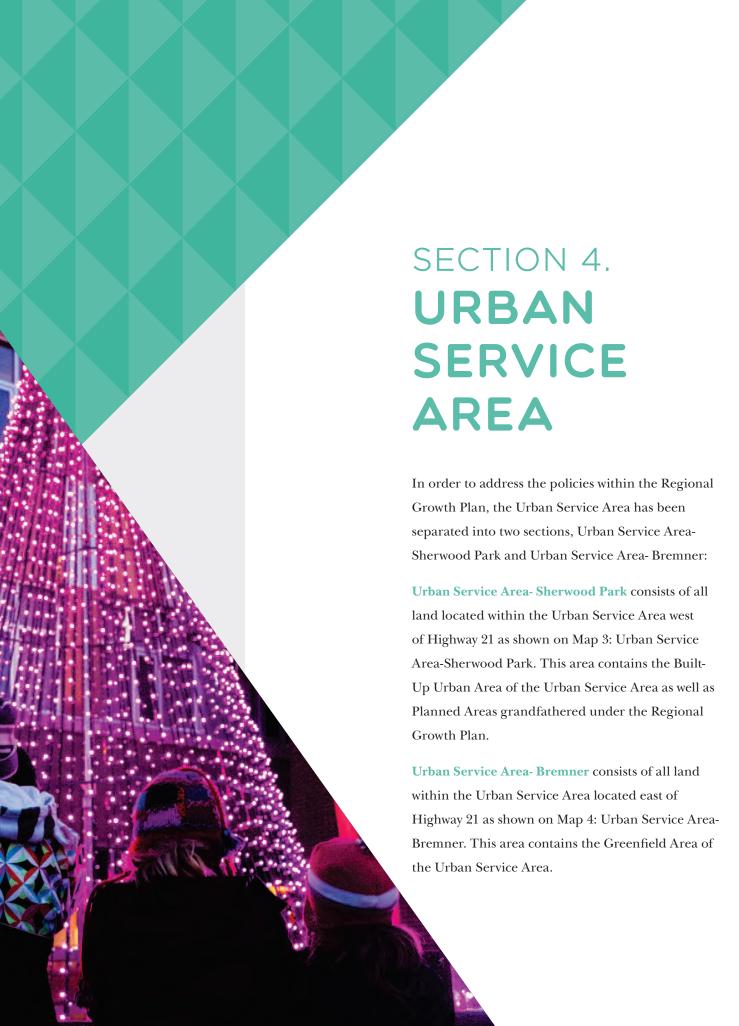
Promote increased access to communication networks by **encouraging**:

- 29. the development of communication infrastructure that provides technological advances for residents.
- 30. cooperation with Industry Canada to update and implement policies for locating and constructing communication facilities in the County.
- 31. the co-location of communication facilities to reduce the overall land needs and visual impact of these facilities.

Support increased access to communication networks by **considering**:

- **32.** the extension of communication services into the Rural Service Area.
- 33. the introduction or extension of wireless communication facilities that have minimal impact on environmental features and on nearby residents.

Effective use of utility systems is essential for a healthy population and the fiscal health of Strathcona County.



4.1 URBAN SERVICE AREA GENERAL

The Urban Service Area historically grew from a small residential hamlet in the early 1950's of approximately 100 homes, to a population of close to 3000 people in the early 1960's and almost 40,000 people in 1994. In 1996, Strathcona County's official status through the Province was changed to a Specialized Municipality. This change in status recognized the uniqueness of Strathcona County in that it includes both an urban area and a rural area. The urban area was classified as the Sherwood Park Urban Service Area with equivalent recognition to that of a city under provincial legislation. Throughout this document the Sherwood Park Urban Service Area is referenced as the "Urban Service Area" which consists of both the Urban Service Area-Sherwood Park and the Urban Service Area-Bremner.

In the late 1990's Strathcona County began studying locations for future long term urban growth given that existing multi-parcel country residential subdivisions made it unfeasible to expand directly east or south of the Urban Service Area- Sherwood Park. A number of studies, such as the Bremner Growth Management Strategy, and events, including the creation of the Capital Region Board, led to a decision in 2016 to focus future long term urban growth in the northeast now known as Urban Service Area- Bremner.

In 2016, the Capital Region Board updated the Regional Growth Plan which set growth expectations for urban communities within the region. The Urban Service Area has been identified as part of the metropolitan area within the Regional Growth Plan.

Goal

Strathcona County will have a viable Urban Service Area.

Objectives

Strathcona County's objectives are to **ensure** that the Urban Service Area:

1. Is viable in the long term.



Policies Strathcona County Will



General

Ensure *viability in the long term by* **requiring**:

- Area Structure Plans or Area Redevelopment Plans for the Urban Service Area.
- 2. the monitoring of urban growth patterns and land use over the life of this Plan.
- **3.** future development be phased in a manner that results in contiguous extensions of existing urban development.
- 4. a diversity of parks in terms of size, scale and activities that serves the needs of residents within neighbourhoods, communities and larger regions of the Urban Service Area.
- 5. that rezoning for new development of the following uses shall be directed outside of the Heavy Industrial Transition Overlay:
 - a. residential;
 - large indoor/outdoor assembly (e.g. stadiums, arenas or theatres);
 - c. uses which cater to temporarily or permanently confined, disabled or incapacitated people (e.g. hospitals, extended care or emergency response organizations);

- **d.** uses which cater to small children or the elderly (e.g child care or senior centres);
- buildings which present difficulties in the event of evacuations (e.g. hotels or high rise office buildings); and
- f. uses which create the potential for large numbers of people to remain on site for long periods of time (e.g. schools, recreation facilities and shopping centres).
- 6. that the Land Use Bylaw incorporate regulations within the Heavy Industrial Transition Overlay that direct development to develop at a scale which:
 - a. reduces the risk to public safety; and
 - enables emergency management to be implemented in event of an industrial accident.

Support *viability* in the long term by **considering**:

- 7. the use of all available tools in addition to municipal reserves to acquire or gain access to lands for park and recreational use, including:
 - a. donations;
 - **b.** bequests;
 - c. long-term leases;
 - d. joint use agreements; and
 - e. amenity contributions.

4.2 URBAN SERVICE AREA UTILITIES

This policy section comprises utilities policies that apply to the entirety of the Urban Service Area including both Sherwood Park and Bremner. These policies should be used to facilitate the distribution and reception of utilities to and from the Urban Service Area. The County is committed to the continued maintenance of utilities infrastructure and provision of acceptable service levels. This policy section should be referred to in conjunction with the general utilities section under Part 3.5.

Goal

To ensure safe, reliable and efficient utility systems for the Urban Service Area which are viable in the long term and provide an acceptable level of service.

Objectives

Strathcona County's objective is to ensure that utilities in the Urban Service Area:

- 1. Are safe, reliable and efficient;
- 2. Provide for an acceptable level of service; and
- 3. Are viable in the long term.





Policies Strathcona County Will



General

Ensure safe, reliable and efficient utilities by requiring:

- 1. that public health be a first priority.
- redevelopment to determine and address any infrastructure capacity constraints, including stormwater management.



Pipelines

Ensure safe, reliable and efficient utilities by requiring:

that development has regard for existing pipelines and utility corridors within plans for development.



Water

Ensure provision of an acceptable level of service by requiring:

 that major public services, schools, local community services, residential, and commercial developments within the Urban Service Area connect to municipal water services.

Ensure viability in the long term by requiring:

 that industrial developments connect, or contribute to future connections to municipal water services as required by the County.



Wastewater

Ensure provision of an acceptable level of service by requiring:

6. that major public services, schools, local community services, residential, and commercial developments within the Urban Service Area connect to municipal wastewater services.

Ensure *viability in the long term by* **requiring**:

 that industrial developments connect, or contribute to future connections to municipal wastewater services as required by the County.



Stormwater

Ensure safe, reliable and efficient utilities by requiring:

8. wet ponds, constructed wetlands or natural wetlands for new developments.

Promote safe, reliable and efficient utilities by **encouraging**:

9. the use of low impact development techniques for cold weather climates.



Solid Waste

Promote *safe*, *reliable and efficient utilities by* **encouraging**:

10. joint waste plans between multiple sites to utilize shared waste disposal and diversion areas.





Ensure provision of an acceptable level of service by requiring:

- **11.** the determination of locations in advance of need, for new recycle stations.
- **12.** programs for the pick-up and disposal of solid waste within the urban service area.

Ensure the viability of utilities in the long term by requiring:

13. waste plans for new commercial, local community services, schools, major public services and industrial developments.



Shallow Utilities

Ensure the viability of utilities in the long term by requiring:

14. that new developments provide for the extension of shallow utility services such as gas, electrical and telecommunication lines in the Urban Service Area.



Energy

Promote safe, reliable and efficient utilities by **encouraging**:

- **15.** alternative energy systems or district energy systems.
- **16.** building orientation to facilitate solar warming and optimize energy efficiency.
- 17. landscaping to reduce energy demand such as trees acting as wind breaks to create canopy along active transportation infrastructure.

Strathcona County is committed to the continued maintenance of utilities infrastructure and provision of acceptable service levels.



4.3 SHERWOOD PARK

GOAL

As with all urban communities Sherwood Park will mature and evolve over time. Through this evolution, Strathcona County will work towards achieving complete communities, compact development and green infrastructure while conserving the character defining elements of Sherwood Park. Strathcona County will continue to invest in Sherwood Park to ensure its long term viability by improving multi-modal transportation and continuing to provide residents with business and employment opportunities, services, amenities and housing choice for a variety of ages, incomes and abilities.

4.3.1 SHERWOOD PARK TRANSPORTATION

This section comprises transportation policies that apply specifically to the Urban Service Area-Sherwood Park. In addition to this section, each Policy Area may contain more detailed transportation objectives and policies. As well, Section 3.4 General Transportation provides a broad transportation goal, objectives and policies for the entire County. These policies should be used to facilitate the movement of residents in and out of their neighbourhoods safely and efficiently. Walking is the foundation of a successful transportation that supports complete communities. Streets should be designed so that people walking, parking, shopping, bicycling, working, and driving can cross paths safely. Whether daily commutes or other everyday trips for people of all ages, incomes and abilities to school, activities, events and services; urban residents will choose the transportation mode that is reliable, convenient, and comfortable.

Promoting public transit is integral to policies that seek to improve pedestrian, bicyclist, and vehicle occupant safety. Streets designed for transit allow growth in development and population density without growth in traffic congestion by serving more people in less space. Streets designed for transit provide a more reliable and financially sustainable public transportation system which in turn creates a cycle of more riders, more service, and more street space for people. Public transportation that serves all ages, incomes and abilities is fundamentally more equitable than one based primarily on private vehicles.

Streets make up the majority of all public space in urban areas and well-designed streets generate higher revenues for businesses and higher values for homeowners. A design approach that is sensitive to the land use context can ensure streets are a safe and convenient place for people to get around, whether on foot, bicycle, car, or transit.

Objective

Strathcona County's transportation objectives are to **ensure** that the Urban Service Area- Sherwood Park:

- 1. Contains street networks and parking consistent with the land use context;
- 2. Provides accessible multi-modal transportation for residents;
- 3. Incorporates active transportation infrastructure that is safe, comfortable and connected;
- 4. Provides customer-focused, accessible and affordable public transportation; and
- 5. Provides transportation that is viable in the long term.

Policies Strathcona County Will



General

Ensure street networks and parking consistent with the land use context by requiring:

the County's Integrated Transportation Master Plan and Engineering and Design Construction Standards design transportation and streets which reflect the transportation objectives and policies within each Policy Area.

Promote accessible multi-modal transportation for residents by encouraging:

- 2. an inter-connected multi-modal transportation system.
- 3. services to be accessible by active transportation and public transportation at multiple location points.

Promote transportation that is viable in the long term by encouraging:

active transportation infrastructure designed to optimize sun, daylight and wind offset.



Street Networks

Ensure street networks and parking consistent with the land use context by requiring:

- vehicular levels of service guidelines which base level of service on the multi-modal transportation goals of the policy area.
- **6.** context approach to street design in the Compact Development Policy Area and the Urban Centre Policy Area.

Promote accessible multi-modal transportation for residents by encouraging:

- street design to incorporate complete streets philosophy into the street network of the Compact Development Policy Area and the Urban Centre Policy Area where dictated by the land use concept.
- 8. street design strategies to improve transit reliability and reduce overall travel times.

Multi-modal transportation infrastructure provides options for individuals and increases the overall usability of transportation networks.













Parking

Promote street networks and parking consistent with the land use context by **encouraging**:

9. the reduction in the number of surface parking spaces within the Compact Development Policy Area and the Urban Centre Policy Area.

Active Transportation

Ensure active transportation infrastructure that is safe, comfortable and connected by **requiring**:

- 10. an interconnected active transportation infrastructure network throughout the Urban Service Area Sherwood Park.
- **11.** active transportation infrastructure that is accessible, between residential and services.

12. pedestrian infrastructure at transit controlled locations and along active transportation infrastructure.

Promote active transportation infrastructure that is safe, comfortable and connected by **encouraging**:

13. streets and intersections to have safe and inviting active transportation, public transportation, and pedestrian infrastructure that is accessible in all seasons.



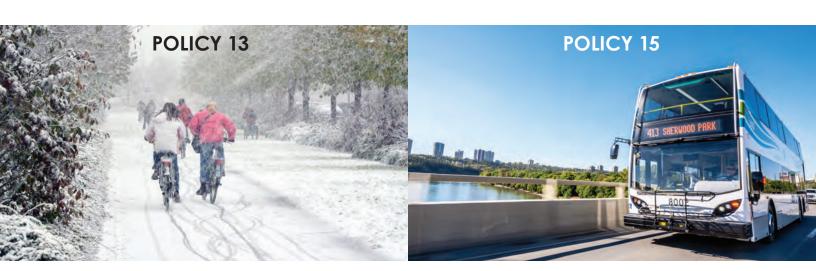
Public Transportation

Ensure customer-focused, accessible and affordable public transportation by **requiring**:

- **14.** the Urban Service Area- Sherwood Park to maintain a public transportation system which includes transit service.
- **15.** the Urban Service Area-Sherwood Park to maintain commuter and express transit service.
- **16.** bicycle parking for future transit controlled locations.

Promote customer-focused, accessible and affordable public transportation by **encouraging**:

17. the implementation of additional express transit service.



- **18.** the following transit usability enhancements:
 - **a.** in lane transit stops;
 - **b.** accessible boarding;
 - c. lighted transit stops and shelters;
 - creative and inviting stop elements such as wayfinding, seating, bike parking, and green infrastructure; and
 - e. increased active transportation infrastructure to transit controlled locations.
- 19. additional commuter transit including higher order transit.
- 20. that transit upgrades be prioritized in the Compact Development Policy Area and the Urban Centre Policy Area.
- 21. express transit service between the north side and south side of Highway 16 within the Urban Service Area when population and development north of Highway 16 warrants the demand.
- 22. that transit controlled locations are integrated into new developments early in the process.

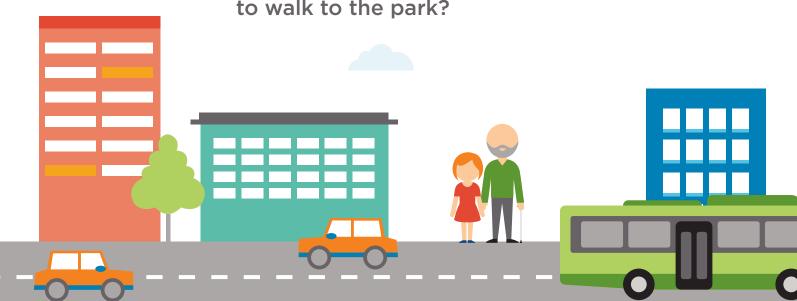
Support customer-focused, accessible and affordable public transportation by **considering**:

- 23. transit priority corridors such as bus lanes, as well as signal priority and high order transit.
- 24. transit priority corridors on long, direct routes when a large number of people want to travel along one street such as those connecting the Urban Centre Policy Area and Compact Development Policy Area to increase transit reliability and efficiency.
- 25. the integration of a public rideshare program as part of the public transportation network subject to transit services being maintained for transportation corridors.

THE 8 80 RULE

Think of an older adult. Think of a child.

Would you send them out together to walk to the park?





4.3.2 URBAN CENTRE POLICY AREA

This policy area comprises Sherwood Park's Urban Centre identified on Map 3: Urban Service Area - Sherwood Park and includes an area commonly referred to as Centre in the Park as well as land east of Sherwood Drive between Gatewood and Brentwood Boulevard. The Urban Centre will evolve over time with redevelopment and infill opportunities that will continue to shape the core and heart of Sherwood Park. As these opportunities arise, the buildings as well as the surrounding landscape shall be planned and built to meet the objectives and policies in this section.

The Urban Centre contains major public services such as Broadmoor Lake Park, Festival Place, the Community Centre, Library, County Hall, Sherwood Park Arena and the Kinsmen Leisure Centre. In addition, this area contains medium and high density residential, mixed-use development, education and health care services, as well as retail and office space. As Sherwood Park's Urban Centre, this area should always contain and promote a mix of land uses to ensure it maintains its function as an Urban Centre over time. Future re-development should be compact to encourage walking and transit use. There may be future potential for a priority transit corridor that will service the Urban Centre. An on street, at grade transfer facility may also be considered at this location given that the Community Centre, Festival Place and other services, amenities, employment and population density make it a destination for Sherwood Park.

Objectives

Strathcona County's objectives are to **ensure** that Sherwood Park's Urban Centre:

- 1. Contains compact, mixed-use development;
- 2. Provides a sub-regional level of service;
- 3. Incorporates transit oriented development;
- 4. Incorporates walkability and areas for social interaction; and
- 5. Integrates green building and green infrastructure.

Policies Strathcona County will:



General

Ensure *compact, mixed-use development by* **requiring**:

- an Area Redevelopment Plan for the Urban Centre Policy Area.
- 2. a mixture of uses including commercial, residential, major public services, schools and local community services.
- **3.** intensification through redevelopment and infill at a higher density.
- that developments maintain or increase existing dwelling units per net residential hectare.

Promote *compact, mixed-use development by* **encouraging**:

5. opportunities for all ages, incomes and abilities within this policy area.

Ensure the provision of a sub-regional level of service by **requiring**:

- 6. that Sherwood Park's Urban Centre Area Redevelopment Plan to incorporate and provide direction on all of the following:
 - a. centres density target outlined in the Regional Growth Plan;

- **b.** intensification;
- c. transit oriented development;
- **d.** high density residential and mixed-use development;
- commercial including business commercial;
- **f.** schools;
- g. local and major community services;
- h. community and seniors housing;
- i. multi-modal transportation including public transportation;
- j. the maintenance and enhancement of active transportation infrastructure;
- **k.** open space, public agriculture and pedestrian infrastructure;
- crime prevention through environmental design;
- infrastructure including low impact development for cold weather climates and alternative energy systems; and
- n. design guidelines.

Promote the integration of green building and green infrastructure by **encouraging**:

7. connection to the district energy system where a system is available.

Compact, mixed use development increases walkability, transit efficiency and accessibility to amenities and services.



WHY INCREASE DENSITY?



Creates active streets with destinations close by to promote physical activity.



Supports the efficient use of infrastructure and provides a customer base for local businesses.



Reduces carbon footprint.



Create Complete Communities

Provides convenient access to housing, employment and services while promoting multimodal transportation.



Residential

Ensure compact, mixed-use development by requiring:

- 8. new residential to be high density residential.
- high density residential be combined with other uses to create mixed-use buildings.
- 10. new or redeveloping residential and mixeduse buildings to front onto a street with a zero setback at the ground floor level.

Support compact, mixed-use development by **considering**:

11. medium density residential only where adjacent to low density residential.

Promote the provision of a sub-regional level of service by **encouraging**:

- community and seniors housing.
- community and seniors housing to be located along new, existing or planned transit corridors.
- 14. inclusionary housing.



Commercial

Ensure compact, mixed-use development by requiring:

- **15.** commercial sites to contain mixed-use development.
- 16. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

Promote *compact*, *mixed-use development by* **encouraging**:

17. intensification of commercial sites through the infill of surface parking lots and redevelopment into higher density commercial or mixed-use buildings.

Ensure the incorporation of walkability and areas for social interaction by requiring:

- **18.** that new or redeveloping commercial sites incorporate pedestrian-oriented design by:
 - including buildings that front onto a street with a zero setback at the ground floor level;
 - creating the appearance of regularly spaced frontages; and
 - including storefront windows and street fronting entrances.

Promote the incorporation of walkability and areas for social interaction by **encouraging**:

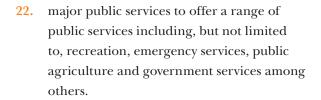
19. new or redeveloping commercial sites to include outdoor seating/patios.



Major Public Services

Ensure the provision of a sub-regional level of service by requiring:

- **20.** major public services including major community services.
- 21. that public indoor recreation facilities to also contain public outdoor recreation amenities.



Promote the incorporation of walkability and areas for social interaction by encouraging:

- 23. that major community services provide amenities for all ages, incomes and abilities.
- 24. that major community services:
 - a. maintain a central location within a community or the Urban Service Area;
 - **b.** provide a range of community services;
 - to locate along new, existing or planned transit corridors;
 - **d.** be connected to active transportation infrastructure;
 - **e.** implement traffic calming at adjacent crossings.
 - f. be accessible from all sides.
 - g. contain or be adjacent to an outdoor gathering space;
 - **h.** be highly visible;
 - i. contain ample bike parking; and
 - j. consider potential expansion areas.



Schools

Promote the provision of a sub-regional level of service by **encouraging**:

- 25. opportunities for new school sites.
- **26.** the joint use of municipal facilities with school boards.

Ensure the incorporation of transit oriented development by **requiring**:

new schools be located along new, existing or planned transit corridors.



Promote the incorporation of walkability and areas for social interaction by **encouraging**:

28. the integration of public agriculture into school site planning.



Local Community Services

Promote the provision of a sub-regional level of service by **encouraging**:

29. a variety of local community services.



Open Space

Ensure the incorporation of walkability and areas for social interaction by requiring:

- 30. a centrally located public open space for the area.
- **31.** that a Park Master Plan be prepared for regional parks and school sites.
- 32. regional parks or parks of a scale and size containing activities that serve a large population base be co-located with new school sites.
- 33. connect active transportation infrastructure to open space through medium and high density residential, mixed-use developments and commercial sites as part of new development or redevelopment.



- **34.** enhancements to open space in conjunction with redevelopments.
- **35.** large redevelopment and infill sites to include a central park or plaza.

Promote the incorporation of walkability and areas for social interaction by **encouraging**:

- 36. public spaces to have the ability to convert uses throughout all four seasons.
- 37. that the Urban Centre be prioritized as a location for farmers markets and community gardens within Sherwood Park.

Ensure the integration of green building and green infrastructure by requiring:

38. preservation of existing stormwater management facilities such as Eastgate and Broadmoor Lake.

Promote the integration of green building and green infrastructure by **encouraging**:

39. public agriculture and edible landscapes.



Transportation

Ensure the incorporation of transit oriented development by **requiring**:

- **40.** that transportation plans utilize:
 - a. transit oriented development concepts;
 - **b.** context approach to street design;
 - c. complete street concepts where dictated by the land use context; and
 - d. modal split.
- the connection of active transportation infrastructure and public transportation within the Urban Centre Policy Area and to adjacent policy areas.

- **42.** safe, efficient, unobstructed and accessible active transportation infrastructure connections:
 - a. across major streets to provide active transportation access to services;
 - **b.** between residential and services.;
 - **c.** on both sides of the street; and
 - d. to transit controlled locations.
- 43. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
- **44.** pedestrian safety measures such as pedestrian islands, raised intersections and curb extensions be utilized.
- **45.** pedestrian infrastructure along active transportation infrastructure and at transit controlled locations.
- **46.** services to be accessible by active transportation and public transportation at multiple location points.
- **47.** redevelopment of large sites to incorporate a grid or modified grid street pattern.
- **48.** bicycle parking for all developments.
- **49.** new vehicular parking to locate:
 - a. on-street:
 - **b.** underground: or
 - c. as stacked parking.

Promote the incorporation of transit oriented development by **encouraging**:

50. express transit service from the Urban Centre to broader destination areas.

HEALTH AND WELL BEING BENEFITS OF INCREASED DENSITY



Promotes Active Transportation

Increases opportunities for walking and cycling to local destinations.



Reduces Social Isolation

Increases opportunities for social contact creating a greater sense of community.



Increases Safety

Promotes pedestrian and community safety through "eyes on the street".

- 51. an on street, at grade, transit transfer facility to locate within the Urban Centre Policy Area with the potential for transit priority corridors and higher order transit service in the long term.
- 52. a reduction in vehicular parking.
- 53. midblock crosswalks in combination with pedestrian safety measures such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

Support the incorporation of transit oriented development by **considering**:

- **54.** local transit service that:
 - **a.** serves areas with a high demand for short trips; and
 - b. provides extra capacity where dense residential areas are close to major employment or education centers.

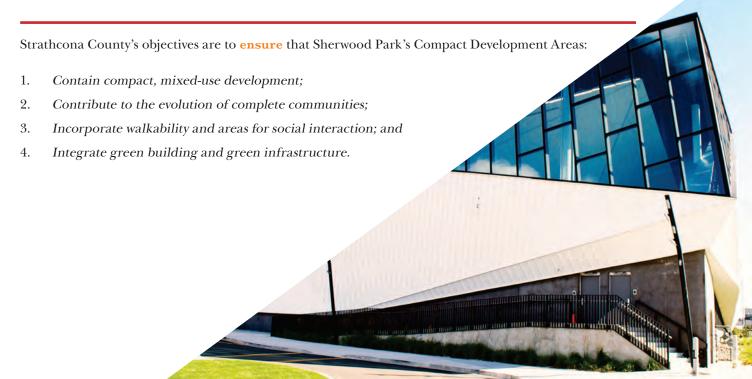
Support walkability and areas for social interaction by **considering**:

- **55.** surface parking lots where:
 - **a.** existing surface parking remains following infill of a portion of the lot;
 - b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
 - c. it incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
 - d. it connects active transportation infrastructure safely and efficiently through the site and to transit controlled locations.

4.3.3 COMPACT DEVELOPMENT POLICY AREA

This policy area comprises existing commercial, residential and open space areas identified on Map 3: Urban Service Area - Sherwood Park predominantly located along Sherwood Drive, Emerald Drive and Wye Road. Presently this area contains major public services such as Emerald Hills Regional Park and the Strathcona Community Hospital. This area also includes areas such as the Palisades Urban Village, Centennial Park and Centennial Business Park, Emerald Hills Shopping Centre, Emerald Hills Urban Village, Salisbury Village and Wye Road Commercial sites. The higher density of existing residential and community housing developments and their nearness to existing commercial and major public services creates an opportunity for this area to promote redevelopment and infill in the form of mixed-use development within existing commercial. As more compact development occurs, these areas can work towards Transit Oriented Development given that these areas are located along major transportation corridors. As intensification opportunities arise, the buildings as well as surrounding landscape shall be planned and built to meet the objective and polices identified below. Future development should be compact to encourage walking, social interaction and transit use. There may be future potential for a priority transit corridor and on street, at grade, transit transfer facility that will service the Emerald Hills area as the Strathcona Community Hospital, employment and amenities make the area a destination for Sherwood Park.

Objectives





Policies Strathcona County Will



General

Ensure the evolution of complete communities by requiring:

- 1. Area Redevelopment Plans to incorporate and provide direction on all of the following:
 - a. character defining elements;
 - **b.** intensification;
 - c. transit oriented development;
 - d. high and medium density residential;
 - e. schools;
 - **f.** community and seniors housing;
 - commercial including community commercial, business commercial and mixed-use development;
 - h. urban agriculture;
 - i. open space, public agriculture and pedestrian infrastructure;
 - j. local and major community services;
 - multi-modal transportation including public transportation;
 - maintenance and enhancement of active transportation infrastructure;
 - crime prevention through environmental design;
 - infrastructure including low impact development for cold weather climates; and
 - o. design guidelines.

Promote the evolution of complete communities by **encouraging**:

 a mixture of uses including major public services, commercial, residential, schools and local community services.

- 3. redevelopment and infill within the Compact Development Policy Area.
- 4. opportunities for all ages, incomes and abilities within this policy area.

Support the evolution of complete communities by **considering**:

- 5. intensification through apartment style medium and high density residential as well as mixed-use development where the development is in conformance with the applicable Area Redevelopment Plan or:
 - a. is located within an existing site containing services;
 - **b.** improves opportunities for people to use transit;
 - **c.** incorporates pedestrian infrastructure;
 - **d.** respects the character defining elements found within the existing neighbourhood;
 - e. contains massing of a compatible scale;
 - f. contains infrastructure which meets the requirements of municipal and provincial standards and regulations;
 - g. considers and values community input;and
 - is consistent with an applicable Area
 Structure Plan.



Residential

Ensure compact, mixed-use development by requiring:

 residential to be within close proximity to mixed-use development, commercial, local community services, schools or major community services.

Promote compact, mixed-use development by **encouraging**:

- 7. intensification resulting in the following in conformance with an Area Redevelopment Plan or Area Structure Plan:
 - a. high density residential;
 - **b.** apartment style medium density residential;
 - c. mixed-use development;
 - **d.** a range of residential tenures;
 - e. community and seniors housing; or
 - innovation in residential design with distinct character.
- 8. new or redeveloping high or medium density residential and mixed-use buildings to front onto streets with a zero setback at the ground floor level.

Ensure the evolution of complete communities by requiring:

9. the recognition of the contribution existing residential provides to mixed-use development in Area Redevelopment Plans and Area Structure Plans.

Support the evolution of complete communities by **considering**:

inclusionary housing within Area
 Redevelopment Plans or Area Structure
 Plans where in close proximity to existing or proposed services.



Commercial

Ensure the evolution of complete communities by requiring:

 a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.

WHAT IS A COMPLETE COMMUNITY?



Accessibility

Provides convenient access to housing, employment and services using multi-modal transportation.



Housing Diversity

Includes a wide range or housing types and tenures for all ages, incomes and abilities.



Daily Needs

Day-to-day needs can be met within your community.

Promote compact, mixed-use development by encouraging:

- 12. commercial sites to include mixed-use development including, residential, local community services, high schools or major community services.
- 13. intensification of commercial sites through the infill of surface parking lots and redevelopment into higher density, multi-story commercial or mixed-use buildings.

Promote the evolution of complete communities by **encouraging**:

14. new and existing business commercial such as offices and professional services that provide employment close to residential.

Promote the incorporation of walkability and areas for social interaction by **encouraging**:

- community commercial uses to be built in close proximity to residential.
- **16.** that new or redeveloping commercial sites incorporate pedestrian-oriented design by:
 - including buildings that front onto a street with a zero setback at the ground floor level;
 - **b.** creating the appearance of regularly

- spaced frontages;
- including storefront windows and street fronting entrances; and
- d. including outdoor seating/patios.



Major Public Services

Promote *compact, mixed-use development by* **encouraging**:

 major community services to locate within mixed use development or in close proximity to commercial, residential or local community services.

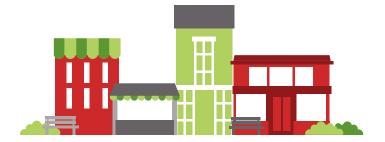
Ensure the evolution of complete communities by requiring:

- major public services including major community services.
- 19. that public indoor recreation facilities to also contain public outdoor recreation amenities.
- 20. the continued operation, improvement and assessment of the Ordze Transit Terminal and provide for required modifications.

Promote the evolution of complete communities by **encouraging**:

21. a variety of public and private major community services.

There is an opportunity to promote redevelopment and infill in the form of mixed-use development within commercial areas.



22. that major community services:

- a. maintain a central location within a community or the Urban Service Area;
- **b.** provide a range of services;
- c. locate along new, existing or planned transit corridors;
- **d.** be connected to active transportation infrastructure;
- implement traffic calming at adjacent crossings;
- **f.** be accessible from all sides;
- **g.** contain or be adjacent to an outdoor gathering space;
- **h.** be highly visible;
- i. contain ample bike parking; and
- j. consider potential expansion areas.
- 23. that major community services provide amenities for all ages, incomes and abilities.



Schools

Ensure compact, mixed-use development by requiring:

- **24.** school sites to locate in close proximity to residential.
- 25. school sites to locate in close proximity to local community services or major community services.

Promote the evolution of complete communities by **encouraging**:

- **26.** high school sites to locate in close proximity to commercial areas.
- 27. the joint use of municipal facilities with school boards.

A COMPARISON OF POPULATION AND DENSITY



3.30 km²
Union City
(New Jersey State)
POP. 68,247
POP Per km² 20,681



70.61 km²
Sherwood Park
(Strathcona County)
POP. 70,618
POP Per km² 986



67.00 km²
Dundee
(Scotland)
POP. 148,210
POP Per km² 2,212



87.88 km²
Zurich
(Switzerland)
POP. 396,027
POP Per km² 4,506



- 28. seniors housing and child care to locate in close proximity to school sites.
- **29.** the integration of public agriculture into school site planning.

Promote the incorporation of walkability and areas for social interaction by **encouraging**:

- 30. new schools be placed in close proximity to new, existing or planned transit corridors.
- 31. new school sites:
 - a. be located in a central area of a neighbourhood or community;
 - avoid barriers to accessibility including railroads and major streets, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
 - c. front onto at least two streets;
 - **d.** be connected to active transportation infrastructure;
 - e. implement traffic calming at adjacent crossings;
 - **f.** be accessible from all sides;
 - g. be highly visible;
 - **h.** contain ample bike parking;
 - i. consider potential expansion areas; and
 - j. offer separate traffic lanes.



Local Community Services

Promote compact, mixed-use development by **encouraging**:

32. local community services to locate within, or in close proximity to a mixture of uses including commercial, residential, schools or major community services.

Promote the evolution of complete communities by **encouraging**:

33. the integration of public agriculture in conjunction with local community services.

- **34.** a variety of public and private local community services.
- 35. new community and seniors housing developments to locate in close proximity to new, existing or planned:
 - a. transit controlled locations;
 - major public services which include major community services; and
 - c. community commercial.



Open Space

Ensure the incorporation of walkability and areas for social interaction by requiring:

- **36.** centrally located public open space.
- 37. that a Park Master Plan be prepared for regional parks and school sites.
- 38. connect active transportation infrastructure to open space through high and medium density residential, mixed-use developments and commercial as part of new development or redevelopment.
- **39.** enhancements to open space in conjunction with redevelopments.
- **40.** the provision of outdoor amenity spaces for large developments.

Promote the incorporation of walkability and areas for social interaction by **encouraging**:

- 41. public spaces to have the ability to convert uses throughout all four seasons.
- 42. that compact development areas be prioritized as locations for farmers markets and community gardens within Sherwood Park.
- 43. large redevelopment and infill sites to include a central park or plaza.

- 44. that all residences are within close proximity to a park.
- 45. regional parks or parks of a scale and size containing activities that serve a large population base be located in close proximity new high school sites.

Promote the integration of green building and green infrastructure by **encouraging**:

46. public agriculture and edible landscapes through integration with landscaping standards.



Transportation

Ensure the incorporation of walkability and areas for social interaction by requiring:

- 47. that transportation plans utilize:
 - a. transit oriented development concepts;
 - b. context approach to street design;
 - **c.** complete street concepts where dictated by the land use context; and
 - d. modal split.
- 48. the connection of active transportation infrastructure and public transportation within the Urban Centre Policy Area and to adjacent policy areas.

- **49.** safe, efficient, unobstructed and accessible active transportation infrastructure connections:
 - a. across major streets to provide active transportation access to services;
 - **b.** between residential and services;
 - c. on both sides of the street; and
 - d. to transit controlled locations.
- 50. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
- 51. pedestrian safety measures such as pedestrian islands, raised intersections and curb extensions be utilized.
- **52.** pedestrian infrastructure along active transportation infrastructure and at transit controlled locations.
- 53. services to be accessible by active transportation and public transportation at multiple location points.
- **54.** redevelopment of large sites to incorporate a grid or modified grid street pattern.
- 55. bicycle parking for all developments.



- **56.** new vehicular parking to locate:
 - a. on-street:
 - **b.** underground: or
 - c. as stacked parking.

Promote the incorporation of walkability and areas for social interaction by **encouraging**:

- 57. express transit service from the Compact Development Policy Area to broader destination areas.
- 58. an on street, at grade, transit transfer facility to locate within Emerald Hills in close proximity to services with the potential for transit priority corridors and higher order transit service in the long term.
- 59. a reduction in vehicular parking.
- 60. midblock crosswalks in combination with pedestrian safety measures such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.



Support the incorporation of walkability and areas for social interaction by **considering**:

- **61.** local transit service that:
 - **a.** serves areas with a high demand for short trips; and
 - provides extra capacity where dense residential areas are close to major employment or education centers
- **62.** surface parking lots where:
 - existing surface parking remains following infill of a portion of the lot;
 - it is set back from the street at the rear
 of buildings or interior of sites and be
 designed in smaller clusters, separated by
 landscaped areas;
 - c. it incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
 - d. it connects active transportation infrastructure safely and efficiently through the site and to transit controlled locations.

4.3.4 RESIDENTIAL POLICY AREA

This policy area comprises residential development within the Built-Up Urban Area and Planned Areas grandfathered under existing approved Area Structure Plans identified on Map 3: Urban Service Area - Sherwood Park. Along with residential, this policy area includes open space such as parks and active transportation infrastructure, as well as schools and other local community services that function as a part of these neighbourhoods. As these areas evolve over time, consideration should be given to ensuring character-defining elements are maintained such as existing park space and architectural features. Ensuring convenient access to a mix of land uses such as schools and open space for area residents also work towards creating complete communities. These areas shall be planned and built to meet the objective and polices identified below.

Objectives

Strathcona County's objectives are to ensure that Sherwood Park's Residential Policy Area:

- 1. Retains character defining elements;
- 2. Provides housing diversity for all ages, incomes and abilities;
- 3. Provides services and open space for residents; and
- 4. Incorporates multi-modal transportation.





Policies Strathcona County Will

BUILT-UP URBAN AREA



Residential

Ensure the retention of character defining elements by requiring:

- recognition of the primarily low density residential character of this area, but work toward diversifying the range of residential forms through the adoption of Area Redevelopment Plans.
- a Mature Neighbourhood Overlay within the Land Use Bylaw which includes development regulations on existing architectural character and urban form.
- 3. Area Redevelopment Plans which provides direction on all of the following:
 - a. character and scale of the existing neighbourhood;
 - **b.** intensification;
 - c. Transit Oriented Development;
 - d. residential including medium density and mixed-use development;
 - e. schools;
 - community and seniors housing;
 - g. commercial including community commercial, business commercial and mixed-use development;
 - **h.** urban agriculture;
 - i. conservation;
 - j. open space and local community services;
 - k. multi-modal transportation;
 - 1. crime prevention through environmental design;

- infrastructure including low impact development for cold weather climates;
 and
- n. design guidelines.

Support the provision of housing diversity for all ages, incomes and abilities by **considering**:

4. intensification within the Built-Up Urban Area of Sherwood Park where identified within an Area Redevelopment Plan developed in consultation with neighbourhood residents.

Support the provision of services and open space for residents by **considering**:

5. proposals which reduce residential density such as conversion to mixed-use buildings or provision of local community services where they provide a benefit to the local neighbourhood as shown through an Area Redevelopment Plan.



Schools

Ensure the provision of services and open space for residents by requiring:

 existing sites that have been identified as potential school sites under existing statutory plans be reviewed to determine their necessity and viability.

Promote the provision of services and open space for residents by **encouraging**:

- 7. the integration of public agriculture into school site planning.
- 8. new schools be placed in close proximity to new, existing or planned transit corridors.

- 9. the joint use of municipal facilities with school boards.
- seniors housing and child care in close proximity to school sites.
- a mixture of uses on, or in close proximity to new school sites including residential or local community services.



Local Community Services

Ensure the provision of service and open spaces for residents by requiring:

- that public indoor recreation services provide amenities for all ages, incomes and abilities.
- **13.** that public indoor recreation facilities to also contain public outdoor recreation amenities.

Promote the provision of services and open space for residents by **encouraging**:

- **14.** new local community services in residential areas with limited existing facilities.
- 15. the preservation of existing local community services in the Built-Up Urban Area.



Open Space

Ensure the provision of open space for residents by requiring:

- 16. the conservation of existing parks and natural areas in the Built-Up Urban Area where they have not been identified as a potential school sites under an existing Area Structure Plan.
- that a Park Master Plan be prepared for regional parks and school sites.
- **18.** enhancements to open space in conjunction with redevelopments.

19. connect active transportation infrastructure to open space through medium density and high density residential, mixed-use development, local community services and school sites as part of redevelopment.

Promote the provision of services and open space for residents by **encouraging**:

- **20.** parks of a scale and size containing activities that serve the needs of a neighbourhood be co-located with elementary school sites.
- **21.** public agriculture and edible landscapes through integration with landscaping standards.

Support the provision of services and open space for residents by **considering**:

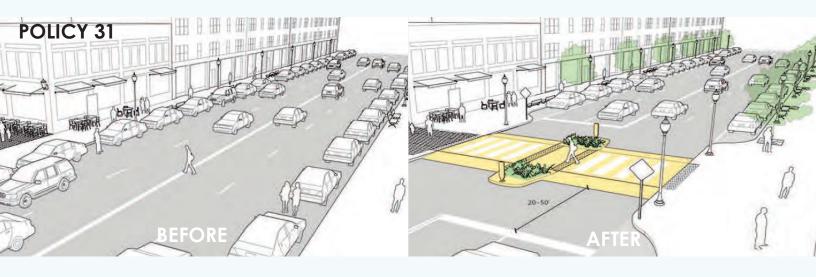
22. the creation of new community gardens within neighbourhood and community parks where the community has requested them.



Transportation

Promote the incorporation of multi-modal transportation by **encouraging**:

- 23. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
- 24. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
 - a. across major streets to provide active transportation access to services;
 - **b.** between residential and services;
 - c. on both sides of the street; and
 - **d.** to transit controlled locations.
- 25. traffic calming techniques to reduce vehicular speed.



- 26. redevelopment of large sites to incorporate a grid or modified grid street pattern.
- 27. public transportation to connect neighborhoods, the Compact Development Policy Area, Urban Centre Policy Area, and other hubs in the Urban Service Area-Sherwood Park.
- **28.** surface parking lots to safely and efficiently:
 - a. incorporate pedestrian and active transportation infrastructure onsite; and
 - b. connect active transportation infrastructure through the site and to transit controlled locations.
- 29. pedestrian infrastructure along active transportation infrastructure and at transit controlled locations.

- 30. services to be accessible by active transportation and public transportation at multiple location points.
- 31. midblock crosswalks in combination with pedestrian safety measures such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.
- 32. pedestrian safety measures such as pedestrian islands, raised intersections and curb extensions.

Support the incorporation of multi-modal transportation by **considering**:

- 33. narrow car lane widths to redistribute additional space in the right of way to other users such as pedestrians, cyclists and transit.
- **34.** providing public transportation that is direct as possible.

PLANNED AREAS



Residential

Ensure the provision of housing diversity for all ages, incomes and abilities by requiring:

- 35. the percentage of net residential area utilized by low density residential to remain the same or decrease and the units per net residential hectare to remain the same or increase.
- 36. the percentage of net residential area utilized by medium density residential to remain the same or increase and the units per net residential hectare to remain the same or increase.
- 37. that if new lands are being added to the net residential area or a planned area, the residential lands being added cannot exceed 70% low density residential.
- **38.** a balanced distribution of housing diversity within neighbourhoods.

Support the provision of housing diversity for all ages, incomes and abilities by **considering**:

39. inclusionary housing within Area Structure Plans in close proximity to services.



Schools

Promote the provision of services and open space for residents by **encouraging**:

- 40. the integration of public agriculture into school site planning.
- 41. that school sites:
 - a. be located in a central area of a neighbourhood or community;
 - b. avoid barriers to accessibility including railroads and major streets, and where



barriers cannot be avoided, use mitigation measures to enhance accessibility;

- c. front onto at least two streets;
- **d.** be connected to active transportation infrastructure and transit;
- e. implement traffic calming at adjacent crossings;
- **f.** be accessible from all sides;
- **g.** be highly visible;
- **h.** contain ample bike parking;
- i. consider potential expansion areas; and
- j. offer separate traffic lanes.
- 42. the joint use of municipal facilities with school boards.
- 43. seniors housing and child care in close proximity to school sites.
- 44. a mixture of uses on, or in close proximity to new school sites including commercial, residential or local community services.

Support the provision of services and open spaces for residents by **considering**:

45. the proposed location of school sites within neighbourhoods when establishing phasing.



Local Community Services

Ensure the provision of services and open space for residents by requiring:

- 46. that the amount of local community services remain the same or increase within existing Area Structure Plans.
- 47. that local community services within existing Area Structure Plans maintain their originally sited location or relocate to a site that allows for increased accessibility and centrality.

Promote the provision of services and open space for residents by **encouraging**:

- 48. the provision of local community services within, or in close proximity to a mixture of uses including other local community services, commercial, residential, schools or major public services.
- 49. new local community services locate in close proximity to transit controlled locations.
- 50. that public indoor recreation services provide amenities for all ages, incomes and abilities.
- 51. that public indoor recreation facilities to also contain public outdoor recreation amenities.



Open Space

Ensure the provision of services and open spaces for residents by requiring:

- 52. the connection of active transportation infrastructure to open spaces through medium density, high density residential, local community services and school sites.
- 53. a minimum of 10% municipal reserve dedicated as land.
- 54. that the amount and location of municipal reserve for recreational opportunities remain the same or be distributed to provide the

maximum benefit while achieving all of the following:

- a. provide and connect open space within complete neighbourhoods prior to providing land for regional park or parks that serve a larger population base;
- **b.** connect open space between complete neighbourhoods; and
- **c.** connect environmental reserves to open space.
- 55. parks of a scale and size containing activities that serve the needs of a neighbourhood be co-located with elementary school sites.
- **56.** the provision of outdoor amenity spaces for medium density residential developments.
- 57. environmental reserve as land as opposed environmental reserve easement.

Promote the provision of services and open space for residents by **encouraging**:

- 58. that all residences are within close proximity to a park.
- public agriculture and edible landscapes through integration with landscaping standards.
- 60. the conservation of wetlands and integration of wetlands into stormwater management facilities.



Support the provision of services and open space for residents by **considering**:

61. the creation of new community gardens within neighbourhood and community parks where the community has requested them.



Transportation

Ensure the incorporation of multi-modal transportation by requiring:

- **62.** safe, efficient, unobstructed and accessible active transportation infrastructure connections:
 - a. across major streets to provide active transportation access to services;
 - **b.** between residential and services;
 - **c.** on both sides of the street;
 - d. to transit controlled locations; and
 - e. through cul-de-sacs.
- **63.** traffic calming techniques to reduce vehicular speed.
- 64. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
- 65. pedestrian infrastructure along active transportation infrastructure and at transit controlled locations.

Promote the incorporation of multi-modal transportation by **encouraging**:

- 66. midblock crosswalks in combination with pedestrian safety measures such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.
- 67. pedestrian safety measures such as pedestrian islands, raised intersections and curb extensions.

- **68.** the use of a street pattern that discourages culde-sacs.
- 69. that transportation plans utilize:
 - a. transit oriented development concepts;
 - b. context approach to street design;
 - c. complete street concepts where dictated by the land use context; and
 - **d.** modal split.
- medium and high density residential parking to locate underground.
- 71. public transportation to connect neighborhoods, the Compact Development Policy Area, Urban Centre Policy Area, and other hubs in the Urban service Area-Sherwood Park.

Support the incorporation of multi-modal transportation by **considering**:

- 72. narrow car lane widths to redistribute additional space in the right of way to other users such as pedestrians, cyclists and transit.
- **73.** providing public transportation that is direct as possible.
- 74. surface parking lots where:
 - underground and stacked parking is not feasible:
 - b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
 - it incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
 - d. it connects active transportation infrastructure safely and efficiently through the site and to transit controlled locations.

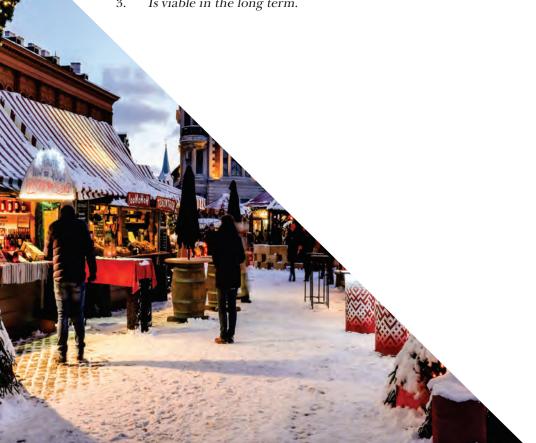
4.3.5 COMMERCIAL POLICY AREA

This policy area comprises commercial developments within the Built-Up Urban Area and Planned Areas grandfathered under existing approved Area Structure Plans identified on Map 3: Urban Service Area - Sherwood Park. Along with commercial, this policy area includes open space such as parks and active transportation infrastructure. Within the commercial areas of the Urban Service Area there are several different forms of commercial including community commercial, major commercial and business commercial. There is also an opportunity to intensify and diversity these areas by integrating residential with mixed-use development outside of the Heavy Industrial Transition Overlay. These areas shall be planned and built to meet the objective and polices identified below.

Objective

Strathcona County's objectives are to ensure that Sherwood Park's Commercial Policy Area:

- Intensifies and diversifies into a mixture of land uses: 1.
- 2. Incorporates walkability; and
- 3. Is viable in the long term.





Policies Strathcona County Will

BUILT-UP URBAN AREA



Residential

Support *intensification and diversification into a mixture of land uses by* **considering**:

inclusionary housing within Area
 Redevelopment Plans or Area Structure Plans
 outside of the Heavy Industrial Transition
 Overlay where in close proximity to services.

Promote viability in the long term by **encouraging**:

 the integration of compatible mixed-use buildings within redevelopments outside of the Heavy Industrial Transition Overlay.



Commercial

Promote intensification and diversification into a mixture of land uses by **encouraging**:

- a mixture of uses including but not limited to major commercial, community commercial, business commercial, compatible residential or local community services within commercial redevelopments outside of the Heavy Industrial Transition Overlay.
- 4. intensification and diversification of commercial overtime such as through infill of surface parking lots and redevelopment into higher density buildings respecting the limitations of the Heavy Industrial Transition Overlay.
- attracting new business commercial that preserve employment close to residential outside of the Heavy Industrial Transition Overlay.

Promote the incorporation of walkability by **encouraging**:

- a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.
- 7. that new or redeveloping commercial sites to incorporate pedestrian oriented design by:
 - a. including buildings that front onto a street with a zero setback at the ground floor level;
 - creating the appearance of regularly spaced frontages;
 - including storefront windows and street fronting entrances; and
 - **d.** including outdoor seating/patios.



Local Community Services

Promote viability in the long term by **encouraging**:

- 8. existing religious assemblies within the Heavy Industrial Transition Overlay to incorporate commercial on their sites or redevelop into commercial.
- local community services which are compatible with commercial uses such as child care to locate with commercial areas outside of the Heavy Industrial Transition Overlay.



Open Space

Ensure viability in the long term by requiring:

enhancements to open space in conjunction with redevelopments. 11. landscaping internally within commercial sites as well as on the periphery.



Transportation

Promote the incorporation of walkability by **encouraging**:

- 12. midblock crosswalks in combination with pedestrian safety measures such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.
- pedestrian safety measures such as pedestrian islands, raised intersections and curb extensions.
- 14. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
- 15. the connection of active transportation infrastructure and public transportation within the Commercial Policy Area and to adjacent policy areas.
- 16. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
 - **a.** across major streets to provide active transportation access to services;
 - **b.** between residential and services;
 - c. on both sides of the street; and
 - **d.** to transit controlled locations.
- pedestrian infrastructure along active transportation infrastructure and at transit controlled locations.

- 18. that transportation plans utilize:
 - a. transit oriented development concepts;
 - **b.** context approach to street design;
 - complete street concepts where dictated by the land use context; and
 - d. modal split
- 19. reduced car parking.
- 20. express transit service and transit priority corridors to connect major employment, popular destinations and mixed use areas.
- 21. parking to locate:
 - a. on-street;
 - **b.** underground; or
 - as stacked parking.
- **22.** bicycle parking for all developments.
- commercial and services to be accessible by active transportation and public transportation at multiple location points.

Support the incorporation of walkability by **considering**:

- 24. narrow car lane widths to redistribute additional space in the right of way to other users such as pedestrians, cyclists and transit.
- **25.** surface parking lots where:
 - underground and stacked parking is not feasible;
 - b. it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
 - it incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
 - it connects active transportation infrastructure safely and efficiently through the site and to transit controlled locations.

PLANNED AREAS



Residential

Support *intensification and diversification into a mixture of land uses by* **considering**:

26. inclusionary housing within Area Structure Plans in close proximity to services.

Promote *viability in the long term by* **encouraging**:

 the integration of mixed-use developments which include medium or high density residential.



Commercial

Ensure intensification and diversification into a mixture of land uses by **requiring**:

- 28. that the amount of community commercial remain the same or increase within existing Area Structure Plans.
- 29. that community commercial within existing Area Structure Plans maintain their originally sited location or relocate to a site that allows for increased accessibility and centrality.

Promote intensification and diversification into a mixture of land uses by **encouraging**:

- **30.** community or major commercial to be built in close proximity (600m) of all residential.
- **31.** multi-story commercial buildings.
- 32. new and existing business commercial such as offices and professional services that provide employment close to residential.
- 33. commercial areas to include a mixture of uses including, residential, local community services, high schools or major public services.



Promote the incorporation of walkability by encouraging:

- 34. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.
- 35. that new or redeveloping commercial incorporate pedestrian oriented design by:
 - including buildings that front onto a street with a zero setback at the ground floor level;
 - **b.** creating the appearance of regularly spaced frontages;
 - including storefront windows and street fronting entrances; and
 - **d.** including outdoor seating/patios.



Local Community Services

Promote viability in the long term by encouraging:

36. local community services which are compatible with commercial uses such as child care to locate within commercial areas.



Open Space

Ensure the incorporation of walkability by requiring:

- **37.** landscaping internally within commercial sites as well as on the periphery.
- **38.** the provision of outdoor amenity spaces for large developments.
- **39.** environmental reserve as land.
- **40.** municipal reserves in the following forms;
 - as land where to provide connectivity within the area;
 - **b.** as land buffering major commercial from residential;
 - c. as land adjacent to or within mixed-use developments; or
 - d. as land buffering environmental reserve.

There are several different forms of commercial including community commercial, major commercial and business commercial.



Transportation

Ensure the incorporation of walkability by requiring:

- 41. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
- 42. the connection of active transportation infrastructure and public transportation within the Commercial Policy Area and to adjacent policy areas.
- 43. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
 - **a.** across major streets to provide active transportation access to services;
 - **b.** between residential and services;
 - c. on both sides of the street; and
 - d. to transit controlled locations.
- **44.** pedestrian infrastructure along active transportation infrastructure and at transit controlled locations.

Promote the incorporation of walkability by **encouraging**:

- 45. that transportation plans utilize:
 - a. transit oriented development concepts;
 - b. context approach to street design;
 - c. complete street concepts where dictated by the land use context; and
 - d. modal split

- 46. midblock crosswalks in combination with pedestrian safety measures such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.
- 47. pedestrian safety measures such as pedestrian islands, raised intersections and curb extensions.
- 48. reduced car parking.
- 49. express transit service and transit priority corridors to connect major employment, popular destinations and mixed use areas.
- **50.** parking to locate:
 - a. on-street;
 - **b.** underground; or
 - c. as stacked parking
- 51. bicycle parking for all developments.
- 52. services to be accessible by active transportation and public transportation at multiple location points.

Support the incorporation of walkability by **considering**:

- 53. narrow car lane widths to redistribute additional space in the right of way to other users such as pedestrians, cyclists and transit.
- **54.** surface parking lots where:
 - underground and stacked parking is not feasible;
 - **b.** it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
 - c. it incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
 - **d.** it connects active transportation infrastructure safely and efficiently through the site and to transit controlled locations.



4.3.6 MAJOR PUBLIC SERVICE POLICY AREA

This policy area comprises the major public services within the Urban Service Area which are outside of the Compact Development Policy Area and Urban Centre Policy Area identified on Map 3: Urban Service Area - Sherwood Park. These are facilities or amenities that are widely used by residents throughout the Urban Service Area and the Rural Service Area. This policy area may include but is not limited to major community services, recycling stations and emergency services. They do not include local community services that are used by individual neighbourhoods or services that are not open to the public.

From young to old, there is a need for a diverse range and variety of public services within the County. Strathcona County strives to ensure the services offered to the public are accessible and meet the needs of all County residents.

Objectives

Strathcona County's objectives are to ensure that Sherwood Park's Major Public Services:

- 1. Provide public services that meet the needs of Strathcona County residents;
- 2. Are accessible to all ages, incomes and abilities; and
- 3. Are viable in the long term.



Policies Strathcona County Will



General

Ensure the provision of public services that meet the needs of Strathcona County residents by requiring:

1. a variety of major public services throughout the Urban Service Area.

Promote the provision of public services that meet the needs of Strathcona County residents by **encouraging**:

2. the continued operation of existing major public services.

Ensure viability in the long term by requiring:

 that new Major Public Services do not compromise the Heavy Industrial Transition Overlay.

Promote *viability in the long term by* **encouraging**:

- air quality monitoring stations at major public services.
- opportunities for the shared (joint) use of sites or multi-use facilities.
- major public services be designed in a manner that allows for the modification of uses based on changing community needs.





Major Community Services

Ensure the provision of public services that meet the needs of Strathcona County Residents by requiring:

- that a park master plan be prepared for regional parks.
- 8. the continued operation, improvement and assessment of the Bethel Transit Terminal and provide for required modifications.

Promote the provision of public services that meet the needs of Strathcona County Residents by encouraging:

cooperation with Alberta Health Services to ensure the health care needs of the community are met.

Ensure accessibility for all ages, incomes and abilities by requiring:

- that indoor recreation facilities provide amenities for all ages, incomes and abilities.
- 11. that major community services be accessible and barrier free.
- 12. transit terminals to incorporate pedestrian oriented design, pedestrian infrastructure and connect to active transportation infrastructure.
- 13. that transit terminals be accessible to all.

Promote accessibility for all ages, incomes and abilities by **encouraging**:

- 14. that major community services:
 - maintain a central location within a community or the Urban Service Area;
 - provide a range of community services;

- have access to express transit service and transit corridors;
- **d.** be connected to active transportation infrastructure;
- e. implement traffic calming at adjacent crossings;
- **f.** be accessible from all sides:
- g. contain or be adjacent to an outdoor gathering space;
- **h.** be highly visible;
- i. contain ample bike parking; and
- j. consider potential expansion areas.

Ensure *viability* in the long term by **requiring**:

- that the development of public recreation facilities be based on consultation with users and market studies.
- that future major recreation services are guided by an open space and recreation facility strategy.

Promote viability in the long term by **encouraging**:

- 17. that new public health centres be located in close proximity to the following:
 - a. major streets and transit corridors;
 - community and seniors housing developments; and
 - c. complementary health services.
- **18.** that new transit terminals be located in close proximity to the following:
 - a. major transportation corridors;
 - **b.** high density residential;
 - **c.** community and seniors housing



developments;

- **d.** employment areas;
- e. major commercial;
- f. major public services; and
- **g.** active transportation infrastructure and linkages.
- 19. that new major community services be located in close proximity to the following:
 - a. major streets and transit corridors;
 - **b.** high density residential;
 - c. community and seniors housing;
 - **d.** active transportation infrastructure and linkages;
 - e. a schools site; and
 - **f.** commercial;
- 20. place making elements such as streetscapes, urban parks and public art at transit terminals.
- major community services to co-locate with or integrate residential, schools, local community services or commercial.
- 22. major recreation or community facilities to accommodate major attractions and events.

- 23. opportunities for the shared (joint) use of major community services with schools.
- 24. stacked and underground parking associated with transit terminals in order to reduce footprints and increase connectivity to the site.
- design elements such as bike parking, wayfinding, fare vending and indoor and outdoor seating at transit terminals.



Emergency Service Facilities

Ensure the provision of public services that meet the needs of Strathcona County Residents by requiring:

- 26. co-operation and partnership with neighbouring municipalities to develop integrated plans and agreements regarding fire prevention, emergency management and firefighting services.
- 27. the provision of emergency and protective services to accommodate a growing and changing population.

Ensure *viability* in the long term by **requiring**:

28. that emergency service and police stations are developed in a manner that meet their operational requirements.



Recycling Stations

Promote the provision of public services that meet the needs of Strathcona County Residents by **encouraging**:

29. the development of new recycle stations.

Promote *viability in the long term by* **encouraging**:

30. the co-location of recycle stations with other public and private facilities such as commercial to improve site usability.



Transportation

Ensure accessibility for all ages, incomes and abilities by requiring:

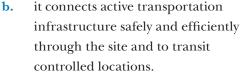
- **31.** that major community services are accessible by active transportation infrastructure and public transportation.
- **32.** a transit controlled location within 250 metres of a major public service.

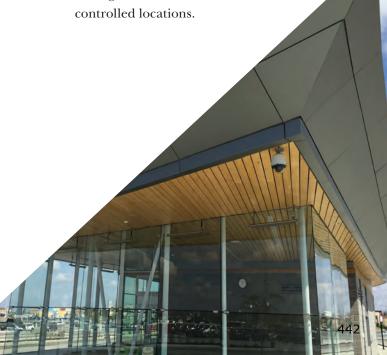
Promote accessibility for all ages, incomes and abilities by **encouraging**:

- 33. new vehicular parking to locate:
 - a. on-street:
 - **b.** underground: or
 - c. as stacked parking.

Support accessibility for all ages, incomes and abilities by **considering**:

- **34.** surface parking lots where:
 - a. it incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and





4.3.7 LIGHT/MEDIUM INDUSTRIAL POLICY AREA

This policy area comprises existing and planned light and medium industrial development within the Urban Service Area identified on Map 3: Urban Service Area - Sherwood Park. Light and medium industrial often serve as a buffer between heavy industrial and incompatible land uses. Sherwood Park has two existing mixed industrial and commercial business parks and six existing light industrial/medium industrial areas. Additional light and medium industrial areas have been planned north of Highway 16.

Objectives

Strathcona County's objectives are to ensure that Sherwood Park's Light/Medium Industrial Policy Area:

- 1. Includes efficiently designed developments that occur in an orderly manner;
- 2. Has a minimal impact on incompatible land uses; and
- 3. Is viable in the long term.



Policies Strathcona County Will



General

Ensure efficiently designed developments that occur in an orderly manner by requiring:

- the completion of Area Structure Plans for all new light/medium industrial developments within Sherwood Park.
- 2. Area Structure Plans to provide direction on:
 - a. light industrial;
 - **b.** medium industrial;
 - c. transitioning and buffering;
 - d. pipelines;
 - e. agricultural operations;
 - **f.** subdivision criteria;
 - g. open space and environmental management;
 - **h.** transportation; and
 - i. utilities and stormwater management.

Ensure development has minimal impact on incompatible land uses by requiring:

buffering and mitigation of nuisances between light and medium industrial and incompatible land uses.

Promote development has minimal impact on incompatible land uses by encouraging:

4. air quality monitoring stations to enhance ambient air quality.

Promote *viability in the long term by* **encouraging**:

- 5. light and medium industrial developments.
- **6.** large scale agriculture support services.
- 7. synergies between industrial developments.



Light Industrial

Ensure development has minimal impact on incompatible land uses by requiring:

- light industrial development to serve as a buffer between medium industrial uses and incompatible land uses outside of the Light/ Medium Industrial Policy Area.
- that light industrial developments do not cause nuisance impacts on incompatible land uses outside of the Light/Medium Industrial Policy Area.
- **10.** light industrial developments contain minimal limit outdoor storage.

Promote *viability in the long term by* **encouraging**:

11. urban farms.

Support *viability* in the long term by **considering**:

- **12.** resubdivision of existing light industrial lots where the development:
 - has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
 - **b.** mitigates potential issues with adjacent land uses; and
 - c. is consistent with the applicable Area Structure Plan.



Medium Industrial

Ensure development has minimal impact on incompatible land uses by requiring:

13. medium industrial development to serve as a buffer between heavy industry and incompatible land uses outside of the Light/ Medium Industrial Policy Area. 14. medium industrial developments to prevent or mitigate nuisance impacts on incompatible land uses outside of the Light/Medium Industrial Policy Area.

Support *viability in the long term by* **considering**:

- 15. resubdivision of existing medium industrial lots where the development:
 - has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
 - prevent or mitigate potential issues with adjacent land uses; and
 - **c.** is consistent with the applicable Area Structure Plan.



Open Space

Ensure efficiently designed developments that occur in an orderly manner by requiring:

- **16.** municipal reserves in the following forms;
 - a. as cash-in-lieu;
 - as land only where the land is needed to provide the desired linkages within the County's approved active transportation strategy;
 - c. as land buffering industrial uses from incompatible land uses; or
 - **d.** as land buffering environmental reserve.

Ensure minimal impact on incompatible land uses by requiring:

- 17. environmental reserves:
 - a. as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body;
 - where the environmental feature would enhance the desired linkages within the County's approved active transportation strategy; and
 - c. where the environmental feature is within an environmentally significant area.
- **18.** identification and mitigation of contaminated sites when:
 - a. there is a change in use; or
 - **b.** there is a known contaminated site.



Transportation

Ensure efficiently designed developments that occur in an orderly manner by requiring:

19. a comprehensive transportation network.

Promote efficiently designed developments that occur in an orderly manner by **encouraging**:

- access to public transportation and close proximity to a transit controlled location.
- 21. active transportation infrastructure to and within the Light/Medium Industrial Policy Area.
- 22. initiatives to extend railway spur lines within industrial areas, with safeguards, as a means of enhancing economic development opportunities.
- 23. the development of industry with access to major transportation routes to reduce the negative effects on local streets.

4.3.8 HEAVY INDUSTRIAL POLICY AREA

This Policy Area comprises approximately five sections of heavy industrial land use identified on Map 3: Urban Service Area - Sherwood Park commonly referred to as Refinery Row located on the west side of Anthony Henday Drive. The Refinery Row area is home to one of Canada's largest concentrations of petrochemical and oil refining complexes and is a Major Employment Area for the region. These petro-chemical industries have helped define the community through their continued growth and today, Sherwood Park and Strathcona County is known within the region, Province and Country as being a leader in oil and gas and related industrial development.

Heavy industrial uses have played an integral role in the formation of Sherwood Park, yet they also have presented a number of challenges. The foremost being the relationship/interface between heavy industry and other adjacent land uses and the assurance of the safety and well-being of Strathcona County residents.

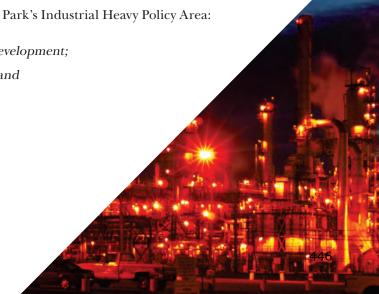
Heavy industrial uses pose a certain level of risk to the safety and well-being of residents due to the nature of their operations and their relative location to other land uses and developments within Sherwood Park. Strathcona County values both industry and residents and recognizes the need to mitigate negative impacts on the well-being of either.

Therefore, a reciprocal relationship occurs between heavy industry and other land uses within Sherwood Park that has the purpose of ensuring that the safety and well-being of residents is maintained; while allowing for industry to continue and expand their operations. This reciprocal relationship consists of limiting the nearness and scale of non-industrial development that is adjacent to heavy industrial land uses while concurrently limiting the distance that risk associated with heavy industrial uses can extend.

Objective

Strathcona County's objectives are to **ensure** that Sherwood Park's Industrial Heavy Policy Area:

- 1. Responsibly manages risks associated with industrial development;
- 2. Includes efficiently designed industrial developments; and
- 3. Is viable over the long term.



Policies Strathcona County Will



General

Support *viability* in the long term by **considering**:

 interim extensive agricultural operations and limited outdoor storage, providing it will not preclude or infringe upon future industrial development.



Heavy Industrial

Ensure responsible management of risks associated with industrial development by requiring:

- that Strathcona County maintain a cumulative risk assessment for the Heavy Industrial Policy Area which includes information on:
 - a. risk identification;
 - **b.** probability of an industrial accident;
 - consequence of an industrial accident;
 and
 - d. risk management.
- a Heavy Industrial Transition Overlay based on the County's cumulative risk assessment be incorporated into the Land Use Bylaw in the location identified on Map 3: Urban Service Area-Sherwood Park.
- the location of the Heavy Industrial Transition Overlay as indicated on Map 3: Urban Service Area- Sherwood Park remain unchanged.

- **5.** that heavy industrial developments:
 - a. complete and implement a risk assessment in accordance with the standards established by the Major Industrial Accidents Council of Canada;
 - provide emergency management plan(s) to reduce or mitigate the risk associated with heavy industrial development; and
 - c. have risk contours identified within their risk assessment that are contained within the corresponding distances identified for the Heavy Industrial Transition Overlay as indicated on Map 3: Urban Service Area-Sherwood Park.
- that heavy industry has programs in place including education programs, to aid in reducing potential risk hazards.
- 7. risk management services and programs.
- **8.** identification and mitigation of contaminated sites when:
 - a. there is a change in use; or
 - **b.** there is a known contaminated site.

Ensure efficiently designed developments by requiring:

- heavy industrial developments to locate within the Heartland Policy Area or the Heavy Industrial Policy Area.
- that heavy industrial developments prevent or mitigate nuisance impacts on incompatible land uses outside of the Heavy Industrial Policy Area.

Promote *viability in the long term by* **encouraging**:

- 11. heavy industrial developments.
- 12. synergies between industrial developments.



Open Space

Ensure efficiently designed development by requiring:

- 13. municipal reserves in the following forms;
 - a. as cash-in-lieu; or
 - b. as land only where the land is needed to provide the desired linkages within the County's approved active transportation strategy or to buffer environmental reserves.
- **14.** environmental reserves:
 - a. as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body;
 - where the environmental feature would enhance the desired linkages within the County's approved active transportation strategy; and
 - c. where the environmental feature is within an environmentally significant area.



Transportation

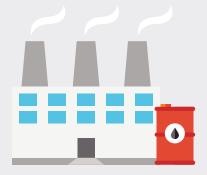
Ensure efficiently designed development by requiring:

- 15. a comprehensive transportation network.
- 16. a road network that allows for the safe and timely movement of industrial equipment and goods.

Promote efficiently designed development by **encouraging**:

 initiatives to extend railway spur lines within industrial development areas, as a means of enhancing economic development opportunities.

PETROCHEMICAL CLUSTER



World Leader

Support a positive business climate in which to advance petrochemical development in our community.



Diversity

A diversified energy sector promotes resiliency, innovative opportunities and a variety of jobs.

4.3.9 SHERWOOD PARK URBAN RESERVE

This policy section comprises of an area north of Cambrian Crossing that shall remain for agricultural operations and agricultural related purposes in order to ensure future planning and the Township Road 534 realignment are not obstructed.

Objective

Strathcona County's objectives are to **ensure** that the Sherwood Park Urban Reserve Area:

1. Is protected for future planning and street realignments.

Policies Strathcona County Will



General

Ensure the protection of the area for future planning and street realignments by requiring:

 that uses be limited to small scale agricultural and agricultural related uses until such time as future planning occurs. an Area Structure Plan prior to subdivision or non-agricultural related development except for what is allowed under existing Land Use Bylaw zoning.





4.4 BREMNER URBAN RESERVE POLICY AREA

GOAL

Bremner will be a complete community that is green, connected and diverse. It will incorporate green infrastructure, open space and urban agriculture into each community and neighbourhood. Communities and neighbourhoods within Bremner will be designed for compact, mixed-use and transit oriented development. The design of communities and neighbourhoods will encourage all residents to utilize active transportation for their daily living by creating a distinct town centre and smaller village centres that will provide residents with a variety of services, amenities, education and employment opportunities in close proximity to where they live.

Objectives

Strathcona County's objectives are to **ensure** that the Bremner Urban Reserve Policy Area:

- 1. Is viable in the long term;
- 2. Contains complete communities and complete neighbourhoods;
- 3. Achieves compact form and transit oriented development;
- 4. Respects the natural landscapes;
- 5. Integrates urban agriculture; and
- 6. Integrates green building and green infrastructure.

Policies Strathcona County Will



General

Ensure *viability in the long term by* **requiring**:

- that the Bremner Urban Reserve Policy Area identified on Map 4:Urban Service Area-Bremner is the next greenfield area for future urban growth of the Urban Service Area.
- 2. an Area Concept Plan and supporting technical documents regarding transportations, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area.
- 3. that the Bremner Growth Management Strategy (September 2014) be utilized as a foundation for completing the Bremner Area Concept Plan and supporting technical documents.
- **4.** the adoption of the Bremner Area Concept Plan prior to the acceptance of an application for a proposed Bremner Sub-Area Structure Plan.

Support *viability in the long term by* **considering**:

5. the availability of major public services, local community services and infrastructure when

- establishing development phasing for the Bremner Area Concept Plan and Bremner Sub-Area Structure Plans.
- **6.** Land Use Bylaw amendments where the proposal conforms to:
 - a conceptual scheme that was adopted by Council prior to the effective date of this plan; or
 - an adopted Bremner Sub-Area
 Structure Plan.
- 7. development where the proposal:
 - a. complies with the use regulations of the Agriculture Large Holdings Policy Area; or
 - complies with an adopted Bremner Sub-Area Structure Plan.
- **8.** subdivision where the proposal conforms to:
 - a. a conceptual scheme that was adopted by Council prior to the effective date of this plan;
 - the subdivision policies of the Agriculture
 Large Holdings Policy Area; or
 - an adopted Bremner Sub-Area Structure Plan.

Ensure complete communities and complete neighbourhoods by requiring:

- the Bremner Area Concept Plan to incorporate and provide direction on all of the following:
 - a. Bremner Sub-Area Structure Plan requirements;
 - **b.** transit oriented development;
 - c. high, medium and low density residential;
 - schools and other local community services;
 - community and seniors housing;
 - f. commercial and mixed-use development;



- g. the town centre and village centres;
- h. urban design;
- i. urban agriculture;
- j. environmental conservation;
- **k.** open space and local community services;
- 1. major public services;
- m. employment opportunities;
- n. multi-modal transportation; and
- infrastructure including low impact development for cold weather climates and alternative energy systems.
- that the Bremner Area Concept Plan delineates the boundaries of each Bremner Sub-Area Structure Plan.
- 11. that each Bremner Sub-Area Structure Plan is the size of a section; however, the size may be reduced or reconfigured for Business Park Areas or the town centre or due to natural features.
- **12.** a Bremner Sub-Area Structure Plan denotes a community in Bremner that:
 - **a.** is a complete community;
 - b. contains a village centre unless part of the town centre;
 - contains multiple complete neighbourhoods; and
 - d. contains at least one school site.
- 13. that Bremner Sub-Area Structure Plans delineate the boundaries of each complete neighbourhood.
- 14. that each complete neighbourhood is the size of a quarter section; however, the size may be reduced or reconfigured for business park areas or the town centre or due to natural features.
- 15. that complete neighbourhoods contain a mix of housing types, community commercial, local community services and open space. Complete neighbourhoods may contain school sites.

Ensure compact form and transit oriented development by requiring:

16. that the Bremner Area Concept Plan and Bremner Sub-Area Structure Plans be designed according to the required minimum greenfield density targets as set by the Regional Growth Plan.

Ensure the integration of green building and green infrastructure by requiring:

17. major public services and other land that is owned and developed by the County to incorporate low impact development for cold weather climates.



Residential

Ensure complete communities and complete neighbourhoods by requiring:

- **18.** housing diversity within each complete neighbourhood.
- 19. the Bremner Area Concept Plan to set a maximum amount of low density residential and minimum amounts of medium and high density residential for each Bremner Sub-Area Structure Plan.



Support complete communities and complete neighbourhoods by **considering**:

20. the location of school sites when establishing development phasing for a Bremner Sub-Area Structure Plan.

Ensure compact form and transit oriented development by requiring:

- 21. residential be located within, or in close proximity of local community services and community commercial.
- 22. high density residential and mixed-use development be within close proximity to transit controlled locations along transit corridors.
- 23. a balanced distribution of medium density residential, high density residential and each community in Bremner.
- 24. community and seniors housing developments to locate:
 - **a.** within close proximity (250m) of a transit controlled location;
 - **b.** within close proximity of local or major community services; and
 - within close proximity of community or major commercial services.



Promote compact form and transit oriented development by **encouraging**:

- 25. residential to be located within, or in close proximity of schools and major community services.
- 26. high density residential be combined with other uses to create mixed-use buildings.



The Town Centre

Ensure complete communities and neighbourhoods by requiring:

- 27. a town centre for Bremner which meets or exceeds aspirational Centres Density Target outlined in the Regional Growth Plan.
- 28. the Bremner Area Concept Plan and Bremner Sub-Area Structure Plan(s) which include the town centre to incorporate and provide direction on all of the following within the town centre:
 - a. transit oriented development;
 - **b.** on street, at grade transfer facilities;
 - c. multi-modal transportation including public transportation and active transportation;
 - d. high density mixed-use development;
 - e. residential;
 - **f.** employment opportunities;
 - g. commercial;
 - h. schools;
 - i. local and major community services;
 - j. major public services;
 - **k.** community and seniors housing;
 - urban design;
 - m. public agriculture;
 - open space and pedestrian infrastructure;
 and
 - infrastructure including low impact development for cold weather climates and alternative energy systems.



- 29. that the town centre provides a sub-regional level of service.
- **30.** that buildings in the town centre are multistory.
- high density residential be combined with other uses to create mixed-use buildings.
- **32.** mixed-use buildings that contain commercial, local community services, or Major Community Services.

Promote complete communities and neighbourhoods by **encouraging**:

33. employment opportunities that are compatible with residential to locate within the town centre.

Ensure compact form and transit oriented development by requiring:

- **34.** the design of the town centre to orient towards main street(s).
- **35.** buildings within the town centre to frame the streets, have zero setbacks at ground floor level.
- **36.** that required parking be located underground or on the street.

- 37. the Bremner Area Concept Plan and Sub-Area Structure Plan(s) for the town centre to include Urban Design policies that support pedestrian-oriented design in the town centre.
- **38.** on street, at grade transfer facilitie(s) within the town centre that are surrounded by transit oriented development.



Village Centres

Ensure complete communities and neighbourhoods by requiring:

- 39. the Bremner Area Concept Plan and Bremner Sub-Area Structure Plan(s) which include village centres to incorporate and provide direction on all of the following within village centres:
 - a. transit oriented development;
 - **b.** on street, at grade transfer facilities;
 - multi-modal transportation including public transportation and active transportation;
 - d. medium and high density mixed-use development;
 - e. residential;
 - **f.** employment opportunities;
 - g. commercial;
 - **h.** schools where required;
 - i. local or major community services;
 - j. major public services where required;
 - **k.** community and seniors housing where required;
 - 1. urban design;
 - m. public agriculture;
 - open space and pedestrian infrastructure;
 and
 - infrastructure including low impact development for cold weather climates and alternative energy systems.



- **40.** that buildings in village centres are multi-story.
- **41.** medium or high density residential be combined with other uses to create mixed-use buildings.
- **42.** mixed-use buildings that contain commercial, local community services, or major community services.

Promote *complete communities and neighbourhoods by* **encouraging**:

43. employment opportunities that are compatible with residential to locate within village centres.

Ensure compact form and transit oriented development by requiring:

- **44.** the design of village centres to orient to main street(s).
- **45.** buildings within village centres to frame the streets, have zero setbacks at ground floor level.
- 46. that required parking be located underground, on the street, the rear of buildings or interior of sites.
- 47. the Bremner Area Concept Plan and Sub-Area Structure Plans which include a village centre to include Urban Design policy that supports pedestrian-oriented design for the village centres.
- **48.** transit controlled locations that are surrounded by transit oriented development.



Business Park

Ensure complete communities and neighbourhoods by requiring:

49. that the size of a Sub-Area Structure Plan may be reduced or reconfigured for Business Park areas or other factors such as topography.

Communities and neighbourhoods within Bremner will be designed for compact, mixed-use and transit oriented development.



50. the incorporation of land uses that are generally incompatible with residential and need large warehouse format buildings such as manufacturing, storage and distribution facilities.

Support complete communities and neighbourhoods by **considering**:

51. a limited amount of convenience commercial to primarily serve employees and businesses within a business park.



Open Space

Ensure complete communities and neighbourhoods by requiring:

- 52. municipal reserve for recreational opportunities to achieve all of the below, distributed in a manner which provides the maximum benefit:
 - a. provide and connect open space within complete neighbourhoods prior to providing land for regional park or parks that serve a Community in Bremner;
 - connect open space between complete neighbourhoods; and
 - **c.** connect environmental reserves to open space.
- 53. the completion of a Park Master Plan for new school sites and regional parks.
- 54. that all residences are within close proximity to a park.
- 55. parks of a scale and size containing activities that serve the needs of a complete neighbourhood be co-located with elementary school sites.

Promote complete communities and neighbourhoods by **encouraging**:

56. indoor recreation facilities to also contain outdoor recreation amenities.

URBAN AGRICULTURE



Urban agriculture is the practice of cultivating food in an urban area.



Urban agriculture provides the benefits of creating a healthy, liveable community by helping to grow food, relationships, and local economy in our community.

Ensure respect for the natural landscape by requiring:

- 57. environmental reserves at the time of subdivision as identified through a biophysical assessment.
- 58. conservation of named creeks such as Pointe-Aux-Pins and Oldman Creek using environmental reserves.
- 59. local streets and active transportation infrastructure to locate adjacent to the environmental reserves conserving Pointe-Aux-Pins and Oldman Creek.

Support respect for the natural landscape by **considering**:

60. the recommendation of a biophysical assessment when locating municipal reserves.



Agriculture

Ensure viability in the long term by requiring:

61. an agricultural impact assessment as part of the Bremner Area Concept Plan.

Promote *viability in the long term by* **encouraging**:

62. agricultural operations to continue until such time as urban development occurs on the parcel.



Ensure complete communities and neighbourhoods by requiring:

63. public agriculture such as community gardens and edible landscapes.

Promote *complete communities and neighbourhoods by* **encouraging**:

64. urban agriculture such as rooftop gardens and urban farms.



Transportation

Ensure *complete communities and neighbourhoods by* **requiring**:

- 65. the Urban Service Area-Bremner to maintain a public transportation system which includes express transit service and transit corridors.
- 66. that development is phased in a logical order that facilitates transit's ability to begin transit service as soon as residences are occupied.
- 67. the design of communities and complete neighbourhoods to support a cost effective public transportation system including transit.
- **68.** adherence to rail line development guidelines or a risk assessment for development adjacent to rail lines.

Promote complete communities and neighbourhoods by **encouraging**:

- 69. priority transit corridors and higher order transit service in the long term.
- 70. express transit service between the north side and south side of Highway 16 within the Urban Service Area when population and development north of Highway 16 warrants the demand.



Support complete communities and neighbourhoods by **considering**:

71. transit priority corridors on long, direct routes when a large number of people want to travel along one street such as those connecting the village centres and the town centre to increase transit reliability and efficiency.

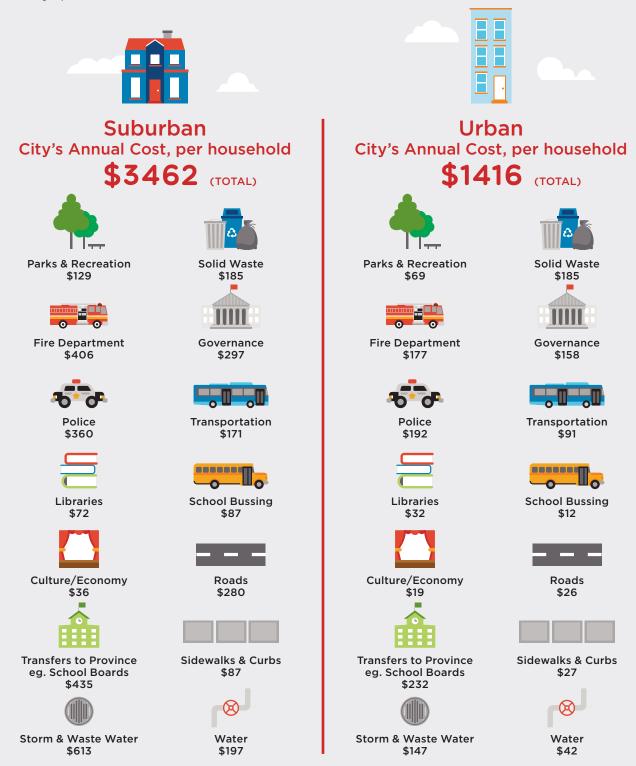
Ensure compact forms and transit oriented development design by requiring:

- **72.** an inter-connected multi-modal transportation system.
- **73.** an interconnected active transportation infrastructure network throughout Bremner.
- 74. the connection of active transportation infrastructure between residential and services, as well as the town centre and village centres.
- 75. vehicular levels of service guidelines which base level of service on the transportation goals of the policy area.
- 76. Strathcona County to complete Alternative
 Design and Construction Standards for the
 Bremner Urban Reserve Policy Area prior to
 accepting any new applications for Sub-Area
 Structure Plans, Land Use Bylaw amendments,

- or subdivision within the boundary of the Bremner Urban Reserve Policy Area.
- 77. the Bremner Alternative Design and Construction Standards to include street design for complete streets within a land use context approach.
- 78. services to be accessible by active transportation and public transportation at multiple location points.
- 79. the incorporation of the following:
 - a. transportation demand management;
 - **b.** grid or modified grid pattern of streets for high level connectivity;
 - c. complete streets and context approach to roadway design;
 - **d.** target speed approach;
 - e. transportation impact assessment that include active transportation, multimodal networks and modal split;
 - f. analysis for transit oriented development areas;
 - g. analysis for main street areas; and
 - h. multi-modal connections from Bremner to Sherwood Park, Ardrossan, Edmonton and Fort Saskatchewan.

ECONOMIC BENEFITS OF COMPACT DEVELOPMENT

Compact development increases density and keeps dollars in the community by supporting local businesses and employment and the efficient use of infrastructure.





SECTION 5.

RURAL SERVICE AREA

5.1 RURAL SERVICE AREA GENERAL

Strathcona County is a specialized municipality within the Capital Region, and has been one of the fastest growing municipalities in Alberta. Within it, agricultural operations have historically been a major economic activity. Also a substantial portion of the rural service area falls within the Beaver Hills Moraine which has been designated a United Nations Educational, Scientific and Cultural Organization Biosphere.

In 2015 Strathcona County completed an Agriculture Master Plan which confirms that agricultural operations continue to be the largest land user within Strathcona County. Although relatively small in terms of area in comparison to other counties in Alberta, Strathcona County continues to be a highly productive agricultural municipality. More than just an economic entity, agricultural operations provide a rural lifestyle for those who desire this and helps establish the community character of Strathcona County.

Strathcona County's Rural Service Area contains nine distinct policy areas that are strategically located based on the agricultural quality of soils, nearness to urban centers, available infrastructure and location of environmentally significant areas and the Beaver Hills Moraine. The location of these policy areas forms the foundation of the interrelated zones of the Beaver Hills Biosphere. Each of the areas has been established to meet different objectives and create a well-rounded and diverse community and economy for the County.

Strathcona County's Rural Service Area also contains three growth hamlets including Ardrossan, Josephburg, and South Cooking Lake as well as five small hamlets including Antler Lake, Collingwood Cove, Half Moon Lake, Hastings Lake and North Cooking Lake. These hamlets provide residents with a rural alternative to the urban service area.

Goal

Strathcona County will have a viable Rural Service Area

Objectives

Strathcona County's objectives are to **ensure** that the Rural Service Area:

1. Is viable in the long term.



Policies Strathcona County will:



General

Ensure *viability* in the long term by **requiring**:

- new schools for the Rural Service Area to locate within the Urban Service Area or growth hamlets.
- new multi-parcel Country Residential subdivision to occur only within the Country Residential Policy Area.

Promote viability in the long term by encouraging:

- 3. new local community services and Major Public Services for the Rural Service Area to locate within the Urban Service Area or growth hamlets.
- small scale agriculture support services throughout the Rural Service Area.
- the conservation of biodiversity and sustainable development practices through people living and working in harmony with nature within the Beaver Hills Biosphere.

 the implementation of FireSmart principles to aid in the prevention of loss, damage or injury due to wildfire.

Support *viability* in the long term by **considering**:

- the risk of, or potential for, wildfire when reviewing applications for subdivision or development.
- 8. the redesignation of prime agricultural lands for agricultural purposes in areas designated for non-agricultural uses including, but not limited to, country residential areas or reclaimed resource extraction areas.
- 9. the use of all available tools in addition to municipal reserves to acquire or gain access to lands for park and recreational use, including:
 - a. donations;
 - **b.** bequests;
 - c. long-term leases;
 - d. joint use agreements and;
 - e. amenity contributions.
- **10.** new Major Public Services outside of growth hamlets where the proposed development:
 - **a.** supports the needs of the municipality;
 - **b.** is within the vicinity of its main user base;
 - has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
 - d. is rezoned to a district consistent with the objectives and policies of the applicable policy area;
 - e. considers community input; and
 - **f.** is consistent with an applicable statutory plan.



5.2 HAMLET POLICY AREA

Strathcona County contains eight (8) hamlets which are dispersed throughout the Rural Service Area identified on Map 6: Hamlets. Of these hamlets; Ardrossan, Josephburg and South Cooking Lake are recognized as growth hamlets. These growth hamlets include a mix of land uses that will continue to provide sustained residential, employment, local community services, urban agriculture and recreation opportunities to local residents and the wider rural area. The County shall prioritize investment in growth hamlets, firstly and to a greater extent in the Rural Centre of Ardrossan due to its nearness to the Urban Service Area, highway corridors, and availability of infrastructure, services and amenities. The County will support the development of community commercial and business commercial in growth hamlets to increase access to jobs and to improve access to quality services for rural residents.

The small hamlets of Antler Lake, Collingwood Cove, Half Moon Lake, Hastings Lake and North Cooking Lake are residential communities with limited services. The County will continue to maintain existing levels of service for these rural communities. Any future development or growth will be contained within existing boundaries.

Goal

Strathcona County's hamlets are attractive rural communities that collectively provide access to housing diversity for all ages, incomes and abilities as well as amenities and services to meet the day to day needs of hamlet residents and the wider rural area.

Objectives

Strathcona County's objectives are to **ensure** that collectively, hamlets:

- 1. Provide a range of services to meet the day to day needs of residents in the Rural Service Area;
- 2. Provide housing diversity within the Rural Service Area for all ages, incomes and abilities;
- 3. Achieve their full development potential and develop in an orderly manner;
- 4. Are viable in the long term;
- 5. Retain their rural character and respect the natural landscapes; and
- 6. Provide connected and complete communities.



Policies Strathcona County will:



General

Ensure a range of services to meet the day to day needs of residents by requiring:

- hamlet type proposals to locate in existing hamlets as opposed to creating new hamlets.
- 2. investment for hamlets to be prioritized towards growth hamlets.

Promote hamlets in achieving their full development potential and developing in an orderly manner by encouraging:

3. community commercial, local community services, major public services and schools within the Rural Service Area, to locate within growth hamlets.

Hamlets provide amenities and services to help meet the day to day needs of residents within the Rural Service Area.

GROWTH HAMLETS



General

Ensure hamlets achieve their full development potential and develop in an orderly manner by requiring:

- **4.** Area Structure Plans for growth hamlets.
- 5. Area Structure Plans for growth hamlets to provide direction on all of the following:
 - required minimum greenfield density targets as set by the Regional Growth Plan.
 - character and scale of the existing neighbourhood;
 - **c.** intensification;
 - d. residential including medium density and mixed-use development;
 - e. schools;
 - **f.** community and seniors housing;
 - g. commercial including community commercial, business commercial and mixed-use development;
 - h. urban agriculture;
 - i. conservation;
 - open space and local community services;
 - **k.** multi-modal transportation;
 - infrastructure including low impact development for cold weather climates; and
 - m. design guidelines.

Ensure a connected and complete community by requiring:

- 6. that growth hamlet Area Structure Plans include Hamlet Design Guidelines that define the scale and character of the community and include sections regarding:
 - a. re-development and infill;

- **b.** compatible land uses;
- c. sustainability;
- d. accessibility;
- e. crime prevention through environmental design;
- f. buildings and public spaces;
- g. active transportation;
- h. arts, culture and heritage; and
- i. complete communities.



Growth

Promote hamlets in achieving their full development potential and developing in an orderly manner by encouraging:

- 7. investment for growth hamlets be prioritized towards the Rural Centre of Ardrossan.
- a variety of residential and non-residential uses within neighbourhoods, to ensure accessibility to basic everyday needs.

Support hamlets in achieving their full development potential and developing in an orderly manner by **considering**:

- 9. a proposal for the expansion of a hamlet boundary only when there is a total of 25% unabsorbed lands within the planned area or all lands could be absorbed within 5 years.
- **10.** an application to expand a hamlet boundary based on, but not limited to the evaluation of all of the following criteria:
 - a. the Regional Growth Plan
 - a market analysis completed by a qualified professional;
 - **c.** hamlet population limits;
 - **d.** long term financial viability;
 - e. infrastructure capacity;

- **f.** represents orderly, contiguous development of the hamlet;
- g. results of an agricultural impact assessment and biophysical assessment;
- **h.** benefit to the community;
- i. complete communities;
- j. employment needs;
- **k.** compatibility and integration with the existing Area Structure Plan; and
- 1. community input.

Ensure the retention of rural character and natural landscape by requiring:

- 11. that Josephburg and South Cooking Lake do not exceed the upper population limit in the range of 1000-1500 residents.
- 12. that Ardrossan does not exceed the upper population limit in the range of 5000 6000 residents.



Residential

Ensure the provision of housing diversity for all ages, incomes and abilities by requiring:

- the inclusion of a wide range of housing diversity to meet all ages, incomes and abilities.
- **14.** the inclusion of medium density residential within greenfield areas.

Promote the provision of housing diversity for all ages, incomes and abilities by **encouraging**:

- 15. new community and seniors housing developments to locate in close proximity to new or planned:
 - a. transit controlled locations;
 - b. local community services; and
 - c. community commercial.

Support hamlets in achieving their full development potential and developing in an orderly manner by **considering**:

- **16.** infill and redevelopment where the proposed development:
 - has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
 - **b.** mitigates potential issues with adjacent land uses; and
 - c. is consistent with the applicable Hamlet Design Guidelines and Area Structure Plan.



Commercial

Ensure a range of services to meet the day to day needs of residents by **requiring**:

- 17. a high standard of architectural appearance, design and landscaping along major streets that serves to enhance the visual form and character of development.
- **18.** the inclusion of community and business commercial within greenfield areas.
- 19. that community commercial:
 - a. serves the day to day commercial needs;
 - **b.** is accessible by active transportation;
 - has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and
 - d. is consistent with the applicable Hamlet Design Guidelines and Area Structure Plan.

Promote hamlets in achieving their full development potential and developing in an orderly manner by encouraging:

20. community commercial within the Rural Service Area to locate within growth hamlet boundaries.



Open Space

Support the retention of rural character and natural landscape by **considering**:

21. the recommendation of a biophysical assessment when locating municipal reserves.

Ensure a connected and complete community by requiring:

- 22. that municipal reserve for recreational opportunities be distributed to provide the maximum benefit while achieving all of the following:
 - a. provide and connect open space within complete neighbourhoods prior to providing land for regional park or parks that serve a larger population base;
 - **b.** connect open space between complete neighbourhoods; and
 - **c.** connect environmental reserves to open space.
- 23. a diversity of parks in terms of size, scale and activities that serves the needs of residents within growth hamlets.
- **24.** the provision of well-designed open space that:
 - a. is accessible by multiple modes of transportation for people of all ages, incomes and abilities;
 - allows for passive and active recreation and cultural activities that serve a diverse population;
 - **c.** is located on highly visible lots with large street frontage;
 - d. has the ability to convert uses throughout all four seasons; and
 - e. is consistent with the applicable Hamlet Design Guidelines and Area Structure Plan.
- 25. a minimum of 10% municipal reserve dedicated as land.

26. that a Park Master Plan be prepared regional parks and school sites.

Promote a connected and complete community by encouraging:

- 27. parks of a scale and size containing activities that serve the needs of a neighbourhood be co-located with elementary school sites.
- 28. all residences to be within close proximity to a park.
- 29. public agriculture and edible landscapes through integration with landscaping standards.

Support a connected and complete community by **considering**:

30. the creation of new community gardens within neighbourhood and community parks where the community has requested them.





Conservation

Ensure the retention of rural character and natural landscape by requiring:

31. environmental reserves or environmental reserve easements at the time of subdivision as identified through a biophysical assessment.

Promote the retention of rural character and natural landscape by **encouraging**:

- 32. developments to retain the natural topography of a lot.
- 33. developments to retain tree stands where the trees:
 - a. provide protection for watercourses or environmental features; or
 - **b.** are healthy, of a substantial size and provide biodiversity.
- 34. the conservation of wetlands and integration of wetlands into stormwater management facilities.



Local Community Services

Promote a connected and complete community by **encouraging**:

- 35. public indoor recreation facilities to also contain public outdoor recreation amenities.
- 36. that public indoor recreation services provide amenities for all ages, incomes and abilities.
- 37. the provision of local community services within, or in close proximity to a mixture of uses including other local community services, commercial, residential, schools or major public services.



Schools

Promote a connected and complete community by **encouraging**:

- **38.** the integration of public agriculture into school site planning.
- 39. that new school sites:
 - a. be located in a central area of a neighbourhood or community;
 - avoid barriers to accessibility including railroads and major roads, and where barriers cannot be avoided, use mitigation measures to enhance accessibility;
 - c. front onto at least two streets;
 - **d.** be connected to active transportation infrastructure;
 - e. implement traffic calming at adjacent crossings;
 - **f.** be accessible from all sides;
 - g. be highly visible;
 - **h.** contain ample bike parking;
 - i. consider potential expansion areas; and
 - j. offer separate traffic lanes.
- **40.** the joint use of municipal facilities with school boards.
- 41. the location of seniors housing and child care in close proximity school sites.
- 42. a mixture of uses on, or in close proximity to new school sites including community commercial, residential or local community services.

Support a connected and complete community by **considering**:

 the proposed location of school sites within neighbourhoods when establishing phasing.



Major Public Services

Promote a connected and complete community by encouraging:

- 44. that major public services required to service the Rural Service Area locate within growth hamlets.
- 45. major community services to locate in close proximity to schools, local community services, commercial and residential.
- 46. that major community services:
 - a. be located in a central area of a neighbourhood;
 - **b.** provide a range of community services;
 - c. avoid barriers to accessibility including railroads and major streets, where barriers cannot be avoided mitigation measures should be taken to enhance accessibility;
 - **d.** front onto at least two streets;
 - **e.** be connected to active transportation infrastructure;
 - **f.** implement traffic calming at adjacent crossings;
 - g. be accessible from all sides;
 - contain or be adjacent to an outdoor gathering space;
 - i. be highly visible;
 - j. contain ample bike parking; and
 - k. consider potential expansion areas.



Transportation and Utilities

Ensure viability in the long term by **requiring**:

47. that new developments connect to municipal water and wastewater services.

Support viability in the long term by considering

48. surface parking lots where:

- underground and stacked parking is not feasible;
- **b.** it is set back from the street at the rear of buildings or interior of sites and be designed in smaller clusters, separated by landscaped areas;
- c. it incorporate pedestrian infrastructure as well as safe and efficient active transportation infrastructure onsite; and
- d. it connects active transportation infrastructure safely and efficiently through the site and to transit controlled locations.
- 49. the provision of multi-modal connectivity including transit to the growth hamlets, possibly through development of small-scale mobility hubs or parks and rides where the need has been identified within the County's Integrated Transportation Master Plan or Public Transportation Master Plan.
- **50.** the use of low impact development for cold weather climates in growth hamlets.

Promote a connected and complete community by encouraging:

- 51. redevelopment of large sites to incorporate a grid or modified grid street pattern.
- 52. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
 - **a.** across major streets to provide active transportation access to services;
 - **b.** between residential and services;
 - c. on both sides of the street;
 - d. to transit controlled locations; and
 - e. through cul-de-sacs.

- 53. traffic calming techniques to reduce vehicular speed.
- 54. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
- pedestrian infrastructure along active transportation infrastructure and at transit controlled locations.
- 56. midblock crosswalks in combination with pedestrian safety measures such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.
- 57. pedestrian safety measures such as pedestrian

- islands, raised intersections and curb extensions.
- **58.** the use of a street pattern that discourages culde-sacs.
- 59. that transportation plans utilize:
 - a. context approach to street design;
 - complete street concepts where dictated by the land use context; and
 - c. modal split.
- **60.** Medium and high density residential parking to locate underground.

Support a connected and complete community by **considering**:

61. narrow car lane widths to redistribute additional space in the right of way to other users such as pedestrian and cyclists.

SMALL HAMLETS



Growth

Ensure the retention of rural character and natural landscape by requiring:

- 62. that small hamlets do not exceed the upper population limit in the range of 500 750 residents.
- 63. new small hamlet development to occur within the existing boundary of a small hamlet as opposed to expanding a boundary.



Residential

Support the provision of housing diversity for all ages, incomes and abilities by **considering**:

64. the inclusion of a wide range of housing diversity to meet all ages, incomes and abilities where servicing and infrastructure meet the requirements of municipal and provincial standards and regulations.



Commercial

Support a range of services to meet the day to day needs of residents by **considering**:

- **65.** community commercial where the proposed development:
 - a. serves the day to day community commercial

- or business commercial needs;
- has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and
- c. is consistent with the applicable Area Structure Plan.



Open Space

Promote a range of services to meet the day to day needs of residents by **encouraging**:

66. public agriculture and edible landscapes through integration with landscaping standards.

Support the retention of rural character and natural landscape by **considering**:

67. the recommendation of a biophysical assessment when locating municipal reserves.

Ensure a connected and complete community by requiring:

68. that a Park Master Plan be prepared regional parks and school sites.

Promote a connected and complete community by **encouraging**:

69. the provision of active transportation infrastructure to, or within, regional trail systems supported by Strathcona County's active transportation strategy.



Conservation

Ensure the retention of rural character and natural landscape by requiring:

70. environmental reserves or environmental reserve easements at the time of subdivision as identified through a biophysical assessment.

Promote the retention of rural character and natural landscape by **encouraging**:

- 71. developments to retain the natural topography of a lot.
- 72. the retention of wetlands through integration with stormwater management facilities.
- 73. developments to retain tree stands where the trees:
 - a. provide protection for watercourses or environmental features; or
 - **b.** are healthy, of a substantial size and provide biodiversity.



Transportation and Utilities

Ensure viability in the long term by requiring:

74. the provision of servicing which meet the requirements of municipal and provincial standards and regulations.

Promote a connected and complete community by **encouraging**:

75. opportunities for active transportation within existing hamlet boundaries.



5.3 COUNTRY RESIDENTIAL POLICY AREA

Country residential is the subdivision of rural lands to create multiple residential parcels. The multi-parcel country residential subdivisions to the east and south of the community of Sherwood Park and around Ardrossan is identified on Map 2: Rural Service Area and represents a historical residential growth pattern in Strathcona County. In order to provide an opportunity for residents wanting a rural lifestyle, multi-parcel country residential subdivision will continue to be accommodated within the Country Residential Policy Area. The Country Residential Policy Area has an ample supply of land to accommodate demand for this type of development well into the future. The primary intent of this area is for single family residential development; however, some home based businesses may be considered. Existing agricultural operations contribute to the rural landscape and will continue to operate in the area. New multi-parcel country residential subdivisions will provide open space opportunities for area residents. In practicing environmental sustainability, all new multi-parcel country residential subdivisions shall be municipally serviced with water and wastewater.

Goal

Strathcona County will strike a balance between providing opportunities for country residential living and respecting the natural and rural landscapes.

Objectives

Strathcona County's objectives are to ensure the Country Residential Policy Area:

- 1. Provides rural living opportunities;
- 2. Includes efficiently designed developments that occur in an orderly manner;
- 3. Respects and connects natural and rural landscapes; and
- 4. Balances incompatible land uses.

Policies Strathcona County Will



General

Ensure efficiently designed developments that occur in an orderly manner by requiring:

- 1. a Country Residential Area Concept Plan.
- 2. the Country Residential Area Concept Plan to provide direction on:
 - a. Area Structure Plan requirements;
 - b. transitioning and buffering;
 - agricultural and environmental impacts;
 - d. residential development and resubdivision;
 - e. conservation design principles;
 - f. industry and energy;
 - g. commercial and tourism;
 - open space, community, recreation and schools;
 - i. transportation; and
 - j. utilities and stormwater management.
- 3. proposed multi-parcel country residential subdivision located within 800 metres of the hamlet of Ardrossan boundary shall be considered a proposal to expand the hamlet boundary. Proposals shall be evaluated based on the growth policies of the Hamlet Policy Area.



Residential

Support rural living opportunities by **considering**:

4. multi-parcel country residential subdivision subject to an Area Structure Plan that is consistent with the Country Residential Area Concept Plan and where the parcel is rezoned to a district consistent with the objectives and policies of the applicable policy area.

Support efficiently designed developments that occur in an orderly manner by **considering**:

- 5. country residential re-subdivision in accordance with the Country Residential Area Concept Plan where the proposed development:
 - a. provides access which meet the requirements of municipal and provincial standards and regulations;
 - is consistent with relevant density requirements and equitable distribution of parcels;
 - c. respects the character of the existing subdivision; and
 - d. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

Ensure respect for and connection of natural and rural landscapes by **requiring**:

- 6. that the parcel density for a proposed multiparcel country residential subdivision complies with the Regional Growth Plan.
- that residential forms are limited to single dwellings and associated accessory buildings.



Commercial

Support rural living opportunities by **considering**:

- **8.** home-based businesses in accordance with the Country Residential Area Concept Plan where the proposed development:
 - does not negatively affect the existing multi-parcel country residential subdivision; and
 - **b.** is limited to the residence and accessory buildings.
- 9. small scale, nature based tourism developments in accordance with the Country Residential Area Concept Plan where the proposed development:
 - **a.** is a home based business;
 - **b.** is secondary to the primary residential use of a parcel;
 - c. covers a small land area; and
 - **d.** has limited onsite environmental impacts which are mitigated.



Agriculture

Promote respect for and connection of natural and rural landscapes by **encouraging**:

 the continuation of agricultural operations pursuant to the Country Residential Area Concept Plan.

Ensure a balance between incompatible land uses by requiring:

- 11. new multi-parcel country residential subdivisions to be designed to mitigate potential land use conflicts with adjacent land uses in other policy areas.
- **12.** new confined feeding operations to locate outside of the Country Residential Policy Area.

Support a balance of incompatible land uses by **considering**:

13. the results of a minimum distance separation calculation as per the Agricultural Operations Practices Act from existing confined feeding operations when reviewing subdivision and development applications.



Open Space, Local Community Services and Schools

Support rural living opportunities by considering:

- **14.** new community halls where the proposed development:
 - has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations;
 - is rezoned to a district consistent with the objectives and policies of the applicable policy area;
 - c. considers community input; and
 - **d.** is consistent with the Country Residential Area Concept Plan and applicable Area Structure Plan.

In order to provide an opportunity for residents wanting a rural lifestyle, multiparcel country residential subdivision will continue to be accommodated within the Country Residential Policy Area.

Ensure efficiently designed developments that occur in an orderly manner by requiring:

15. new local community services and schools which service the Country Residential Policy Area to locate in either the Urban Service Area or Ardrossan.

Ensure respect for and connection of natural and rural landscapes by **requiring**:

- 16. municipal reserve as parks and active transportation infrastructure to achieve all of the below in the following order of priority:
 - **a.** fulfill the policies of the County's active transportation strategy;
 - **b.** provide and connect open space within neighbourhoods;
 - connect open space between neighbourhoods; and
 - d. connect environmental reserves to open space.

Promote respect for and connection of natural and rural landscapes by **encouraging**:

17. that municipal reserves are located in manner that are accessible to all residents within the development.

Support respect for and connection of natural and rural landscapes by **considering**:

18. the recommendation of a biophysical assessment when locating municipal reserves.



Conservation

Ensure respect for and connection of natural and rural landscapes by requiring:

19. environmental reserves or environmental reserve easement at the time of subdivision as identified through a biophysical assessment.

Promote respect for and connection of natural and rural landscapes by **encouraging**:

- **20.** developments to retain the natural topography of a parcel.
- 21. developments to retain tree stands where the trees:
 - a. provide protection for watercourses or environmental features; or
 - b. are healthy, of a substantial size and provide biodiversity.
- **22.** the retention of wetlands through integration with naturalized stormwater management facilities.
- 23. Area Structure Plans to incorporate conservation design principles as per the Country Residential Area Concept Plan.



Industry and Energy

Ensure a balance between incompatible land uses by requiring:

- 24. new developments adjacent to existing oil and gas facilities to identify and mitigate nuisance impacts and risk concerns.
- 25. new developments adjacent to existing aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction with buffering, site orientation and other techniques.

Promote a balance between incompatible land uses by **encouraging**:

- **26.** new oil and gas facilities to locate outside of the Country Residential Policy Area.
- new aggregate resource extraction operations locate outside of the Country Residential Policy Area.



Transportation and Utilities

Ensure efficiently designed developments that occur in an orderly manner by **requiring**:

- **28.** that all new multi-parcel country residential subdivision are serviced by municipal water and wastewater systems, with the exception of:
 - **a.** first parcel out of an unsubdivided quarter section; or
 - b. parcels not required to be serviced by municipal wastewater systems as identified in the Country Residential Area Concept Plan.
- 29. that infrastructure is designed effectively and efficiently.
- **30.** that all new parcels have access to a roadway.

Promote efficiently designed developments that occur in an orderly manner by **encouraging**:

31. all new multi-parcel country residential subdivisions to include an internal roadway.

5.4 AGRICULTURE SMALL HOLDINGS POLICY AREA

The primary intent of the Agriculture Small Holdings Policy Area is to allow for opportunities such as agricultural operations, small scale commercial and associated residential that supports the agricultural viability of the area. The area is identified on Map 2: Rural Service Area and serves as a transition from urban development in the west to a lesser density of rural and agricultural uses in the east/southeast. It also provides for the conservation of environmentally significant areas.

Goal

Strathcona County will provide opportunities for small holdings agriculture that supports livework, local food production and local food distribution which respect the rural landscape and the environment.

Objectives

Strathcona County's objectives are to ensure that the Agricultural Small Holdings Area:

1. Prioritizes small holdings agriculture;





Policies Strathcona County Will



Agriculture

Promote the prioritization of small holdings agriculture by **encouraging**:

 the development of small holdings agriculture and aquaculture within the Agricultural Small Holdings Policy Area.

Support the prioritization of small holdings agriculture by **considering**:

- 2. subdivision subject to the following criteria:
 - the minimum parcel frontage shall be 200m. Frontage may be reduced due to environmental reserve land or road widening;
 - the minimum parcel size shall be approximately 8.0ha (20.0ac). Parcel size may be reduced due to road widening;
 - access can be provided from an existing roadway;
 - **d.** the subdivision configuration considers natural topography and physical features and developable area;
 - suitable environmental conditions exist for on-site water supply and on-site sewage disposal;
 - a detailed, site specific, biophysical assessment where reserves are eligible;
 and
 - g. the subject lands must be rezoned under the Land Use Bylaw to a district consistent with the subdivision criteria of this policy area.

Ensure *viability in the long term by* **requiring**:

- that all developable areas within proposed lots are accessible.
- new or expanded confined feeding operations to locate outside of the Agriculture Small Holdings Policy Area.

Support *viability* in the long term by **considering**:

 the results of a minimum distance separation calculation from confined feeding operations when reviewing subdivision and development applications.

Ensure respect for rural landscapes, natural landscapes and heritage by requiring:

6. that the fragmentation of large wetlands by property lines is avoided where lands are proposed to be subdivided into parcels of approximately 16.0ha (40.0ac) or more. Where a parcel is reduced in size to under 16.0ha (40ac) due to the avoidance of a wetland, reserves will be deferred proportionately to the parcels.

Promote respect for rural landscapes, natural landscapes and heritage by **encouraging**:

7. the development of equestrian facilities.

Support respect for rural landscapes, natural landscapes and heritage by **considering**:

- **8.** structures for the keeping of livestock where the structure:
 - a. is sized to accommodate no more then the number of allowable animals on the parcel;
 and
 - **b.** mitigates environmental impacts; and
 - **c.** mitigates nuisance impacts on adjacent land uses.

9. a reduction in the minimum parcel size, frontage and ratio for subdivisions for a split along a natural or manmade severance.



Residential

Ensure opportunities for livework, local food production and local food distribution by requiring:

 that residential forms are limited to single dwellings and associated accessory buildings.



Commercial

Ensure the prioritization of small holdings agriculture by **requiring**:

11. large scale agriculture support services to develop in identified and comprehensively planned business centres in the Heartland Policy Area, Local Employment Policy Area and the Urban Service Area.

Promote opportunities for livework, local food production and local food distribution by encouraging:

- 12. home-based businesses where the proposed development:
 - a. is related to or serves the agricultural community; and
 - has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.
- 13. small scale agri-tourism and nature based tourism where the development is on a parcel with an existing dwelling, covers a small land area and has limited onsite environmental impacts which are mitigated.
- **14.** medium scale agri-tourism and nature based tourism where the proposed development:

- **a.** is on a parcel with an existing dwelling;
- b. mitigates environmental impacts;
- is rezoned to a district consistent with the objectives and policies of the applicable policy area;
- **d.** is compatible with adjacent land uses; and
- e. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

Support opportunities for livework, local food production and local food distribution by **considering**:

- 15. the development of small scale agricultural product processing and sales where the proposed development:
 - **a.** is on a with an existing dwelling;
 - **b.** is secondary to the primary agricultural use of the parcel;
 - c. mitigates environmental impacts;
 - **d.** is sized to accommodate the agricultural product grown on the parcel;
 - e. mitigates nuisance impacts on adjacent land uses: and
 - f. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.



- 16. home-based businesses where the proposed development has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.
- 17. small scale commercial recreation where the proposed development is on a parcel with an existing dwelling and has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.
- **18.** large scale agri-tourism where the proposed development:
 - a. is on a parcel with an existing dwelling;
 - **b.** mitigates environmental impacts;
 - is rezoned to a district consistent with the objectives and policies of the applicable policy area;
 - **d.** is compatible with adjacent land uses; and
 - e. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.



Open Space, Community Services and Schools

Ensure *viability over the long term by* **requiring**:

19. new local community services and schools which service the Agricultural Small Holdings Policy Area to locate in the Urban Service Area, Ardrossan or potentially South Cooking Lake.

Ensure respect for of rural landscapes, natural landscapes and heritage by requiring:

- 20. municipal reserves in the following forms:
 - a. as cash-in-lieu;
 - as land where the land is needed to provide the desired linkages within the County's approved Active Transportation Strategy; or
 - c. as land where it enhances desired public recreation next to land dedicated as environmental reserve.



Conservation

Ensure respect for rural landscapes, natural landscapes and heritage by requiring:

- 21. environmental reserves in the following forms:
 - as environmental reserve lands adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body where public access is desired;
 - as environmental reserve lands where the environmental feature enhances the desired linkages within the County's approved Active Transportation Strategy;
 - as environmental reserve lands where the environmental feature is within an environmentally significant area; or
 - as environmental reserve easement for environmental features identified for conservation within a biophysical assessment.

Promote respect for rural landscapes, natural landscapes and heritage by **encouraging**:

- 22. developments to retain the natural topography of a parcel by conserving environmental features, with special consideration given to areas identified within a biophysical assessment.
- 23. developments to retain tree stands where the trees:
 - a. do not inhibit an agricultural operation; or
 - provide protection for watercourses or other environmental features.
- **24.** the retention of wetlands through avoidance or minimization.



Industry and Energy

Promote the prioritization of small holdings agriculture by **encouraging**:

25. new aggregate resource extraction operations to locate outside of the Agriculture Small Holdings Policy Area.

Ensure *viability* in the long term by requiring:

- 26. safety and preventative mitigation measures are implemented for developments adjacent to rail lines.
- 27. new aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction on the adjacent agricultural lands and operations with buffering, site orientation and other techniques.

Promote *viability* in the long term by **encouraging**:

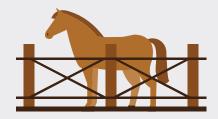
28. pipelines to locate within the alignments shown on Map 11: Pipeline Corridors.

AGRI-BUSINESS



Agri-business may include agricultural support services, agri-tourism, agricultural product processing and sales or home-based businesses.

EQUINE SECTOR



Strathcona County has an prominent equine sector which includes training, trail riding and competition. Strathcona County encourages the showcasing of this sector and developing both economic and social opportunities within it.

Support viability in the long term by **considering**:

- **29.** development for the generation of renewable energy where the development:
 - a. is directed to lower class soils; and
 - **b.** does not negatively impact adjacent land uses.



Transportation and Utilities

Ensure the prioritization of small holdings agriculture by **requiring**:

30. a road network that allows for the safe and timely movement of agricultural equipment and goods.

Ensure *viability in the long term by* **requiring**:

- **31.** all development to provide individual private on-site water and wastewater services.
- **32.** responsible maintenance and provision of drainage corridors and infrastructure.
- 33. that all new parcels have access to a roadway.



5.5 AGRICULTURE LARGE HOLDINGS POLICY AREA

The primary intent of the Agriculture Large Holdings Policy Area identified on Map 2: Rural Service Area is to support and promote the development of extensive agricultural operations on large unfragmented lands and to provide for limited commercial and residential uses that support these operations.

The vast majority of the land in the Agriculture Large Holdings Policy Area is devoted to agricultural operations, and most of the land is under cultivation. The Agriculture Large Holdings Policy Area has been delineated by the high quality soils in the area. These prime and unique farmlands support a wide range of field crops, as well as a diversity of specialty crops.

Goal

Strathcona County will provide opportunities for large scale agricultural operations and homesteads that respect the rural landscape and the environment.

Objectives

Strathcona County's objectives are to **ensure** that the Agricultural Large Holdings Policy Area:

- 1. Prioritizes extensive agricultural operations;
- 2. Provide opportunities for livestock operations;
- 3. Includes large contiguous tracts of land with minimal fragmentation;
- 4. Provides opportunities for homesteads and livework;
- 5. Is viable over the long term; and
- 6. Respect for rural landscapes, natural landscapes and heritage.

Policies Strathcona County Will



Agriculture

Promote the prioritization of extensive agricultural operations by **encouraging**:

the development of extensive agricultural operations.

Ensure opportunities for livestock operations by requiring:

2. participation, by the County, as an interested party under, and in connection with all applications, hearings and appeals for confined feeding operations occurring within Strathcona County that have been submitted to the Natural Resources Conservation Board.



Support opportunities for livestock operations by **considering**:

- 3. new or expanded confined feeding operations where the property line of the proposed development:
 - a. is located at least 3.2 kilometres (2.0 miles) from the property line, of any:
 - i. City, Urban Service Area, Hamlet or Town;
 - ii. area already developed or that is designated for uses such as schools, hospitals, commercial or multiparcel residential with more than three residential parcels per quarter section; and
 - iii. federal, provincial or municipal park or recreation area, and any other areas used or intended to be developed for recreational facilities; and
 - b. is located at least 1.0 kilometre (0.62 miles) from the boundary of an environmentally significant area.
- the continued operation of existing confined feeding operations as per the Agricultural Operation Practices Act.

Ensure large contiguous tracks of land with minimal fragmentation by requiring:

- 5. that subdivision for agricultural purposes be limited to a first parcel out of an unsubdivided quarter section that is:
 - a. an equal split; or
 - a split along a natural or manmade severance.

Promote respect for rural landscapes, natural landscapes and heritage by **encouraging**:

6. the development of equine and equestrian facilities.



Residential

Support opportunities for livestock operations by **considering**:

 the location of approved confined feeding operation facilities and their ability to expand when locating new residential parcels.

Ensure large contiguous tracts of land with minimal fragmentation by requiring:

- 8. that subdivision for residential purposes be limited to a first parcel out of an unsubdivided quarter section that is:
 - a split along a natural or manmade severance;
 - **b.** a parcel for an existing residence; or
 - c. a parcel for a proposed residence.
- **9.** the following with regards to residential subdivision:
 - the size of a residential parcel shall be limited to the amount of land required to include a residential yardsite;
 - residential parcels shall be configured to avoid panhandles and irregular shapes;
 and
 - c. the location of the residential parcel shall consider the topography and physical features of the quarter section.

Ensure opportunities for homesteads and livework by requiring:

10. that residential forms are limited to single dwellings and associated accessory buildings or collective communal housing supporting the primary agricultural use of the parcel.



Commercial

Ensure the prioritization of extensive agricultural operations by **requiring**:

11. large scale agriculture support services to develop in identified and comprehensively planned business centres in the Heartland Policy Area, Local Employment Policy Area and the Urban Service Area.

Promote opportunities for homesteads and livework by **encouraging**:

12. small scale nature based and agri-tourism where the development is on a parcel with an existing dwelling, covers a small land area and has limited onsite environmental impacts which are mitigated.

Prime and unique farmlands support a wide range of field crops, as well as a diversity of specialty crops.



Support opportunities for homesteads and livework by **considering**:

- **13.** small scale agricultural support services where the development:
 - **a.** is on a parcel with an existing dwelling;
 - **b.** is directed to lower class soils if not part an existing yardsite; and
 - c. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.
- **14.** home-based businesses where the proposed development:
 - **a.** is limited to the residence or accessory buildings; or
 - **b.** is related to, or serves the agricultural community; and
 - c. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.

- **15.** large and medium scale agri-tourism where the proposed development:
 - **a.** is on a parcel with an existing dwelling;
 - **b.** mitigates environmental impacts;
 - is rezoned to a district consistent with the objectives and policies of the applicable policy area;
 - d. is compatible with adjacent land uses; and
 - e. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.



Open Space, Community Services and Schools

Ensure large contiguous tracts of land with minimal fragmentation by requiring:

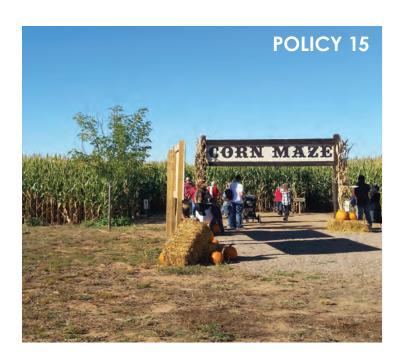
16. municipal reserves as parks and active transportation infrastructure only where the land is needed to provide the desired linkages within the County's approved Active Transportation Strategy.

Ensure viability over the long term by requiring:

7. new local community services and schools which service the Agricultural Large Holdings Area to locate in the Urban Service Area, Josephburg or Ardrossan.

Support respect for of rural landscapes, natural landscapes and heritage by **considering**:

- **18.** a regional park primarily for outdoor recreation that:
 - a. is in close proximity (800m) to the North Saskatchewan River Valley;
 - is in close proximity to the Trans Canada Trail and the River Valley Alliance Trail Network; or
 - c. provide the desired linkages within the County's approved Active Transportation Strategy.





Conservation

Promote respect for of rural landscapes, natural landscapes and heritage by **encouraging**:

- 19. developments to retain the natural topography of a parcel by conserving environmental features, with special consideration given to areas identified within a biophysical assessment.
- 20. developments to retain tree stands where the trees:
 - do not inhibit an agricultural operation;
 or
 - **b.** provide protection for watercourses or other environmental features.
- the retention of wetlands through avoidance or minimization.



Industry and Energy

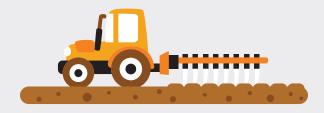
Promote large contiguous tracts of land with minimal fragmentation by **encouraging**:

- 22. pipelines to locate within the alignments shown on Map 11: Pipeline Corridors.
- 23. utility, energy and transportation corridors to consider the location of prime agricultural lands when establishing alignments.

Ensure *viability* in the long term by requiring:

- 24. that safety and preventative mitigation measures are implemented for developments adjacent to rail lines.
- 25. new aggregate extraction to mitigate nuisance impacts resulting from the aggregate extraction on the adjacent agricultural lands and operations with buffering, site orientation and other techniques.
- **26.** aggregate resource extraction operations to be carried out in accordance with an approved reclamation plan.

AGRICULTURE LAND USE



Agriculture

Agriculture continues to be the largest land user within Strathcona County.



Agri-business

Increased and diversified agricultural business is supported.



Rural Character

Agriculture is important to community character.

- **27.** development permits for aggregate resource extraction to provide for the following:
 - reclamation of the site to an equivalent land capacity/capability;
 - **b.** conservation and storage of top soil;
 - designation of aggregate haul roads to reduce noise, excessive maintenance costs and dust problems; and
 - d. any additional information that is required for consideration of the development permit.

Support the long term viability of the area by **considering**:

- **28.** development for the generation of renewable energy where the development:
 - a. is directed to lower class soils; and
 - **b.** does not negatively impact adjacent land uses.



Transportation and Utilities

Ensure the prioritization of extensive agricultural operations by **requiring**:

29. a road network that allows for the safe and timely movement of agricultural equipment and goods.

Ensure viability in the long term by requiring:

- **30.** all development to provide individual private on-site water and wastewater services.
- **31.** responsible provision and maintenance of drainage corridors and infrastructure.
- **32.** that all new parcels have access to an existing public roadway.



5.6 BEAVER HILLS POLICY AREA

Conservation of the Beaver Hills Moraine is the primary intent of the Beaver Hills Policy Area identified on Map 2: Rural Service Area. The area is also intended to support agricultural operations, recreation, tourism and limited rural residential. The Beaver Hills Policy Area is home to many wetlands, several lakes and other environmentally significant areas that create a diverse and thriving environment that requires careful management to ensure its resilience. In 2016 the Beaver Hills Moraine was recognized as a United Nations Educational, Scientific and Cultural Organization Biosphere. The Beaver Hills Biosphere encourages working together for a sustainable region, through shared initiatives and collaborative actions.

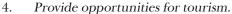
Goal

Strathcona County will continue the conservation of the Beaver Hills Moraine and provide opportunities to live, work and play in harmony with nature.

Objectives

Strathcona County's objectives are to **ensure** that the Beaver Hills Policy Area:

- 1. Provides for the conservation of the Beaver Hills Moraine;
- 2. Provides opportunities for responsible human interactions with nature;
- 3. Strengthen the Beaver Hills Biosphere; and





Policies Strathcona County Will



Agriculture

Ensure conservation of Beaver Hills Moraine by requiring:

 new or expanded confined feeding operations to locate outside of the Beaver Hills Policy Area.

Promote responsible human interactions with nature by **encouraging**:

extensive agricultural operations to complete an Environmental Farm Plan.

The Beaver Hills Biosphere encourages working together for a sustainable region, through shared initiatives and collaborative actions.



Residential

Ensure conservation of the Beaver Hills Moraine by requiring:

- **3.** for an unsubdivided, quarter section, that subdivision be limited to:
 - a. a split along a natural or manmade severance; or
 - **b.** a parcel for an existing residence.
- **4.** the following with regards to residential subdivision:
 - the size of a residential parcel shall be limited to the amount of land required to include a residential yardsite;
 - residential parcels shall be configured to avoid panhandles and irregular shapes;
 and
 - c. the location of the residential parcel shall consider the topography and physical features of the quarter section.

Ensure responsible human interactions with nature by requiring:

 that residential forms are limited to single dwellings and associated accessory buildings or collective communal housing supporting the primary agricultural use of the parcel.





Commercial

Ensure conservation of the Beaver Hills Moraine by requiring:

 golf courses to locate in the Agriculture Small Holdings Policy Area, Hamlet Policy Area, or Urban Service Area.

Ensure opportunities for tourism by requiring:

- 7. Area Structure Plans for Seasonal Recreational Resorts to provide direction on:
 - a. transitioning and buffering;
 - **b.** mitigation measures resulting from an agricultural impact assessment;
 - **c.** environmental impacts;
 - d. seasonal residential;
 - e. commercial;
 - **f.** open space, community, recreation;
 - g. transportation; and
 - **h.** utilities and stormwater management.

Promote opportunities for tourism by encouraging:

8. small scale, nature based tourism where the development covers a small land area and has minimal onsite environmental impacts which are mitigated.

- 9. tourism developments to have the ability to convert uses throughout all four seasons.
- small scale outdoor commercial recreation where the development has minimal environmental impacts.

Support opportunities for tourism by **considering**:

- 11. a proposal for an Area Structure Plan, Land
 Use Bylaw amendment, or subdivision for the
 purpose of a seasonal bareland recreational
 resort only when the Seasonal Recreational
 Resort Districts within the Land Use Bylaw have
 been adopted.
- **12.** seasonal recreational resorts where the proposed development:
 - **a.** is a seasonal use;
 - **b.** is limited to seasonal structures;
 - is designed to protect environmental features and mitigate environmental impacts;
 - **d.** is within, or rezoned to a seasonal recreational resort district;
 - e. has an approved Area Structure Plan;
 - **f.** provides common property for recreation at a minimum of 10%;
 - g. considers public input;
 - **h.** is compatible with adjacent land uses; and
 - i. has levels of infrastructure that which meet the requirements of municipal and provincial standards and regulations and limit the resort to seasonal use.

- 13. subdivision beyond a first parcel out for bareland condominium subdivision where the proposed development is an approved seasonal recreational resort.
- 14. the development of small scale community commercial within a seasonal recreational resort that are accessory to and serve the day to day needs of the seasonal population of the resort.
- 15. small scale, agri-tourism where the proposed development covers a small land area and has minimal onsite environmental impacts which are mitigated.
- 16. large and medium scale nature based tourism or commercial recreation and medium scale agri-tourism where the proposed development:
 - a. mitigates environmental impacts;
 - **b.** is rezoned to a district consistent with the objectives and policies of the applicable policy area;
 - c. is compatible with adjacent land uses; and
 - d. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.
- **17.** home-based businesses where the proposed development:
 - does not have an impact beyond the residence and accessory buildings; and
 - b. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations.



Open Space, Community Services and Schools

Ensure conservation of the Beaver Hills Moraine by requiring:

- **18.** municipal reserves as land dedication for residential subdivision.
- **19.** that the form of municipal reserves for stewardship subdivisions is assessed on a case by case basis.
- 20. new local community services, and schools which service the Beaver Hills Policy Area to locate in the Urban Service Area, Ardrossan or potentially South Cooking Lake.

Ensure opportunities for tourism and recreation by requiring:

- **21.** municipal reserve as the following for bareland condominium subdivision:
 - a. as cash-in-lieu;
 - as land where the land is needed to provide the desired linkages within the County's Active Transportation Strategy; or
 - c. as land where the municipal reserve would enhance or provide connectivity to an adjacent environmental reserve.





Promote opportunities for tourism and recreation by **encouraging**:

- **22.** the continued operation of the Strathcona Wilderness Center as a regional park.
- 23. outdoor festivals where they are temporary in nature and have a negligible impact on the surrounding environment.
- 24. the creation of new regional parks.



Conservation

Ensure conservation of the Beaver Hills Moraine by requiring:

- 25. large and medium scale developments to maintain wildlife corridor linkages in conformance with a biophysical assessment.
- **26.** environmental reserves in the following forms:
 - a. as environmental reserve lands adjacent to a crown claimed river, stream, lake, natural watercourse or other natural water body where public access is desired;
 - as environmental reserve lands where the environmental feature enhances the desired linkages within the County's Active Transportation Strategy;
 - c. as environmental reserve lands where the environmental feature is within an environmentally significant areas; or
 - as environmental reserve easement for environmental features identified for conservation within a biophysical assessment.

Support conservation of the Beaver Hills Moraine by **considering**:

27. subdivision beyond a first parcel out where a registered conservation authority will be acquiring the proposed parcel or remnant parcel.

Ensure responsible human interactions with nature by requiring:

28. lighting plans for large and medium scale developments that protect the Beaver Hills

Dark Sky Preserve and contribute to Strathcona

County being a light efficient community.

Promote responsible human interactions with nature by **encouraging**:

- 29. developments to retain tree stands where the trees:
 - **a.** provide protection for watercourses or environmental features; or
 - b. are healthy, of a substantial size and provide biodiversity.

Support responsible human interactions with nature by **considering**:

- **30.** alterations to natural topography only where:
 - there is no naturally occurring area suitable for the proposed development on the existing parcel; or
 - **b.** there is minimal impact.



Industry and Energy

Promote the conservation of the Beaver Hills Moraine by **encouraging**:

- 31. new resource extraction operations to locate outside of the Beaver Hills Policy Area.
- 32. new oil and gas facilities to locate outside of the Beaver Hills Policy Area.

Promote the strengthening of the Beaver Hills Biosphere by **encouraging**:

33. the development of small scale productions of renewable sources of energy.



Transportation and Utilities

Ensure responsible human interactions with nature by requiring:

- **34.** all development to provide private on-site water and wastewater services.
- **35.** responsible maintenance and provision of drainage corridors and infrastructure.
- **36.** energy efficient and dark sky compliant lighting.
- 37. that all new parcels have access to a roadway.



5.7 HEARTLAND POLICY AREA

The Heartland Policy Area identified on Map 2: Rural Service Area is situated within a portion of Alberta's Industrial Heartland, a Major Employment Area for the region. This area is intended to accommodate different levels of industrial development, mainly heavy industrial, while conserving the environmentally significant areas including the North Saskatchewan River Valley. Intensities of industrial development transition to ensure that conflicts between land uses within and adjacent to Strathcona County are minimized.

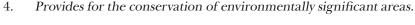
Goal

Strathcona County will provide opportunities for industry while responsibly managing risk and conflicts between land uses.

Objectives

Strathcona County's objectives are to **ensure** that the Heartland Policy Area:

- 1. Prioritizes industrial development;
- 2. Responsibly manages risks associated with industrial development;
- 3. Is viable over the long term; and





Policies Strathcona County Will



General

Ensure responsible management of risks associated with industrial development by **requiring**:

 that industry has programs in place to aid in reducing potential risk hazards including education programs.

Ensure viability in the long term by requiring:

- 2. an Area Structure Plan for the Heartland Policy Area.
- 3. the Heartland Industrial Area Structure Plan to provide direction on:
 - a. risk management;
 - **b.** transitioning and buffering;
 - **c.** heavy industry;
 - d. light/medium industrial;
 - e. subdivision criteria;
 - f. pipelines;
 - g. agricultural operations;
 - **h.** environmental conservation;
 - i. transportation; and
 - j. utilities and stormwater management.
- new tourism developments to locate outside of the Heartland Policy Area.

Promote *viability* in the long term by **encouraging**:

- industrial development.
- **6.** synergies between industrial developments.



Heavy Industrial

Ensure responsible management of risks associated with industrial development by requiring:

- that heavy industry meets minimum industrial risk standards that conform to the County's cumulative risk assessment.
- 8. that Strathcona County maintain a cumulative risk assessment for the Heartland Policy Area which includes information on:
 - a. risk identification;
 - **b.** probability of an industrial accident;
 - c. consequence of an industrial accident; and
 - d. risk management.

Ensure *viability* in the long term by **requiring**:

- heavy industrial developments to locate within the Heartland Policy Area or the Industrial Heavy Policy Area.
- 10. that heavy industrial developments:
 - a. Complete and implement a risk assessment in accordance with the standards established by the Major Industrial Accidents Council of Canada;
 - provide emergency management plan(s) to reduce or mitigate the risk associated with heavy industrial development;
 - c. transition to incompatible land uses outside of the Heartland Policy Area;
 - **d.** prevents or mitigate impacts on environmentally significant areas within and outside of the Heartland Policy Area;

- prevent or mitigate the nuisance impacts on land uses outside of the Heartland Policy Area;
- f. have levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and
- g. are consistent with the Heartland Industrial Area Structure Plan.
- aggregate resource extraction operations to be carried out in accordance with an approved reclamation plan.
- **12.** development permits for aggregate resource extraction to provide for the following:
 - a. reclamation of the site;
 - **b.** conservation and storage of top soil;
 - designation of aggregate haul roads to reduce noise, excessive maintenance costs and dust problems; and
 - any additional information that for consideration of the development permit.

Support *viability* in the long term by **considering**:

13. new aggregate extraction developments where the development is within an area that is deemed to have an acceptable level of industrial risk.



Light/Medium Industrial

Ensure the prioritization of industrial development by requiring:

- 14. that Light/Medium Industrial developments:
 - serve as a transition between heavy industrial and incompatible land uses outside of the Heartland Policy Area;
 - prevent or mitigate impacts on environmentally significant areas;
 - prevent or mitigate the impact of nuisances on land uses outside of the Heartland Policy Area;

- have levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and
- e. are consistent with the Heartland Industrial Area Structure Plan.

Promote *viability* in the long term by **encouraging**:

- **15.** large scale agricultural support services where the development:
 - is near to the Agriculture Large Holdings Policy Area;
 - serves as a transition between heavy industry and the Agriculture Large Holdings Policy Area;
 - c. mitigate impacts on environmentally significant areas outside of the Heartland Policy Area;
 - **d.** mitigate the nuisance impacts on land uses outside of the Heartland Policy Area;
 - e. has levels of infrastructure which meet the requirements of municipal and provincial standards and regulations; and
 - f. is consistent with the Heartland Industrial Area Structure Plan.



Agricultural

Ensure *viability* in the long term by **requiring**:

 new confined feeding operations to locate outside of the Heartland Policy Area.

Support *viability* in the long term by **considering**:

- interim extensive agricultural operations and limited outdoor storage, providing it will not preclude or infringe upon future industrial development.
- small holdings agricultural and aquaculture where the development utilizes synergies with industrial uses.



Conservation

Ensure the conservation of environmentally significant areas by requiring:

- 19. environmental reserve identified through a biophysical assessment:
 - a. as a buffer adjacent to a crown claimed river, stream, lake, natural watercourse or other natural waterbody; or
 - **b.** where the environmental feature is within an environmentally Significant Area.
- **20.** identification and mitigation of contaminated sites when:
 - a. there is a change in use; or
 - **b.** there is a known contaminated site.



Open Space, Community Services and Schools

Ensure the prioritization of industrial development by requiring:

- 21. municipal reserves as cash-in-lieu.
- 22. new local community services, and schools that service the Heartland Policy Area to locate in Josephburg, Ardrossan or the Urban Service Area.





Residential

Ensure responsible management of risks associated with industrial development by requiring:

23. new residential to locate outside of the Heartland Policy Area.



Transportation and Utilities

Ensure *viability in the long term by* **requiring**:

- 24. that industrial development has servicing which meet the requirements of municipal and provincial standards and regulations.
- **25.** a Transportation Plan for the Heartland Policy Area.
- 26. that all new parcels have access to a roadway.
- 27. a road network that allows for the safe and timely movement of industrial equipment and goods.
- 28. cooperation among pipeline companies and industrial landowners on the provision of options for pipeline access to industrial sites while maintaining optimal industrial development lands.

Promote *viability* in the long term by **encouraging**:

- industrial developments to share infrastructure and right of ways.
- the completion of a Utility Master Plan and Master Drainage Plan for the Heartland Policy Area.

5.8 LOCAL EMPLOYMENT POLICY AREA

This area is identified on Map 2: Rural Service Area and is intended as a future local employment area for Strathcona County. An Area Concept Plan will further define the land use, employment opportunities and infrastructure needed to service the area.

Goal

Strathcona County will provide opportunities for Local Employment.

Objectives

Strathcona County's objectives are to **ensure** that the Local Employment Policy Area:

- 1. Provides opportunities for local employment;
- 2. Retains the natural landscape; and
- 3. Is viable over the long term.



Policies Strathcona County Will



General

Ensure *viability in the long term by* **requiring**:

- the completion of an Area Concept Plan for the Local Employment Policy Area
- 2. the Local Employment Area Concept Plan to provide direction on:
 - a. Sub-Area Structure Plan requirements;
 - b. transitioning and buffering;
 - c. light/medium industrial;
 - d. convenience commercial;
 - e. employment opportunities;
 - f. major public services;
 - g. subdivision and staging;
 - h. agricultural operations;
 - i. environmental conservation;
 - j. open space linkages;
 - k. multi-modal transportation; and
 - infrastructure including low impact development for cold weather climates and alternative energy systems.

Support *viability in the long term by* **considering**:

3. a proposal for an Area Structure Plan, Land Use Bylaw amendment, or subdivision within the boundary of the Local Employment Policy Area only when the Area Concept Plan for the Local Employment Policy Area has been adopted.



Business Park

Ensure opportunities for local employment by requiring:

- **4.** that the size of a Sub-Area Structure Plan may be reduced or reconfigured for Business Park areas or other factors such as topography.
- 5. the incorporation of land uses that are generally incompatible with residential and need large warehouse format buildings such as manufacturing, storage and distribution facilities.

Support opportunities for local employment by **considering**:

6. a limited amount of convenience commercial where it primarily serves employees and businesses within this policy area.



Agricultural

Support *viability* in the long term by **considering**:

7. interim extensive agricultural operations.



Residential

Ensure opportunities for local employment by requiring:

8. new residential to locate outside of the Local Employment Policy Area.



Open Space, Services and Schools

Ensure opportunities for local employment by requiring:

- the dedication of municipal reserve in the following forms;
 - a. as cash-in-lieu; or
 - as land only where the land is needed to provide the desired linkages within the County's Active Transportation Strategy.
- new local community services, and schools that service the Local Employment Policy Area to locate in Ardrossan or the Urban Service Area.



Conservation

Ensure the retention of natural landscapes by requiring:

11. environmental reserves or an environmental reserve easement at the time of subdivision as identified through a biophysical assessment or additional engineering studies.

Promote the retention of natural landscapes by **encouraging**:

12. developments to retain the natural topography of a parcel.

- 13. developments to retain tree stands where the trees:
 - a. provide protection for watercourses or environmental features; or
 - **b.** are healthy, of a substantial size and provide biodiversity.
- 14. the retention of wetlands through integration with naturalized stormwater management facilities.



Transportation and Utilities

Ensure *viability in the long term by* **requiring**:

- **15.** that a comprehensive transportation system be established for the area.
- 16. that a comprehensive utility servicing plan be established for the area.



5.9 TRANSPORTATION/UTILITY CORRIDOR POLICY AREA

A multi-purpose transportation/utility corridor identified on Map 2: Rural Service Area has been designated within Strathcona County to accommodate crude oil pipelines, natural gas pipelines, product pipelines, water lines, wastewater mains, telecommunication sites, a road network and other utilities. Through the provincial designation of this corridor, the fragmentation of land is minimized and the integrity of the commodities transported within the corridor is maintained.

Goal

Strathcona County will protect the Transportation/Utility Corridor for infrastructure purposes.

Objectives

Strathcona County's objectives are to **ensure** that the Transportation/Utility Corridor:

1. Is protected for infrastructure purposes.

Policies Strathcona County Will



General

Ensure the Transportation/Utility Corridor is protected for infrastructure purposes by requiring:

the protection of the Transportation/Utility
 Corridor for infrastructure purposes.



developers and relevant agencies.

Factors that affect land use, economic development, social and environmental sustainability and the provision of municipal services are constantly changing. Therefore, the Municipal Development Plan will continue to be monitored, periodically reviewed and amended as required, in order to ensure the policies remain relevant as Strathcona County continues to evolve.

6.1 IMPLEMENTATION POLICIES

Relationships with Existing Plans

- If a parcel has a Land Use Bylaw zoning district that
 is in conflict with the policies of this Plan a first parcel
 out of a parcel that is an subdivided quarter section will
 continue to be considered as per the existing Land Use
 Bylaw zoning district.
- 2. If a lot has a Land Use Bylaw zoning district that is in conflict with the policies of this Plan but conforms to an approved Area Structure Plan, Area Redevelopment Plan or Conceptual Scheme, then subdivision and development of that lot will continue to be considered as per the existing Land Use Bylaw zoning district and applicable Area Structure Plan, Area Redevelopment Plan or Conceptual Scheme.
- 3. If a lot has discretionary uses under a Land Use Bylaw zoning district that are in conflict with the policies of this Plan and do not conform to an approved Area Structure Plan, Area Redevelopment Plan or Conceptual Scheme, then the proposed development of that lot must comply with this Plan.
- 4. If a lot has permitted uses under a Land Use
 Bylaw zoning district that are in conflict with the
 policies of this Plan and do not conform to an
 approved Area Structure Plan, Area Redevelopment
 Plan or Conceptual Scheme, then the proposed
 development of that lot will continue to be
 considered as per the existing Land Use Bylaw.
- 5. If a Conceptual Scheme was adopted prior to the effective date of this Plan, then any Land Use Bylaw amendment, subdivision or development may be considered as per that adopted Conceptual Scheme.
- 6. If an Area Structure Plan was adopted prior to the effective date of this Plan or was adopted in accordance with the provisions of Bylaw 20-2017, then any Land Use Bylaw amendment, subdivision or development may be considered as per the adopted Area Structure Plan.
- 7. If an Area Structure Plan was adopted prior to the effective date of this Plan, then an amendment to that

Area Structure Plan will continue to be considered in accordance with the intent of this Plan.

Transition Provisions

8. Applications in relation to new or amended statutory plans, Conceptual Schemes, or subdivision approval and endorsement are governed by the transitional rules stated in Section 3 of Bylaw 20-2017.

Cooperation and Collaboration

- 9. Strathcona County will collaborate with adjacent municipalities on Intermunicipal Land-Use Frameworks, where required, which manage growth, coordinate service delivery and optimize resources for citizens.
- 10. Strathcona County will collaborate with adjacent municipalities on applications on adjacent lands to Strathcona County's boundaries to ensure that potential impacts are addressed. Details regarding notification and referrals will be provided within the County's Statutory Plan Policy and Procedures.
- 11. Strathcona County will continue to be an active member of the Capital Region Board and follow with the policies of the Regional Growth Plan.
- 12. Strathcona County will coordinate with the City of Edmonton on the recommendations from the Joint Planning Study. The boundaries of this study area are defined within the Joint Planning Study.
- 13. Strathcona County will collaborate with school boards on the amount of, and allocation of, land for school sites and the identification of school requirements.

Review

- 14. Strathcona County will review the need for an update to the Municipal Development Plan every 5 years.
- 15. Minor amendments will be completed as required. At a minimum, amendments shall follow the public consultation and referral requirements of the *Municipal Government Act*.

6.2 IMPLEMENTATION ITEMS

The items listed below are actions required to implement the policies of this plan. Each has been assigned approximate time duration which is the time from commencement of task to completion of task. Task duration is subject to change. Task durations include the following:

- Short 1-6 months
- Moderate 6-12 months
- Long >12 months

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
		Update the Land Use Bylaw to ensure consistency with Municipal Development Plan.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Long
>		Update the Land Use Bylaw to remove references to conceptual schemes for Agricultural Land Use Districts.	New policy direction on subdivision eliminates the need for conceptual schemes.	Short
BYLA		Complete regulation for the mitigation of risks adjacent to rail lines in the Land Use Bylaw.	Policy requires the mitigation of risks for development adjacent to rail lines.	Moderate
LAND USE BYLAW	General	Update the definitions of the Land Use Bylaw to ensure consistency with the Municipal Development Plan.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Short
	U de to	Update the Land Use Bylaw to define and include small scale tourism as a use within compatible districts.	Consideration is given to small scale tourism. Small scale tourism is not an existing use under the Land Use Bylaw.	Short
		Update the Land Use Bylaw to define medium and large scale tourism and review the need for a land use district specific to medium and large scale tourism.	Consideration is given to medium and large scale tourism. Medium and large scale tourism are not existing uses under the Land Use Bylaw.	Moderate

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
LAND USE BYLAW	General	Update the Land Use Bylaw to incorporate community gardens into the definitions.	Community gardens are encouraged in the Urban Service Area and hamlets.	Short
	Hamlets	Review the need for amendments to the existing small hamlet Boundaries.	Growth has been prioritized in growth hamlets. The boundaries of small hamlets should be reassessed to ensure an acceptable level of development is being allocated to small hamlets.	Long
		Update the Land Use Bylaw to ensure compatibility with the growth hamlet and small hamlet Policies and review the need for additional hamlet zoning districts.	The Land Use Bylaw requires alignment with this document. Updates are required to ensure consistency.	Moderate
	Agriculture Large Holdings	Update the Land Use Bylaw to create an agricultural zoning district specific to the Agriculture Large Holdings Policy Area.	The current Land Use Bylaw has an Agriculture: General zoning district that is applied throughout the rural areas. In order to achieve the objectives of the Agriculture Large Holdings Policy Area an agricultural zoning district tailored to this area is required.	Moderate
	Agriculture Small Holdings	Update the Land Use Bylaw to create an agricultural zoning district specific to the Agriculture Small Holdings Policy Area.	The current Land Use Bylaw has an Agriculture: General zoning district that is applied throughout the rural areas. In order to achieve the objectives of the Agriculture Small Holdings Policy Area an agricultural zoning district tailored to this area is required.	Moderate
	Country Residential	Update the Land Use Bylaw to ensure the Country Residential Districts conforms with the Regional Growth Plan densities.	The Regional Growth Plan requires that density be limited to 50 parcels per quarter section in the County Residential Policy Area.	Short

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
LAND USE BYLAW	Beaver Hills	Update the Land Use Bylaw to define medium and large scale seasonal recreational resorts and create zoning districts specific to medium and large scale seasonal recreational resorts.	Consideration is given to seasonal recreational resorts. Seasonal recreational resorts require specific zoning districts given their scale of development.	Moderate
		Update the Land Use Bylaw to create an agricultural zoning district specific to the Beaver Hills Policy Area.	The current Land Use Bylaw has an Agriculture: General zoning district that is applied throughout the rural areas. In order to achieve the objectives of the Beaver Hills Policy Area an agricultural zoning district tailored to this area is required.	Long
	Urban Service Area	Update the Land Use Bylaw to include zoning districts which allow for the mixed-use development as described within the Urban Service Area.	The current Land Use Bylaw does not include mixed-use zoning districts suitable to accomplish the policies of the Urban Service Area.	Long
		Update the uses and regulations in the Land Use Bylaw's Heavy Industrial Transition Overlay based on the County's cumulative risk assessment to ensure conformance with this plan	The County's Heavy Industrial Transition Overlay needs to be updated based on the County's cumulative risk assessment.	Moderate
		Update Parking Requirements in the Urban Center and the Compact Development Area.	Reduced parking is encouraged in the Urban Center and the Compact Development Area.	Moderate

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
NS	Country Residential Urban Service Area	Review the need for an update to the Country Residential Area Concept Plan to ensure conformance with this Plan.	Requirements for content have been established for the Country Residential Area Concept Plan under this Plan.	Long
		Update the Country Residential Area Concept Plan to reflect the changes in the Local Employment Policy Area.	Parcels south of the railway tracks as shown on Map 2: Rural Service Area have been removed from the Country Residential Policy Area and placed under the Local Employment Policy Area to better suit their current zoning and uses.	Short
REA CONCEPT PLANS		Review the need to update the Country Residential Area Concept Plan to conform with the Regional Growth Plans density requirements.	The Capital Region board requires that density be limited to 50 parcels per quarter section in the County Residential Policy Area.	Long
AREA CON		Review the need for an update to the Country Residential Area Concept Plan policies regarding the re-subdivision of existing country residential lots.	Further review is needed regarding the re-subdivision of existing parcels.	Long
		Complete the Bremner Area Concept Plan.	A Bremner Area Concept Plan is required.	Long
		Complete Urban Design Guidelines as part of the Bremner Area Concept Plan .	Urban Design Guidelines are require for Bremner.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
		Update landscaping standards within the design and construction standards to integrate native vegetation, compost and edible landscapes in hamlets.	Native vegetation, compost and edible landscapes are encouraged in hamlets.	Moderate
	Hamlets	Review the need for multi- modal connectivity including transit to growth hamlets, possibly through development of small-scale mobility hubs and park and rides.	Consideration is given to multi- modal connectivity to growth hamlets. A review is required to assess the need and feasibility.	Moderate
STANDARDS AND STUDIES		Update the Design and Construction Standards to support a grid or modified grid pattern of streets as opposed to traditional cul-de-sacs within growth hamlets.	Grid or modified grid pattern of streets are required for greenfield developments in growth hamlet.	Long
S AND		Complete Utility Master Plans and identify the required infrastructure to facilitate growth in growth hamlets.	Utility Master Plans are required in growth hamlets.	Long
NDARD	Beaver Hills	Update the Design and Construction Standards to include requirements for Seasonal Recreational Resorts.	Consideration has been given to Seasonal Recreational Resorts. Design and Construction Standards are needed for this form of development.	Long
STA	Heartland	Review the need for an update to Strathcona County's cumulative risk assessment for the Heartland Policy Area every five years.	Maintenance of the County's cumulative risk assessment is required.	Short
		Review the need to update the Transportation Network Study for the Heartland Policy Area.	A Transportation Network Study for the Heartland Policy Area is required.	Long
		Review the need for a Master Drainage Plan for the Heartland Policy Area.	A Master Drainage Study for the Heartland Policy Area is encouraged.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
	Heartland	Review the need for a Master Utility Plan for the Heartland Policy Area.	A Master Utility Plan for the Heartland Policy Area is encouraged.	Long
		Review the need for utility standards specific to the Heavy Industrial Policy Area.	Utility requirements for the Heavy Industrial Policy Area vary from standard urban utility requirements.	Long
		Complete Bremner technical documents regarding transportations, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area.	Technical documents regarding transportations, utilities, agriculture and finance for the Bremner Urban Reserve Policy Area are required.	Long
TUDIES	Urban Service Area	Complete design and construction standards specific to the Bremner Urban Reserve Policy Area are required.	Design and construction standards that are specific to the Bremner Urban Reserve Policy Area are required.	Long
STANDARDS AND STUDIES		Update landscaping standards within the design and construction standards to integrate native vegetation, compost and edible landscapes in urban areas.	Native vegetation, compost and edible landscapes are encouraged in urban areas.	Moderate
NDAR		Review design and construction standards to encourage transit oriented development techniques.	Transit oriented development techniques are encouraged within areas of the Urban Service Area.	Long
STA		Review design and construction standards to encourage compact forms and walkability as outlined within this plan.	Compact forms and walkability are encouraged within areas of the Urban Service Area.	Long
		Review the need for an update to County's Integrated Transportation Master Plan to ensure alignment with this plan.	The County's Integrated Transportation Master Plan requires alignment with this document. Updates are required to ensure consistency.	Long
	Transportation	Complete vehicular levels of service guidelines which base level of service on the transportation goals of the policy area.	Lower vehicular levels of service may be acceptable in areas where compact development and transit oriented development are encouraged.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
		Complete programs highlighting the importance of environmentally significant areas and the Beaver Hills Biosphere.	Programs highlighting the importance of environmentally significant areas and the Beaver Hills Biosphere are encouraged.	Moderate
	Environment	Complete the Climate Change Resiliency Plan.	Programs increasing the County's climate change resiliency are encouraged.	Long
		Complete the Biodiversity Conservation Plan.	Programs increasing conservation of the County's biodiversity are encouraged.	Short
		Review the need for an incentive program for green building.	Green building is encouraged throughout the county.	Short
SZ	Small Holdings Agriculture	Review Animal bylaw to ensure alignment with this plan.	The plan considered livestock within the small holdings policy area.	Moderate
PROGRAMS/ PLANS	Heavy Industrial/ Heartland Policy Areas	Complete a formal industrial partner engagement program.	Industry is required to have programs in place including education programs, to aid in reducing potential risk hazards.	Long
GRAM!		Complete a comprehensive industrial inspection program.	Industry is required to have programs in place including education programs, to aid in reducing potential risk hazards.	Long
PRO	Transportation	Review the need for active transportation infrastructure between recreation and/or tourism opportunities in the Rural Service Area through the active transportation strategy.	Consideration is given to connecting tourism opportunities.	Short
		Update the Open Space Master Plan to ensure alignment with this Plan.	Guidelines for the location and use of parks have been outlined within this Plan. These guidelines should be integrated into more detailed park plans.	Long
	Open Space	Update the Open Space and Recreation Facility Strategy to ensure alignment with this Plan.	Guidelines for the location and use of parks have been outlined within this Plan. These guidelines should be integrated into more detailed park plans.	Long
		Complete and/or update Park Master Plans for regional parks and schools sites.	Park Master Plans are required for regional parks and school sites.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
AMS/		Update the Heritage Resources Management Plan to ensure ongoing relevance and effectiveness,	The current Heritage Resources Management Plan was completed in 2008 and extensive development of the program has occurred since this time.	Long
PROGRAMS/ PLANS	Heritage	Complete the implementation policies and actions in the Heritage Resources Management Plan.	To seek approval of a new Municipal Policy that establishes understanding, direction and process for the identification, recognition and conservation of Strathcona County's local history and heritage.	Long
ONARY	Hamlets	Complete an Inclusionary Housing Program for growth hamlets.	Inclusionary housing is encouraged within growth hamlets.	Long
INCLUSIONARY	Urban Service Area	Complete an Inclusionary Housing Program for the Urban Service Area.	Inclusionary housing is encouraged or considered within areas of the Urban Service Area.	Long
SZ	General	Update applicable Area Structure Plans to ensure consistency with this Municipal Development Plan.	Area Structure Plans requires alignment with this document. Updates are required to ensure consistency.	Long
		Review potential school sites that have been identified under existing statutory plans to determine their necessity and viability.	A review of school sites that have not been developed is required.	Long
AREA STRUCTURE PLA	Hamlets	Review the need for updates to existing hamlet Area Structure Plans.	County Area Structure Plans require alignment with this document. Updates are required to ensure consistency.	Short
		Complete the integration of Hamlet Design Guidelines into growth hamlet Area Structure Plans.	Design Guidelines are required for growth hamlets.	Short
ARE		Update growth hamlet Area Structure Plans to include policies regarding public transportation if it becomes available in the future.	Consideration is given for public transportation to hamlets.	Moderate

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
		Complete guidelines for Agricultural Impact Assessments within the County.	An Agricultural Impact Assessments is required for new growth areas. There are no existing County guidelines Agricultural Impact Assessments.	Long
	General	Complete or update service policies and procedures regarding the requirements of statutory plans, amendments to statutory plans and referrals of statutory plans.	This document outlines requirements for Area Concept Plans and Area Structure Plans that require additional detail within policies and procedures.	Long
SSES		Update the existing Area Concept Plan/Area Structure Plan Policy to create a Statutory Plan Policy that is consistent with this plan and the Capital Region Board Growth Plan.	This document outlines requirements for statutory plans that require additional detail within policies and procedures.	Long
PROCES		Complete and maintain a report that monitors and tracks land use and growth patterns.	A report is required to track land use and growth patterns to assess if they are following the direction of this Plan.	Long
POLICY/PROCESSES	Heritage	Complete policy for Heritage Planning	Required to guide management of County owned resources prior to opportunities for budget consideration.	Long
	Beaver Hills	Complete a process for stewardship subdivisions.	Consideration is given to stewardship subdivisions. This type of subdivision does not currently have a process.	Moderate
	Conservation	Update the Strathcona County Wetland Conservation Policy to ensure alignment with provincial legislation.	Provincial legislation is being updated. A Wetland Conservation Policy in alignment with the provincial legislation is required.	Moderate
		Update the County's environmental reserve, municipal reserve, conservation easement policies and any other environmental policies to ensure consistency with this plan.	Changes have been made regarding how reserves are required in rural areas. Updates are required to ensure consistency.	Moderate

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
ICY/ ESSES	Urban	Complete and maintaining a Redevelopment Plan policy which contains a terms of reference for redevelopment plans that is consistent with this Plan.	Requirements for area redevelopment plans have been established.	Long
POLICY/ PROCESSES	Service Area	Complete a policy regarding the requirements of Parks Master Plans.	Parks Master Plans are required for Regional Parks and school sites.	Long
CONCEPTUAL SCHEMES	General	Review historical conceptual schemes that do not comply with this plan to determine actions.	There are historical conceptual schemes that do not comply with this plan.	Long
CONCI	Conorm	Review the need to update the conceptual scheme policy to ensure consistency with this Plan	Conceptual schemes are no longer required.	Long
ANS	Urban Service Area	Update the existing Centre in the Park Redevelopment Plan to ensure consistency with this Plan.	County Area Redevelopment Plans require alignment with this document. Updates are required to ensure consistency.	Long
MENT PL		Complete a review of the Urban Service Area to establish boundaries for Area Redevelopment Plans.	Area Redevelopment Plans are required to meet the policies of the Urban Service Area.	Long
AREA REDEVELOPMENT PLANS		Complete Area Redevelopment Plans throughout the Urban Service Area.	Area Redevelopment Plans are required to meet the policies of the Urban Service Area.	Long
		Review the need to establish redevelopment levies.	Developers are required to pay their proportionate share of the cost of infrastructure required for their redevelopment.	Long
ARI		Complete Urban Design Guidelines as part of Area Redevelopment Plans.	Design Guidelines are required to implement the policies of the Urban Service Area.	Long

TOPIC	POLICY AREA	IMPLEMENTATION ITEM	JUSTIFICATION	TASK DURATION
CIPAL	General	Review the need for intermunicipal land-use frameworks with adjacent municipalities.	The Municipal Government Act has consideration for intermunicipal land-use frameworks with adjacent municipalities.	Long
INTERMUNICIPAL	General	Complete the recommendations of the Strathcona County/City of Edmonton Joint Planning Study: Boundary Interface Protocols and Strategies.	Strathcona County will coordinate with the City of Edmonton on the recommendations from the Joint Planning Study.	Long
AL ENT	General	Update this Plan following the adoption of the Modernized <i>Municipal Government Act</i> to ensure consistency.	The Municipal Government Act is currently being updated.	Moderate
MUNICIPAL DEVELOPMENT PLAN	Hamlets	Review the rural hamlet boundaries bylaw to assess the need for amendments to the existing small hamlet boundaries.	Growth has been prioritized in growth hamlets. The boundaries of small hamlets should be reassessed to ensure that hamlet development demand is not being absorbed in small hamlets.	Long



Absorbed Land: Means those lands that are ready for residential, commercial or industrial development from a planning approvals perspective (i.e., lands that are "shovel-ready" where the zoning is in place and the subdivision has been registered). This includes zoned and subdivided lands that are already developed.*

Accessible/Accessibility: Means the ability to reach and enter a site and building from adjacent land and/ or transportation networks, including active transportation, by individuals of all physical abilities. It may also refer to development or facilities designed to accommodate people with disabilities.

Active Transportation: Means human-powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.*

Active Transportation Infrastructure:

Means linear open space for human powered travel that does not allow for motorized vehicles including but not limited to: multi-use trails, sidewalks, bike lanes and cycle tracks.

Active Transportation Strategy: Means a County Plan or Strategy that provides guidance to the formation of an active transportation network. This includes a document such as the Trails Strategy.

Adjacent lands: Means the definition given within the *Municipal Government Act* summarized as land that is contiguous to a parcel of land and includes lands that would be contiguous if not for a highway, road, river or stream, and any other land identified in the land use bylaw as adjacent land.

Aggregate Extraction: Means the quarrying, primary processing (crushing, washing, separating), removal and off-site sale of raw materials including sand, gravel, clay, marl, earth or mineralized rock found on or under the site. Typical uses include but are not limited to quarries, borrow areas, and gravel pits (site preparation and reclamation). This does not include the processing of raw materials transported to the site.

Agricultural Impact Assessment: Means an assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area. The assessment describes the proposed development, the on-site and surrounding land uses, and the physical and socioeconomic components of the agricultural resource bases; identifies the direct and indirect impacts of the proposed development on existing agricultural operations and on the flexibility of the area to support different types of agriculture; considers mitigation measures for reducing any adverse impacts; considers compensation such as the provision of agricultural protection easements; and makes recommendations in that regard. It has consideration for the cumulative effects of other potential development.*

Agricultural Land: Means a land use in which agriculture is either a permitted or discretionary use under a municipal land use bylaw or Metis settlement in which the land is situated or is permitted pursuant to the Municipal Government Act; land that is subject to an approval, registration or authorization; or land described in an Alberta Land Stewardship Act regional plan, or in a conservation easement, conservation directive or Transfer Development Credits scheme as those terms are defined in the ALSA, that is protected, conserved or enhanced as agricultural land or land for agricultural purposes (as defined by Government of Alberta Agricultural Operation Practices Act).*

Agricultural Operations: Means an agricultural activity conducted on agricultural land for gain or reward or in the hope or expectation of gain or reward, and includes the cultivation of land, the raising of livestock, including diversified livestock animals within the meaning of the Livestock Industry Diversification Act and poultry, the raising of fur-bearing animals, pheasants or fish, the production of agricultural field crops, the production of fruit, vegetables, sod, trees, shrubs and other specialty horticultural crops, the production of eggs and milk, the production of honey, the operation of agricultural machinery and equipment, including irrigation pumps, the application of fertilizers, insecticides, pesticides, fungicides and herbicides, including application by ground and aerial spraying, for agricultural purposes, the collection, transportation, storage, application, use,

transfer and disposal of manure, composting materials and compost, and the abandonment and reclamation of confined feeding operations and manure storage facilities.

Agricultural Product Processing: Means an operation for the processing of agricultural products which may include but is not limited to the including the mixing, drying, canning, size reduction, fermentation, heat treatments, cold treatments, chemical treatments and biological treatments of plant matter or the cutting, curing, smoking, aging, wrapping or freezing of meat.

Agricultural Support Services: Means commercial services which core functions support or aid agricultural producers in their operations.

Alberta's Industrial Heartland: Means the area that has been identified as one of several Canadian sites deemed to have excellent potential for ecoindustrial development. This area includes land within the municipalities of Strathcona County, the City of Fort Saskatchewan, Sturgeon County, City of Edmonton and Lamont County.

Ambient Air Quality: Means the quality of outdoor air existing in our surrounding environment. It is typically measured near ground level, away from direct sources of pollution.*

Area Concept Plan: Means a larger area of land than an Area Structure Plan and is adopted as an Area Structure Plan in accordance with the *Municipal Government Act*. Bremner Sub-Area Structure Plans and Area Structure Plans which fall within an Area Concept Plan are subordinate to that Area Concept Plan. Within this document Area Concept Plans are referred to separately from Area Structure Plans and Bremner Sub-Area Structure Plan.

Area Redevelopment Plan: Means the definition given by the *Municipal Government Act* summarized as a statutory plan adopted by a municipality by bylaw to provide a framework for the future redevelopment of a defined area of land.

Area Structure Plan: Means the definition given by the *Municipal Government Act* summarized as a statutory plan adopted by a municipality by bylaw to provide a framework for the subsequent subdivision and development of a defined area of land. Area Structure Plans which fall within an Area Concept Plan are subordinate to that Area Concept Plan.

Aspirational Density Target, Built-up Urban Area: Means an aspirational target for the amount of residential growth to be achieved within the Built-up Urban Area. Density targets will be measured as the percentage of new residential dwellings that are constructed within the Built-Up Urban Area of an urban community each year.*

Aspirational Density Target, Centres:

Means an aspirational target for people+jobs/gross hectare (gha) or dwelling units per net residential hectare (du/nrha) for transit oriented development centres and urban centres and sub-regional centres with a population of over 5000.*

AQUaculture: Means the farming of fish, crustaceans, molluscs, aquatic plants, algae, and other aquatic organisms.

Beaver Hills Biosphere: Means a Biosphere Reserve designated by the United Nations Educational, Scientific and Cultural Organization that demonstrates excellence in the conservation of biodiversity and sustainable development practices through people living and working in harmony with nature at a regional scale. The Beaver Hills Biosphere is internationally recognized as a member of a global network of over 600 Biosphere Reserves. Over half of the area of Strathcona County (55.2%) falls within the boundary of the Beaver Hills Biosphere. Biosphere Reserves have no legislative or jurisdictional powers to facilitate, or implement the three functions of Biosphere Reserves:

Conservation: protecting cultural diversity and biodiversity, including genetic variation species, ecosystems and landscape and securing services provided by such diversity;

Development: fostering economic and human development that is environmentally and socially sustainable and culturally appropriate; and

Logistic support (capacity building): facilitating demonstration projects, environmental education and sustainable development education and training, research, and monitoring.

The United Nations Educational, Scientific and Cultural Organization requires the Beaver Hills Biosphere Reserve to have three interrelated zones that aim to fulfill the three complementary and mutually reinforcing functions:

Core areas: comprises a strictly protected ecosystem that contributes to the conservation of landscapes, ecosystems, species and generic variation. This area includes Elk Island National Park and Miquelon Provincial Park.

Buffer zone: surrounds or adjoins the Core Areas, and is used for activities compatible with sound ecological practices that can reinforce scientific research, training and education. This zone includes several hamlets, the Beaver Hills Policy Area and a small portion of the Agriculture Large Holdings Policy Area.

Transition area: is the part of the reserve where the greatest activity is allowed, fostering economic and human development that is socio-culturally and ecologically sustainable. This area includes Ardrossan and portions of the Agriculture Small Holdings Policy Area, the Country Residential Policy Area and the Urban Service Area.

Beaver Hills Moraine: Means the Beaver Hills Moraine is a distinct geomorphological feature that encompasses 1572 km2 (607 mi2). Representing an island of boreal mixedwood forest, the hummocky "knob and kettle" terrain of the moraine forms a patchwork of depressional areas, many of which support wetlands, small lakes and streams.

Bed and Shore: Means land covered so long by water as to wrest it from vegetation or as to mark a distinct character on the vegetation where it extends into the water or on the soil itself, as referenced by the Surveys Act.

Biophysical Assessment: Means an assessment of the biological and physical elements of an ecosystem, including geology, topography, hydrology and soils.

Bremner Sub-Area Structure Plan: Means an Area Structure Plan that denotes a community in Bremner that is a complete community and is subordinate to the Bremner Area Concept Plan. Bremner Sub-Area Structure Plans are the size of a section; however, the size may be reduced or reconfigured for Business Park Areas or the town centre or due to natural features. Bremner Sub-Area Structure Plans contain a village centre, multiple complete neighbourhoods and at least one school site.

Buffer: Means a land use, feature or space that acts as a physical separation.

Built-Up Urban Area: Means all lands located within the limits of the developed urban area with plans of subdivision registered prior to December 31, 2016. The Built-Up Urban Area is shown on Map 3: Urban Service Area-Sherwood Park and Map 5: Urban Service Area-Designations.*

Business Park: Means an area consisting primarily of light and medium industrial with limited convenience commercial services. This area does not include residential.

Capital Region Board: Means a growth management board as defined under the Municipal Government Act and regulation establishing a growth management board.

Centre, Rural: Means a centre in the rural area that provides a local level of service to serve its own community, with potential to accommodate higher density mixed-use development, appropriate to the scale of the community. Rural centres include the central areas of towns, villages and some growth hamlets.*

Centre, Town: Means a central urban area within the Bremner Urban Reserve Policy Area that provides a sub-regional level of service. It contains a transit oriented development design and compact form and is intended to accommodate mixed-use development at higher intensities and high density residential. It contains commercial, employment, educational, and community services that serve the entire Bremner Policy Area.

Centre, Urban: Means central urban areas in the metropolitan area that provide a sub-regional level of service. Urban centres are intended to accommodate mixed-use development at higher intensities in the metropolitan area, and include downtowns and central areas of urban communities. Sherwood Park's Urban Centre is defined on Map 3: Urban Service Area-Sherwood Park and Bremner's Urban Centre is the town centre.*

Centre, Village: Means a central urban area within a community of the Bremner Urban Reserve Policy Area that has a transit oriented development design and compact form which contains medium and high residential density as well as commercial, employment, educational and community services that serve the local community.

Character Defining Elements: Means defining features that contribute to the unique character of a community or neighbourhood.

Close Proximity: Means 400 metres (unless otherwise stated) measured by the distance utilizing active transportation infrastructure as opposed to Euclidian distance.

Commercial, Business: Means a commercial use mainly consisting of professional offices.

Commercial, Convenience: Means a commercial use mainly consisting of food services, service stations and gas bars of a limited scale that primarily serves the employees and businesses within a business park. This does not include general retail.

Commercial, Community: Means a commercial use mainly consisting of personal, retail and food services of a limited scale that primarily serves the day to day needs of a single neighbourhood.

Commercial, Major: Means a commercial use consisting of a broad range of services of a scale that serves a community or the municipality.

Commercial, Outdoor Recreation: Means recreational activities that occur primarily outdoors and operate as a business such as outdoor paintball and skate or kayak rentals.

Community Housing: Means a category of several types of non-market housing, including but not limited to affordable housing, that receive direct capital and/or operating subsidies from any order of government to enable short or long term occupancy by a range of lower-income and/or special needs individuals and households.

Conceptual Scheme: Means a non-statutory plan which relates a subdivision application to the future subdivision and development of adjacent areas as per the Municipal Government Act.

Conservation: Means the planning, management and implementation of an activity with the objective of protecting the essential physical, chemical and biological characteristics of the environment against degradation, as defined within the Environmental Enhancement and Protection Act.

Context Approach: Means street and intersection design that considers the street context including nearby land uses, users of the street, and role in the network. Full consideration of the needs of various users helps to weigh the benefits, drawbacks and safety features for all users for different street and intersection designs.

Conservation Easement: Means an agreement registered against title whereby a landowner grants to the County (or other government, government agency, or non-profit society with conservation objectives satisfactory to the County) provisions for the protection, conservation and enhancement of the environment including the

protection, conservation and enhancement of biological diversity and natural scenic or aesthetic values. A conservation agreement may provide for recreational use; open space use, environmental education use, and research and scientific studies of natural ecosystems.

Community in Bremner: Means a Bremner Sub-Area Structure Plan.

Complete Community: Means housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities and access to a multi-modal transportation system.*

Complete Neighbourhood: Means an area within a Bremner Sub-Area Structure Plan that is the size of a quarter section; however, the size may be reduced or reconfigured for Business Park Areas or the Town Centre or due to natural features. Complete neighbourhoods contain a mix of housing types, community commercial, local community services and open space. Complete neighbourhoods may contain school sites.

Community Garden: Means a public or private garden space shared and maintained by local community members for the growing and/or raising of food for direct consumption.

Commuter Transit Service: Means regional transit service from larger urban communities to key destinations in the metropolitan core and metropolitan area.*

Compact Development or Compact

Form: Means a land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure. Compact development may include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-story commercial developments, and apartments or offices above retail.*

Complete Streets: Means street design that strives to accommodate all transportation modes including walking, cycling and transit and driving. Streets are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages, incomes and abilities regardless of their mode of transportation.

Condominium, Bareland: Means a condominium development containing condominium units that assign ownership to units of land, created specifically through subdivision and registered as a condominium plan in accordance with the Condominium Property Act.

Confined Feeding Operation: Means as defined under the Agricultural Operations Practices Act R.S.A. 2000, c A-7, a fenced or enclosed land or buildings where livestock, are confined for the purpose of growing, sustaining, finishing or breeding by means other than grazing. Also includes any other building or structure directly related to that purpose but does not include residences, livestock seasonal feeding and bedding sites, equestrian stables, auction markets, race tracks or exhibition grounds.

Connectivity: Means having the parts or elements joined or linked together.*

Contiguous: Means being in actual contact, sharing a common border, touching or connected through an unbroken sequence.*

Corridor: Means a designated right-of-way or route for moving people and goods as well as accommodating above and below ground linear service infrastructure piped services. This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors and recreation corridors. *

Corridor, Wildlife: Means a protected route that allows wildlife to move safely between areas of suitable habitat.

Country Residential, Multi-parcel

Subdivision: Means a subdivision containing multiple parcels typically on a single quarter section and created under a single plan. The majority of parcels are typically between 0.12 ha (0.3ac) and 4.0ha (10.0ac) in size and include one or more internal subdivision road(s).

Cumulative Risk Assessment: Means an assessment which includes risk identification; probability of an industrial accident; consequence of an industrial accident; and risk management.

Development: Means an extraction or stockpile, a building or an addition to a building, a change of use of land or a building, or a change in intensity of use as per the Municipal Government Act.

Drainage Corridors: Means manmade or natural corridors which divert drainage.

Dwelling or Dwelling Unit: Means a self-contained living accommodation comprised of a kitchen, washroom and sleeping facilities with a separate private entrance from the exterior or interior of a building. This does not include a recreational vehicle, a park model trailer or a room in a hotel or a motel. A dwelling unit does not include more than one room which, due to its design, plumbing, equipment, and furnishings, may be used as a kitchen.

Edible Landscapes: Means edible vegetation such as community orchards, vegetable patches and berry patches that are located on public lands and produce food for communal use. Edible landscapes fall within the purview of public agriculture.

Environmental Features: Means individual natural features which provide for biodiversity such as a wetland or a tree stand.

Environmental Reserve: Means the definition given by the *Municipal Government Act* summarized as lands dedicated to the municipality for the protection and enhancement of the environment.

Environmental Reserve Easement: Means the definition given by the *Municipal Government Act* summarized as an easement for the protection and enhancement of the environment used as an alternative method to dedicating environmental reserve where the land remains in private ownership.

Environmentally Significant Area: Means a landscape element or area with important and/or unique environmental characteristics essential to the long-term maintenance of biological diversity, soil, water or other natural processes, both within the environmentally significant area and in a regional context.*

Equestrian Facilities: Means a facility used for the training of riders or horses or for the boarding of horses, not owned by the property owner.

Equine Facilities: Means a facility used for the breeding of riders or horses.

Extensive Agricultural Operations: Means the use of agricultural land for soil bound cultivation, to produce cereal, seed, forage, vegetable or fruit crops for mechanical harvesting.

Floodplain or flood hazard lands: Means an area that consists of the low-lying land next to a watercourse that is subject to periodic inundation. The floodplain can be divided into two zones, the floodway and flood fringe.

Fragmentation: Means the process of reducing the size and connectivity of an area. In the context of natural living systems, fragmentation of an eco-region or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other and

the increase in edge effects, and can affect the ability of organisms to maintain healthy populations and to survive. In the context of rural lands, fragmentation occurs when a contiguous agricultural area is divided into isolated parcels separated by non-agricultural land uses, and can impact the productivity of the land. Fragmentation can also occur within a given agricultural parcel of land by access roads, oil and gas developments and/or linear infrastructure.*

Geotechnical Assessment: Means an assessment of the earth's subsurface and the quality and/or quantity of mitigative measures that would be necessary for development to occur.

Green Building: Means the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.*

Green Infrastructure: Means the ecological processes, both natural and engineered, that provide economic and environmental benefits in urban and rural areas. These include but are not exclusive to:

- a. Creeks and streams that carry stormwater, improve water quality and provide habitat;
- Parks and active transportation infrastructure that link habitat and provide recreation opportunities;
- c. Engineered or natural wetlands or stormwater management facilities that retain stormwater and improve infiltration; and
- d. Bio-swales, which are above ground conduits for runoff as an alternative to subsurface infrastructure.

Greenfield Area: Means an area for future urban growth in an urban community located outside of the Built-Up Urban Area or previously planned areas.*

Grid Street Pattern: Means a type of city plan in which streets run at right angles to each other, forming a grid.

Grid Street Pattern, Modified: Means a type of city plan in which there are a network of many possible routes, and spreads traffic evenly throughout the neighbourhood; however, cars cannot cross the quadrant, eliminating non-residential traffic. The use of looped, narrow streets reduces the speed of all vehicular traffic. A continuous pedestrian footpath system provides several direct route options to parks, public transit, retail, and services.

Growth Hamlets: Means the hamlets identified as locations to accommodate growth with servicing capacity or the ability to tie into servicing. *

Growth Management Strategies: Means a plan for growth in a specific area of the County.

Hamlet: Means the definition given by the *Municipal Government Act* summarized as an unincorporated urban community within a municipal district or specialized municipality with: five or more dwellings (e.g., the majority on lots less than 1,850 ft²); a generally accepted name and boundary; and lots of land used for non-residential purposes.

Heavy Industrial Transition Overlay:

Means an overlay based on the County's cumulative risk assessment that is incorporated into the Land Use Bylaw and this Plan for the purposes of reducing the risks to public safety and enabling implementation of emergency management in event of an industrial accident.

Heritage: Means all that is inherited from the past. It therefore includes the built environment, those buildings and works of the past, sites of historic events, historic skills, behaviors and patterns of life. A community's heritage encompasses its entire environmental inheritance.

Heritage Inventory: Means an inventory of places deemed to have historic significance to Strathcona County and which may qualify for, or have already obtained, Municipal Historic Resource Designation.

Heritage Management Program: Means implementation of the County's Heritage Resources Management Plan and continued support for long-term conservation of the County's history and heritage.

Heritage Register: Means Strathcona County's official list of all places that are deemed to have historical significance, are on the heritage inventory and have been designated as Municipal Historic Resources.

Heritage Resources Management Plan:

Means a plan to provide the County with a realistic and proactive policy framework for enhanced heritage conservation initiatives that will involve and engage the broader community, including private property owners. This will lead to a better understanding and long-term conservation of the County's significant heritage resources, and the development of an effective municipal heritage management program.

Higher Order Transit: Means transit infrastructure and service that is high-speed, frequent, reliable and comfortable. It may include heavy rail, light rail, commuter, and express or limited bus service using dedicated corridors or lanes and other transit-preferential features.* This includes bus rapid transit and light rail transit.

Historical Impact Assessment: Means an assessment to determine the effect of a proposed operation or activity on historic resources in the area where the operation or activity is carried on as well as recommendations on preservation and protection measures.

Home Business: Means the use of part of a dwelling unit or (where applicable, accessory building or site or combinations thereof) by at least one resident of the dwelling unit for a business activity that results in a product or service.

Housing Diversity: Means a variety of housing options in terms of density, built form and tenure.

Inclusionary Housing: Means the provision of dwelling units or land, or money in place of dwelling units or land, for the purpose of community housing.

Industrial, Light: Means the wholesale, warehousing, manufacturing and processing uses which do not create or generate nuisance factors outside an enclosed building. Outdoor storage is limited and completely screened from roads and adjacent properties.

Industrial, Medium: Means wholesale, warehousing, manufacturing and processing uses, some of which have outdoor storage or activities, that are generally not located adjacent to residential areas because of potential nuisance factors including, but not limited to, smoke, gas, odor, dust, noise, vibration of earth, soot or lighting. Risk does not extend beyond the property line.

Industrial, Heavy: Means industrial uses where risk and nuisance extending beyond the property line.

Infill: Means the development of vacant lots within previously developed areas. (See Redevelopment)*

Infrastructure: Means all of the following: road, water, wastewater, stormwater, shallow utilities, active transportation infrastructure and pedestrian infrastructure, unless otherwise indicated.

Intensification: Means development at a higher density than currently exists or is planned through: statutory plan amendments; redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings (See Infill and Redevelopment).

Livestock: Means horses, cattle, swine, donkeys, mules, oxen, poultry, birds, sheep, goats, fur bearing animals raised in captivity for pelts, and other animals and wildlife.

Livestock Operations: Means operations for the farming of livestock such as feed lots or cattle farms. This includes confined feeding operations.

Livework: Means the ability to live and work on the same parcel of land or within the same building.

Local Employment Area: Means localized area with industrial, commercial and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local area; or rural areas with existing resource-based economic assets resulting in dispersed employment through agricultural activities, mining activities (coal, sand and gravel) and forestry activities, etc. Local employment areas may be located within an existing urban community, or outside of urban communities in the rural area.*

Lot (also referred to as Parcel): Means the definition given by the *Municipal Government Act* for land described in a certificate of title. The term lot is generally utilitized within the urban service area or hamlets while parcel is used in rural areas.

Low Impact Development: Means a land planning and engineering design approach for managing stormwater runoff. Low impact development emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.*

Major Employment Area: Means an area with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities and high levels of employment. *

Major Industrial Accident Council of

Canada: Means a widely represented group of academics and practitioners that was formed in 1987 currently managed by the 'Canadian Society for Chemical Engineering – Process Safety Management division (CSChE-PSM). Through its publications MIACC provides guidelines and recommended practices on how to analyze risks of hazardous installations. It establishes the risk acceptability criteria for risk based land use planning. Wherever the word 'MIACC' is used in this document, it refers to publications from MIACC and CSCHE.

Midblock Crosswalk: Means a crossing between intersections that marks a previously uncontrolled and unmarked pedestrian crossing to facilitate safe and direct access as opposed to unsafe risk-taking behavior at pedestrian desired lines to places such as schools, parks, major community services and other destinations with high pedestrian volumes.

Minimum Greenfield Density: Means the required residential density for greenfield areas planned and approved under the Edmonton Metropolitan Region Growth Plan; measured as average dwelling unit per net residential hectare within an Area Structure Plan.*

Mitigation Measures: Means measures to eliminate, reduce or control the frequency, magnitude, severity of exposure to adverse, or to minimize the potential impact of development. Mitigation for a proposed development means the elimination, reduction or control of adverse environmental impacts and agricultural impacts of new development through the use of buffering techniques. Buffering techniques are a proven tool to help mitigate and minimize conflict areas between different land uses and can be applied in a municipal statutory plan, infrastructure plan, or individual application. Examples of some buffering

techniques that provide a spatial and visual barrier include: fencing (no access), landscaping, vegetated berms, municipal reserves (with appropriate fencing, signage and vegetative and spatial barriers), community agricultural plots, stormwater management facilities, ecological/vegetative buffers, increased setback requirements for new development that has the potential to create disturbance and adversely impact an established land use that differs from the proposed land use(s).*

Mixed-use building: Means a multi-storey building containing residential and at least one other compatible use.

Mixed-use Development: Means development that mixes compatible residential, commercial, institutional and recreational land uses within buildings or in close proximity in order to increase density, reduce development footprint through land use and improve public accessibility to amenities.*

Modal Split: Means the percentage, ratio or number of trips taken by different transportation modes such as walking, biking, driving or taking public transportation.

Multi-modal Transportation: Means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, transit, ride share, car-pool, rail (commuter/freight), trucks, air and marine.*

Multi-storey: Means a building with at least two stories.

Multi-use Corridors: Means a dedicated land area for co-location of linear infrastructure that supports critical economic linkages and is in the public interest. May include one or more of the following: public highways and roads; electricity transmission lines; high-speed rail and rail; pipelines; water management; telecommunication towers and underground fibre-optic cables.*

Municipal Historic Resource: Means the designation by bylaw of a historic resource by Council in accordance with the *Historical Resources Act*.

Municipal Reserve: Means the definition given by the *Municipal Government Act* summarized as lands that may be used for a public park, a public recreation area, school board purposes or to separate areas of land that are used for different purposes.

Natural Area: Means natural, sensitive or scenic lands owned by the County or the Province that are identified for conservation or nature appreciation or both.

Natural Landscape: Means refers to clusters or complexes of multiple environmental features that lie within a particular area. Together these create the natural landscape.

Native Vegetation: Means vegetation that is local to a given area in geologic time. This includes plants that have developed, occur naturally, or existed for many years in an area.

Negligible Impact: Means so small, trifling, or unimportant that the impact may safely be neglected or disregarded.

Neighbourhood: Means a residential area which may contain community commercial, local community services, schools and/or open space.

Nuisance: Means anything that in the opinion of the Development Authority may cause adverse effects to the amenities of the neighbourhood or interfere with the normal enjoyment of adjacent land or building. This could include that which creates or is liable to create: Noise, vibration, smoke, dust, odour, heat, electrical interference, glare, light, fumes, fire, explosion, or any other hazard to health or safety; and unsightly or unsafe storage of goods, salvage, junk, waste or other materials.

Open Space: Means public lands that provide social and environmental benefit and may include outdoor infrastructure that provides an identity or sense of place for the community. Open space may include, but is not limited to, landscaped areas, natural areas, active and passive recreational areas and outdoor community gathering spaces.*

Park: Means a use where public land is specifically designed or reserved for the general public for active or passive recreation, or for educational, cultural or aesthetic purposes, and includes all natural areas and landscaped areas. This includes but is not limited to: playing fields, playgrounds, picnic grounds, trails, amphitheaters, bike parks, skateboard parks, dog off-leash areas, natural areas, water features, and related accessory buildings.

Park Master Plan: Means a plan to provide direction on the development of regional parks and school sites.

Pedestrian Infrastructure: Means infrastructure specifically installed for pedestrians such as but not limited to traffic calming, pedestrian islands, trees, lighting, street furniture, bus shelters and wayfinding.

Pedestrian-Oriented Design: Means the use of architecture and urban form, placement of buildings, building interface with the street, environmental design, amenity areas to enhance people's overall perceptions of the street environment and create a human scale.

Pedestrian Safety Island: Means a median generally applied at locations where speeds and volumes make crossings prohibitive, or where three or more lanes of traffic make pedestrians feel exposed or unsafe in the intersection.

Pipeline: Means a pipe used to convey a substance or combination of substances, including installations associated with the pipe, but does not include: A pipe used to convey water other than water used in connection with a facility, scheme or other matter authorized under the *Oil and Gas Conservation Act* or the *Oil Sands Conservation Act*, or a coal processing plant or other matter authorized under the *Coal Conservation Act*, a pipe used to convey gas, if the pipe is operated at a maximum pressure of 700 kilopascals or less, and is not used to convey gas in connection with a facility, scheme or other matter authorized under the *Oil and Gas Conservation Act* or the *Oil Sands Conservation Act*, or a pipe used to convey sewage as per the *Alberta Pipeline Act*.

Planned Area: Means an area subject to a previously adopted statutory or non-statutory plan below the Municipal Development Plan or Intermunicipal Development Plan level outside of the Built-Up Urban Area.*

Prime Agricultural Lands: Lands that include Class 2 and 3 soils according to the Land Suitability Rating System (LSRS) used by the Government of Alberta. These lands are equivalent to Canada Land Inventory (CLI) Class 1, 2 and 3 soils. *

Priority Transit Corridor: a dedicated right of way or lane for transit vehicles only.

Private On-site Wastewater Services:

Means on-site private systems for the management and/ or treatment of wastewater as provided for in the Alberta Private Sewage Systems Standards.

Public Agriculture: Means food grown in the public spaces which is generally meant as a public or shared amenity which includes edible landscapes and community gardens.

Public Art: Means art that is placed in public spaces for community enjoyment.

Public Ride Share: Means a form of public transportation, such as a car-share or bike-share program,

that may be an extension of the transit network and may utilize multi-modal transportation and integrated fares. This may include collaboration by the County with other public or private entities.

Public Transportation: Means any form of transportation that is operated or funded wholly, or in part, by the County. This includes transit and public ride share.

Resilience: Means the capacity of a system to withstand and bounce back intact from environmental or human disturbances.*

Rural Character: Means qualities and characteristics regarding the historic settlement pattern of a rural communities which are appreciated and valued by local residents and visitors.

Raised Intersection: Means intersections that are flush with the sidewalk to reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

Recreation: Means activities which require active movements.

Redevelopment: Means the creation of new units, uses or lots on previously developed land in existing urban communities, including brownfield sites (See Infill and Intensification).*

Regional Growth Plan: Means the Capital Region Board's Growth Plan.

Regional Parks: Means parks servicing a specific use or need for the entire county or the region.

Regional: Means of a scale or significance that is relevant to more than one municipality.*

Residential Density, High: Means apartments greater than four storeys.*

Residential Density, Low: Means single-detached, semi-detached and duplex.*

Residential Density, Medium: Means triplex, stacked townhouses, row housing and apartments less than five storeys.*

Scale, Large: Means activities that are large in nature and extensive in scope, extent, traffic, servicing and employees. Large scale developments are those that likely require extensive upgrades to the road network.

Scale, Medium: Means activities that are medium in nature and moderate in scope, extent, traffic, servicing and employees. Medium scale developments are those that may require limited upgrades to the road network.

Scale, Small: Means activities that are minor in nature and limited in scope, extent, traffic, servicing and employees. Small scale developments are those that do not require upgrades to the road network.

School: Means a structured learning environment through which an education program is offered to a student within a building.

Seasonal Recreational Resort: Means any seasonal development containing a campground or planned recreational bare land condominium subdivision that may be serviced with privately owned communal piped water and wastewater services for seasonal, non-permanent accommodation.

Seniors Housing: Means housing that offers services specifically catered to seniors.

Services: Means the commercial, community, and public facilities available to an area.

Services, Local Community: Means public and private facilities and/or services that support the needs of a neighbourhood including, but not limited to: libraries, recreation centres, social and cultural services, medical offices, institutional facilities and religious services. This does not include schools.

Services, Major Community: Means large public or private facilities and/or services that support the community or the municipality including, but not limited to: libraries, indoor and outdoor recreation facilities, social and cultural services, event facilities, transit terminals, health facility and government facilities. This does not include schools.

Services, Major Public: Means large public facilities and/or services that support the everyday needs of the community or the municipality including, but not limited to: emergency services, recycle stations and major community services which are public. This does not include schools.

Severance: Means the subdivision of a portion of agricultural land that is fragmented from the remainder of the agricultural land in title, by a natural or permanent man made feature.

Small Hamlets: Means the hamlets of Antler Lake, Collingwood Cove, Half Moon Lake, Hastings Lake and North Cooking Lake.

Small Hamlet Development: Means development which meets the criteria for small hamlets.

Small Holdings Agriculture: Means the use of agricultural land for the commercial production of animals, fruits and/or vegetables, horticulture, poultry farms, dairy farms, market gardens, greenhouses and nurseries. This does not include confined feeding operations.

Stacked Parking: Means multi-story above ground parking such as an above ground parkade.

Statutory Plan: Means a plan adopted by a municipality by bylaw in accordance with the Municipal Government Act including Intermunicipal development Plans, Municipal Development Plans, Area Structure Plans and Area redevelopment Plans.*

Stewardship Subdivision: Means the subdivision of an existing home to accommodate the transfer of lands to an environmental stewardship group or for environmental protection.

Stormwater Management Facility: Means a public utility lot designed and constructed to control and store surface water runoff up to high water level.

Sub-regional level of service: Means a broad base of service, office, government and institutional employment; convenience and major retail and entertainment uses; all levels of primary and secondary education and potential for satellite campuses of post-secondary institutions; major community centres and recreation facilities; local and commuter transit service; some government services; emergency medical services; hospitals or community health centres; and social and supportive services to support non-market housing. *

Synergy: Means the cooperative interaction among individuals, companies or industries to provide the value and performance that would be greater than the sum of their individual effects.

Tactical Urbanism: Means quick, often temporary, inexpensive projects that make a small part of the urban service area or hamlet more livable or enjoyable.

Top of Bank: Means the top of a water body's valley or ravine. Where a bank is not well defined (i.e. in the case of lakes and wetlands) the top of bank shall be equivalent to the 1:100 year floodplain.

Tourism, Agri: Means tourism with direct involvement between the tourist/consumer and the agricultural community.

Tourism, Nature Based: Means any tourism activity/experience directly related to natural attractions or the natural environment whether for relaxation, discovery or adventure.

Town Centre: See Centres

Transit Controlled Location: Means any type of boarding location for transit including, but not limited to, a transit stop, transit transfer facility (on street, at grade) or transit terminal.

Transit Stop: Means a roadside pickup and dropoff location for transit users.

Transit Transfer Facility, On Street, At

Grade: Means a pedestrian-oriented transit controlled location that is able to accommodate multiple buses at one time. This does not accommodate vehicle parking.

Transit Terminal: Means a station which is able to accommodate multiple buses at one time. This may include park and rides.

Transit Corridors: Means a dedicated right of way for transit vehicles (buses or trains) or a right of way for a multitude of modes. Existing and planned transit corridors would accommodate bus service and/or rail transit.*

Transition/Transitioning: Means using the placement of land uses to avoid incompatibility issues.

Transit Oriented Development: Means compact mixed-use development that has high levels of employment and/or residential densities to support higher order transit service and optimize transit investment, and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.*

Transportation Network: Means the system of transportation uses (i.e. roadways, public transportation, rail, air, pedestrian, etc.) that are interconnected.

Unabsorbed Land: Means lands that are planned for future residential, commercial or industrial development per approved statutory plans or non-statutory land use plans, but are not yet through the final two prerequisite planning approvals before becoming "shovel-ready" (i.e., zoning is not yet in place, subdivision has not yet been registered, or both).*

Urban Agriculture: Means the practice of cultivating food in an urban area. This may include but is not limited to urban farming, rooftop gardens, urban chickens and bees and public agriculture.

Viable: Means capable of enduring or operating successfully.

Village Centres: See Centres

Walkability: Means is a measure of how useful, safe, comfortable, and interesting and area is for a person to walk.

Water body: Means any location where water flows or is present, whether or not the flow or the presence of water is continuous, intermittent or occurs only during a flood, and includes but is not limited to, wetlands and aquifers.

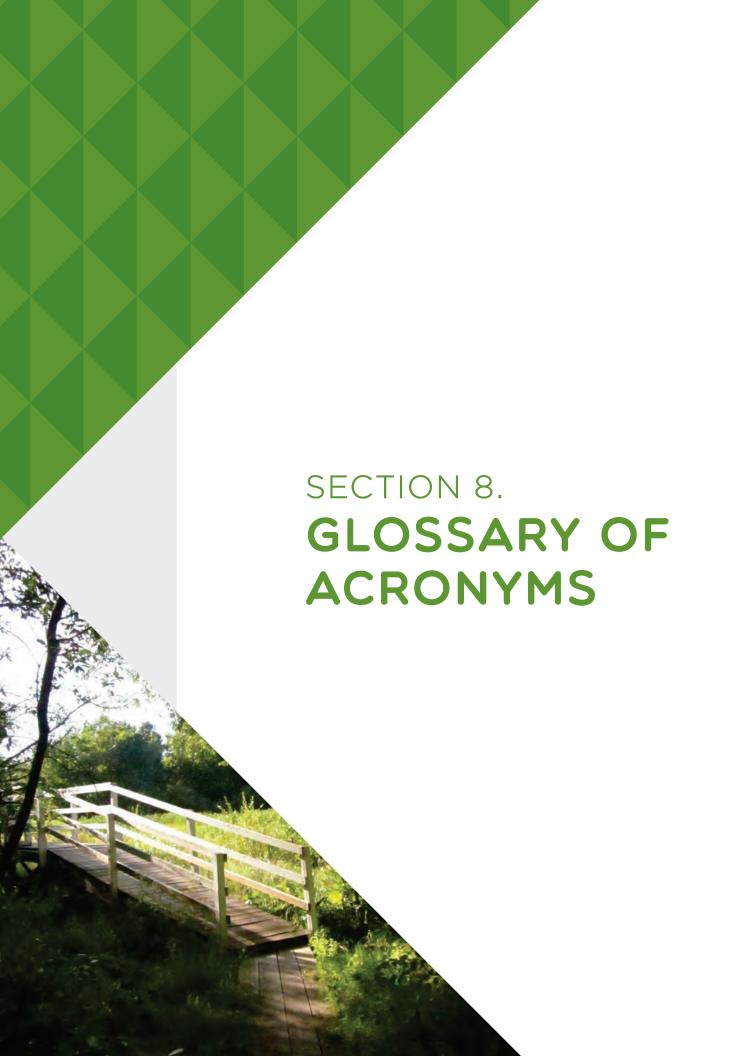
Watercourse: Means as defined in the Environmental Protection and Enhancement Act:

- the bed and shore of a river, stream, lake, creek, lagoon, swamp, marsh or other natural body of water; or
- b. a canal, ditch, reservoir or other artificial surface feature made by humans, whether it contains or conveys water continuously or intermittently;
- c. This does not include a municipal stormwater management facility

Wayfinding: Means information systems that guide pedestrians through a physical environment and enhance their understanding and experience of the space.

Wetland: Means land saturated with water long enough to promote wetland or aquatic processes or as defined by the Alberta Wetland Policy.

Yardsite: Means a cluster of buildings.



ACP

Area Concept Plan

ASP

Area Structure Plan

ARD

Area Redevelopment Plan

BRT

Bus Rapid Transit

CFO

Confined Feeding Operation

CRACP

Country Residential Area Concept Plan

CRB

Capital Region Board

ESA

Environmentally Significant Area

IH-O

Heavy Industrial Transition Overlay

LID

Low Impact Development

LOS

Level of Service

LRT

Light Rail Transit

LUB

Land Use Bylaw

MDP

Municipal Development Plan

MGA

Municipal Government Act

MIACC

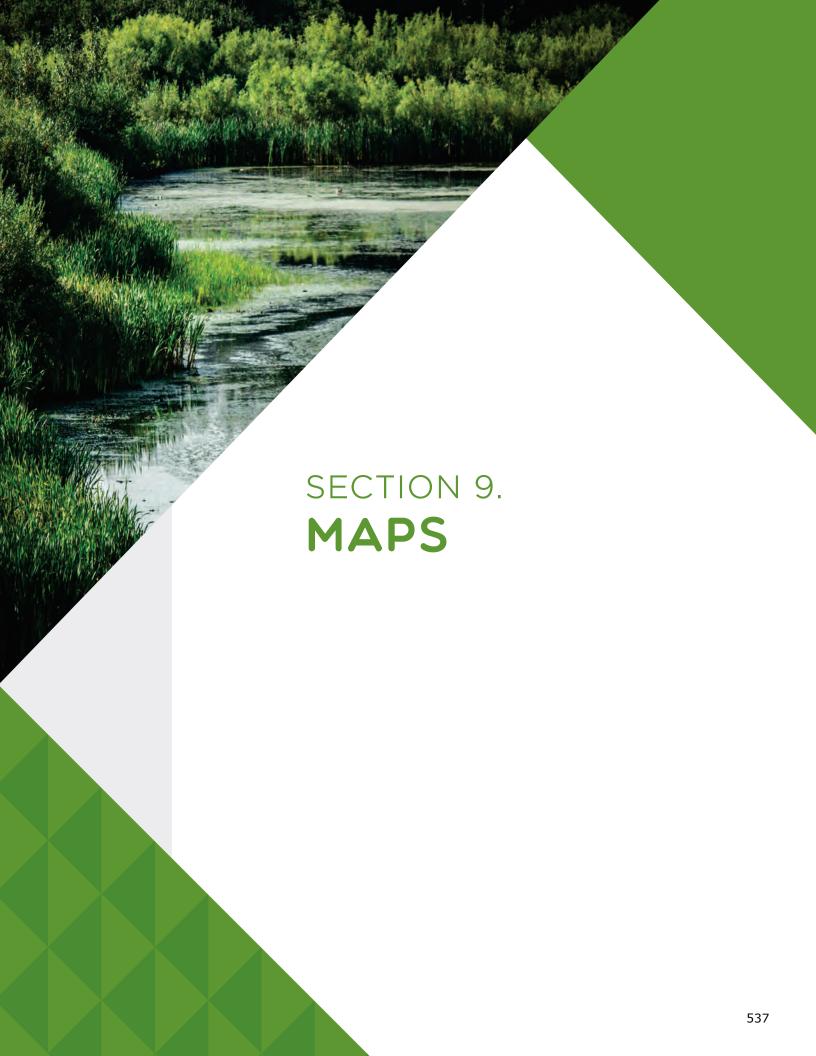
Major Industrial Accident Council of Canada

TOD

Transit Oriented Development

UNESCO

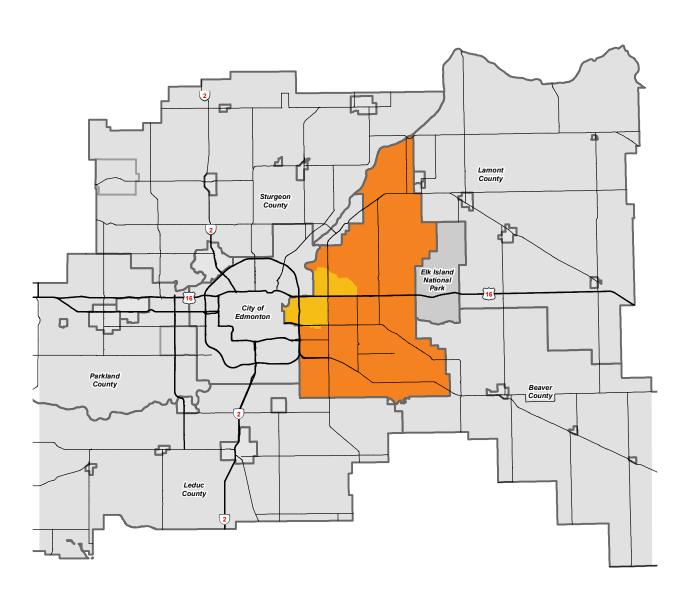
United Nations Educational, Scientific and Cultural Organization.



MAP 1: REGIONAL SETTING

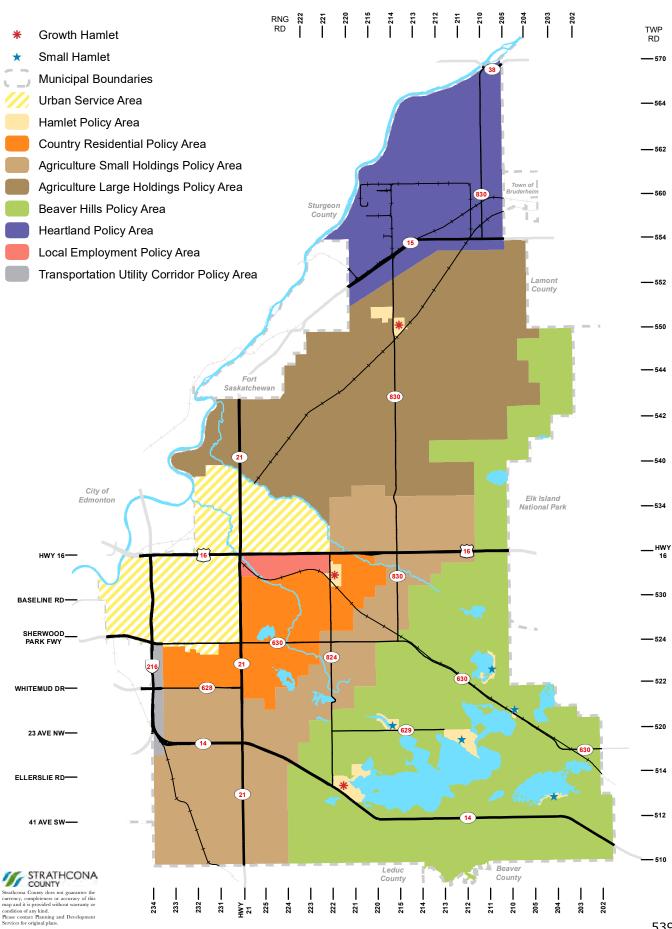


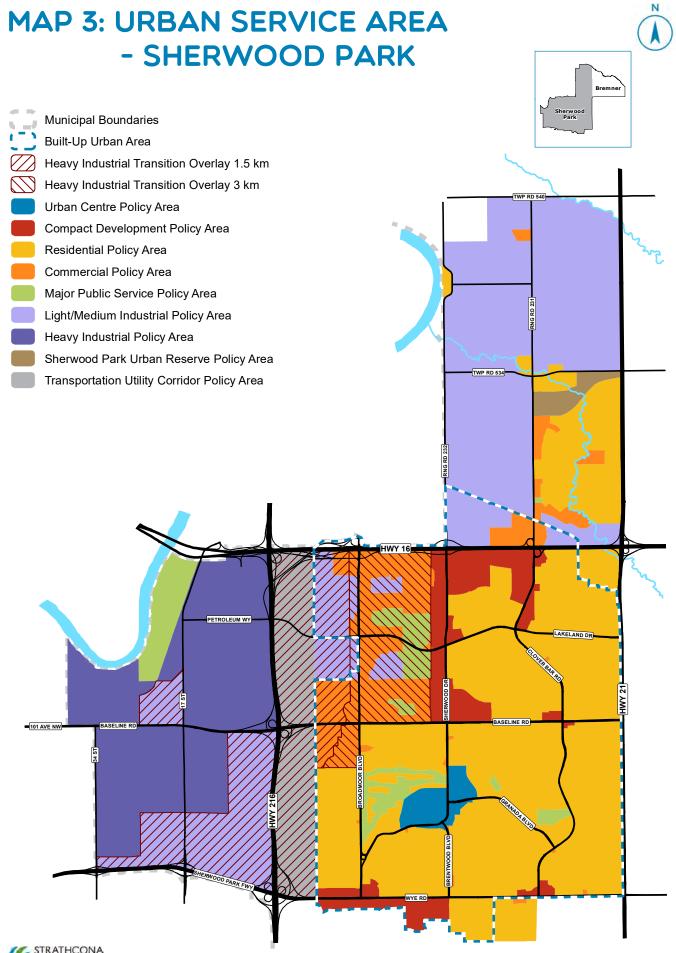
Strathcona County
Urban Service Area



MAP 2: RURAL SERVICE AREA



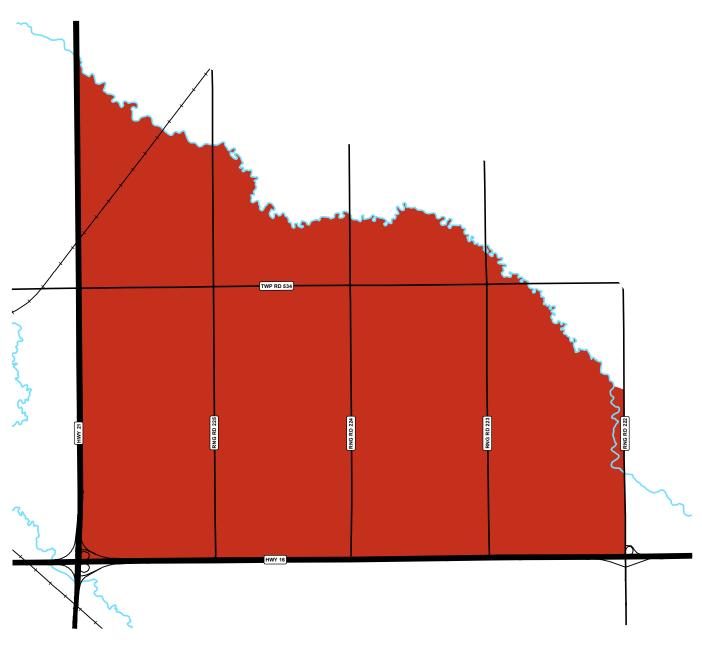




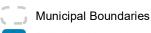
MAP 4: URBAN SERVICE AREA - BREMNER



Bremner Urban Reserve Policy Area



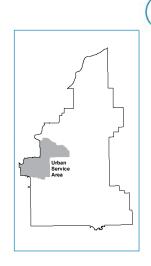
MAP 5: URBAN SERVICE AREA - DESIGNATIONS

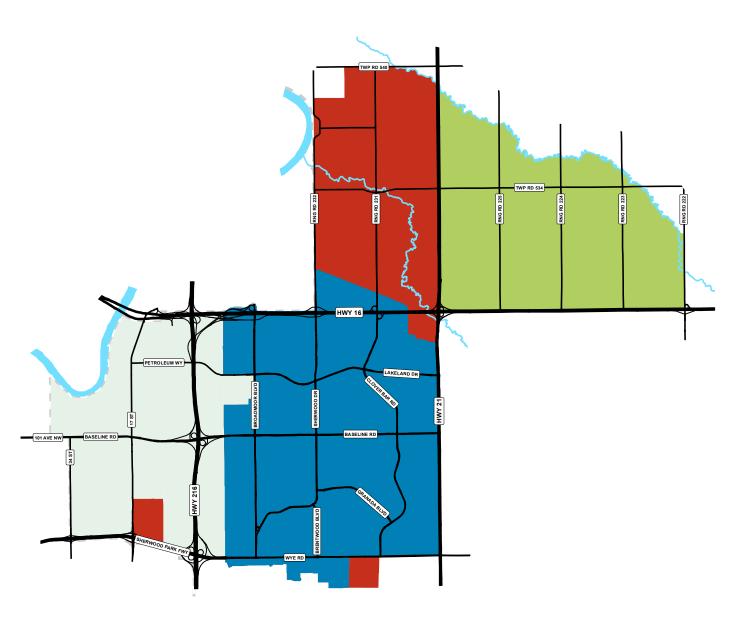


Built-Up Urban Area

Planned Areas

Greenfield Area

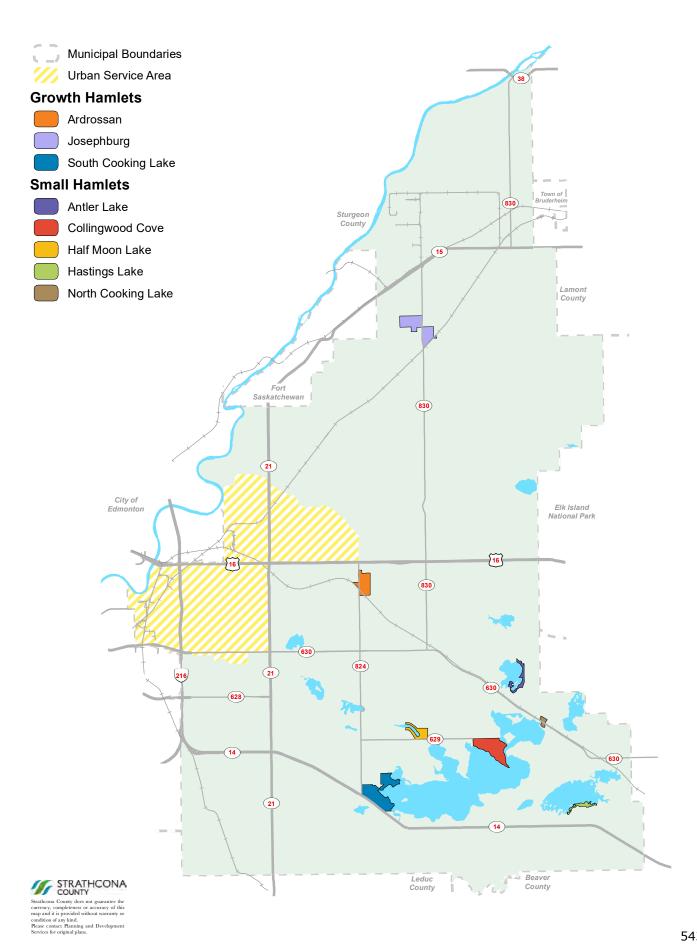






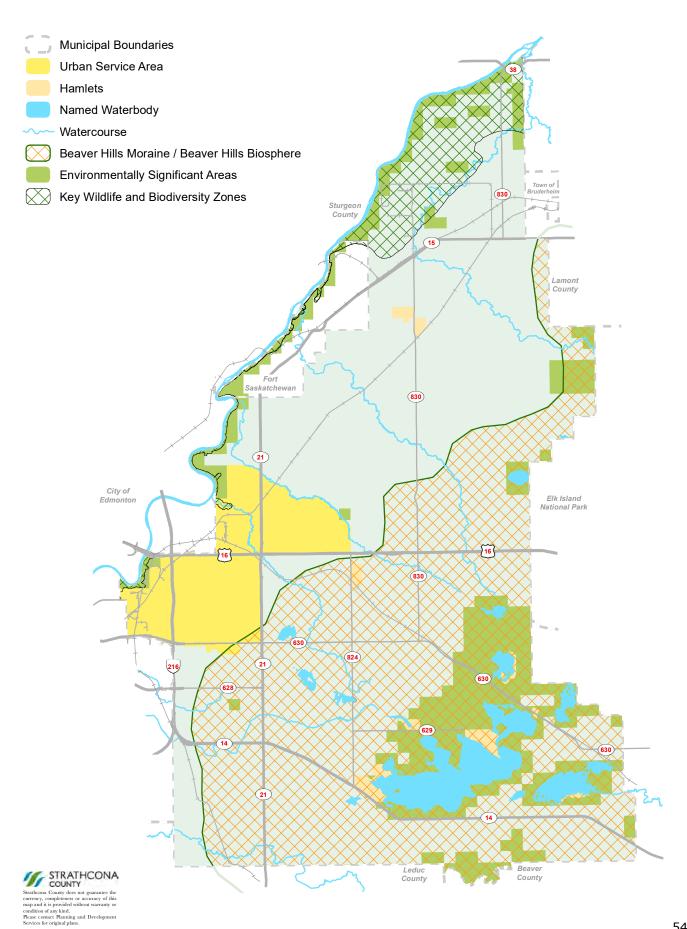
MAP 6: HAMLETS





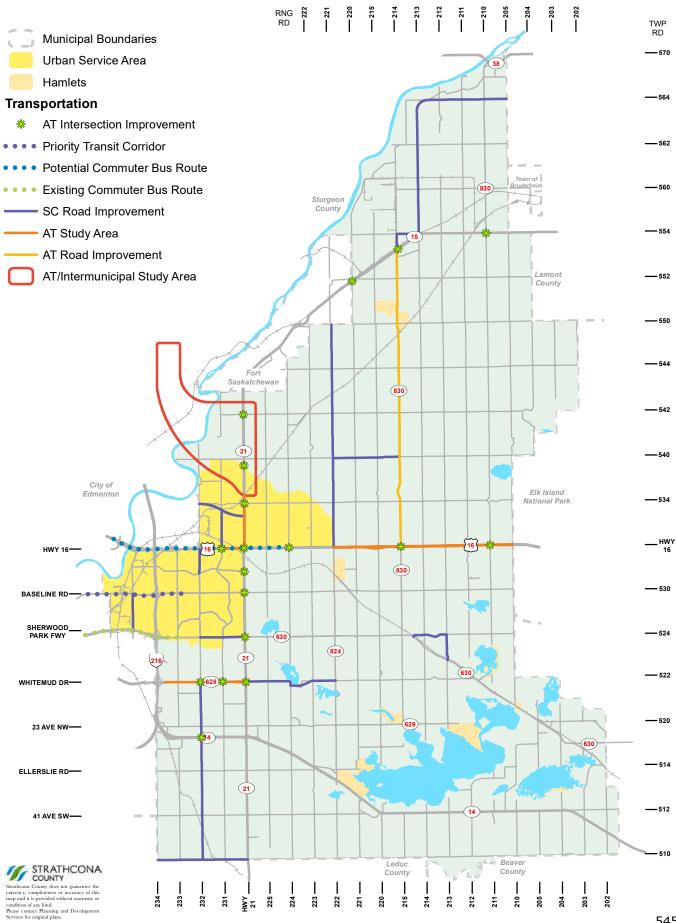
MAP 7: ENVIRONMENT





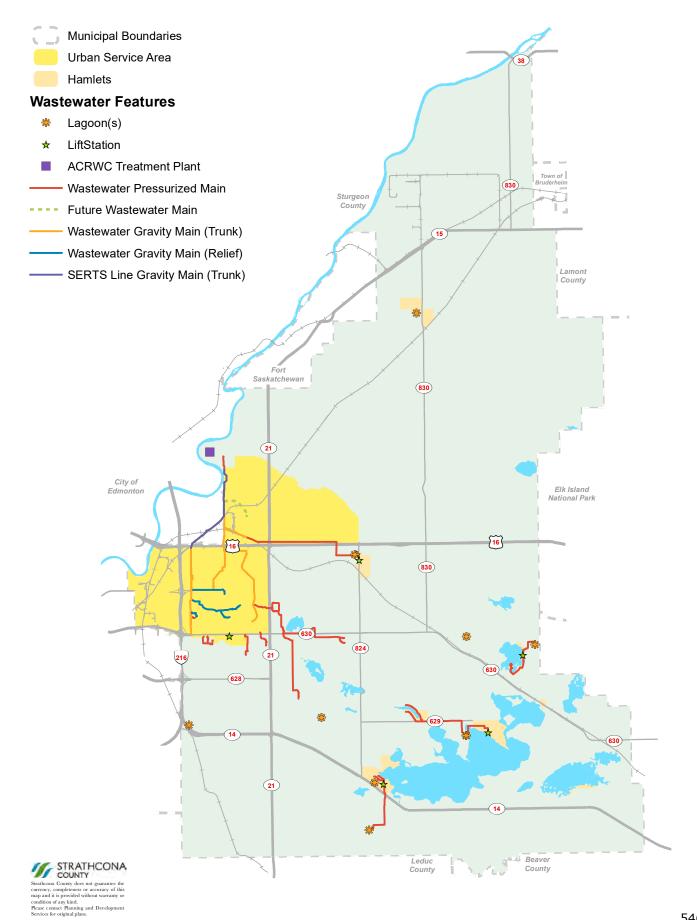
MAP 8: TRANSPORTATION INFRASTRUCTURE CONCEPT





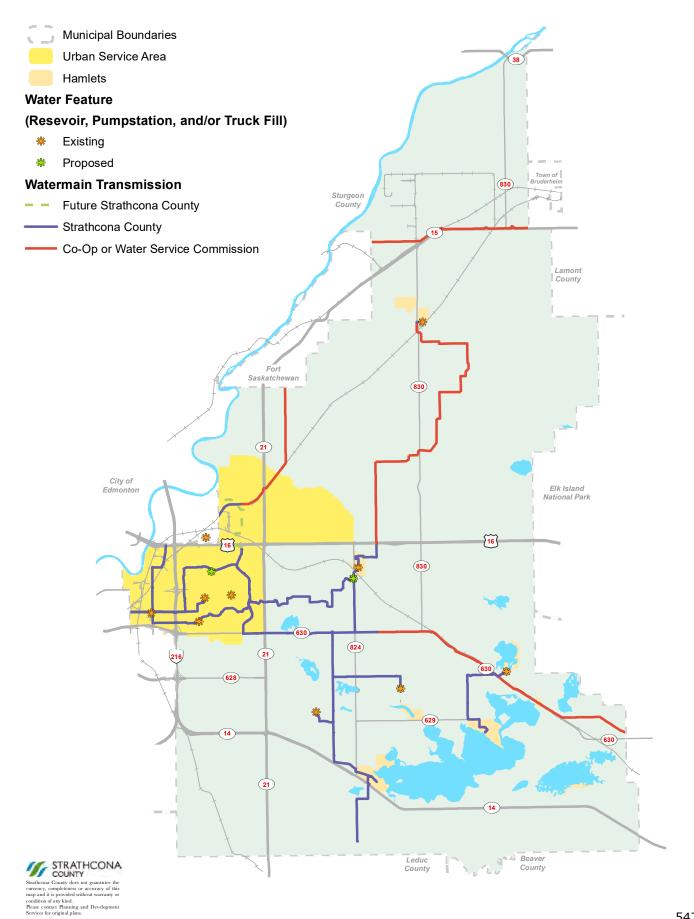
MAP 9: WASTEWATER INFRASTRUCTURE CONCEPT





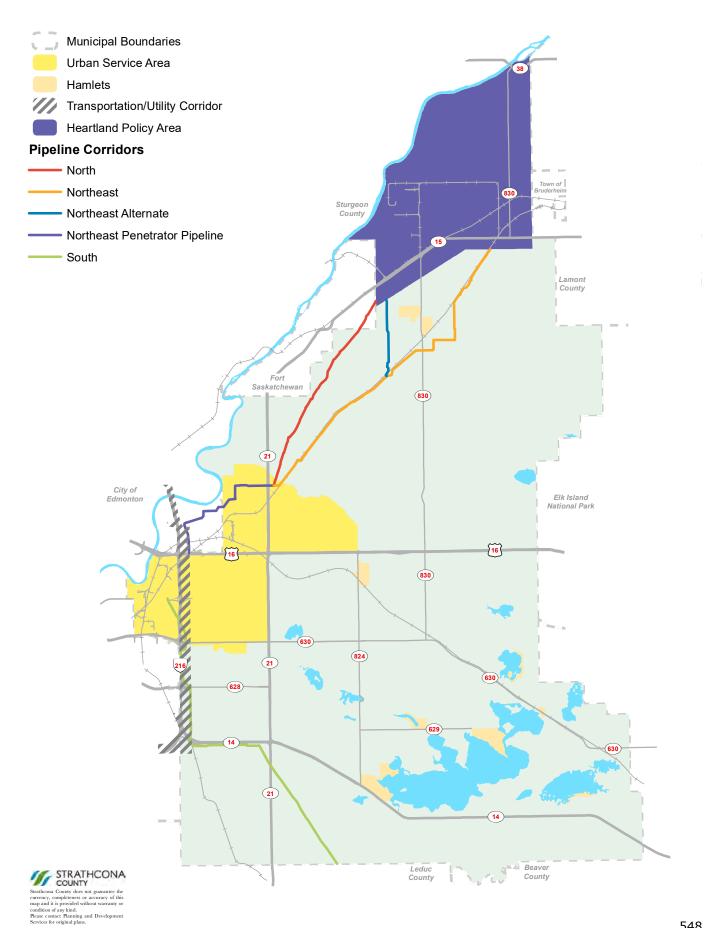
MAP 10: WATER INFRASTRUCTURE CONCEPT





MAP 11: PIPELINE CORRIDORS





ACKNOWLEDGEMENTS

This Municipal Development Plan is an update to the previous plan adopted in 2007 and therefore owes a debt to previous planners, stakeholders and members of the public who have contributed over many years to the development and refinement of policies. This current version of the plan was authored by County staff. The authors wish to thank all members of the public and stakeholders who provided their input on the plan through the Municipal Development Plan Update public engagement process. Photos submitted as part of a youth photo contest have been used throughout the document. The authors would like to thank all contest participants who helped capture the beauty and uniqueness of our community. The authors would also like to acknowledge Modus Planning, Design and Engagement Inc. and Ken Johnson (Urban Plans Ltd.) for their assistance in research and with the initial three phases of public engagement.

Photo credits:

pages 25, 60, 89, source: www.natco.org.

page 27, source: www.edmonton.ca.

page 41, source: www.880cities.org

page 55, source: https://urbanexus.smugmug.com.

 $page\ 61, source: www.svedasarchitects.com.$

page 72, source: www.creativealliance.org.

page 81, source: www.auroraedc.com (Southlands, Aurora, Colorado).

page 86, source: www.greatplacesincanada.ca.

page 90, source: www.institute.smartprosperity.ca







www.strathcona.ca

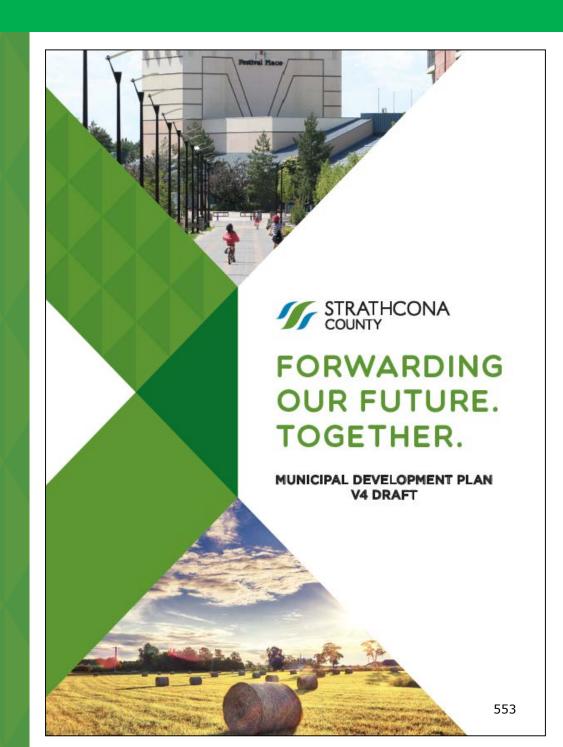
- @StrathcoCounty
- f facebook.com/strathconacounty

Municipal Development Plan Update

Priorities Committee May 16, 2017

Municipal Development Plan Update - Agenda

- > **Document Structure**
- Edmonton Metropolitan Region Growth Plan
- General
- Urban Service Area
- Rural Service Area
- Implementation
- > Transition
- Discussion Items from March 14, 2017
- > Consultation
- Next Steps



PLANNING HIERARCHY **GOVERNMENT OF ALBERTA** MUNICIPAL ALBERTA LAND GOVERNMENT STEWARDSHIP ACT ACT (MGA) LAND-USE FRAMEWORK CAPITAL REGION GROWTH PLAN MUNICIPAL DEVELOPMENT PLAN (MDP) AREA CONCEPT PLAN (ACP) AREA STRUCTURE PLAN (ASP) SUB-AREA STRUCTURE PLAN 0 LAND USE BYLAW (LUB) SUBDIVISION REZONING **DEVELOPMENT AGREEMENT** SERVICING OF LAND SUBDIVISION (LAND TITLES) & SAFETY CODE PERMITS Red: Policy Level Indicates a Statutory Plan Conceptual level Statutory plans must go through a Planning & Engineering public hearing and 3 readings to be

adopted as a bylaw by Council.

Indicates a Document

I that informs both other non-statutory

plans and statutory plans and documents

within the planning heirarchy.

Blue: Technical and

Regulatory Level

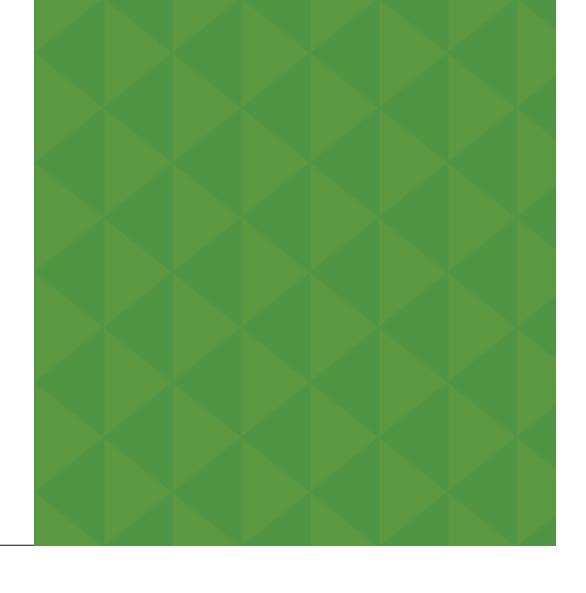
Detailed Planning &

Engineering

Document Structure

TABLE OF CONTENTS

- 1. Introduction and Context
- 2. Interpretation
- 3. General Policy Sections
- 4. Urban Service Area
- 5. Rural Service Area
- Implementation and Review
- 7. Definitions
- 8. Glossary of Acronyms
- 9. Maps





Document Structure

POLICY TERMS			
INTENTION		ACTION	
Ensure	To make sure of a result through a requirement	Require	Is a compulsory obligation
Promote	Shows active County encouragement	Encourage	Provides direction for what is expected
Support	Shows passive County support through conditional consideration	Consider	Provides criteria for when actions may be suitable

Policies requiring an action are compulsory and must be met in order to receive County administration support for a proposal.

Proposals should be consistent with all applicable encourage policies in order to be supported by County administration.

Proposals which meet the required policies, but do not meet an applicable encourage policy must provide justification to the satisfaction of County administration as to why the applicable encourage policy cannot be met.

Proposals that fall under a **consider** policy will be evaluated on a case-by-case basis in accordance with the criteria of the applicable **consider** policy



Document Structure

Objective:

That the Bremner Urban Reserve Policy Area is a complete community that is viable. Intention: Ensure Action: Require

Policy: Ensure Bremner is a complete community that is viable by requiring a town centre that provides a sub-regional level of service.

Objective:

That collectively, hamlets are connected and complete communities.

Intention: Promote Action: Encourage Policy: Promote a connected and complete community by encouraging opportunities for active transportation within existing hamlet boundaries.

Objective:

That the Beaver Hills Policy Area conserves the Beaver Hills Moraine.

Intention: Support Action: Consider

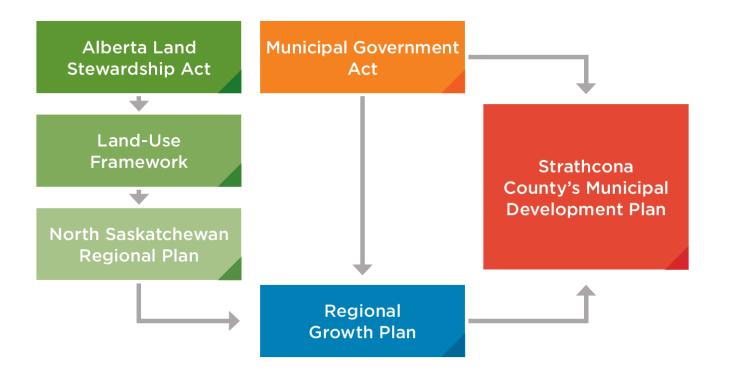
Policy: Support conservation of the Beaver Hills Moraine by considering subdivision beyond a first parcel out where a registered conservation authority will be acquiring the proposed parcel or remnant parcel.

Strathcona County uses specific terminology within the Municipal Development Plan policies to ensure that

they have clear intentions



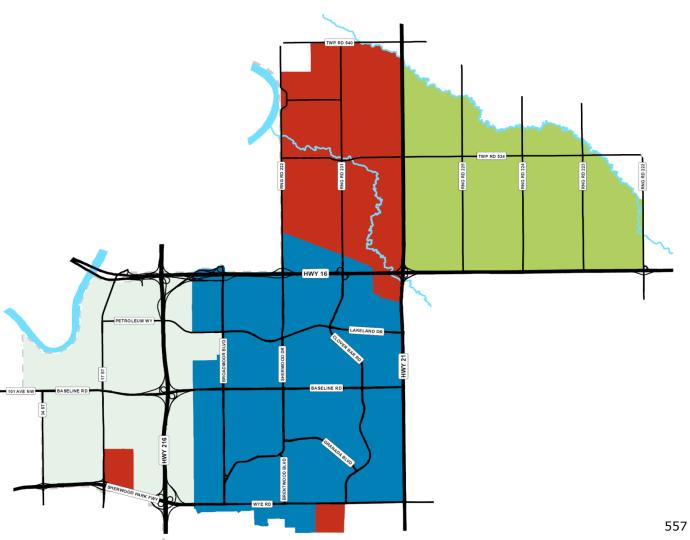
Edmonton Metropolitan Region Growth Plan



MAP 5: URBAN SERVICE AREA - DESIGNATIONS







Edmonton Metropolitan Region Growth Plan



Sherwood Park's Urban Centre Area Redevelopment Plan will provide direction on the centres density target outlined in the Regional Growth Plan.

Redevelopment and infill are promoted within existing commercial areas to work towards the aspirational intensification targets for the Built-up Urban Area.

The Bremner Area Concept Plan and Bremner Sub-Area Structure Plans will be designed according to the required minimum greenfield density targets as set by the Regional Growth Plan.

WHY INCREASE DENSITY?



Creates active streets with destinations close by to promote physical activity.



Supports the efficient use of infrastructure and provides a customer base for local businesses.



Reduces carbon footprint.



Create Complete Communities

Provides convenient access to housing, employment and services while promoting multi558 modal transportation.



Edmonton Metropolitan Region Growth Plan

New multi-parcel Country Residential subdivision will be in compliance with the Regional Growth Plan.

An agricultural impact assessment is required as part of the Bremner Area Concept Plan and urban agriculture is encouraged within the Bremner Urban Reserve Policy Area.

Ensure responsible use of the natural landscape by requiring that conservation of environmentally significant areas are prioritized.



General Sections



Arts, Culture and Heritage



Environment



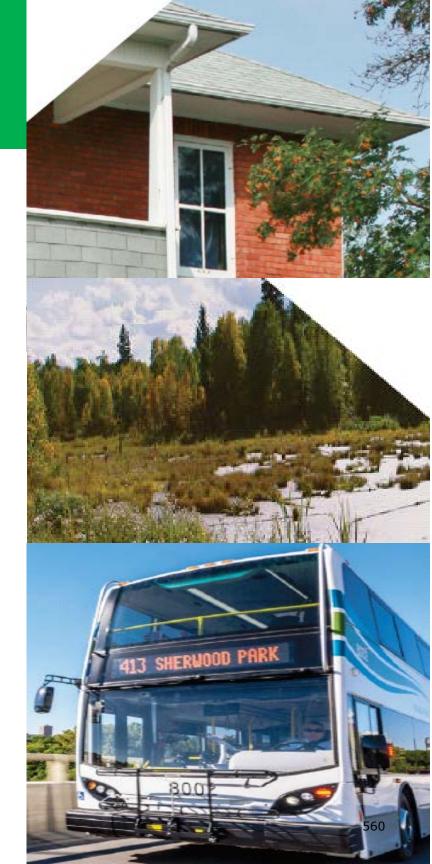
Economic Development



Transportation



Utilities



General Sections

Urban Service Area Utilities



Sherwood Park Transportation

multi-modal transportation infrastructure provides options for individuals and increases the overall usability of transportation networks.



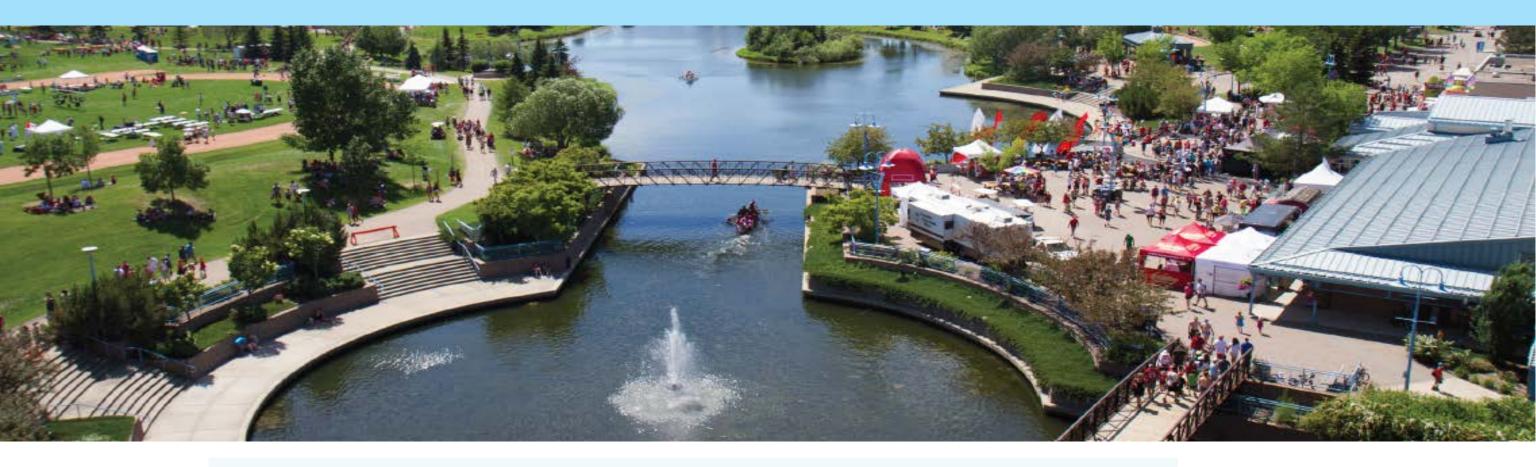
Urban Service Area

The Urban Service Area has been separated into two sections:

Urban Service Area- Sherwood Park consists of all land located west of Highway 21. This area contains the Built- Up Urban Area of the Urban Service Area as well as Planned Areas grandfathered under the Regional Growth Plan.

Urban Service Area- Bremner consists of all land within the Urban Service Area located east of Highway 21. This area contains the Greenfield Area of the Urban Service Area.





GOAL

As with all urban communities Sherwood Park will mature and evolve over time. Through this evolution, Strathcona County will work towards achieving complete communities, compact development and green infrastructure while conserving the character defining elements of Sherwood Park. Strathcona County will continue to invest in Sherwood Park to ensure its long term viability by improving multi-modal transportation and continuing to provide residents with business and employment opportunities, services, amenities and housing choice for a variety of ages, incomes and abilities.





Municipal Boundaries



Built-Up Urban Area



Heavy Industrial Transition Overlay 1.5 km



Heavy Industrial Transition Overlay 3 km



Commercial Policy Area



Compact Development Policy Area



Heavy Industrial Policy Area



Light/Medium Industrial Policy Area



Major Public Service Policy Area



Residential Policy Area



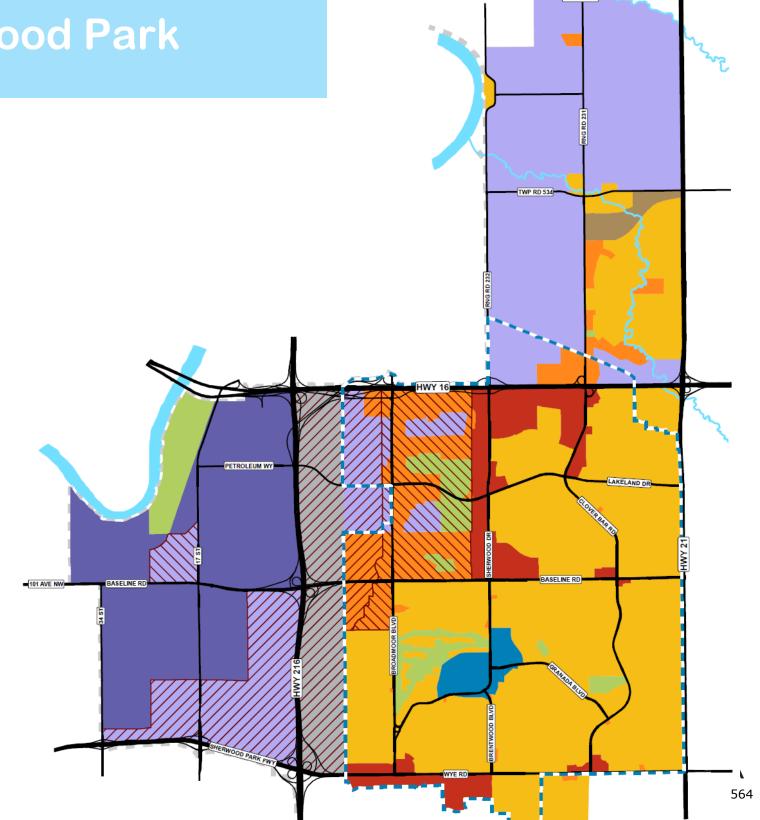
Sherwood Park Urban Reserve Policy Area



Transportation Utility Corridor Policy Area



Urban Centre Policy Area



URBAN CENTRE POLICY AREA

Strathcona County's objectives are to **ensure** that Sherwood Park's Urban Centre:

- 1. Contains compact, mixed-use development;
- 2. Provides a sub-regional level of service;
- 3. Incorporates transit oriented development;
- 4. Incorporates walkability and areas for social interaction; and
- 5. Integrates green building and green infrastructure.



COMPACT DEVELOPMENT POLICY AREA

Strathcona County's objectives are to **ensure** that Sherwood Park's Compact Development Areas:

- 1. Contain compact, mixed-use development;
- 2. Contribute to the evolution of complete communities;
- 3. Incorporate walkability and areas for social interaction; and
- 4. Integrate green building and green infrastructure.



HEALTH AND WELL BEING BENEFITS OF INCREASED DENSITY



Promotes Active Transportation

Increases opportunities for walking and cycling to local destinations



Reduces Social Isolation

Increases opportunities for social contact creating a greater sense of community.





Increases Safety

Promotes pedestrian and community safety through "eyes on the street". 565

RESIDENTIAL POLICY AREA

Strathcona County's objectives are to ensure that Sherwood Park's Residential Policy Area:

- Retains character defining elements;
- 2. Provides housing diversity for all ages, incomes and abilities;
- 3. Provides services and open space for residents; and
- 4. Incorporates multi-modal transportation



COMMERCIAL POLICY AREA

Strathcona County's objectives are to ensure that Sherwood Park's Commercial Policy Area:

- Intensifies and diversifies into a mixture of land uses;
- Incorporates walkability; and
- 3. Is viable in the long term.



WHAT IS A COMPLETE COMMUNITY?



Accessibility

Provides residents easy access to jobs, amenities, services and a multi-modal transportation system.



Housing Diversity

Includes a wide range or housing types and tenures for all ages, income and abilities.



Daily Needs

Day-to-day needs can be met within your community. 566

MAJOR PUBLIC SERVICE POLICY AREA

Strathcona County's objectives are to **ensure** that Sherwood Park's Major Public Services:

- 1. Provide public services that meet the needs of Strathcona County residents;
- 2. Are accessible to all ages, incomes and abilities; and
- 3. Are viable in the long term.



SHERWOOD PARK URBAN RESERVE

Strathcona County's objectives are to ensure that the Sherwood Park Urban Reserve Area:

1. Is protected for future planning and street realignments.



URBAN AGRICULTURE



Urban agriculture is the practice of cultivating food in an urban area.



Urban agriculture provides the benefits of creating a healthy, liveable community by helping to grow food, relationships, and local economy in our community.

LIGHT/MEDIUM INDUSTRIAL POLICY AREA

Strathcona County's objectives are to ensure that Sherwood Park's Light/Medium Industrial Policy Area:

- 1. Includes efficiently designed developments that occur in an orderly manner;
- Has a minimal impact on incompatible land uses; and
- 3. Is viable in the long term.



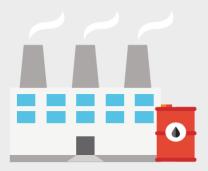
HEAVY INDUSTRIAL POLICY AREA

Strathcona County's objectives are to ensure that Sherwood Park's Industrial Heavy Policy Area:

- 1. Responsibly manages risks associated with industrial development; and
- 2. Includes efficiently designed industrial developments.
- 3. Is viable over the long term;



PETROCHEMICAL CLUSTER



World Leader

Support a positive business climate in which to advance petrochemical development in our community.



Diversity

A diversified energy sector promotes resiliency, innovative opportunities and a variety of jobs.

Urban Service Area – Bremner



GOAL

Bremner will be a complete community that is green, connected and diverse. It will incorporate green infrastructure, open space and urban agriculture into each community and neighbourhood. Communities and neighbourhoods within Bremner will be designed for compact, mixed-use and transit oriented development. The design of communities and neighbourhoods will encourage all residents to utilize active transportation for their daily living by creating a distinct town centre and smaller village centres that will provide residents with a variety of services, amenities, education and employment opportunities in close proximity to where they live.

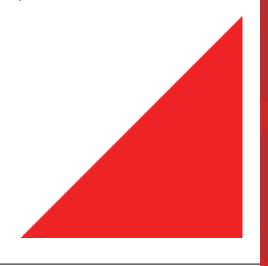


Urban Service Area – Bremner

Objectives

Strathcona County's objectives are to **ensure** that the Bremner Urban Reserve Policy Area:

- 1. Is viable in the long term;
- 2. Contains complete communities and complete neighbourhoods;
- 3. Achieves compact form and transit oriented development;
- 4. Respects the natural landscapes;
- 5. Integrates urban agriculture; and
- 6. Integrates green building and green infrastructure.



Communities and neighbourhoods within Bremner will be designed for compact, mixed-use and transit oriented development.



Urban Service Area – Bremner

- General
- Residential
- > The Town Centre
- Village Centres
- Business Park
- Open Space
- Agriculture
- Transportation



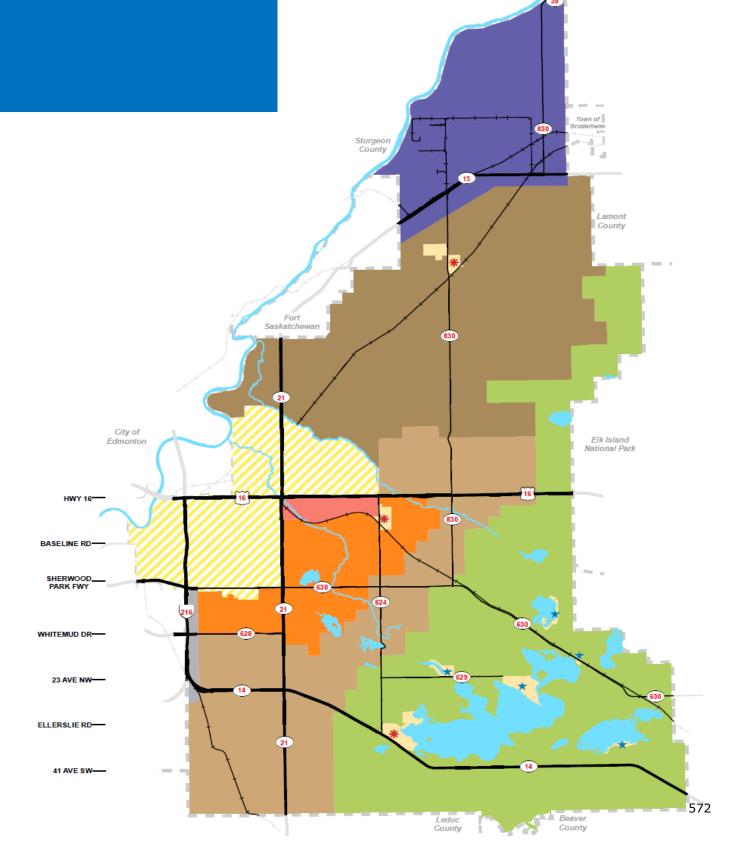


20





- * Growth Hamlet
- ★ Small Hamlet
- Municipal Boundaries
- Urban Service Area
- Agriculture Large Holdings Policy Area
- Agriculture Small Holdings Policy Area
- Beaver Hills Policy Area
- Country Residential Policy Area
- Hamlet Policy Area
- Heartland Policy Area
- Local Employment Policy Area
- Transportation Utility Corridor Policy Area



HAMLET POLICY AREA



Goal

Strathcona County's hamlets are attractive rural communities that collectively provide access to housing diversity for all ages, incomes and abilities as well as amenities and services to meet the day to day needs of hamlet residents and the wider rural area.

Objectives

Strathcona County's objectives are to ensure that collectively, hamlets:

- 1. Provide a range of services to meet the day to day needs of residents in the Rural Service Area;
- 2. Provide housing diversity within the Rural Service Area for all ages, incomes and abilities;
- 3. Achieve their full development potential and develop in an orderly manner;
- 4. Are viable in the long term;
- 5. Retain their rural character and respect the natural landscapes; and
- 6. Provide connected and complete communities.



COUNTRY RESIDENTIAL POLICY AREA



Goal

Strathcona County will strike a balance between providing opportunities for country residential living and respecting the natural and rural landscapes.

Objectives

Strathcona County's objectives are to ensure the Country Residential Policy Area:

- 1. Provides rural living opportunities;
- 2. Includes efficiently designed developments that occur in an orderly manner;
- 3. Respects and connects natural and rural landscapes; and
- 4. Balances incompatible land uses.



AGRICULTURE SMALL HOLDINGS POLICY AREA



Goal

Strathcona County will provide opportunities for small holdings agriculture that supports livework, local food production and local food distribution which respect the rural landscape and the environment.

Objectives

Strathcona County's objectives are to ensure that the Agricultural Small Holdings Area:

- 1. Prioritizes small holdings agriculture;
- 2. Provides opportunities for livework, local food production and local food distribution;
- 3. Is viable over the long term; and
- 4. Respects rural landscapes, natural landscapes and heritage;

AGRI-BUSINESS



Agri-business may include agricultural support services, agri-tourism, agricultural product processing and sales or home-based businesses.

EQUINE SECTOR



Strathcona County has an prominent equine sector which includes training, trail riding and competition. Strathcona County encourages the showcasing of this sector and developing both economic and social opportunities within it.

AGRICULTURE LARGE HOLDINGS POLICY AREA



Goal

Strathcona County will provide opportunities for large scale agricultural operations and homesteads that respect the rural landscape and the environment.

Objectives

Strathcona County's objectives are to **ensure** that the Agricultural Large Holdings Policy Area:

- 1. Prioritizes extensive agricultural operations;
- 2. Provide opportunities for livestock operations;
- 3. Includes large contiguous tracts of land with minimal fragmentation;
- 4. Provides opportunities for homesteads and livework;
- 5. Is viable over the long term; and
- 6. Respect for rural landscapes, natural landscapes and heritage.

AGRICULTURE LAND USE



Agriculture

Agriculture continues to be the largest land user within Strathcona County.



Agri-business

Increased and diversified agricultural business is supported.



Rural Character

Agriculture is important to community character.

BEAVER HILLS POLICY AREA

Goa

Strathcona County will continue the conservation of the Beaver Hills Moraine and provide opportunities to live, work and play in harmony with nature.



Objectives

Strathcona County's objectives are to **ensure** that the Beaver Hills Policy Area:

- 1. Provides for the conservation of the Beaver Hills Moraine;
- 2. Provides opportunities for responsible human interactions with nature;
- 3. Strengthen the Beaver Hills Biosphere; and
- 4. Provide opportunities for tourism



LOCAL EMPLOYMENT POLICY AREA



Goal

Strathcona County will provide opportunities for Local Employment.

Objectives

Strathcona County's objectives are to **ensure** that the Local Employment Policy Area:

- 1. Provides opportunities for local employment;
- 2. Retains the natural landscape; and
- 3. Is viable over the long term.





HEARTLAND POLICY AREA

Goal



Strathcona County will provide opportunities for industry while responsibly managing risk and conflicts between land uses.

Objectives

Strathcona County's objectives are to **ensure** that the Heartland Policy Area:

- Prioritizes industrial development;
- 2. Responsibly manages risks associated with industrial development;
- 3. Is viable over the long term; and
- 4. Provides for the conservation of environmentally significant areas.



TRANSPORTATION/UTILITY CORRIDOR POLICY AREA



Goal

Strathcona County will protect the Transportation/Utility Corridor for infrastructure purposes.

Objectives

Strathcona County's objectives are to ensure that the Transportation/Utility Corridor:

Is protected for infrastructure purposes.



Implementation

Actions are required to implement the policies of this Plan.

LAND USE BYLAW POLICY/PROCESSES AREA STRUCTURE PLANS

INCLUSIONARY HOUSING PROGRAMS/ PLANS AREA CONCEPT PLANS INTERMUNICIPAL COOPERATION

STANDARDS AND STUDIES CONCEPTUAL SCHEMES PLAN AREA REDEVELOPMENT PLANS

Photo's from each youth photo contest participant have been used throughout the document.



Transition Summary

- Discretionary uses under the Land Use Bylaw must comply with this Plan unless they comply with an underlying Council approved Statutory Plan or Conceptual Scheme.
- Statutory Plans (and amendments) or Conceptual Schemes approved prior to the date of this Plan may continue with Land Use Bylaw rezoning and subdivision regardless of whether or not they are in compliance with this Plan.
- Permitted uses under the Land Use Bylaw will be considered regardless of whether or not they are in compliance with this Plan.
- First parcel out of an un-subdivided quarter section will be considered as per the existing Land Use Bylaw zoning district regardless of whether or not it is in compliance with this Plan.
- Bylaws which have first reading but have not been adopted by Council have two (2) years from the date of first reading to be approved by Council.

- MDP Bylaw 1-2007 will be in effect for two (2) years after the adoption of this Plan only for those Land Use Bylaw amendments, Conceptual Schemes and subdivision applications that are not in compliance with this Plan but are deemed complete on or before the date this Plan is adopted.
- These applications will have two (2) years to obtain final approvals from Council or the Subdivision Authority before the applications expire upon the repeal of Bylaw 1-2007.
- MDP Bylaw 1-2007 will be in effect for one (1) year after the adoption of this Plan only for those Area Structure Plan/ Area Concept Plan amendment applications that are not in compliance with this Plan but are deemed complete on or before the date this Plan is adopted.
- Area Structure Plan/ Area Concept Plan amendment applications will have one (1) year to obtain approvals from Council before the applications expire upon the repeal of Bylaw 1-2007.



Discussion Items from March 14

AGRICULTURE SMALL HOLDINGS POLICY AREA

Require a minimum parcel size of 20 acres in the Agriculture Small Holdings Policy Area.





AGRICULTURE LARGE HOLDINGS POLICY AREA

Continue to allow 80 acre splits in the Agriculture Large Holdings Policy Area.







Discussion Items from March 14

BEAVER HILLS POLICY AREA

Consider seasonal recreational resorts in the Beaver Hills Policy Area.





COUNTRY RESIDENTIAL POLICY AREA

Continue to require municipal piped water and wastewater servicing for the Country Residential Policy Area.







Discussion Items from March 14

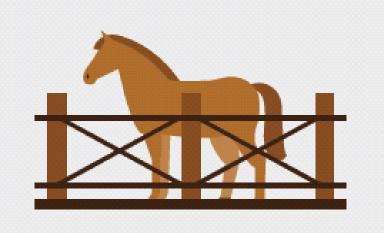
AGRICULTURE SMALL HOLDINGS POLICY AREA

Colchester is part of the Agriculture Small Holdings Policy Area.











Consultation

Four phases of Engagement over approximately two (2) years.

Stakeholders such as the City of Edmonton, Fort Saskatchewan, Leduc County, School Boards, Council Committees and community groups.

Utilized engagement tools such as open houses, stakeholder interviews, posters, newspaper advertisements and the County website.

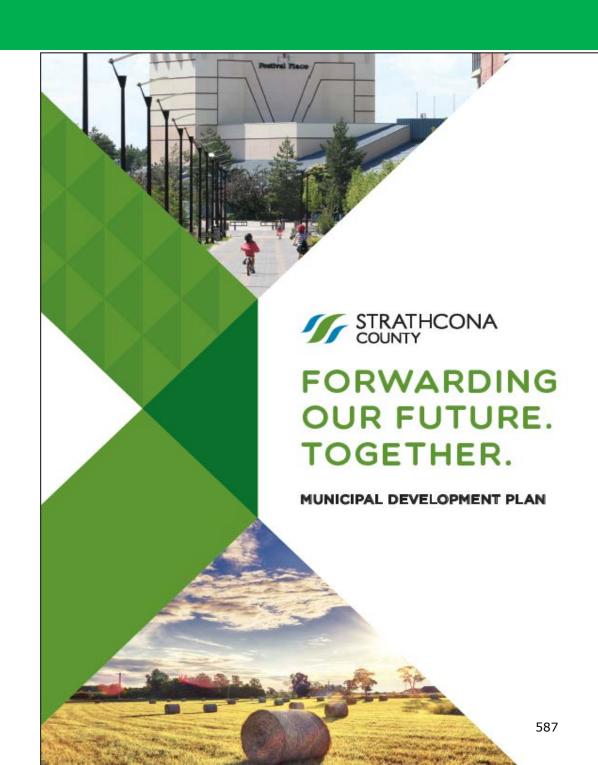
In addition, the County also used a white board video, online engagement hub, backgrounder discussion papers, options and trade-off paper, e-newsletters, postcards, bus ads, portable signs and social media such as Facebook, Twitter, and Instagram to engage the public.



Next Steps

Public Hearing Scheduled for May 23, 2017.

Pending Council 1st reading and CRB approval the MDP Bylaw will be brought back for final adoption in July or September 2017.



Municipal Development Plan Update

Discussion





Priorities Committee Meeting_May16_2017

STRATEGIC INITIATIVE AND UPDATE

Provincial and Federal Budget Impacts Update

Report Purpose

To provide the Priorities Committee with an update in regards to the impacts on Strathcona County of the 2017 Provincial and Federal budgets.

Council History

November 28, 2016 - Council approved the 2017 Operating and Capital Budgets

Strategic Plan Priority Areas

Economy: Strathcona County's 2017 budget includes significant grant monies from the

Provincial and Federal governments.

Governance: n/a Social: n/a Culture: n/a Environment: n/a

Other Impacts

Policy: n/a

Legislative/Legal: n/a

Interdepartmental: All departments

Summary

The Provincial and Federal government's budgets can have a significant impact on the activities performed by Strathcona County. The enclosure demonstrates the impacts of the 2017 budgets.

Enclosure

1 Provincial and Federal Budget Impact Presentation (Document: 10161798)

Author: Jay Bohachyk, Financial Services Director: Laura Probst, Financial Services

Associate Commissioner: Gregory J. Yeomans, Chief Financial Officer Division

Lead Department: Financial Services

Provincial and Federal Budget Impacts

May 16, 2017



Overview

Provincial Budget

- No significant changes that impact Strathcona County
- \$54.9 billion budget, \$3.8 billion new spending

Federal Budget

- No significant changes that impact Strathcona County
- Out of a \$304.7 billion budget, only \$1.6 billion is new spending



Budget Developments: Grants

Very few changes to municipal grant funding formulas or allocation amounts

> Municipal Sustainability Initiative (MSI)

- > Funding levels maintained
- > County is eligible for a 2017 allocation up to \$19.4 million

Basic Municipal Transportation Grant (BMTG)

- > 2017-18 funding is \$25 million less than in Budget 2016
- > Funding forecasted to increase by \$9 million per year for the following three years
- > County is eligible for a 2017 allocation up to \$4.9 million



Budget Developments: Grants (continued)

> Gas Tax Fund (GTF)

- > Funding levels maintained
- > County is eligible for an allocation up to \$5.2 million

> GreenTRIP

> Funding levels increased \$352.4 million in Budget 2017

> Public Transit Infrastructure Fund (PTIF) Phase 1

- New federal funding to support rehabilitation of transit systems, new capital projects, and planning and studies for future transit expansion
- > \$285 million introduced in Budget 2017



Provincial Budget Developments

> Climate Leadership Plan Implementation

- ➤ Province will collect ~\$3.8 billion through the carbon levy on fuels over next 3 years
 - > Carbon levy does not apply to electricity
 - > Strathcona County's 2017 budget included \$150,000 contingency
 - > Budget is silent on AUMA's request for municipalities to receive a rebate
- ➤ Province indicates Budget 2017 allocates funding to a number of program areas that will directly support municipalities in the transition to a low carbon economy
 - > Details are still to come
- > Education property tax rates "frozen"
 - > Additional \$32 million in property taxes due to a growth in assessment base
- > No new revised fees, charges or other costs



Federal Budget Developments

The Federal Government has created:

> National Housing Strategy

> \$11.2 billion over the next eleven years

> The Impact Canada Fund

> \$300 million for Smart Cities Plans focus on city planning, clean technology, green infrastructure, and digital connections

Canada Cultural Spaces Fund

> \$300 million over 10 years for cultural and arts spaces

Disaster Mitigation and Adaptation Fund

> \$2 billion will support national, provincial, and municipal infrastructure required to deal with climate change effects



Questions and Discussion





Priorities Committee Meeting_May16_2017

STRATEGIC INITIATIVE AND UPDATE

Urban Chicken Pilot Project

Report Purpose

To update Priorities Committee on input into potential development of an Urban Chicken Pilot Project.

Council History

November 29, 2016 – Council approved the Urban Agriculture Strategy, as set out in Enclosure 1 to the November 29, 2016 Transportation and Agriculture Services report.

Strategic Plan Priority Areas

Economy: n/a
Governance: n/a

Social: Taking a leadership role in creating and providing opportunities for residents to strengthen community identity, connect with agricultural roots, and offer diversity in

lifestyle choices. **Culture:** n/a **Environment:** n/a

Other Impacts

Policy: Animal Control Bylaw 18-2011

Legislative/Legal: Animal Health Act (SA 2007 cA-40.2)

Interdepartmental: Bylaw Services could be impacted due to the required changes to the

Animal Control Bylaw in order to keep urban chickens.

Summary

The keeping of chickens in urban backyard flocks was identified in the 2016 Strathcona County Urban Agriculture Strategy (UAS). This is an emerging trend across Canada, with many cities creating pilot projects to evaluate the suitability of these programs for their residents. Preliminary results from these projects are mixed, with some being successful and some being disbanded. As a potential action of the UAS, Administration has undertaken preliminary research to begin the development of a pilot project suitable for the uniqueness of our community.

Throughout the public engagement of the UAS, the keeping of urban chickens was a topic that emerged numerous times, with polarizing views. Through detailed community conversations, it was indicated that residents would be interested in an urban chicken pilot project with close oversight and periodic review of performance and outcomes.

As a specialized municipality, Strathcona County must also consider the implications that urban chicken proximity could have on producers. As per the *Animal Health Act*, in the event of illness within domestic poultry populations, quarantine and potential destruction of all domestic birds (including backyard chickens) within a 10 km radius of the found infection could be required. Due to the large number of urban parcels spread throughout Strathcona County, an event requiring quarantine could greatly affect both backyard flocks and large scale producers (Enclosure 1).

Author: Diana Wahlstrom, Transportation and Agriculture Services
Director: David Churchill, Transportation and Agriculture Services

Associate Commissioner: Kevin Glebe, Infrastructure and Planning Services

Lead Department: Transportation and Agriculture Services

Further, some municipalities who have initiated or investigated a chicken program have disbanded it for numerous reasons including, but not limited to: pests, complaints, and lack of registration. Others simply do not allow urban chickens.

Several considerations for an Urban Chicken Pilot program were brought forward and outlined in the UAS. In order to evaluate these considerations, programs from several comparable municipalities were examined (Enclosure 2).

In order to create a measured and intentional program, a limited scope Strathcona County pilot project would include, but not be limited to, the following criteria:

- Clearly defined registration and permitting requirements (which could include lot size and location)
- Breed, age and number of chickens would be stipulated (no roosters)
- Participatory educational requirements
- Subject to inspection (pre and post application)
- Clear best management practices (to protect animal and human health)
- Limited number of participants
- Clear evaluation criteria

On April 5, 2017 the Agricultural Service Board moved:

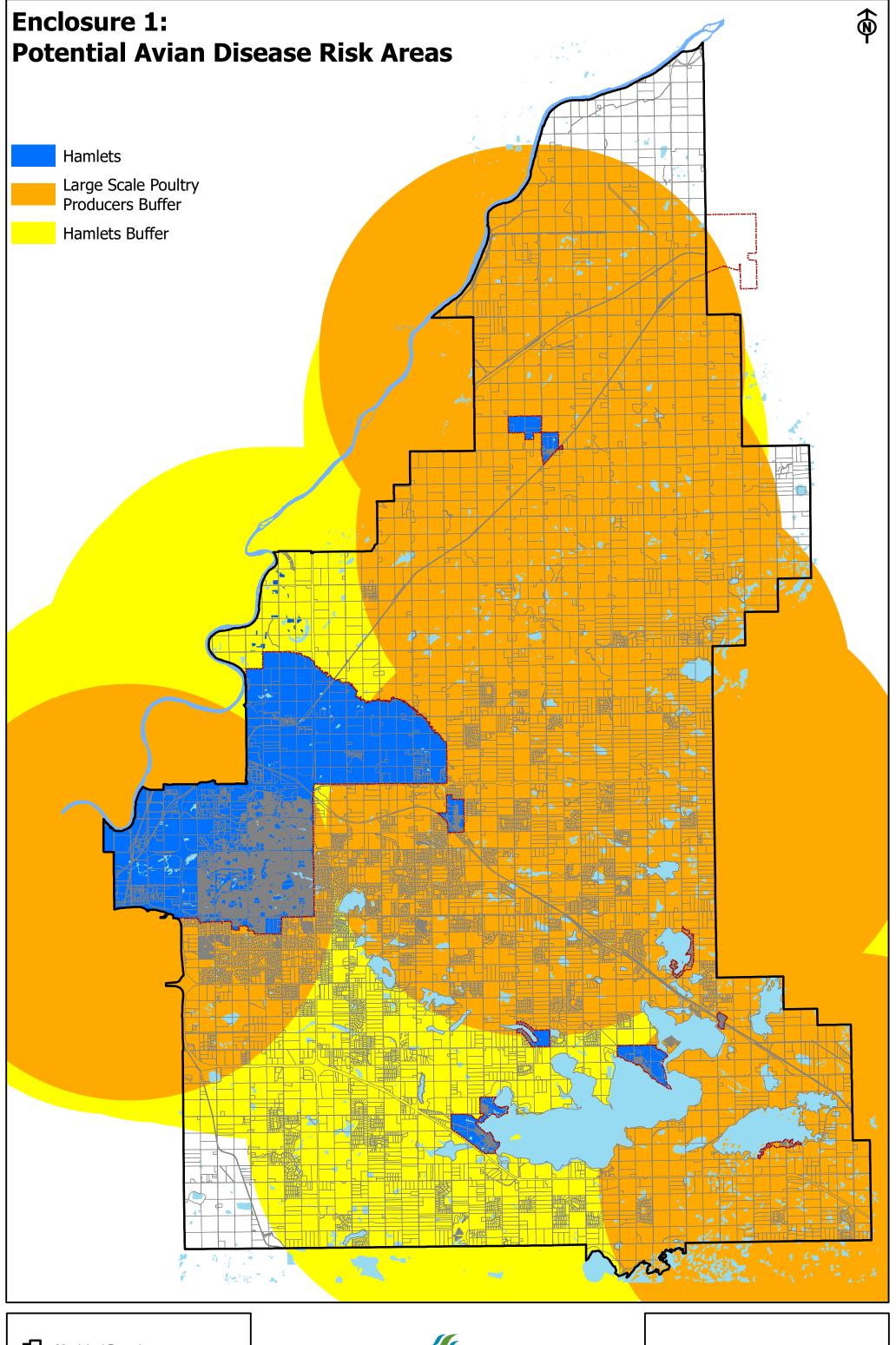
THAT due to the importance of the poultry industry in Strathcona County, the Agricultural Service Board does not support the development and implementation of a limited scope Urban Chicken Pilot Program.

Enclosures

- 1 Map: Potential Avian Disease Risk Areas
- 2 Urban Chicken Program Comparison

Author: Diana Wahlstrom, Transportation and Agriculture Services Director: David Churchill, Transportation and Agriculture Services Associate Commissioner: Kevin Glebe, Infrastructure and Planning Services

Lead Department: Transportation and Agriculture Services



Urban Chicken Program Comparison

	City of Campl Kamloops River		City of Red Deer	City of Edmonton	City of St Albert	Proposed Strathcona County						
# of Chickens	2-5	6 maximum	4 maximum	3-8	2-4	2-4						
Roosters Prohibited	1	1	1	1	1	1						
Hen Age Restriction				1	1	1						
Breed Restriction	X	X	X	X	X	1						
Registration / Permit Required	X	1	1	1	1	1						
Residential Lot Restrictions	1	1	1	1	1	1						
Educational Course Requirement	X	X	X	1	1	1						
Best Management Practices												
Biosecurity Plan	X	X	1	1	1	1						
End of Life Plan	X	1	1	1	1	1						
Waste Disposal Plan	X	1	1	1	1	1						
Good Neighbor Plan	X	1	X	1	1	1						

Councillor Request Report May 16, 2017

#	Elected Official Name	Subject	Req type	Meeting date	Due date	Resp Dept	2nd Dept	Request	Reponse date	Reponse	Status
130	DELAINEY Linton	Bremner Query	Information	2017-04-25	2017-05-11	IPS		Referencing page 26 of the "DRAFT Bremner Growth Management Strategy", please answer the following: 1. Is \$491,000,000 the amount of long-term debt that can be added to our current long-term of \$166,100,000 for a total of \$657,100,000? 2. If \$657,100,000 is not the projected long term debt for Bremner Off-site road costs, what is projected to be when the ACP is completed and presented to the next Council in approximately 18 months? Referencing page 31 of "Bremner & Colchester: FIA of Recommended Community Design Concepts – FINAL REPORT" please answer the following: 1. Who prepared page 31? 2. Why was it authorized to be prepared? 3. Was page 31 presented to Council? If so, when? 4. Did Council approve its acceptance of page 31? If so, when? 5. Does Council have legal agreements of acceptance with developers and the Government of Alberta for the Bremner offsite roads costs? 6. Have the residents been told the County's share of off-site road costs for Bremner will be \$0 dollars? 7. What is the estimated long-term debt costs Council is using to inform tax payers of their expected liabilities for the future cost of Bremner?			