

COUNCIL MEETING REVISED AGENDA

Date: October 20, 2015
Open Session: 2:00 p.m.
Location: Council Chambers

Pages

1. CALL TO ORDER
2. ADDITIONS / DELETIONS / CHANGES TO AGENDA
3. ADOPT AGENDA (Motion)
4. IN CAMERA SESSION (Motion) Following Agenda Item 11.1
 - 4.1 Chief Commissioner - Introduction of Topics
 - 4.2 Information on Baseline Road Crossing Proposal
FOIP Section 16 - Trade secrets of third party
FOIP Section 18 - Harmful to individual or public safety
 - 4.3 Organizational Success Discussions
FOIP Section 17, Harmful to personal privacy
FOIP Section 23, Local public body confidences
FOIP Section 24, Advice from officials
 - 4.4 REVERT TO OPEN SESSION (Motion)
5. CONSENT AGENDA (Motion)
6. CONFIRMATION OF MINUTES
 - 6.1 October 6, 2015 Council Meeting Minutes 3 - 12
7. PROCLAMATIONS
8. COUNCIL PRIORITIES
9. TIME SPECIFIC AGENDA ITEMS
 - 9.1 [2:00 p.m.] Glen Allan Traffic Calming 13 - 139
To provide Council with the final recommendations on the Glen Allan Traffic Calming Study.

External Presenters:

Marcel Huculak - ISL Engineering and Land Services Ltd.

Katie Soles - Soles and Company

9.2 PUBLIC HEARINGS

- 9.2.1 [7:00 p.m.] Bylaw 53-2015 Text Amendment to Land Use Bylaw 6-2015 (Ward 4) 140 - 149

To give three readings to a bylaw that proposes to amend DC 69 Direct Control District to include hotel use within Section 4.1.1 and amend the development regulations of Section 4.1.2 a) and b).

- 9.2.2 [7:00 p.m.] Bylaw 51-2015 Salisbury Village Area Structure Plan Amendment (Ward 3/6) 150 - 341

To give first reading to a bylaw that proposes to amend the Salisbury Village Area Structure Plan to expand the development area south by 7.1 hectares (17.6 acres) to allow for further urban residential development.

- 9.2.3 [7:00 p.m.] Bylaw 52-2015 Amendment to Land Use Bylaw 6-2015 (Ward 3/6) 342 - 349

To give first reading to a bylaw that proposes to rezone approximately 7.1 hectares (17.6 acres) of land from PS Public Services District to PR Recreation District, PU Public Utilities District, R1C Single Detached Residential C District and R2A Semi Detached Residential District.

- 9.3 [3:00 p.m.] 2016 Council Meeting Schedule 350 - 352

- 9.4 [3:15 p.m.] 2015/2016 Boards and Committees Council Appointments 353 - 354

10. TRANSPORTATION AND AGRICULTURE SERVICES

- 10.1 Bylaw 16-2015 Traffic Bylaw (Repeals Bylaw 13-2011) 355 - 530

To give first and second readings to Traffic Bylaw 16-2015.

11. COUNCILLOR REQUESTS (INFORMATION REQUEST AND NOTICES OF MOTION)

- 11.1 Councillor Request Report 531 - 532

To add or remove items from the Councillor Request Report; and to serve Notices of Motion that will be brought forward for debate at a future Council meeting.

12. ADJOURNMENT (Motion)

COUNCIL MEETING MINUTES

October 6, 2015
8:00 a.m. In Camera
2:00 p.m. Open Session
Council Chambers

Members Present: Roxanne Carr, Mayor
Vic Bidzinski, Councillor Ward 1
Dave Anderson, Councillor Ward 2 (arrived at 8:30 a.m.)
Brian Botterill, Councillor Ward 3
Carla Howatt, Councillor Ward 4
Paul Smith, Councillor Ward 5
Linton Delaine, Councillor Ward 6
Bonnie Riddell, Councillor Ward 7
Fiona Beland-Quest, Councillor Ward 8

Administration Present: Rob Coon, Chief Commissioner
Darlene Bouwsema, Assoc. Commissioner, Corporate Services
Kevin Glebe, Assoc. Commissioner, Infrastructure and Planning Services
Gord Johnston, Assoc. Commissioner, Community Services
Greg Yeomans, Chief Financial Officer
Mavis Nathoo, Director, Legislative and Legal Services
Glenna Kemp, Legislative and Legal Services
Jeremy Tremblett, Legislative Officer
Lana Dyrland, Legislative Officer

1. CALL TO ORDER

Mayor Carr called the meeting to order at 8:07 a.m.

2. ADDITIONS / DELETIONS / CHANGES TO AGENDA

There were no changes to the agenda.

3. ADOPT AGENDA

2015/ 343

Moved by: B. Riddell

THAT the agenda be adopted as presented.

In Favor R. Carr, V. Bidzinski, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell
and F. Beland-Quest

Carried Unanimously

4. IN CAMERA SESSION

2015/ 344

Moved by: P. Smith

THAT Council meet in Committee of the Whole to discuss matters protected from disclosure under the Freedom of Information and Protection of Privacy (FOIP) Act.

In Favor R. Carr, V. Bidzinski, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell
and F. Beland-Quest

Carried Unanimously

- 4.1 Chief Commissioner - Introduction of Topics
- 4.2 Chief Administrative Officer Performance Review
FOIP Section 17, Harmful to personal privacy
FOIP Section 19, Confidential evaluations
- 4.3 Collective Bargaining Update
FOIP Section 25, Economic interests of the municipality
FOIP Section 23, Local public body confidences
- 4.4 2015 Q3 Strathcona Community Investment Program (SCIP) Fund Application Review
FOIP Section 24, Advice from Officials
- 4.5 Snowmelt Facility
FOIP Section 23, Local public body confidences
FOIP Section 24, Advice from officials
- 4.6 Organizational Success Discussions
FOIP Section 17, Harmful to personal privacy
FOIP Section 23, Local public body confidences
FOIP Section 24, Advice from officials
- 4.7 REVERT TO OPEN SESSION

2015/ 345

Moved by: D. Anderson

THAT Council revert to regular session at 2:13 p.m.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 346

Moved by: B. Riddell

THAT the rules be suspended pursuant to section 8.13 of The Meeting Procedures Bylaw to allow for the addition of an item to the agenda as follows:

Item 8.3 – Update on Strategic Plan and Priorities

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried Unanimously

5. CONSENT AGENDA

2015/ 347

Moved by: B. Riddell

THAT Council consent to approve the following agenda items without debate:

6.1

Confirmation of the September 15, 2015 Council Meeting Minutes

THAT the minutes of the September 15, 2015 Council meeting be confirmed as written.

6.2

Confirmation of the September 15, 2015 Special Council Meeting Minutes

THAT the minutes of the September 15 Special Council meeting be confirmed as written.

8.1

2015 Q3 Strathcona Community Investment Program Fund Allocations

THAT Council approve a total allocation of \$20,000 in accordance with the Strathcona Community Investment Program Policy GOV-002-030 as follows:

Sherwood Park Curling Club: \$10,000

Strathcona County Pickleball Association: \$10,000

11.2

2015 Capital Budget Amendment – Water Line Relocation Adjacent to Baseline Road

THAT Council increase the 2015 Capital Budget to relocate a water line in the amount of \$850,000 to be funded \$461,000 from third party funding (Enbridge) and \$389,000 from Utilities Infrastructure Lifecycle, Maintenance and Replacement Reserve (RU3).

14.2

2006-2010 and 2012 Capital Budget Amendments – Various Projects

THAT Council give first reading to Bylaw 48 - 2015, a bylaw to approve the incurrence of indebtedness on behalf of Strathcona County by the issuance of debentures or loans for the purpose of assisting Pioneer Housing Foundation to expand their Silver Birch facility operated by Heartland Housing Foundation.

14.3

Bylaw 49-2015 Pioneer Housing Foundation Loan

THAT Council give first reading to Bylaw 49-2015, a bylaw to authorize a loan of \$22,500,000 to Pioneer Housing Foundation for the purpose of assisting Heartland Housing Foundation with their community housing project.

16.1

Road Naming Summerwood North Stage 1

THAT Council approve the following road names in Summerwood North Stage 1: "SUNPINE POINT", "SANDSTONE BOULEVARD", "SUMAC LANE ", "SUNWOOD BAY", "SUNLAND WAY"; and approve the renaming of "SUNCREEK DRIVE" to "SANDSTONE BOULEVARD" as shown on the attached proposed street naming plan.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried Unanimously

7. PROCLAMATIONS

Conflict Resolution Day	October 15, 2015
Small Business Week	October 19-25, 2015
Waste Reduction Week	October 19-25, 2015
National Teen Driver Safety Week	October 19-25, 2015

8. COUNCIL PRIORITIES

8.2 Motion Following Notice of Motion – High Pressure Gas Line Area Maintenance

2015/ 348

Moved by: D. Anderson

THAT Council postpone the Motion following Notice of Motion regarding the ATCO high pressure gas line area maintenance to the December 8, 2015 Council Meeting.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried Unanimously

8.3 Update on Strategic Plan and Priorities

2015/ 349

Moved by: B. Riddell

THAT Administration bring a report to the November 3, 2015, Council meeting with a status update and assessment of the feasibility of the current strategic plan and priority areas, the report to include consideration of existing and evolving political, economic and market conditions.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried Unanimously

10. TRANSPORTATION AND AGRICULTURE SERVICES

10.1 2013 Capital Budget Amendment - Bremner Office Renovations

2015/ 350

Moved by: B. Riddell

THAT Council amend the 2013 Capital Budget in the amount of \$94,858 (from \$200,000 to \$294,858) to be funded from the Municipal Projects Reserve (1.3773) to adjust for a change in scope to complete the work of the Bremner office renovations.

2015/ 351

Amendment Moved by: C. Howatt

THAT the decision to spend additional money on the Bremner site be postponed until Council has given direction on the updating of the Bremner Master Plan.

In Favor R. Carr, C. Howatt and F. Beland-Quest
Opposed V. Bidzinski, D. Anderson, B. Botterill, P. Smith, L. Delainey and B. Riddell

Defeated

2015/ 350

Moved by: B. Riddell

THAT Council amend the 2013 Capital Budget in the amount of \$94,858 (from \$200,000 to \$294,858) to be funded from the Municipal Projects Reserve (1.3773) to adjust for a change in scope to complete the work of the Bremner office renovations.

In Favor V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell
 and F. Beland-Quest
Opposed R. Carr

Carried

11. UTILITIES

11.1 Sump Pump Retrofit Program

2015/ 352

Moved by: B. Riddell

THAT Administration prepare a 2016 Budget submission for a grant program for multi-tenant sites for surface water mitigation.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
 B. Riddell and F. Beland-Quest

Carried Unanimously

12. CHIEF COMMISSIONER'S OFFICE

12.1 2015 Reserve Funding - Metro Mayor's Alliance Advisory Panel

2015/ 353

Moved by: P. Smith

THAT Council approve reserve funding for Strathcona County's portion of the Metro Mayor's Alliance Advisory Panel in the amount of \$60,000 from the Municipal Projects reserve (1.3773).

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
 B. Riddell and F. Beland-Quest

Carried Unanimously

13. CORPORATE PLANNING AND INTERGOVERNMENTAL AFFAIRS

13.1 Capital Region Board: 2015/2016 Budget and Work Plan

2015/ 354

Moved by: C. Howatt

THAT Council approve a transfer of \$31,778 from the Municipal Projects reserve (1.3733), the allocated cost of Strathcona County's portion of the matching funding for the Capital Region Board Priority "B" Projects within the 2015/2016 budget and work plan.

In Favor R. Carr, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell
 And F. Beland-Quest
Opposed V. Bidzinski

Carried

14. FINANCIAL SERVICES

14.1 2006-2010 and 2012 Capital Budget Amendments – Various Projects

2015/ 355

Moved by: V. Bidzinski

THAT Council amend the 2006, 2007, 2009, 2010 and 2012 Capital Budgets to reduce the cost of six projects in the amount of (\$5,560,137) and release the funding commitments against the original sources as identified in Enclosure I.

In Favor R. Carr, V. Bidzinski, B. Botterill, C. Howatt, P. Smith, L. Delaine, D. Anderson,
B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 356

Moved by: D. Anderson

THAT Council amend the 2008 Capital Budget to cancel the Strathcona County Water Supply Phase 4 in the amount of (\$42,340,000) and release the funding commitment from Utility Debenture.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell and F. Beland-Quest

Carried Unanimously

15. LEGISLATIVE AND LEGAL SERVICES

15.1 GOV-001-031: Election Campaigns Policy

2015/ 357

Moved by: C. Howatt

That Council approve revisions to Policy GOV-001-031: Election Campaigns as follows:

In Guideline 5, by deleting the words "Campaign or Campaign-related website to the County website or to their personal councillor webpage on the County website" and replacing them with "personal County webpage on the County website to a campaign-related website."

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 358

Moved by: B. Botterill

That Council approve revisions to Policy GOV-001-031: Election Campaigns as follows:

In Guideline 7, by deleting "March 31" and replacing it with "June 30".

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 359

Moved by: B. Botterill

That Council approve revisions to Policy GOV-001-031: Election Campaigns as follows:

In Guideline 7, by deleting subsection (c) in its entirety and replacing it with "use a newspaper column to promote a Campaign or Candidate for office."

At this time, Councillor Botterill asked to WITHDRAW his Motion. The Chairman asked if there was any objection. No member of Council objected; and therefore the Motion was WITHDRAWN.

2015/ 360

Moved by: B. Riddell

That Council approve revisions to Policy GOV-001-031: Election Campaigns as follows:

In Guideline 7, by deleting subsection (c) in its entirety.

In Favor	V. Bidzinski, B. Botterill, F. Beland-Quest, P. Smith, R. Carr, B. Riddell, D. Anderson and L. Delainey
Opposed	C. Howatt

Carried

2015/ 361

Moved by: B. Riddell

That Council approve revisions to Policy GOV-001-031: Election Campaigns as follows:

By adding a new subsection under Guideline 7 to read "use a newspaper column to provide a campaign or candidate for office".

In Guideline 7, by deleting the words "Newspaper columns may be published until Nomination Day in an election year, however, such columns shall not be used to promote a Campaign or Candidate for office."

In Favor	R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey, B. Riddell and F. Beland-Quest
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Carried Unanimously

17. COUNCILLOR REQUESTS (INFORMATION / PROGRAM REQUEST) AND NOTICES OF MOTION

17.1 Councillor Request Report

Ward 5 P.Smith

INFORMATION REQUEST - Transportation and Agriculture Services

Traffic Impact Study

Please provide the current traffic count data for Township Road 522 between:

Range Road 222/223, Range Road 223/224, Range Road 224/225 as well as the previous 4 years for comparison.

INFORMATION REQUEST - Planning and Development Services/ Financial Services

Colchester Growth Management Strategy - Fiscal Impact Model

What is the expected date for a presentation to come forward to the Priorities Committee on the Colchester Growth Management Strategy's Fiscal Impact Model?

17.2 COUNCILLOR FUNDING REQUEST – FISCAL SERVICES

2015/ 362

Moved by: B. Botterill

THAT Council authorize Councillor Brian Botterill to attend the Canadian Urban Transit Association Conference and Trans-Expo and confirm that, subject to Policy GOV-001-026: Council Business Expense Policy, all allowable business expenses associated with attendance at the above event will be covered by Fiscal Services (1801.7420).

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried Unanimously

9. TIME SPECIFIC AGENDA ITEMS

9.1 PUBLIC HEARINGS

9.1.1 Adoption of a Conceptual Scheme and Bylaw 43-2015 Amendment to Land Use Bylaw 6-2015 (Ward 6)

The Chairman recessed the regular session of Council in order to convene the Public Hearing for Bylaw 43-2015 at 5:13 p.m.

Registered Speakers:

Al Boyechko - with concerns
David Higgins - with concerns
Harvey Friesen - with concerns

Highlights of Presentations:

safety concerns with additional traffic
concerns with costs associated to residents with the addition of a service road

The Chairman closed the Public Hearing for Bylaw 43-2015 and resumed the regular session of Council at 5:30 p.m.

2015/ 363

Moved by: L. Delainey

THAT Council adopt the Conceptual Scheme for the NE 29-51-22-W4.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 364

Moved by: L. Delainey

THAT Council give first reading to Bylaw 43-2015, a bylaw that that proposes to rezone 31.91 hectares (78.86 acres) from AG Agriculture: General District to RS Small Holdings District to allow for subdivision in conformance with a proposed Conceptual Scheme.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 365

Moved by: B. Botterill

THAT Council give second reading to Bylaw 43-2015.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell and F. Beland-Quest

Carried Unanimously

9.1.2 Bylaw 50-2015 Amendment to Land Use Bylaw 6-2015 (Ward 5)

The Chairman recessed the regular session of Council in order to convene the Public Hearing for Bylaw 50-2015 at 5:42 p.m.

There were no speakers during the Public Hearing for Bylaw 50-2015.

The Chairman closed the Public Hearing for Bylaw 50-2015 and resumed the regular session of Council at 5:42 p.m.

2015/ 366

Moved by: P. Smith

THAT Council give first reading to Bylaw 50-2015, a bylaw that proposes to rezone approximately 52.95 hectares (130.83 acres) of land from AG Agriculture: General District to IHH Heavy Industrial (Heartland) District within Alberta's Industrial Heartland.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 367

Moved by: B. Botterill

THAT Council give second reading to Bylaw 50-2015.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 368

Moved by: V. Bidzinski

THAT Council unanimously agree to consider third reading of Bylaw 50-2015.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delaine, B. Riddell and F. Beland-Quest

Carried Unanimously

2015/ 369

Moved by: P. Smith

THAT Council give third and final reading to Bylaw 50-2015.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried Unanimously

18. ADJOURNMENT

2015/ 370

Moved by: B. Riddell

THAT the Council meeting adjourn at 5:44 p.m.

In Favor R. Carr, V. Bidzinski, D. Anderson, B. Botterill, C. Howatt, P. Smith, L. Delainey,
B. Riddell and F. Beland-Quest

Carried

Mayor

Director, Legislative & Legal Services

Glen Allan Traffic Calming**Report Purpose**

To provide Council with the final recommendations on the Glen Allan Traffic Calming Study.

Recommendation

THAT Council approve the final recommended traffic calming plans for Glen Allan.

Council History

September 29, 2015 – The Priorities Committee was provided with an update and final recommendations on the Glen Allan Traffic Calming Study.

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 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: A reduction in traffic volumes will reduce traffic noise and improve air quality by reducing gas emissions.

Other Impacts

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

Legislative/Legal: n/a

Interdepartmental: RCMP and Enforcement Services, Transit, Emergency Services

Summary

Administration has worked with a consulting team to develop traffic calming plans in order to address traffic safety concerns within the Glen Allan neighbourhood. During the extensive public engagement process, vehicle speeds, shortcutting, and pedestrian safety were the primary issues raised by residents. Speed studies conducted on Glenbrook Boulevard in 2014 revealed that the majority of motorists are operating their vehicles above the posted speed limit. Speeding was identified as the primary issue for Glenbrook Boulevard.

The Traffic Calming Policy states that traffic calming should be “area specific”, and not “road specific”; therefore, other relevant and adjacent streets within Glen Allan were included in the overall study. In March 2015, ISL Engineering partnered with Boulevard Transportation Group and Soles and Company to conduct a Traffic Calming Study for the collector roadways in the Glen Allan neighbourhood including: Glenbrook Boulevard, Gatewood Boulevard, Galloway Drive, Graham Road, Galaxy Drive and Georgian Way.

Traffic volume, speed, collision and shortcutting data were collected and analyzed to support resident perception and to prepare effective engineered traffic calming plans for consideration. Site visits were undertaken and a detailed analysis including vehicle speeds, traffic operations, intersection warrants, collision analysis, and sightlines were performed and analyzed. Public engagement was a major consideration in the development of the traffic calming plans. Other stakeholders, including Emergency Services, Transit, and Elk

Island Student Transportation were contacted for their feedback. Workshops and open houses were conducted to obtain resident feedback on the proposed options.

A series of traffic calming options were developed for each location and presented at the June 15, 2015 final open house. Based on the results of public and stakeholders' feedback, as well as technical consideration, the final plans were prepared and are included in the final report.

Administration is now seeking support for the recommended traffic calming plans, including the speed reduction to 40 km/hr on the traffic-calmed streets. Once the traffic calming is in place, the speed limit can be reduced and the bylaw amended to reflect the changes. The three-way stops proposed at Georgian Way and Glenbrook Boulevard and at Georgian Way and Gatewood Boulevard have been identified as meeting the warrants and are required for traffic management. These stop signs do not eliminate the need for raised tables as they are not considered traffic calming devices. As the warrants are now met for the requirement of stop control, these two three-way stops will be added within the next month, prior to the installation of the traffic calming features.

The recommended traffic calming elements will be scheduled and constructed in conjunction with planned road rehabilitation projects. By combining the traffic calming and road rehabilitation, significant construction costs are saved. Funding for the traffic calming elements will be budgeted through the annual traffic and pedestrian safety program, as well as the annual traffic signal/intersection replacement program.

Timing for implementing the recommended traffic calming plans will be as per the following table:

Location and Project	Predicted Construction/Rehabilitation year
3-way stop sign installation	2015
Glenbrook Boulevard	2019 (Galloway and Gilmore Intersections 2016)
Galloway Drive	2016
Georgian Way	2019
Graham Road	2021
Gatewood Boulevard	2017

Communication Plan

Letter, news release, website update

Enclosure

- 1 Glen Allan Traffic Calming Study 2015 09 01
- 2 Public Engagement Final Report
- 3 ppt Glen Allan Traffic Calming

Author: Ryan Anders, 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 2 of 2

GLEN ALLAN TRAFFIC CALMING STUDY

Strathcona County

Prepared for: Tahir Hameed, PE, PEng, PTOE
Traffic Safety Engineer
Strathcona County

September 1, 2015

Prepared by: Boulevard Transportation, a division of Watt Consulting Group

Primary Contact: Mitchell Jacobson, M.Sc., PEng, Transportation Engineer
D: 250.388.9877 | mjacobson@blvdgroup.ca



#201-791 Goldstream Avenue
Victoria, BC V9B 2X5

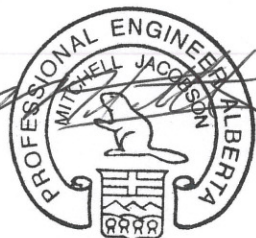
T 250.388.9877
F 250.388.9879

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GREAT!

transportation solutions for communities

GLEN ALLAN TRAFFIC CALMING STUDY


P#: 03818
Sept 1, 2015

Prepared for: **Strathcona County**
Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**
Our File: **1804.B01**
Date: **Sept 1, 2015**

TABLE OF CONTENTS

1.0	Introduction	1
2.0	Background	1
2.1	Traffic Calming Policy	1
2.2	Glen Allan Neighbourhood Overview	1
3.0	Traffic Conditions	4
3.1	Vehicle Speeds	4
3.2	Traffic Operations	5
3.3	Travel Time and Short-Cutting Survey	7
3.4	All-way Stop Warrant – Glenbrook / Georgian and Gatewood / Georgian	11
4.0	Collision Analysis	12
5.0	Existing Geometric Characteristics	13
5.1	Cross Sections	13
5.2	Sight Lines	14
6.0	Traffic Calming Options	15
6.1	Glenbrook Blvd & Georgian Way	16
6.2	Gatewood Blvd & Georgian Way	16
6.3	Gatewood Blvd (between Baseline Rd & Georgian Way)	16
6.4	Georgian Way (between Glenbrook Blvd & Gatewood Blvd)	16
6.5	Galloway Dr	17
6.6	Gatewood Blvd	17
6.7	Galaxy Way	17
6.8	Graham Rd	17
6.9	Georgian Way (south of Gatewood Blvd)	17
6.10	Speed Limit Reduction to 40 km/h	18
7.0	Assessment and Consultation on Options	18
7.1	Speed Reductions by Device	18
7.2	Parking Impacts	19
7.3	Cost Estimates	20
7.4	Criteria Assessment Matrix	21
7.4.1	Glenbrook Blvd & Georgian Way Assessment	22
7.4.2	Gatewood Blvd & Georgian Way Assessment	23
7.4.3	Glenbrook Blvd Corridor Assessment	24
7.4.4	Georgian Way (between Glenbrook Blvd and Gatewood Blvd) Assessment	25
7.4.5	Galloway Dr Assessment	26

7.4.6	Gatewood Blvd Assessment.....	27
7.4.7	Galaxy Way Assessment.....	27
7.4.8	Graham Rd Assessment	28
7.4.9	Georgian Way (south of Gatewood) Assessment	28
8.0	Public and Stakeholder Input.....	29
8.1	Transit	29
8.2	Public Engagement	29
8.2.1	Open House Feedback.....	30
9.0	Recommended Plan.....	33
10.0	Conclusions.....	33

APPENDIX A:	Traffic Calming Options For Public and Stakeholder Input
APPENDIX B:	Turning Movement Templates
APPENDIX C:	Open House Feedback (June 24, 2015)

LIST OF FIGURES

Figure 1: Peak Hour Intersection Volumes	3
Figure 2: Peak Hour Intersection Volumes	6
Figure 3: Peak Hour Levels of Service	7
Figure 4: Estimated Travel Times to/from the Sherwood Park Mall & Brower Rd.....	8
Figure 5: Estimated Travel Times to/from the Sherwood Park Mall & Baseline Rd East.....	9
Figure 6: Short-Cutting Survey Area (Baseline & Glenbrook to/from Sherwood Park Mall, Gatewood Access).....	10
Figure 7: Intersection Collision Summary Map	12
Figure 8: Typical Existing Cross Section for Glenbrook Blvd, Georgian Way, and Gatewood Blvd.....	13
Figure 9: Typical Existing Cross Section for Graham Rd and Galloway Dr.....	14

LIST OF TABLES

Table 1:	Vehicle Speeds – Glen Allan	4
Table 2:	Shortcutting Survey Results – between Glenbrook / BaseLine and Sherwood Park Mall	10
Table 3:	Cost Estimates of the Options	21

1.0 INTRODUCTION

The Glen Allan neighbourhood was identified by Strathcona County as an area for potential traffic calming, as a result of resident input and confirmation of issues based on vehicle speed counts. Boulevard Transportation (a Division of Watt Consulting Group), in partnership with ISL Engineering and Land Services, and Soles and Company were retained by the County to undertake a comprehensive traffic calming study that assesses the nature of the traffic calming issues (speeding and short-cutting), incorporates significant stakeholder and public input, and proposes solutions and recommendations based on technical, community, and stakeholder considerations.

2.0 BACKGROUND

2.1 Traffic Calming Policy

The Strathcona County Traffic Calming Policy outlines a process by which neighbourhoods are identified for potential traffic calming. Key preliminary elements are 1) identification of issue and support for a study by residents, and 2) establishing if there is an issue of a magnitude sufficient to trigger traffic calming measures. Specifically, any road identified for preliminary traffic calming is found to have an 85th percentile speed of greater than 5 km/h over the speed limit is considered to be a candidate for traffic calming. Additional considerations for traffic calming include an excessive volume of short-cutting traffic.

Glenbrook Rd was found to have a speeding problem based on speed measurements taken by the County, with the 85th percentile speed being found to be more than 5 km/h more than the speed limit (57-60 km/h, on a 50 km/h road). This indicates that there is in fact a speeding concern along this roadway and that, based on the Traffic Calming Policy, it is appropriate for subsequent review and consideration for traffic calming.

Traffic calming is not, however, a single roadway consideration, but a neighbourhood consideration. Efforts to calm one area can, depending on the type and frequency of treatments, merely shift the issue to other roads. Therefore a comprehensive perspective must be undertaken, including adjacent and nearby routes.

2.2 Glen Allan Neighbourhood Overview

Glen Allan is a primarily residential neighbourhood, developed in the 1970's. It is mostly comprised of single family homes, but there are commercial land uses along Sherwood Dr. It is bounded by four major arterial roadways: Baseline Rd, Sherwood Dr, Granada Dr, and Clover Bar Rd. There are schools in the centre of the neighbourhood, specifically Glen Allan Elementary School and Jean Vanier Catholic School. Sherwood Park Mall is on the western

frontage of the neighbourhood on Sherwood Dr, with access via Sherwood Dr and Gatewood Blvd.

There is an internal collector road network to the neighbourhood, but these roads also residential roads, with houses and driveways along the frontage. There are no back lanes in the neighbourhood; driveways for every house are on the street. All of the roads within the neighbourhood are of sufficient width to allow for on-street parking on both sides of the street and have a posted speed limit of 50 km/h. There are transit buses on Georgian Way, Gatewood Blvd, Galloway Dr, and Glenbrook Blvd (north of Galloway Dr).

Strathcona County identified the following roads as key corridors for consideration in the study:

- Glenbrook Blvd
- Georgian Way (between Glenbrook Blvd and Grenada Blvd)
- Gatewood Blvd
- Galloway Dr
- Graham Rd
- Galaxy Way

See **Figure 1** for a map of the study area.

There are some traffic calming installations already in place on some neighbourhood roads, specifically Glencoe Blvd (raised crosswalks with curb extensions) as well as portions of Georgian Way, near the schools (with raised medians and curb extensions).



FIGURE 1: PEAK HOUR INTERSECTION VOLUMES

3.0 TRAFFIC CONDITIONS

Traffic data was collected and compiled for the study area, including speed counts, intersection turning movement counts, traffic models, and a neighbourhood short-cutting survey. Speed counts, several turning movement counts, and synchro traffic models along the arterial roads (Sherwood Dr and Baseline Rd) were provided by the County. Shortcutting counts and additional turning movement counts were collected by the consulting team. In addition, site visits were undertaken to establish general conditions, school hour conditions, and peak hour conditions throughout the neighbourhood.

3.1 Vehicle Speeds

Vehicle speeds were collected from road tube counter installations on key study area roads. Per the traffic calming policy, roads are considered to have a speeding issue if speeds are greater than 5 km/h over the posted speed limit (in this case 50 km/h for all roads). Table 1 summarizes the 85th percentile speeds for key roads, for weekdays.

TABLE 1: VEHICLE SPEEDS – GLEN ALLAN

	Total Traffic (Vehicles/Day)	85 th Percentile Speed
Glenbrook Blvd	<ul style="list-style-type: none"> • Northbound: 2880 • Southbound: 2215 	<ul style="list-style-type: none"> • Northbound: <u>57.7 km/h</u> • Southbound: <u>64.0 km/h</u>
Georgian Way (Glenbrook to Gatewood)	<ul style="list-style-type: none"> • Eastbound: 1989 • Westbound: 1945 	<ul style="list-style-type: none"> • Eastbound: <u>60.0 km/h</u> • Westbound: <u>60.0 km/h</u>
Georgian Way (Gatewood to Grenada)	<ul style="list-style-type: none"> • Northbound: 1370 • Southbound: 2047 	<ul style="list-style-type: none"> • Northbound: <u>74.1 km/h</u> • Southbound: <u>56.8 km/h</u>
Galaxy Way	<ul style="list-style-type: none"> • Northbound: 415 • Southbound: 274 	<ul style="list-style-type: none"> • Northbound: <u>55.0 km/h</u> • Southbound: <u>61.8 km/h</u>
Graham Rd	<ul style="list-style-type: none"> • Eastbound: 468 • Westbound: 561 	<ul style="list-style-type: none"> • Eastbound: <u>57.3 km/h</u> • Westbound: <u>62.9 km/h</u>
Galloway Dr	<ul style="list-style-type: none"> • Eastbound: 1296 • Westbound: 1246 	<ul style="list-style-type: none"> • Eastbound: <u>53.3 km/h</u> • Westbound: <u>57.8 km/h</u>
Gatewood Blvd	<ul style="list-style-type: none"> • Eastbound: 1959 • Westbound: 2757 	<ul style="list-style-type: none"> • Eastbound: <u>48.2 km/h</u> • Westbound: <u>46.8 km/h</u>

The results indicate that there is a speeding issue on all study area roads (greater than 5 km/h over the speed limit), with the exception of Gatewood Blvd (where the 85th percentile speeds are below the speed limit).

3.2 Traffic Operations

Traffic operations were reviewed in terms of travel time and delay, to establish if there are any roadway operations that may contribute to adverse behavioral or safety concerns. Traffic operations were reviewed for AM and PM peak hours, as possible from the available data.

Traffic conditions were assessed using Synchro traffic modelling software. Synchro is a traffic modelling software that provides analysis of traffic conditions based on traffic control, geometry, volumes and traffic operations. Synchro software (Synchro 8) is used because of its ability to provide analysis using the Highway Capacity Manual (2010) methodology. These measures of effectiveness include level of service (LOS), delay and 95th percentile queue length. The delays and type of traffic control are used to determine the level of service. The level of services are broken down into six letter grades with LOS A being excellent operations and LOS F being unstable/failure operations. Level of service C is generally considered to be an acceptable LOS by most municipalities. Level of service D is generally considered to be on the threshold between acceptable and unacceptable operations.

Figure 2 shows peak hour turning movement volumes and **Figure 3** shows peak hour levels of service.

At Glenbrook Blvd & Georgian Way, there is a significant delay for southbound left turners in the AM peak hour (LOS E). This was observed to manifest in risk-taking by some drivers, turning with small gaps and often resulting in conflicts with eastbound vehicles (near-misses and honking was observed in-field). In the PM peak, conditions are considered acceptable for a peak hour (LOS C or better). Conditions at Gatewood Blvd & Georgian Way are also considered acceptable with LOS C or better.

Delays are more significant for some turn movements at the intersections on the bordering arterial roads. At Glenbrook Blvd & Baseline Rd, the northbound left turn has a long delay (LOS E) in the AM and PM peak hours. At Gatewood Rd & Sherwood Dr, the left turn from Gatewood Blvd has LOS E or F in peak hours. At Sherwood Dr & Baseline Rd, there are multiple peak-hour movements with LOS E or F, including the westbound left turn movement. This delay results in added travel time that could result in some drivers' short-cutting to the mall if arriving from the northeast (particularly if their destination is at the north end of the mall off of Gatewood Blvd).

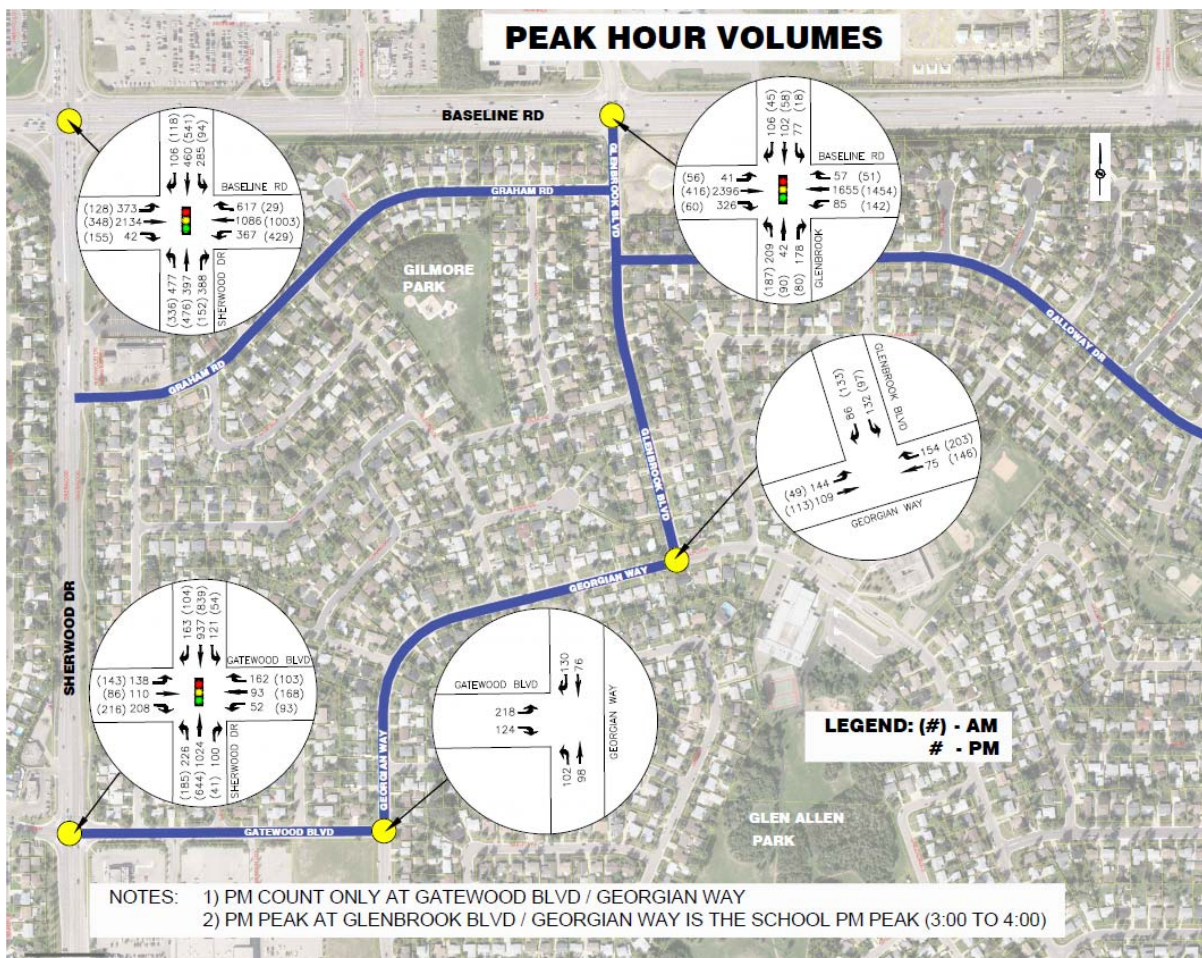


FIGURE 2: PEAK HOUR INTERSECTION VOLUMES

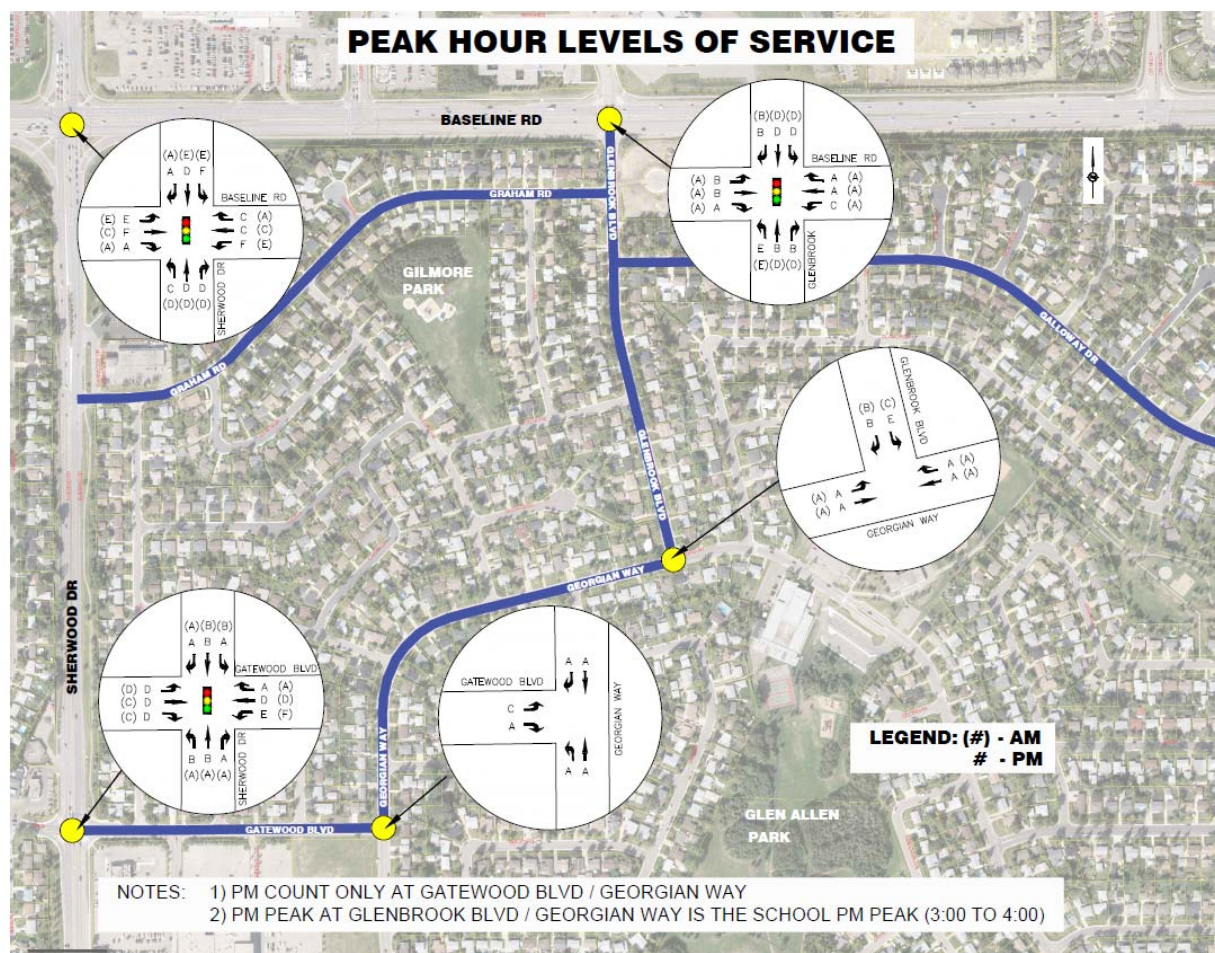


FIGURE 3: PEAK HOUR LEVELS OF SERVICE

3.3 Travel Time and Short-Cutting Survey

A preliminary review of travel time was conducted to assess whether Glenbrook Blvd is a likely shortcutting route based on drive time savings. This assessment was done using travel time estimates through the network via Synchro (incorporating intersection delays and segment travel times), and compared to Google Maps routing times. **Figure 4** and **5** show the travel times to/from the Sherwood Park Mall and Brower Dr (Figure 4) and Baseline Rd east of Glenbrook Rd (Figure 5).

The results indicate that using Glenbrook Blvd can save approximately one minute of travel time in peak hours when travelling to the mall, and approximately 30 seconds travelling from the mall, and thus may potentially be a route for short-cutting.

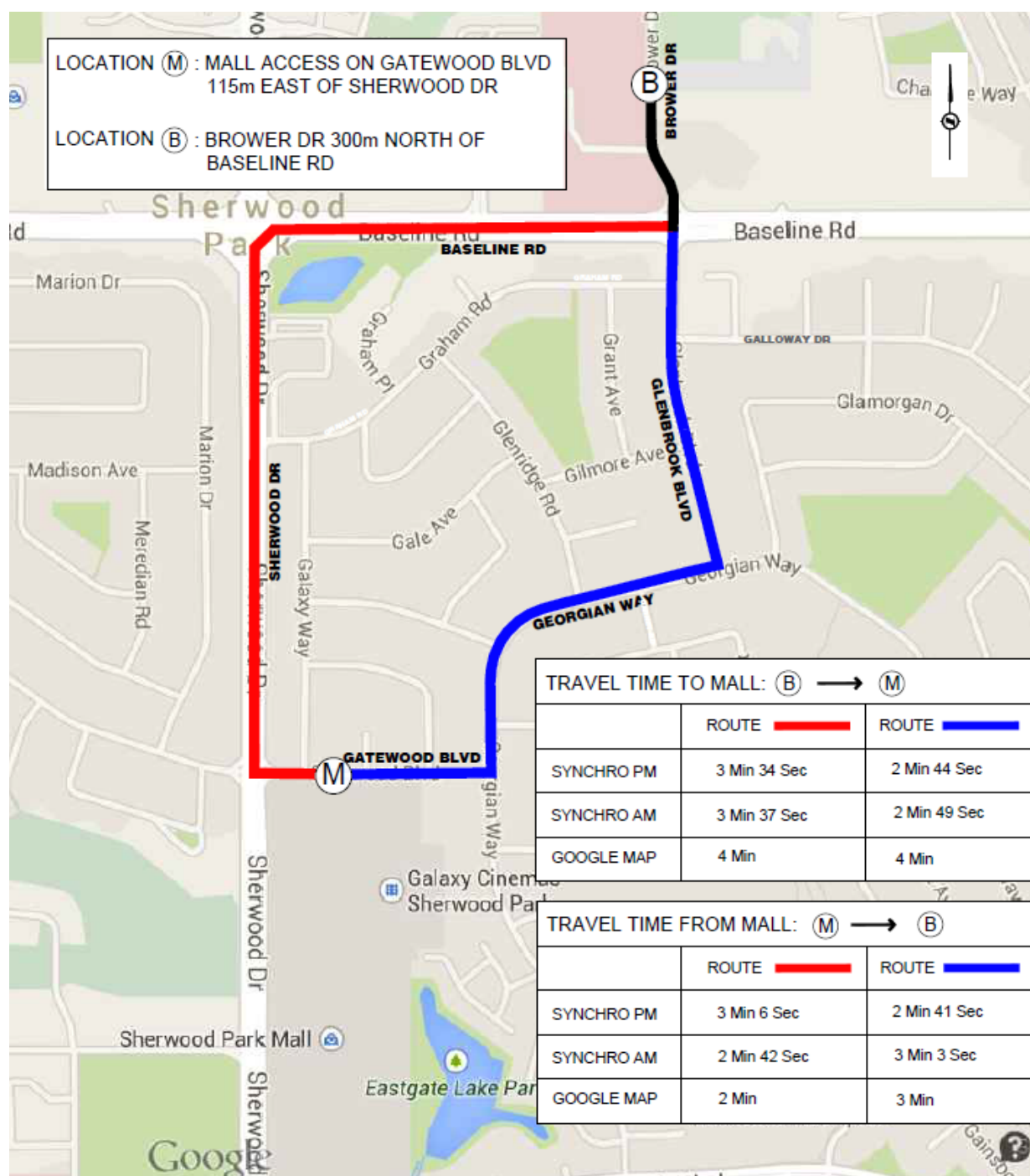


FIGURE 4: ESTIMATED TRAVEL TIMES TO/FROM THE SHERWOOD PARK MALL & BROUWER RD

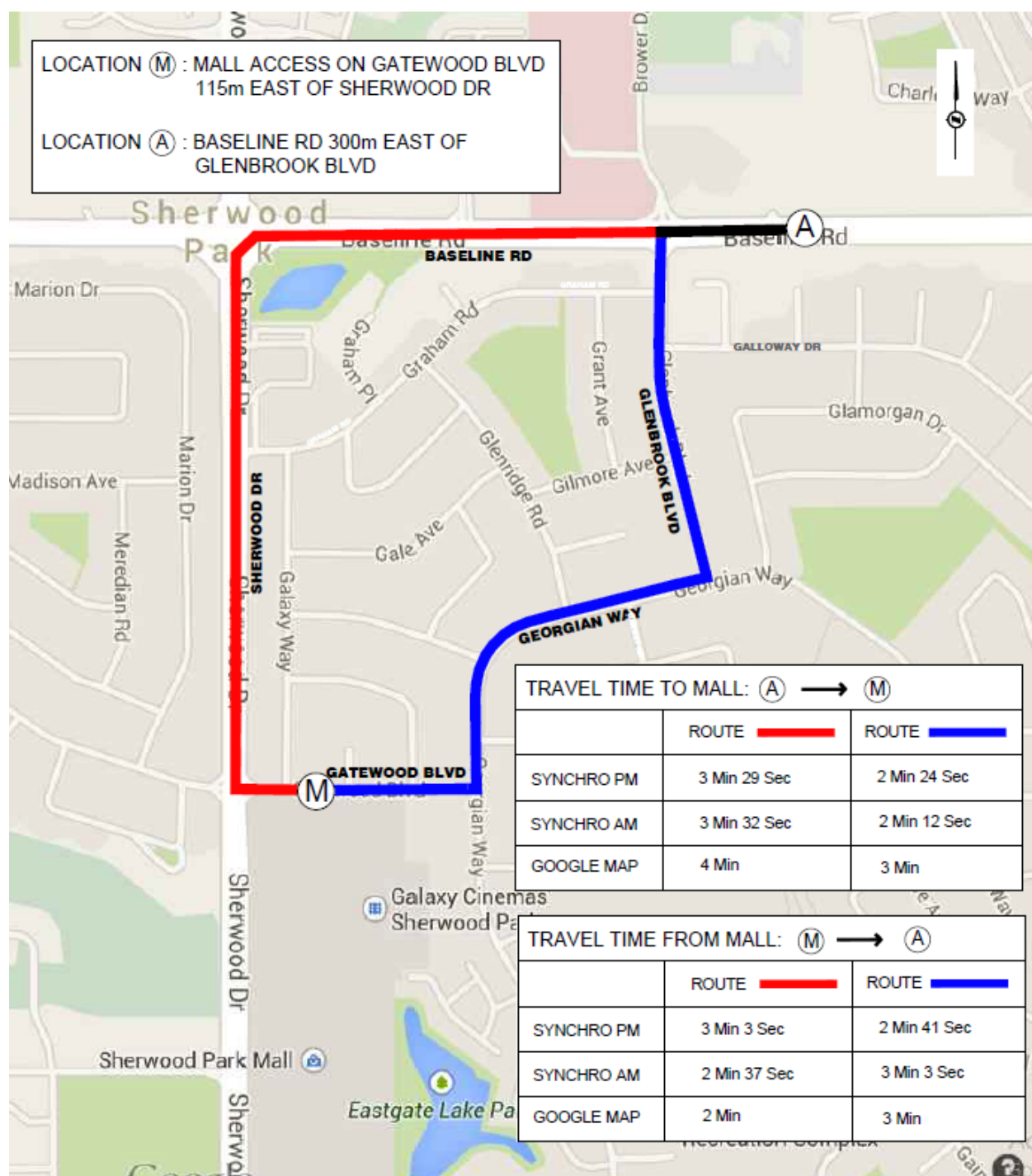


FIGURE 5: ESTIMATED TRAVEL TIMES TO/FROM THE SHERWOOD PARK MALL & BASELINE RD EAST

A licence plate survey was conducted to establish the magnitude of cut-through traffic between Glenbrook Blvd & Baseline Rd and the Sherwood Park Mall. Counts were taken on Saturday April 18, 2015 (between 11:20 AM and 1:25 PM, to capture the weekend peak) and Tuesday, April 21, 2015 (between 3:55 PM and 5:00 PM to capture the PM peak hour). The counts compared the licence plate digits to determine those vehicles that passed by both points. The route assessed is shown in **Figure 6**, and the results are shown in Table 2.

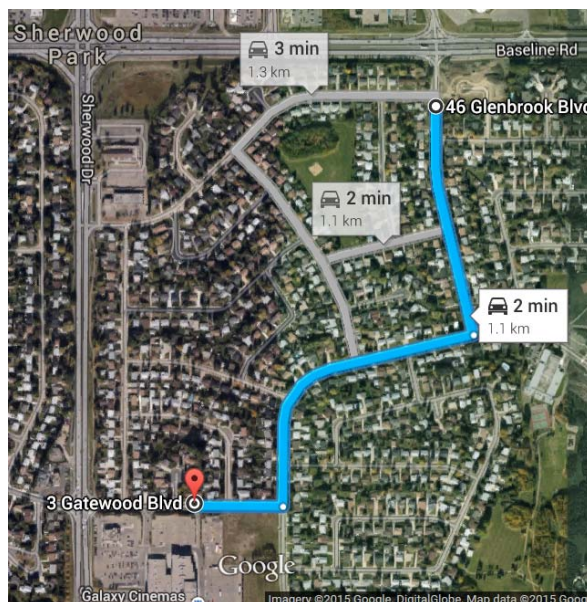


FIGURE 6: SHORT-CUTTING SURVEY AREA (BASELINE & GLENBROOK TO/FROM SHERWOOD PARK MALL, GATEWOOD ACCESS)

TABLE 2: SHORTCUTTING SURVEY RESULTS – BETWEEN GLENBROOK / BASELINE AND SHERWOOD PARK MALL

	Total Traffic	Matched Vehicles	% Shortcutting
Saturday Mid-Day – To the Mall	<ul style="list-style-type: none"> At Glenbrook: 269 veh At Mall: 210 veh 	34 vehicles	<ul style="list-style-type: none"> At Glenbrook: <u>12.6%</u> At Mall: <u>16.2%</u>
Saturday Mid-Day – From the Mall	<ul style="list-style-type: none"> At Glenbrook: 253 veh At Mall: 240 veh 	42 vehicles	<ul style="list-style-type: none"> At Glenbrook: <u>16.6%</u> At Mall: <u>17.5%</u>
Tuesday PM Peak – To the Mall	<ul style="list-style-type: none"> At Glenbrook: 587 veh At Mall: 238 veh 	28 vehicles	<ul style="list-style-type: none"> At Glenbrook: <u>4.8%</u> At Mall: <u>11.8%</u>
Tuesday PM Peak – From the Mall	<ul style="list-style-type: none"> At Glenbrook: 290 veh At Mall: 348 veh 	66 vehicles	<ul style="list-style-type: none"> At Glenbrook: <u>22.8%</u> At Mall: <u>19.0%</u>

The survey found that shortcutting was greatest in the weekday PM peak hour, where between 19 and 23% of vehicles were identified as travelling between the two points (from the mall, between 5 and 6 PM). This is approximately one in five vehicles. The proportion of short cutting traffic in other measured periods was lower (less than 1 in 5 vehicles). For collector roads, whose purpose is to serve primarily adjacent area access but also facilitate some through-area movements, this is not considered a high portion of shortcutting traffic, nor is it of a magnitude that it materially changes the roadway operating characteristics of either Glenbrook Blvd or Gatewood Blvd. Nonetheless there is an identified portion of traffic that is travelling through the neighbourhood rather than on the adjacent arterial road network.

3.4 All-way Stop Warrant – Glenbrook / Georgian and Gatewood / Georgian

All-way stop warrants were reviewed for the intersections of Glenbrook Blvd & Georgian Way and Gatewood Blvd & Georgian Way, to assess whether all-way stop control is an appropriate consideration. All-way stop control can be effective in managing certain traffic operations issues, but is generally not considered a safety or traffic calming device on their own, as they can be ignored by drivers (e.g. roll-through), and if not perceived as necessary can result in speeding downstream. The Transportation Association of Canada's (TAC) warrant from the *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC) was considered for this review. There are five criteria¹ identified where, if one or more are met, then All-way Stop control may be warranted.

- Criteria a) Volumes on intersecting roads are approximately equal, with 200 veh/hr or more on the minor road for an 8-hour period. **MET, at both intersections**
- Criteria b) average delay to minor road exceeds 30 seconds in peak hour **MET at Glenbrook/Georgian**
- Criteria c) signal not warranted, but five or more collisions per year **not met**
- Criteria d) interim measure prior to signals **n/a**
- Criteria e) interim measure prior to switching stop control orientation **n/a**

Therefore the warrant is met for both locations, and in particular at Glenbrook Blvd & Georgian Way where two warrant measures are met.

¹ TAC Manual of Uniform Traffic Control Devices for Canada 5th Ed (January 2014), Section A2.2.1.3

4.0 COLLISION ANALYSIS

The County provided collision data for the neighbourhood, via their online collision data management system. Collisions were assessed for the 5-year period from 2010 to 2014. See **Figure 7** for a map that summarizes intersection collisions per year at main intersections along Gatewood Blvd, Georgian Way, and Gatewood Blvd.

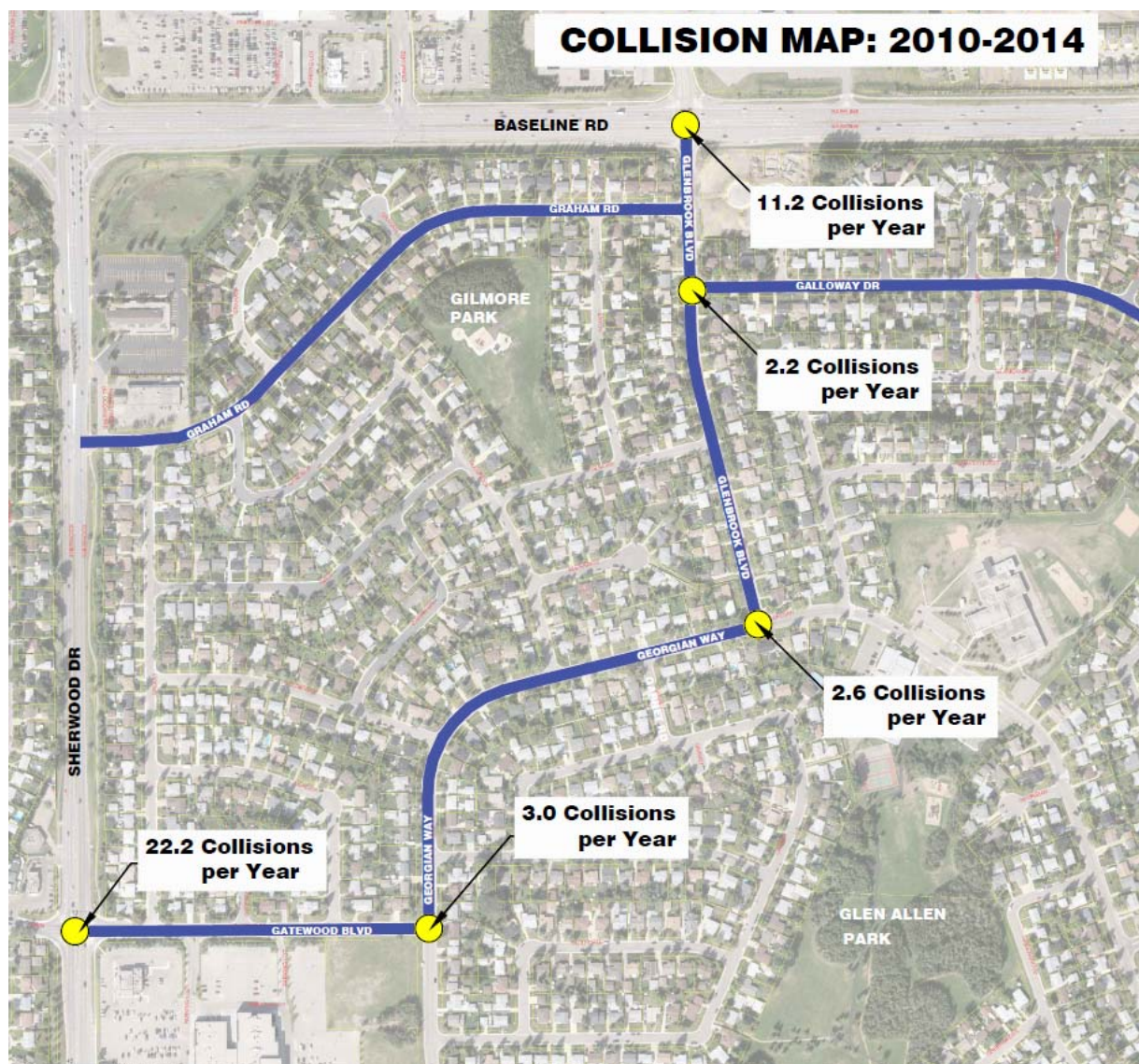


FIGURE 7: INTERSECTION COLLISION SUMMARY MAP

Within the neighbourhood collector roads, the highest collision frequency was observed at Gatewood Blvd & Georgian Way, at 3.0 collisions per year (0.4 per year resulting in injury). Between 2.0 and 3.0 collisions per year was observed at Glenbrook Blvd & Georgian Way (0.6

injury collisions/year) and Glenbrook Blvd & Galloway Dr (0.4 injury collisions/year). While collisions were also observed midblock and at other intersections, the frequency in any one location was lower than these intersections.

At Glenbrook/Galloway and Glenbrook/Georgian, a high percentage of these collisions were right-angle (36 percent and 31 percent respectively), which may indicate factors where either geometry and/or operations result in risk-taking by left turning vehicles. Right angle collisions are of particular concern as they tend to be more severe in nature.

Collision frequencies were much greater on the arterial roads of Sherwood Dr (22.2 collisions / year at Gatewood Blvd) and Baseline Rd (11.2 collisions / year at Glenbrook Blvd). The internal neighbourhood intersection collisions are not a major issue when compared to external / highest-frequency collision intersections, but nonetheless indicate some level of safety concern.

5.0 EXISTING GEOMETRIC CHARACTERISTICS

5.1 Cross Sections

Existing cross sections were reviewed for the study area roads, to understand existing characteristics and assist in establishing potential design elements for traffic calming devices.

Figure 8 shows a typical cross section that is representative of Glenbrook Blvd, Gatewood Blvd, and Georgian Way, and **Figure 9** shows as representative cross section of Graham Rd and Galloway Dr.

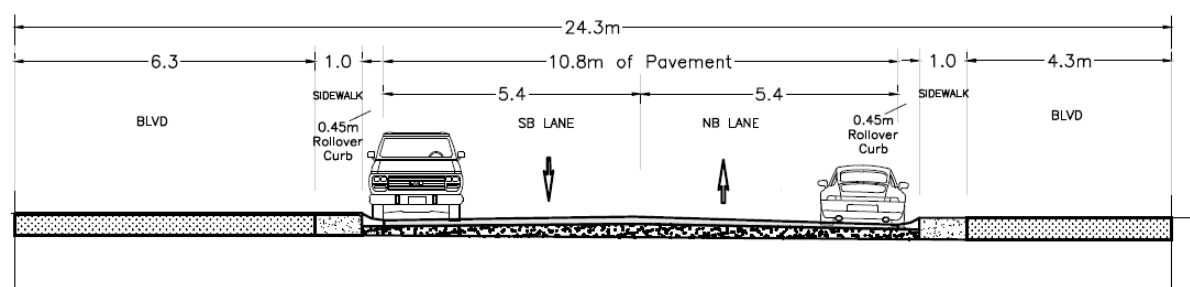


FIGURE 8: TYPICAL EXISTING CROSS SECTION FOR GLENBROOK BLVD, GEORGIAN WAY, AND GATEWOOD BLVD

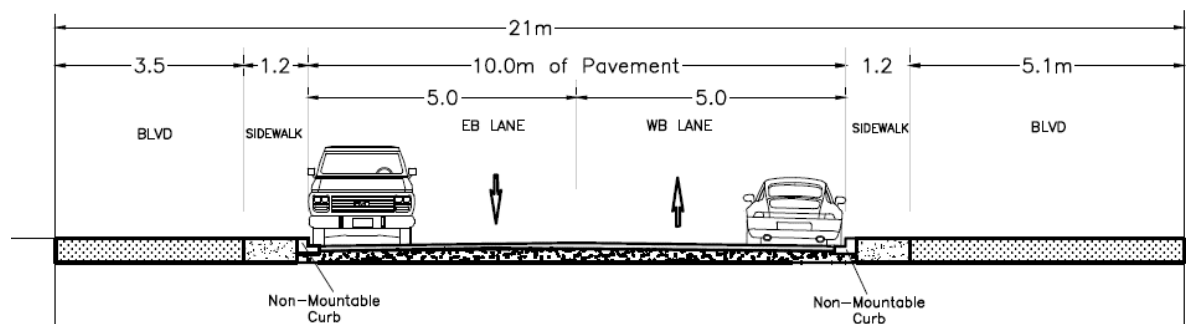


FIGURE 9: TYPICAL EXISTING CROSS SECTION FOR GRAHAM RD AND GALLOWAY DR

The Glenbrook / Georgian / Gatewood cross section has a typical road pavement curb-to-curb width of 10.8m, to accommodate moving and parked vehicles in both directions. This is less than the current Strathcona standard of 11.5m for minor residential collector roads and 13.5m for major residential roads. There are narrow sidewalks (1.0m) with roll-over curbs, which does not provide a high level of pedestrian accommodation. The dimensions are similar on Graham Rd and Galloway Dr, with slightly narrower road surfaces and slightly wider sidewalks 1.2m). Note that the current minimum standard for sidewalks in Strathcona is 1.5m, and that the trend in many new developments throughout Alberta and BC is to incorporate 2.0m wide sidewalks to facilitate passing by wheelchairs and strollers. There is minimal geometric differentiation between collector and local roads in the Glen Allan neighbourhood.

5.2 Sight Lines

Sight lines were noted as being an issue at many intersections throughout the neighbourhood, where vehicles wishing to turn from a given road had their sight lines limited due to roadway curvature and/or the presence of on-street parking. Specific locations where sight lines were found to be a concern include, but are not limited to:

- From Galloway Dr (looking south) at Glenbrook Blvd, due to curvature and parked vehicles
- Glenbrook Blvd (looking east) at Georgian Way, due to large tree
- Side roads onto Graham Rd (numerous locations), due to road curvature plus parked cars
- Gatewood Blvd (looking north) at Georgian Way, due to parked vehicle(s)
- Side roads onto Galloway Dr (numerous locations), due to road curvature plus parked cars
- Side roads onto Georgian Way, due to parked cars

6.0 TRAFFIC CALMING OPTIONS

Traffic calming options were considered for each of the locations in consideration of roadway / cross-section geometry, intersection spacing, driveway locations, pedestrian corridors, and design vehicle requirements. For Glenbrook Blvd, Georgian Way (between Glenbrook Blvd and Gatewood Blvd), and Galloway Dr, two options were developed, whereas one option was developed at the other locations (as one option was generally viewed as sufficient for discussion and input given those site-specific locations and constraints).

The high frequency of driveways limits traffic calming options in many locations to those that do not interfere with in/out turning movements.

General traffic calming elements that were considered were the following, and were considered with the goal of reducing 85th percentile speeds to an acceptable speed given speed limits:

- **Curb extensions at intersections:** narrows the roadway (constrained environment), requires slower turning speeds, shortens crossing distances for pedestrians, and improves sight lines for vehicles turning onto the calmed roadway
- **Raised intersections:** slows traffic via vertical deflection for three or four approaches, and benefits pedestrians crossing at intersections (legal crossing locations) by requiring slow driver speeds
- **Raised medians:** horizontal deflection that reduces lane widths (constrained environment to slow vehicles), can facilitate two-stage pedestrian crossings.
- **Raised crosswalk:** slows traffic via vertical deflection for two approaches, and benefits pedestrians by highlighting the crosswalk and requiring slow driver speeds
- **Speed Table:** slows traffic via vertical deflection for two approaches (but no directly-associated pedestrian accommodation benefit)
- **Roundabout:** slows traffic while providing a high level of traffic capacity; facilitates two-stage pedestrian crossings at clearly defined locations

There was an iterative process involving the consulting team, County staff, and stakeholder input that led to the ultimate version of the options for presentation to the public for feedback. Consideration was given to ensure lane widths are appropriate for cyclists at traffic calming devices. Note that raised features can generally be safely negotiated by cyclists without undue impact to riding control.

Appendix A contains an overview figure that shows the extent of proposed traffic calming in the neighbourhood, as well as site-specific functional traffic calming plans with all options. Note that these plans consider design vehicle movements (including school bus and transit bus); turn templates can be found in Appendix B.

6.1 Glenbrook Blvd & Georgian Way

Two options considered were:

- Option 1: Raised intersection with curb extensions and all-way stop control, and
- Option 2: Roundabout

Both options have challenges in this location as they require re-apportioning area that currently allows for on-street parking. The roundabout has additional challenges in terms of accommodating the existing driveways (but can be done by use of flush textured medians).

6.2 Gatewood Blvd & Georgian Way

Two options considered were:

- Option 1: Raised intersection with curb extensions and all-way stop control, and
- Option 2: Roundabout

Both options have challenges in this location as they require re-apportioning area that currently allows for on-street parking. The roundabout has additional challenges in terms of accommodating the existing driveways (but can be done by use of flush textured medians).

6.3 Glenbrook Blvd (between Baseline Rd & Georgian Way)

Two options considered were:

- Option 1: Raised intersections at Galloway and Gilmore, raised median at Graham, raised crosswalk across Graham
- Option 2: Raised intersections and curb extensions at Galloway and Gilmore, raised crosswalk and curb extensions across Graham

Raised intersections were identified as a means to reduce speeds to the desired level, while also benefiting pedestrians at Galloway and Gilmore. In Option 1 the median can give a “gateway” feel with landscaping opportunity, to cue the driver that they are entering a slower speed residential area. In Option 2, curb extensions can be beneficial for reducing pedestrian crossing distances and improving sight lines for drivers turning onto Glenbrook Blvd. The raised crosswalk across Graham Rd can serve to dissuade this route as an alternative short-cut route.

6.4 Georgian Way (between Glenbrook Blvd & Gatewood Blvd)

Two options considered were:

- Option 1: Curb extensions and raised intersection at Gillingham Cres
- Option 2: Raised medians at three locations

For Option 1, a raised intersection can reduce speeds to the desired level and where curb extensions can serve to reduce the expanse of the road. Option 2, raised medians, would also slow vehicles, and do so without intrusive vertical deflections, but would require a greater loss of on-street parking.

6.5 Galloway Dr

Two options considered were:

- Option 1: Curb extensions
- Option 2: Curb extensions and speed tables

Option 1 provides a small degree of speed reduction while improving intersection sight line concerns and reducing pedestrian crossing distances in some locations. Option 2 is similar but with added speed reduction benefits from the periodic use of speed tables.

6.6 Gatewood Blvd

The option incorporates raised medians, with one at the existing crosswalk across Gatewood Blvd (facilitating two-stage crossings by pedestrians) and one that will prevent currently-prohibited (but frequently violated) westbound left turns at the eastmost mall access.

6.7 Galaxy Way

The option incorporates raised intersections, one at Gillingham Cres and one at Graham Rd, which can slow and dissuade any speeding traffic from using this route over Sherwood Dr.

6.8 Graham Rd

The option incorporates a raised intersection at Galaxy Way, raised crosswalks (west of Grant Ave and at Glenbrook Blvd), and curb extensions at side streets (which can improve sight lines for turning vehicles onto Graham Rd)

6.9 Georgian Way (south of Gatewood Blvd)

The option incorporates three raised intersections with curb extensions, road narrowing (on the west side) and installation of a multi-use path on the west side. The southbound lane will be narrowed and on-street parking will only be permitted northbound (it was observed that there is little to no on-street parking southbound at present). The multi-use path will connect to Grenada Blvd as well as to a proposed new path to the Sherwood Park Mall.

6.10 Speed Limit Reduction to 40 km/h

Many residents attending March workshops for this project indicated that they supported the reduction of the speed limit in Glen Allan to 40 km/h. The reduction of residential speed limits in isolation (i.e. without the addition of physical traffic calming features) has been shown to be ineffective in reducing traffic speeds, unless there is significant and sustained enforcement. Research shows a 17% compliance with 40km/h speed signs used in isolation².

In Strathcona County, the speed reduction on Mission Street (done without the addition of physical traffic calming features) resulted in a speed reduction of 0-5 km/h over a series of measurements (85th percentile). On Manor Drive, where two raised crosswalks were installed in conjunction with the speed limit reduction, data consistently indicates the 85th percentile speed has been reduced by approximately 5-6 km/h.

Strathcona County's policy with regards to speed limit reductions is that they can be considered in conjunction with the implementation of physical traffic calming devices. Note that a reduction of a speed limit requires the adoption of a bylaw, and is thus a decision made by County Council.

7.0 ASSESSMENT AND CONSULTATION ON OPTIONS

7.1 Speed Reductions by Device

Actual speed reduction benefits associated with traffic calming devices are highly context specific. Frequency and consistency of installations are influential, as are lane widths, prevalence of on-street parking usage, and the character of the adjacent built area. (E.g., a dense urban residential area is more conducive to slower speeds than empty fields or sparse / semi-rural areas.) In addition, combining traffic calming measures can result in increased speed reductions over single elements.

Below are speed reductions associated with devices based on before/after observations in the Glen Allan Neighbourhood, as well as the Transportation Association of Canada's *Canadian Guide to Neighbourhood Traffic Calming*.

- **Raised crosswalk with Curb extensions:** 10 km/h reduction (observed on Glencoe)
- **Raised medians:** 3 km/h reduction
- **Curb extensions:** between 2 to 8 km/h reduction, for residential collector roads

² TAC *Canadian Guide to Neighbourhood Traffic Calming*

- **Raised intersections:** 11 km/h reductions (measured mid-block)
- **Raised crosswalk:** from 5 to 13 km/h reductions (measured mid-block)
- **Roundabout:** from 3 to 15 km/h reductions

Spacing considerations: for raised devices (intersections, crosswalks or hums), for 85th percentile speeds of 40 km/h, requires installation every 80m, and 50 km/h requires installation every 125m. (Note: proposed spacing is closer to 120m to 150m).

Compliance for 40 km/h Posted Speed limit signs (on their own, without other design measures): 17% compliance

7.2 Parking Impacts

Some of the proposed traffic calming measures may reduce the available on-street parking. This does not necessarily introduce a problem in terms of on-street parking capacity (as there may be available on-street parking areas nearby), but it may introduce a level of inconvenience for some residents. The estimated parking impacts by location and option are as follows. Note that, in most cases, curb extensions do not reduce parking supply as they are placed in areas at the intersection that vehicle typically are not permitted to park in anyways. The exception is at T-intersections. Raised intersections do not inherently result in a loss of parking on their own, but some drivers may not be comfortable parking on them.

- **Intersection of Glenbrook Blvd & Georgian Way:**
 - Option 1 (curb extension / raised intersection): 5 stalls, all on south side of Georgian Way
 - Option 2 (roundabout): 13-15 stalls. 9 stalls on south side of Georgian Way, 4 stalls on Glenbrook (2 each side), and possible 2 stalls on north side of Georgian Way (if relocating the bus stop)
- **Glenbrook Corridor:**
 - Option 1 (raised intersections and raised median): 2 stalls (south of Graham, west side)
 - Option 2 (raised intersections and curb extensions): 1 stall (south of Graham, west side)

- **Intersection of Gatewood Blvd & Georgian Way:**
 - Option 1 (curb extension / raised intersection): 2 stalls, all on east side of Georgian Way
 - Option 2 (roundabout): 11 stalls. 7 stalls on east side of Georgian Way, 3 stalls on west side of Georgian Way, and one on north side of Gatewood.
- **Gatewood Corridor** (raised medians): 3 stalls, north side just east of Gatewood Pl.
- **Georgian Way (between Gatewood & Glenbrook):**
 - Option 1 (curb extensions and raised intersection): 0 stalls
 - Option 2 (raised medians): 9 stalls at Gillingham, 6 on the southeast side, 3 on northwest side, 2 stalls at Glenridge (south side) 6 stalls at Garnet Ave (3 each side of Georgian Way)
- **Georgian Way (south of Gatewood)** curb extensions and raised intersections: 0 stalls east side, ALL parking on west side (approximately 50 stalls. Note however that parking occupancy on this side is very low)
- **Graham Rd Corridor** (curb extensions and raised intersection / X-walk): 0 stalls
- **Galaxy Way Corridor** (raised intersection): 0 stalls
- **Galloway Dr:**
 - Option 1 (curb extensions) -- 1 stall (east side, north of Glengarry Cres)
 - Option 2 (curb extensions + speed tables) – 7 stalls (2 stalls at each of the three speed tables, and 1 stall east side, north of Glengarry Cres)

7.3 Cost Estimates

Cost estimates were undertaken for the proposed options, and are summarized in Table 3. Note that these costs are on the order of 20 percent of rehabilitation costs for a given roadway.

TABLE 3: COST ESTIMATES OF THE OPTIONS

Intersection of Glenbrook Blvd & Georgian Way	Option 1 (raised + curb extensions):	\$ 125,000
	Option 2 (roundabout):	\$ 361,000
Intersection of Gatewood Blvd & Georgian Way	Option 1 (raised + curb extensions):	\$ 105,000
	Option 2 (roundabout):	\$ 407,000
Galloway Dr	Option 1 (curb extensions):	\$ 314,000
	Option 2 (curb extensions and speed tables):	\$ 345,000
Glenbrook Blvd - Corridor	Option 1 (raised intersections with median):	\$ 141,000
	Option 1 (raised + curb extensions):	\$ 201,000
Gatewood Blvd	Option (raised medians):	\$ 54,000
Georgian Way (between Gatewood and Glenbrook)	Option 1 (curb extensions + raised intersection)	\$ 165,000
	Option 1 (raised medians):	\$ 49,000
Georgian Way (south of Gatewood)	Option (raised intersections, curb extensions, road narrowing, and bike path):	\$ 527,000
Graham Rd	Option (raised intersection / raised crosswalk / curb extensions) *includes the raised intersection at Galaxy Way	\$ 236,000
Galaxy Way	Option (raised intersections) *raised intersection at Graham Rd included for Graham Rd	\$ 45,000

7.4 Criteria Assessment Matrix

For each option of the corridors and intersections under consideration, a criteria assessment matrix was developed. This matrix considered the rating of the proposed measure for up to eight categories for each location (where the public identified the most important criteria for each location), in consideration of the following criteria:

- Improve walkability / pedestrian safety
- Reduce speeds effectively
- Discourage short-cutting
- Reduce congestion / maintain traffic flow
- Minimize impacts to on-street parking
- Improve visibility
- Minimize traffic noise
- Decrease collision risk

They were rated on a five-point scale as they relate to the current situation, from “significantly worse”, to “somewhat worse”, “about the same”, “somewhat better” and “significantly better”. Professional judgement was used in the assessments. As there is a degree of subjectivity, the options were assessed by multiple professional engineers on the consultant team to establish an agreed-upon final result. The matrices do not provide an overall “best answer”, but provide a degree of context to how the suggested measures influence various criteria. These results were presented alongside the options at the final Open House.

7.4.1 Glenbrook Blvd & Georgian Way Assessment

Option 1: Raised Intersection/All Way Stop	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 walkability/pedestrian safety?					X
Reduce speeds effectively?					X
Discourage short-cutting?				X	
Minimize impacts to on-street parking?		-5 stalls			
Reduce congestion/maintain traffic flow?				X	
Improve visibility?				X	
Minimize traffic noise?		X			
Decrease collision risk?				X	

Other considerations: In terms of traffic flow, the intersection will balance the good flow on Georgian Way with delay issues on Glenbrook Blvd in peak hours. This necessarily introduces delay on Georgian Way but overall the flow will be balanced in terms of traffic delays to all approaches. Cost: \$125 000

Option 2: Roundabout	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 walkability/pedestrian safety?					X
Reduce speeds effectively?					X
Discourage short-cutting?			X		
Minimize impacts to on-street parking?	-15 stalls				
Reduce congestion/maintain traffic flow?					X
Improve visibility?					X
Minimize traffic noise?			X		
Decrease collision risk?					X

Cost: \$361,000

7.4.2 Gatewood Blvd & Georgian Way Assessment

Option 1: Raised Intersection/All Way Stop	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 walkability/pedestrian safety?					X
Reduce speeds effectively?					X
Discourage short-cutting?				X	
Minimize impacts to on-street parking?		-2 stalls			
Reduce congestion/maintain traffic flow?				X	
Improve visibility?				X	
Minimize traffic noise?		X			
Decrease collision risk?				X	

Cost: \$105 000

Option 2: Roundabout	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 walkability/pedestrian safety?					X
Reduce speeds effectively?					X
Discourage short-cutting?			X		
Minimize impacts to on-street parking?	-11 stalls				
Reduce congestion/maintain traffic flow?					X
Improve visibility?					X
Minimize traffic noise?			X		
Decrease collision risk?					X

Cost: \$407,000

7.4.3 Glenbrook Blvd Corridor Assessment

Option 1: Raised Intersections / Raised Median / 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 walkability/pedestrian safety?				X	
Reduce speeds effectively?					X
Discourage short-cutting?				X	
Minimize impacts to on-street parking?		-2 stalls			
Improve visibility?				X	
Minimize traffic noise?		X			
Decrease collision risk?				X	

Other considerations: Cost: \$141 000

Option 2: Raised Intersections / Raised Crosswalk With 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
Improve walkability/pedestrian safety?					X
Reduce speeds effectively?					X
Discourage short-cutting?				X	
Minimize impacts to on-street parking?			-1 stall		
Improve visibility?					X
Minimize traffic noise?		X			
Decrease collision risk?				X	

Other considerations: Cost: \$201,000

7.4.4 Georgian Way (between Glenbrook Blvd and Gatewood Blvd) Assessment

Option 1 - Raised Intersection / 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
Improve walkability/pedestrian safety?				X	
Reduce speeds effectively?				X	
Discourage short-cutting?				X	
Minimize impacts to on-street parking?			0 stalls		
Improve visibility?				X	
Minimize traffic noise?		X			

Cost: \$165 000

Option 2 - Raised Medians	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 walkability/pedestrian safety?				X	
Reduce speeds effectively?				X	
Discourage short-cutting?			X		
Minimize impacts to on-street parking?	-17 stalls				
Improve visibility?				X	
Minimize traffic noise?			X		

Cost: \$49 000

7.4.5 Galloway Dr Assessment

Option 1 - 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
Improve walkability/pedestrian safety?				X	
Reduce speeds effectively?				X	
Discourage short-cutting?			X		
Minimize impacts to on-street parking?			1 stall		
Improve visibility?				X	
Minimize traffic noise?			X		

Cost: \$314 000

Option 2 - Curb Extensions / Speed Tables	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 walkability/pedestrian safety?				X	
Reduce speeds effectively?					X
Discourage short-cutting?				X	
Minimize impacts to on-street parking?		-7 stalls*			
Improve visibility?				X	
Minimize traffic noise?		X			

Other considerations: It may be possible to park on top of the speed tables, but it is likely uncomfortable for many drivers to do so due to the difference in level.

Cost: \$345 000

7.4.6 Gatewood Blvd Assessment

Option – Raised Medians	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 walkability/pedestrian safety?				X	
Discourage short-cutting?				X	
Minimize impacts to on-street parking?		-3 stalls			
Improve visibility?				X	
Minimize traffic noise			X		

Other considerations: The median option can prevent illegal westbound left turns into the Mall at the east-most Mall access on Gatewood Blvd, which in turn can potentially mitigate some of the Mall-related neighbourhood short-cutting. Cost: \$ 54 000

7.4.7 Galaxy Way Assessment

Option – Raised Intersection	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 walkability/pedestrian safety?			X		
Reduce speeds effectively?				X	
Discourage short-cutting?				X	
Minimize impacts to on-street parking?			0 stalls		
Improve visibility?			X		
Minimize traffic noise		X			

Cost: \$45 000 (cost of raised intersection at Graham Road is included in Graham Road design estimate)

7.4.8 Graham Rd Assessment

Option – Raised Intersection, Raised Crosswalk, and 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
Improve walkability/pedestrian safety?				X	
Reduce speeds effectively?					X
Discourage short-cutting?					X
Minimize impacts to on-street parking?			0 stalls		
Improve visibility?				X	
Minimize traffic noise		X			

Cost: \$236 000 (cost includes raised intersection at Galaxy Way)

7.4.9 Georgian Way (south of Gatewood) Assessment

Option – Raised Intersection / Curb Extensions / Multi-Use Path	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 walkability/pedestrian safety?					X
Reduce speeds effectively?					X
Discourage short-cutting?					X
Minimize impacts to on-street parking?		-50 stalls*			
Improve visibility?				X	
Minimize traffic noise		X			

*All parking will be removed on the west side of Georgian Way south of Galveston Avenue. Note that there is very low usage of this area for parking as no homes front here. This option has been developed to complement the Sherwood Park Mall's improved pedestrian access from the north. Cost: \$527 000

8.0 PUBLIC AND STAKEHOLDER INPUT

8.1 Transit

Strathcona County Transit reviewed preliminary concepts and provided input that was used to refine the final options. This included comments regarding bus turning requirements (and where curb extensions may either not be feasible at all or where the design may require larger curve radii) and bus stop considerations. In addition, a consideration was for designs that could accommodate future routes (e.g. a route where buses turn to/from Glenbrook Blvd & Georgian Way).

8.2 Public Engagement

The public was involved and consulted throughout the project. The engagement process was led by Soles and Company, and assisted as required by Boulevard Transportation and ISL. This included the following elements:

Preliminary Public Workshop (March 25 & 26); The focus of these workshops were to hear and understand resident concerns and issues, and to obtain their opinions regarding the criteria that should be considered and that is important to them, and relative importance of elements, for assessing / comparing options. (E.g., is on-street parking important, pedestrian safety, speeding, etc.).

Public Stakeholder Working Group; A public stakeholder group was established with a smaller representative number of residents, and their input was sought and considered after the preliminary workshop and before the open house to present options.

Specific Resident Consultation; Specific residents that expressed significant concerns with proposed plans were further consulted on an individual basis (specifically in the areas of the intersection of Glenbrook Blvd & Georgian Way and Gatewood Blvd & Georgian Way), as they identified significant safety, operational, and/or parking concerns.

Open House for the Options (June 24); An open house was held on June 24 that presented the options for the entire neighbourhood traffic calming plan to the public. Study background information, functional designs of options, technical rationale, and criteria considerations were all presented in a work-station format (whereby each location and option was located at one table). Attendees were given a survey form with which to provide feedback on the options, with a range from “strongly do not support”, to “do not support”, “neutral”, “support”, and “strongly support”. They were also encouraged to provide specific written feedback. The results were tabulated for each option and location, and summarized for overall feedback as well as adjacent

/ nearby resident feedback (to be able to compare community-wide opinions vs. those most directly impacted).

8.2.1 Open House Feedback

The results of the open house are as follows. Details of the feedback results can be found in Appendix C.

Glenbrook Blvd & Georgian Way Intersection:

- All Neighbourhood Residents: good support for Option 1, raised intersection with curb extensions (74% support or strongly support), poor support for Option 2, roundabout (67% do not support or strongly do not support)
- Adjacent Residents: good support for Option 1, raised intersection with curb extensions (86% support or strongly support), poor support for Option 2, roundabout (87% strongly do not support)

Based on the feedback (Option 1 as overwhelmingly preferred), along with consideration that Option 1 is a viable option based on the consideration of the evaluation criteria, it is the recommended option.

Gatewood Blvd & Georgian Way Intersection:

- All Neighbourhood Residents: good support for Option 1, raised intersection with curb extensions (60% support or strongly support), poor support for Option 2, roundabout (66% do not support or strongly do not support)
- Adjacent Residents: good support for Option 1, raised intersection with curb extensions (63% support or strongly support), poor support for Option 2, roundabout (78% strongly do not support)

Based on the feedback (Option 1 as overwhelmingly preferred), along with consideration that Option 1 is a viable option based on the consideration of the evaluation criteria, it is the recommended option.

Glenbrook Blvd Corridor:

- All Neighbourhood Residents: ok support for Option 1 (57% support or strongly support), ok support for Option 2 (59% do not support or strongly do not support)
- Adjacent Residents: good support for Option 1 (80% support but 0% strongly support), very good support for Option 2 (89% strongly support)

Based on the feedback (Option 2 slightly preferred), along with consideration that Option 2 is a viable option that performs better than Option 1 against the evaluation criteria, Option 2 it is the recommended option (raised intersections with curb extensions).

Georgian Way (between Glenbrook Blvd and Gatewood Blvd):

- All Neighbourhood Residents: good support for Option 1 (68% support or strongly support), poor support for Option 2 (55% do not support or strongly do not support)
- Adjacent Residents: good support for Option 1 (67% support or strongly support), poor support for Option 2 (50% do not or strongly do not support)

Based on the feedback (Option 1 preferred), along with consideration that Option 1 is a viable option in consideration of the evaluation criteria, Option 1 it is the recommended option (raised intersection with curb extensions). Note however that an adjustment is required to one of the curb extensions at Gillingham Cres to facilitate transit.

Galloway Dr:

- All Neighbourhood Residents: neutral support for Option 1 (33% support or strongly support, 37% do not support), ok support for Option 2 (48% support or strongly support)
- Adjacent Residents: poor support for Option 1 (67% strongly do not support), poor support for Option 2 (71% do not or strongly do not support)

Based on the feedback, neither option was clearly preferred, although Option 2 was slightly preferred by overall respondents. Since Option 2 performs better in the evaluation criteria, it is the recommended option. Note, however, that the east-side curb extension north of Glengarry Cres (north of Glencoe) was cited by many as not a viable location due to vehicle requirements. Removing this curb extension from the design does not have a significant impact and therefore is recommended for removal from the final recommended plan.

Gatewood Blvd:

- All Neighbourhood Residents: ok / neutral support for the Option (43% support or strongly support, 31% do not support)
- Adjacent Residents: n/a

Based on the feedback, the option for medians was received overall as a positive measure, and since it is a beneficial measure as identified in the evaluation criteria, it is recommended.

Galaxy Way:

- All Neighbourhood Residents: good support for the Option (59% support or strongly support, 6% do not support)
- Adjacent Residents: n/a

Based on the feedback, the option for raised intersections was generally well received, and since it is a beneficial measure as identified in the evaluation criteria, it is recommended.

Graham Rd:

- All Neighbourhood Residents: good support for the Option (64% support or strongly support, 15% do not support)
- Adjacent Residents: n/a

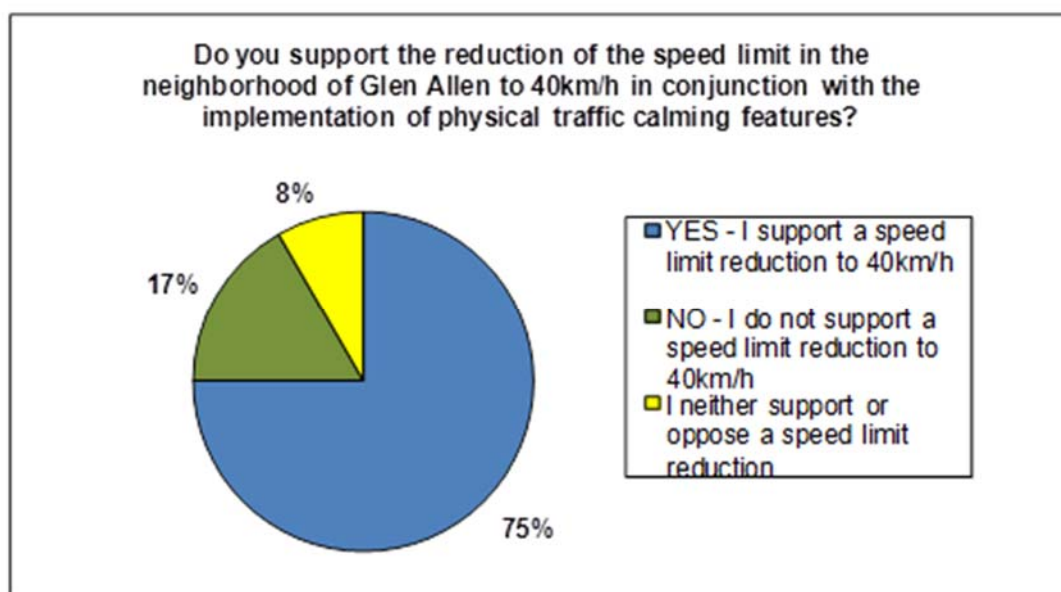
Based on the feedback, the option for raised intersections, curb extensions, and raised crosswalks was generally well received, and since it is a beneficial measure as identified in the evaluation criteria, it is recommended.

Georgian Way (south of Gatewood Blvd):

- All Neighbourhood Residents: ok support for the Option (51% support or strongly support, 22% do not support)
- Adjacent Residents: neutral support for the Option (33% support, 67% neutral, 0% do not support)

Based on the feedback, the option for raised intersections, curb extensions, and multi-use path was somewhat positively received, and since it is a beneficial measure as identified in the evaluation criteria, it is recommended.

Reducing Speed Limit in Glen Allan to 40 km/h:



The question of whether residents support a speed limit reduction in the neighbourhood to 40 km/h was well received (75% support). It is therefore recommended that consideration be given by the County to investigate and pursue a reduction in speed limit to 40 km/h, but only in conjunction with installation of neighbourhood-wide traffic calming measures as suggested by the recommended plan.

9.0 RECOMMENDED PLAN

The recommended plan is based on feedback from the public and stakeholders, and consists of the following elements:

- **Glenbrook Blvd & Georgian Way:** raised intersection with curb extensions and all-way stop control (Option 1)
- **Gatewood Blvd & Georgian Way:** raised intersection with curb extensions and all-way stop control (Option 1)
- **Glenbrook Blvd Corridor:** raised intersections with curb extensions (Option 1)
- **Georgian Way (between Glenbrook Blvd and Gatewood Blvd):** raised intersection at Gillingham Cres with curb extensions (modified Option 1, to better accommodate transit)
- **Galloway Dr:** curb extensions and speed tables (modified Option 2, removal of one curb extension at Glengarry Cres as per resident concerns)
- **Gatewood Blvd:** raised medians
- **Galaxy Way:** raised intersections
- **Graham Rd:** raised intersection, curb extensions and raised crosswalks
- **Georgian Way (south of Gatewood Blvd):** raised intersections, curb extensions, and multi-use path

The following figures show the recommended designs for each location.

The implementation of these measures should be undertaken in conjunction with roadway rehabilitation projects. This will minimize construction costs and will allow for a manageable scheduling of implementation throughout the neighbourhood.

10.0 CONCLUSIONS

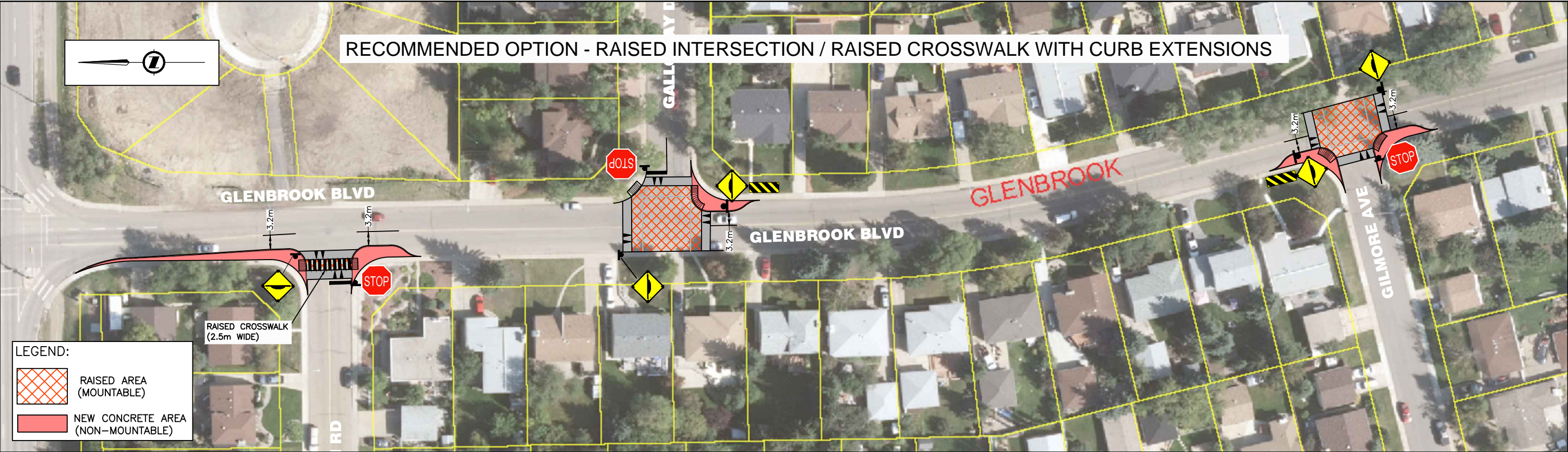
The conclusions of the Glen Allan traffic calming study are as follows. The neighbourhood was identified as a potential traffic calming candidate by County staff and neighbourhood residents. Under guidance from the County's *Traffic Calming Policy*, it met the threshold for further study. The technical assessment confirmed that speeding is an issue throughout the neighbourhood, and that traffic calming measures would be required to meaningfully reduce speeds and address short-cutting concerns. Short-cutting was not found to be a major component of the

neighbourhood traffic but nonetheless occurs. Safety concerns were also identified, including intersection concerns, sight lines, and pedestrian accommodation. A series of traffic calming options were developed for each location (either one or two options). These were assessed in terms of evaluation criteria (up to eight criteria, as well as cost), and were presented to the public for feedback. Based on the results of public and stakeholder feedback as well as technical considerations, the final recommendation was made.

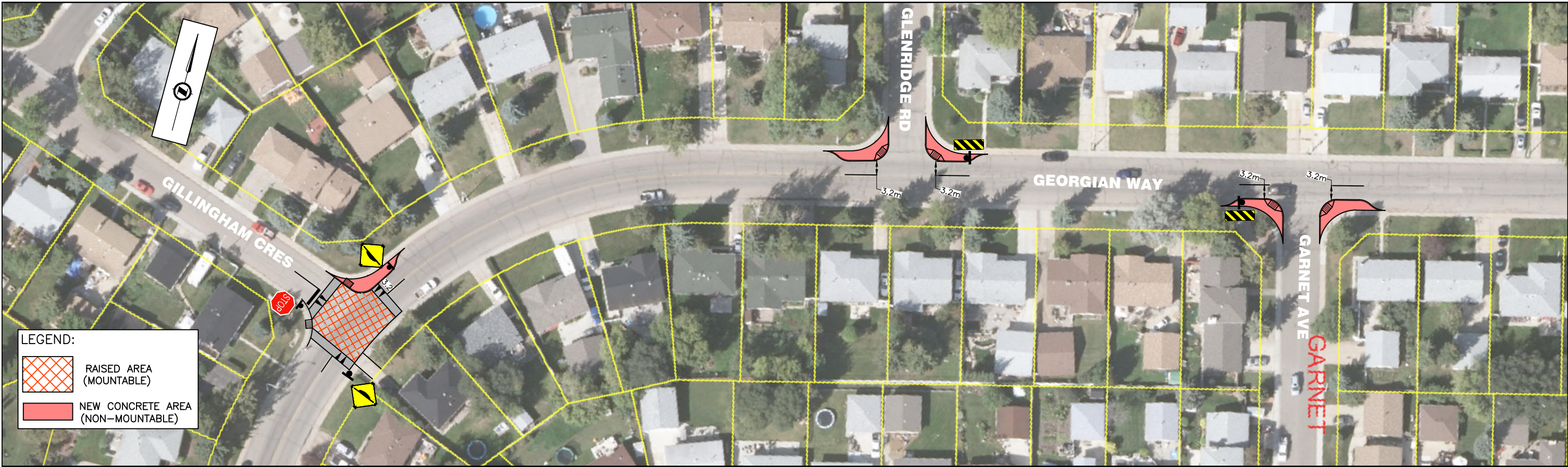


GLEN ALLAN TRAFFIC CALMING

INTERSECTION OF GEORGIAN WAY / GATEWOOD BLVD



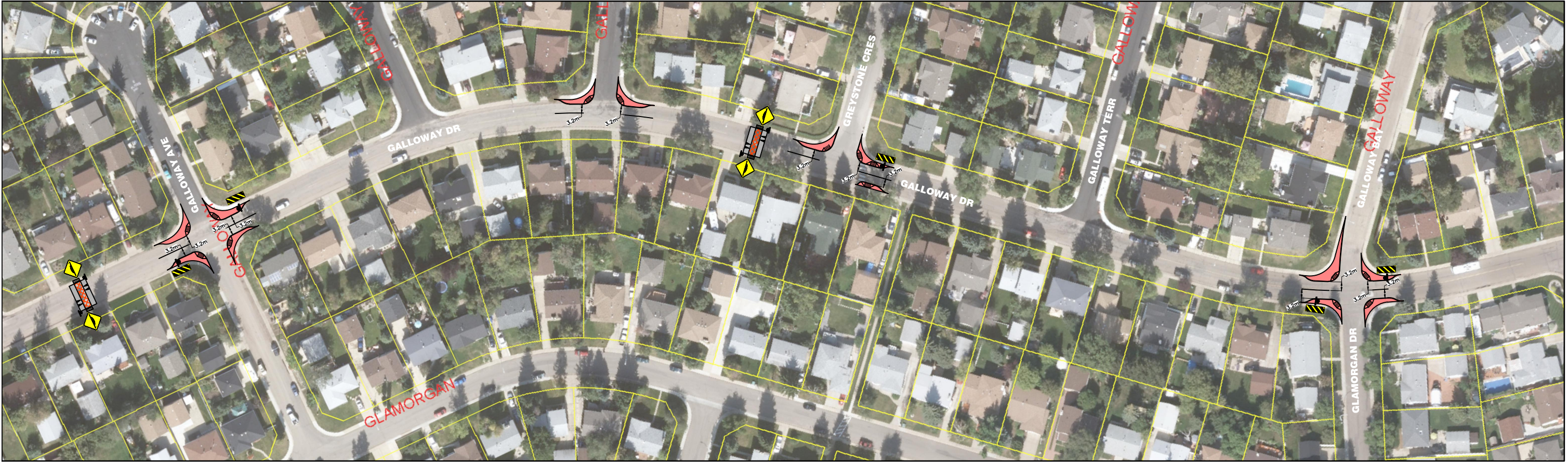
RECOMMENDED OPTION - RAISED INTERSECTION / CURB EXTENSIONS




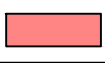
GLEN ALLAN TRAFFIC CALMING

GEORGIAN WAY: GILLINGHAM CRES TO GARNET AVE

RECOMMENDED OPTION - CURB EXTENSIONS / SPEED TABLES



LEGEND:

	RAISED AREA (MOUNTABLE)
	NEW CONCRETE AREA (NON-MOUNTABLE)

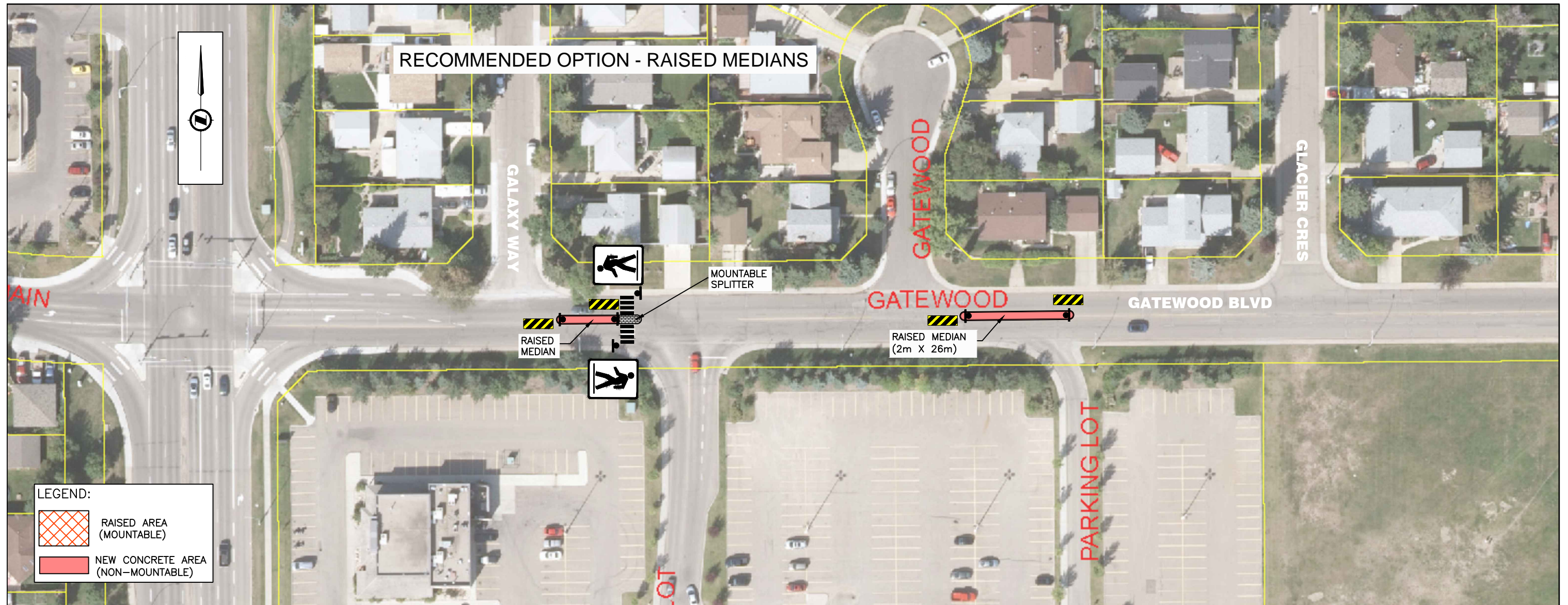
GLEN ALLAN TRAFFIC CALMING

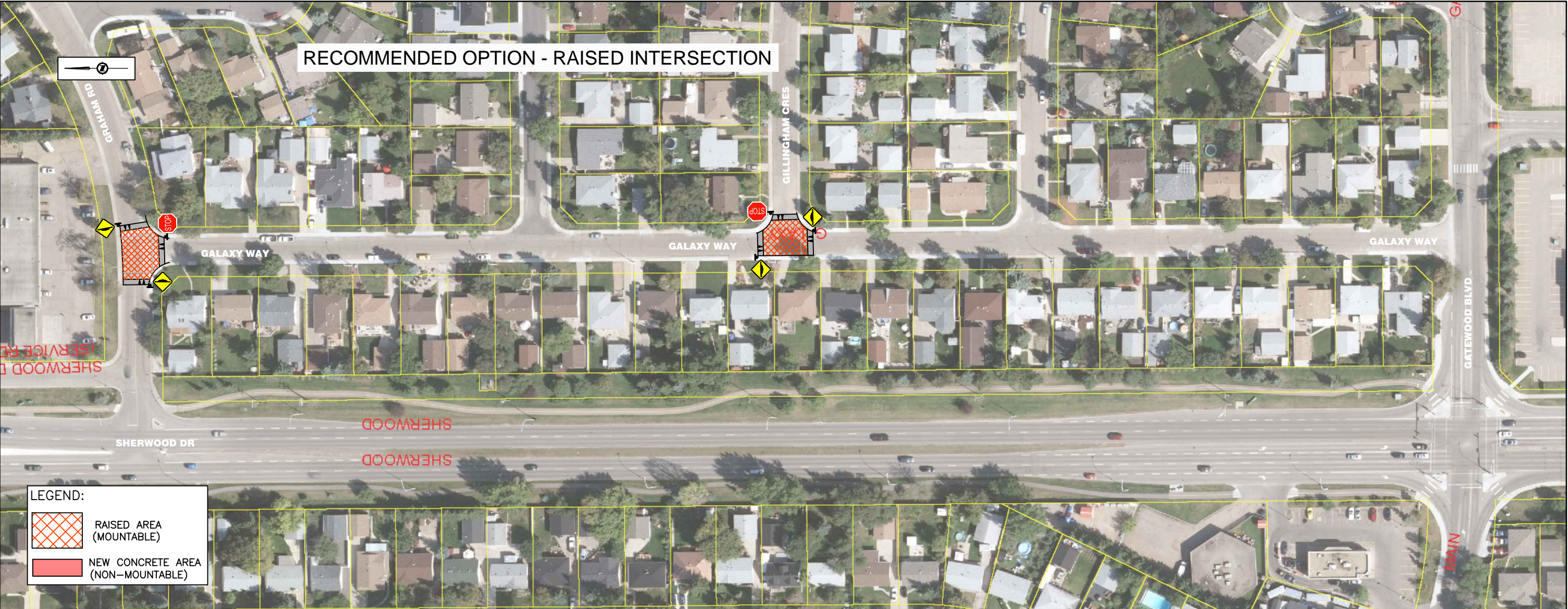
GALLOWAY DR: GALLOWAY AVE TO GLAMORGAN DR

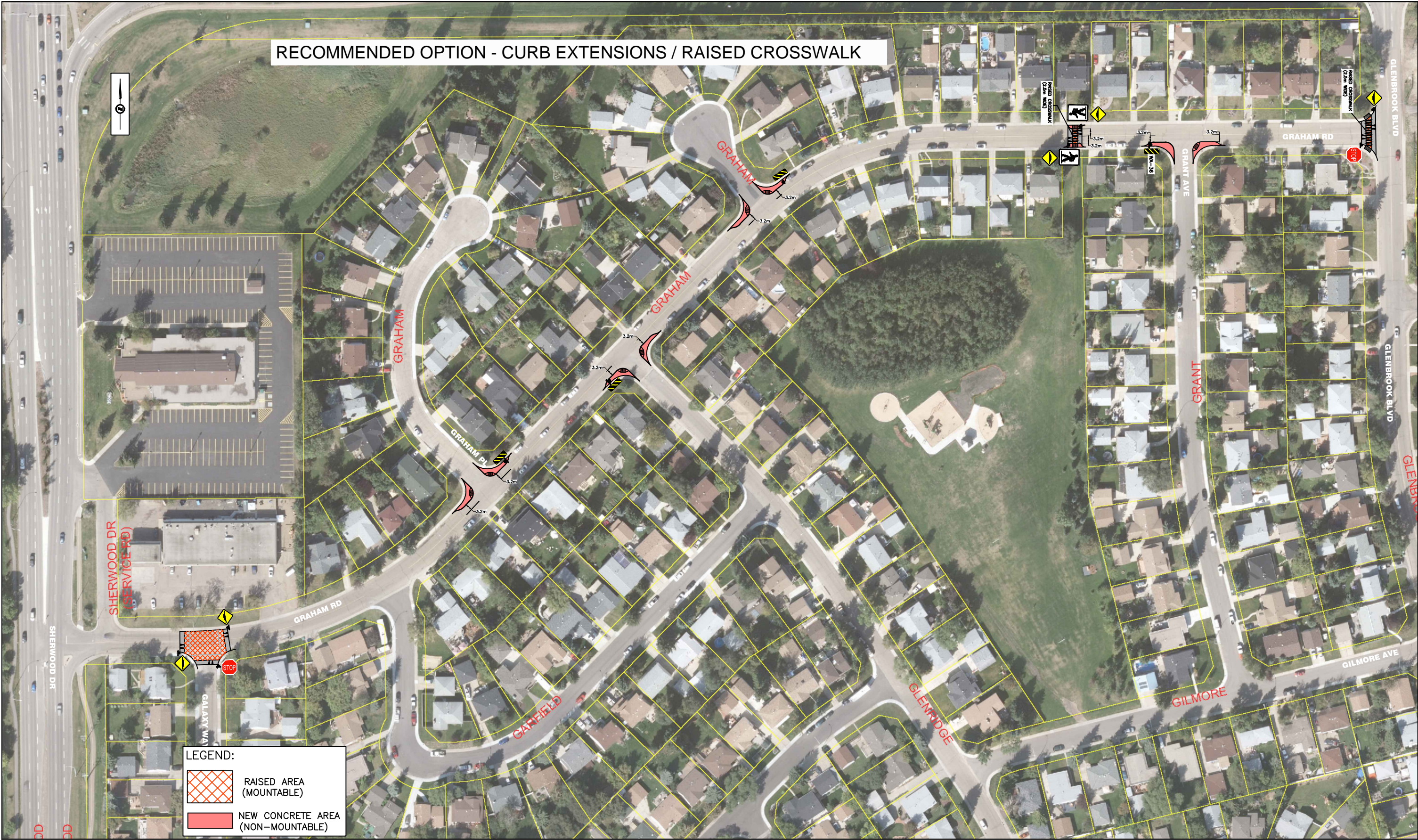


RECOMMENDED OPTION - CURB EXTENSIONS / SPEED TABLES










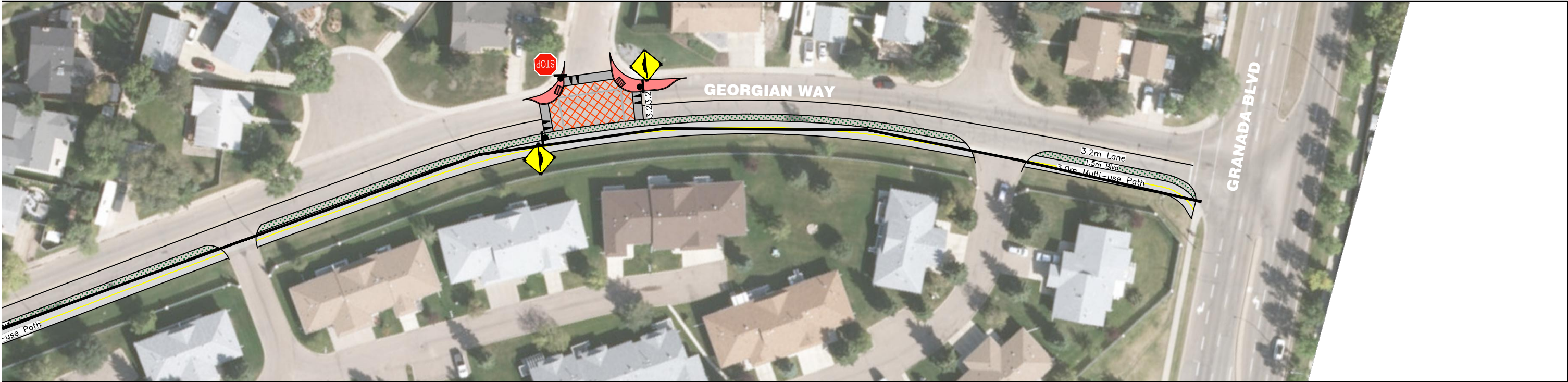
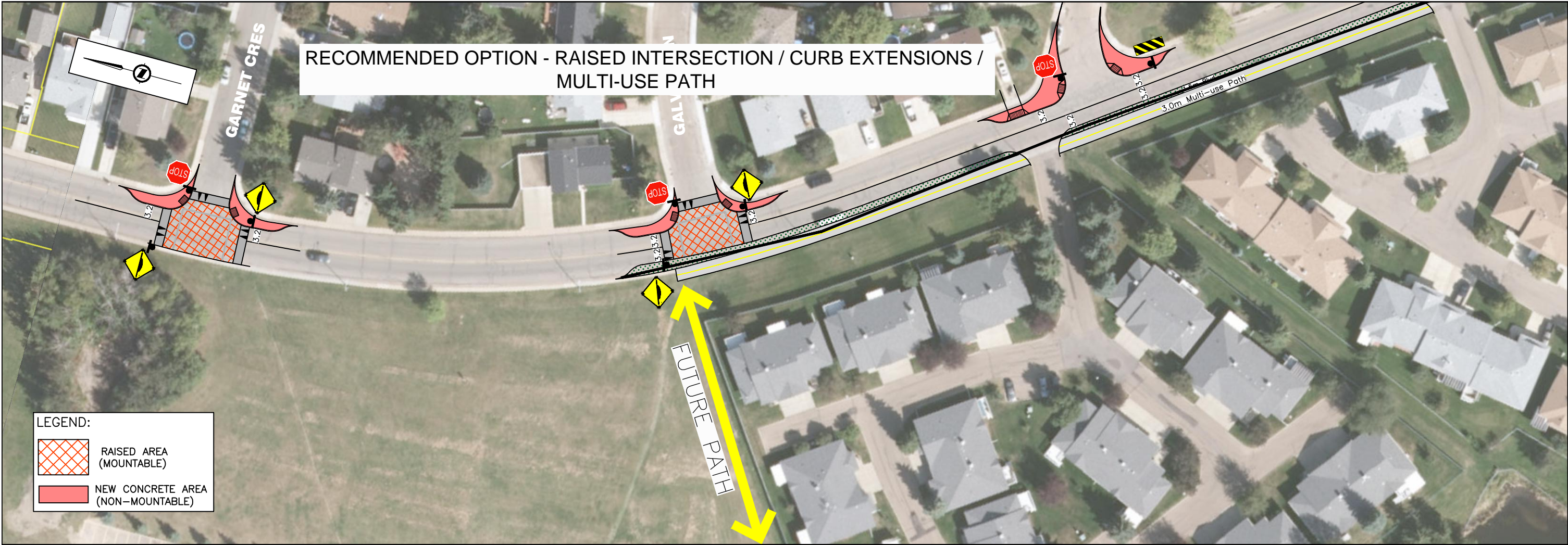


GLEN ALLAN TRAFFIC CALMING

GRAHAM RD: SHERWOOD DR TO GLENBROOK BLVD

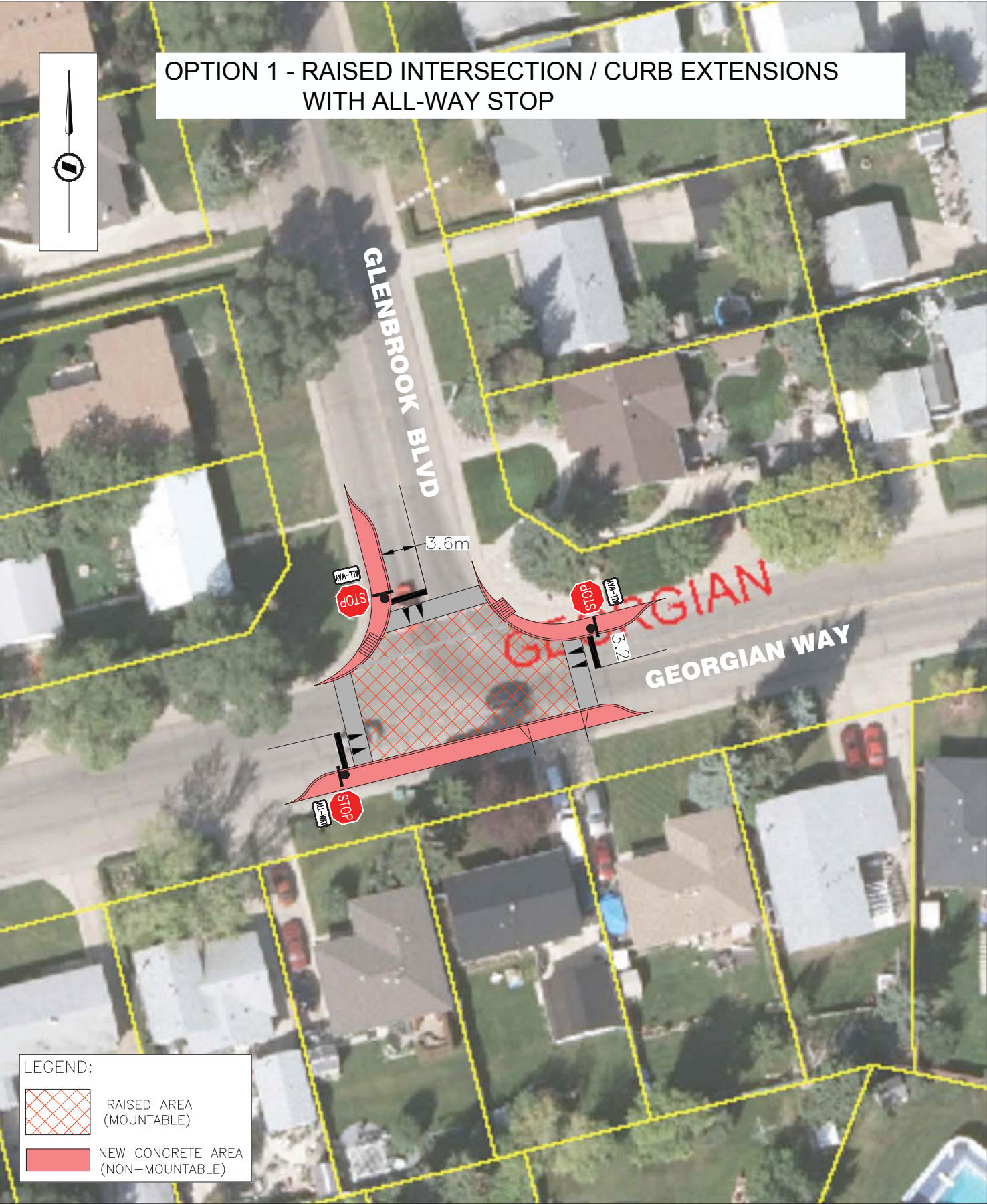
a division of Watt Consulting Group



GLEN ALLAN TRAFFIC CALMING GEORGIAN WAY: GARNET CRES TO GRANADA BLVD

APPENDIX A: TRAFFIC CALMING OPTIONS FOR PUBLIC AND STAKEHOLDER INPUT

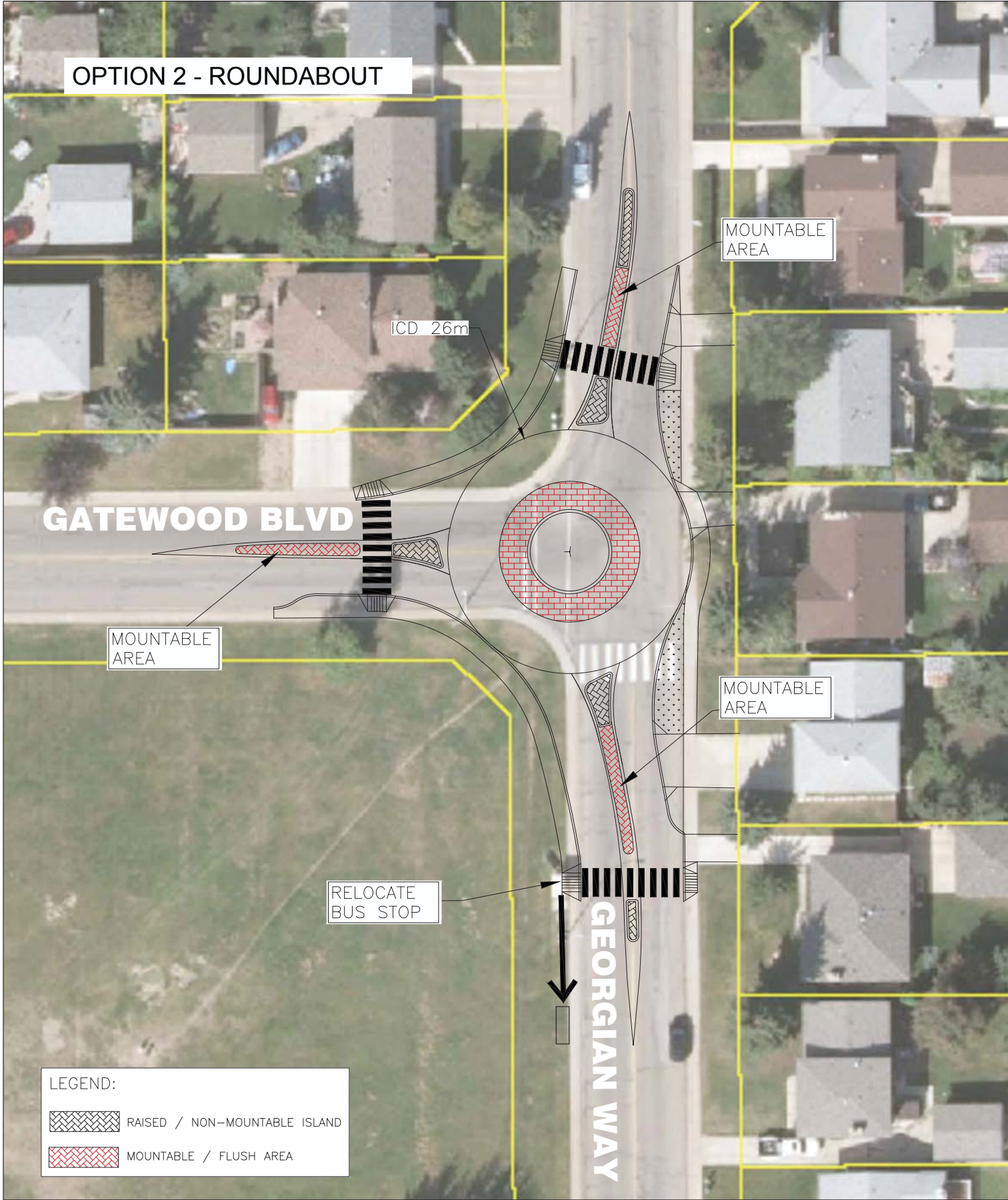




GLEN ALLAN TRAFFIC CALMING

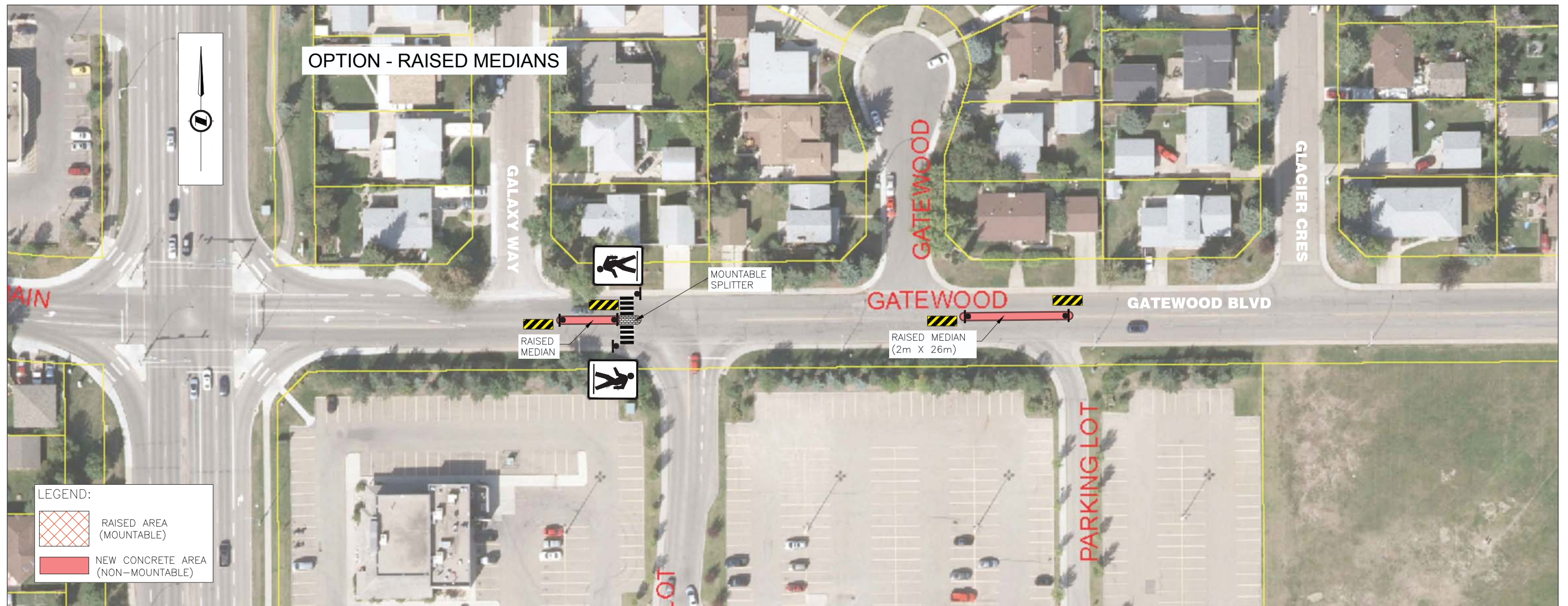
INTERSECTION OF GEORGIAN WAY / GLENBROOK BLVD

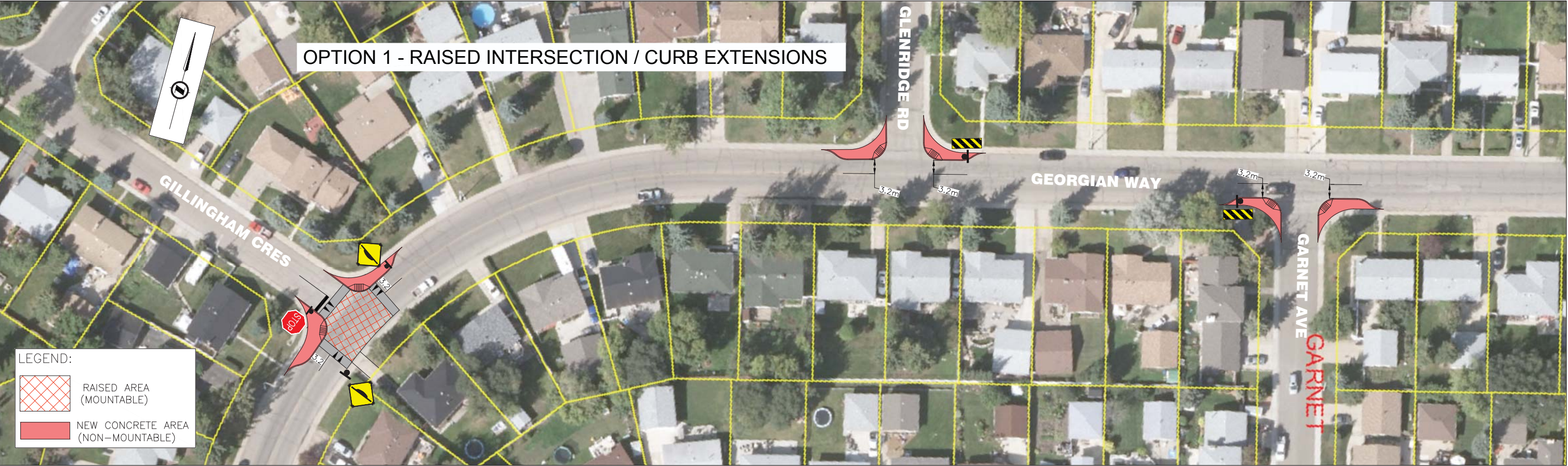


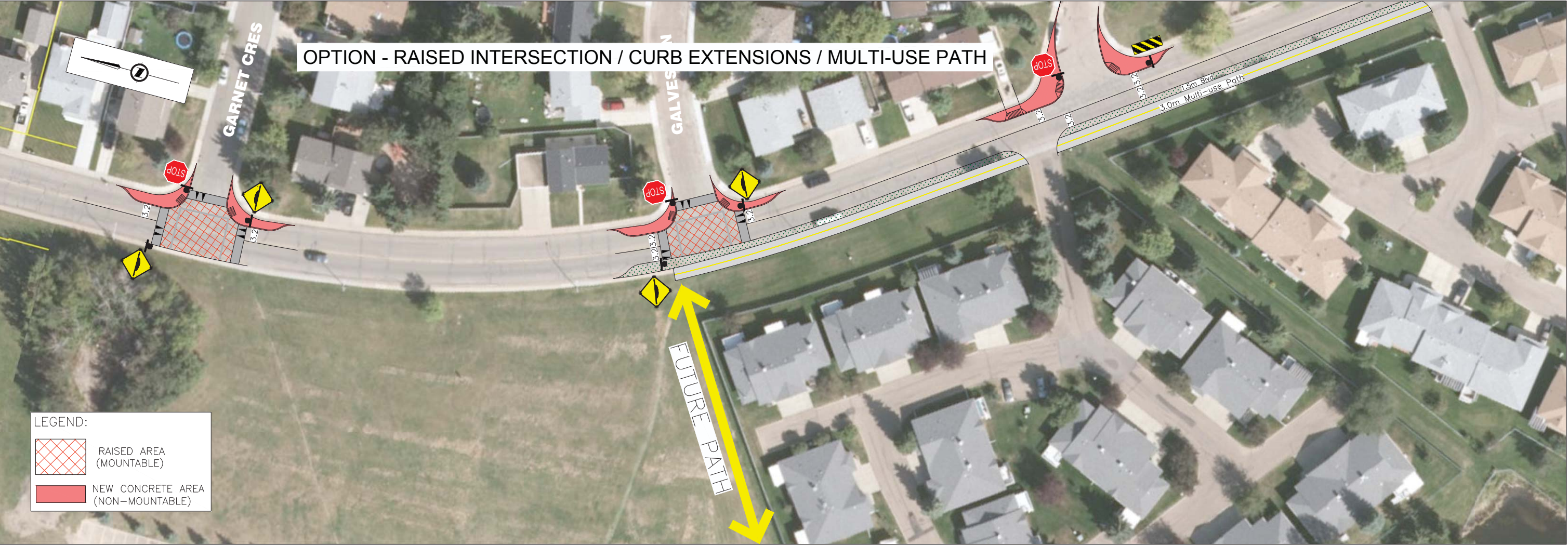


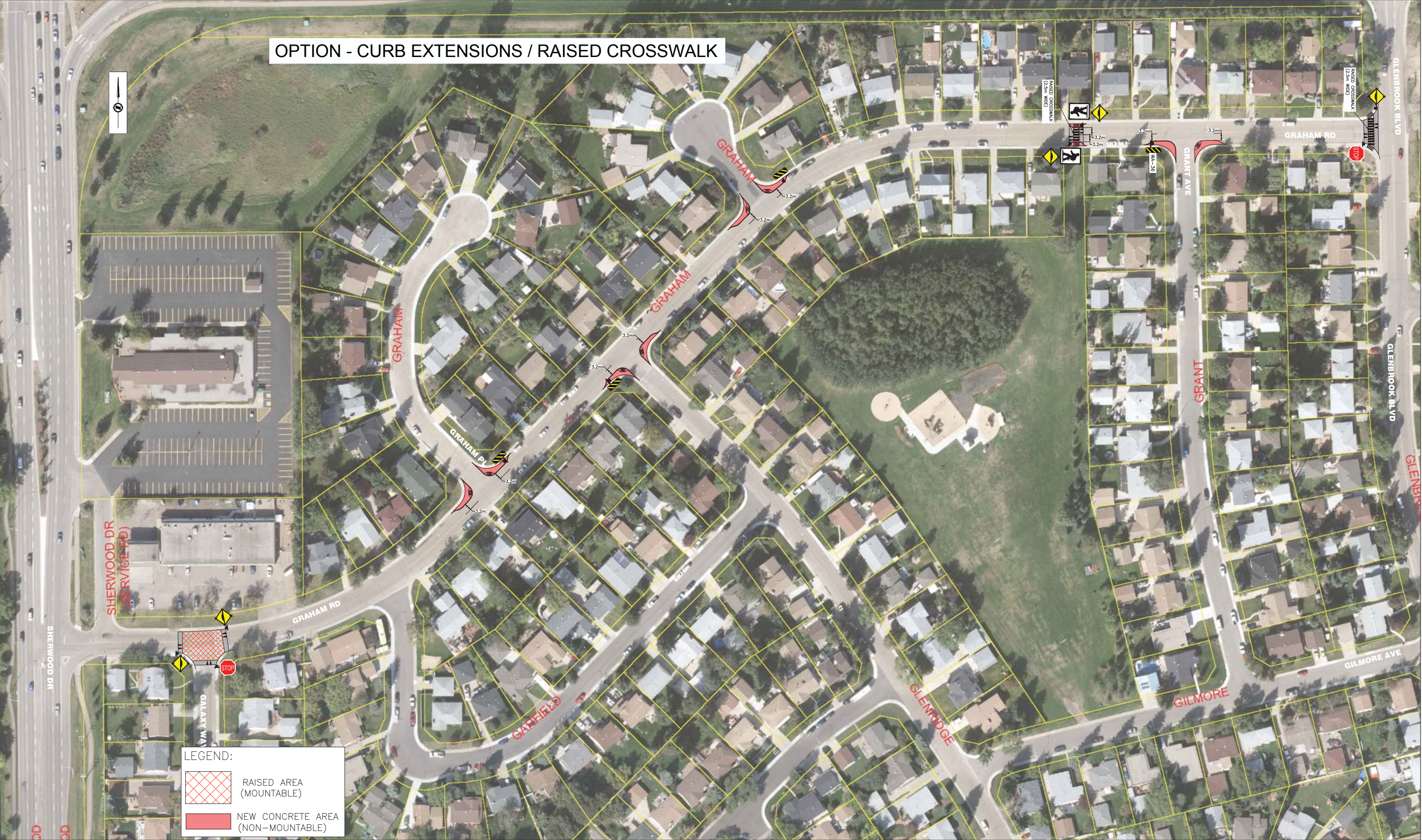
GLEN ALLAN TRAFFIC CALMING

INTERSECTION OF GEORGIAN WAY / GATEWOOD BLVD








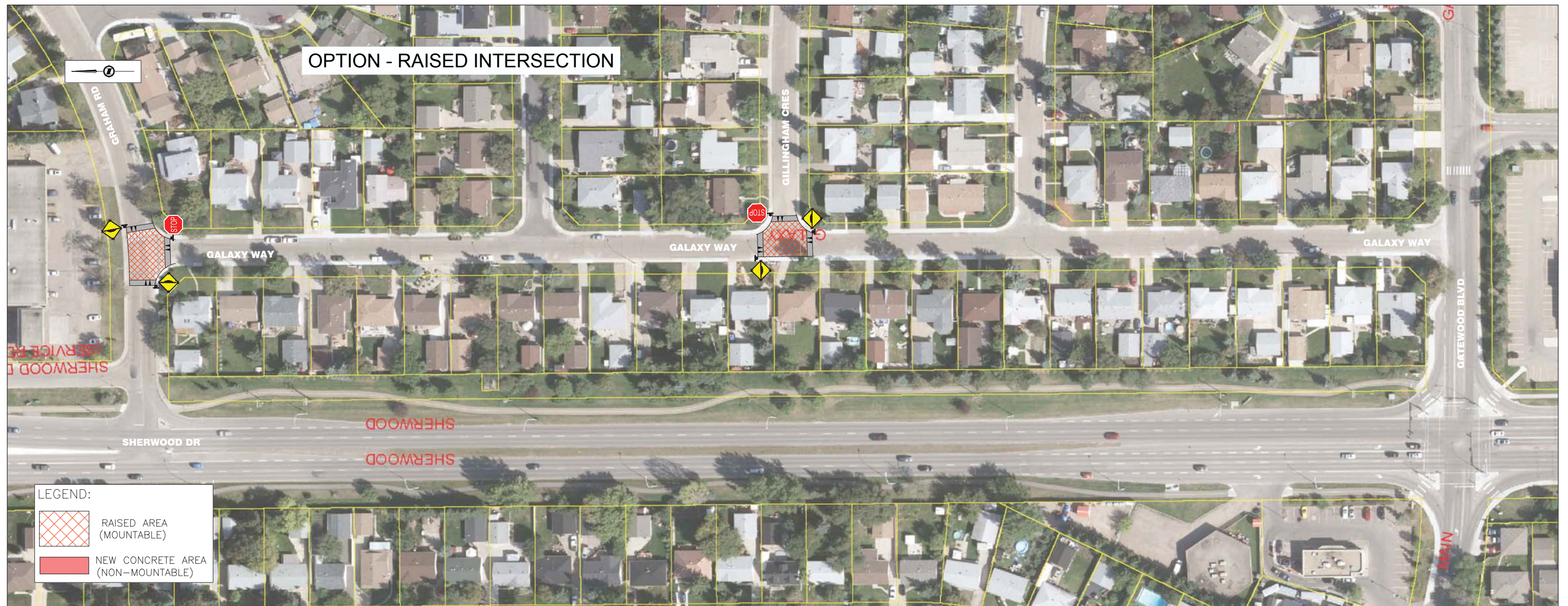


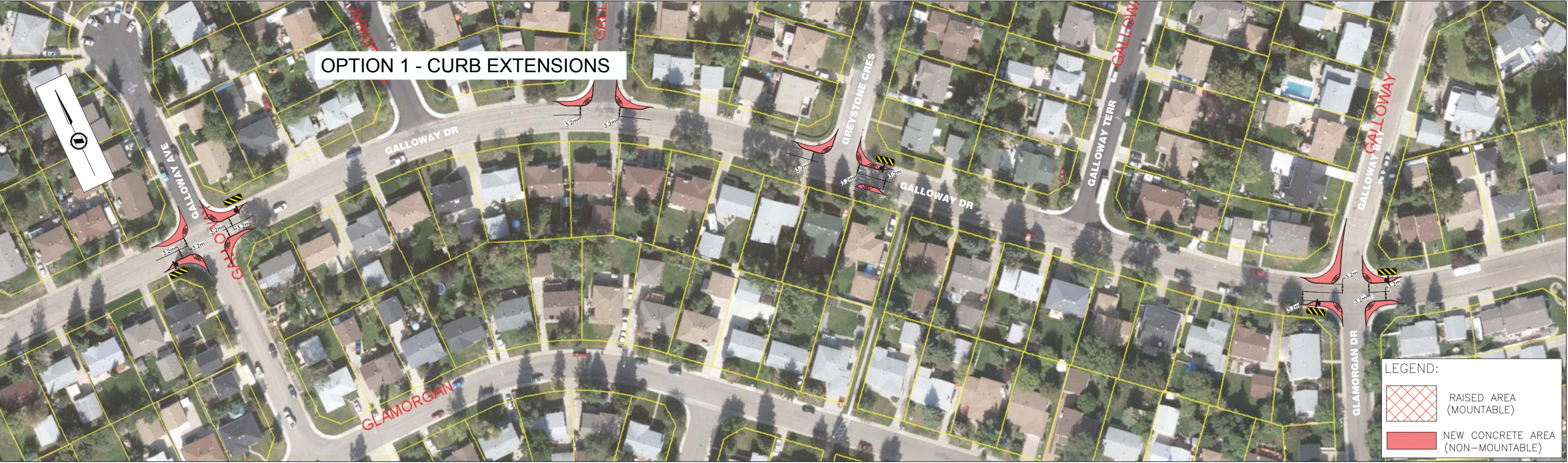


GLEN ALLAN TRAFFIC CALMING

GRAHAM RD: SHERWOOD DR TO GLENBROOK BLVD





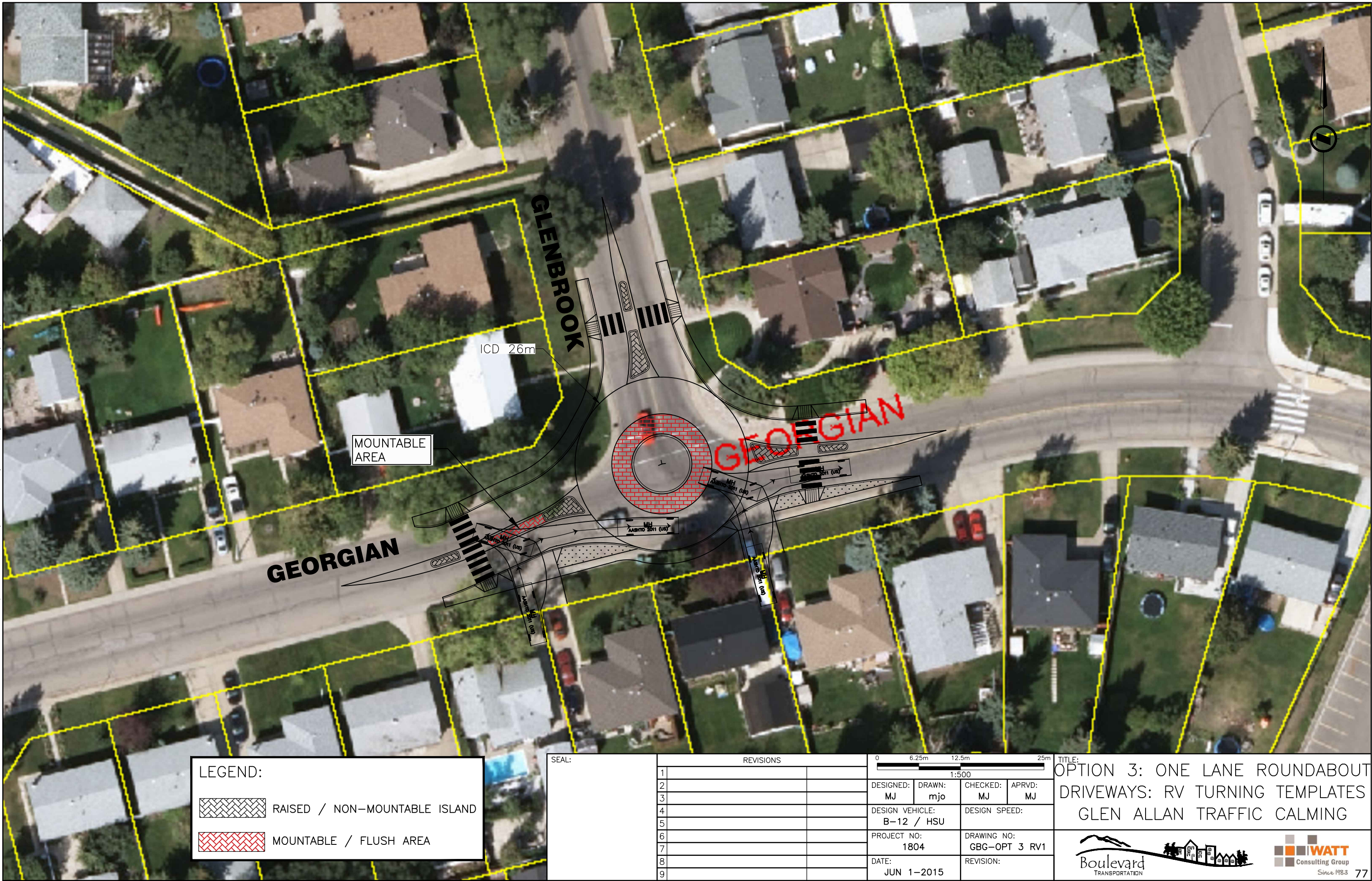


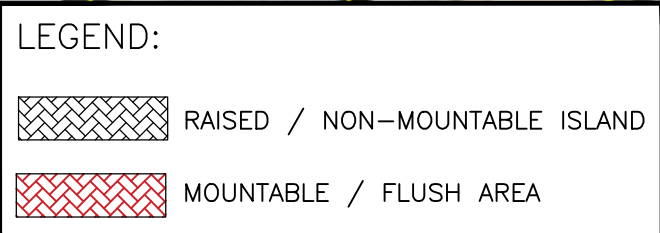


APPENDIX B: TURNING MOVEMENT TEMPLATES

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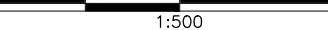
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	5		PROJECT NO:		DRAWING NO:	
	6		1804		GBG-OPT 3 RV2	
	7		DATE:		REVISION:	
	8		JUN 1-2015			
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TITLE: OPTION 3: ONE LANE ROUNDABOUT
 DRIVEWAYS: RV TURNING TEMPLATES
 GLEN ALLAN TRAFFIC CALMING

 RAISED / NON-MOUNTABLE ISLAND

 MOUNTABLE / FLUSH AREA

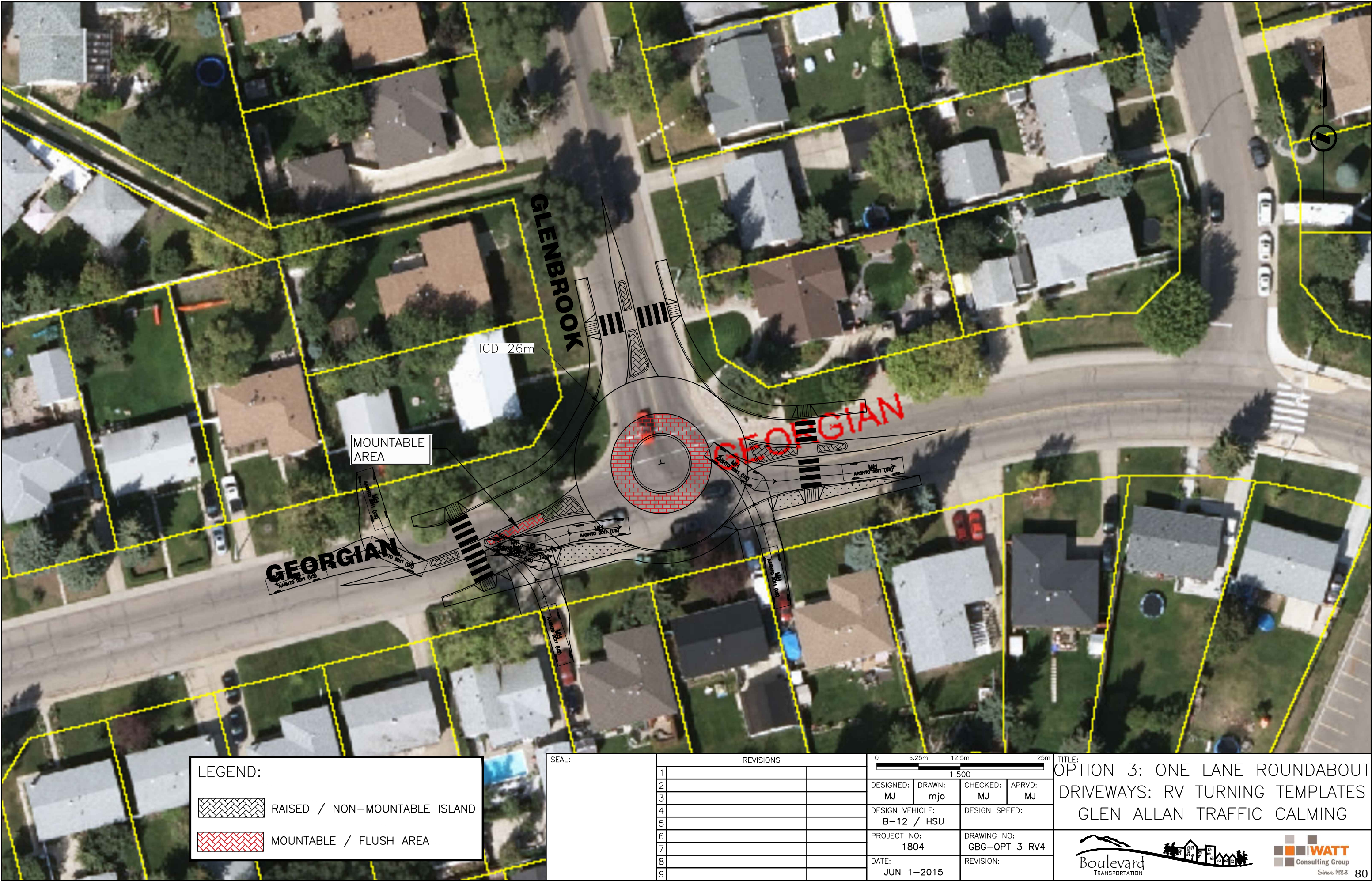
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DATE: JUN 1-2015		REVISION:	


TITLE:	OPTION 3: ONE LANE ROUNDABOUT
	DRIVEWAYS: RV TURNING TEMPLATES
	GLEN ALLAN TRAFFIC CALMING




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LEGEND:



RAISED / NON-MOUNTABLE ISLAND





MOUNTABLE / FLUSH AREA

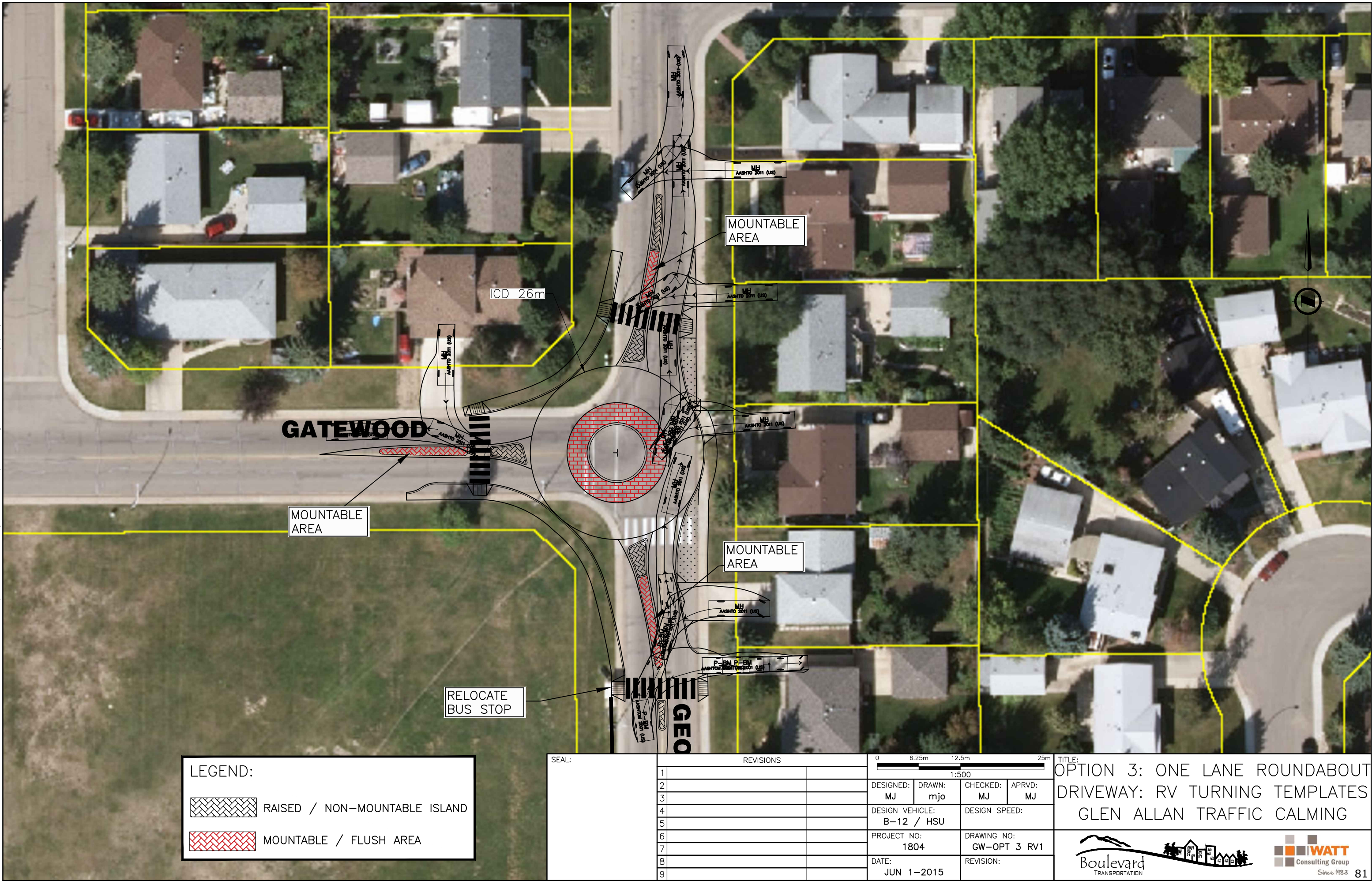
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PLOTTER: B7:Myongjoon Oh

LEGEND:

 RAISED / NON-MOUNTABLE ISLAND


 MOUNTABLE / FLUSH AREA




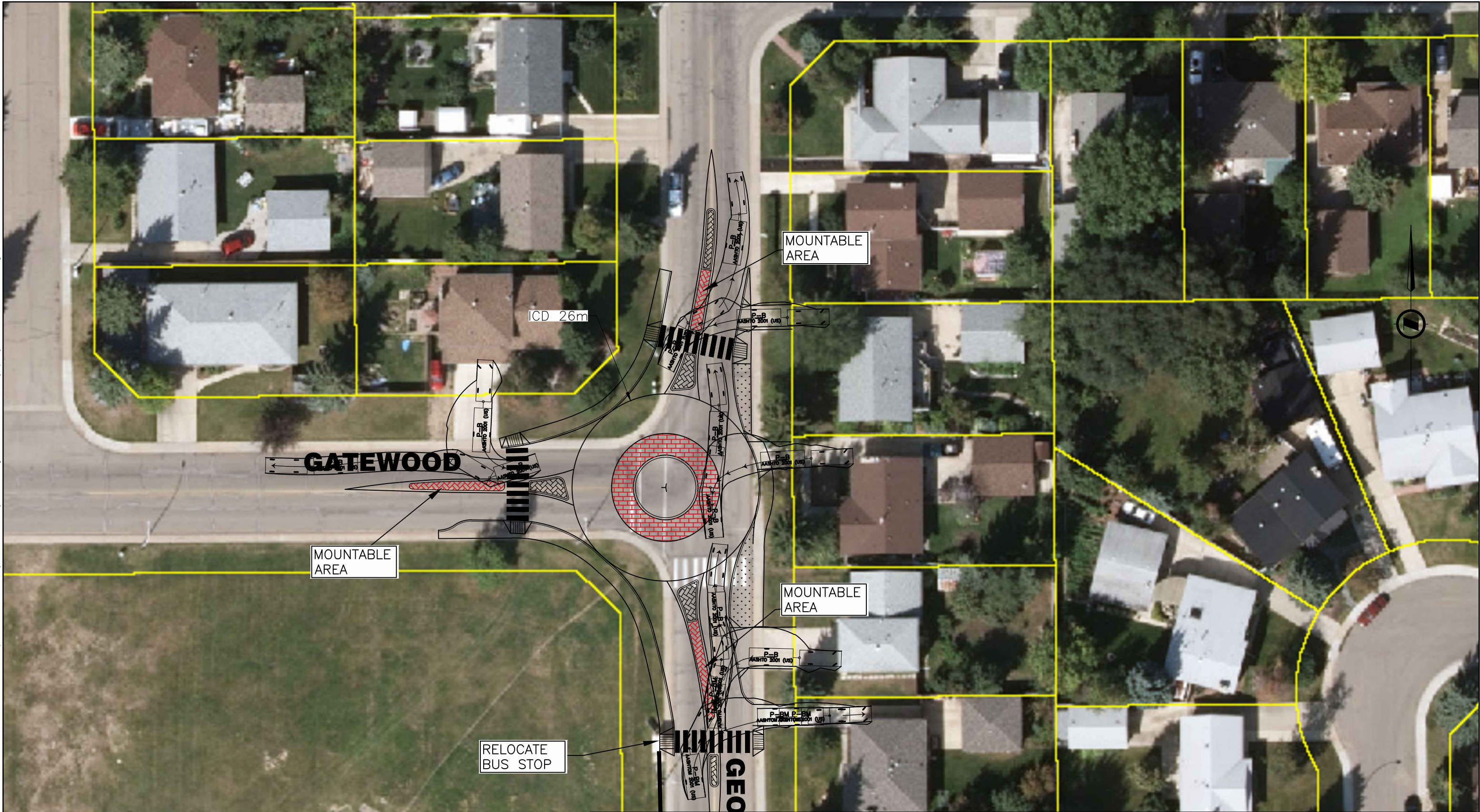
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PLOTTER: B:\Myongjoon Oh

LEGEND:

 RAISED / NON-MOUNTABLE ISLAND

 MOUNTABLE / FLUSH AREA



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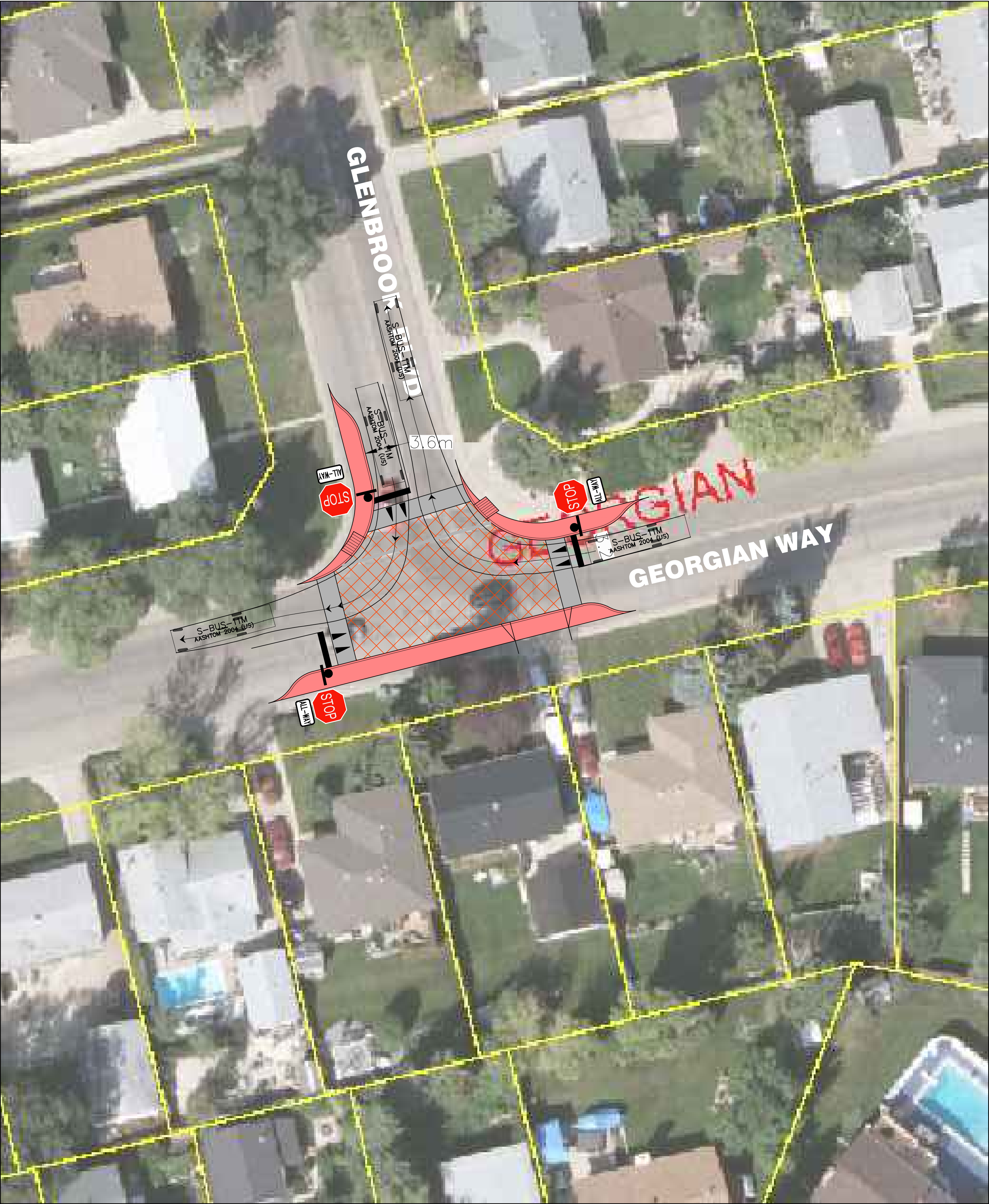


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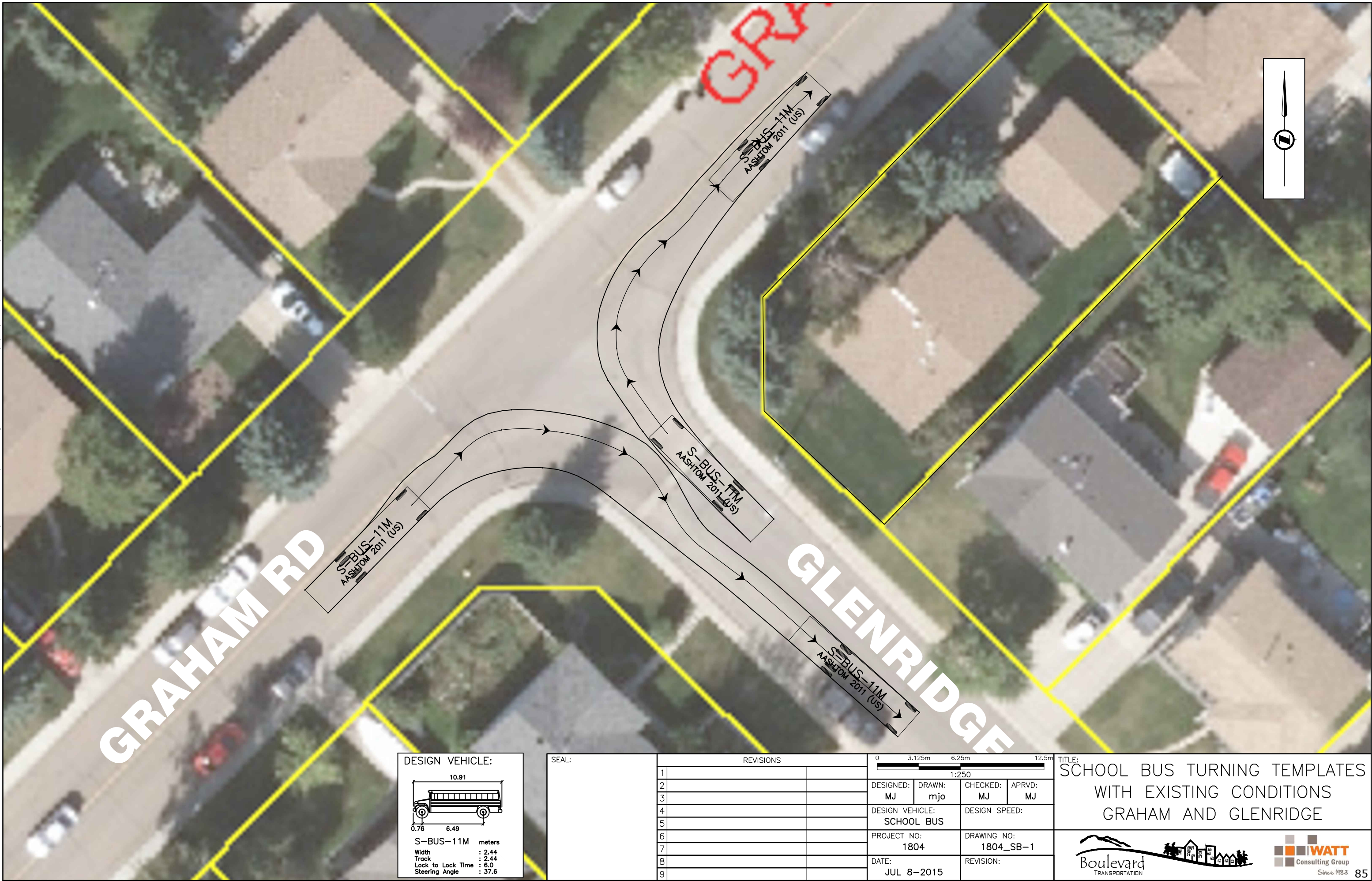
GLEN ALLAN TRAFFIC CALMING

INTERSECTION OF GEORGIAN WAY / GLENBROOK BLVD



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PLOT DATE: 7/8/2015 1:11 PM
PLOTTER: B:\Myongjoon Oh

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DESIGN VEHICLE:

10.91

S-BUS-11M meters

Width : 2.44

Track : 2.44

Lock to Lock Time : 6.0

Steering Angle : 37.6

SEAL:

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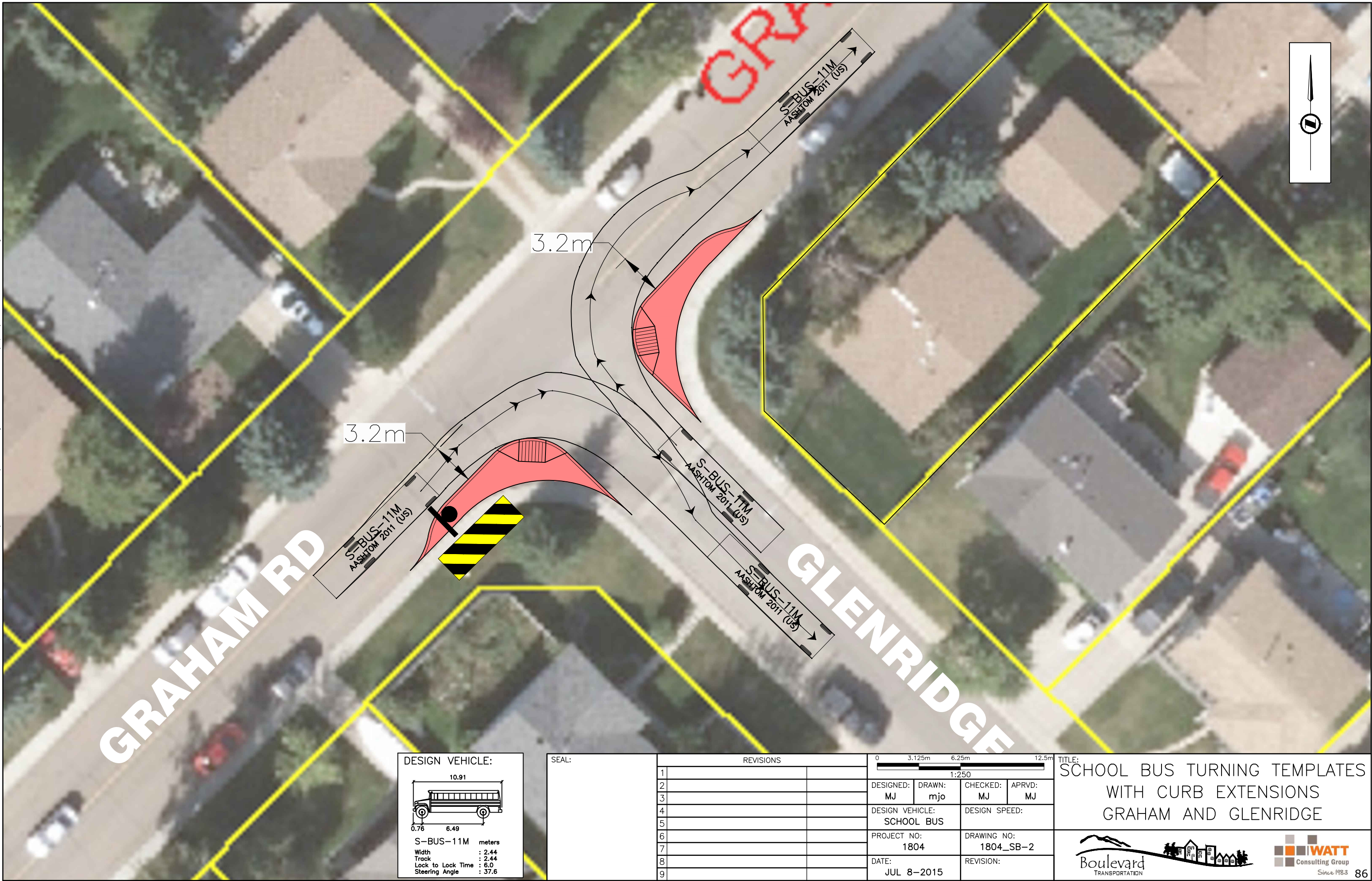
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SCHOOL BUS			
PROJECT NO:		DRAWING NO:	
1804		1804_SB-1	
DATE:		REVISION:	
JUL 8-2015			

TITLE: SCHOOL BUS TURNING TEMPLATES WITH EXISTING CONDITIONS GRAHAM AND GLENRIDGE

Since 1983

PROJECT: V:\Project Files\1804 - Glen Allan Traffic Calming - Stratthcona\Draws\Proposed Design for Mitigation Measures\Open House Option School bus turning Templates_JUL 8-2015.dwg
PLOT DATE: 7/8/2015 1:06 PM
PLOTTER: B:\Myongjoon Oh

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SCHOOL BUS			
PROJECT NO:		DRAWING NO:	
1804		1804_SB-2	
DATE:		REVISION:	
JUL 8-2015			

TITLE: SCHOOL BUS TURNING TEMPLATES
WITH CURB EXTENSIONS
GRAHAM AND GLENRIDGE

Since 1983

APPENDIX C: OPEN HOUSE FEEDBACK (JUNE 24, 2015)

Station A

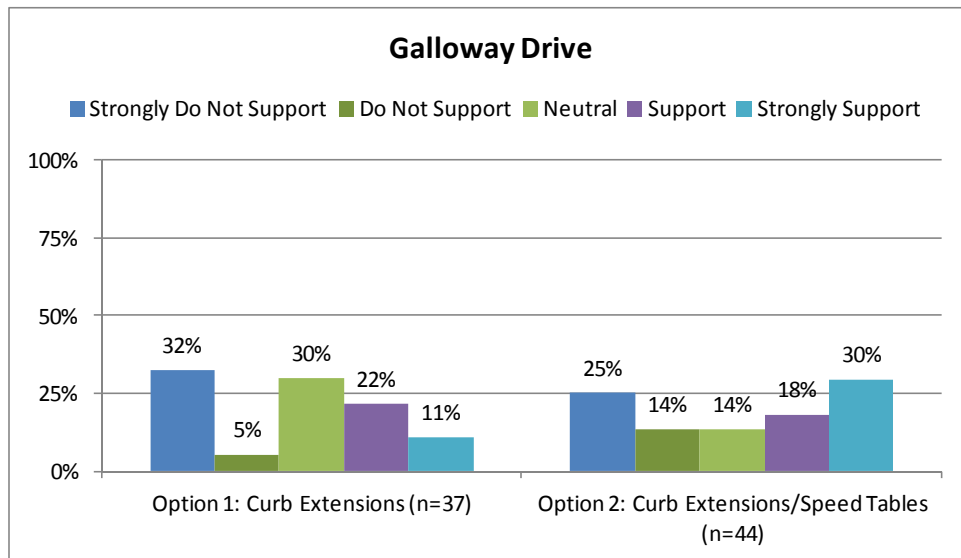


Figure 1
Options on Galloway Drive

Respondents overall were somewhat more in favour of Option 2 over Option 1, with 48% supporting or strongly supporting Curb Extensions/Speed Tables and 33% supporting or strongly supporting Curb Extensions. Similar numbers of respondents indicated they do not support or strongly do not support Option 1 (37%) and Option 2 (39%).

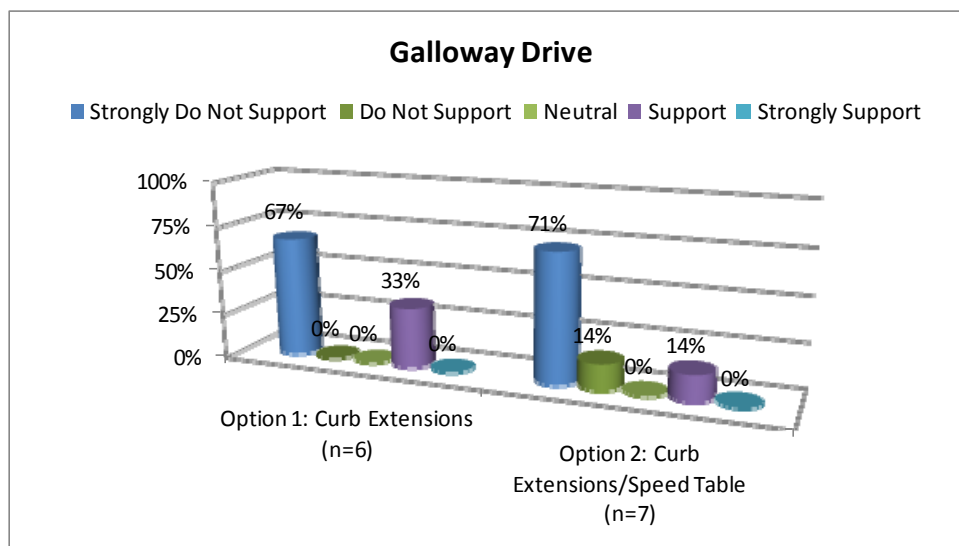


Figure 2
Options on Galloway Drive
by Residents

Among respondents who answered this question and who indicated they lived on Galloway Drive or Galloway Bay, 33% supported or strongly supported Option 1 compared to 14% who supported or strongly supported Option 2. Further, 71% of residents indicated they do not

support or strongly do not support Option 2 compared to 67% who do not support or strongly support Option 1.

Comments

Talked to Marcel, 142 Galloway needs speed table. Don't narrow the street - put stop signs at Glencoe and Galloway.
Take into account new traffic flow from new super boxes for mail. Galloway Dr/Bay snow churned at corner - already hard to get out of. Need space on road to get by bus at bus stop, coming up hill when icy you cannot get started again. (We like the current location of the bus stops).
No curb extensions.
Reduce speed
We require parking that is accessible for a van with a ramp. Will traffic raise be a problem?
See back comments
No parking in front of house due to curb extension and bus stop.
Removes only parking on street for several homes.
Speed tables only, no curb extensions.
Already narrow and difficult for buses and passing two way traffic.
Roundabout on Galloway and Glenbrook.
Curb extensions tend to get banged up - they need a lot of maintenance.
Tables should deter excess speed very nicely.
More effective in slowing traffic with speed tables
Option 1: Less impact to residents parking
No extensions (support is without extensions)
No curb extensions
Speed table needed at Glengarry Crescent instead of curb extensions
Talked to Marcel, 142nd needs speed table. Don't narrow street. Stop sign at Glencoe and Galloway, 2 bus stops there.
No extensions on South East corner of Galway and Glenbrook
If combined these make for a good control of traffic

Station B

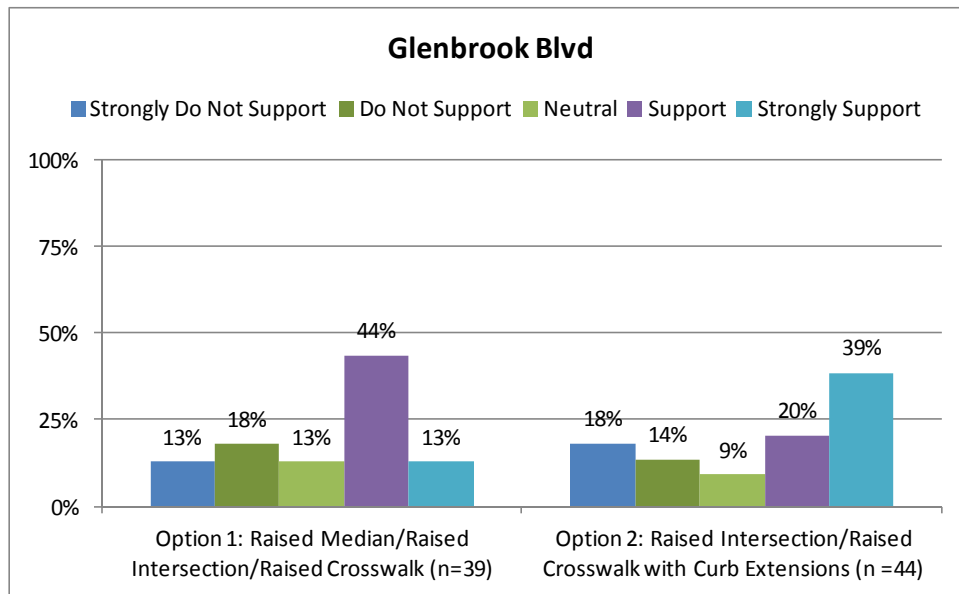


Figure 3
Options on Glenbrook Blvd

Respondents overall were almost equally in favour of the options, with 57% supporting or strongly supporting a Raised Median/Raised Intersection/Raised Crosswalk, and 59% supporting or strongly supporting a Raised Intersection/Raised Crosswalk with Curb Extension. Similarly, about the same numbers respondents indicated they do not support or strongly do not support Option 1 (31%) and Option 2 (32%).

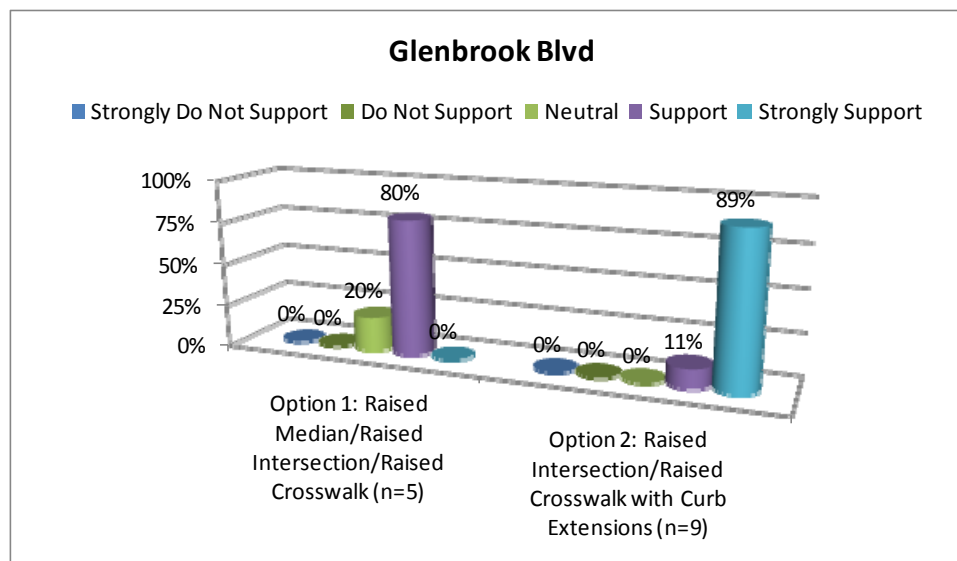


Figure 4
Options on Glenbrook Blvd
by Residents

Among respondents who answered this question and who indicated they lived on Glenbrook Blvd, support was strong for both options, with 80% supporting or strongly supporting Option 1 and 89% supporting or strongly supporting Option 2.

Comments

Already have trouble with narrow intersection at Glenbrook and Galloway.
I pick option 2 - make speed limit lower; 40km/h.
Speed limit slower (40km/h).
Need a raised marked crosswalk on Glenbrook at Gilmore.
3 raised intersections on Glenbrook Blvd.
Raise intersection to 4" and speed limit 40km/h.
Safer intersection crossing and parking not affected! Plus 40km/h added.
Prefer nothing.
Tougher for cyclists.
Too many s tops. This makes it difficult to get into my neighborhood. Stops too close to light - a lot of traffic in peak time would get very backed up.
Raised crosswalk with no curb cut.
Option 1: Like medians. I like elements of both. Option 2: I like narrowing at Gilmore.
I like this compared to the alternatives.
Option 1: Too restrictive regarding ingress/egress from Baseline Road. Plowing issues (Winter 6-7 months).
No support for extensions.
Do not support curb extensions.
No curb extensions.
Raised Median - No; Raised intersections no ... Speed tables only.

Station C

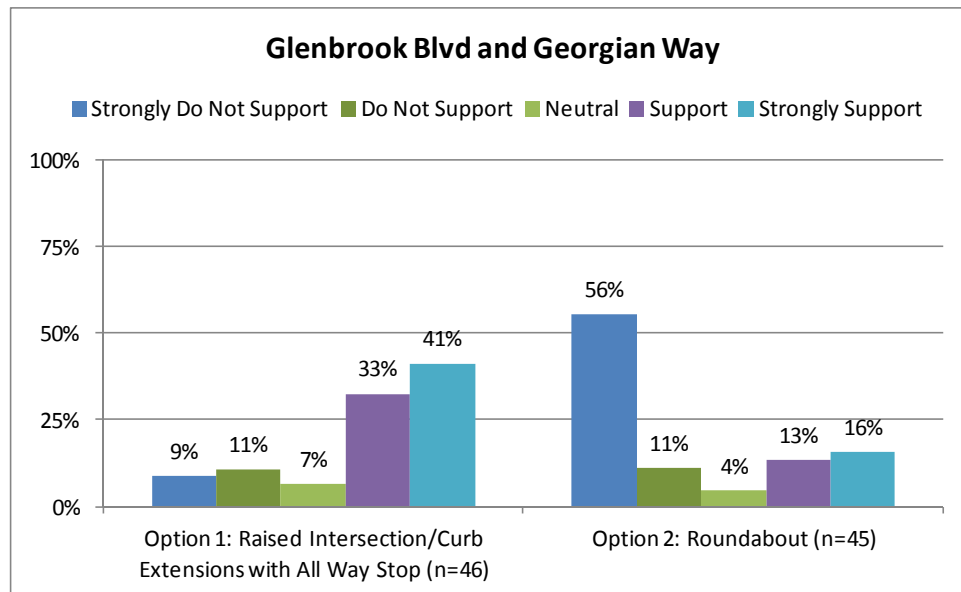


Figure 5
Options on Glenbrook Blvd and Georgian Way

Respondents overall were strongly in favour of Option 1 over Option 2, with 74% supporting or strongly supporting Raised Intersection/Curb Extensions with All Way Stop, and 29% supporting or strongly supporting a Roundabout. Similarly, just 20% indicated they do not support or strongly do not support Option 1 while 67% indicated they do not support or strongly do not support Option 2.

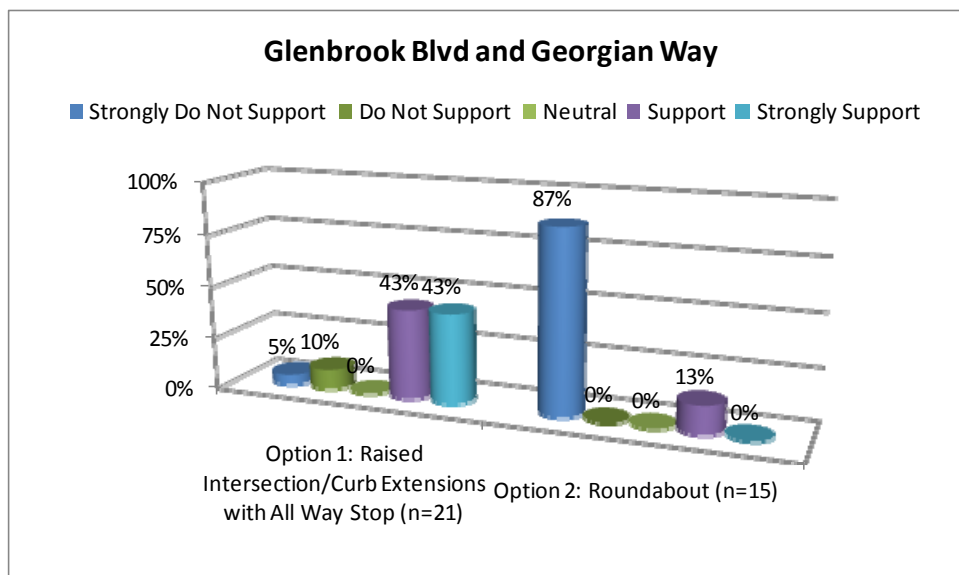


Figure 6
Options on Glenbrook Blvd and Georgian Way, by Residents
by Residents

Among respondents who answered this question and who indicated they lived on Glenbrook Blvd or Georgian Way, 86% supported or strongly supported Option 1 compared to 13% who supported or strongly supported Option 2. Further, 87% of residents indicated they do not support or strongly do not support Option 2 compared to 15% who do not support or strongly support Option 1.

Comments

We need all way stop! ... But don't need raised intersections.
No curb extensions - raised intersections or all way stop is okay however.
Slows traffic, to reduce short cutting. The second option is costly but effective.
Heavy use.
Roundabout is a stupid idea - no pedestrian safety, and poor visibility.
Prefer nothing.
Cost is a significant factor.
Roundabout is freer flowing. Less delays.
Only three way stop signs.
Three way stop okay. No raised intersection like roundabouts; large effect on houses.
Roundabouts are not safe for children trying to cross. I think the only thing that will work is a three way stop. People already drive over curbs there, so extending them won't stop that.
I think it would be easier for my child to cross to get to school at the circle option.
Looks good relative to alternative.
3 way stop would be best.
No roundabout.
Should try a 3 way stop "temporarily" to see impact on traffic first, before any construction.
Concerns regarding water drainage and exhaust.
Option 2 won't solve problem - traffic will still have to wait to enter circle. Affects too many neighbors who have been there 40 years or slightly less.
I would have no accessibility to coming or going into my driveway with a traffic circle.
Safety of resident's? Visitor parking? Property value goes down. Where does our garbage go?
No roundabouts, just three way stops.
Just make it a three way stop.
Option 2: Cost is excessive as main power line and cable will need to be moved - will likely cost \$500,000 plus.
Exclude the curb extensions. Raised bumps where stop is now, and the other intersection.
Existing stop from Glenbrook onto Georgian is adequate.
Better due to local school zone.
Raised crosswalk on Glenbrook and on the West intersection on Georgian.

Station D

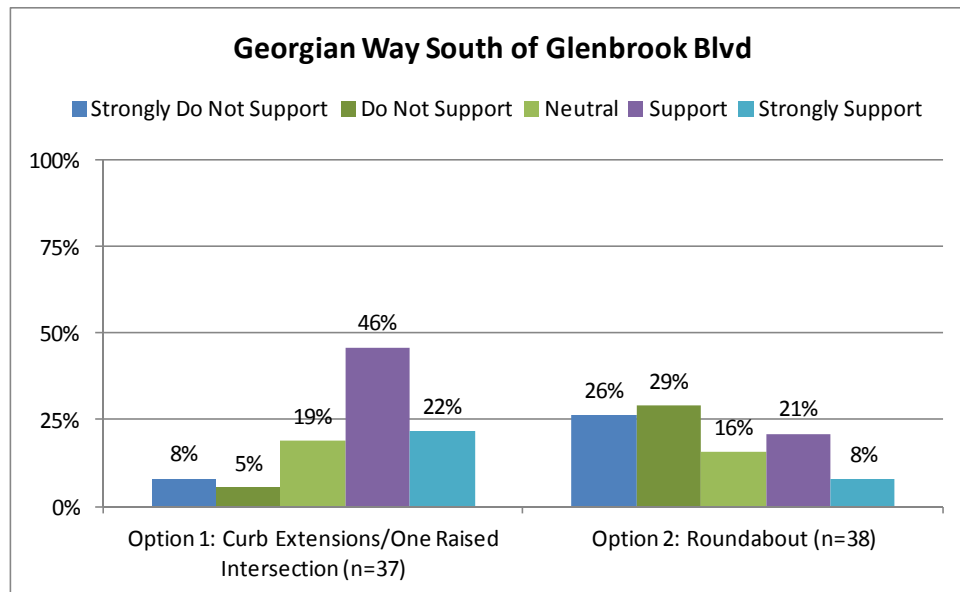


Figure 7
Options on Georgian Way South of Glenbrook Blvd

Respondents overall were more in favour of Option 1 over Option 2, with 66% supporting or strongly supporting Curb Extensions/One Raised Intersection, and 29% supporting or strongly supporting a Roundabout. Just 11% indicated they do not support or strongly do not support Option 1 while 55% indicated they do not support or strongly do not support Option 2.

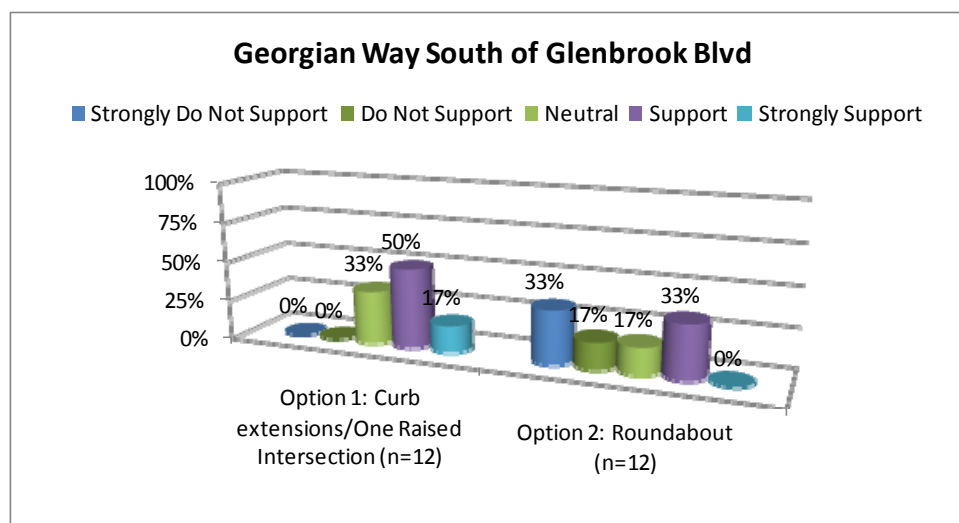


Figure 8
Options on Georgian Way South of Glenbrook Blvd
by Residents

Among respondents who answered this question and who indicated they lived on Georgian Way or Glenbrook Blvd, 67% supported or strongly supported Option 1 compared to 33% who supported or strongly supported Option 2. Further, 50% of residents indicated they do not support or strongly do not support Option 2 compared to 0% who do not support or strongly support Option 1.

Comments

Option 1: Reduce shortcutting, yes! Option 2: Cost effective but 17 stalls ... Not good!
Keep people from crossing center line on corner.
Roundabout.
I think this would slow people who shortcut through the neighborhood but don't live here.
Might work!
Slow traffic.
Turning radius for buses (school) affected with curb extensions. We support a raised intersection.
No support for extensions. Won't slow traffic though.
Support raised area but not curb extensions.
Too many sections.

Station E

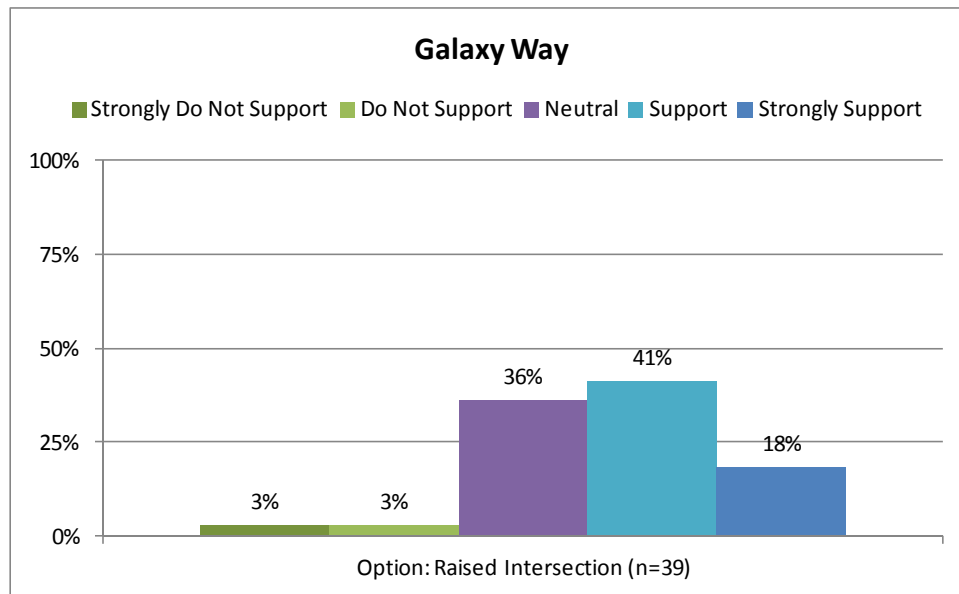


Figure 9
Option on Galaxy Way

The option of a Raised Intersection was supported or strongly supporting by 59% of respondents overall, with just 6% indicating they do not support or strongly do not support the option, and 36% indicating they were neutral.

Comments

Not aware of any issues.
Lots of speeders and short cuts.
I do not travel this road.
Looks good.
Minimal but effective treatments here.
Doesn't drastically change the area.
Not necessary - not enough traffic.
Should be more than one!

Station F

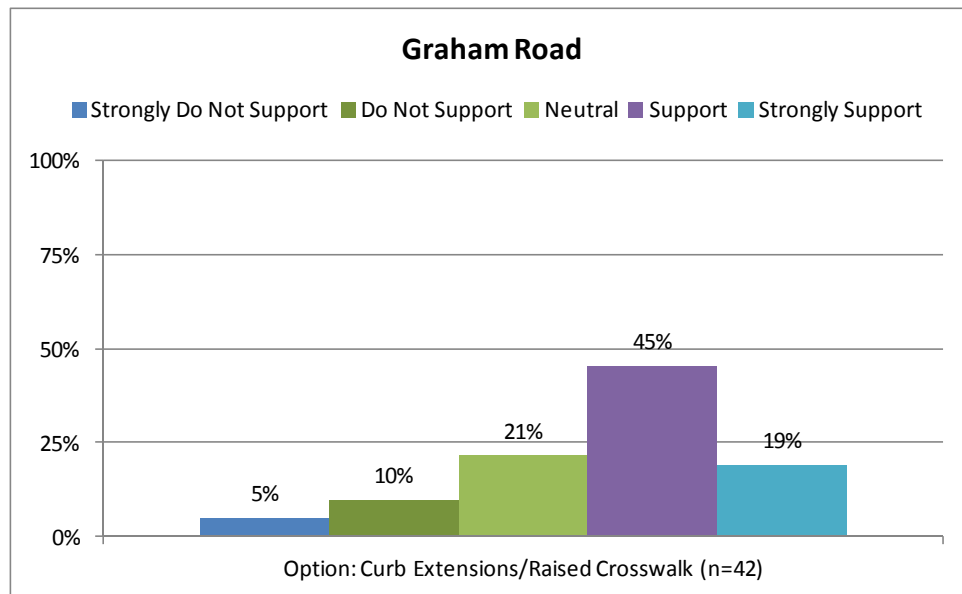


Figure 10
Option on Graham Road

The option of Curb Extensions/Raised Crosswalk was supported or strongly supporting by 64% of respondents overall, with 15% indicating they do not support or strongly do not support the option, and 21% indicating they were neutral.

Comments

Reduce speed limit to 30km/h. Mailbox going in at that corner, need high visibility signs at crosswalks like the ones in Spruce Grove. There's two bus stops here!
Mailbox problem.
Watch for mailbox placement, will cause congestion.
Should have raised intersection.
raised crosswalk welcomed at the park, other than that - no comment.
Street very narrow with parking on both sides. We avoid it now.
No curb extensions.
Don't need curb extensions at corners by cul de sac.
Very good plan.
I do not travel this road. Don't find it effective.
Raised crosswalk only.
Watch for placement of Canada Post Boxes.
I like raised crosswalks - not sure about curb extensions. What about larger sidewalks?
Crosswalks are a good idea - I question the merits of curb extensions. No vert(ical?) deflections proposed?
Support raised intersection at Galaxy Way - curb extensions not necessary as road is narrowed.
No curb extensions.
Raised crosswalk ok.

Leave it alone.
Playground crosswalk should have pedestrian lights.
Can we widen the sidewalks?
Reduce speed to 30.
Raised walkways at corner crosswalks.

Station G

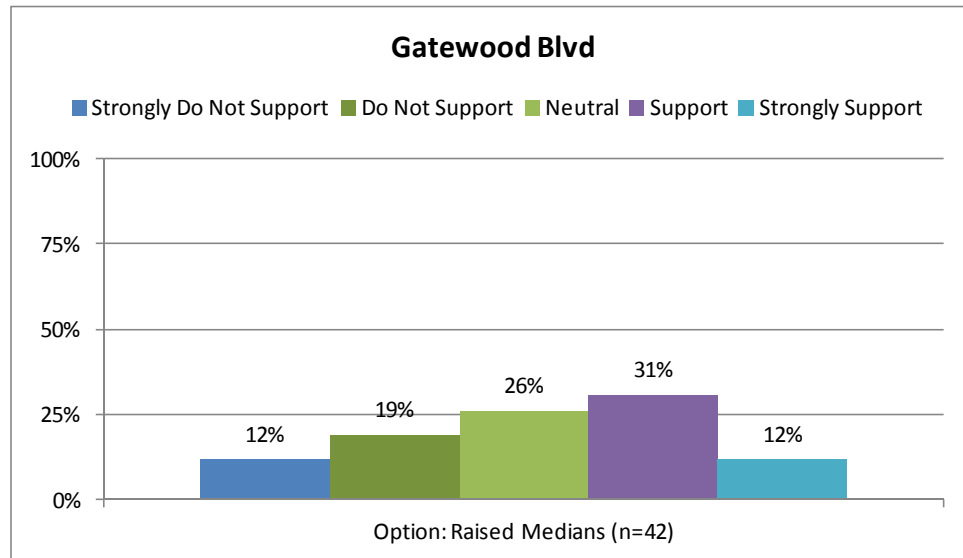


Figure 11
Option on Gatewood Blvd

The option of Raised Medians was supported or strongly supported by slightly more respondents overall (43%) than those who indicated they do not support or strongly do not support the option (31%), while 26% indicated they were neutral.

Comments

Need flex space.
Not sure it will reduce short cutting?
Mall access is the problem.
Crosswalk lights could be installed. Raised medians, no parade on Canada Day?
Will stop people turning left into one way and reduce jaywalking.
Right angled curbs between Gatewood Place and Galaxy Way for pedestrian safety.
Doesn't look like enough calming for busy mall traffic.
Unnecessary obstacles. However, a raised pedestrian cross walk adjacent to Galaxy Way would better serve pedestrians.
Support raised median only. Suggest lights to facilitate left turns from mall to Sherwood Drive.
Narrowing roadway will impact semi's coming into shopping center.
No raised area to slow traffic down.
Not sure there is a significant problem.
Leave it alone.
Is more calming needed here? Raised sidewalks, two way traffic into mall ... Remove the one way.
Sherwood Drive and Gatewood is dangerous for left turns east - left turn lane is not far enough over, cannot see oncoming traffic.
Raised walkways at intersections.

Station H

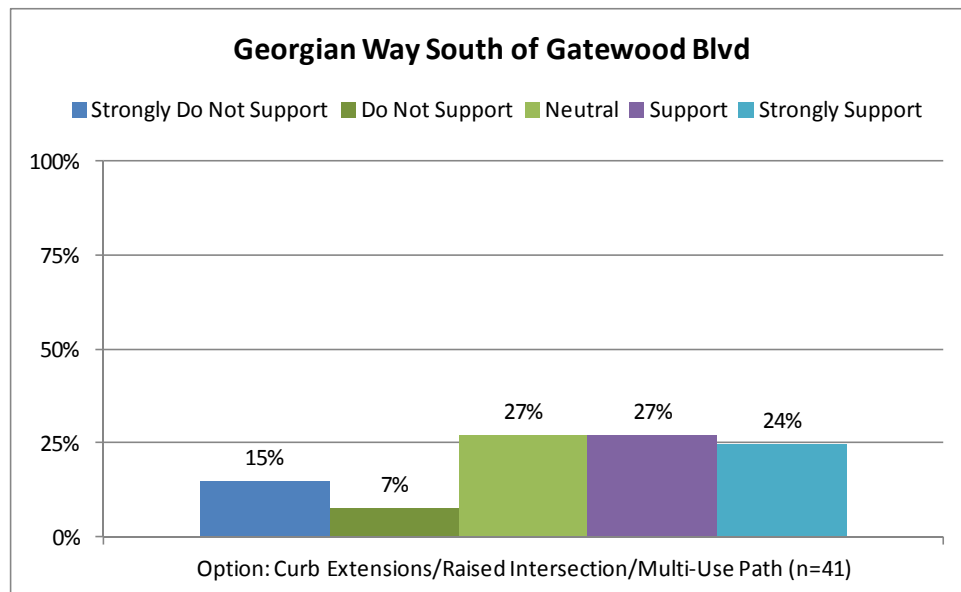


Figure 12
Option on Georgian Way South of Gatewood Blvd

The option of Curb Extensions/Raised Intersection/Multi-Use Path was supported or strongly supported by more respondents overall (51%) than those who indicated they do not support or strongly do not support the option (22%), while 27% indicated they were neutral.

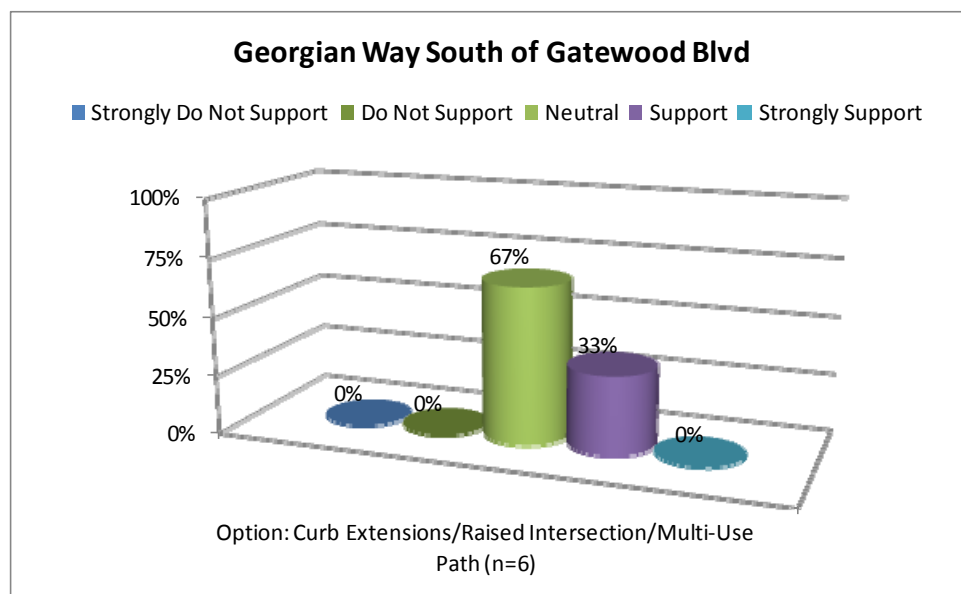


Figure 13
Option on Georgian Way South of Gatewood Blvd
by Residents

Among respondents who answered this question and who indicated they lived on Georgian Way, 33% supported or strongly supported the option of Curb Extensions/Raised Intersection/Multi-Use Path, while 67% were neutral.

Comments

Nice but expensive.
A big problem with speeders, raise intersections.
Dislike raised intersections, like stop signs for side streets rather than yield signs.
Fantastic!
One raised intersection at Galveston would be a good idea in conjunction with community mail box at this intersection. This option is overkill.
Like it but concern regarding cost - \$525,000 seems like a lot of tax payer money.
Curb extensions will make things difficult for pulling RV's and 5th wheels.
No curb extensions.
No curb extensions.
Agree with raised intersections but not curb extensions.
One is okay, but overkill to have three.
Leave it alone.

Station I

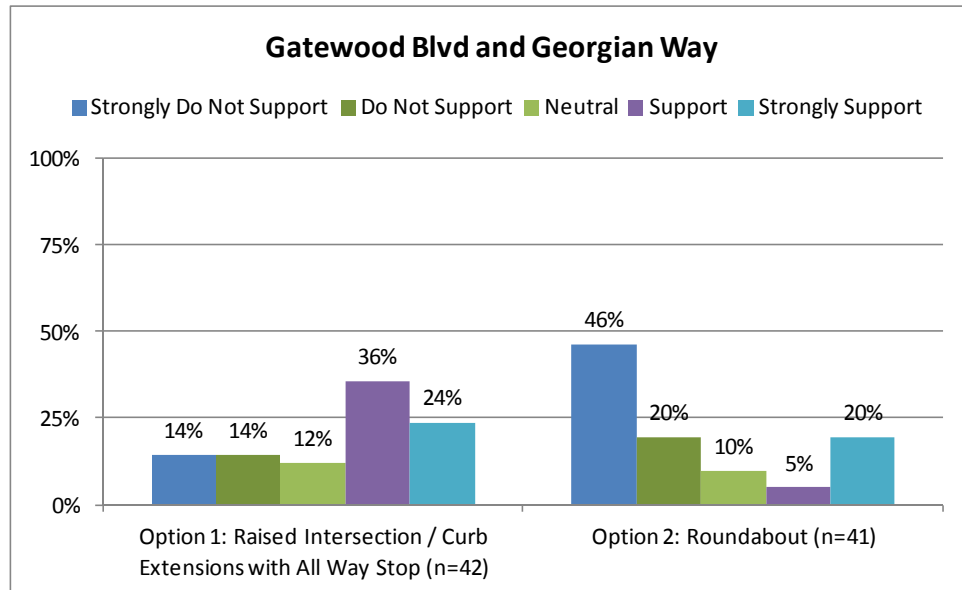


Figure 14
Options on Gatewood Blvd and Georgian Way

Respondents overall identified Option 1 as their preference over Option 2, with 60% supporting or strongly supporting a Raised Intersection/Curb Extensions with All Way Stop. Only 25% supported or strongly supported a Roundabout. Further, 66% of respondents indicated they do not support or strongly do not support Option 2 compared to 28% who do not support or strongly support Option 1.

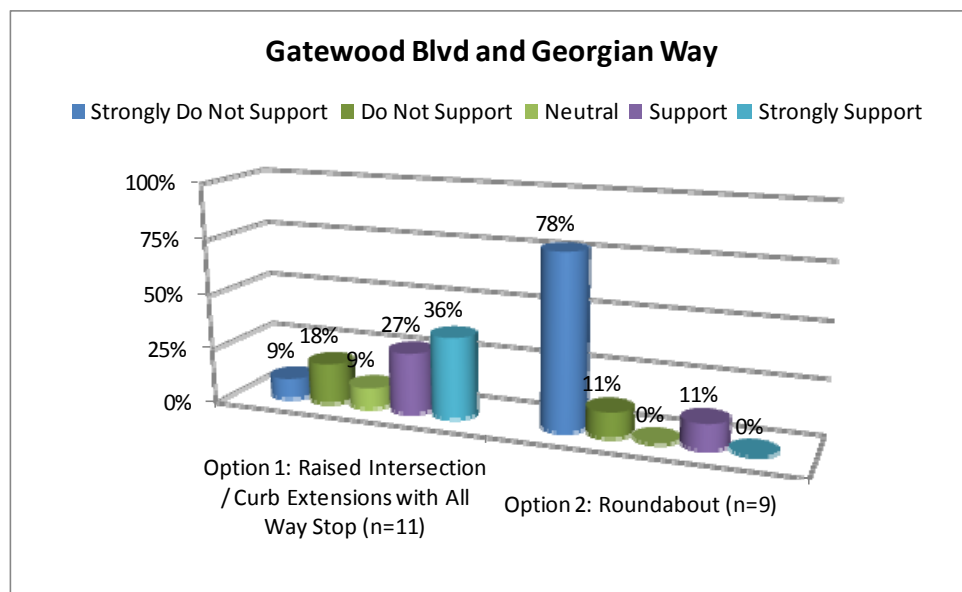


Figure 15
Options on Gatewood Blvd and Georgian Way
by Residents

Among respondents who answered this question and who indicated they lived on Gatewood Blvd or Georgian Way, 63% supported or strongly supported Option 1 compared to 11% who supported or strongly supported Option 2. Further, 78% of residents indicated they do not support or strongly do not support Option 2 compared to 27% who do not support or strongly support Option 1.

Comments

Option 1: Stop short cutting and reduce speed, ok. Option 2: Too expensive, too many stalls gone.
Dangerous intersection.
No curb extensions.
Prefer nothing.
I didn't realize it was a problem. But then I use it mostly during the day.
All way stop ok, no raised intersection. Roundabouts have big impact on nearby houses.
Roundabout is the only way.
Option 1 could jam up traffic all three ways.
Traffic circle looks nice!
My issue is drivers that want to get up to speed within 100 feet of intersection. The noise is quite loud (mostly truckers).
Just do three way stop.
Option 2: Huge impact on residents market value; safety concerns regarding backing out into a roundabout/crosswalk, excessive cost.
It needs a three way stop.
Extensions are going to look awful after the first winter - the roundabout is very poorly placed.
Existing stop from Gatewood onto Georgian is adequate. No other stop signs needed.
Suggest also limiting commercial vehicle parking close to stop signs.
Not needed.
Very high speeds in this area. Needs pedestrian lights.

Station J

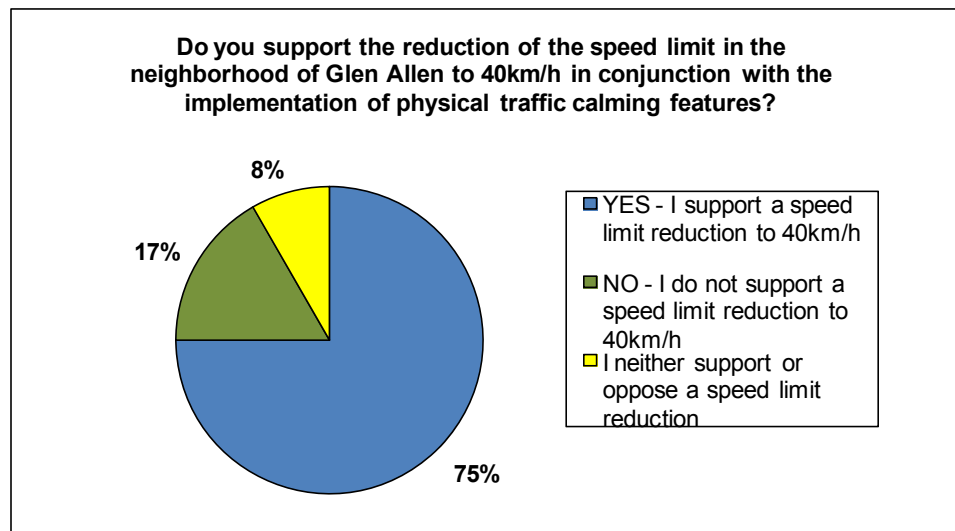


Figure 16
Speed Limit Reduction

Respondents overall were strongly in favour of speed reduction, with 75% of respondents supporting a reduction to 40 km/h. Seventeen percent did not support the speed reduction, and 8% of respondents were neutral.

Comments

One owner thinks YES, one owner thinks NEUTRAL.
Perfect - and then have it enforced by the police. Write tickets!
Have police enforce.
Would it be enforced though?
A marked crosswalk on Glenbrook at Gilmore is really needed to cross to Gilmore Park. It's dangerous to cross.
It needs to be enforced by the RCMP so when the high flyers get enough tickets they might learn.
As any speed limit, it is only effective if it is enforced.
Very much need reduced speed.
Only if it comes with enforcement.
Enforce this with photo radar - old neighborhood, poor design, needs slower speed.
Speed reduction to 40km/h. No special calming features needed.
We don't drive much over 40km/h anyways, must be old fogies.
If it will be effective ok. A lot of people go 30-40km/h now.
We need enforcement.
It only slows the lawful drivers
This will help, but won't be perfect.
On a trial basis only - if it works, good. If not, revert to 50km/h.
Should be consistent throughout residential areas.
Enforcement is needed.
50 km/h is okay.

Not needed - enforce the present speed limit.
Strongly support.
Enforcement is needed.

General Comments

Please call us! Robert & Adele Delplanque (no number given; 142 Galloway Drive).
Galloway Bay - only put curb extension on inside of curve (side is out bus stop, like bus stop here so do not move it). I would like 40km/h speed limits - warning signs when entering neighborhood of lower speed limit in the neighborhood. Three way stops and lighted flashing crosswalks at Galloway Drive and Glenbrook please. All times of day, left turn light going west on Baseline turning into Glen Allan at Glenbrook please. No Roundabouts!
Glenbrook Blvd and Graham RD should have a raised intersection which would give three areas to slow down on Glenbrook, or a raised crosswalk across Glenbrook.
Station A: Will traffic raise cause a problem at 116 and Galloway Drive with Parking for Accessible Van + wheelchair ramps, in front of house? (116 Galloway Dr).
Having lived on Galloway Drive from 1996, I find that especially in the past few years, a steady increase in traffic. I have observed a steady stream of traffic using Glencoe, Galloway, and Glenbrook to access Baseline Road (avoiding four steps of traffic lights). The major issue is the number of lights on Baseline Road - need longer left turn light to allow traffic from [cannot make out road] to Baseline, also sequencing of lights on Baseline, and motion sensors at intersections.
A speed bump would be better. A stop sign at corner of Galloway Drive and Glencoe Blvd.
The curb extensions on the east side of Galloway will remove the only street parking we have since there is also a bus stop across the street. We also think it will really not slow the traffic. Some form of speed table would slow traffic, and reduced speed limit would help more.
In my opinion the curb extensions do not work and the speed tables are not big enough. Curb extensions take away parking. You can phone me to talk about this - 780-464-6251 at home, or 780-242-1321 Cell.
Glen Allan residents are "trapped" in our corner due to increased traffic on Baseline and Sherwood Drive. We've had to change our typical routes in and out because there are no lights at Graham and Sherwood, or at Galaxy and Gatewood. Surely other sections of Glen Allan are similar and many residents have changed their typical routes resulting in increased traffic in Glen Allan. Just residents trying to get in and out! Please take a good look at Galaxy and Gatewood.
Require advance light on Baseline Road east of Glenbrook for a left turn.
Despite our address we are still equally affected by changes on the main roads as we use them every day to get to and from our home.
Enforcement of existing speed laws with more punitive fines.
Either use portable radar with the current speed limits to remind drivers of their actual speed and encourage them to slow down, or reduce the speed limits but without calming measures (physical).
Glenbrook/Georgian Way - fix the chronic ice problem at north east concern (new catch basin and sewer). It cost us one car in early 2000's. I don't live on Glenbrook! My objective is solely to get through Glenbrook south to Georgian east as safely and easily as possible.
Three or four way stop signs will cure most problems and cost the least. No curb extensions, as you have to pull out into oncoming traffic. More enforcement is required.
Dislike raised tables and curb extensions. They are hard to maintain, easily damaged by snow removal equipment, and get rid of a lot of parking. Three way stops would be effective (and cost effective), and they need enforcement to back it up.
Traffic lights would solve the problem at the main intersection (Glenbrook/Georgian). Stop signs would solve the problem at the others. You need sheriffs/police to patrol the areas and enforce the rules with tickets - people will take notice, and then raised medians, roundabouts.etc are not needed. These result in wear and tear on personal vehicles which

nobody takes responsibility for. Speeders will continue to speed just for the fun of it. Have you consulted with emergency vehicles, buses.etc as to their opinions about traffic calming in other areas? Particularly roundabouts?
Curb extensions - cement seems to have broken down. I hope this can be improved with landscaping. I like the traffic circles and reduced speed; it's about safety and walkability. I would like wider sidewalks.
Some very good options and cost estimates here. Please keep me/us posted on next steps - i.e. evaluation of options and support for same along with public communications of outcomes. Will there be additional enforcement associated with proposed stop signs and potential speed reduction?
Georgian way is like a drag strip in front of GARC and needs a speed table.
Concerns about homes losing easy access to driveways and parking, as well as the loss of value for sale of property. Seems like too many locations and options being considered - it's overwhelming. What about snow removal? Windrows on medians is a problem for removal.
I don't drive but use the transit to get around - circles are awful.
There is a group of people who have chosen alternate home routes to turn left on the lights than gamble on a left turn further down the road.
I would like to see no left turn for Westbound traffic on Baseline (turning onto Glenbrook; they are shortcutting). Should use common aesthetic styles throughout the community.
Also speed bump without extensions would be acceptable.
Station C: It's a safety issue backing into my driveway, will have to back up into a cross walk.
Option 2 eliminates my parking spots (unless you want to widen my driveway), option 1 would work but I would like to see a 'speed bump' or raised sidewalk on the south side of Gillingham Crescent to reduce the length of the "speedway". There is a lot of noise from vehicles leaving the intersection and trying to get to 50 (more like 60) within a short distance.
Raised crosswalks at Georgian and Glenbrook only. Lowest impact on residents, everyone's safety is considered, and it will slow traffic while still allowing for parking. - We accessed internet studies in the U.S. - results were that roundabouts in residential neighborhoods with marked crosswalks created a high risk to pedestrian safety, especially with handicapped and the elderly. Those who's properties are directly affected by a proposed roundabout are looking at a property value loss of approximately \$40,000-\$60,000 based on the assessment of a realtor in the past three weeks. In the fair interest of those of us affected, we request a financial commitment in writing in order to protect our investment. Buy us out, rebuild our properties, and allow us to move.
Why is the missed traffic calming south of Jean Vanier and Glen Allen School on Georgian way?
A problem/issues has been identified in Glenallen and we understand and appreciate that Council has an obligation to address the problem. In addition, we wish to point out that Council, as our elected officials, also has an obligation to us. Our expectation (which we feel is reasonable) is that council will make fair decisions that will address the problems/issues but not financially devastate some home owners. The roundabout is precedent setting on the "T" intersections; access to our homes will be affected. Huge losses in market value will occur (likely hundreds of thousands of dollars), is this fair?
The curb extensions will become an eyesore within a year or two. They will make the area look like a slum.
Can't get out onto Georgian Way, South has six cars parked and trees blocking the view.
30 km/h on (P4?) streets, 40km/h on (P3?) streets.
I would rather see raised crosswalks or speed tables along Georgian way - it appears that was given limited consideration. Also suggest limiting commercial vehicle parking along Georgian Way (e.g. trailers with skid steers, furnace trucks).

Do not like roundabouts. What about roads that will be used when this road calming gets implemented, like Glenridge Road.
Strathcona Country should purchase the home for sale on Glenbrook and Georgian to make room for the traffic circle and a community gathering spot. Would like to see wider sidewalks - thank you for traffic calming in our neighborhood!
Curb extensions - remember that snow has to be removed beside them, it's all too easy for the blade to break the concrete!
Glenbrook and Georgian Way, 7:30am to 4:00pm the traffic is going and coming from county employees (County Hall), mall isn't open early.
I think rather in an effort to increase safety, decrease speed, minimally impact residents and use money economically we should use raised platform crosswalks on alternating naturally existing corner crosswalks. Especially on the corner of Glenbrook and Georgian - but everywhere in the neighborhood. Easiest solution for everything!

Glen Allan Traffic Calming

Public Engagement Final Report

1.0 Introduction

Strathcona County initiated a traffic calming project in north Glen Allan. Resident input and participation in the process were seen as central to the success of the initiative and was a high priority with the project team. The impetus for the study was speed data collected by Strathcona County on Glenbrook Boulevard in 2014. The study demonstrated that at times, traffic is moving faster than the road has been designed to accommodate. To address this safety concern, an engineering-driven traffic calming project began in March 2015.

ISL Engineering and Land Services, Soles and Company and Boulevard Transportation were contracted by the County to perform a review of the area and to work with residents to develop a traffic calming plan. Strathcona County wanted a comprehensive and inclusive public engagement process that would ensure that resident's voices were listened to and reflected in the final design. In acknowledgement of the County's request for rigor in the engagement process, the project team developed the public engagement plan to include the following characteristics:

- **No preconceived traffic calming solutions:** The team wanted to learn the issues, trouble spots and resident's preferences for traffic calming before designing engineering solutions
- **Community driven:** the community should be involved in designing, testing and promoting the engagement process
- **Inclusionary and accessible:** Opportunities for participation by all residents, including seniors, young families, shift workers and school parents should be built into the design
- **Community building:** Traffic calming can be a very divisive issue, with potential to impact property, lifestyle and community patterns. The engagement process needed to explore options, preferences and differences in opinion in ways that left the community stronger rather than fractured
- **Solutions based on community input:** To the greatest degree possible, the community should be able see their input reflected in the solutions being recommended in the traffic calming plan
- **Listen and Learn:** Engagement should occur at the Listen and Learn stage of the County's Public Engagement Policy

This report outlines the public engagement process and offers high-level findings. The 'What We Heard' report on the March Workshop and Open House Summary of Resident Feedback on Open House in June 2015 provide detailed information on the results of the consultations. To read the reports please visit the project website at www.strathcona.ca/glenallan.

2.0 Methodology

The project engineering team started with a 'clean slate' and did not want to offer any traffic calming options before they heard from the residents and had a full understanding of the issues and concerns facing the community. With this in mind, the first project team meetings focused on designing a meaningful community-driven engagement process. Gilmore Park Community League members were invited to help design the process; they played a significant role in ensuring the March workshops were accessible to all community members and in spreading the word to residents. They urged 'family-friendly' events, providing children's activities in order that parents with young children could attend. A Stakeholder Input Panel, created to get more detailed information about the community, also contributed to the design of the engagement process. These residents advised what information should be presented and participated in a 'dry run' of the activities planned for the June Open House.

This report is a summary of the public engagement process of the Glen Allan Traffic Calming Project. The public engagement process involved:

- Public notification of the Glen Allan Traffic Calming Process
- Two community workshops on March 25 and 26, 2015 with over 120 residents in attendance
- Dialogue with residents through meetings, e-mail, phone calls and an online survey. The online survey had approximately 27 responses.
- Stakeholder Input Panel made up of 20 neighbourhood members who volunteered to provide additional insight and understanding to the project team
- Open House on June 24, 2015. Almost 100 people participated in an interactive event.
- Notification of final recommended traffic calming plans

Public Notification of the Glen Allan Traffic Calming Process

Personal letters were delivered to all Glen Allan homeowners informing them about the project and inviting them to participate in the workshops (see Appendix). Both Glen Allan School and Jean Vanier Schools were sent emails inviting them to be involved in the process. Letters regarding the project were also hand delivered to businesses on Graham Road. Consultants for the Sherwood Park Mall Expansion were also informed of the process. A webpage was developed for the project where residents could keep up to date on the project and sign up for an email newsletter regarding the progress of the project.

Workshops

Two workshops were held in March 2015 - one in the early evening and the other in the morning. Workshops were widely advertised through the Sherwood Park News, Facebook, Twitter, the webpage and Strathcona County signage. Over 100 participants highlighted areas where traffic was of particular concern to them. They also identified criteria for the project team to use when considering traffic calming options.

The input gathered from the community workshops, online responses, and discussions with residents provided a good understanding about the concerns and difficulties of navigating the roads in the Glen Allan area from the perspectives of drivers, residents, and parents. The criteria also helped the project team understand what was important to the residents when considering traffic calming measures. The results of the workshops informed the first draft of traffic calming options.

Stakeholder Input Panel

A Stakeholder Input Panel, made up of local residents was formed and offered advice and suggestions based on their 'lived experience' in the neighbourhood. The formation of a Stakeholder Input Panel was announced at the workshops, online and through the email list. Residents were encouraged to apply, if they were interested in learning more about traffic calming measures and providing the project team with deeper insight. The goal of the Stakeholder Input Panel was to help the engineering team make crucial decisions, and to bring comments and recommendations to and from the community.

The application process ensured a cross section of the community was involved on the Glen Allan Traffic Calming Stakeholder Input Panel (see Appendix for Stakeholder Input Panel Terms of Reference). This diverse makeup of people helped to identify and portray the concerns from residents in the area. The meetings were working sessions for this specific group of people.

The Stakeholder Input Panel was directed to look at the entire Glen Allan Traffic Calming Project as a whole. Much valuable data had already been obtained regarding the challenges and concerns of traffic in the area through the community workshops in March 2015. As such, a major goal of this panel was to learn about traffic calming measures and how they can be applied to best fit the needs of the community. The panel participated in two working meetings that helped design the roads of the community moving forward in a safer and livable way. They also advised the project team on how to best present the options to the public and the structure of the Open House.


The project team applied what they learned from residents and various traffic studies to develop alternatives for traffic calming in the community.


Open House

An Open House was held on June 24, 2015 at the Community Centre. This event was widely advertised through the Sherwood Park News, Facebook, Twitter, the webpage and Strathcona County signage.

Participants were given 'Traffic Calming Passports' and invited to visit several stations to offer their insight on the traffic calming options presented.

The stations were organized as follows:

Station 	Background and Information
Station A:	Galloway Drive
Station B:	Glenbrook Boulevard
Station C:	Glenbrook Boulevard and Georgian Way
Station D:	Georgian Way (south of Glenbrook Boulevard)
Station E:	Galaxy Way

- Station F: Graham Road
- Station G: Gatewood Boulevard
- Station H: Georgian Way (south of Gatewood Boulevard)
- Station I: Gatewood Boulevard and Georgian Way
- Station J: Speed Limit Reduction
- Station:  Wrap up/Passport Drop Off

Each station had technical experts present to explain the options and clarify participant's questions. Each station also displayed the criteria that were developed in the workshops and an assessment of how the option presented rated against the community generated criteria.

One Passport was completed per household. Residents were asked to rate their level of support for each of the traffic calming options presented. Residents were asked for their addresses and this enabled the project team to consider the viewpoints of those people living along the street where the traffic calming options were being suggested. The data from the Passports formed the basis for several subsequent project team discussions, and recommendations were made that took the residents data from the Passports into account.

Notification of Final Recommended Traffic Calming Plans

Once final recommended traffic calming plans were received from project consultants, they were made available to residents online and through open display at the Community Centre from August 31 - September 11, 2015. Letters were mailed to every homeowner in Glen Allan to notify them of the availability of the plans for review and to advise them of next steps in the process (see Appendix).

This method of revealing the final recommended traffic calming plans was chosen to provide residents the opportunity to view the plans, ask questions and receive clarification on the options on their own schedule, rather than requiring them to attend another event. Traffic calming plans were made available ahead of time so that residents would be able to speak to their County Councillor with any concerns or to register to speak at the September 29, 2015 Priorities Committee Meeting, if they wished.

3.0 Findings

The following is a high-level summary of the findings of the workshops, Stakeholder Input Panel and open house.

Workshops and Online Survey

Feedback from residents during the workshops and online survey led our engineering team to expand data collection on speed and shortcutting to other areas throughout the community. These studies indicated that areas other than Glenbrook Boulevard were candidates for traffic calming. In addition, residents identified that traffic calming on one street has the potential to affect surrounding streets. The

feedback from residents, additional traffic studies, and the impact traffic calming on one street has on other streets, led to the traffic calming parameters being expanded to include other roads in the area, other than Glenbrook Boulevard.

The project team started with a clean slate and did not provide proposed plans or designs to workshop participants. Rather, this portion of the engagement was designed to determine the community's wants and needs before designing the preliminary treatments for the roadways.

The public workshops and online survey provided much detail about the individual experiences of residents living in Glen Allan who witness traffic behaviors on a daily basis and live with realities of speeding and shortcutting traffic. The online survey and workshops also provided information from people who do not live in the area but frequently travel through the community.

With online and in-person engagement opportunities, participants were able to present their ideas, concerns, and appreciation of the streets in their area.

Traffic Issues

Workshop participants were encouraged to comment directly onto maps of the entire Glen Allan area. After compiling the data across all participating workshop groups and online responses, it became clear that a group of roads were common problem areas for most residents living in Glen Allan. The feedback of participants, whether written, verbal or online demonstrated the following roads posed the greatest challenges for residents: Glenbrook Boulevard, Georgian Way, Galloway Drive, Gatewood Boulevard, and Graham Road. As a result of what the project team learned in the workshops, the project scope was broadened to include these other community roads.

The major issues identified were speeding and shortcutting through the neighborhood. Many, if not all, of the comments related to an overarching theme of safety, especially for children who walk to school in the area. In addition to traffic calming, participants expressed concern for the safety of pedestrians and suggested that new sidewalks were needed, especially at the Georgian Way/Glenbrook Boulevard intersection. In general, participants wanted more crosswalks and for crosswalks to be more visible.

Criteria for Determining Traffic Calming Solutions

Participants asked the project team to think about the following criteria, when planning traffic calming solutions:

- Maintaining or enhancing the quality of the neighbourhood
- Safety
- Reduce speed
- Reduce shortcutting
- Maintain parking or limit the impact on parking in front of homes

Stakeholder Input Panel

The project team used the information from the workshop and surveys to design several traffic calming options for areas within the Glen Allan community. The Stakeholder Input Panel was asked

for feedback on these preliminary options. Some of the options presented were eliminated or enhanced based on the feedback of the Stakeholder Input Panel and their lived experience in the community. The Stakeholder Input Panel also helped design the Open House in June, 2015 and offered valuable input on how to best communicate with residents.

Open House

Almost 100 residents attended the June 24, 2015 Open House to review and comment on traffic calming options. The data from the Passports was analyzed and informed the project team's modifications and recommendations. Project consultants applied this feedback, as much as possible, in the development of final traffic calming recommendations.

In addition to traffic calming options, participants were asked for their viewpoints on lowering the speed limit in Glen Allan. Respondents overall were strongly in favor of speed reduction, with 75% of respondents supporting a reduction to 40 km/h. Seventeen percent did not support the speed reduction, and 8% of respondents were neutral.

Notification of Final Recommended Traffic Calming Plans

Several residents contacted Transportation and Agriculture Services with feedback and questions regarding the final recommended traffic calming plans. Feedback was noted for consideration in detailed design development, as appropriate.

Residents contacting the County were also recommended to contact their Councillor to let him know their opinions, whether positive or negative, on the plans. Residents were also informed of their option to speak at the September 29, 2015 Priorities Committee meeting, and how to register, if they were interested. An e-newsletter was also sent out to all of those who had signed up to receive communication during the process with this information.

4.0 Conclusion

Strathcona County emphasized a robust public engagement process that was fully integrated with the technical engineering work required when implementing traffic calming measures. This emphasis has led to a suite of traffic calming options that reflect the community's perspective and align with best engineering practices. The recommended options will be presented to Council in Fall 2015.

Appendix

March 11, 2015

Dear Glen Allan resident,

Strathcona County is initiating a traffic calming project in Glen Allan this spring. As a neighbourhood resident, your input and participation in the project is key to its success.

Speed data collected by Strathcona County on Glenbrook Boulevard in 2014 indicates that, at times, traffic is moving faster than this road was designed to accommodate. To address this safety concern, we have contracted ISL Engineering and Land Services to initiate a traffic calming project in north Glen Allan with the goal of having a final plan developed by the summer of 2015.

Because traffic calming on one street has the potential to affect surrounding streets, the traffic calming process will consider other collector roads in the area in addition to Glenbrook Boulevard, including:

- Galloway Drive
- Graham Road
- Georgian Way (between Glenbrook Boulevard and Gatewood Boulevard)
- Gatewood Boulevard

Resident engagement early in the process will allow us to understand local priorities and concerns that will be considered as much as possible in the development of traffic calming options. Once preliminary design options have been developed, residents will be asked to help choose the final design. Construction of the final design features will likely be put in place between 2016 and 2018 with planned rehabilitation of the roads.

We encourage you to participate in an interactive workshop on March 25 or 26th, 2015 (see enclosed flyer). For those unable to attend, there will be other opportunities to share your insights and offer input on this project.

To find out more about this project and opportunities to get involved, please visit www.strathcona.ca/GlenAllan.



Debbie Rawson
Traffic Safety Liaison

cc: Councillor Dave Anderson, Ward 2

TAS.7021186

TERMS OF REFERENCE

Stakeholder Input Panel

Glen Allan Traffic Calming

Preamble

Strathcona County has initiated a traffic calming project in Glen Allan this spring. The input and participation of neighbourhood stakeholders is essential to the success of this project.

Stakeholder Input Panel (SIP)

A **Stakeholder Input Panel** is a process adopted by communities to tackle assignments that could alter their community in some way. It can be a powerful experience where a group of individuals from different corners of the community come together to work on a particular challenge. Participants have agreed-upon objectives, and the SIP members gather insights into the challenge, and work with each other and the Project Team¹ to stimulate discussion and explore possible alternatives.

A **Stakeholder Input Panel** is being developed for the Glen Allan Traffic Calming Project to help inform the process and ensure feedback is obtained in ways that are meaningful and accessible for the community of stakeholders. The SIP will help inform the Project Team how the various communities of stakeholders feel about key issues and critical elements that should be addressed in the traffic calming plan.

Name

Stakeholder Input Panel, Glen Allan Traffic Calming Study, Strathcona County

Purpose:

The **Stakeholder Input Panel** has been created to:

- provide insight, commentary and suggestions to the Project Team
- contribute to the development and execution of the opportunities that will be used to communicate and consult with Glen Allan community of stakeholders

Objectives

¹ The Project Team includes County staff (project manager, Traffic Safety Liaison) as well as contracted partners at ISL Engineering, Boulevard Transportation Group and Soles and Company.

The **Stakeholder Input Panel** is a group of people invited to participate as a stakeholder group that could be affected or impacted by traffic calming measures in Glen Allan. The Panel will act as a sounding board and will meet with Strathcona County staff and experts from the consultant team to provide feedback on specific issues and topics related to the Project.

The **Stakeholder Input Panel** is not a decision-making body. Many of the decisions and items raised for discussion will be subject to County policies and guidelines, industry and safety standards, financial considerations and technical feasibility. The goal of the panel is to provide insight and suggestions to the project team about the project generally, specific issues of particular interest to the members of the Panel and about the public involvement process.

The objective of bringing all stakeholders together is to help the engineering team develop traffic calming options that best represent the needs of the community, while effectively calming traffic. The process will seek to understand local values and knowledge about use and activity patterns to enrich decisions made under the study.

Role of the Stakeholder Input Panel

The project team will test ideas or concepts to build knowledge by providing information and receiving feedback from stakeholders and the public.

The project team will share information to build awareness by presenting stakeholders and the public with information about issues that may affect them.

1. Commitment of the Project Team

The Project Team is committed to a meaningful, transparent and open public engagement process which will:

- Engage key internal and external stakeholders, including businesses, the community league and organizations, to obtain input into developing the Glen Allan Traffic Calming Study
- Provide a variety of opportunities for key stakeholder groups and the general public to provide input into draft plans
- Communicate to participants how their input affected the decision.

2. Membership of the Stakeholder Input Panel

2.1 Size, Composition & Representation

The SIP will be as inclusive as possible and include individuals to represent the broader community and multiple uses and interests within the project area. Individuals eligible to participate in the Stakeholder Input Panel include Glen Allan home owners, local elected officials, business owners, Jean Vanier/Glen Allan school staff or parents and community groups. To ensure an efficient process and productive meetings, the Panel will be kept to a manageable size of 12 - 15 members (not including County staff or consultants).

- Final composition of the group must include:
 - At least two residents whose homes directly front on Glenbrook Boulevard
 - At least one resident from each collector road in the study area (Graham Road, Georgian Way, Gatewood Blvd and Galloway Drive)
 - Two Glen Allan residents who do not front a collector road but are required to utilize collector roads
 - One parent whose child attends Glen Allan/Jean Vanier school
 - One member of the Gilmore Park Community League

2.2 Membership Term

SIP membership will be for a term of 2-3 months commencing in May 2015 and include two to three Panel meetings. SIP members will also be strongly encouraged to attend the public events.

2.3 Attendance

SIP members are encouraged to attend all meetings. As the discussions and recommendations at one meeting will build on those of previous meetings, it is important to have continuity. Regular attendance by SIP members will help ensure informed discussion and consistent representation of the broader stakeholder group.

2.4 Observers

As appropriate, interested individuals from the County or other organizations may be invited to attend the SIP meetings as observers. Invitations may only be issued by the SIP Facilitator (Katie Soles, Soles & Company) and, where possible, SIP members will be notified in advance that there will be an observer at the meeting.

3. Roles & Responsibilities

3.1 Responsibilities of the Panel Members

- Accept and adhere to the Terms of Reference
- Actively participate throughout the process by attending all meetings and public events, providing relevant information and input, and engaging in discussion
- Provide perspectives from own area of expertise, while balancing inquiry into the views and opinions of others
- Read the meeting notes and other materials provided and come to meetings prepared
- Work in cooperation with the Project Team and other Panel members in a positive, constructive way, and to provide input, advice and comment that will support a meaningful public involvement process.
- Act as a communications conduit, bringing forward ideas, issues and information from the community or user group at Panel meetings.
- Share project information to their organizations and interested individuals.
- Bring forward issues and concerns for discussion at Panel meetings; and
- Adhere to the ground rules (listed under 4.2), which have been set up to ensure meetings continue in an orderly, respectful and productive fashion.

3.2 Responsibilities of the Facilitator

- Create a safe environment that fosters dialogue and encourages participation from all Panel members.
- Ensure meetings stay focused on the objectives and agenda, while also ensuring the process meets the needs of the Panel members.
- Manage group dynamics and internal relationships and ensure ground rules are followed.
- Remain neutral and advocate for the process.
- Provide information on meeting dates, agendas, copies of presentation materials, and meeting summaries in a timely matter;
- Develop and distribute meeting summaries; and,
- Develop and distribute copies of a final report

3.3 Responsibilities of the Project Team

- Provide ongoing project information to the Panel for discussion and feedback;
- Review and provide professional opinions on concerns and issues relating to the project as brought forward from Panel members;
- Strive to provide alternatives or solutions for consideration where possible;
- Provide details on how information from the Panel is incorporated in the plans, and if it is not, an explanation about why; and,
- Adhere to the ground rules (listed under 4.2), which have been set up to ensure meetings continue in an orderly, respectful and productive fashion.

3.4 Relationship to the Decision-Maker

The SIP will provide insight and suggestions to the Project Team. The Project Team will review the input and incorporate as appropriate, communicating to participants how their input affected the final recommendations.

4. Operations

4.1 Facilitation

To encourage open, productive discussions, the SIP will use a Facilitator. This Facilitator will act as a neutral process manager and will not become involved in the content of substantive issues being discussed.

4.2 Ground Rules

May include the following:

1. Respect each other's right to speak and to be heard.
2. Respect each other's position on issues and subjects and make a genuine effort to understand what other group members are trying to say.
3. Listen attentively and actively - if you feel that you don't understand what has been said, seek clarification.
4. Seize the opportunity -- participate actively and openly and encourage others through your comments to do the same.
5. Refrain from side bar discussions with those around you - in the interests of open communication and understanding, all that is said should be accessible to all members of the group.
6. Respect the role of the facilitator to keep the meeting moving forward and to limit your time "with the floor" as may be necessary.
7. Refrain from making comments that are personal towards another group member - react by stating your position, not by attacking someone else's.
8. Do your homework -- if there is preparatory work to be done for a meeting, it is important to complete that work and to be prepared. Others in the group and the facilitator will assume that all have come prepared.
9. Fulfill your commitments -- if you volunteer to bring forward a document or to follow -up on some action between meetings, ensure that you do that.
10. Meetings will be focused on moving forward.
 - There will be no alternative members permitted at the meetings;

- Items discussed at a previous meeting will not be raised at a future meeting if a member missed the original meeting. Questions and concerns can be raised with project staff outside of the meeting; and,
- If behaviour is demonstrated that is considered disrespectful, a member may be asked to leave the meeting and potentially the group. Any decision in this regard will be made independently by the meeting facilitator. Once the facilitator makes his or her decision, it will be considered final.

4.3 Meeting Frequency & Duration

Panel meetings will be held two to three times throughout the project. Meetings will typically be held from 6:30 pm to 8:30 pm on a weeknight.

5. Documentation & Communication

5.1 Meeting Notes

The Panel Facilitator will produce a set of meeting notes for each Panel meeting. Draft meeting notes will be distributed to Panel members within one week of the meeting. Additions, deletions or corrections to meeting notes may be made at the beginning of the next meeting. After the changes are discussed, the meeting notes will be approved and become official.

5.2 Communication & Responding to the Media

Panel members will act as communications conduits, bringing forward ideas, issues and information from the community. They will also convey project information to their organizations and interested individuals. The project website will be updated regularly and Panel Members are encouraged to pass on the website address and contents to others wishing to learn more about the project and opportunities for involvement.

Strathcona County will be the primary media contact for the project and the Panel process. If Panel members are approached by the media, they will direct the media to the County contact. The Panel members are not spokespersons for the project.

August 26, 2015

Dear Glen Allan resident,

The Glen Allan Traffic Calming Project is nearing completion! Our engineering consultants have submitted their final recommendations to reduce speeds and improve traffic safety in the neighbourhood. Traffic calming features have been recommended for:

- Glenbrook Boulevard
- Georgian Way
- Gatewood Boulevard
- Galaxy Way
- Graham Road
- Galloway Drive

These recommendations are based on engineering best practice and feedback received from the community through the March workshops and online survey, our Stakeholder Input Panel and our June Open House. Thanks to the many residents who gave us their time and input along the way.

Final recommendations can be viewed online on the project webpage at www.strathcona.ca/GlenAllan. Maps of the final recommendations will also be on display at the Community Centre from August 31, 2015 to September 11, 2015.

Next Steps

The recommended traffic calming plans will be presented to Council September 29, 2015. Construction of the final design features is expected between 2016 and 2018 with planned rehabilitation of the roads.

More detailed information about this project is available at www.strathcona.ca/GlenAllan or contact me directly at 780-416-6726 or via Debbie.Rawson@strathcona.ca.

Regards,



Debbie Rawson
Traffic Safety Liaison

DR:dm

cc Councillor Dave Anderson, Ward 2

Glen Allan Traffic Calming

Council Meeting

October 20, 2015

Transportation and Agriculture Services

Presented by: Ryan Anders, P.Eng.
Manager, Traffic Engineering and Safety

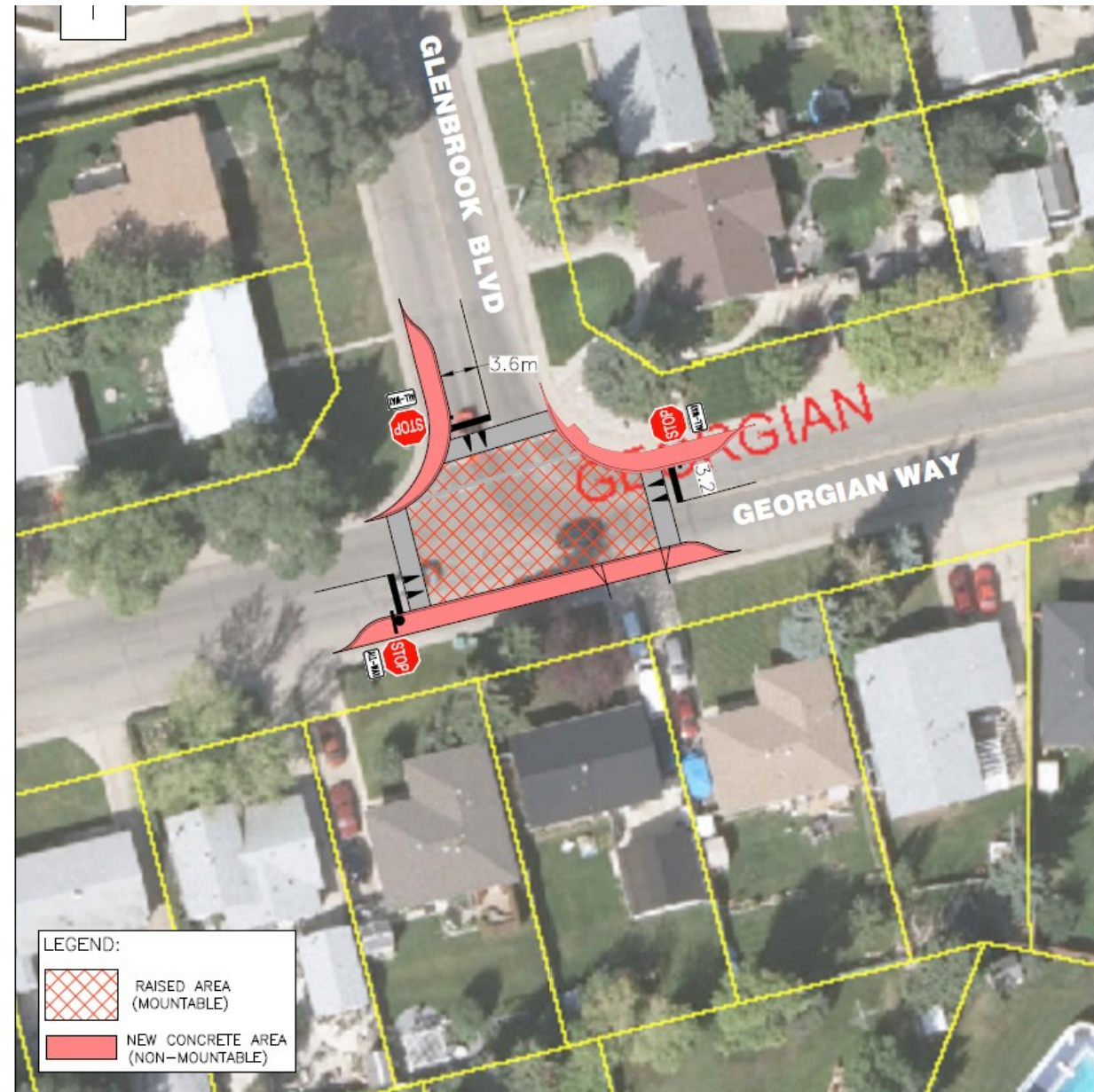
Process

- Traffic Calming Policy
- Public Engagement
- Engineering
- Recommended Traffic Calming Plan

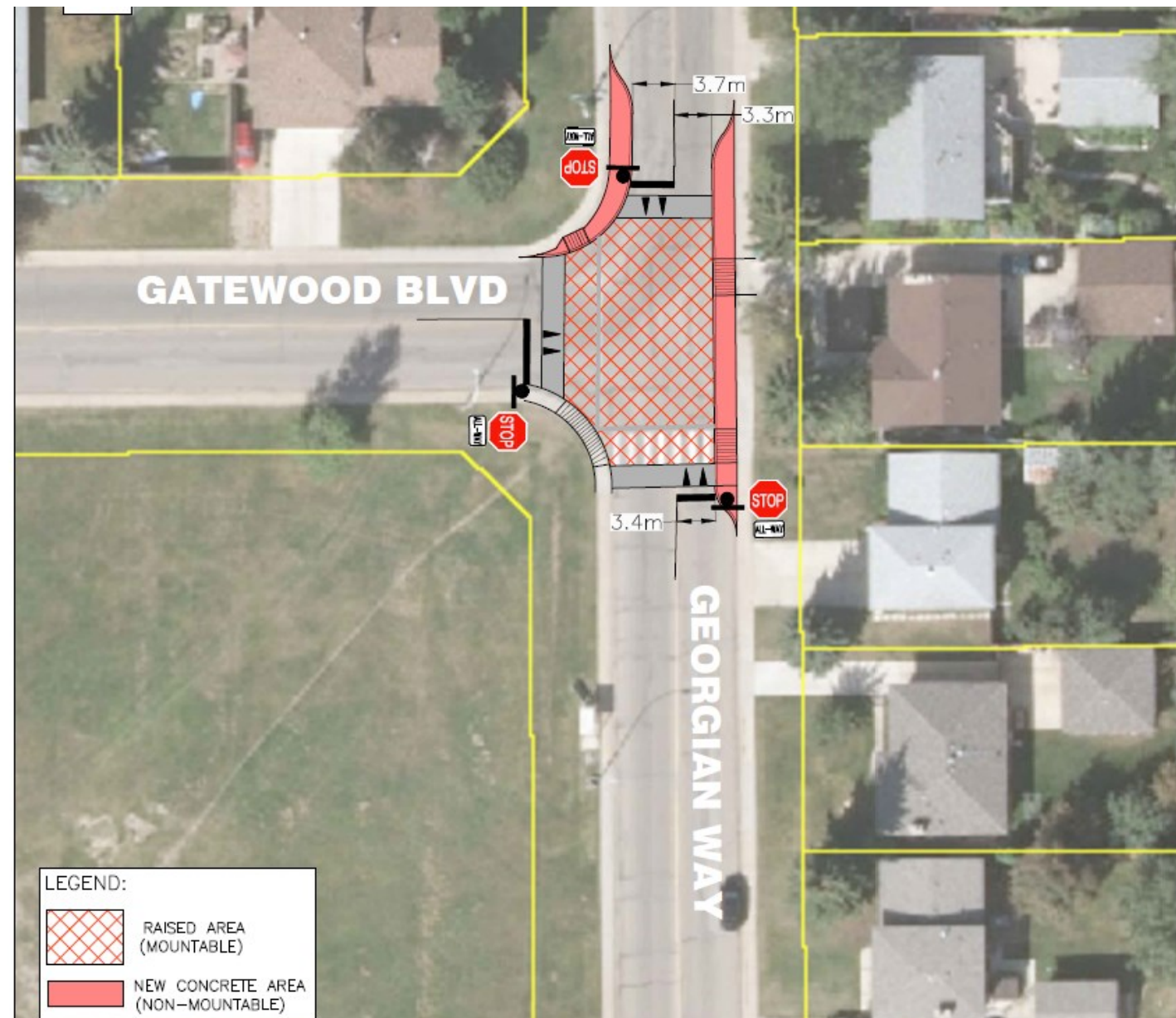
Duty of Care

- Speeds in excess of engineered maximums
- Traffic calming required to lower operable speed
- Traffic calming vs. traffic control/management
- Warranted traffic control

Traffic Calming and Control Options



Traffic Calming and Control Options

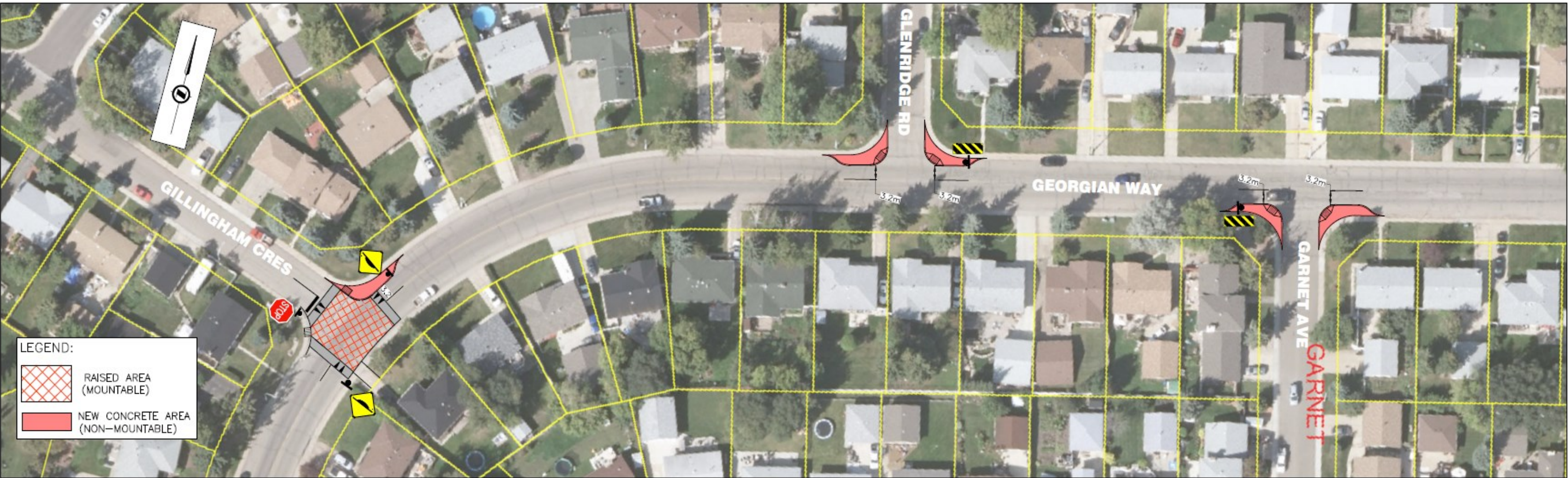


Traffic Calming and Control Options



Traffic Calming and Control Options

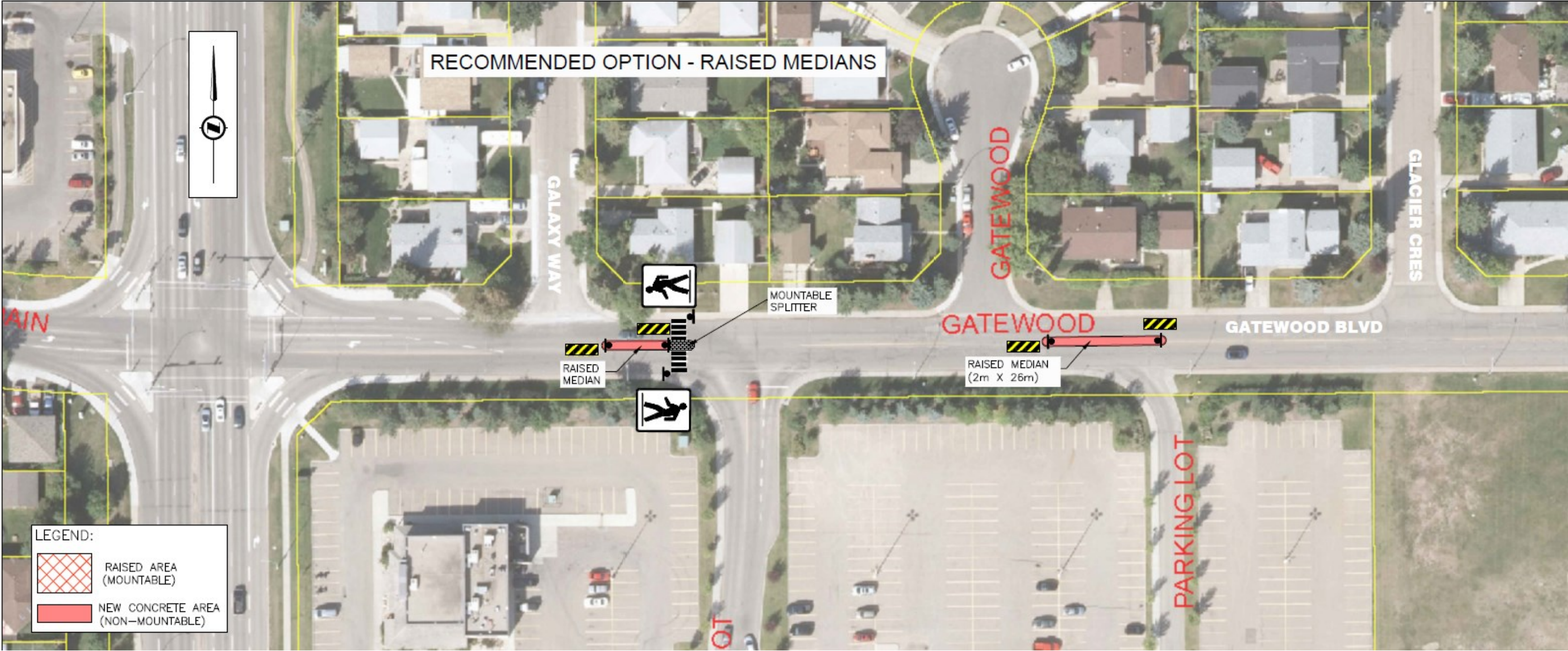
RECOMMENDED OPTION: RAISED INTERSECTION / CURB EXTENSIONS



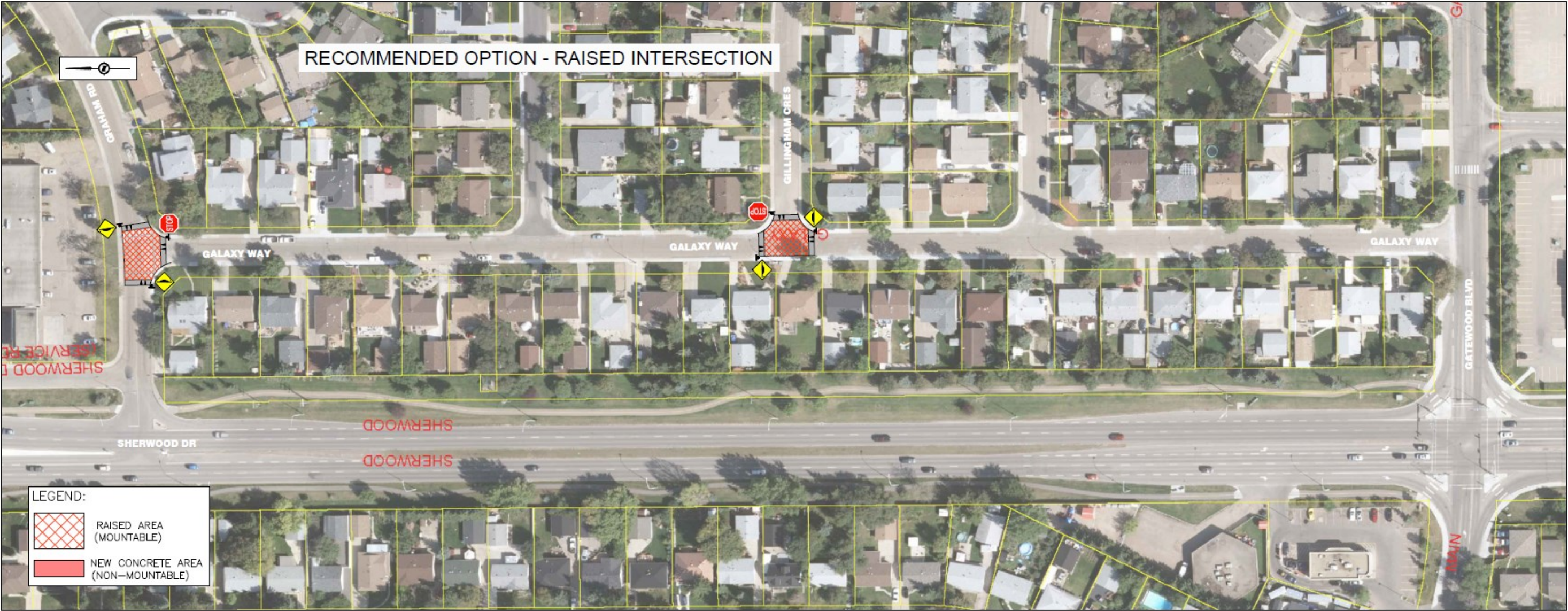
Traffic Calming and Control Options



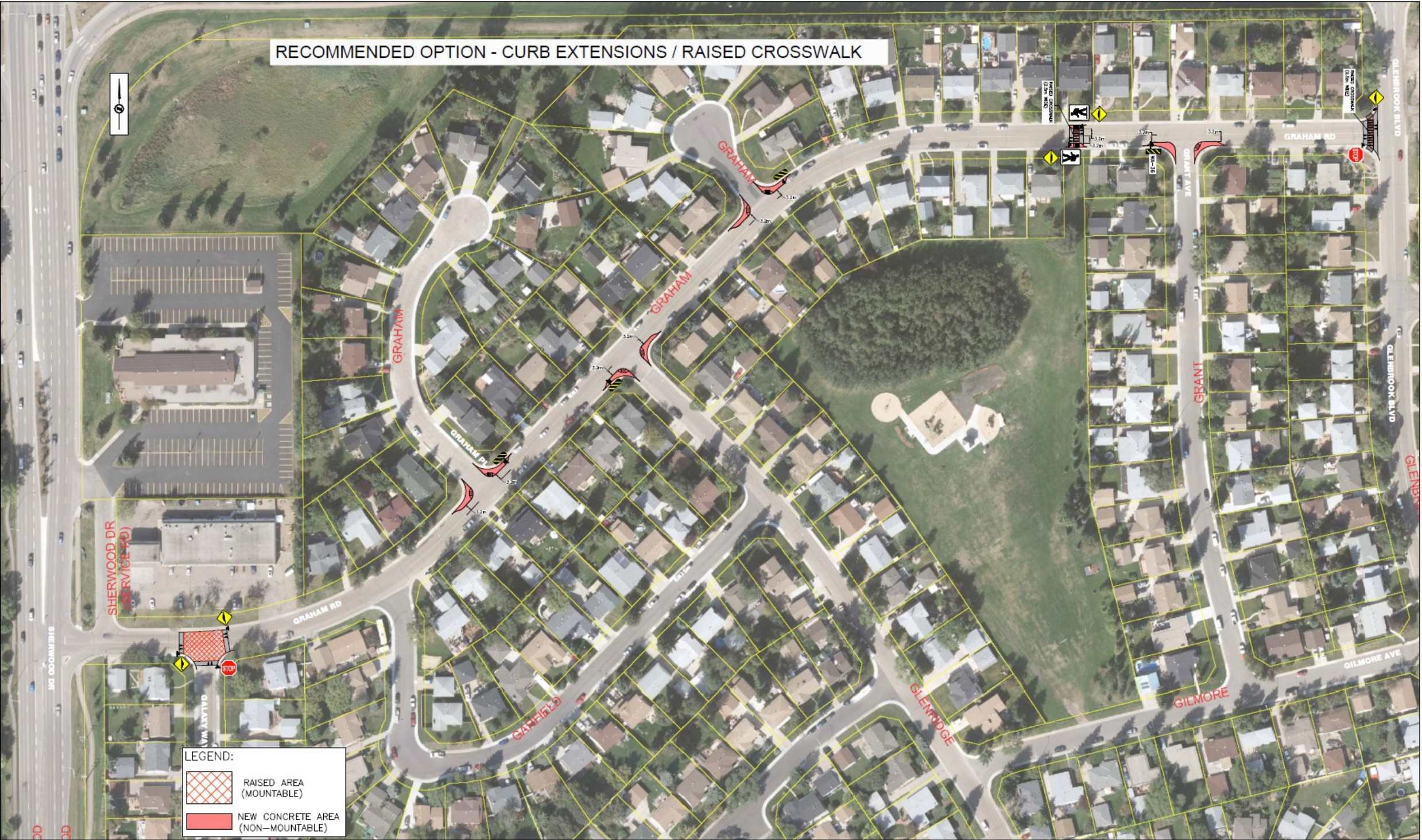
Traffic Calming and Control Options



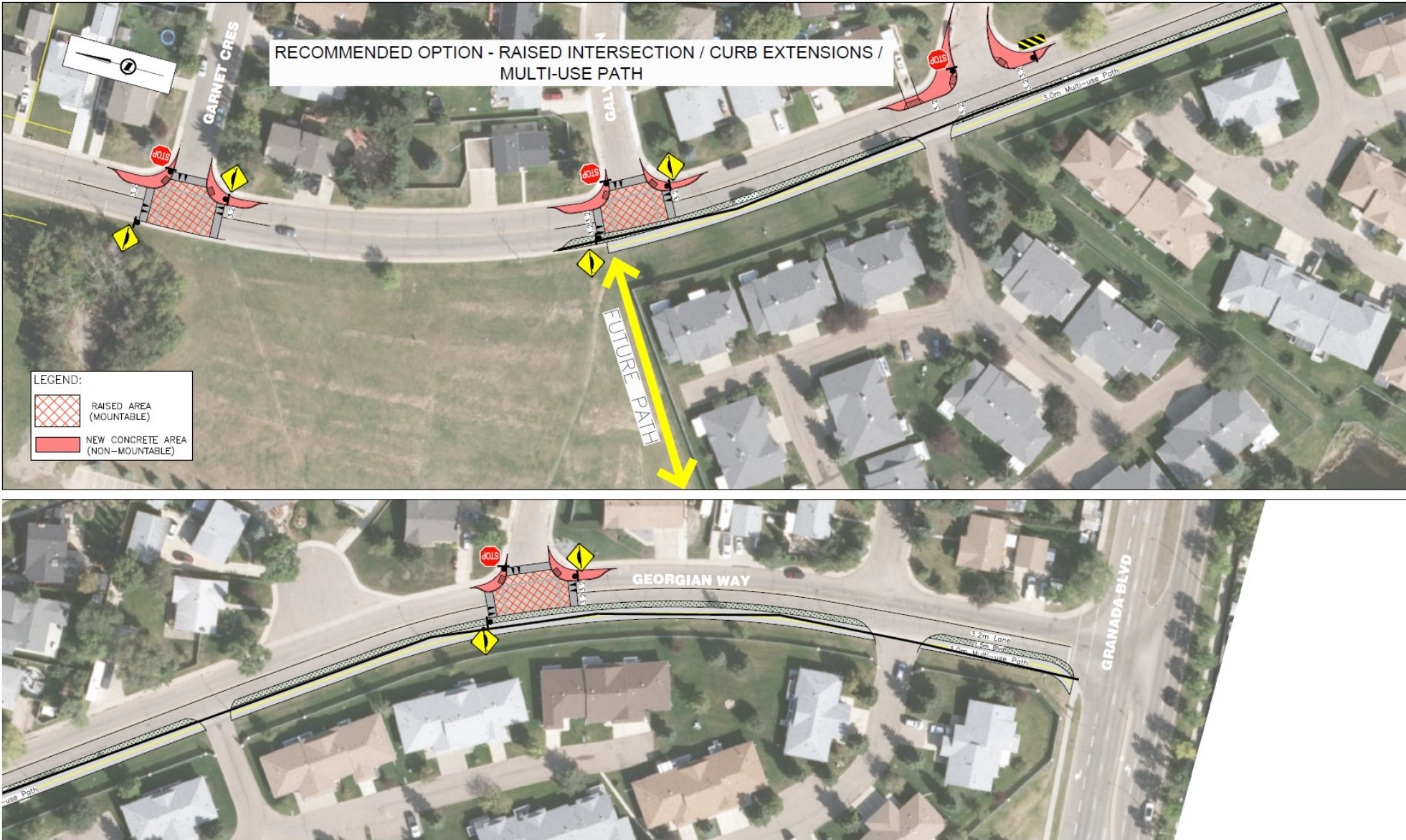
Traffic Calming and Control Options



Traffic Calming and Control Options



Traffic Calming and Control Options



Speed Reduction

- 40 km/h speed reduction
- 75% resident support (of those who responded)
- Traffic-calmed collector roads
- Residential roads

Costs

- Construction timed to coincide with rehabilitation
- Annual traffic and pedestrian safety
- Annual traffic signal/intersection replacement

Schedule

Location and Project	Predicted Construction/ Rehabilitation year
3-way stop sign installation	2015
Glenbrook Boulevard	2019 (Galloway and Gilmore Intersections 2016)
Galloway Drive	2016
Georgian Way	2019
Graham Road	2021
Gatewood Boulevard	2017

QUESTIONS?

Bylaw 53-2015 Text Amendment to Land Use Bylaw 6-2015

Owner: Emerald Hills "E" GP Inc.
Applicant: Select Engineering Consultants Ltd.
Legal Description: Lot 1, Block 176 Plan 1421505
Location: South of Emerald Drive, east of Sherwood Drive

Report Purpose

To give three readings to a bylaw that proposes to amend DC 69 Direct Control District to include hotel use within Section 4.1.1 and amend the development regulations of Section 4.1.2 a) and b).

Recommendation

1. THAT Council give first reading to Bylaw 53-2015, a bylaw that proposes to amend DC 69 Direct Control District to include hotel use within Section 4.1.1 and amend the development regulations of Section 4.1.2 a) and b).
2. THAT Council give second reading to Bylaw 53-2015.
3. THAT Council unanimously agree to give third reading to Bylaw 53-2015.
4. THAT Council give third and final reading to Bylaw 53-2015.

Council History

May 22, 2007 – Council adopted Municipal Development Plan 1-2007.

September 10, 2013 – Council adopted Bylaw 23-2013, which replaced the existing Emerald Hills ASP and amendments with an updated version.

March 10, 2015 – Council adopted Land Use Bylaw 6-2015, with an effective date of May 11, 2015.

Strategic Plan Priority Areas

Economy: The proposal supports the strategic priority area of a diverse economy.

Governance: The Public Hearing provides Council with the opportunity to receive public input prior to making a decision on the proposed Land Use Bylaw text amendment.

Social: n/a

Culture: n/a

Environment: n/a

Other Impacts

Policy: n/a

Legislative/Legal: The *Municipal Government Act* provides Council the authority to amend the Land Use Bylaw.

Interdepartmental: The proposed amendment has been circulated to all internal departments and external agencies. No objections were received.

Summary

The proposed text amendment would allow the developer to develop a hotel within Area 'A' of DC 69 Direct Control District within the Emerald Hills commercial development area.

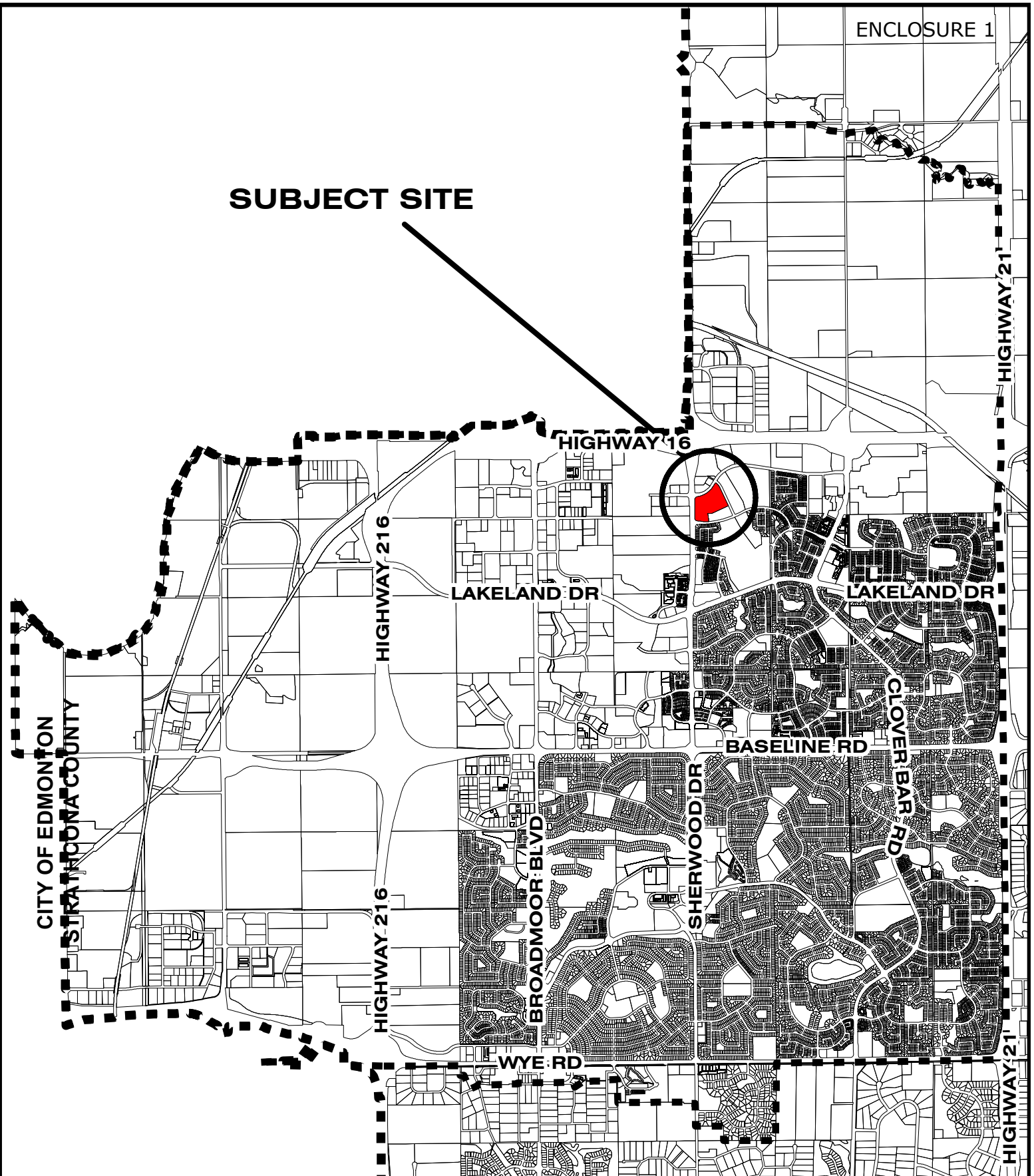
Communication Plan

Newspaper ad, letter

Enclosures

- 1 Urban Location Map
- 2 Location Map
- 3 Notification Map
- 4 DC69 – Proposed Amendment
- 5 Air Photo
- 6 Bylaw 53-2015

SUBJECT SITE



URBAN LOCATION MAP

Lot 1, Block 176, Plan 142 5105



Subject Area

PLANNING & DEVELOPMENT SERVICES



Drawn By: M. Fraser

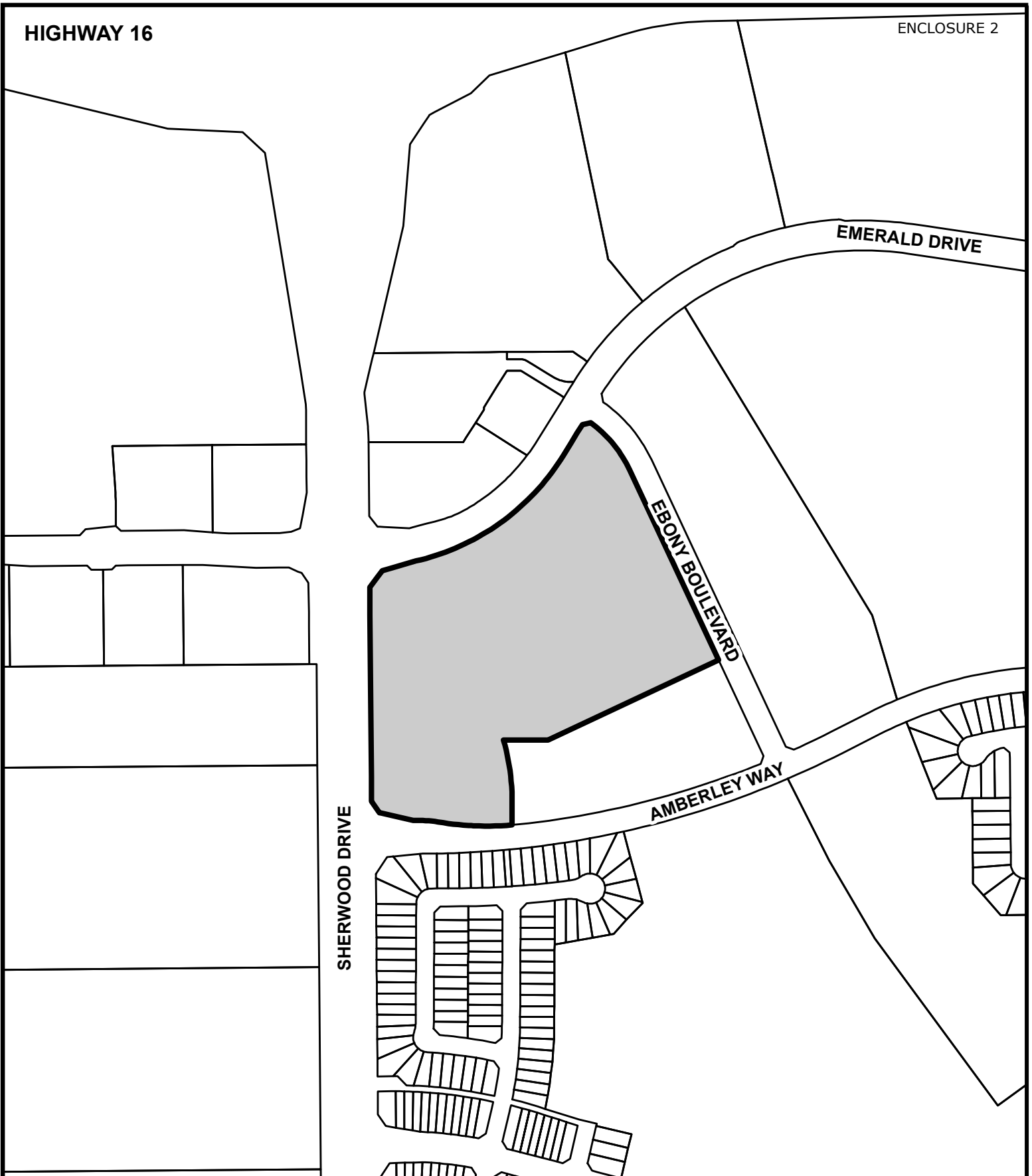
Date Drawn: July 21, 2015

Scale: Not to Scale

File No.: 4070-2015A015

N:\PDS Admin\4000 - 4499 Land Use Services\
4070 Land Use - Zoning Amendments -
Rural, Urban\2015\2014A015\MAPS





LOCATION MAP

Lot 1, Block 176, Plan 142 5105



Subject Area

PLANNING & DEVELOPMENT SERVICES



Drawn By: M.Fraser

Date Drawn: July 21, 2015

Scale: Not to Scale

File No.: 4070-2015A015


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4070 Land Use Bylaw - Zoning Amendments -
Rural, Urban\2015\2015A015\MAPS\LOCATION

SHERWOOD DR

AMBERLEY WY

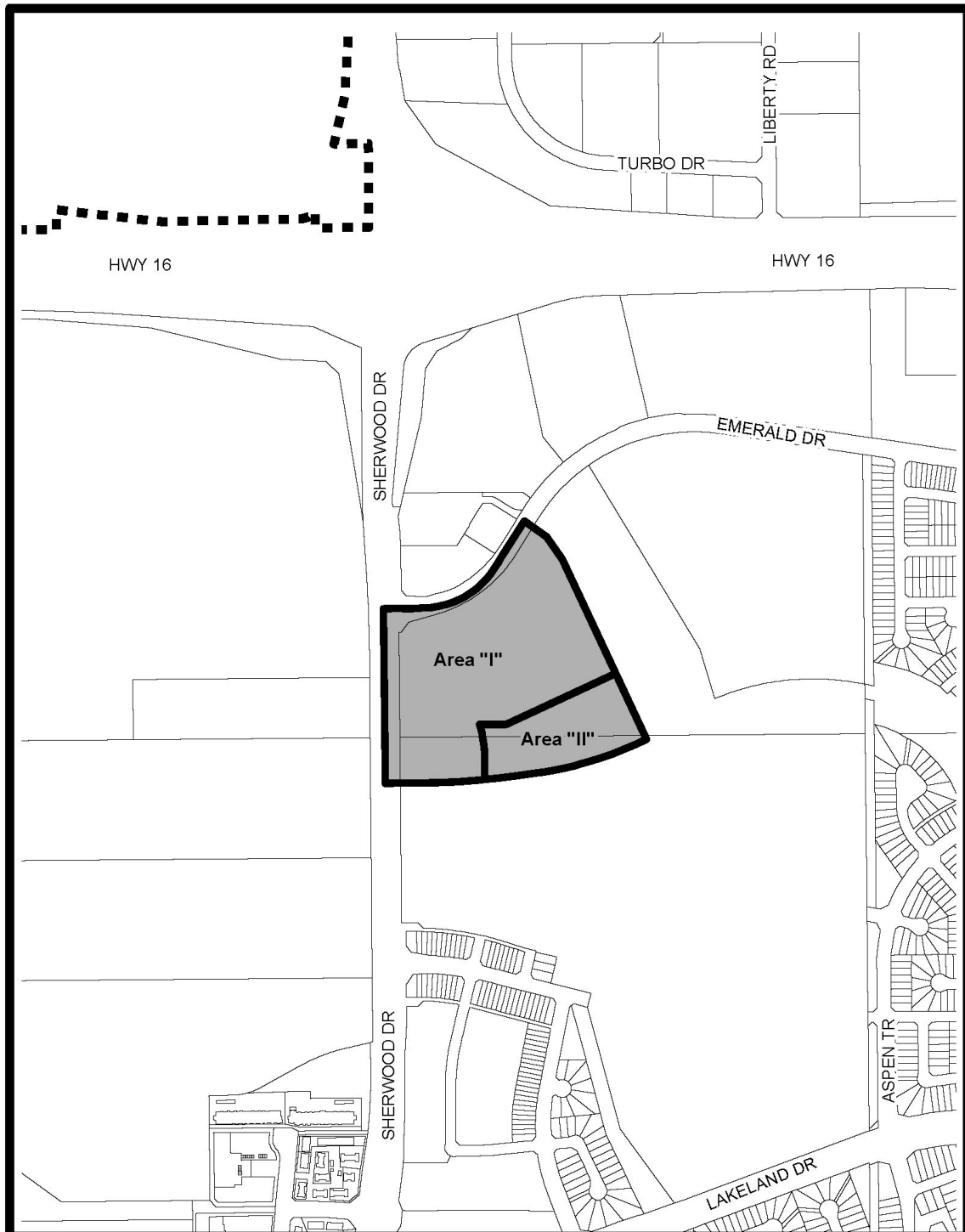
NOTIFICATION MAP

Lot 1, Block 176, Plan 142 5105

-  Subject Site
-  60m Notification Area
-  Notification Area

PLANNING & DEVELOPMENT SERVICES**Drawn By: M.Fraser****File No.: 4070-2015A015****Date Drawn: July 21, 2015**
 Dwg No.: N:\PDS Admin\4000 - 4499 Land Use Services\
 4070 Land Use Bylaw -
 Rural, Urban\2015\2015A015\MAPS
Scale: Not to Scale

Land Use Bylaw Amendment "mark up"



DC 69 DIRECT CONTROL DISTRICT**1) Purpose**

To establish a site specific Direct Control District that accommodates a mix of service commercial and business employment uses to meet the retail and service needs of the region and the travelling public. This service commercial and business employment area will be master planned and feature enhanced urban design. This district will acknowledge and respect the gateway role it plays for residents and visitors to Sherwood Park and Strathcona County.

2) Area of Application

This district shall apply to a portion of the NW and SW 11-53-23-W4, located within the Emerald Hills area, totaling approximately 10.25 ha (25.33 ac), as shown on attached Schedule A. The district is located north of Amberley Way, south of Emerald Drive, west of Ebony Boulevard and east of Sherwood Drive.

This master planned district is divided into two areas. Each Area is considered a Site for the purposes of application of the regulations.

- **AREA I**, +/- 7.91 hectares – Service Commercial
- **AREA II**, +/- 2.34 hectares – Business Employment

3) Development Concept

The Emerald Hills Centre Sustainability Summary and Development Concept Plan, which has been approved by Strathcona County, apply to this district. This district ensures consistency and compatibility within all of the Emerald Hills Centre sites.

4) Area I – Service Commercial**4.1 Purpose**

To provide for a mix of low intensity business and service commercial uses that are compatible with and complementary to Emerald Hills Centre. The proximity of Area I to Highway 16 makes it an ideal location for service commercial uses that require good visibility and convenient access. The location of the lands near the intersection of Highway 16 and Sherwood Drive also provides a unique opportunity to create a grand urban entrance to Sherwood Park.

The stormwater management facility east of Ebony Boulevard anchors the eastern edge of Area I and complements the “gateway” nature of this prominent urban location as an area of high quality architectural, urban and landscape design which creates a signature entrance to Sherwood Park. Area 1 will be designed and landscaped to complement the stormwater management feature in conjunction with the goals and guidelines set out in the Emerald Hills Centre Sustainability Summary and Development Concept Plan to achieve the “gateway” elements of the development.

4.1.1 Area I – UsesUses

Business support service	Health service, minor
Commercial school	Hotel
Convenience vehicle rental	Neighbourhood pub
Drive through vehicle service	Personal service, establishment
Financial service	Recreation, indoor
Food service, drive-thru	Retail, alcohol*
Food service, restaurant	Retail, convenience
Food service, specialty	Retail, general
Gas Bar	Service station, minor
Government service	Vehicle repair, minor
	Veterinary service, minor

4.1.2 Area I –Regulations

- a) The maximum floor area ratio is 0.5, except it is 2.0 for a Hotel.
- b) The maximum height is 15.0 m, except it is 20.0 m for a Hotel.
- c) The minimum yard is 3.0 m, except it is 6.0 m on a flanking road.
- d) The minimum lot width is 30.0 m.

Area II – Business Employment**4.2 Purpose**

To accommodate an area for business employment which may include professional offices, commercial school facilities and limited supporting retail services.

4.2.1 Area II – UsesUses

Broadcasting studio	Food service, restaurant
Business support service	Food service, specialty
Care centre, intermediate	Government service
Care centre, major	Health service, minor
Contractor service, limited	Office
Commercial school	Personal service establishment
Custom indoor manufacturing	Retail, general – ground floor only
Financial service	Veterinary service, minor

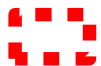
4.2.2 Area II – Regulations

- a) The maximum floor area ratio is 2.0.
- b) The maximum height shall be 12.0 meters.
- c) The minimum yard is 3.0 m, except it is 6.0 m on a flanking road or where it abuts a residential district.
- d) The minimum lot width is 30.0 m.



AIR PHOTO

Lot 1, Block 176, Plan 142 5105



Subject Area

PLANNING & DEVELOPMENT SERVICES



Drawn By: M.Fraser

Date Drawn: July 21, 2015

Scale: Not to Scale

File No.: 4070-2015A015

N:\PDS Admin\4000 - 4499 Land Use Services\
4070 Land Use Bylaw - Zoning Amendments -
Rural, Urban\2015\2015A015\MAPS\AIR PHOTO

BYLAW 53-2015

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF AMENDING BYLAW NO. 6-2015, AS AMENDED, BEING THE LAND USE BYLAW.

WHEREAS it is deemed advisable to amend the Land Use Bylaw;

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

That Bylaw 6-2015, as amended, be amended as follows:

1. That Direct Control District 69, Subsection 4.1.1 Uses be amended by: adding "Hotel" between "Health Service, minor" and "Neighbourhood pub".
2. That Direct Control District 69, Subsection 4.1.2 a) be amended by: adding "except it is 2.0 for a hotel" to the end of the sentence.
3. That Direct Control District 69, Subsection 4.1.2 b) be amended by: adding "except it is 20.0 m for a hotel" to the end of the sentence.
4. This bylaw comes into effect after third reading and upon being signed.

Read a first time this _____ day of _____, 2015.

Read a second time this _____ day of _____, 2015.

Read a third time and finally passed this _____ day of _____, 2015.

Mayor

Director, Legislative and Legal Services

Date Signed: _____

Bylaw 51-2015 Salisbury Village Area Structure Plan Amendment

Owner: Arbor Memorial Inc.
Applicant: Select Engineering Consultants Ltd.
Legal Description: Lot D, Plan 6158KS; NE 22-52-23-W4
Location: South of Wye Road, east of 52349 Range Road 233

Report Purpose

To give first reading to a bylaw that proposes to amend the Salisbury Village Area Structure Plan to expand the development area south by 7.1 hectares (17.6 acres) to allow for further urban residential development.

Recommendation

THAT Council give first reading to Bylaw 51-2015, a bylaw that proposes to amend the Salisbury Village Area Structure Plan to expand the development area south by 7.1 hectares (17.6 acres) to allow for further urban residential development.

Council History

June 11, 1991 – Council adopted the South of Wye Area Structure Plan Bylaw 85-90

June 12, 2007 – Council repealed Bylaw 85-90 and adopted the revised South of Wye Area Structure Plan Bylaw 54-2007

June 30, 2009 – Council repealed Bylaw 54-2007 and adopted the Salisbury Village Area Structure Plan Bylaw 38-2009

June 8, 2010 – Council repealed Bylaw 38-2009 and adopted the revised Salisbury Village Area Structure Plan Bylaw 18-2010

December 10, 2013 – Council repealed Bylaw 18-2010 and adopted the revised Salisbury Village Area Structure Plan Bylaw 63-2013

April 28, 2015 – Council gave proposed Municipal Development Plan Amendment Bylaw 17-2015 first reading

Strategic Plan Priority Areas

Economy: The proposal supports the strategic priority area of effective and efficient municipal infrastructure as the concept proposes to utilize the existing infrastructure capacity.

Governance: To meet the strategic goal of public involvement and communicating with the community on issues affecting the County's future, public information meetings were held on March 9, 2015 and September 29, 2015 for the public to provide input into the plan. Further, the Public Hearing provides Council with the opportunity to receive public input prior to making a decision on the proposed amendment.

Social: The proposal meets Social strategic goals by providing further residential opportunity next to the amenities provided for within Salisbury Village and completes a large trail loop within Salisbury Village to promote a healthy and active community.

Culture: n/a

Environment: The proposed amendment meets the strategic priority area to protect our environment and preserve biodiversity by defining a new boundary that avoids including significant environmental features in order to protect their natural functions.

Other Impacts

Policy: The subject parcel is located within the Country Residential Policy Area of Municipal Development Plan 1-2007 and is further subject to the policy direction of the Country Residential Area Concept Plan. Concurrent amendment proposals, Bylaws 17-2015 and 18-2015, would need to be adopted prior to third reading of this proposed amendment.

Legislative/Legal: The *Municipal Government Act* provides Council with the authority to amend the Salisbury Village Area Structure Plan

Interdepartmental: The proposal has been circulated to internal County departments and external agencies.

Summary

The purpose of Bylaw 51-2015 is to amend the boundary of the existing Salisbury Village Area Structure Plan to include an additional 7.1 hectares (17.6 acres) of low density residential development to the south of the existing boundary. The amendment would enable the development of approximately 62 single detached lots and 18 semi-detached residential lots, expand the storm water management facility, and enable an extensive trail loop through the entirety of Salisbury Village to be created. A municipal reserve strip of land is proposed to be provided with landscaping to provide a wildlife corridor as well as buffer the two directly adjacent country residential properties to the west. The boundary of the proposed expansion has been established to avoid including significant environmental features in order to protect their natural functions.

A concurrent Municipal Development Plan amendment application to expand the boundary of the Urban Service Area received first reading on April 28, 2015 and subsequent CRB approval on July 7, 2015.

Public open houses were held on March 9, 2015 and September 29, 2015 for the concurrently proposed Salisbury Village ASP amendment. The applicant has considered comments provided by residents at these meetings.

The proposed amendments also contain updates to the Area Structure Plan to reflect the current status of the original development area since 2013.

The Public Hearing will provide the public an opportunity to provide feedback directly to Council on proposed Bylaw 51-2015 prior to Council's consideration.

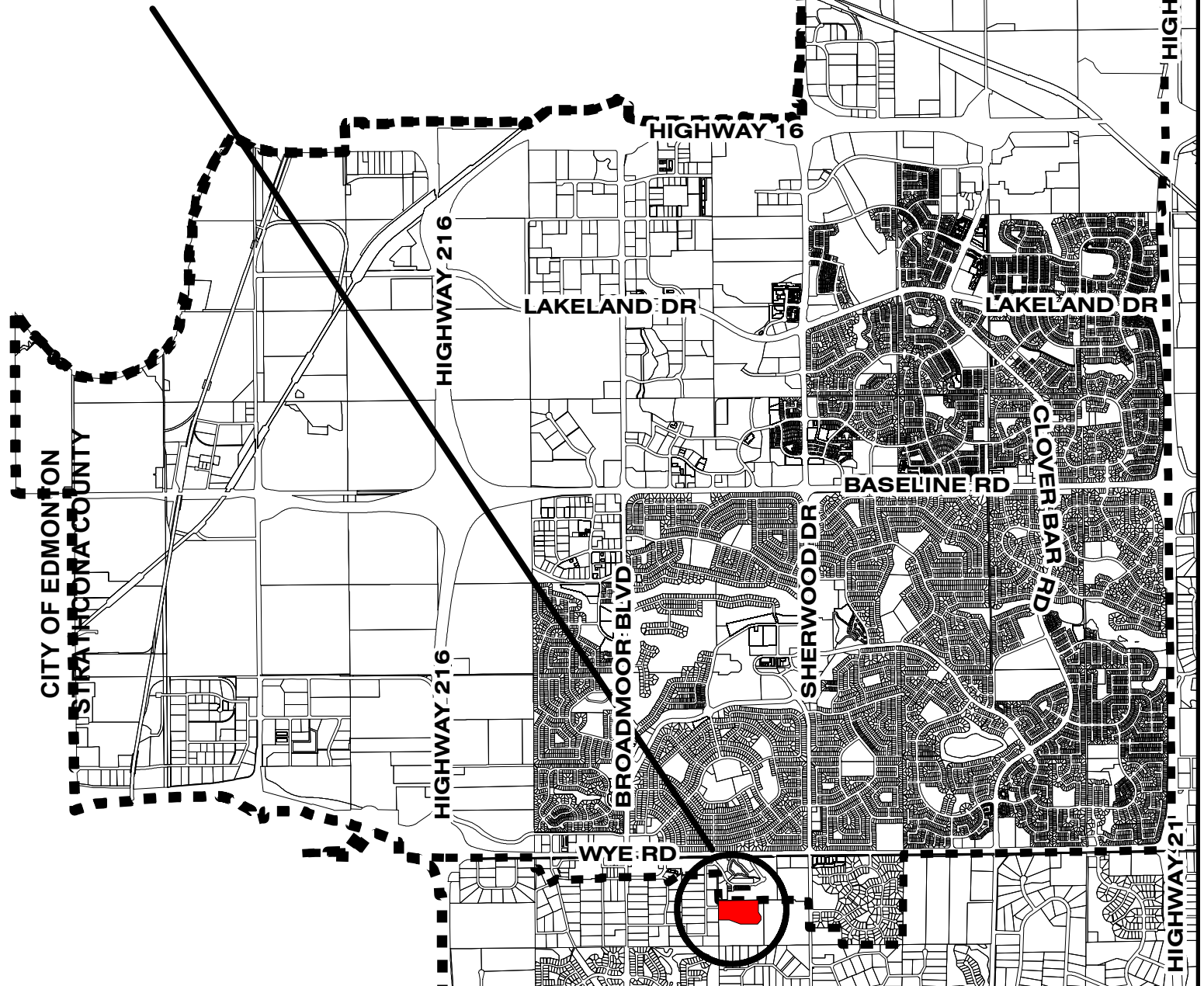
Communication Plan

Newspaper advertisement, letter

Enclosures

- 1 Urban Location Map
- 2 Location Map
- 3 Notification Map
- 4 Salisbury Village ASP with Changes Highlighted
- 5 Bylaw 51-2015
- 6 Air Photo

SUBJECT SITE



URBAN LOCATION MAP

NE 22-52-23-W4
LOT D, PLAN 6158KS



Subject Area

PLANNING & DEVELOPMENT SERVICES



STRATHCONA
COUNTY



Drawn By: M. Fraser

Date Drawn: Aug 10, 2015

Scale: Not to Scale

File No.: 4410-2015P005

N:\PDS Admin\4000 - 4499 Land Use Services\
4410 Area Structure Plans- Rural, Urban,
2015\2015P005-SALISBURY EXPANSION

ALDER AVE

ENCLOSURE 2

IVY CR

WYE ROAD

WYE ROAD

52349 RNG RD 233

52327 RNG RD 233

WHITECROFT WEST

52310 RNG RD 232

LOCATION MAP

NE 22-52-23-W4
LOT D, PLAN 6158KS



Subject Area

PLANNING & DEVELOPMENT SERVICES



STRATHCONA
COUNTY

Drawn By: M.Fraser

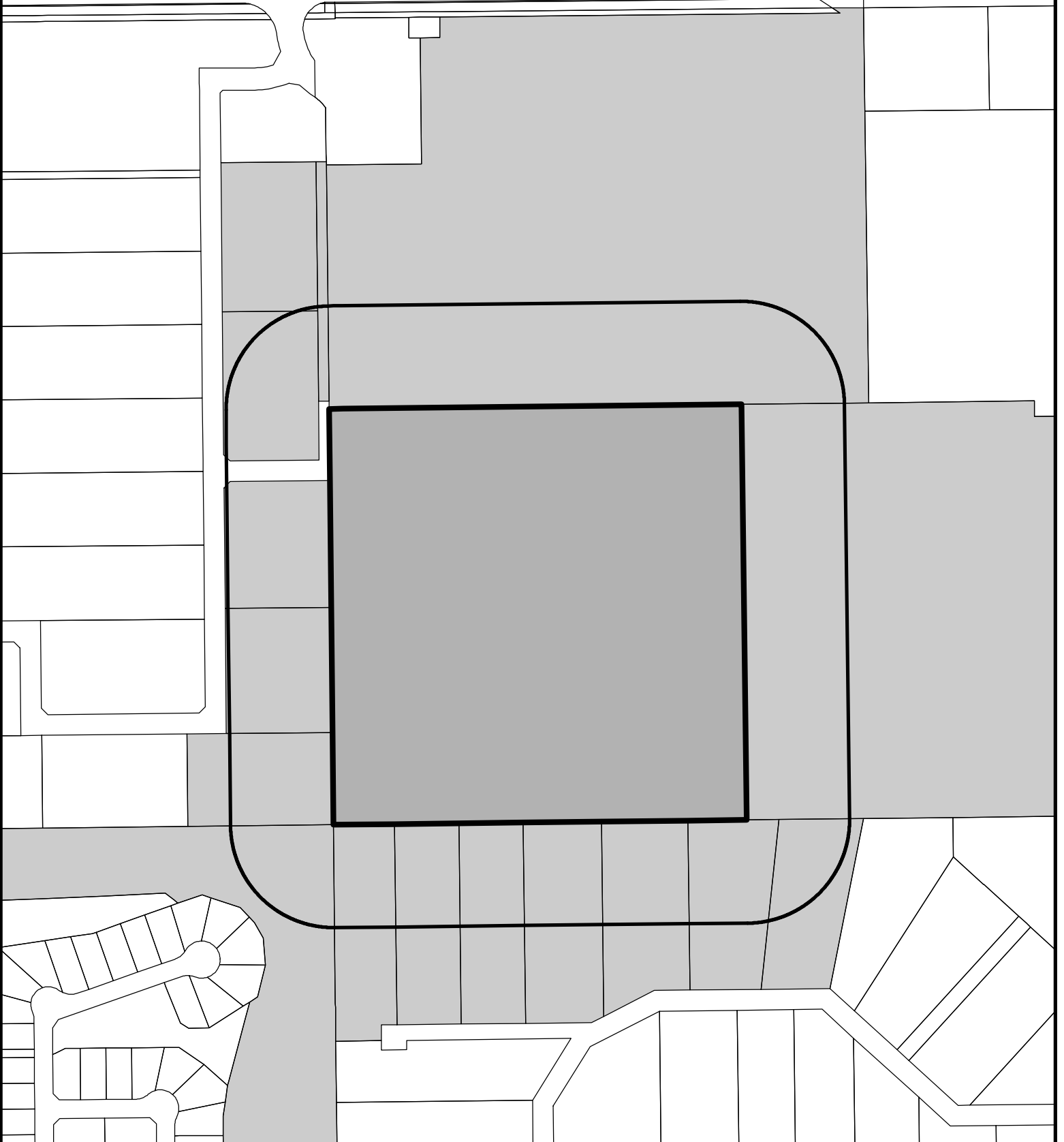
Date Drawn: August 10, 2015

Scale: Not to Scale

File No.: 4410-2015P005

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4410 Area Structure Plans- Rural, Urban\
2015\2015P005-SALISBURY EXPANSION

WYE RD (HWY 630)



NOTIFICATION MAP

Lot D, Plan 6158KS

-  100m Notification Area
-  Subject Area
-  Notification Area

PLANNING & DEVELOPMENT SERVICES



Drawn By: M. Fraser

File No.:

Date Drawn: Feb 18, 2015

Dwg No.: N:\PDS Admin\4000 - 4499 Land Use Services\4410 Area Structure Plans - Rural, Urban\Proposed ASPs

Scale: Not to Scale

SALISBURY VILLAGE

AREA STRUCTURE PLAN



Prepared for: Campbelltown Village Developments Ltd.
Presented by: Select Engineering Consultants Ltd.
Date: October 2, 2015
RPT-1-148-15002-8.5-SVASP-150916.docx

Table of Contents

1.0	Introduction	1
1.1	Purpose	1
1.2	Background.....	1
1.3	Location and Land Ownership	2
1.4	Existing and Adjacent Land Use.....	2
1.5	Site Features	44
	1.5.1 Topography and Vegetation	44
	1.5.2 Wetlands and Hydrology	44
1.6	Biophysical Assessment.....	76
1.7	Public Process and Review.....	87
	1.7.1 Public Consultation Background	87
	1.7.2 2013 Public Consultation Requirements	98
1.8	Policy Context	109
	1.8.1 Federal	119
	1.8.1.1 Fisheries Act	119
	1.8.2 Provincial	119
	1.8.2.1 Public Lands and Water Act	119
	1.8.2.2 Capital Region Board	124
	1.8.3 Municipal	131
	1.8.3.1 Strathcona County 2030, Powering our New Tomorrow (Strategic Plan)	131
	1.8.3.2 Strathcona County's Economic Sustainability Framework – March, 2011	151
	1.8.3.3 Strathcona County's Environmental Sustainability Framework – June, 2009	161
	1.8.3.4 Strathcona County's Social Sustainability Framework – March, 2007	161
	1.8.3.5 Strathcona County Municipal Development Plan (MDP) Bylaw 1-2007	171
	1.8.3.6 Area Structure Plans (SER-008-007)	220
	1.8.3.7 Strathcona County Land Use Bylaw 8-2001	220
	1.8.3.8 Wetland Conservation Policy (SER-009-036)	242
	1.8.3.9 Tree Conservation During Development Policy (SER-009-034)	242
2.0	Development Concept	252
2.1	Salisbury Village Vision	252
2.2	Sustainability	282
	2.2.1 Sustainability Principles	282
	2.2.2 Twelve Themes for Evaluating Sustainable Development	292
2.3	Urban Design.....	312
	2.3.1 Urban Design Guidelines	312
	2.3.2 Urban Design Guidelines	323
	2.3.2.1 General Design Guidelines	323
	2.3.2.2 Specific Urban Design Guidelines	331
2.4	Residential.....	343
	2.4.1 Low Density Residential	353
	2.4.2 Medium Density Residential – Semi-Detached/Townhouse	353
	2.4.3 Medium Density Residential - Townhouse	353
	2.4.4 High Density Residential	363
	2.4.5 Residential Specific Urban Design Guidelines	363

2.5	Commercial.....	3735
	2.5.1 Commercial Objectives	3836
	2.5.2 Commercial Specific Urban Design Guidelines	3836
2.6	Business Park Office	3937
2.7	Mixed Business Park.....	4139
	2.7.1 Business Hotel	4139
	2.7.2 Business Apartment Rentals/or Residential Apartments/Condominiums	4139
2.8	Parks and Open Space.....	4341
	2.8.1 Municipal Reserve	4341
	2.8.1.1 Passive and Active Parks	4643
	2.8.1.2 Pedestrian Linkages	4644
	2.8.1.3 Buffers and Associated Vegetation	5047
	2.8.2 Environmental Reserve	5047
	2.8.3 Crown Claimed Wetlands	5047
	2.8.4 Stormwater Management Facilities	5047
	2.8.4.1 Existing Drainage Course	5148
2.9	Land Use Summary.....	5249
3.0	Transportation.....	5854
3.1	Principles.....	5854
3.2	External Roadways.....	6156
3.3	Arterial Roadways	6156
3.4	Collector and Local Roadway.....	6156
3.5	Transit Accommodation and Connectivity	6458
3.6	Pedestrian Connectivity.....	6458
4.0	Servicing.....	6559
4.1	Phase 1 and 2.....	6559
	4.1.1 Water	6660
	4.1.2 Sanitary Sewer System	6660
	4.1.3 Stormwater Management System	6962
	4.1.4 Shallow Utilities and Emergency Services	7063
4.2	Servicing Phase 3	7063
	4.2.1 Water	7063
	4.2.2 Sanitary Sewer System	7063
	4.2.3 Stormwater Management System	7164
	4.2.4 Shallow Utilities	7164
5.0	Implementation.....	7366
5.1	Staging.....	7366
5.2	Districting and Development Approvals	7366

List of Appendices

Appendix A: 12 Themes of Sustainability	75
---	----

List of Tables

Table 1: Phase 1 Land Use Statistics.....5249

Table 2: Phase 2 Land Use Statistics.....5350

Table 3: Phase 3 Land Use Statistics.....5551

Table 4: Overall Land Use Statistics.....5652

Table 5: Student Generation & Population.....5753

List of Figures

Figure 1: Location Plan33

Figure 2: Existing Site Features.....65

Figure 3: Municipal Development Plan2321

Figure 4: Development Concept.....2725

Figure 5: Pedestrian Linkage4845

Figure 6: Transportation Plan.....6055

Figure 7: Servicing Plan Phase 1 and 2.....6861

Figure 8: Servicing Plan Phase 3.....7265

Figure 9: Staging Plan7467

1.0 Introduction

1.1 Purpose

The purpose of the Salisbury Village Area Structure Plan is to outline the development intentions of this comprehensive community plan. Although this plan is divided into three major development areas to reflect different ownership and phasing, the intent is to develop a complete “Urban Village” that is connected, seamless and unified as one coherent community in Sherwood Park. Salisbury Village will become a model of mixed land use and environmental stewardship in Sherwood Park where residents can live, work and play. This Plan incorporates sustainable development elements and is consistent with County policies advancing complete and compact community planning.

The previously approved Salisbury Village Area Structure Plan (ASP) Bylaw 18-2010 is a compilation of 3 independently created documents appended together to create one ASP. The purpose of this Salisbury Village ASP is to create a new document that reorganizes and captures the relevant details of these independent documents but also clears duplication and redundancy from the document. This Salisbury Village ASP also modifies land uses, reduces density and realigns Salisbury Way within Phase 2. As a result Bylaw 18-2010 was repealed and replaced by this Salisbury Village ASP (63-2013) on December 10, 2013.

The main changes between this document and the previous ASP relate to Phase 2. Generally these changes are:

A reduction in residential density The land uses changes proposed in this ASP reduces the number of residential units in the Plan by approximately 674 units. 1390 units were previously approved and 716 are proposed.

A reduction in building height Phase 2 formerly allowed for development of apartments up to 14 storeys. Maximum building height in Phase 2 is reduced to four storeys.

A reduction in commercial square feet Commercial floor area in Phase 2 has been reduced approximately 70% to 90,000 square feet.

Elimination of vertical mixed use A mix of uses is still proposed in Phase 2 but it has changed from vertical mixed use within buildings to horizontal mixed use potentially in separate buildings.

1.2 Background

The Salisbury Village Area has been guided by a number of different ASP's over the years. Below is a brief chronology of the history of the prior ASP approvals.

- The original South Wye Area Structure Plan Bylaw 85-90 approved on June 11, 1991 intended to provide a combination of Low Density Commercial, Business Park and a Commercial Centre development.
- The South Wye Area Structure Plan Bylaw 54-2007 approved on June 4, 2007 proposed to retain the natural flow of the landscape and wetlands, encourage green building technology and reduce resource use and energy waste where possible. It also introduced a mix of higher density residential housing and a more mixed use commercial format into the Plan.
- The Salisbury Village Area Structure Plan Bylaw 38-2009 approved on June 16, 2009 further modified the shape and mix of commercial/mixed use development and the density of residential uses within Phase 2 only.
- The ~~most recent~~ Salisbury Village ASP Bylaw 18-2010 was approved on June 22, 2010. This amendment modified land uses in Phase 3, east of Mitchell Street. This amendment more clearly defined the natural area and its associated buffer and re-designated land uses in Phase 3. Land use generally changed from Commercial and Mixed Use Village Centre to a combination of Mixed Business Park and Business Park Office. This amendment also realigned Mitchell Street slightly and identified roundabouts in the Plan Area. This Bylaw was repealed and replaced by Bylaw 63-2013.
- The Salisbury Village ASP Bylaw 63-2013 was approved on December 20, 2013. This amendment was submitted to modify the land uses, densities and the realignment of Salisbury Way within Phase 2.
- This Salisbury Village ASP Bylaw 51-2015 was approved on <date>. This amendment was submitted to expand the boundary of Phase 2 to the south.

1.3 Location and Land Ownership

The Salisbury Village ASP Area is generally located between Range Road 232 (Brentwood Boulevard) and Range Road 233 (Sherwood Drive), south of Wye Road. (See Figure 1) ~~Presently, Phase 1 lands are fully developed but Phase 2 and 3 are not. Although the Plan Area does not specifically include the commercial retail development west of the Plan Area, the Plan considers access and circulation requirements related to this development.~~

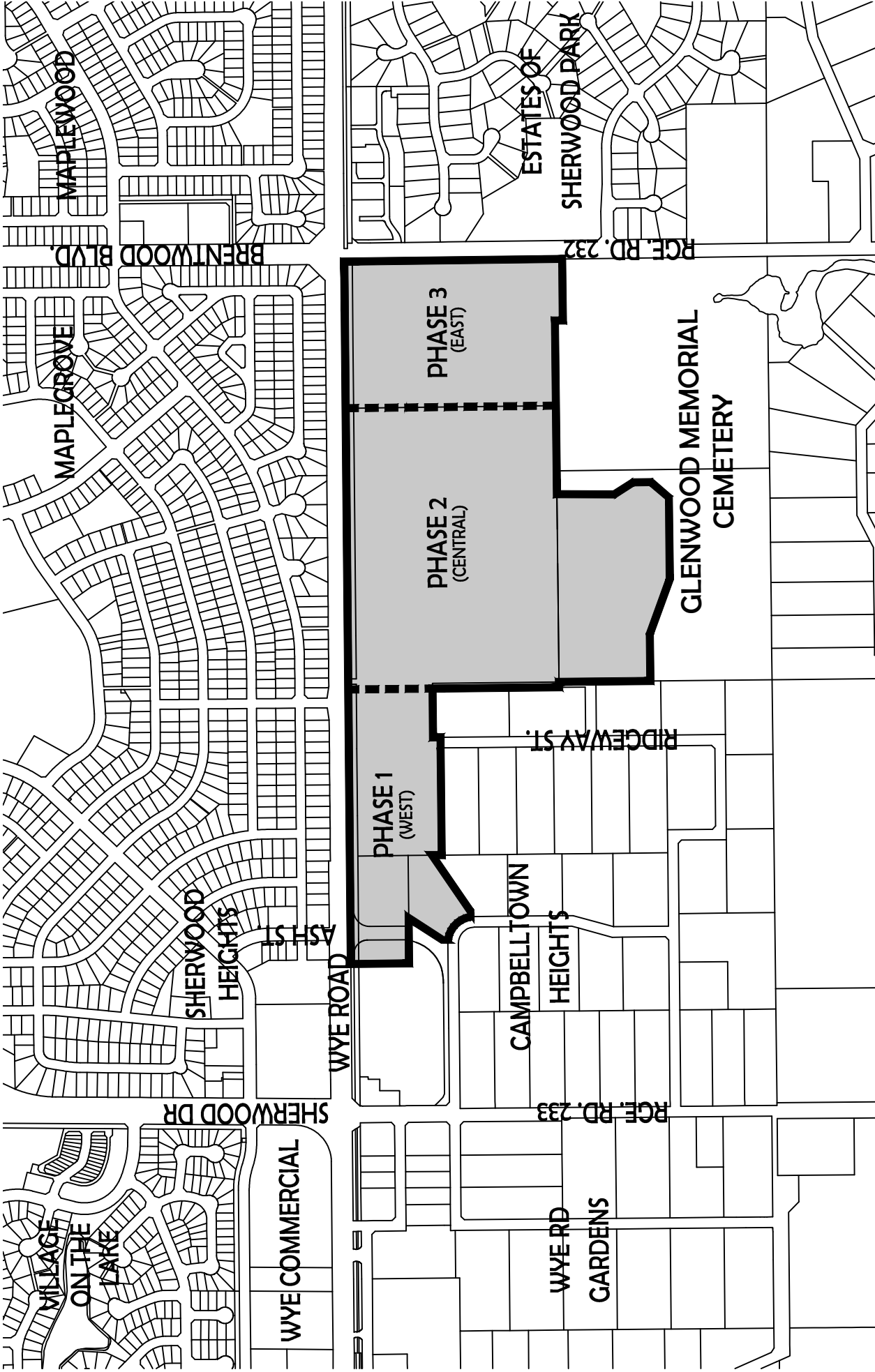
The Salisbury Village ASP Area is held under several different certificates of title and totals approximately ~~119.94102~~ acres (~~48.5441~~ hectares). Phasing within the Plan Area generally follows land ownership.

- Phase 1: 21.94 ac (8.88 ha)
- Phase 2: ~~70.255266~~ ac (~~28.432131~~ ha)
- Phase 3: 27.75 ac (11.23 ha)

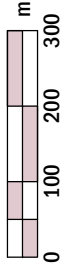
1.4 Existing and Adjacent Land Use

~~Salisbury Village Phase 1 is fully developed and Phase 2 and 3 lands are presently undeveloped.~~ Campbelltown Heights, a country residential community, forms the south boundary of Phase 1 and the west boundary of Phase 2. The south boundary of Phase 2 and Phase 3 is formed by the Glenwood Memorial Gardens Cemetery, which is half developed. North, across Wye Road, are the single family residential communities of Sherwood Heights and Maplegrove. East of

the ASP Phase, across Range Road 232, is the existing residential community of the Estates of Sherwood Park.



LOCATION PLAN



SCALE 1:10,000

LEGEND

Salisbury Village ASP Boundary

Area Boundary

SALISBURY VILLAGE

SHERWOOD PARK

1.5 Site Features

1.5.1 Topography and Vegetation

The Salisbury Village aArea has been used for various agricultural uses over the years. Phase 1 has been developed, altering its original topography and vegetation. The rolling topography of Phase 2 and 3 is a unique feature of the Plan Area providing an attractive rolling prairie character with a high point bordering the Cemetery. This high point offers potential views south to the rural area over the cemetery lands. **(See Figure 2)** Elevations on the site vary from a low of approximately 734m to a high of 744m.

Two wetlands and their associated tree cover in Phase 2 and 3 are significant natural features within the Plan Area. Much of the tree cover associated with these wetlands is retained in the Plan area by a combination of municipal and environmental reserve. Phase 2 also contains a mature “shelter belt” of coniferous trees, forming a visual division between Phase 2 and Phase 3. Due to grading constraints this stand cannot be retained with development of the Plan. Several smaller scattered tree stands will also be removed for development. Phase 3 also has a stand of coniferous trees at the northeast corner with the balance of the land having a number of planted and native tree stands and open pasture. The plan proposes to retain the trees in the north east portion of Phase 3 as municipal reserve and potential to retain native shrub vegetation along Wye Road will be explored through the detailed design.

1.5.2 Wetlands and Hydrology

The Plan Area contains an existing drainage course that enters Phase 2 from the south and meanders in a northwest direction to the wetland in Phase 2 and then back southwest to Campbelltown Heights. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin.

Spencer Environmental Management’s Biophysical Assessment designated the wetland in Phase 2 as Class 4 in 2007. Environmental and Sustainable Resource Development (ESRD) subsequently claimed the bed and shore of the 0.77 hectare wetland in Phase 2. and it has been retained in the Plan. Compensation has been accepted by Alberta Environment and Sustainable Resource Development for the other smaller wetlands in the north Plan area of Phase 2. ~~that are yet to be removed and payment has been made to Ducks Unlimited.~~ Water Act approval has also been granted for removal of wetlands in the northern area of Phase 2. Compensation will still be required for four small scattered wetlands in Phase 2, Stage 3.

A combination of Environmental Reserve (ER) and Municipal Reserve (MR) has been utilized to ensure that an appropriate buffer is designated around the perimeter of the retained wetland to conserve its riparian edge. The width of the combined buffer in Phase 2 varies between approximately 20 and 32 metres. The width of the buffer in Phase 3 varies between 10 and 40 metres.

ESRD also claimed the bed and shore of a 0.44 hectare wetland in Phase 3. This wetland, in the northeast Plan Area, is proposed to be preserved in its existing natural state. A combination of ER and MR that varies between 10m and 20m wide is proposed around the wetland bed and shore to conserve the riparian edge. The remaining seven wetlands in Phase 3 will be removed. Compensation for the removal of these wetlands will be provided in compliance with County and Provincial wetland policies.

1.5.3 Environmental Site Assessment

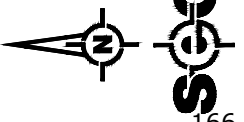
On behalf of Avillia Developments Ltd., Thurber Engineering Ltd. conducted a Phase I Environmental Site Assessment (ESA) specific to Phase 2, Stage 3 in the spring of 2015. Based upon the inspections, assessments, and information reviewed in the Thurber Engineering Ltd. report, the Phase I ESA did not encounter any historical or visible evidence indicating the site has been impacted by contaminants generally associated with the land use of this nature.



LEGEND

- Salisbury Village ASP Boundary
- Crown Claimed Wetlands
- Existing Drainage Course
- Salisbury Village
- Sherwood Park
- Elevations
- High Elevation
- Low Elevation

EXISTING SITE FEATURES



N.T.S.

1.6 Biophysical Assessment

Biophysical Assessments completed for the phases detailed the biophysical components of each phase and provided conservation recommendations. Congruence between these Biophysical Assessment conservation recommendations and this ASP are generally summarized in the chart below.

Recommendation	Plan Response
Retain the largest (Crown-owned) wetlands, with possible exception of the southern areas of shrub wetland community	100% of bed and shore Crown claimed wetland in Phase 2 and Phase 3 is retained in the Plan.
Establish a wetland buffer of variable width measured from wetland edge	Wetland buffer is provided on both Crown claimed wetlands by a combination of Environmental Reserve and Municipal Reserve that varies in width from a minimum width of approximately 10 m maximum to a maximum width of 40m.
Consider retaining some of the existing grades on the parcel	Highest point of land (hill) retained in southeast quadrant and natural grades retained around wetland within ER and MR.
Retain two ecological corridors, using sizeable culverts under roads and consider incorporating natural vegetation in southwest quadrant.	Retention/creation of continuous corridors was not possible owing to MR dedication for buffer around wetland. To overcome lack of high functioning continuous corridors, connectivity will be provided through larger culverts under Salisbury East Parkway and Salisbury Way that link PUL'S but also provide dry surfaces (e.g., a higher elevation "shelf"), and, remaining open spaces will be landscaped with native trees. Corridor purpose is to promote sustainable ecological processes and movement of small animals to and from the retained wetland.
Investigate retaining or moving some of the more attractive, healthy planted trees for landscaping.	Healthy, planted trees in the northeast and along RR 232 will be retained. Some habitat enhancement will be undertaken in the northwest corner to enhance the wetland buffer and habitat values provided by that area. While the treed area in the northeast corner was not identified as a high conservation priority, if enhanced it will contribute to wetland function. Reuse/ transplanting of other trees will be investigated.

1.7 Public Process and Review

1.7.1 Public Consultation Background

Extensive public consultation was conducted with the approval of the previous Area Structure Plans. A summary of that consultation history is outlined below.

Phase 1 & 2: The original Salisbury Village Area Structure Plan process incorporated various workshops and presentations prior to the open house. Workshops with staff were initiated in October 2006. The first Design Charette in November 2006 incorporated presentations to the Campbelltown Heights community, adjoining landowners, and Council so that they could review and comment on strengths and weaknesses of the proposal. The applicants contacted Campbelltown Heights residents to address outstanding issues. Discussions between the applicants and staff focused on opportunities to incorporate sustainability to the greatest extent possible.

The Public Information Meeting for the original Salisbury Village ASP was held in an 'Open House' format on Monday, April 23, 2007. The applicants and their representatives were on hand for the duration of the meeting in order to gain feedback from attendees and to answer questions. Approximately seventy people attended the meeting. Nineteen Campbelltown Heights households were represented as well as a number of residents from the Estates of Sherwood Park, Sherwood Heights, Maplegrove area and beyond.

Opinions on the original development proposal varied, from those concerned that the development would have a negative impact, particularly with respect to increased traffic, to those who enthusiastically supported the development concept in its entirety, including the mix of uses, the higher density, and the 'village center' concept. Feedback from attendees was provided through informal discussions and by written submissions. Approximately thirty three surveys to measure community support were received.

Phase 3: A comprehensive Design Charette took place from September 22 to 25, 2008 which incorporated a workshop and presentation to adjoining landowners and Council so that they could review and comment on the strengths and weaknesses of the development concept.

Regular meetings with a Strathcona County working group informed further detailed studies on the property and refined the development plan to the benefit of the community. A Public Open House consistent with Strathcona County's policies of public engagement further refined the Plan on September 21, 2009. A total of twenty nine residents registered at the Open House and twenty six completed the participant comment sheets. The majority of the attendees lived within one to two kilometers of the site.

The overall results from the Open House were generally very positive with 89% of the attendees either strongly supporting or somewhat supporting the Overall Master Plan. Support was also voiced for other aspects of the plan including Transportation Concept (81%), Principles (85%), Land Use (92%), and the Open Space Network (96%).

Concerns generally included:

- Transportation impacts associated with the development;
- Potential associated impacts of a hotel use; and
- Building heights.

Explanations including the type of higher quality business-oriented hotel envisioned for the site, a more pedestrian-oriented development with transit access, and a transition of heights from east to west with treed open space adjoining the residential developments east of Range Road 232, appeared to address concerns of many of the attendees.

1.7.2 2013 Public Consultation Requirements

Prior to this ASP amendment application being submitted to the County, a Public Information Meeting (PIM) was held at the County Hall in Sherwood Park on May 30, 2013. This PIM was organized, advertised and is summarized in accordance with the requirements of the Public Information Program (PIP) for the proposed ASP amendment approved by County Council on May 7, 2013. The purpose of the pre-application PIM was to present the features of the proposed amendments to the ASP and to gather public input prior to the County accepting a formal amendment application.

The pre-application PIM was advertised in the May 17 and May 21 editions of the Sherwood Park – Strathcona County News. Local residents were notified of the PIM by a mail-out to addresses within a notification area defined by the County. All public information materials and newspaper advertisements were submitted to the County Land Development Services Branch for approval prior to being circulated. Members of Council and administration were notified of the date, time and location for the PIM. A total of thirteen (13) people signed in at the PIM and four (4) completed the Exit Surveys. The comments received from attendees are documented in a Summary Report submitted to Strathcona County. Overall response to the proposed ASP amendments at the pre-application PIM was positive.

The proposed: reductions to building heights and residential densities; introduction of single detached residential uses; reduction of apartment uses; and provision of housing oriented to streets and open spaces in Area 2 received 100% support from attendees. Attendee's views were mixed related to potential architectural style within Area 2, with 33% indicating a preference for a contemporary style and 67% preferring a traditional style.

The proposal to: reduce the land area and square footage of commercial development; remove mixed-use commercial/office/residential uses; and to provide an opportunity for a grocery store use in Area 2 also received 100% support.

The proposed: retention of the existing wetland (with an ER buffer); retention of existing trees in the development (where feasible); concept for pedestrian linkages; provision of interpretive/education opportunities for the open space network; and changes proposed for the park space (relocation of the space, removal of some elements of the eco-centre while creating a plaza type of space) in Area 2 were 100% supported by attendees.

The proposal to: realign Salisbury Way will provide traffic calming design measures and create a one-way couplet accessing the low density residential area for Phase 2 received 100% support.

Attendees stressed the desire for development in Phase 2 to ensure the integrity of Campbelltown Heights and confirmed that the reduced densities and arrangements of land uses proposed would support this. Some concern regarding parking for higher density (townhome and apartment) developments was expressed. Adequate parking for all proposed uses will be provided in Phase 2 in accordance with Strathcona County's requirements as defined in the Land Use Bylaw.

The approved PIP for the proposed ASP amendment required a second PIM to be held prior to the application being advanced for Council consideration. The second PIM was advertised in the November 8, 2013 and November 12, 2013 editions of the Sherwood Park-Strathcona County News and was held on November 20, 2013. Local residents were notified of this PIM by a mail-out to addresses within a notification area defined by the County. All public information materials and newspaper advertisements were submitted to the County's Land Development Services Branch for approval prior to being circulated. Members of Council and administration were notified of the date, time and location for this PIM.

1.7.3 Public Consultation 2015

A Public Engagement Plan (PEP) was prepared and submitted to Strathcona County in February 2015 for a proposal to expand Salisbury Village Phase 2 by 7.14 hectares to the south which required amendments to the Municipal Development Plan (MDP), Country Residential Area Concept Plan (ACP) and the Salisbury Village Area Structure Plan (ASP). The MDP amendment was necessary to expand the Sherwood Park Urban Services Area to include the proposed expansion area of Salisbury Village ASP and an ACP amendment is required to ensure that its boundary is consistent with the MDP. Opportunities for additional stakeholder and public input occurred through the amendment process and at the Public Hearings for the bylaws required to amend the MDP, ACP and ASP.

The first Public Information Meeting (PIM) was held at the Community Centre in Sherwood Park on March 9, 2015. The purpose of the PIM was to present the proposed MDP, ACP and ASP amendments and to gather public input prior to the County accepting formal MDP, ACP and ASP amendment applications. The proposed amendments were generally well received with all comments and questions being addressed however no formal written comments were submitted. Attendees expressed concerns about the expansion of the Sherwood Park Urban Services Area as well as the development extending towards the country residential area in the Campbelltown Heights neighbourhood. This PIM was advertised in the February 27, 2015 and March 3, 2015 editions of the Sherwood Park – Strathcona County News. Local residents were notified by a mail-out.

The second Public Information Meeting was held on September 29, 2015. This PIM was advertised September 18, 2015 and September 25, 2015 editions of the Sherwood Park-Strathcona County News. The majority of the attendees lived in the Estates of Sherwood Park east of RR 232 and so the comments mostly related to Phase 3 rather than Phase 2 Stage 3. There was some interest in obtaining more details on the landscaping of the municipal reserve designated adjacent to Campbelltown and the developer followed up with them post PIM.

1.8 Policy Context

There are a variety of federal, provincial and municipal policies and policy documents that set the context for the proposed Salisbury Village Area Structure Plan.

1.8.1 Federal

1.8.1.1 Fisheries Act

Canada's Fisheries Act prohibits the harmful alteration, disruption or destruction (HADD) of fish habitat, unless "authorized" by the Department of Fisheries and Oceans (DFO). In 2006, fisheries investigations were undertaken on the existing drainage course in Phase 2 and connected wetland and documentation was submitted to DFO for review. DFO subsequently determined that the project could proceed without a *Fisheries Act* Authorization.

1.8.2 Provincial

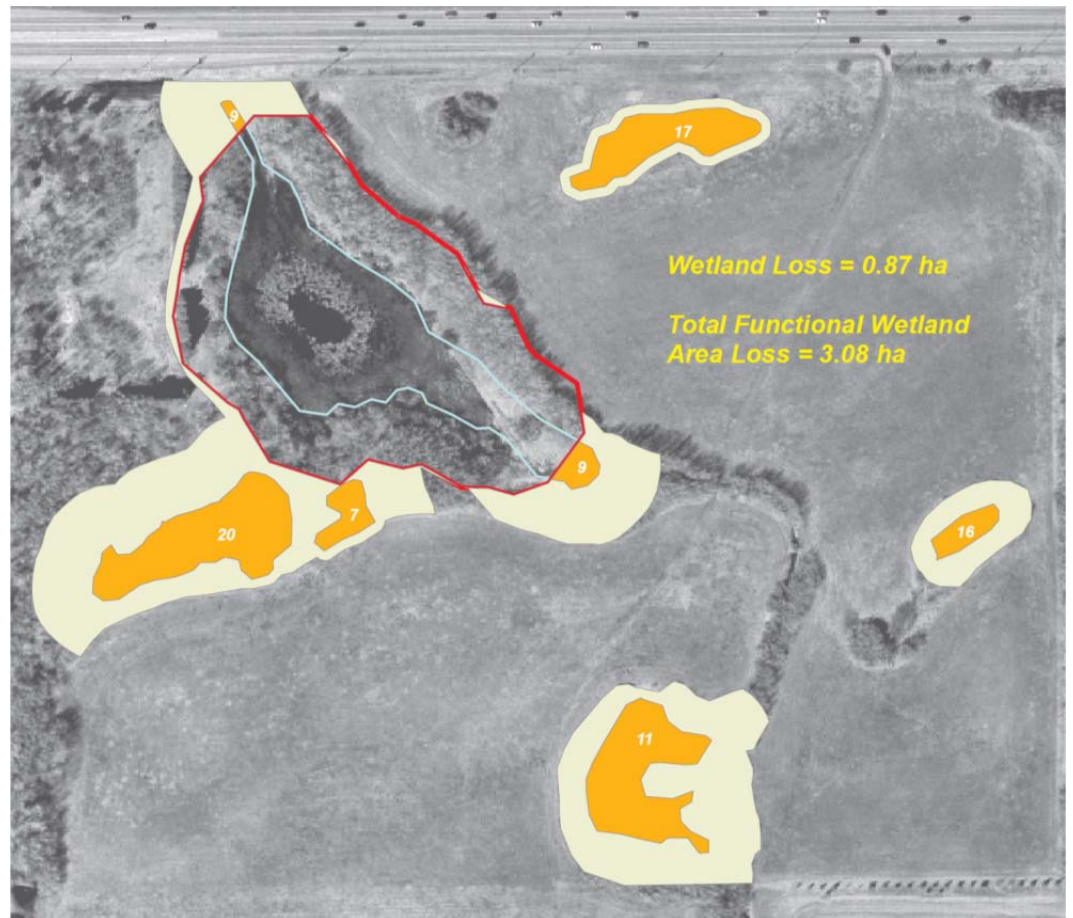
1.8.2.1 Public Lands and Water Act

ESRD claimed the bed and shore of two wetlands within the Plan and both are retained within the Plan Area. Under Alberta's Water Act, ownership of all surface water is vested in the Crown. Alteration of surface water drainage patterns requires approval from ESRD. The Act prohibits the draining, altering or infilling of all wetlands on public or private lands unless authorized by an approval under the provisions of the Act. The Province's Water Act (1992) sets out the current process for obtaining approval to alter, drain or fill a wetland. If wetlands are impacted or eliminated, all wetland losses will need to be compensated for in accordance with the Province's Interim Policy for Wetland Management in the Settled Areas. (See Section 1.5.2 Wetlands and Hydrology)

On behalf of Royop Corporation/Campbelltown Village Development s Ltd., Spencer Environmental Management Services submitted a *Wetland Assessment and Compensation Plan for Campbelltown Village in South Wye ASP* to the Province in March 2008 for Phase 2. Based on a loss of functional wetland of 3.08, this 2008 package recommended a compensation ratio of 3:1. the wetland loss was to be compensated for in the amount of \$14,000 per hectare to Ducks Unlimited Canada (DUC) for specified wetland restoration in the Cooking Lake moraine. On December 18, 2007, DUC confirmed that \$129,360.00 was acceptable for the loss of functional wetlands in Phase 2.

Legend

- Wetland Areas to be Lost
- Areas of FUZ to be Lost
- Limits of Retained Wetland
- Wetland Boundary



1.8.2.2 Capital Region Board

The Capital Region Board (CRB), formed in April 2008, consists of the City of Edmonton and 23 surrounding municipalities with a mandate to prepare a comprehensive, integrated regional growth plan for the Capital Region. The outcome of this initiative was adoption of Growing Forward: The Capital Region Growth Plan, which also defined in Appendix 2 the Capital Region Land Use Plan (CRLUP). This CRLUP provided a planning framework for guiding future growth based on six principles: protect environmental resources; minimize regional footprint; strengthen communities; increase transportation choice; ensure efficient provision of services; and support regional economic development. A subsequent Capital Region Growth Plan Addendum (October 2009), provided a map of Priority Growth Areas and prescribed density targets to minimize the regional development footprint in accordance with the Principles and Policies of the CRLUP.

Salisbury Village ASP is located per the Capital Region Growth Plan Addendum (October 2009) within Priority Growth Area B, and has in Table 3 – Capital Region Density Targets been prescribes a residential density target of 30 - 45+ dwelling units per net residential hectare (upnrha). In conformance with this density target, Salisbury Village ASP is planned to achieve more than ~~55.660~~ dwelling upnrha.

The location of Priority Growth Areas has accounted for the coordination of more intense development with existing and future transit corridors and related transit nodes. Salisbury Village is located on the south side of Wye Road, which is an important current and long-term part of the Capital Region Intermunicipal Transit Network Plan, and in this location makes it an

ideal site for land use intensification within an existing urban area as mandated by the Capital Region Board.

1.8.3 Municipal

Several Strathcona County municipal bylaws and policies guide this Salisbury Village Area Structure Plan. The major ones are identified below.

1.8.3.1 Strathcona County 2030, Powering our New Tomorrow (Strategic Plan)

Eight priority areas are identified in the County's Strategic Plan, along with strategic goals and measures, to focus the County's efforts and realize its vision. A number of the priorities, goals and measures of the Strategic Plan are relevant to, and are addressed through, the planning for Salisbury Village, as summarized below:

Priority area: Effective and efficient municipal infrastructure

Strategic goal: Strategically manage, invest and plan for sustainable municipal infrastructure.

Measures: Existing infrastructure and facility life cycle is optimized.

Development in Salisbury Village will connect to existing infrastructure. Within Salisbury Village, new infrastructure will be provided in accordance with Strathcona County standards which ensure that infrastructure and facility life cycle is optimized.

Fiscal reserves are sufficient for future infrastructure replacement.

A diversity of residential, commercial and office development is planned for Salisbury Village with compact, higher density forms that make efficient use of land and infrastructure. Tax revenues from development in Salisbury Village will support the County in replacing infrastructure in the future.

Priority Area: Cooperative partnerships with community, business, industry and neighbouring governments.

Strategic goal: Increase public involvement and communicate with the community on issues affecting the County's future.

Measures: Stakeholder satisfaction with opportunities to provide input into the decision-making process.

As previously described, public consultation for the Salisbury Village ASP amendment was conducted in accordance with the Council approved PIP. Attendees at the pre-consultation PIM were asked to evaluate the effectiveness of the PIM. Generally, attendees agreed that: the PIM was well organized and appropriately timed; the information presented was useful and clear; and there were good opportunities to participate and interact with project representatives and provide input. There will be further opportunity during the process of redistricting.

Priority Area: Helping, caring and safe community

Strategic goal: Build strong neighbourhoods/communities to support the diverse needs of our residents.

Measures: % of residents satisfied with access to amenities and services they feel improve their quality of life.

Salisbury Village has been planned to provide a range of commercial and office uses providing services and employment opportunities to residents within and adjacent to the ASP area. The compact nature of development planned for Salisbury Village will provide walkable access to services via safe, attractive, convenient routes which will contribute to a high quality of life.

Strategic goal: Increase the safety of our residents and their property.

Measures: Residents' perception of safety in their homes, neighbourhoods, downtown and public places.

Urban design in Salisbury Village will consider safety by addressing 1st Generation (physical) CPTED principles and the land uses and infrastructure planned for the ASP support 2nd Generation (social) CPTED principles, as further described in the 12 Themes of Sustainability. (See Appendix A)

Priority Area: Healthy and active community.

Strategic goal: Facilities and activities are available, accessible and used by residents.

Measures: % of residents satisfied with the County's green spaces, open space, facilities and parks.

Salisbury Village has been planned to provide a variety of parks and open spaces (e.g. preserved natural areas, park spaces, plazas and naturalized stormwater management facilities) within walkable access to future residents and visitors. These open spaces provide passive and active recreation opportunities for residents and visitors.

Priority Area: Protect our environment and preserve our agricultural heritage.

Strategic goal: Improve the efficiency of resource usage; minimize the volume of waste and its impact on the community.

Measures: Net zero waste; Liters per capita of residential water consumption; Residents' perception that we have improved our natural environment; and Carbon footprint reduced for municipal facility energy use.

Sustainability considerations to be addressed on-site (developer) and in the public realm (County) have been described in detail in the 12 Themes of Sustainability. (See Appendix A)

1.8.3.2 Strathcona County's Economic Sustainability Framework – March, 2011

At a neighbourhood level, Salisbury Village supports the Themes identified in the Economic Sustainability Framework as a mixed-use neighbourhood that is safe, caring, attractive and environmentally sound. These aspects of Salisbury Village make it a desirable place to live, work and plan and this quality of life is an essential ingredient for the County's economic growth and prosperity. Following is a summary of how Salisbury Village responds to the Themes of the Economic Sustainability Framework:

Theme 1 – Long-term Financial Sustainability

Guiding Statement: Strathcona County is in sound financial condition and has the fiscal capacity to deliver services and infrastructure on a sustainable basis.

Compact, higher density, development planned for Salisbury Village makes efficient use of land and infrastructure. Tax revenues from development in Salisbury Village will support the County's capacity to deliver services and infrastructure in an economically sustainable manner.

Salisbury Village provides a diversity of residential, commercial and office development which diversifies the County's revenue base.

Theme 2 – Strong Economic Drivers

Guiding Statement: Strathcona County's economy includes a world-leading integrated energy sector, thriving small- and medium- sized businesses and a strong agricultural sector.

Providing for a variety of commercial and office development within Salisbury Village enhances the competitiveness of the business climate within the County and the region.

Local jobs created by commercial and office development, as well as potential home-based businesses provide employment opportunities for residents of Salisbury Village, the County and the region.

Employment opportunities created in Sherwood Park, through development of Salisbury Village, support the County's unique blend of urban and rural lifestyles.

Theme 3 – Green Economy

Guiding Statement: Strathcona County enables and promotes diversification of its economy through the development of green jobs and investment.

Commercial and office development in Salisbury Village will support the 12 Themes of Sustainability, as described in Appendix A. By promoting local green development opportunities growth in the County's green economy are provided.

By preserving natural features within the ASP area, connecting them within a network of parks, open spaces and trails, and supporting access to them by residents and visitors, the economic value of the County's natural capital is increased.

Theme 4 – Growth through Partnerships

Guiding Statement: Strathcona County partners with community organizations, municipalities in the region, other orders of government and the private sector to promote sustainable economic development.

Salisbury Village is planned to align with the Principles and Priorities of the Capital Region Plan and supports orderly development which benefits economic development within the County and the region.

Providing a diversity of residential, commercial and office development within walkable distances supports physical activity and social interaction opportunities, improving the standard of living for residents.

1.8.3.3 Strathcona County's Environmental Sustainability Framework – June, 2009

The Environmental Sustainability Framework identifies Themes and Guiding Statements for environmental sustainability, developed from four sustainability Principles. A detailed description of how Salisbury Village supports these Principles and aligns with the Themes is provided in Section 2.2 – Sustainability as well as Appendix A.

1.8.3.4 Strathcona County's Social Sustainability Framework – March, 2007

Salisbury Village responds directly to Strathcona County's Social Sustainability Framework. Following with the County's vision, the Plan envisions a "vibrant community of choice". Together, these plans provide a basis to a vibrant social community that has a unique and significant sense of place, culture, and diversity. The following discussion is an evaluation of the Plan as it relates to the Guiding Principles and the Potential Social Impacts outlined in the Social Sustainability Framework:

Guiding Principles:

1. *Social Inclusion:*

Salisbury Village is intended to be a complete community with a broad mix of land uses. This "Urban Village" will provide a rich mix of retail, and office commercial mixed with recreational and residential uses. This community will indeed be a place where people can live, work, and play locally. The residential component will provide a broad range of multiple unit housing for singles through to young families and mature adults. The main office/retail component will provide for a diversity of jobs for the entry level employee to the executive. The trail network and wetland nature area will be open to the public and provide excellent opportunities for school education programs and healthy living walks for children, youth, and adults.

2. *Community Connectedness:*

A number of social components will stimulate community interaction including the central park space, Main Street and a comprehensive network of easily accessible trails, open spaces, and parks programmed for the young to old.

3. *Social Responsibility:*

There are a number of opportunities for social responsibility being represented through potential organizations in the community including entities like a Wetland Stewardship Society, Adopt a Street Tree Program, Community Gardens Society, Health and Wellness Groups, and volunteer opportunities to help maintain the parks and open spaces.

4. *Health and Well-Being:*

Salisbury Village aspires to be a pedestrian and bicycle oriented community where many residents walk, bike, or take transit. Local services will be located within a five to ten minute walk of every household or office. Walking or biking will increase contacts and interaction with neighbours and therefore support the sense of community and increase the quality of life.

Positive social impacts provided by Salisbury Village include:

- Choice and diversity of housing is increased;
- Significant employment base for Strathcona County;
- Richer land use mix to stimulate higher interaction as well as safety and security;
- Diverse population through the mix of housing and employment;
- Variety of “third places” beyond home and work to meet and interact (parks, trails, Main Street, shops, hotel/conference centre);
- Services are close by and potential employment opportunities are within walking distance – enhancing prosperity and interaction among residents and businesses; and
- Local transit will expand mobility and access to other parts of the County.

This community is planned to be “socially rich” by comprehensive planning, design, and implementation of programs. Service delivery partners will include the County and local organizations that form to support the parks, well-being, and safety components of the community.

1.8.3.5 Strathcona County Municipal Development Plan (MDP) Bylaw 1-2007

Salisbury Village is designated as an Urban Village in the MDP. Urban Villages are defined as compact, walkable, mixed-use neighbourhoods. (See Figure 3)

The MDP contains numerous policies that direct and guide the development of the Salisbury Village ASP. In particular, the Salisbury Village Area Structure Plan exemplifies the following municipal policies:

Residential

Policy 5.2 Encourage a mixture of housing types within all residential neighbourhoods to accommodate a broad range of housing needs, incomes and lifestyles;

Policy 5.3 Ensure the density of any residential development is directly related to the following:

- a) The carrying capacity of the lands proposed for development having regard for the site conditions, environmental considerations and impacts, and other factors that may be considered in the design of the proposal;*
- b) The suitability and availability of municipal services and infrastructure necessary to support the proposal; and*
- c) The compatibility of the proposed density with that of the surrounding areas and the character of the community.*

Salisbury Village will provide a diversity of residential types (low, medium and high density) that cater to a broad spectrum of age groups with different lifestyles and needs. The housing form is reflective of infrastructure capacities and sensitive to surrounding established neighbourhoods.

Policy 5.44 Consider the following residential neighbourhood design guidelines with respect to all new area redevelopment plans or amendments to area structure plans proposed within the Sherwood Park Urban Service Area:

- a) Ensure the design is sympathetic to amenities such as natural topography and other environmental features including tree stands, ravines, streams and other wetlands;*
- b) Encourage communities to establish a unique neighbourhood identity;*
- c) Encourage innovative housing designs that incorporate sustainable elements;*
- d) Encourage the incorporation of energy conservation measures into designs;*
- e) Consider alternative, appropriately designed, residential development fronting onto collector roads;*
- f) Discourage direct driveway and back lane access to collector and arterial roads;*
- g) Encourage the development of vacant or underutilized sites (infill);*
- h) Require neighbourhoods to have a central focus and defined edges;*
- i) Ensure communities contain a balanced mix of activities, housing forms, shopping opportunities, employment, schools, places of worship which are scale appropriate and recreation facilities; and*
- j) Encourage the development of neighbourhoods built with a comprehensive network of streets, walkways and public transit.*

Salisbury Village has been planned to retain two existing wetlands features and to consider the topography of the lands in drainage design. Site features such as existing mature trees and a natural drainage course through Phase 2 will be retained with development, where feasible.

A contemporary architectural theme and a mix of residential, commercial and office uses will create a distinct identity for the neighbourhood.

Sustainable design elements, which address energy conservation, being considered through on-site (private) and public realm development are described in detail in the 12 Themes of Sustainability. (See Appendix A)

Residential development in Phase 2 will be designed to front directly onto streets (including collector roadways) and open spaces, where feasible. Direct driveway and lane access to collector roadways will be minimized.

Salisbury Village has been designed with open space and commercial development providing a central focus for the neighbourhood. Wye Road, Campbelltown Heights and Range Road 232 define the edges of the neighbourhood.

A balanced mix of mutually supportive housing forms, commercial development, office employment opportunities and recreation amenities are planned to serve residents and visitors to Salisbury Village.

A comprehensive network of streets, walkways and public transit routes ensures access for residents and visitors to the services and amenities planned in Salisbury Village.

Policy 5.52 Ensure planned dwelling groups, strata or condominium developments and medium density housing projects:

a) Utilize sustainable development principles (See Chapter 4 – Sustainability and Growth Management), in the overall design of the project and incorporate amenity areas;

b) Provide pedestrian, cycling and vehicle circulation connections to adjacent residential areas;

c) Include a variety of housing types to meet a range of life cycle, lifestyle, social needs and income levels;

d) Provide transitioning elements into the overall design in order to ensure sensitive integration with surrounding urban development;

e) Incorporate community facilities into the design that may be utilized on a joint-use basis with the adjacent community or neighbourhood; and

f) Incorporate urban design elements such as plazas, focal points and usable open spaces into the design that re-enforce continuity with the surrounding neighbourhood and foster a sense of community by providing opportunities for citizens to interact.

Sustainable design elements, which address energy conservation, being considered for residential development are described in detail in the 12 Themes of Sustainability. (See Appendix A)

The comprehensive network of streets, walkways and public transit routes planned for Salisbury Village will connect to and from the circulation network within planned dwelling sites.

A variety of housing types (e.g. single-detached, semi-detached, townhome, apartment) are planned within Salisbury Village to cater to a range of age groups, income levels and family types.

Open spaces and lower density residential uses are planned adjacent to the Campbelltown Heights neighbourhood and higher density residential and commercial uses are planned adjacent to major roadways and open areas adjacent to Salisbury Village. This is intended to provide a sensitive transition between existing and proposed development.

The variety of open spaces provided in Salisbury Village will be accessible for the use of residents and visitors alike. These spaces include park spaces (which may include playgrounds, fields, and/or plaza areas) and natural areas connected by a trail network which provides continuity within Salisbury Village and to surrounding areas. These spaces compliment commercial development to establish focal points of activity which encourage social interaction.

Policy 5.54 Encourage a balanced distribution of multi-family, higher density residential and mixed use residential urban village developments, as identified in area structure plans. They should be situated along transit routes, arterial and major collector roadways, or adjacent to major services and amenities, such as schools and recreation facilities within the Urban Service Area, in order to encourage the development of more complete and diverse neighbourhoods.

Salisbury Village is planned as an urban village, providing a mix of residential, commercial and office development, with a compact urban form. As a complete and diverse neighbourhood, its location adjacent to Wye Road and along an existing transit route enhances the diversity or adjacent neighbourhoods and provides additional access services, amenities and employment opportunities for residents in the adjacent areas.

Commercial

Urban Villages (Sustainable Urban Neighbourhoods)

Policy 6.19 Promote the development of urban villages to support accessibility to meet every day needs and to create vibrant and attractive multi-functional community focal points;

Policy 6.20 Encourage pedestrian oriented commercial activity within and adjacent to urban villages;

Policy 6.22 Ensure integration of access points, parking and design between adjacent commercial and residential developments; and

Policy 6.23 Promote urban villages as mixed use developments which provide individuals a place to live, work and play

Salisbury Village will provide local employment opportunities and a variety of shops and services within walking distance of every resident.

A mix of commercial, employment and recreation uses are provided within easy walking distance of residential uses, connected by a network of trails and sidewalks, integrated with surrounding neighbourhoods.

Environmental Management

- Policy 8.19 Create development guidelines to protect lands and riparian corridors adjacent to watercourses and water bodies;*
- Policy 8.24 Ensure lands classified as environmental reserve per the Municipal Government Act are identified and protected as such; and*
- Policy 8.32 Encourage land use and forms of development that conserve natural habitat*

Salisbury Village retains two wetlands and designates appropriate buffers to protect them. The plan also retains existing trees in proximity to the wetlands, realigns and retains the existing drainage course and proposes to naturalize the stormwater management facilities to ensure sustainability of the wetlands and improved stormwater quality and management.

Parks and Recreation

- Policy 9.6 Ensure trail systems are developed to create linkages between neighbourhoods;*

Salisbury Village will provide residents, visitors, and employees with ample pedestrian, recreational and leisure opportunities through the retention of two wetlands and their associated buffers, naturalized stormwater management facilities, trail connections, pedestrian corridors, and active and passive park space.

Sustainability and Growth Management

- Policy 4.6 Ensure the following theme topics are considered when evaluating sustainable development:*
- a) Carbon – reduce dependence upon fossil fuels;*
 - b) Transport – use of alternative forms of transportation and a reduction in single car usage;*
 - c) Land use – introduction of mixed use, higher density developments;*
 - d) Materials – use of healthy building design and construction materials;*
 - e) Waste – utilizing waste as a resource;*
 - f) Economy – supporting locally based and eco-industrial businesses;*
 - g) Water – conservation of water through reduced water consumption and retention of natural infrastructure;*
 - h) Food – local food production and value added opportunities;*
 - i) Natural Habitat – conservation of natural habitat;*
 - j) Well-Being – design buildings and amenities to promote inter-generational interaction and cohesion;*
 - k) Equity – access to affordable housing, amenities and every day needs for all residents; and*
 - l) Culture – celebrate cultural heritage.*

Salisbury Village Area Structure Plan (ASP) has been planned using sustainability principles which strive to achieve effective land use by creating efficient and compact development, reducing infrastructure footprints and conserving natural habitat. (See Section 2.2)

1.8.3.6 Area Structure Plans (SER-008-007)

The ASP Policy establishes definitions, guidelines and roles and responsibilities related to Area Concept Plans, Area Structure Plans and amendments. Area Concept Plans and Area Structure Plans are required to ensure that County Council's land use policies, as outlined in the Strategic Plan and the Municipal Development Plan, are implemented in more detailed planning documents.

This Salisbury Village ASP has been prepared in accordance with the County's ASP Policy and addresses land use, development sequencing, population densities, road networks, parks and open space and provision of utilities.

1.8.3.7 Strathcona County Land Use Bylaw 8-2001

Phase 1 and 2 are presently districted under Direct Control District 61 (2007-7) and Phase 3 is districted under Direct Control District 1 (91-04). A Direct Control District (DC) is required to implement site specific developments that do not adhere to the Land Use Bylaw (LUB). The DC districts presently approved in Salisbury Village allow for commercial, business and related uses and were approved in accordance with a previous version of the ASP.

Additional redistricting of Phase 2 and Phase 3 will be required to bring development into conformance with this ASP. Care will be taken to ensure that a sensitive interface with adjacent residential uses is maintained as well as adherence to a high standard of appearance appropriate to the site's exposure along Wye Road.

The Strathcona County Land Use Bylaw is currently under review and the timing of approval of the updated LUB is uncertain. This document assumes that Salisbury Village may be able to access new LUB regulations as they are available.

1.8.3.8 Strathcona County Land Use Bylaw 6-2015

The Strathcona County Land Use Bylaw 8-2001 has been replaced by Land Use Bylaw 6-2015 (LUB) approved on March 10, 2015 effective May 11, 2015. The Salisbury Village Phase 2, Stage 3 may utilize standard land use districts within this updated bylaw. Salisbury Village is now designated as UV4 – Salisbury Village Zoning District within the LUB 6-2015. The developed areas of Phase 1 and Phase 2 will remain under the current UV4 - Salisbury Village zoning district.



LEGEND

- Urban Service Area Boundary
- Commercial Arterial Policy Area
- Commercial Community Policy Area
- Low Density Residential Policy Area
- Medium Density Residential Policy Area
- Open Space
- Institutional
- Urban Village

**MUNICIPAL
DEVELOPMENT PLAN**

N.T.S.

SALISBURY VILLAGE
SHERWOOD PARK

1.8.3.9 Wetland Conservation Policy (SER-009-036)

In March 2009, Strathcona County adopted a Wetland Conservation Policy that requires development proponents to realize a no net loss of wetland function. Where impacts cannot be avoided or minimized, the loss must be compensated for on-site at a minimum area-based ratio of 3:1 (wetland area replaced: wetland area lost). Acceptable means of compensation may include the construction of naturalized stormwater management facilities (mimicking wetland types typical of the Central Parkland Sub Region), wetlands constructed in conjunction with other retained natural areas and the expansion or enhancement of wetlands that are to be retained in their natural state. In the event that Provincial compensation requirements are greater than those of the County, the jurisdiction of the Province supersedes that of the County.

Spencer Environmental Management's Biophysical Assessment designated the wetland in Phase 2 as Class 4 in 2007. Environmental and Sustainable Resource Development (ESRD) subsequently claimed the bed and shore of the 0.77 hectare wetland in Phase 2 and it has been retained in the Plan. Compensation has been accepted by ESRD and Sustainable Resource Development for the other smaller wetlands in the north area of Phase 2. ~~that are yet to be removed and payment has been made to Ducks Unlimited.~~ Water Act approval has also been granted for removal of wetlands in the northern area of Phase 2. Additional compensation and approvals will be required for four small scattered wetlands in Phase 2, Stage 3.

1.8.3.10 Tree Conservation During Development Policy (SER-009-034)

Strathcona County adopted a policy in June 2007 to incorporate tree conservation procedures into rural and urban development plans in order to decrease tree loss, reduce tree damage associated with construction, and provide for tree maintenance. A Biophysical Assessment was completed by Spencer Environmental Management for Phase 2 in 2007 and consensus on conservation requirements was reviewed with the County in Phase 2 again in 2013. A majority of the trees continue to be retained in the vicinity of the wetland in Phase 2.

A Tree Protection Plan (TPP) is required by the County whenever a tree clearing permit application is made or a subdivision of lands adjacent to a treed area is submitted. A Tree Protection Plan for Phase 2 has been submitted to the County under separate cover. This TPP describes recommended procedures for tree protection, including planning, construction, and monitoring of the Tree Protection Zone (TPZ), as determined by consensus with a professional biologist and Strathcona County. These requirements will apply to trees planned for retention in this development. The developer is responsible for tree maintenance within public future Strathcona County land until FAC on the soft landscaping for the applicable stage is achieved after which point maintenance duties are turned over to Strathcona County as per the Tree Management Policy. (SER-009-035) Maintenance includes weed control, fuel load reduction, pest control, hazard tree removal, or landowner education. When appropriate tree management requires the removal of trees care must be taken to ensure that wildlife habitat and migratory bird nesting is not negatively impacted. In the case that County land use is negatively affected by tree management techniques, responsible parties must establish a County Notification and/or Education Program to distribute pertinent information to the public.

2.0 Development Concept

2.1 Salisbury Village Vision

Salisbury Village will form a compact community that retains the natural flow of the landscape and wetlands, encourages sustainable building techniques and the reduction of resource use, energy use and waste where possible. It will include a range of low, medium and higher density housing forms currently in demand in the greater community. Residents will have safe and convenient access to shops and services within walking, cycling and local transit range. Employment opportunities will be available in a variety of commercial, hotel and business park uses. **(See Figure 4)** Components of the plan include:

- Preservation of existing wetland areas in Phase 2 and 3, with educational and interpretive opportunities provided along the integrated trail network and within open space areas;
- A central park space which provides an opportunity for playground, plaza and/or informal playfield development as well as retention of an existing watercourse which provides social gathering opportunities and additional interpretive and educational possibilities;
- A comprehensive network of sidewalks and trails connecting all points within Salisbury Village as well as providing year-round connectivity to adjacent neighbourhoods and land uses (e.g. Glenwood Memorial Gardens and Campbelltown Heights);
- A compact, mixed use urban village development including a variety of mutually supportive residential, commercial, employment and recreation uses accessed by transit;
- A commercial area in proximity to higher density residential development and adjacent to the central park space, establishing a focal point for Salisbury Village and supporting an attractive “high street” entrance to the neighbourhood;
- A naturalized stormwater management system which complements the retention of the existing wetlands as well as the planned open space network while utilizing low-impact development strategies; and
- A variety of sustainable design elements considered through on-site (private) and public realm development as described in detail in the 12 Themes of Sustainability. (See Appendix A)

Salisbury Village has an opportunity to integrate natural areas into a very urban environment within the Urban Services Area of Sherwood Park. Phase 1 is already a bustling commercial hub that contains a range of shops and services and two small pockets of medium density residential development. Phase 2 is the residential hub of Salisbury Village. It proposes a mix of street oriented single detached, semi-detached and townhouse development through to apartment style housing all oriented around a large wetland complex. The commercial sites in Phase 2 are intended to provide convenient day to day shopping, restaurants and services suitable for this residential area. Residents will be encouraged to walk or cycle to commercial development in Phase 2 using a variety of pedestrian linkages designated throughout the Plan Area. This trail system also connects to other parks and natural areas in the ASP Area and beyond, providing residents with access to active and passive recreation opportunities.

Another wetland and associated tree stand is retained in Phase 3. It will anchor a variety of business, office and convenience retail. This mix of uses creates a “business campus” in Salisbury Village that will provide local employment and services in the community. Phase 3 also contains opportunities for one apartment building up to nine storeys and hotel services.

This full spectrum of urban uses and access to natural areas will create a complete and sustainable community in Salisbury Village where residents of a variety of ages, incomes and family types can live, work, and play close to home.

Phase 1 and 2

Land uses in Phase 1 and 2 have been designated in a manner to display the site’s high visibility location along Wye Road and also provide a transition to adjacent existing country residential uses and Glenwood Memorial Gardens Cemetery. Development in Phase 1 has been completed with the major land use being commercial along Wye Road. ~~or will be situated in a manner appropriate to the site’s high visibility location along Wye Road and adjacent to existing country residential uses and Glenwood Memorial Gardens Cemetery. Commercial land use is the major land use in Phase 1. Phase 1 is in its final stage of development with commercial all along Wye Road and two small medium density residential sites, and a stormwater management facility.~~

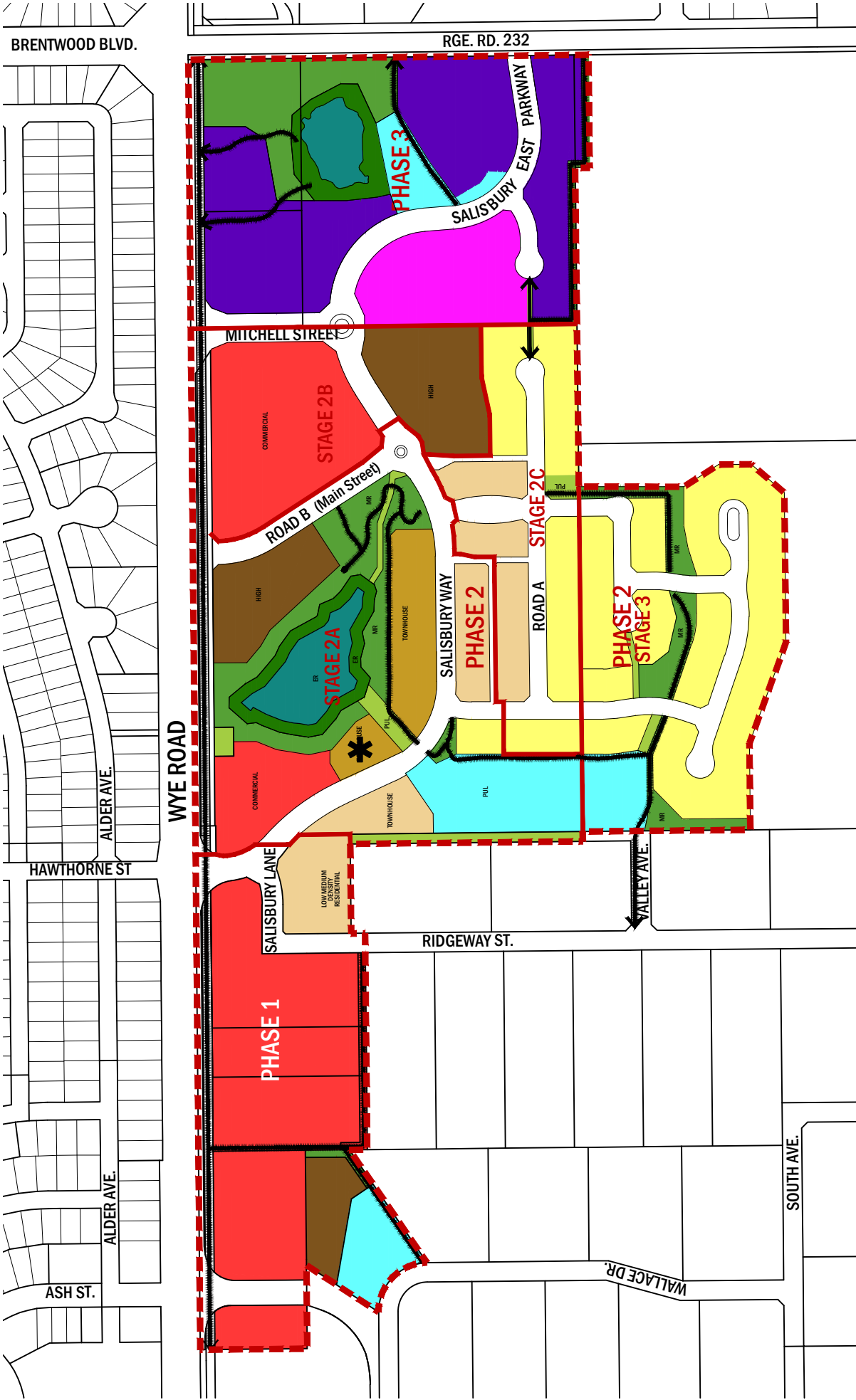
Phase 2 is the residential hub of Salisbury Village. Phase 2 provides for a range of housing forms from single detached residential through to four storey apartments. Two commercial sites are located adjacent to Wye Road, one at Salisbury Way and one at Mitchell Street. These sites are intended for day to day shopping and services to the residents of the community. The internal collector road between the wetland and Mitchell Street is envisioned as the heart of the “Village” and so it serves as a Main Street in the residential Phase 2 area. It will be activated on the commercial Main Street side by articulated business fronts and displays and outdoor patio’s along the street. The wetland side provides park and plaza areas along the Main Street suitable for public gathering and/or a natural experience. This area is overlooked by a four storey apartments that have a unique opportunity to engage with both the Main Street activity and the wetland.

The substantial wetland complex retained within Phase 2 creates a major amenity in the Plan Area. Care has been taken to ensure that this natural area is connected to parks, pedestrian linkages and the stormwater management facility.

A combination of municipal reserve and stormwater management facility provide a buffer to country residential residences to the west of Phase 2, Stage 3.

Phase 3

The wetland and associated tree stand in Phase 3 provides a unique setting for the mix of business park and office uses proposed. Phase 3 has also sensitively oriented development around a wetland area and sited development modules to respect and maintain topography in Phase 3 to the greatest extent possible. This “Business Campus” envisions a transition of heights from lower buildings on east side of the property to a higher building profile on the west side to reduce visual impacts on adjoining neighbours. A fence will be constructed on the rear property line of the Single Family Residential to provide a small buffer between the Phase 2 Single Family Residential land uses and the Mixed Business Park/ Business Park Office land uses in Phase 3. Landscaping may also be utilized to further transition the uses.



LEGEND

	Low Density Residential		Commercial		Stormwater Management Facility
	Medium Density - Semi / Townhouse		Business Park Office		Crown Claimed Wetland
	Medium Density - Townhouse		Mixed Business Park		Swing Site
	High Density Residential		Public Utility Lot		Pedestrian Linkage
			Park / Open Space		Salisbury Village ASP Boundary
			Environmental Reserve		

DEVELOPMENT CONCEPT

N.T.S.

2.2 Sustainability

The developer is committed to the objective of incorporating adaptable, innovative and integrated approaches to development in this project to the extent feasible. Synergies created as a result are intended to provide long term and significant benefits to the environment and broader community and contribute to market sustainability.

Objective: to promote and implement social, economic and sustainability strategies through new development as an important incremental step toward Strathcona County's ultimate goal of creating a sustainable community.

Policy 2.2.1: Salisbury Village shall be a holistically planned urban village that supports sustainable lifestyle choices for residents.

Policy 2.2.2: Sustainability strategies which make sustainable living easy, while maintaining quality of life and a modern and mobile lifestyle, will be promoted for Salisbury Village.

Policy 2.2.2: Sustainability principles shall be considered by Strathcona County and developers in decision making during planning, design and implementation stages.

2.2.1 Sustainability Principles

Strathcona County's MDP emphasizes that new developments are implemented in a sustainable manner to ensure they meet the needs of present residents without compromising the ability of future generations to meet their own needs while balancing economic prosperity, social responsibility, and environmental stewardship. To achieve this objective neighbourhood planning is guided by four sustainability principles and twelve themes for evaluating development. The following summary illustrates how Salisbury Village addresses the County's Principles for Sustainability.

Principle #1: Move towards, and ultimately achieve, solutions and activities that preserve, enhance and regenerate nature and life-sustaining ecosystems.

Salisbury Village has been holistically designed based on a complete understanding and assessment of the area's natural ecosystems. It preserves the area's significant environmental features and will compensate as required for any loss of less significant features to support development that minimizes loss of environmental features.

Principle #2: Move towards, and ultimately achieve, solutions and activities that free us from our dependence on substances that are extracted from the earth's crust and accumulate in nature.

Salisbury Village is an 'urban village,' which is a manner of development that places emphasis on creating compact, mixed use, walkable, and transit supportive development nodes. The density of urban village development reduces natural resources used for construction of buildings and infrastructure. Providing a mix of uses within walkable distances also reduces the use of resources to support mobility. This area is located adjacent to several existing low density neighbourhoods that will also benefit from nearby transit, shopping, services, and employment opportunities, potentially reducing natural resource use in areas adjacent to the neighbourhood.

Principle #3: Move towards, and ultimately achieve, cradle-to-cradle solutions and activities in design, manufacturing and consumption such that substances produced by society do not accumulate in nature.

Salisbury Village will promote reduction in the use of toxic building materials in construction, and support the use of local plants and grasses in landscape design for parks and open spaces. Reduction, reuse and recycling of construction, indoor and outdoor waste are promoted.

Principle #4: Move towards, and ultimately achieve social solutions and activities that allow every person to meet basic human needs and achieve their potential in life, now and in the future.

Salisbury Village's 'urban village' design provides types, densities and arrangements of land uses that make it easy for a diverse population to achieve basic needs while minimizing negative environmental impacts, engaging in positive social engagements and supporting economic sustainability for the County and region.

2.2.2 Twelve Themes for Evaluating Sustainable Development

The following summary illustrates how Salisbury Village addresses the County's 12 Themes for Evaluating Sustainable Development. These themes are further expanded in Appendix A.

1. Land

The Urban Village character of the neighbourhood provides a mixture of commercial, employment, residential, and open spaces that will create a diverse neighbourhood for residents to work, shop, and play. Residential density is in excess of 60 units per net residential hectare, which exceeds the Capital Region Growth Plan's target of 30-45 u/nrha, and will offer a range housing types. The commercial area allows for adaptability in uses and increasing site development over time, and is sited to reduce residential areas exposure to traffic noise/pollution from Wye Road. The Village's location integrates well into the existing community and internally fosters multi-modal transportation options throughout (i.e. walk, bike, transit, car) and includes extension of the community greenway trail.

2. Natural Habitat

Salisbury Village protects two significant area wetlands and will conserve the surrounding buffer areas with Environmental Reserve. The stormwater management facilities will be designed as naturalized landscapes, and at least 50% of Municipal Reserve areas (parks, trails) will be formed by naturalized landscapes and retain existing, mature, healthy trees where feasible. These naturalized open spaces work together to retain ecosystem services in the developed context. Parklands are connected where feasible to link habitats, and are strategically located to ensure nearby public access within five minutes from anywhere in the Village.

3. Water

The Village seeks to conserve water by reducing consumption and treatment demands, while maintaining the health of the natural ecosystem. Strategies supported within the neighbourhood include reductions in potable water demand in buildings, using efficient water service infrastructure and minimizing off-site impacts, supporting groundwater recharge (low-impact development) strategies, maintaining water quality and avoiding erosion, and designing stormwater management to reduce downstream impacts.

4. Carbon

The consideration of renewable energy sources and green building practices to reduce energy demand of buildings and infrastructure and support reduced fossil fuel demand. The use of green building standards (Alberta Green Built, LEED, EnerGuide) is encouraged.

5. Transport

Salisbury Village will have a safe and efficient road, sidewalk and pathway network that provides effective internal and external connections, and is supportive of transit, walking and cycling. The neighbourhood's compact mixed use design will make it viable for resident workers and shoppers to have a transit, walking, or bicycling choice for accessing employment, shops, and/or services. Transportation Demand Management (TDM) strategies will be explored to reduce single car usage.

6. Food

Open spaces in the Village allow opportunities for local food production and the use of private lands for use in edible landscapes will be supported. The area as a community node presents a potential location for a farmer's market which could be implemented on a commercial site or community park land. The large commercial area in Phase 2 is sized to accommodate a grocery store, which would provide nearby access to food.

7. Materials

Infrastructure will be carefully designed to make efficient use of resources and use of building materials which consider the health of occupants will be encouraged. Developments within the neighbourhood will be encouraged to utilize durable materials (i.e. wood, stone, brick), recycled materials and/or local materials to conserve resources, support local economies and reduce lifecycle impacts.

8. Waste

Construction waste management plans will be encouraged with the goal of diverting material from landfills. The neighbourhood's residential development will provide recycling in accordance with Strathcona County's regulations. In addition, recycling containers will be integrated into waste receptacles to further divert waste from the landfills.

9. Economy

The mix of uses in the neighbourhood will provide a range of employment opportunities and local businesses and education/training providers will be encouraged to locate in Salisbury Village. Sustainability objectives will be continuously evaluated considering development costs and maintaining regional competitiveness.

10. Well-Being

A variety of landscape, area uses, and the emphasis placed esthetic and street-fronting buildings within Salisbury Village will create a safe, interesting, and attractive environment. Open spaces consisting of parks, naturalized stormwater management facilities, and conserved natural areas are all connected by safe pathways and trails that are inviting and offer variety in landscapes and passive and active recreation opportunities. The compact nature of the area, its parks, and commercial uses (e.g. coffee shops, offices, etc.) contribute to levels of activity and opportunity for social interaction.

11. Equity

Salisbury Village will have a range of diverse housing options that will allow people of various ages, family structure, and financial means to find a home in the community. In the longer term, this range of housing will also allow for residents to stay in the community as their family structure and or lifestyle changes over time. Universal access will be provided in accordance with Strathcona County standards.

12. Culture

The activity, design, and diversity of buildings and public spaces in the village will bestow a strong sense of identity to this area. The multiple public spaces, natural amenities, and community gateways will provide opportunities for placement of art and venues that would contribute to the neighbourhood's sense of identity overtime. A contemporary design theme which respects the context of the development area and the lifestyle and values of residents will be reflective of the culture of Sherwood Park.

A more detailed treatment of how Salisbury Village establishes and measures sustainable outcomes regarding these 12 themes in terms of principles, goals and targets are included in Appendix "A".

2.3 Urban Design

2.3.1 Urban Design Guidelines

A holistic urban design approach has been used for Salisbury Village neighbourhood that addresses groups of buildings, streets, and green spaces to make it a functional, attractive and desirable destination to live, work, and play. Salisbury Village incorporates the following urban design principles throughout the neighbourhood:

- Provide a mixture of development that is compact, orderly, and efficient.
- Provide a clear hierarchy of efficient vehicular and pedestrian options that effectively connects the area.
- Consider and integrate pedestrians into the overall design to ensure connectivity, views, safety, and wayfinding.
- Provide an inviting and attractive public and semi-private areas that conserve and enhance the natural environment and promotes community use and social interaction.
- Utilize quality building materials and a high standard of architectural design to enhance community aesthetics and supports a human scale public realm.
- Provide appropriate land use interface with surrounding areas and the natural environment.

These principles inform the design expectations for on-site developments to enhance livability and the overall quality of the neighbourhood.

Urban Design Guidelines

The following urban design guidelines should be incorporated into the land use districting for all land uses within Salisbury Village. These guidelines are intended to form the basis for the standard of development to ensure high quality and aesthetic development within Salisbury Village. The guidelines will be implemented through the Strathcona County Land Use Bylaw using Direct Control Districting.

2.3.1.1 General Design Guidelines

Land use districting will incorporate, in general, the following guidelines for all land uses within Salisbury Village:

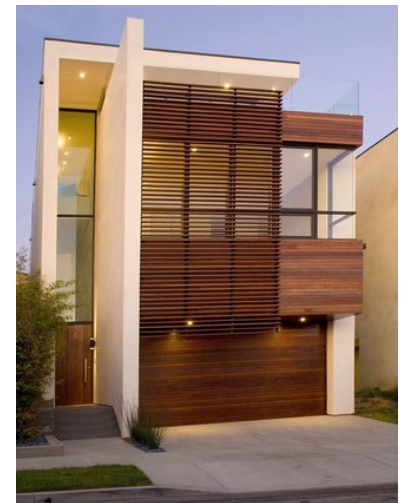
General

- Promote special design attention to site entrances and edges to help ensure that development presents an attractive and inviting interface with surrounding areas.
- Establish appropriate transitions between adjoining but different land uses to reduce noise, visual sensitivities, and increase comfort.

Architecture

- Promote high quality standards for architecture that are attractive and support Salisbury Village's image and unique sense of place.
- Encourage pedestrian oriented development that contributes to an attractive and safe public realm.
- An overall architectural theme is not prescribed for Salisbury Village; however, each individual Phase should be consistent in architectural theme within its boundary and be compatible with the theme of a neighbouring Phase.
- A contemporary architectural design is encouraged for Phase 2 (See Photos below).
- Encourage buildings to be configured to frame views and highlight key development features for contributing to the area's unique Urban Village character.

Contemporary architectural design



Landscaping

- Utilize Winter City design considerations that recognize the winter season including: functional and decorative lighting; planting which establish a diversity of year-round colour, scent, movement, etc.; and, use of passive solar considerations in the public realm.
- Ensure on-site lighting should maintain safe light level criteria while avoiding off-site light and night sky pollution.
- Provide fencing and screening that creates an appropriate interface between residential, commercial, and open spaces.

Streetscaping

- Maintain consistency of streetscape design within Salisbury Village to support the overall neighbourhood recognition.
- Establish a Main Street in Phase 2 that is designed to encourage pedestrian activity and public interaction, and promotes the area's Urban Village character.

Signage

- Establish a sign plan for each Phase of Salisbury Village based in the existing Land Use Bylaw regulations and considers impacts on adjacent residential areas.
- Accessibility
- Promote the integration of pedestrians into the overall design of developments emphasizing connectivity, views, safety, and wayfinding.
- Promote safe on-site vehicle routing and convenient pedestrian patterns and connections to adjoining sites.
- Establish landmarks at entrances and highly visible points to enhance visual recognition and wayfinding.

2.3.1.2 Specific Urban Design Guidelines

Salisbury Village is diverse in land use, and more specific design guidelines are included in the following land use sections to provide additional information and detail for use in the preparation of Direct Control Districting for residential, commercial and office uses types.

Conceptual Main Street road cross-section



2.4 Residential

A full spectrum of residential options will be available to residents of Salisbury Village. The range of housing proposed includes single detached, semi-detached, townhouse and apartment units. To differentiate between residential densities four residential land use categories are identified in the Plan Area. In Phase 1 and 2 reduced density land uses have been situated adjacent to existing country residential to provide an adequate transition in terms of built form between Campbelltown Heights and Salisbury Village. Low density Residential and Semi Detached/ Townhouse land use is primarily designated in Phase 2. Salisbury Village also includes apartments to a maximum height of four storeys in Phase 1 and Phase 2 and up to nine storeys in Phase 3. Townhouse sites are located in both Phase 1 and Phase 2.

“Residential” land use is not specifically designated in Phase 3 but one apartment building of up to 100 units may be included in the Mixed Business Park Area to complement and support the office and hotel uses proposed within Phase 3. These hotel and hotel/residential uses will be further supported by retail uses, as well as conference and fitness facilities. The hotel and hotel/residences will have a maximum height of 9 stories including parking (8 stories plus parking on the first level). Although not specifically identified as residential, the residential business hotel and/or residential condominiums will provide for longer term stays associated with local businesses and/or permanent residents.

Objective: to accommodate a variety of residential options in a compact design

Policy 2.1.1: Within Salisbury Village there shall be a range of housing types including single family, semi-detached, townhouses and apartments.

Policy 2.1.3: Residential adjacent to existing country residential in the west Plan area shall be ground oriented and low rise up to 10m.

2.4.1 Low Density Residential

2.4.1.1 Phase 2-Stage 2

Low Density Residential is designated located along the southern boundary of Phase 2, Stage 2 and east of the stormwater management facility in Stage 2. Single detached units will be one or two storeys in height. has a maximum density of 25 units per net residential hectare and may include single detached and/or semi-detached units. Units will be one or two storeys in height. To respect grade in the Plan area and minimize the impacts of garage accesses on pedestrian orientation in the Village single detached units must incorporate a combination of recessing the garages below grade, rotating garage doors 90 degrees or front drive access. Low Density Residential has a maximum density of 25 units per net residential hectare and may include single detached and/or semi-detached units. This northern low density residential area is districted UV4 – Salisbury Village Zoning District. The In order to improve streetscape and increase on-street parking opportunities, the developer will ensure that 25% of the single detached lots will be a minimum of 32 foot house pockets. This supports opportunity for innovation with garages and driveway widths.

Care will be taken to ensure that a high standard of architecture, befitting an Urban Village, is applied to the single detached units in Salisbury Village and a consistent contemporary architectural theme is maintained. In order to improve streetscape and increase on-street parking opportunities the developer will commit to developing 25% of the single detached lots within Phase 2, Stage2 with a minimum of 9.75 meter house pockets. This also supports opportunity for innovation with garages and driveway widths.

2.4.1.2 Phase 2-Stage 3

Phase 2,Stage 3 is all designated for Low Density residential land use and may include a mix of single detached and/or semi-detached units. Semi-detached units will generally be located in the southeast area and be districted R2A – Semi-Detached Residential. The remaining units within Phase 2, Stage 3 will utilize the R1C – Single Detached Residential C District. Both districts are listed in Land Use Bylaw 6-2015.

2.4.2 Medium Density Residential – Semi-Detached/Townhouse

Six sites are designated for Medium Density Residential -Semi-Detached / Townhouse land use in Phase 2. These sites may accommodate fee simple semi-detached and/or townhouse units or they may be condominium style. Maximum density is 40 units per net residential hectare. All units will be street oriented to the greatest extent possible and will be accessed by a rear or internal garage.

These sites may be one or two storeys in height and must have amenity space provisions built into them. Amenity space may include front/rear yards and/or rooftop/deck space.

2.4.3 Medium Density Residential - Townhouse

Two sites in Phase 2 are designated for Medium Density Residential – Townhouse land use. These sites may attain a maximum density up to 60 units per net residential hectare. These 2 sites are located south of the wetland complex further from the existing country residential development. These sites provide a transition to low density residential land uses proposed to

the south. These sites may include townhouse and/or smaller scale apartment style buildings. If sites are developed as an apartment complex, additional street articulation and design elements such as stepped back ground units and underground parking would be required. The townhouses sites must have amenity space provisions such as rooftop patio and yard space provisions.

The townhouse/apartment site in the west portion of Phase 2 is identified with an asterisk on the Development Concept to indicate that this particular site may also “swing” to commercial or medium density – townhouse or high density residential land use. The land use will be defined by the Direct Control District and only ultimately be determined at the development permit stage. With its proximity to the commercial, small size and narrow shape it may be more desirable to extend the commercial into this area as it builds out. This “swing” designation provides the flexibility to do that. Density on this one site may be increased up to 125 units per hectare with a height of 4 storeys.

Access to medium density residential - townhouse sites will be provided by a combination of public road, public lane or private internal access.

2.4.4 High Density Residential

Two High Density Residential sites are designated in Phase 2 and one in Phase 1. These sites provide for apartment style development to a maximum of four storeys and a maximum density of 125 units net residential hectare. The sites may be developed with resident parking either below ground, incorporated as part of the building or surface parking. Provisions for ground orientation, street access to main floor units and stepping back of height will be addressed through Direct Control districting.

Policy 2.2.1: High Density Residential in Phase 2 shall achieve a minimum residential density of 90 units per net residential hectare and a maximum density of 125 units per net residential hectare.

2.4.5 Residential Specific Urban Design Guidelines

- All building facades should use compatible and harmonious exterior finishing materials.
- Building colours should provide visual interest in all seasons.
- Single Detached Units in Phase 2 are to be integrated into the Urban Village by ensuring that:
 - + Architectural quality is increased by creating greater variation in design between individual units, and by consistently applying the chosen architectural theme (e.g. contemporary) to the units; and,
 - + Garage and driveway impacts on the pedestrian streetscape should be minimized by orienting garages 90 degrees to the street, recessing garages below grade, or by other appropriate designs solutions.
- Medium Density Residential sites, excluding semi-detached units, should provide pedestrian linkage to nearby neighbourhood pathways and bus stops.
- Medium Density Residential developments shall be designed having regard for building massing and human scale architecture.

- Medium Density Residential buildings on the Main Street in Phase 2 shall be sited, where possible, parallel to the road right-of-way to support an attractive public and pedestrian realm.
- Medium Density Residential development, excluding semi-detached units, shall provide private amenity space, and this space may include any outdoor or screened area accessible and usable to all tenants including a park, garden, deck, patio, etc.

2.5 Commercial

Phase 1, 2 and 3 all have commercial elements to a varying degree. Commercial land uses are located along the majority of Wye Road in Phase 1 and 2. Visibility along this transportation corridor provides opportunities for both large and small format commercial land uses. These buildings also provide separation from Wye Road for residential uses located to the south. The commercial land use extends south along the west side of Mitchell Street to the intersection of Salisbury Way.

Phase 1

The majority of the land in Phase 1 is designated for a mix of large and small format commercial use. Phase 1 is the primary commercial hub of Salisbury Village. It provides a full range of shops and services for residents in Salisbury Village and the surrounding area. Phase 1 already includes a hardware store, pharmacy, banks and a variety of restaurants.

Phase 2

Phase 2 is the residential hub of Salisbury Village so the two commercial sites designated in that area are more suitable for neighbourhood scale commercial that local residents can cycle or walk to.

The primary commercial site in Phase 2 is bordered by Wye Road, Mitchell Street and also contains an internal Main Street. A mix of commercial and apartment is proposed along this Main Street. The smaller scale of this commercial site will provide a range of everyday shops and services for the residential community in Phase 2. A strong street edge will be encouraged along both sides of Main Street through facade design which addresses the street (e.g. windows, entrances, lighting) and generally contiguous building setbacks. Strong detailing and accents detailing and materials should be consistent for all sides of buildings at high visibility locations.

The small commercial site designated at the entrance at Salisbury Way will support a variety of Commercial Retail Unit (CRU)'s and the larger site at Mitchell Street is suitable for a mix of both large and small format commercial. This larger more urban Main Street commercial will become a destination for the residents of Salisbury Village and provide day to day shopping and services. The Main Street commercial site will also encourage pedestrian activity as well as integrate with the Business Park Office /Mixed Business Park uses proposed at the corner of Mitchell Street and Salisbury Way in Phase 3. Smaller commercial retail uses will also be allowed on the main floor of the High Density Residential.

Building design, materials, finish and landscaping in these commercial areas must maintain a high standard of quality befitting their prominent entrance locations. Surface parking will be provided for the commercial uses and will incorporate landscaping to minimize the impact of

the paved area while providing pedestrian linkages to adjacent areas. Special attention will be given to the screening of the parking areas as viewed from Wye Road. Buildings in this area will not exceed a height of 4 storeys.

Phase 3

Although no specific commercial land use is designated in Phase 3 complementary convenience commercial and small service uses may be incorporated into the Business Park Office /Mixed Business Park uses.

2.5.1 Commercial Objectives

The objectives will provide a range of housing types while clustering development around commercial nodes.

- Policy 2.2.1: Commercial land use is only permitted adjacent to medium or high density residential development.*
- Policy 2.2.2: Locate and orient commercial sites along arterial and/or collector roadways to ensure high visibility, appropriate frontage and convenient access opportunities.*
- Policy 2.2.3: Ensure that the impact of commercial development on adjacent land uses is minimized through the orientation of land uses and the application of setbacks/buffering available through the Land Use Bylaw.*
- Policy 2.2.4: Provide convenient pedestrian linkages to and within commercial areas.*
- Policy 2.2.5: Provide transit access to commercial areas.*

2.5.2 Commercial Specific Urban Design Guidelines

- All building facades should use compatible and harmonious exterior finishing materials.
- Building colours should provide visual interest in all seasons.
- Buildings should feature doorways, and windows at ground level, as well as weather protection features to provide an active, safe, and inviting streetscape in front of the buildings.
- Commercial developments should provide pedestrian linkage to nearby neighbourhood pathways and bus stops.
- Commercial development should provide convenient and attractive pedestrian pathways throughout sites.
- Building facades should, where possible, be oriented to front onto streets to create an attractive public realm and provide a sense of ownership and safety for pedestrians.
- Building siting should avoid creating adverse on and off site microclimatic effects related to wind and shadowing.
- Buildings should be sited and oriented to minimize their impact on other buildings considering ventilation, quietness, visual privacy, and views.
- Buildings should provide a transition in height and massing in relation to the surrounding areas.

- Perceived building height and massing should be minimized through variation in setbacks, orientation, roof treatment, use of glazing and articulation, the choice of exterior materials and colours, and landscaping.
- Blank walls should be avoided by articulating the facades, adding glazing where practicable and through use of colours and/or materials.
- Mechanical equipment on the roof of any building should be concealed in a way consistent with the character and finishing of the building.
- A Main Street shall be provided in Phase 2 that incorporates the following additional design elements:
 - + Siting of commercial buildings along the Main Street will minimize setback to the road right-of-way;
 - + The facades and rooflines on the side of the commercial buildings facing Main Street shall convey permeability to the street by use of architectural elements including entrances and glazing, or false glazing, and exclude blank walls used for advertising; and
 - + Restaurants uses shall be encouraged to create patio areas along the Main Street or which wrap around the building toward the Main Street.

2.6 Business Park Office

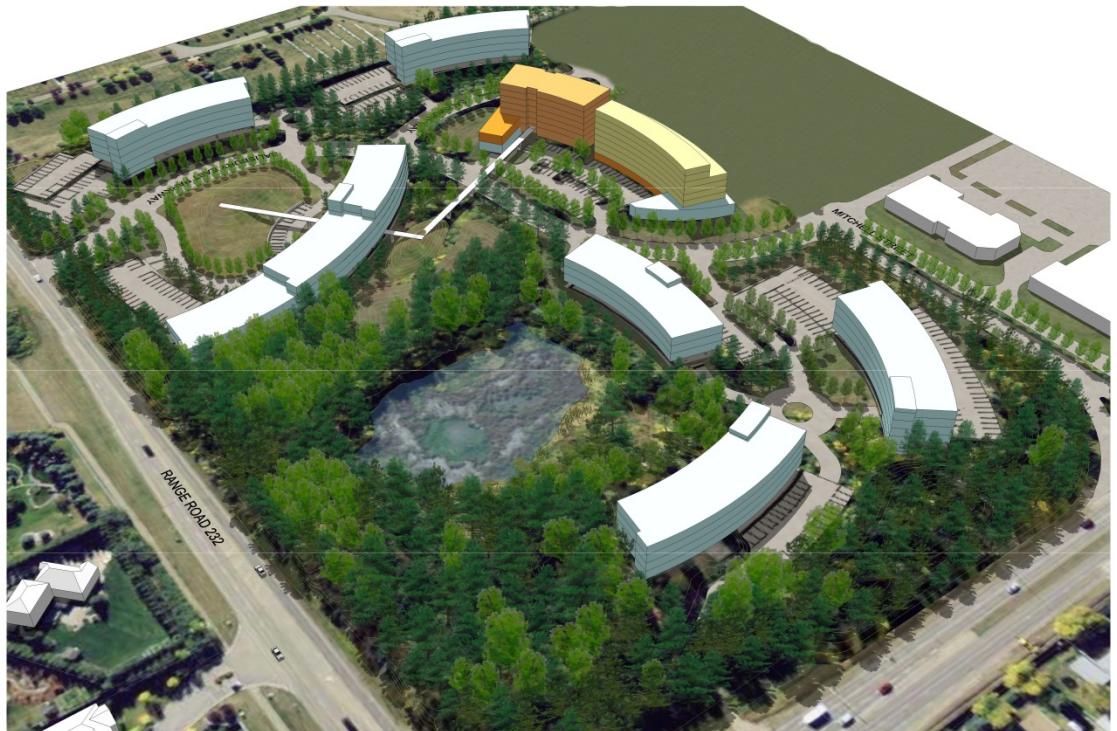
Three Business Park Office development sites are proposed within Phase 3. To minimize visual impacts to existing residences to the east building forms will start at 3 storeys (2 storeys above first level parking) along Range Road 232. The offices will then transition to a maximum height of 5 stories (4 stories above first level parking) south of Salisbury Village East Parkway. Below is a list of commercial services that may be complementary to the principle Business Park Office uses:

- Office space;
- Business hotel;
- Business apartment hotel;
- Conference space;
- General retail space;
- Restaurant;
- Wellness/fitness space; and
- Daycare facilities.

Looking southeast from above Wye Road at Mitchell Street



Looking southwest from above Wye Road and Range Road 232



2.7 Mixed Business Park

2.7.1 Business Hotel

The Business Hotel complex will provide supporting services to the business park uses. The complex is envisioned to accommodate higher end business hotel and service retail uses along Salisbury East Parkway. A conference centre and fitness facility will be integrated into the hotel complex and provide additional services for the local business community.

2.7.2 Business Apartment Rentals/or Residential Apartments/Condominiums

To complement and support the office uses within the Business Park Office Area, hotel and hotel/residential uses are proposed on the western edge of Phase 3 south of Mitchell Street. These hotel and hotel/residential uses will be further supported by retail uses on site, as well as conference and fitness facilities. The hotel and hotel/residences will have a maximum height of 9 stories including parking (8 stories plus parking on the first level). The residential business hotel and/or residential condominiums will provide for longer term stays associated with local businesses or permanent residents.

The following are sections and aerial perspectives through the site illustrating the form and massing of the various buildings. The office buildings rise from 3 stories (2 stories plus 1 storey for parking) along Range Road 232 to 5 stories (4 stories plus one storey for parking) along the Salisbury East Parkway. The Hotel site illustrates buildings up to up 9 stories (8 stories plus one storey of parking) located on the western edge of the site along Mitchell Street. The intent is to minimize any visual impacts on the single and multiple family residences located in Sherwood Park Estates located east of Range Road 232.

Phase 3 Site Plan



2.8 Parks and Open Space

The expansive wetlands, parks and naturalized stormwater management facilities contribute to a comprehensive open space system in Salisbury Village. These elements are connected by variety of pedestrian linkages. The parks and open space network is created through a combination of:

- Municipal Reserve (MR);
- Environmental Reserve (ER);
- Crown Lands; and
- Stormwater Management Facilities (public utility lots).

Each of these elements is located to take advantage of the existing site topography and to optimize use and convenience for the residents, visitors, and businesses. The variety of park styles will appeal to residents, employees, and visitors with different interests and activity levels. The idea is to combine convenience and safety and create a healthy lifestyle where residents, employees, and visitors choose to walk or cycle and create a tighter community feel and experience. Greater than 20-% of the land area of the ASP is dedicated to parks and open space.

2.8.1 Municipal Reserve

Phase 1

Given its commercial character, no municipal reserve is allocated in Phase 1 but a Stormwater Management Facility within its boundary provides visual interest and a trail amenity to residents of the High Density Residential site in that area. Phase 1 is the commercial hub of Salisbury Village. Because of its very minor residential component municipal reserve was paid by cash in lieu in Phase 1.

Phase 2 – Stage 2

Phase 2 will be developed with a mix of single detached, semi-detached, townhouse and apartment style housing at an average density of over 40 units per hectare of developable land. At this density Strathcona County has the authority to request additional municipal reserve (MR) of 3% of developable land as per the Municipal Government Act (MGA) and the Subdivision and Development Regulation. Within Phase 2 Strathcona County has agreed that the developer shall provide upgrades over and above County standards as well as amenities within the central municipal reserve area as opposed to requiring the additional municipal reserve land.

The subdivision application for the development stage as defined in a development agreement that includes the municipal reserve area shall include a comprehensive concept plan and estimated costs to complete the work that addresses County standards in effect at the time of the application. The comprehensive concept plan and estimated costs to complete shall clearly identify how and where the upgrades and amenities are being allocated by the developer/applicant to a value equal to or exceeding the appraised market value of the additional 3% of developable land within Phase 2, Stage 2; all to the satisfaction of Strathcona County.

For the central MR area upgrades which shall exceed the minimum County standard include:

- Additional park/playground development; and
- Additional landscaping.

For the central MR area amenities to be included not identified in County standards are:

- A plaza/gazebo and/or viewing platform development;
- Wayfinding signage; and
- Lighting.

The development of the central park including the required upgrades and amenities shall be constructed by the applicant/developer at the time of development of the development stage that includes any portion of the central municipal reserve.

The central park provides a link between the Crown claimed wetland complex and the more urban commercial development proposed in that plan area. Therefore, the central park and the municipal reserve surrounding the wetland serve a dual purpose in Phase 2. They must maintain and protect the wetland complex and also provide a large community park along "Main Street" suitable for social gathering and more active play space. The potential for blending natural and urban elements within this central park provides some unique landscape opportunities in Phase 2, **Stage 2**. Therefore, attention will be given to the soft and hard landscaping materials with particular attention to making the space inviting and unique.

The exact details of landscape elements for all public lands within the plan boundary will be determined with the County through the detailed design process. Landscape design principles that shall be incorporated in park design include:

- Flexible space (barrier free; variety of seating options; adaptable public space)
- Pedestrian movement (linkages)
- Human-scale
- Quality materials
- Weather relief (canopy, shading, shelter, sunny locations for seating, wind protection)
- Good visibility (CPTED; child minding)
- Natural elements (multi-seasonal landscaping; canopies; defined edges)
- Similar architectural language as rest of development
- Good orientation to adjacent uses

As a minimum, the following elements shall be included in park design:

- Shelter element
 - + Accessible design
 - + Easy maintenance
 - + Built in edge seating of sufficient depth
 - + Space for movable picnic tables

- Plaza element
 - + Brick/paving stones to edge of roadway with bollards at entrance
 - + Plentiful seating (consider low wall/retaining wall with planters; use as back rest for seating)
 - + Planters
 - + Location for public art
- Playground element will be designed to
 - + Connect with other areas of the park
 - + Have space for both tots and older children
 - + Have seating/sightlines for parents

Landscape drawing review/detailed design will be reviewed as part of the subdivision/Development Agreement process. The Accessibility Advisory Committee will be included in the review of the landscape drawings to ensure accessible design.

Phase 2 - Stage 3

Municipal reserve in Phase 2, Stage 3 has been designated to provide appropriate buffers and to create a continuous east west loop through the overall area. Municipal reserve designated along the south west boundary of Phase 2, Stage 3 provides a minimum 12 metre buffer between country residential land use to the west and low density residential proposed in Phase 2, Stage 3. Landscaping within this buffer area will be naturalized to minimize pedestrian access. The MR south of the SWMF will provide residents with a direct connection north to Salisbury Way via a pedestrian link along the SWMF and also provides a connection to Valley Avenue.

Another east west municipal reserve designated through the centre of Phase 2, Stage 3 provides a greenway between the back of the low density residential lots and also completes a continuous walkway loop through the Phase 2 area. This municipal reserve area widens at Rybury Court to allow for programmable park development. This greenway continues north along the east boundary of Phase 2, Stage 3 to tie into the large central park trail system. This pedestrian link also provides a natural buffer between Salisbury Village and the unnamed creek which separates the Glenwood Memorial Cemetery and Salisbury Village.

Phase 3

With the expansive retention of trees in the north east area and the Crown claim wetland, municipal reserve in Phase 3 is primarily dedicated to maintain and protect these areas. As a result parks in Phase 3 will likely take a more natural form with potential for wetland interpretation sites and seating opportunities. Phase 3 is over dedicated in municipal reserve.

Municipal Reserve (MR) has been utilized in the Plan to create:

- Passive and active parks;
- Pedestrian linkages; and
- Buffers.

2.8.1.1 Passive and Active Parks

Salisbury Village has a large natural area component and so passive parks and pedestrian corridors are more suitable uses for MR as a result of this. Landforms in the northeastern portion of Phase 3 will be retained where possible as MR to conserve some of the existing rolling nature of the property and the associated vegetation.

One larger park space is centrally located in Phase 2 and another smaller park is located immediately east of Rybury Court in Phase 2 Stage 3. The central park is conveniently located in proximity to the Medium Density Townhouse and High Density Residential land uses and the Commercial uses in Phase 2. This park will serve a social gathering function in Salisbury Village and will be designed to complement the natural area and the commercial/residential land uses. Access to the wetland from the central park will be provided by a 1.5m granular trail on the southern edge of the wetland complex. This granular trail will be tied into a more broadly accessible 3.0m hard surface trail loop and an urban plaza and/ or a viewing platform into the natural area.

The park space in Phase 2, Stage 3 is primarily utilized to complete a continuous greenway loop through the neighbourhood but it also provides areas suitable for programmable park activities.

2.8.1.2 Pedestrian Linkages

Pedestrian connectivity is a vital element to the park/open space concept for Salisbury Village. A variety of pedestrian experiences will be available to residents within Salisbury Village and the extensive trails, pathway system and open space are interconnected and tied into the regional trail system. (See Figure 5) The trail system will consist of the following elements.

The Wetland Trail Network in Phase 2

The wetlands and associated tree stands in Phase 2 provide opportunities for a more natural soft surface type of pedestrian experience in Salisbury Village. A 1.5m granular trail is proposed along south edge of the wetland complex. This granular trail will transition into a 3.0 asphalt trail as it winds through the more urban central park. South of Salisbury Way on the east side of the stormwater management facility the 3.0m asphalt trail will continue south and ultimately tie into the 3.0m asphalt Glenwood Memorial Garden Trail at the south boundary of Salisbury Village. The exact location of these trails will be determined at the time of subdivision.

The wetland in Phase 2 will be a pedestrian destination for all of Salisbury Village. To enhance the pedestrian experience up to two viewing platforms will permit visitors to sensitively view wildlife activity in the wetland. The east and west sides of the wetland will remain more natural while the south side will become part of the main trail system. No trail or access to the Phase 2 wetland is proposed on its west or east side.

The commercial area in Phase 2 fronts onto the pedestrian friendly Main Street but the private commercial will also have an active internal, on-site pedestrian system purposely designed to safely and conveniently connect with the public central park and associated trails and wetland complex.

The Greenway Loop-Phase 2, Stage 3

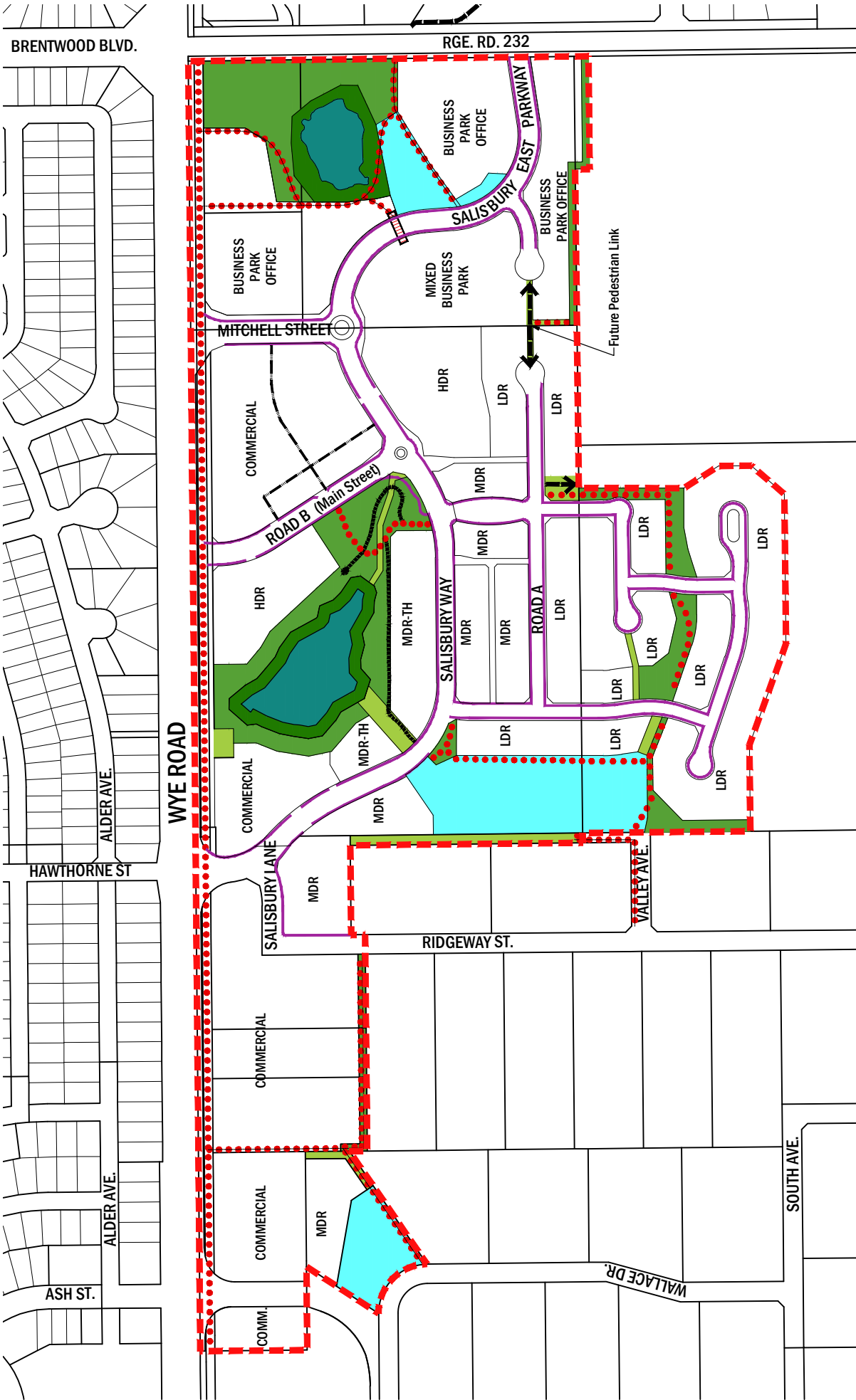
Municipal Reserve in Phase 2, Stage 3 has been primarily utilized to complete a continuous greenway loop through Phase 2. This link also extends south of the stormwater management facility, west to tie into Valley Avenue. This greenway will also be tied into the walkway approved on the east side of the stormwater management facility. This greenway generally varies in width from 12m to 35m wide so it also provides for more active play areas adjacent to Rybury Court in Phase 2, Stage 3.

A 12m wide municipal reserve is designated on the west boundary. This municipal reserve widens to 42m as it reaches Valley Avenue. This municipal reserve provides a buffer with the existing Country Residential land uses to the west and is not intended to contain a pedestrian walkway.

The Wetland Trail Network in Phase3

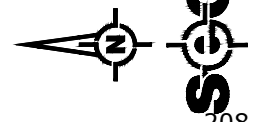
The Wetland Trail in Phase 3 follows the western edge of the wetland and will also connect with the 3.0m asphalt trail along Wye Road. A viewing tower is being considered for interpretation and education purposes on the west or north side of the wetland in Phase 3. Benches and associated supportive trail facilities will be provided as appropriate. Access will not be permitted on the east side of the Phase 3 wetland – keeping the area more natural for wildlife habit retention and restoration. In Phase 3 up to two viewing platforms will permit visitors to sensitively view wildlife activity in the wetland.





LEGEND

- 3.0m Asphalt Trail
- 1.5m Granular Trail
- Onsite Pedestrian
- Sidewalk (in Road R/W)
- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary
- Pedestrian Bridge
- Environmental Reserve
- Crown Claimed Wetland
- Stormwater Management Facility



PEDESTRIAN LINKAGE

N.T.S.

SALISBURY VILLAGE
SHERWOOD PARK



3.0m Asphalt Trail on Wye Road

A 3.0m asphalt trail will be constructed on the north border of Salisbury Village within the Wye Road right of way. This trail will ultimately connect into both Range Road 232 and 233 and will be done in accordance with the County's Trails Strategy.

Pedestrian Bridge

The *Pedestrian Bridge*, located midway along and over Salisbury East Village Parkway, will connect the wetland in Phase 3 with the hotel, retail, and residential components located on Salisbury Way and Mitchell Street. The pedestrian bridge will connect through the hotel complex to the roundabout at the intersection of Salisbury Way and Mitchell Street. Further pedestrian links will be provided to connect Salisbury Village East with the most easterly commercial area and central wetland of Phase 2.

2.8.1.3 Buffers and Associated Vegetation

MR buffers are designated in Phase 2 and 3 to further maintain and protect the retained environmental reserve areas. Due to the irregular boundaries of the ER area the buffers vary between 10 and 30m. The buffer around the Phase 3 wetland is utilized to expand the core wetland area claimed by the Province and integrate it with a comprehensive trail system while it still allows the eastern portion of the wetland to be maintained in a more natural state with limited access. The land form in the northeastern area and the eastern development site adjoining Range Road 232 north of Salisbury Way will be retained where possible to conserve some of the existing rolling nature of the property and the associated vegetation. Where vegetation and land form is changed, a replanting scheme should be provided to help screen adjoining residents from the proposed development.

2.8.2 Environmental Reserve

Environmental Reserve is designated adjacent to both of the two Crown claimed wetlands retained in the Plan area. These ER strips combined with MR strips create a natural buffer between development areas and it also maintains and protects the wetland complex. At the request of Strathcona County an additional 0.58 hectare strip is designated around the wetland in Phase 2 and another 0.51 hectares is designated in Phase 3. The area of ER designated around the two Crown claimed wetlands is 1.09 hectares.

2.8.3 Crown Claimed Wetlands

There are no Crown claimed wetlands in Phase 1. The two wetland areas claimed by ESRD and retained in Phase 1 and Phase 2 are Crown lands but will legally be defined as ER. The area of the Crown claimed wetland in the north central portion of Phase 2 is 0.77 hectares and the area of the wetland claimed in Phase 3 is 0.44 hectares. Both wetlands have an additional buffer of municipal reserve designated adjacent to them to further protect the riparian edge, as described in section 2.3.1.3. **No wetlands have been claimed within the Phase 2, Stage 3.**

Objective: to retain natural vegetation in open spaces

Policy 2.3.2.1: Strathcona County policies with respect to tree conservation and tree management shall be followed to encourage the preservation of existing natural vegetation in Salisbury Village.

Policy 2.3.2.2: The large tree stand in the northwest of Phase3 shall be conserved

2.8.4 Stormwater Management Facilities

Three stormwater management facilities are proposed in the Plan Area. Although they perform a technical function they also provide amenity within the Salisbury Village community. Phase 1, 2 and 3 are all individually responsible for managing predevelopment flows of stormwater on site. The stormwater area will be "naturalized" with native wetland vegetation as much as possible to enhance the "natural" feeling of the neighbourhood. The location of these facilities will provide opportunities for a variety of scenic views from residential, the business park, office, hotel and restaurants.

On behalf of Royop Corporation/Campbelltown Village Development s Ltd., Spencer Environmental Management Services submitted a *Wetland Assessment and Compensation Plan for Campbelltown Village in south Wye ASP* to the Province in March 2008. Based on a loss of functional wetland of 3.08, this 2008 package recommended a compensation ratio of 3:1. The wetland loss was to be compensated for in the amount of \$14,000 per hectare to DUC for specified wetland restoration in the Cooking Lake moraine. On December 18, 2007, DUC confirmed that \$129,360.00 was acceptable for the loss of functional wetlands in Phase 2.

Spencer Environmental Management Services also conducted a *Preliminary Wetland Assessment* within and adjacent to the Phase 2, Stage 3 in the spring of 2015. Four small and scattered wetlands were identified within this stage. Wetland compensation will need to be addressed for these lands.

2.8.4.1 Existing Drainage Course

The Plan Area contains an existing drainage course that enters Phase 2 from the south. It will be piped north to the park area and then meander overland in a northwest direction and flow through the wetland in Phase 2 as it always has. It will head back southwest then through public utility lots and through Campbelltown Heights. Alberta Public Lands did not claim this drainage course. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin. Phase 2 proposes to retain the course of the natural drainage channel through the central park area. This will provide an amenity in the Village and an enhanced pedestrian experience in the Plan Area. Stormwater will be piped through the residential areas of Phase 2. See Section 4.2.3 for additional details.

2.9 Land Use Summary

Table 1: Phase 1 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	8.88					
Environmental Reserve	0.00					
Road Widening	0.36					
Atco Pipeline Right-of-Ways	0.62					
Subtotal	0.98					
GROSS DEVELOPABLE AREA	7.90					
LAND USES						
Municipal Reserve	0.00	0.0%				
Stormwater Management Facility	0.87	11.0%				
Circulation	0.86	10.9%				
Commercial	4.92	62.3%				
SUBTOTAL – LAND USES	6.65	84.2%				
RESIDENTIAL						
Low Density - Semi/ Townhouse	0.71	9.0%	28	46.7%	81	46.8%
Medium Density - Townhouse	0.54	6.8%	32	53.3%	92	53.2%
SUBTOTAL - RESIDENTIAL	1.25	15.8%	60	100.0%	173	100.0%

Capital Region Board 48.0 upnha

Residential Density

Low Density - Semi/ Townhouse

40 units / hectares

Medium Density - Townhouse

60 units / hectares

Population Density

Low Density - Semi/ Townhouse

2.9 persons / unit

Medium Density - Townhouse

2.9 persons / unit

Table 2: Phase 2 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	21.3128.43					
Crown Claimed Wetlands	0.77					
Environmental Reserve	0.58					
Road Widening	0.32					
Atco Pipeline Right-of-Ways	0.76					
Atco Gate Station	0.06					
Subtotal	2.49					
GROSS DEVELOPABLE AREA	18.8225.94					
LAND USES						
Municipal Reserve	1.882.64	10.20%				
Stormwater Management Facility	1.772.32	8.99.4%				
Circulation	3.544.89	18.98%				
Commercial	3.52	13.68.7%				
SUBTOTAL – LAND USES	10.7113.37	51.56.9%				
RESIDENTIAL						
Low Density Residential	2.355.89	12.522.7%	58147	11.222.8%	168426	14.427.8%
Medium Density - Semi/ Townhouse	2.093.01	11.46%	83120	16.118.7%	240348	20.622.7%
Medium Density - Townhouse	1.27	6.74.9%	76	14.711.8%	220	18.814.3%
High Density Residential	2.40	12.89.3%	300	58.046.7%	540	46.235.2%
SUBTOTAL - RESIDENTIAL	8.1112.57	43.18.5%	517643	100.0%	1,534168	100.0%

Capital Region Board **63.7 51.1upnha**

Residential Density

Low Density Residential	25 units / hectares
Medium Density - Semi/ Townhouse	40 units / hectares
Medium Density - Townhouse	60 units / hectares
High Density Residential	125 units / hectares

<u>Population Density</u>	
Low Density Residential	2.9 persons / unit
Medium Density - Semi/ Townhouse	2.9 persons / unit
Medium Density - Townhouse	2.9 persons / unit
High Density Residential	1.8 persons / unit

Table 3: Phase 3 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	11.23					
Crown Claimed Wetlands	0.44					
Environmental Reserve	0.51					
Road Widening	0.16					
Atco Pipeline Right-of-Ways	0.14					
Subtotal	1.25					
GROSS DEVELOPABLE AREA	9.98					
LAND USES						
Municipal Reserve	1.56	15.7%				
Stormwater Management Facility	0.57	5.7%				
Circulation	1.42	14.2%				
Commercial	0.00	0.0%				
Business Park Office	4.81	48.2%				
Mixed Business Park	0.69	6.9%				
SUBTOTAL – LAND USES	9.05	90.7%				
RESIDENTIAL						
High Density Residential	0.93	9.3%	100	100.0%	180	100.0%
SUBTOTAL - RESIDENTIAL	0.93	100.0%	100	0.0%	180	0.0%

NOTE: There is an existing DRC of 0.962 ha on Lot 1, Plan 872 0616 for Area 3.

Capital Region Board 107.5 upnha

Residential Density

High Density Residential 108 units / hectares

Population Density

High Density Residential 1.8 persons / unit

Table 4: Overall Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%							
GROSS AREA	41.42	48.54											
Crown Claimed Wetlands	1.21												
Environmental Reserve	1.09												
Road Widening	0.84												
Atco Pipeline Right-of-Ways	1.52												
Atco Gate Station	0.06												
Subtotal	4.72												
GROSS DEVELOPABLE AREA	36.70	43.82											
LAND USES													
Municipal Reserve	3.44	4.20	9.46%										
Stormwater Management Facility	3.21	3.76	8.76%										
Circulation	5.82	7.17	15.91	6.4%									
Commercial	8.44	23.01	19.3%										
Business Park Office	4.81	11.03	1%										
Mixed Business Park	0.69	1.69%											
SUBTOTAL – LAND USES	26.41	29.07	72.06	66.3%									
RESIDENTIAL													
Low Density Residential	2.35	8.89	6.41	13.4%	581	47	8.41	17.9%	168	426	10.82	22.2%	
Medium Density - Semi/ Townhouse	2.80	3.72	7.68	5%	112	148	16.1	18.1%	32	44	29	20.92	24%
Medium Density - Townhouse	1.81	4.19%	108	15.61	313	20.1	16.3%						
High Density Residential	3.33	7.69	1%	416	59.9	50.8%	748	48.2	39.1%				
SUBTOTAL - RESIDENTIAL	10.29	14.75	33.72	8.0%	69	4819	100.0%	1,553	1,916	100.0%			
Capital Region Board	67.45	5.5	upnha										

Residential Density

Low Density Residential	25 units / hectares
Medium Density - Semi/ Townhouse	40 units / hectares
Medium Density - Townhouse	60 units / hectares
High Density Residential	125 units / hectares

Population Density

Low Density Residential	2.9 persons / unit
Medium Density - Semi/ Townhouse	2.9 persons / unit
Medium Density - Townhouse	2.9 persons / unit
High Density Residential	1.8 persons / unit

Table 5: Student Generation & Population

Student Generation	Public	Separate
Students/Unit		
Elementary	0.37	0.12
Senior High	0.13	0.02
Student Population	Public	Separate
Phase 1		
Elementary	30	10
Senior High	11	2
Phase 2		
Elementary	183	60
Senior High	64	10
Phase 3		
Elementary	37	12
Senior High	13	2
TOTAL	338	96

3.0 Transportation

The transportation network for Salisbury Village consists of a full range of transportation facilities to accommodate the movement of automobiles, pedestrians, bicycles and transit. A network of arterial, collector and local roads will be utilized to accommodate traffic activity efficiently and effectively. **(See Figure 6)** A Traffic Impact Assessment (TIA) was originally complete for the Salisbury Village ASP in 2007 by Bunt & Associates. The ASP area was split into three sections: Wye Road Crossing (Phase 1), Salisbury Village West (Phase 2) and Salisbury Village East (Phase 3). Subsequent TIA's were submitted to Strathcona County in 2010 and 2013 to include updated land use statistics and internal roadway networks within Phase 2 and Phase 3 respectively. To support transportation changes proposed in Phase 2 and Phase 3 an addendum to the approved Transportation-Traffic Impact Assessments (TIA) was completed in August 2015 and is submitted to Strathcona County concurrently with this amendment. The primary goal of the 2013 Traffic Impact Assessment was to:

- Confirm that the adjacent arterial roadway network continues to accommodate the projected site generated traffic volumes;
- Confirm spacing and hierarchy of access points off of Wye Road; and
- Identify an appropriate internal roadway network including collector roadway rights-of-way and collector/collector and collector/local intersection geometry and traffic control, and road cross-sections.

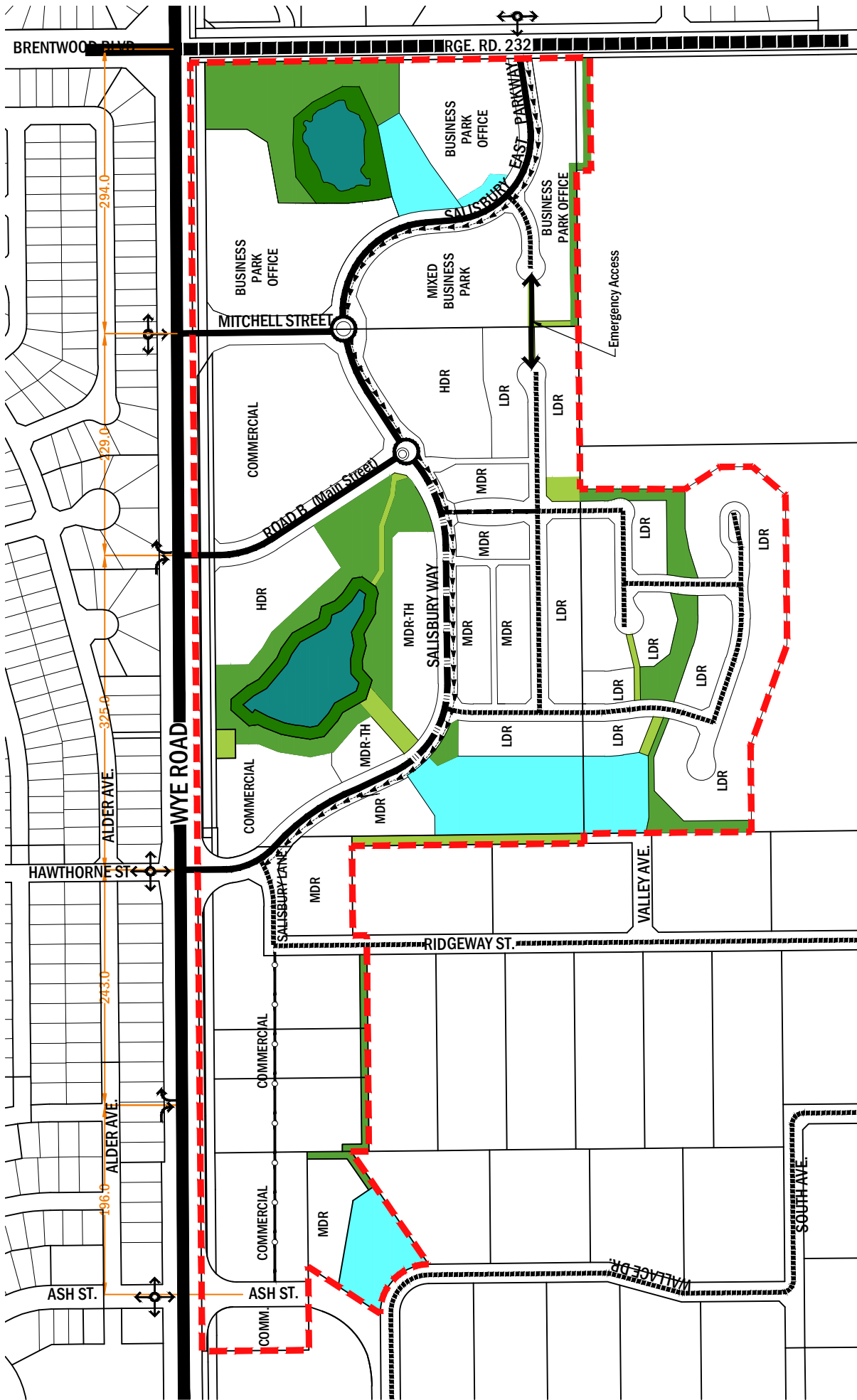
Based on the 2015 recent assessment completed, the external and internal roadway network was able to accommodate the projected levels of traffic generated by the site at acceptable levels of service.

3.1 Principles

Providing residents and visitors with a variety of transportation mode choices represents a strategic component of the transportation system envisaged for Salisbury Village. The following guiding principles have been defined to support a balanced and sustainable transportation system:

- Provide a logical, safe and efficient hierarchy of transportation facilities to address the automobile, pedestrian, bicycle, public transit, and service vehicle needs of all populations and user groups moving to, from and through Salisbury Village;
- Design internal roadways to provide effective connections to/from the external roadway system to/from residential precincts and commercial parking facilities;
- Encourage walkability and alternative travel modes by providing pedestrian connections that link residential areas with site amenities, open spaces, transit stops and the external pedestrian system;
- Integrate stormwater management and environmentally sensitive areas with the pedestrian and bikeway system for the area having regard for the safe, ongoing operation of these facilities, and

- Establish partnerships with the County to explore options and promote the initiation of transit service at an early stage of development to encourage transit usage in the area.



- LEGEND**
- Existing Arterial Road
 - Proposed Arterial Road
 - Major Collector Road
 - Minor Collector Road
 - Local Road
 - Modified Local Road
 - Proposed Transit Route
 - Private Road
 - Right-In / Right-Out Access
 - All Directional Access
 - Environmental Reserve
 - Claimed Wetland
 - Stormwater Management Facility
 - Public Utility Lot
 - Park / Open Space
 - Salisbury Village ASP Boundary

TRANSPORTATION PLAN

N.T.S.



SALISBURY VILLAGE
SHERWOOD PARK

148-15002_03_PRF006.DWG
RiaShuk
October 2, 2015

FIGURE 6

3.2 External Roadways

Salisbury Village is in close proximity to several major transportation corridors including:

- Sherwood Park Freeway;
- Highway 21;
- Secondary Highway 628/Whitemud Drive; and
- Highway 216/Highway 14.

These facilities provide Salisbury Village with superior access within Strathcona County and the greater Edmonton Region.

3.3 Arterial Roadways

Two arterial roadways are located immediately adjacent to the plan area, Wye Road and Range Road 232/Brentwood Boulevard.

Wye Road is developed as a four-lane divided roadway adjacent to the north plan area with its ultimate design being a six-lane divided arterial roadway. Wye Road is scheduled to be upgraded to a full arterial road standard in 2014/2015. Wye Road provides a direct connection west to Edmonton via the Sherwood Park Freeway and a direct connection to points east in the County via Secondary Highway 630 beyond the east limits of the urban service boundary.

Range Road 232 represents an strategic north-south arterial road located along the east boundary of Phase 3. North of Wye Road, Brentwood Boulevard provides access to Sherwood Park's central commercial area and the Centre in the Park development. South of Wye Road, Range Road 232 is a two lane rural roadway that provides convenient access to Secondary Highway 628 which represents the extension of Whitemud Drive into Strathcona County. The intersection of Range Road 232 and Highway 14 is a future interchange location.

3.4 Collector and Local Roadway

The plan identifies all-directional accesses to Wye Road at Ash Street, Salisbury Way/Hawthorne Street and the future Mitchell Street. In addition, two right in/out accesses are planned, the first access is approximately 150m east of Ash Street and the second right-in right-out is 325m east of Salisbury Way.

Phase 1 is accessed via all-directional access at Ash Street and Salisbury Way as well as a right-in-right-out access. Internal to Phase 1, Green Street provides a connection from Ash Street to Salisbury Way.

The existing public roadways within Phase 1 are on the west side Ash Street, Salisbury Lane on the east and Ridgeway Street going south.

Access to Phase 2 will be provided via all-directional access at Salisbury Way and Mitchell Street and a right-in-right-out access at Tisbury Street. Salisbury Way originates at the south approach of the Wye Road/Hawthorne Street intersection and is the boundary between Phase 1 and

Phase 2 immediately south of Wye Road. It continues in a southeasterly orientation through Phase 2 and Phase 3 and ultimately intersects with Range Road 232. Access to Phase 2 will be provided at Salisbury Way and Mitchell Street. Salisbury Way originates at the boundary between Phase 1 and Phase 2 opposite the existing Hawthorne Street north of Wye Road. It continues in a southeasterly orientation to ultimately intersect with the future Brentwood Boulevard.

Salisbury Way is generally a 24m Major Residential Collector except where it passes through the Low Density Residential /Semi Detached/Townhouse/Apartment area in the center of Phase 2. In that section, Salisbury Way it may be reduced to a 20m Minor Residential Collector standard with an 11.5m pavement surface. This transition was confirmed within the 2015 TIA is recommended by the TIA supplement completed to support this ASP. Traffic calming measures will be incorporated along this major collector as required by Strathcona County. In the previously approved ASP Phase 2 proposed a zero meter setback to the Salisbury Way for the commercial and higher density land uses. To accommodate this urban form a modified cross section was required for Phase 2. With the proposed amendment this is no longer required and standard road cross section can now be utilized for Salisbury Way through the majority of Phase 2.

Tisbury Street is a Major Residential Collector roadway with a 24.0m right-of-way that connects Wye Road to Salisbury Way within Phase 2. The intersection of Salisbury Way and Tisbury Street may be developed as a single lane roundabout.

Mitchell Street is a short north/south Major Residential Collector that tees into Wye Road and Salisbury Way. The intersection of Wye Road and Mitchell Street is proposed as a signalized all-directional intersection, located approximately 294 meters west of Range Road 232. The intersection of Salisbury Way and Mitchell Street will be developed a three-legged single lane roundabout. A modified 26.5m cross section for Mitchell Street was approved with the previous ASP, and we are not proposing to change that cross section but we have reduced the length of Mitchell Street. This reduced length will not affect emergency access or vehicle/pedestrian access and egress in Phase 3 south of Mitchell Street. Mitchell Street will accommodate transit. The width as approved was 26.5m so it is not a standard cross section. Salisbury Way east of Mitchell Street in Phase 3 is proposed to become Salisbury East Parkway.

Salisbury East Parkway will provide primary internal access within Phase 3. It will be developed as a four lane collector roadway. The Parkway will link Mitchell Street in the northwest of Phase 3 to Range Road 232 in the southeast portion of the plan area. These collectors will provide safe and convenient access to the residential and commercial uses from both Wye Road and Range Road 232 and will facilitate the movement of traffic within Phase 2 and 3. A roundabout may be located at Mitchell Street and Salisbury East Parkway/Salisbury Way. An existing internal private road connects Ridgeway Street and Ash Street in Phase 1. These roadways will ultimately form a continuous link between Brentwood Blvd. and Ash Street.

Ash Street is constructed south to the boundary of the plan area and ties into Wallace Drive. This connection provides a continuous link between Range Road 233 and Brentwood Boulevard.

Phase 2 does propose another modified local road cross section in a small portion of the Low Density Residential, Semi Detached area. (See Figure 6) This modified road cross section south of the central park is proposed primarily to provide additional amenity in the Phase 2 area. The incorporation of an elliptical median within the road right of way allows for increased planting. The additional planting and landscaping will enhance walking experiences in Phase 2 and provide more attractive views to the homes that front onto them. A Design and Construction

Update Form will be submitted with detailed engineering at the time of subdivision to support this modified road cross section. If the variance is not granted, the typical local residential roadway standard will be used.

East of Mitchell Street, Salisbury Way becomes Salisbury East Parkway within Phase 3 and ultimately intersects with Range Road 232. Salisbury East Parkway will provide primary internal access within Phase 3 and will be developed as a four-lane collector roadway. These collectors will provide safe and convenient access to the residential and commercial uses from both Wye Road and Range Road 232 and will facilitate the movement of traffic within Phase 2 and 3.

In addition to the collector roadway network, a modified local roadway cross section is proposed within Phase 2 providing access to residential land uses south of Salisbury Way. **(See Figure 6)** This modified road cross section south of the central park is proposed primarily to provide additional amenity in the Phase 2 area. The incorporation of an elliptical median within the road right of way allows for increased planting. The additional planting and landscaping will enhance walking experiences in Phase 2 and provide more attractive views to the homes that front onto them. A Design and Construction Update Form will be submitted with detailed engineering at the time of subdivision to support this modified road cross section. If the variance is not granted, the typical local residential roadway standard will be used.

Details associated with the design (cross-section, lane requirements, intersection requirements, and sidewalks) and construction of internal roadway facilities were documented through the original Traffic Impact Assessment and updated in the 2013 Traffic Impact Assessment-2013. The geometric details of appropriate intersection configurations required at key intersections and site access facilities will be determined at subdivision.

It is anticipated that the combination of arterial, collector and local roadways within and adjacent to the plan area will provide an efficient and effective roadway framework to support the development associated with the proposed Plan.

3.5 Transit Accommodation and Connectivity

Transit services will be extended into Salisbury Village in accordance with Strathcona County requirements and the County's Transit Department. Transit can be accommodated through Phase 2 on Salisbury Way, Mitchell Street and Salisbury East Parkway. Bus stop locations and timing of transit will be discussed with the County through the subdivision stage.

3.6 Pedestrian Connectivity

A variety of types and widths of pedestrian corridors are planned to connect various land uses, transit stops and amenity areas within the plan area. Sidewalks will be provided along all roadways in accordance with County policies and standards.

In addition to on-street sidewalks, 3.0m asphalt trails and 1.5m granular trails will also be provided in Salisbury Village. These trails will create a variety of pedestrian experiences in the Plan area and encourage walkability on a day to day basis. Viewpoints, pedestrian bridges and urban plazas may be incorporated along the way to enhance the experience. Pedestrian connectivity will also be supported on site in the commercial areas. Care will be taken to ensure that the sidewalks in the commercial sites safely and conveniently link to the more public pedestrian paths. A continuous walkway loop throughout the entire residential community in Phase 2 promotes an active community.

A Public Utility lot is designated east from the Single Family Residential cul de sac in Phase 2 to ensure that a pedestrian link and emergency access continues to be provided between Phase 2 and Phase 3.

4.0 Servicing

4.1 Phase 1 and 2

Phase 1 is fully serviced.

Phase 2 will be serviced by extensions of existing municipal infrastructure systems located to the west and north. A supplement to the existing Servicing Design Brief was ~~must be~~ submitted with the redistricting and subdivision of Phase 2, Stage 2 in 2014. This Servicing Design Brief update ~~compiled will include~~ information from the previous ASP that pertains to servicing schemes and highlight proposed changes. The design changes consist mainly of reducing pipe sizes for Phase 2 as the proposed population has decreased substantially. This supplement ~~will also include~~ updated calculations and overall plans to reflect the proposed changes in the plan. **(See Figure 7)** It must include:

- Indications of the preliminary proposed minimum/maximum fire protection flows are required for each type of development.
- Indication on how many lots the water main line will be capable of servicing. Preliminary daily consumption rates should be provided.
- Provide information of the estimated average sewer flows, peak factors and residential flow requirements which may need adjustments from the original design brief submission.
- Address the sizing of the SWMF, the storm system and the SWMF outlet. Include discharge rates, sample control structure, erosion control plans and indicate how the drainage will affect adjacent parcels outside of the ASP Amendment Area.
- Applicable details and cross-sections of the proposed SWMFs need to be included. Sedimentation forebays, outlets, inlets and control structures must be illustrated to review the storm water management requirements. Both Phase 2 and 3 must accommodate a 1:100 year storm event.
- Sedimentation control and a controlled release rate have not been addressed from the existing eastern creek to the proposed 750 mm diameter gravity main.
- Details are to be provided on how the 1:100 year creek flows are to be redirected and accommodated within the proposed neighbourhood.
- The Engineering Design Brief is to include information on Phase 3 and show that Phase 2 has been designed to support the servicing of Phase 3.

A Design Brief Addendum Update was provided in 2015. It updated the Design Brief to include Phase 2, Stage 3. Final engineering design will be in accordance with the latest Strathcona County standards, and subject to approval of Strathcona County and Alberta Environment and Sustainable Resource Development.

The Plan area contains an existing drainage course that enters Phase 2 from the south and meanders in a northwest direction to the wetland in Phase 2 and then back southwest to Campbelltown Heights. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin. The natural drainage course will be

retained through the central park MR area located adjacent to the existing wetland in Phase 2, Stage 2 to the greatest extent possible. Otherwise it will be piped.

Alberta Environmental and Sustainable Resource Development (ESRD) claimed the bed and shore of a 0.77 hectare wetland in Phase 2. This wetland is retained in the Plan. A combination of Environmental Reserve (ER) and Municipal Reserve (MR) has been utilized to ensure that an appropriate buffer is designated around the perimeter of the wetland to conserve its riparian edge. The total width of these buffers is approximately 30 m.

Compensation has been accepted by Alberta Environment and Sustainable Resource Development for the other wetlands in Phase 2, Stage 2 that are yet to be removed and payment has been made to Ducks Unlimited Canada. Water Act approval has also been granted for removal of wetlands in Phase 2, Stage 2. Various Provincial and municipal approvals will be required for Phase 2, Stage 3.

4.1.1 Water

Water for domestic consumption and fire protection for Phase 2 will be provided from an existing 450 mm diameter main located near the west boundary of the site. Water main looping will be provided by connecting to the existing distribution system located on Hawthorne Street near the north boundary of the site and to the existing 150 mm diameter water main located east of Range Road 232 in Estates Court.

The proposed water system within Phase 2 was confirmed by the Hydraulic Network Analysis (HNA) approved by Strathcona County in July 2014. The watermain within the approved HNA consists of mains varying in sizes from 200 mm to 450mm. However, the approved HNA doesn't include the Salisbury Village Phase 2, Stage 3.

Pipe sizes, consumption rate and fire protection requirements for Phase 2, Stage 3 of Salisbury Village have been will be confirmed with the Water Network Analysis submitted in July 2015. The on-site distribution system will consist of mains varying in size from 200 mm diameter mains to 450 mm. The guidelines outlined in the Strathcona County Engineering Servicing Standards, and Alberta Environment and Sustainable Resource Development, will also be referenced during the detailed design of the water distribution system.

Phase 3 will be serviced by connection to the Phase 2 water distribution system. The proposed system shall provide treated potable domestic water as well as provide for fire flows for the proposed development. The watermain will ultimately need to be looped through Phase 3.

4.1.2 Sanitary Sewer System

Phase 2 will be serviced by the existing 375 mm diameter pipe located on Salisbury Lane.

The subject area generally slopes from the east to the west. Based on these elevations and the existing sanitary sewer tie-in invert elevation currently available for the area, the entire site can be serviced by a gravity sewer without the need for a lift station. In order to meet the flow requirements and constraints of the topography, the sanitary sewer system will likely be comprised of sewer mains ranging in size from 200 mm to 300mm. A minimum 300 mm diameters sewer will be designed for all commercial development. In order to reduce loadings on the downstream sanitary system, storage was required to reduce peak flows and discharge during off peak hours. The storage requirements were met for Phase 1 and Phase 2 with the construction of a 1200 mm sanitary pipe located in Phase 1 on Salisbury Lane. (See Figure 7)

Actual flow generation rates and pipe sizes and will be finalized at the detailed design stage. Detail design will be undertaken in accordance with the design standards of Strathcona County and Alberta Environment and Sustainable Resource Development and in accordance with good engineering practice.

Phase 2 will be sized to accommodate controlled sanitary flows from Phase 3.



LEGEND

- | | | |
|---------------------------------|--------------------------------|--------------------------------|
| Proposed/Existing Watermain | Major Overland Flow Direction | Salisbury Village ASP Boundary |
| Proposed/Existing Sanitary Main | Environmental Reserve | Salisbury South Boundary |
| Proposed/Existing Storm Trunk | Crown Claimed Wetland | ATCO Gas line |
| Realigned Channel | Stormwater Management Facility | Tie-In Points |
| | Public Utility Lot | |
| | Park / Open Space | |

SERVICING PLAN
PHASE 1 AND 2



N.T.S.

4.1.3 Stormwater Management System

The proposed stormwater management system will consist of a minor pipe system varying in size and depth and a major overland system of roadways and swales. The minor system will be designed to manage and convey flows from events up to the 1 in 5 year return period and the major system will be designed to convey the storm runoff flows from 1:100 year return period.

The area west of approximately Hawthorne Street (Phase 1) drains to the west utilizing on-site stormwater management techniques (rooftop storage, parking lot storage, infiltration beds, bioswales etc.) to control runoff volumes and then discharge into a stormwater pond on the southwestern corner of the property. Any overflow will go via storm sewer along Wallace Drive to the existing storm sewer located along Wallace Drive in the Wye Gardens subdivision. The design of the on-site SWM system will provide storage for runoff from the 1:100 year storm event while not putting building sites in risk of flooding, maintaining safe ponding depths and ensuring emergency access routes are provided above the 1:100 year flood elevations.

Topography in Phase 2 generally slopes from east to west and contains a number of natural depressions. There is an existing intermittent natural drainage course that enters Phase 2 south from the cemetery lands. The drainage course will flow through Phase 2 connecting a number of low lying areas and exit in the southwest corner of Phase 2.

The drainage course in Phase 2 will continue to flow through the wetland as it is presently doing. The wetland and a proposed SWMF in the southwest corner of Phase 2 will manage the 1:100 year storm. The wetland will continue to be a key component in the SWM system for the area. The drainage course will drain into a naturalized stormwater management facility proposed in the southwest corner of the basin. This facility will also act as a sedimentation forebay and stormwater will be allowed to backflow into the wetland in Phase 2. The facility will be designed to accommodate the 1:100 year storm event. The control structure at the stormwater management facility will manage the frequency, duration and depth of back flooding to the wetland to ensure that hydrologically optimum conditions for wetland habitat functioning can be maintained. The control structure will also serve to protect the wetland from possible excess flows from major rainfall events.

The drainage course entering Phase 2 from the south will follow its natural course through the central park and be piped otherwise to suit the proposed development. This diversion will be in the form of a series of pipes, culverts and an open channel. There will be no attempt to manage the flow rate or volume of this stream. This drainage course will be developed and enhanced as a naturalized stormwater amenity which will provide an amenity through the central park. The existing drainage course will be directed through the proposed stormwater management facility and exit south and through the existing Campbelltown area where it goes now. There will be no impacts to the overall drainage course downstream.

The central wetland also has a wide fringe of native tree and shrub vegetation. The health and vigour of this zone will be maintained in part by using infiltration beds to naturally "irrigate" such areas to replicate the pre-development runoff coming from uphill terrain. This will have the added benefit of improving water quality for flows going into the wetland.

Phase 2, Stage 3 will be serviced with the extension of the stormwater management facility in Phase 2, Stage 2. A stormwater analysis was completed by ISL Engineering and Land Services Ltd. in July 2015 to incorporate the stormwater servicing of Phase 2, Stage 3. Both Phase 2 and Phase 3 must accommodate 1:100 year storm events.

The guidelines outlined in the Strathcona County Engineering Servicing Standards and the best management practices outlined by Alberta Environment and Sustainable Resource Development will be referenced during the detailed design of the stormwater management system.

4.1.4 Shallow Utilities and Emergency Services

Existing service providers will provide power, cable, telephone, natural gas and high speed internet services. No problems are expected in the provision of these services. It is anticipated that each of these utilities will be provided by extensions of the existing systems in and around the Salisbury Village Area.

The Atco Gasline and Gate Station are identified on Figure 7. No servicing issues are anticipated with shallow utilities with the proposed ASP change.

All development within Salisbury Village must comply with the Strathcona County Fire Department Emergency Standard.

4.2 Servicing Phase 3

Phase 3 will generally be serviced by connections through Phase 2.

4.2.1 Water

Phase 3 will connect to the Phase 2 water system at two locations, a 450mm water main at Salisbury Way and Mitchell Street and a 300mm water main through a local road and public utility lot south of Salisbury Way. The 450mm water main will be extended east along Salisbury East Parkway to Range Road 232 (Brentwood Boulevard). The proposed 300mm and 450mm mains shall create a loop, with only a portion of the 300mm dead ending at the intersection of Brentwood Boulevard.

4.2.2 Sanitary Sewer System

The guidelines specified by Strathcona County Engineering Standards will be used for the design of the sanitary system.

Based on preliminary grading concepts Phase 3 is suitable for gravity sanitary sewer tie-in inverts. The entire parcel shall be serviced via gravity sewer mains. The proposed minimum diameter of servicing lines to individual parcels shall be 250mm.

Phase 3 will be serviced by the installation of sewer connection at two locations. One 300mm gravity main is located within the Mitchell Street. The second connection is located at the intersection of Mitchell Street and Salisbury Way. The future sewer at this location is anticipated to consist of a 250mm main. This 250mm sewer main will be extended along the Salisbury East Parkway, dead-ending prior to the intersection of internal collector road.

As per the Wye Road Crossing Servicing Report (Focus), prepared for South Wye Properties Ltd. published March 2008 Phase 3 shall be required to provide onsite storage of sanitary flows greater than 14.67 L/sec. At this time it is anticipated that the potential onsite storage to accommodate future expected peak wet weather flows shall be accommodated within Phase 3

via inline storage with larger diameter pipes controlled by a restriction orifice. Further details shall be provided at a later date once the specifics of the project and exact nature and size of the building structures are confirmed.

4.2.3 Stormwater Management System

ESRD also claimed the bed and shore of a 0.44 hectare wetland in Phase 3. This wetland, in the northeast Plan Area, is proposed to be preserved in its existing natural state. A combination of ER and MR that varies between 10m and 20m wide is proposed around the wetland bed and shore to conserve the riparian edge. The remaining seven wetlands in Phase 3 will be removed. Compensation for the removal of these wetlands will be provided in compliance with County and Provincial wetland policies

The design of the storm water management system will provide a means of collecting storm water runoff and controlling it to the flow rates of pre-development conditions. The system shall be designed to have a minimal impact on the wetlands and proposed green space areas. Elements of the stormwater system (e.g., PULS and bioswales) will serve as compensation for wetland loss and will be designed to mimic wetland form and function of Class III or IV wetlands. Salisbury Village East strives to be a low impact development which shall promote the least amount of disturbance of existing treed and wetland areas.

Phase3 consists of several hillocks and low areas or natural depressions. In general the majority of the land flows to a centrally located depression which is a natural wetland. This wetland has a natural drainage release flow path toward the east flowing into the Brentwood Boulevard ditching. The southern portion of Phase 3 flows in a southerly direction. The most northern section of the parcel generally flows north and northwest toward Wye Road.

The storm water management system shall be comprised of two main wet ponds located generally in the center of the parcel on the east side of the proposed collector and generally in the south west corner of the parcel. These ponds will be flow and elevation controlled by a system of culverts which cross the proposed collector. The wetlands will receive controlled discharge from the wet pond system to match the existing pre-development flows in order to keep the wetland basin viable.

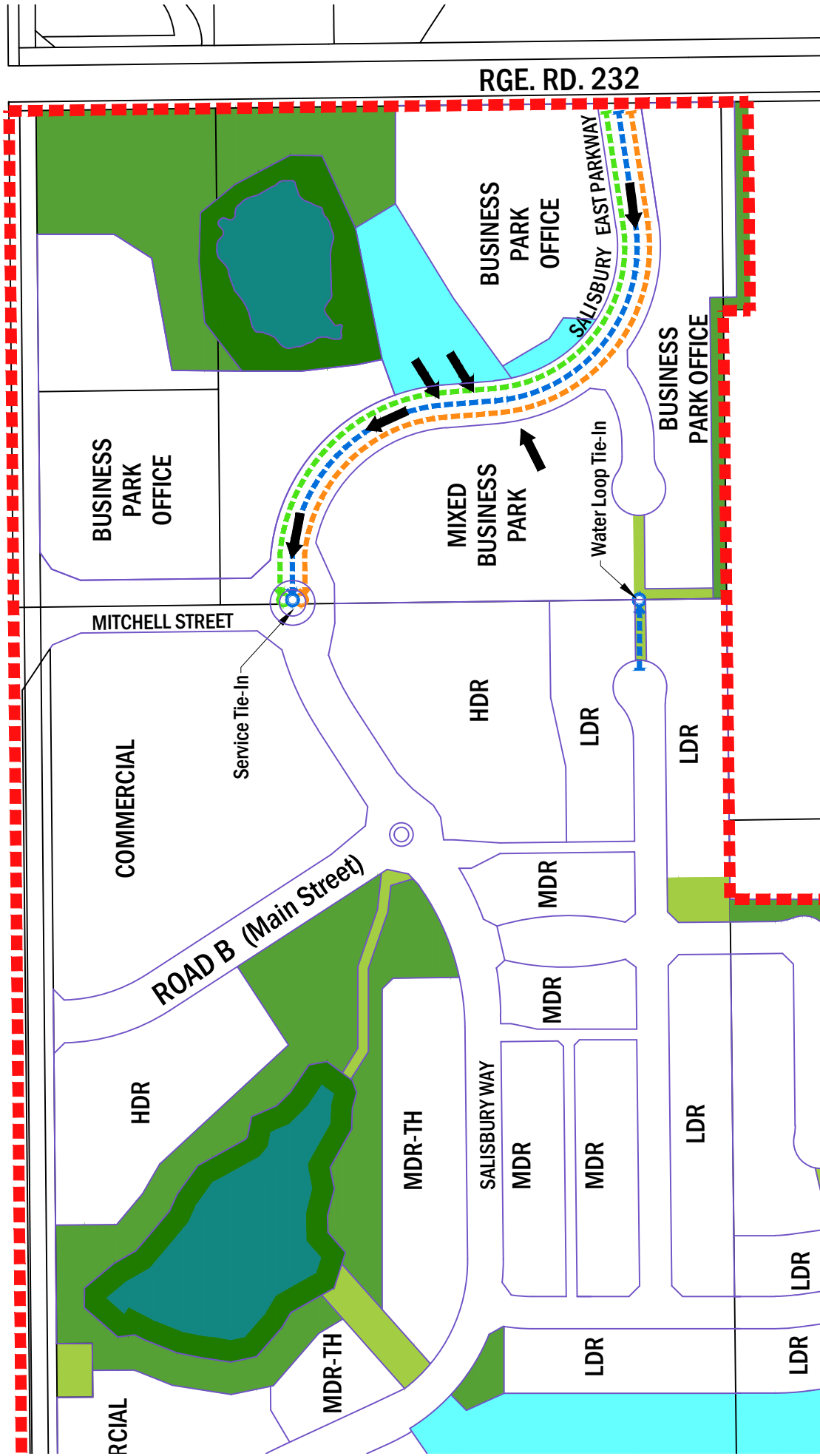
Storm water shall be directed to a collection system comprised of a combination of bio-swales, general landscaping slopes, catch basins and storm sewer manholes. Parking and road surfaces entering the collection system will ultimately be controlled with inline storm scepter units prior to exiting into the wet-ponds.

Ultimate major release or emergency release of the storm water management facility shall be via pipe into the stormwater line located at the intersection of the Salisbury East Parkway and Mitchell Street.

4.2.4 Shallow Utilities

Existing service providers will provide power, cable, telephone, natural gas and high speed internet services. No problems are expected in the provision of these services. It is anticipated that each of these utilities will be provided by extensions of the existing systems in and around the Salisbury Village area.

WYE ROAD



LEGEND

- Proposed Watermain
- Proposed Sanitary Main
- Proposed Storm Trunk Line
- Tie-In Points
- Environmental Reserve
- Crown Claimed Wetland
- Stormwater Management Facility
- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary
- Overland Flow Direction

SERVICING PLAN PHASE 3

N.T.S.



5.0 Implementation

5.1 Staging

Phase 1 is fully developed and staging will generally continue easterly into Phase 2 in a logical manner. **(See Figure 9)** Preliminary staging is identified on Figure 9. A staged subdivision was will be submitted for the entire plan area of Phase 2, Stage 2, and with the intention of entering into a master development agreement was entered into. but Phase 2 may. Several stages will exist within Phase 2 and be completed under one stage. Staging may vary due to market conditions and design.

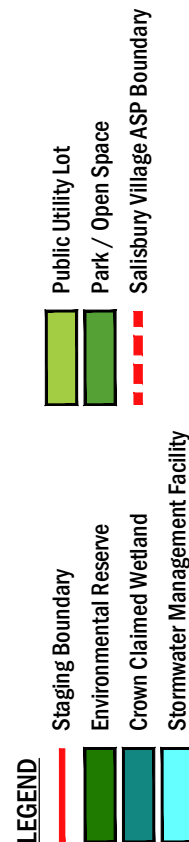
5.2 Districting and Development Approvals

Salisbury Village Phase 1 & 2 are both currently zoned UV4-Salisbury Village Zoning District under Direct Control District 2007-7. Phase 3 is zoned DC2- districted under Direct Control District 2. 291-04.

Phase 2, Stage 3 will utilize existing land use districting in the current Land Use Bylaw 6-2015.

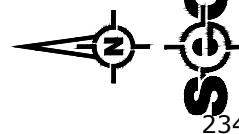
Further redistricting and subdivision will be required to facilitate development as proposed in this ASP in Phase 2 and Phase 3.

Engineering drawing approvals, development permits and building permit applications will be submitted under separate cover.



STAGING PLAN

N.T.S.



APPENDIX A
12 Themes of Sustainability

1. Land Use Theme

Guiding Principles

Make efficient use of land through higher density, mixed use development which is well connected to surrounding areas, supporting walkability.

Provide for land uses which are adaptable to societal change over time.

Minimize exposure of new development to risks both natural (e.g. flooding, erosion) and man-made (e.g. noise, pollution).

Sustainable Design Goals

Strategies for Salisbury

Make efficient use of land.

Residential development in Salisbury Village will achieve a minimum density of 60 units per net residential hectare (upnrha) – exceeding the density target established by the Capital Region Growth Plan (30 – 45 upnrha).

Commercial development in Salisbury Village will achieve an overall minimum Floor Area Ratio (FAR) of 0.30. To account for the variety of commercial development planned in the neighbourhood, minimum FAR will vary by neighbourhood area as follows:

- Phase 1 = 0.15
- Phase 2 = 0.25
- Phase 3 = 0.45

Develop a mix of appropriate and supportive land uses.

A diversity of mutually supportive residential, commercial, open space and business uses will be developed in Salisbury Village – creating a vibrant neighbourhood with opportunities to live, work, shop and play – including, but not limited to:

- food retail (e.g. supermarket);
- community serving retail (e.g. clothing store, department store, hardware store, pharmacy, other general retail);
- services (e.g. bank, wellness/fitness centre, restaurant, café, diner);
- civic and community facilities (e.g. government office, public park); and
- employment (e.g. office space, business hotel, conference space).

Impacts to adjacent, developed, neighbourhoods will be minimized by:

- strategically locating open spaces to buffer from new development while increasing access to amenity; and
- providing appropriate built forms sensitive to the development context.

Create a walkable neighbourhood.

An interconnected network of sidewalks, pathways and trails will provide access to all areas and uses in Salisbury Village, encouraging active transportation for both practical and recreational purposes. This network includes:

- sidewalks on both sides of public streets (treed boulevards will be provided along a minimum of 75% of the length of public streets, creating shaded walking routes and an attractive pedestrian environment);
- convenient and attractive pathways through commercial and office developments; and
- trails through all parks, open spaces and stormwater management facilities, connecting to the sidewalk and pathway network.

Residential, commercial, open space and employment uses will be dispersed through the neighbourhood, creating activity nodes within walkable distances (400m or 5 minutes walking).

Connect development in Salisbury Village internally and to adjacent areas.	<p>Use of cul-de-sacs will be minimized to promote connectivity by automobile and active modes within Salisbury Village. Pathways will be provided to connect cul-de-sacs to adjacent areas.</p> <p>Sidewalks, pathways and trails will be located and designed to ensure a high degree of connectivity internal to the neighbourhood, to existing routes in adjacent areas and to the regional network.</p>
Support adaptability over the life-cycle of the neighbourhood.	<p>A wide variety of land uses will be provided in Salisbury Village to support societal change over time:</p> <ul style="list-style-type: none"> • a variety of residential forms and types (including apartments, townhouses, single family housing) will provide accommodation for all household types, age ranges and income levels as well as opportunities to age-in-place; • a variety of commercial uses supports the varying needs of residents and visitors and will adapt with the market to serve changing needs over time; and • business and office uses will provide employment opportunities for residents within and outside the neighbourhood and will adapt with the market to serve changing needs over time.
Mitigate potential natural and man-made risks to residents and visitors.	<p>Drainage from the south, via the intermittent creek, will continue to be accommodated (at pre-development flows) through the stormwater drainage system in Salisbury Village, mitigating upstream flood risk.</p> <p>Within Salisbury Village the stormwater management system has been designed in accordance with County standards to:</p> <ul style="list-style-type: none"> • accommodate the 1:100 year storm event within the high water level of the stormwater management facilities and the retained wetland; and • provide freeboard above the high water level within the stormwater management facility and within the boundary of the Environmental Reserve parcel containing the retained wetland to manage storm events beyond the 1:100. <p>Drainage from Salisbury Village, through adjacent developments to Goldbar Creek, will be controlled to pre-development rates, mitigating downstream flood risk.</p> <p>No industrial development is planned within Salisbury Village and the neighbourhood is located far from existing industrial uses, mitigating risks related to incompatible uses (e.g. air quality, noise, vibration).</p> <p>75% of the frontage adjacent to major roadways (Wye Road, Range Road 232 / Brentwood Boulevard, and Range Road 233 / Sherwood Drive) will be for commercial, open space or business uses to buffer residential uses from traffic related noise and vibration.</p>

2. Natural Habitat Theme

Guiding Principles

Conserve habitat and retain ecosystem services provided by natural and man-made spaces.

Connect open spaces networks to provide both habitat and functional public space.

Sustainable Design Goals	Strategies for Salisbury
Conserve Natural Ecosystems	Two Crown claimed wetlands are retained, maintaining existing ecosystem services in Salisbury Village, supported by the provision of ER buffer areas surrounding the Crown claimed wetlands (with boundaries established with input from professional Biologists and through consultation with County Administration).
Provide Engineered Ecosystems	Open spaces outside of the Crown claimed wetlands and ER areas in Salisbury Village will be designed to enhance existing ecosystem services. Design measures for these spaces include: <ul style="list-style-type: none"> • naturalized landscapes (including native vegetation species) for at least 50% of all MR areas, including pathways; • naturalized landscapes for all stormwater management facilities; • providing water of adequate volume and quality to the retained wetlands, mimicking pre-development flows, via the stormwater management system; and • retaining existing mature, healthy, trees where feasible.
Connect Habitat Areas	Open spaces (including parks, pathways and stormwater management facilities) are strategically located to connect the Crown claimed wetlands and ER area within Salisbury Village and to retain connections to planned and existing open spaces in adjacent areas.
Provide Multifunctional Open Spaces	The integrated open space network in Salisbury Village will provide: <ul style="list-style-type: none"> • habitat function and ecosystem services through both natural and engineered landscapes, as described in the previous Natural Habitat Sustainable Design Goals and Strategies; • stormwater management, mitigating flooding and erosion; • passive recreation opportunities accessible to the entire neighbourhood through integration of an integrated trail network within park spaces, stormwater management facilities, roadways and development areas; and • informal active recreation opportunities within park spaces.
Ensure Public Enjoyment of Open Spaces	Open spaces (including parks, pathways and stormwater management facilities) are strategically located to ensure public access to open space within walkable distances (400m or 5 minute walking) from any point within Salisbury Village. Connectivity of the open space network to open spaces within adjacent lands and to the regional trail network provides opportunities for the general public to access and enjoy the open spaces within Salisbury Village.
Protect and Enhance Aquatic Ecosystems	Existing aquatic ecosystems will be preserved by the Crown claim of existing wetlands in Salisbury Village. These aquatic ecosystems will be further protected through the designation of the ER buffer and the location of naturalized MR spaces. This “clustering” of development, retention of natural systems which provide overland filtration and infiltration of water, preservation of natural urban forest and expansion of the tree canopy are examples of Low Impact Development (LID) strategies achieved through neighbourhood level planning. Naturalized stormwater management facilities will provide adequate volume and quality of water to the Crown claimed wetlands to protect these aquatic ecosystems, while also expanding aquatic ecosystems within the area. These naturalized facilities are examples of

bio-retention systems which are another Low Impact Development (LID) strategy to be implemented in Salisbury Village.

Managing stormwater close to where it initially falls emulates the natural pattern of stormwater infiltration and reduces the amount of water requiring municipal treatment or being discharged in a deteriorated state. In addition to the LID strategies to be implemented through the planning of the neighbourhood and design of stormwater management facilities, a number of additional Low Impact Development (LID) strategies will be considered in Salisbury Village. Through marketing and sales agreements, developers will encourage the implementation of the following LID strategies within private development:

- minimized building footprints;
- use of rain gardens;
- use of porous pavement/pavers;
- use of green roofs;
- use of bioswales; and
- provision of rainwater capture and re-use systems.

3. Water Theme

Guiding Principles

Conserve water through reducing consumption and retaining natural infrastructure.

Sustainable Design Goals

Reduce the demand for potable water.

Strategies for Salisbury

Developers in Salisbury Village will encourage reduced indoor water usage in new buildings to a target average of 20% less than the baseline usages for fixtures, fittings or appliances (as described below) for non-residential, mixed-use and multifamily buildings four storeys or more, through marketing and sales agreements:

- toilet = 6.0 LPF (blow-out fixtures = 13.2 LPF)
- urinal = 3.8 LPF
- restroom/bathroom/kitchen faucet for private applications (e.g. hotel or motel guest rooms, residential) = 8.3 LPM at 414 kPa
- restroom faucet for non-private applications = 1.9 LMP at 414 kPa
- pre-rinse spray valve (food service applications) = 6.0 LPM
- residential showerhead = 9.5 LPM at 552 KPa
- commercial steam cookers, dishwashers, automatic commercial ice makers and clothes washers are outside the scope of the water use reduction calculation

Through marketing and sales agreements Developers will encourage reduced potable water consumption for outdoor landscape irrigation through use of strategies including, but not limited to:

- climate tolerant native plants;
- efficient irrigation systems (e.g. low-volume systems, drip systems, computer controlled systems); and
- rainwater capture and re-use systems (e.g. rain barrels, cisterns).

Strathcona County will consider supporting reduced potable water consumption through:

- use of climate tolerant native plans in public lands (e.g. parks, roadways); and
- creation of standards for treated wastewater (grey and/or black water) and/or captured stormwater systems for irrigation purposes.

Provide efficient water service infrastructure.	Development in Salisbury Village will reduce off-site peak loading impacts and minimize off-site capacity requirements related to piped drainage of grey and black water by providing on-site holding capacity through enlarged pipes.
Support groundwater recharge.	<p>Permeable surface area in Salisbury Village will be maximized to support infiltration by:</p> <ul style="list-style-type: none"> • minimizing surface parking area for residential and business park development by providing underground/structured parking wherever feasible; • exploring shared parking standards for commercial development with the County to reduce the number of parking spaces provided (depending on the specific context of commercial developments); and • exploring the adoption of a reduced minimum surface parking requirements (1.5 spaces/residential unit and 4.7 spaces/1,000 square feet of commercial) with the County to reduce parking area requirements. <p>Crown claimed wetlands will infiltrate groundwater and will be supplied water from naturalized stormwater management facilities in Salisbury Village. Wherever feasible, the existing drainage alignments will be retained to direct water to retention features to control flows on and off site.</p> <p>Through marketing and sales agreements Developers will encourage strategies which minimize impervious surfaces through strategies including, but not limited to:</p> <ul style="list-style-type: none"> • minimizing building footprints; • bio-retention systems (e.g. rain gardens); • porous pavement or pavers; • green roofs; and • rainwater capture and re-use (e.g. cisterns, rain barrels).
Improve water quality.	<p>An Erosion and Sediment Control (ESC) Plan for development in Salisbury Village will: prevent soil loss by runoff and/or wind erosion; prevent sedimentation of stormwater conveyance systems or receiving streams; and prevent polluting the air with dust and particulate matter using the following strategies:</p> <ul style="list-style-type: none"> • conserving existing vegetation where feasible; • establishing and delineating construction access; • controlling flow rates; • installing sediment controls (e.g. silt fencing, sediment traps, sediment basins); • stabilizing soils; • protecting slopes; • protecting drain inlets; • stabilizing channels and outlets; • controlling pollutants; and • controlling dewatering. <p>Naturalized stormwater facilities in Salisbury Village will help to clean stormwater and improve its quality prior to it entering Crown claimed wetland area and being infiltrated into the groundwater or being discharged off-site.</p>
Reduce water quantity impacts.	The stormwater management system for Salisbury Village will be designed to provide a maximum 4 litres/hectare/second outflow rate.

4. Carbon Theme

Guiding Principles

Reduce dependence on fossil fuels through supporting the use of renewable energy.

Support energy efficiency to reduce energy demand through technology and site design.

Address urban heat island effect through building and site design to create comfortable environments.

Sustainable Design Goals	Strategies for Salisbury
Support use of renewable energy sources.	<p>Through marketing and sales agreements, developers in Salisbury Village will encourage residential builders to offer customers the option of including renewable energy technologies (e.g. solar panels, geothermal) for townhouse, semi-detached and single detached homes.</p> <p>Developers in Salisbury Village will encourage builders of multi-family residential, commercial and office buildings to incorporate renewable energy technologies through marketing and sale agreements.</p> <p>Through marketing and sales agreements, developers in Salisbury Village will encourage builders to design all buildings to permit future addition of renewable energy technologies (e.g. solar panels) by owners and lessors.</p>
Support energy efficient infrastructure.	<p>Energy efficient street lighting (e.g. LED lighting) will be installed with ongoing development in Salisbury Village.</p> <p>Strathcona County will consider provision of minimum lighting levels in public areas required for their function and the safety of residents and visitors.</p>
Support energy efficient buildings.	<p>Developers in Salisbury Village will encourage builders to implement the following energy efficiency measures for buildings through marketing and sales agreements:</p> <ul style="list-style-type: none"> • minimum insulated values of R-20 for exterior walls and R-40 for roofs; • high-efficiency HVAC, hot water systems; and • high-efficiency lighting and appliances. <p>Developers in Salisbury Village will encourage builders of office buildings to implement the following commissioning procedures for HVAC and hot water and lighting systems through marketing and sales agreements:</p> <ul style="list-style-type: none"> • verify installation of the systems; • verify performance of the systems once operational; • verify operator training; and • verify maintenance program. <p>Developers in Salisbury Village will encourage builders to provide green building certification (e.g. Alberta Built Green, LEED, EnerGuide) as an option to purchasers and lessors of residential, commercial and office buildings through marketing and sales agreements.</p>
Utilize passive solar energy.	<p>A minimum of 40% of roadways in Salisbury Village will be oriented within 20 degrees of east-west to maximize passive solar building opportunities.</p> <p>For parcels on north-south oriented roadways, developers in Salisbury Village will encourage builders to consider passive solar strategies in the siting and design of buildings through marketing and sale agreements.</p>
Minimize Urban Heat Island Effect.	<p>Developers will encourage use of high-reflectivity and/or vegetated roofs through marketing and sales agreements.</p>

Through marketing and sales agreements, developers will encourage builders in Salisbury Village to shade private, non-roof, hardscape areas (e.g. courtyards, parking lots, parking structures, driveways) using:

- open structures (i.e. canopied walkways, pergolas, etc.);
- high reflectivity and/or open grid paving materials; and/or
- shading from tree canopies (within 10 years of landscape installation).

Developers will work with Strathcona County to maximize shading of public hardscape areas (e.g. roads, sidewalks) using the strategies previously listed above.

5. Transport Theme

Guiding Principles

Support regional transportation priorities and promote alternative transportation to reduce single car usage.

Plan for land uses and transportation networks, considering transportation demand, to facilitate use of active transportation and transit.

Sustainable Design Goals

Plan for integration with the Regional transportation network.

Strategies for Salisbury

Roads:

- A system of arterial, collector and local roadways is planned to provide Salisbury Village with efficient and adequate access to the regional roadway network.

Transit:

- As a suburban zone, transit service in Sherwood Park will connect focal points to other destinations with less service on weekends and during evenings. Sherwood Park Transit Centre, with Intermunicipal bus service to Edmonton, is the likely focal point for transit service in Salisbury Village. Intermunicipal bus service is anticipated to be located along Wye Road in the near and long terms.

Active Transportation:

- Pathways and sidewalks in Salisbury Village will be provided to provide effective and efficient connections to the municipal and regional trail networks and connecting to transit focal points.

Integrate transportation and land use planning.

Planning of the transportation network and land uses in Salisbury Village is integrated to support effective transportation, of all forms, while facilitating increased use of active transportation modes by:

- locating higher density residential land uses in close proximity to commercial uses and ensuring 100% of residents are within 450m of basic services to support active transportation and create activity nodes as locations for transit service;
- locating higher density residential, commercial and office uses along collector roadways and at access points to minimize traffic through the neighbourhood;
- providing a well-connected street network, minimizing dead end streets, supported by a pathway network connecting to every parcel to create safe, attractive and convenient routes for active transportation options;
- locating parking areas to the rear or sides of buildings, where possible, and providing safe, attractive and convenient pedestrian access routes through parking areas; and
- orienting building facades to front onto streets, where possible, to create an attractive public realm with a sense of ownership and safety for pedestrians.

Support transit use.	<p>Transit within Salisbury Village will be located along Salisbury Way, prioritizing locations with higher density and activity associated with commercial and business uses for transit stops. This routing will ensure all residents and businesses can be located within 400m of a transit stop.</p> <p>Active transportation routes to transit stops will be provided via the pathway and sidewalk network to provide intermodal access to transit.</p>
Support active transportation.	<p>An integrated network of pathways and sidewalks is planned to provide efficient and attractive active transportation routes connecting all uses within Salisbury Village and connecting to the regional network.</p> <p>On-site bike racks will be provided at secure and convenient locations within commercial and office developments.</p> <p>Street design will to allocate 40% - 50% of the right-of-way for pedestrians and will include pedestrian supportive amenities including benches, lighting, street trees, and trash cans.</p>
Implement Transportation Demand Management (TDM) Strategies	<p>A number of strategies which support sustainable transport will be implemented in Salisbury Village and within the region, including:</p> <ul style="list-style-type: none"> • providing walkable access to Sherwood Park transit service from all areas within Salisbury Village; • maintaining access to the existing Intermunicipal bus service to Edmonton via the Sherwood Park Transit Centre (expansion/improvement to this service is provided for through the Capital Region Transit Plan); • promoting active transportation in Salisbury village by providing a variety of safe and attractive routes (through design considerations previously described) within a sidewalk and pathway network that is interconnected within the neighbourhood and to adjacent areas; <p>Through marketing and sales agreements, Developers in Salisbury Village will encourage the implementation of additional TDM strategies such as:</p> <ul style="list-style-type: none"> • designing sites and buildings to prioritize access by active transportation and/or transit (e.g. direct pedestrian/cycling routes within sites, locating bicycle parking facilities close to building entrances, locating building entrances to connect directly with pedestrian routes and transit locations); • providing infrastructure supporting active transportation in office developments (e.g. secure bicycle storage, showers); and/or • subsidizing transit costs for tenants/occupants. <p>Strathcona County will consider implementation of additional TDM strategies such as:</p> <ul style="list-style-type: none"> • providing public pay parking; • providing improved public transit infrastructure (e.g. bus shelters, transit information kiosks, secure bicycle storage at transit stops and transit centres, intelligent transportation systems); • providing wayfinding signage for transit and active transportation modes; and/or • providing reduced transit fares for residents and employees in Salisbury Village until the neighbourhood is established in order to support transit use.
Manage Transportation Systems.	<p>Street designs will minimize roadway area dedicated to vehicles to the extent required to support adequate vehicular access. Alternative roadway cross sections will be explored with Strathcona County.</p>

6. Food Theme

Guiding Principles

Support local food production, processing and procurement.

Ensure food is accessible and capitalize on opportunities for food to bring people together.

Sustainable Design Goals	Strategies for Salisbury
Support local food production.	<p>Strathcona County will consider opportunities to provide for local food production within public lands (e.g. food producing plantings in roadways, community gardens to be developed in MR areas).</p> <p>Strathcona County will consider revisions to any Bylaws which present obstacles to local food production (e.g. landscaping requirements, animal bylaws).</p> <p>The Developer, through marketing and sales agreements, will encourage food production opportunities within private lands (e.g. edible landscapes and gardens within yards and amenity areas, rooftop gardens).</p>
Support local food procurement.	<p>Strathcona County will consider revisions to any Bylaws which present obstacles to establishment of a farmer's market, sensitive to the context of land uses proposed for Salisbury Village (e.g. land use districting restrictions, noise requirements).</p> <p>The Developer, through marketing and sales agreements, will encourage any food stores to buy locally grown food.</p> <p>The Developer, through marketing initiatives, will advise purchasers of opportunities to procure local food through community supported agriculture initiatives in the region.</p>
Improve access to food.	<p>Commercial development in Salisbury Village Phase 1 provides access to food for residents within and adjacent to the neighbourhood. In addition, commercial development planned for Salisbury Village Phase 2 provides an opportunity for a grocery store, potentially improving access to food for the area.</p>
Connect people through food.	<p>Salisbury Village provides walkable access to food stores which – in combination with potential future farmer's market, community garden and local food production opportunities – creates opportunities for social interaction and connectedness.</p>

7. Materials Theme

Guiding Principles

Minimize the demand for new materials to conserve resources.

Use locally sourced materials to reduce material transportation requirements.

Consider the impact of materials on health as well as the durability and life-cycle of buildings and infrastructure.

Sustainable Design Goals	Strategies for Salisbury
Reduce materials use to conserve resources.	Provision of hard infrastructure (e.g. paving, pipes) will be minimized in Salisbury Village to balance adequate provision of infrastructure needs with conservation of resources.
Recycle materials to conserve resources, reduce impacts from resource extraction and support a market for recycled materials.	Developers in Salisbury Village will encourage use of recycled materials in buildings through marketing and sales agreements. Strathcona County will consider the use of recycled materials in infrastructure (e.g. asphalt, concrete).
Use local materials to minimize transportation requirements and support local economies.	Developers in Salisbury Village will encourage the use of locally sourced materials in buildings through marketing and sales agreements. Strathcona County will consider the use of locally sourced materials in infrastructure.
Use durable and rapidly renewable materials to minimize the impact of building and infrastructure replacement.	Developers in Salisbury Village will encourage the use of durable (e.g. wood, stone, concrete) and rapidly renewable materials (e.g. bamboo flooring, wool carpets, straw board, cotton baton insulation, linoleum flooring, poplar OSB) in buildings as well as strategies to minimize premature deterioration of buildings (e.g. use of shading screens, caves, overhangs, scuppers, drained walls, continuous air-barrier systems) through marketing and sales agreements. Strathcona County will consider the durability of materials for infrastructure.
Use materials which support the health of users of buildings and infrastructure.	Developers in Salisbury Village will encourage the use of materials which consider occupant health and safety (e.g. low VOC coatings materials, wood and agri-fiber products that contain no added urea-formaldehyde resins, adhesives and veneers that contain no urea-formaldehyde) in buildings through marketing and sales agreements. Strathcona County will consider the health impacts of materials used for infrastructure.
Minimize lifecycle costs of buildings and infrastructure.	Developers in Salisbury Village will encourage the use of materials which consider lifecycle environmental, social and economic costs (e.g. FSC certified wood) through marketing and sales agreements. Strathcona County will consider the environmental, social and economic lifecycle costs of materials selected for use in infrastructure applications.

8. Waste Theme

Guiding Principles

Manage and utilize waste as a resource.

Sustainable Design Goals	Strategies for Salisbury
Divert construction waste from landfill.	Through marketing and sales agreements developers in Salisbury Village will encourage builders to implement a construction waste management plan to divert materials from landfills which could consider: <ul style="list-style-type: none"> recycling of cardboard, metal, brick, concrete, plastic, clean wood, glass and gypsum wallboard; designating a specific area of the construction site for recycling; identifying construction haulers and recyclers to manage the designated materials; and identifying and donation of materials to charitable organizations (e.g. Habitat for Humanity Restore).
Divert indoor waste from landfill.	Indoor waste generated by residential uses will be diverted from landfills in accordance with the County's Waste Management Bylaw.
Divert outdoor waste from landfill.	Recycling containers will be integrated into waste receptacles in public spaces including along roadways adjacent to multi-family and non-residential developments, and in public park spaces.

9. Economy Theme

Guiding Principles

Supporting local business promotes economic sustainability and employment diversity and quality.

Development costs must be considered in the context of implementing sustainability measures, with a view to ensuring the County is competitive in the regional market.

Sustainable Design Goals	Strategies for Salisbury
Support locally based business.	Developers in Salisbury Village will encourage locally based businesses to locate in Salisbury Village through marketing and sales agreements.
Support a diversity of employment opportunities.	Commercial and office development in Salisbury Village will provide a diversity of employment opportunities. Vehicular, transit and active transportation facilities connect all residents of Salisbury Village with a wide diversity of employment opportunities in the County and the region.
Consider sustainability initiatives in the context of development cost.	Strathcona County will consider the cost of development, long term fiscal impact of development to the County and the competitiveness of the County in the regional development market when assessing the requirements and achievement of the principles, design goals and strategies identified in this ASP.
Provide quality employment opportunities.	Commercial and office uses planned for Salisbury Village provide for a variety of employment opportunities, improving the quality and quantity of employment opportunities for residents of the neighbourhood and the surrounding communities.
Support education and training.	Developers in Salisbury Village will encourage education and training providers to locate in Salisbury Village through marketing and sales agreements.

10. Well Being Theme

Guiding Principles

Community planning, urban design, and provision of infrastructure creates safe environments and promotes the health and enjoyment of residents and visitors.

Sustainable Design Goals	Strategies for Salisbury
Promote healthy lifestyles.	<p>Land uses and infrastructure in Salisbury Village are planned and designed to support the use of active transportation for practical and recreational purposes.</p> <p>An open space network of parks, SWMFs and natural areas, connected by pathways, sidewalks and trails provide residents with access to recreation opportunities within the neighbourhood.</p> <p>Developers in Salisbury Village will encourage building design to promote health through marketing and sales agreements considering features such as:</p> <ul style="list-style-type: none"> • designation of smoking areas in relation to doors, windows and air intakes; • effective air exchange by HVAC systems; and • promoting occupant comfort through ventilation and HVAC controls.
Create a safe community.	<p>Urban design in Salisbury Village will consider safety by addressing 1st Generation CPTED principles including:</p> <ul style="list-style-type: none"> • orienting buildings to address the street, where possible, creating an appropriate hierarchy of space and providing “eyes on the street”; • supporting legitimate use through appropriate lighting; and • application of physical elements, such as fencing, to “harden” potential targets. <p>Land uses and infrastructure in Salisbury Village are planned and designed to support active transportation and promotes social interaction and supports 2nd Generation CPTED principles (i.e. cohesion, capacity, culture).</p>
Promote enjoyment of the natural and built environment.	<p>Urban design and planning for Salisbury Village facilitates access to conserved natural areas. Quality infrastructure and an interconnected pathway network supports public access to and use of natural areas for passive recreation purposes, supporting public appreciation and enjoyment of nature.</p> <p>Urban design of buildings and public spaces (in private and public property) in Salisbury Village creates safe, interesting and attractive environments for public enjoyment.</p> <p>Site lighting design will maintain safe light levels while avoiding off-site lighting and night sky pollution. Technologies to be utilized will reduce light pollution and include full cut-off luminaires, low-reflectance surfaces and low-angle spotlights.</p>
Support social interaction.	<p>The mix of uses and active transportation network in Salisbury Village supports a high degree of social interaction between residents and visitors. Parks, commercial uses (e.g. coffee shops) and office uses support round-the-clock public interaction by all demographic groups, year round.</p> <p>Strong connections between Salisbury Village and surrounding neighbourhoods will support social interaction of residents within and beyond the neighbourhood.</p>

11. Equity Theme

Guiding Principles

Communities are representative of residents of all family types, income levels and ages.

Sustainable Design Goals	Strategies for Salisbury
Provide diverse housing options.	<p>Salisbury Village is planned to provide a wide variety of housing types, forms and sizes (e.g. single detached, semi-detached, townhouse, apartment). This diversity of housing types helps provide housing options for a wide variety of ages, incomes and family types.</p> <p>Apartment residential development presents an opportunity to provide rental housing in Salisbury Village, potentially increasing affordability in the community.</p> <p>Developers in Salisbury Village will encourage provision of a diversity of housing sizes in all forms of housing through marketing and sales agreements.</p>
Support accessibility.	Building and private and public spaces will be designed, in accordance with Strathcona County standards, to support universal access.
Support inclusive communities.	The diversity of housing types provided in Salisbury Village provides options to accommodate residents of a wide range of family types, income levels and ages.

12. Culture Theme

Guiding Principles

Create communities that celebrate cultural heritage through art and expression and display a strong identity.

Sustainable Design Goals	Strategies for Salisbury
Establish community identity.	<p>Through marketing and sales agreements, developers in Salisbury Village will encourage a consistent and contemporary architectural design aesthetic.</p> <ul style="list-style-type: none"> • Use of materials as well as the siting and design of buildings will respond to the context of the neighbourhood (e.g. use of regionally appropriate/available materials, design to address climatic conditions, maximizing views). • Contemporary design which responds to current lifestyles of Sherwood Park residents speaks to culture, defined as: <i>the ideas, customs, and social behaviours of a people or society.</i> <p>Through cohesive and consistently applied urban design, Salisbury Village will display a distinct identity and sense of place.</p> <p>Urban design for Salisbury Village will consider its context and will be complimentary to urban design initiatives for adjacent areas (i.e. Wye Road Phase Urban Design Guidelines).</p>
Provide opportunities for art and expression.	Multiple public spaces throughout Salisbury Village provide opportunities for placement of art and venues for other forms of expression (e.g. plazas, park spaces, road rights-of-way, pathway network) which would contribute to the neighbourhoods sense of identity.

APPENDIX B

Phase 3 Letter of Authorization

BYLAW 51-2015

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF *ADOPTING THE SALISBURY VILLAGE AREA STRUCTURE PLAN*.

WHEREAS it is deemed advisable to adopt the Salisbury Village Area Structure Plan;

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

1. THAT this Bylaw 51-2015 is to be cited as the "Salisbury Village Area Structure Plan".
2. That Schedule "A" attached hereto is hereby adopted as part of this Bylaw.
3. That Bylaw 63-2013 shall be repealed after third reading of this Bylaw.
4. This Bylaw comes into effect after third reading and upon being signed.

Read a first time this _____ day of _____, 2015.

Read a second time this _____ day of _____, 2015.

Read a third time and finally passed this _____ day of _____, 2015.

Mayor

Director,
Legislative and Legal Services

Date Signed: _____

SALISBURY VILLAGE

AREA STRUCTURE PLAN



Prepared for: Campbelltown Village Developments Ltd.
Presented by: Select Engineering Consultants Ltd.
Date: October 2, 2015
RPT-1-148-15002-8.5-SVASP-151001.docx

Table of Contents

1.0	Introduction	1
1.1	Purpose	1
1.2	Background.....	1
1.3	Location and Land Ownership	2
1.4	Existing and Adjacent Land Use.....	2
1.5	Site Features	2
	1.5.1 Topography and Vegetation	2
	1.5.2 Wetlands and Hydrology	5
	1.5.3 Environmental Site Assessment	5
1.6	Biophysical Assessment.....	6
1.7	Public Process and Review.....	7
	1.7.1 Public Consultation Background	7
	1.7.2 2013 Public Consultation Requirements	8
	1.7.3 Public Consultation 2015	9
1.8	Policy Context	9
	1.8.1 Federal	10
	1.8.1.1 Fisheries Act	10
	1.8.2 Provincial	10
	1.8.2.1 Public Lands and Water Act	10
	1.8.2.2 Capital Region Board	11
	1.8.3 Municipal	12
	1.8.3.1 Strathcona County 2030, Powering our New Tomorrow (Strategic Plan)	12
	1.8.3.2 Strathcona County's Economic Sustainability Framework – March, 2011	14
	1.8.3.3 Strathcona County's Environmental Sustainability Framework – June, 2009	15
	1.8.3.4 Strathcona County's Social Sustainability Framework – March, 2007	15
	1.8.3.5 Strathcona County Municipal Development Plan (MDP) Bylaw 1-2007	16
	1.8.3.6 Area Structure Plans (SER-008-007)	21
	1.8.3.7 Strathcona County Land Use Bylaw 8-2001	21
	1.8.3.8 Strathcona County Land Use Bylaw 6-2015	21
	1.8.3.9 Wetland Conservation Policy (SER-009-036)	23
	1.8.3.10 Tree Conservation During Development Policy (SER-009-034)	23
2.0	Development Concept	24
2.1	Salisbury Village Vision	24
2.2	Sustainability	27
	2.2.1 Sustainability Principles	27
	2.2.2 Twelve Themes for Evaluating Sustainable Development	28
2.3	Urban Design.....	30
	2.3.1 Urban Design Guidelines	30
	2.3.1.1 General Design Guidelines	31
	2.3.1.2 Specific Urban Design Guidelines	32
2.4	Residential.....	33
	2.4.1 Low Density Residential	34
	2.4.1.1 Phase 2-Stage 2	34
	2.4.1.2 Phase 2-Stage 3	34

2.4.2	Medium Density Residential – Semi-Detached/Townhouse	34
2.4.3	Medium Density Residential - Townhouse	34
2.4.4	High Density Residential	35
2.4.5	Residential Specific Urban Design Guidelines	35
2.5	Commercial.....	36
2.5.1	Commercial Objectives	37
2.5.2	Commercial Specific Urban Design Guidelines	37
2.6	Business Park Office	38
2.7	Mixed Business Park.....	40
2.7.1	Business Hotel	40
2.7.2	Business Apartment Rentals/or Residential Apartments/Condominiums	40
2.8	Parks and Open Space.....	42
2.8.1	Municipal Reserve	42
2.8.1.1	Passive and Active Parks	45
2.8.1.2	Pedestrian Linkages	45
2.8.1.3	Buffers and Associated Vegetation	49
2.8.2	Environmental Reserve	49
2.8.3	Crown Claimed Wetlands	49
2.8.4	Stormwater Management Facilities	49
2.8.4.1	Existing Drainage Course	50
2.9	Land Use Summary.....	51
3.0	Transportation	56
3.1	Principles.....	56
3.2	External Roadways.....	58
3.3	Arterial Roadways	58
3.4	Collector and Local Roadway.....	58
3.5	Transit Accommodation and Connectivity	60
3.6	Pedestrian Connectivity.....	60
4.0	Servicing	61
4.1	Phase 1 and 2.....	61
4.1.1	Water	62
4.1.2	Sanitary Sewer System	62
4.1.3	Stormwater Management System	64
4.1.4	Shallow Utilities and Emergency Services	65
4.2	Servicing Phase 3	65
4.2.1	Water	65
4.2.2	Sanitary Sewer System	65
4.2.3	Stormwater Management System	66
4.2.4	Shallow Utilities	67
5.0	Implementation	69
5.1	Staging.....	69
5.2	Districting and Development Approvals	69
List of Appendices		
	Appendix A: 12 Themes of Sustainability	71

List of Tables

Table 1: Phase 1 Land Use Statistics.....51

Table 2: Phase 2 Land Use Statistics.....52

Table 3: Phase 3 Land Use Statistics.....53

Table 4: Overall Land Use Statistics.....54

Table 5: Student Generation & Population.....55

List of Figures

Figure 1: Location Plan 3

Figure 2: Existing Site Features..... 4

Figure 3: Municipal Development Plan22

Figure 4: Development Concept.....26

Figure 5: Pedestrian Linkage47

Figure 6: Transportation Plan.....57

Figure 7: Servicing Plan Phase 1 and 2.....63

Figure 8: Servicing Plan Phase 3.....68

Figure 9: Staging Plan70

1.0 Introduction

1.1 Purpose

The purpose of the Salisbury Village Area Structure Plan is to outline the development intentions of this comprehensive community plan. Although this plan is divided into three major development areas to reflect different ownership and phasing, the intent is to develop a complete "Urban Village" that is connected, seamless and unified as one coherent community in Sherwood Park. Salisbury Village will become a model of mixed land use and environmental stewardship in Sherwood Park where residents can live, work and play. This Plan incorporates sustainable development elements and is consistent with County policies advancing complete and compact community planning.

1.2 Background

The Salisbury Village Area has been guided by a number of different ASP's over the years. Below is a brief chronology of the history of the prior ASP approvals.

- The original South Wye Area Structure Plan Bylaw 85-90 approved on June 11, 1991 intended to provide a combination of Low Density Commercial, Business Park and a Commercial Centre development.
- The South Wye Area Structure Plan Bylaw 54-2007 approved on June 4, 2007 proposed to retain the natural flow of the landscape and wetlands, encourage green building technology and reduce resource use and energy waste where possible. It also introduced a mix of higher density residential housing and a more mixed use commercial format into the Plan.
- The Salisbury Village Area Structure Plan Bylaw 38-2009 approved on June 16, 2009 further modified the shape and mix of commercial/mixed use development and the density of residential uses within Phase 2 only.
- The ~~most recent~~ Salisbury Village ASP Bylaw 18-2010 was approved on June 22, 2010. This amendment modified land uses in Phase 3, east of Mitchell Street. This amendment more clearly defined the natural area and its associated buffer and re-designated land uses in Phase 3. Land use generally changed from Commercial and Mixed Use Village Centre to a combination of Mixed Business Park and Business Park Office. This amendment also realigned Mitchell Street slightly and identified roundabouts in the Plan Area. This Bylaw was repealed and replaced by Bylaw 63-2013.
- The Salisbury Village ASP Bylaw 63-2013 was approved on December 20, 2013. This amendment was submitted to modify the land uses, densities and the realignment of Salisbury Way within Phase 2.
- This Salisbury Village ASP Bylaw 51-2015 was approved on <date>. This amendment was submitted to expand the Phase 2 to the south.

1.3 Location and Land Ownership

The Salisbury Village ASP Area is generally located between Range Road 232 (Brentwood Boulevard) and Range Road 233 (Sherwood Drive), south of Wye Road. **(See Figure 1)**

The Salisbury Village ASP Area is held under several different certificates of title and totals approximately 119.94 acres (48.54 hectares). Phasing within the Plan Area generally follows land ownership.

- Phase 1: 21.94 ac (8.88 ha)
- Phase 2: 70.256 ac (28.43 ha)
- Phase 3: 27.75 ac (11.23 ha)

1.4 Existing and Adjacent Land Use

Campbelltown Heights, a country residential community, forms the south boundary of Phase 1 and the west boundary of Phase 2. The south boundary of Phase 2 and Phase 3 is formed by the Glenwood Memorial Gardens Cemetery, which is half developed. North, across Wye Road, are the single family residential communities of Sherwood Heights and Maplegrove. East of the ASP Phase, across Range Road 232, is the existing residential community of the Estates of Sherwood Park.

1.5 Site Features

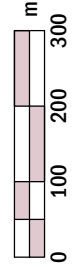
1.5.1 Topography and Vegetation

The Salisbury Village area has been used for various agricultural uses over the years. Phase 1 has been developed, altering its original topography and vegetation. The rolling topography of Phase 2 and 3 is a unique feature of the Plan Area providing an attractive rolling prairie character with a high point bordering the Cemetery. This high point offers potential views south to the rural area over the cemetery lands. **(See Figure 2)** Elevations on the site vary from a low of approximately 734m to a high of 744m.

Two wetlands and their associated tree cover in Phase 2 and 3 are significant natural features within the Plan Area. Much of the tree cover associated with these wetlands is retained in the Plan area by a combination of municipal and environmental reserve. Phase 2 also contains a mature “shelter belt” of coniferous trees, forming a visual division between Phase 2 and Phase 3. Due to grading constraints this stand cannot be retained with development of the Plan. Several smaller scattered tree stands will also be removed for development. Phase 3 also has a stand of coniferous trees at the northeast corner with the balance of the land having a number of planted and native tree stands and open pasture. The plan proposes to retain the trees in the north east portion of Phase 3 as municipal reserve and potential to retain native shrub vegetation along Wye Road will be explored through the detailed design.



LOCATION PLAN



SCALE 1:10,000

LEGEND

Salisbury Village ASP Boundary

Area Boundary

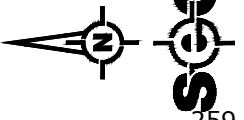
SALISBURY VILLAGE

SHERWOOD PARK



LEGEND

- Salisbury Village ASP Boundary
- Crown Claimed Wetlands
- Existing Drainage Course
- SALISBURY VILLAGE
- SHERWOOD PARK
- Elevations
- High Elevation
- Low Elevation



EXISTING SITE FEATURES

N.T.S.

1.5.2 Wetlands and Hydrology

The Plan Area contains an existing drainage course that enters Phase 2 from the south and meanders in a northwest direction to the wetland in Phase 2 and then back southwest to Campbelltown Heights. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin.

Spencer Environmental Management's Biophysical Assessment designated the wetland in Phase 2 as Class 4 in 2007. Environmental and Sustainable Resource Development (ESRD) subsequently claimed the bed and shore of the 0.77 hectare wetland in Phase 2. and it has been retained in the Plan. Compensation has been accepted by Alberta Environment and Sustainable Resource Development for the other smaller wetlands in the north Plan area of Phase 2. Water Act approval has also been granted for removal of wetlands in the northern area of Phase 2. Compensation will still be required for four small scattered wetlands in Phase 2, Stage 3.

A combination of Environmental Reserve (ER) and Municipal Reserve (MR) has been utilized to ensure that an appropriate buffer is designated around the perimeter of the retained wetland to conserve its riparian edge. The width of the combined buffer in Phase 2 varies between approximately 20 and 32 metres. The width of the buffer in Phase 3 varies between 10 and 40 metres.

ESRD also claimed the bed and shore of a 0.44 hectare wetland in Phase 3. This wetland, in the northeast Plan Area, is proposed to be preserved in its existing natural state. A combination of ER and MR that varies between 10m and 20m wide is proposed around the wetland bed and shore to conserve the riparian edge. The remaining seven wetlands in Phase 3 will be removed. Compensation for the removal of these wetlands will be provided in compliance with County and Provincial wetland policies.

1.5.3 Environmental Site Assessment

On behalf of Avillia Developments Ltd., Thurber Engineering Ltd. conducted a Phase I Environmental Site Assessment (ESA) specific to Phase 2, Stage 3 in the spring of 2015. Based upon the inspections, assessments, and information reviewed in the Thurber Engineering Ltd. report, the Phase I ESA did not encounter any historical or visible evidence indicating the site has been impacted by contaminants generally associated with the land use of this nature.

1.6 Biophysical Assessment

Biophysical Assessments completed for the phases detailed the biophysical components of each phase and provided conservation recommendations. Congruence between these Biophysical Assessment conservation recommendations and this ASP are generally summarized in the chart below.

Recommendation	Plan Response
Retain the largest (Crown-owned) wetlands, with possible exception of the southern areas of shrub wetland community	100% of bed and shore Crown claimed wetland in Phase 2 and Phase 3 is retained in the Plan.
Establish a wetland buffer of variable width measured from wetland edge	Wetland buffer is provided on both Crown claimed wetlands by a combination of Environmental Reserve and Municipal Reserve that varies in width from a minimum width of approximately 10 m maximum to a maximum width of 40m.
Consider retaining some of the existing grades on the parcel	Highest point of land (hill) retained in southeast quadrant and natural grades retained around wetland within ER and MR.
Retain two ecological corridors, using sizeable culverts under roads and consider incorporating natural vegetation in southwest quadrant.	Retention/creation of continuous corridors was not possible owing to MR dedication for buffer around wetland. To overcome lack of high functioning continuous corridors, connectivity will be provided through larger culverts under Salisbury East Parkway and Salisbury Way that link PUL'S but also provide dry surfaces (e.g., a higher elevation "shelf"), and, remaining open spaces will be landscaped with native trees. Corridor purpose is to promote sustainable ecological processes and movement of small animals to and from the retained wetland.
Investigate retaining or moving some of the more attractive, healthy planted trees for landscaping.	Healthy, planted trees in the northeast and along RR 232 will be retained. Some habitat enhancement will be undertaken in the northwest corner to enhance the wetland buffer and habitat values provided by that area. While the treed area in the northeast corner was not identified as a high conservation priority, if enhanced it will contribute to wetland function. Reuse/ transplanting of other trees will be investigated.

1.7 Public Process and Review

1.7.1 Public Consultation Background

Extensive public consultation was conducted with the approval of the previous Area Structure Plans. A summary of that consultation history is outlined below.

Phase 1 & 2: The original Salisbury Village Area Structure Plan process incorporated various workshops and presentations prior to the open house. Workshops with staff were initiated in October 2006. The first Design Charette in November 2006 incorporated presentations to the Campbelltown Heights community, adjoining landowners, and Council so that they could review and comment on strengths and weaknesses of the proposal. The applicants contacted Campbelltown Heights residents to address outstanding issues. Discussions between the applicants and staff focused on opportunities to incorporate sustainability to the greatest extent possible.

The Public Information Meeting for the original Salisbury Village ASP was held in an 'Open House' format on Monday, April 23, 2007. The applicants and their representatives were on hand for the duration of the meeting in order to gain feedback from attendees and to answer questions. Approximately seventy people attended the meeting. Nineteen Campbelltown Heights households were represented as well as a number of residents from the Estates of Sherwood Park, Sherwood Heights, Maplegrove area and beyond.

Opinions on the original development proposal varied, from those concerned that the development would have a negative impact, particularly with respect to increased traffic, to those who enthusiastically supported the development concept in its entirety, including the mix of uses, the higher density, and the 'village center' concept. Feedback from attendees was provided through informal discussions and by written submissions. Approximately thirty three surveys to measure community support were received.

Phase 3: A comprehensive Design Charette took place from September 22 to 25, 2008 which incorporated a workshop and presentation to adjoining landowners and Council so that they could review and comment on the strengths and weaknesses of the development concept.

Regular meetings with a Strathcona County working group informed further detailed studies on the property and refined the development plan to the benefit of the community. A Public Open House consistent with Strathcona County's policies of public engagement further refined the Plan on September 21, 2009. A total of twenty nine residents registered at the Open House and twenty six completed the participant comment sheets. The majority of the attendees lived within one to two kilometers of the site.

The overall results from the Open House were generally very positive with 89% of the attendees either strongly supporting or somewhat supporting the Overall Master Plan. Support was also voiced for other aspects of the plan including Transportation Concept (81%), Principles (85%), Land Use (92%), and the Open Space Network (96%).

Concerns generally included:

- Transportation impacts associated with the development;
- Potential associated impacts of a hotel use; and
- Building heights.

Explanations including the type of higher quality business-oriented hotel envisioned for the site, a more pedestrian-oriented development with transit access, and a transition of heights from east to west with treed open space adjoining the residential developments east of Range Road 232, appeared to address concerns of many of the attendees.

1.7.2 2013 Public Consultation Requirements

Prior to this ASP amendment application being submitted to the County, a Public Information Meeting (PIM) was held at the County Hall in Sherwood Park on May 30, 2013. This PIM was organized, advertised and is summarized in accordance with the requirements of the Public Information Program (PIP) for the proposed ASP amendment approved by County Council on May 7, 2013. The purpose of the pre-application PIM was to present the features of the proposed amendments to the ASP and to gather public input prior to the County accepting a formal amendment application.

The pre-application PIM was advertised in the May 17 and May 21 editions of the Sherwood Park – Strathcona County News. Local residents were notified of the PIM by a mail-out to addresses within a notification area defined by the County. All public information materials and newspaper advertisements were submitted to the County Land Development Services Branch for approval prior to being circulated. Members of Council and administration were notified of the date, time and location for the PIM. A total of thirteen (13) people signed in at the PIM and four (4) completed the Exit Surveys. The comments received from attendees are documented in a Summary Report submitted to Strathcona County. Overall response to the proposed ASP amendments at the pre-application PIM was positive.

The proposed: reductions to building heights and residential densities; introduction of single detached residential uses; reduction of apartment uses; and provision of housing oriented to streets and open spaces in Area 2 received 100% support from attendees. Attendee's views were mixed related to potential architectural style within Area 2, with 33% indicating a preference for a contemporary style and 67% preferring a traditional style.

The proposal to: reduce the land area and square footage of commercial development; remove mixed-use commercial/office/residential uses; and to provide an opportunity for a grocery store use in Area 2 also received 100% support.

The proposed: retention of the existing wetland (with an ER buffer); retention of existing trees in the development (where feasible); concept for pedestrian linkages; provision of interpretive/education opportunities for the open space network; and changes proposed for the park space (relocation of the space, removal of some elements of the eco-centre while creating a plaza type of space) in Area 2 were 100% supported by attendees.

The proposal to: realign Salisbury Way will provide traffic calming design measures and create a one-way couplet accessing the low density residential area for Phase 2 received 100% support.

Attendees stressed the desire for development in Phase 2 to ensure the integrity of Campbelltown Heights and confirmed that the reduced densities and arrangements of land uses proposed would support this. Some concern regarding parking for higher density (townhome and apartment) developments was expressed. Adequate parking for all proposed uses will be provided in Phase 2 in accordance with Strathcona County's requirements as defined in the Land Use Bylaw.

The approved PIP for the proposed ASP amendment required a second PIM to be held prior to the application being advanced for Council consideration. The second PIM was advertised in the November 8, 2013 and November 12, 2013 editions of the Sherwood Park-Strathcona County News and was held on November 20, 2013. Local residents were notified of this PIM by a mail-out to addresses within a notification area defined by the County. All public information materials and newspaper advertisements were submitted to the County's Land Development Services Branch for approval prior to being circulated. Members of Council and administration were notified of the date, time and location for this PIM.

1.7.3 Public Consultation 2015

A Public Engagement Plan (PEP) was prepared and submitted to Strathcona County in February 2015 for a proposal to expand Salisbury Village Phase 2 by 7.14 hectares to the south which required amendments to the Municipal Development Plan (MDP), Country Residential Area Concept Plan (ACP) and the Salisbury Village Area Structure Plan (ASP). The MDP amendment was necessary to expand the Sherwood Park Urban Services Area to include the proposed expansion area of Salisbury Village ASP and an ACP amendment is required to ensure that its' boundary is consistent with the MDP. Opportunities for additional stakeholder and public input occurred through the amendment process and at the Public Hearings for the bylaws required to amend the MDP, ACP and ASP.

The first Public Information Meeting (PIM) was held at the Community Centre in Sherwood Park on March 9, 2015. The purpose of the PIM was to present the proposed MDP, ACP and ASP amendments and to gather public input prior to the County accepting formal MDP, ACP and ASP amendment applications. The proposed amendments were generally well received with all comments and questions being addressed however no formal written comments were submitted. Attendees expressed concerns about the expansion of the Sherwood Park Urban Services Area as well as the development extending towards the country residential area in the Campbelltown Heights neighbourhood. This PIM was advertised in the February 27, 2015 and March 3, 2015 editions of the Sherwood Park – Strathcona County News. Local residents were notified by a mail-out.

The second Public Information Meeting was held on September 29, 2015. This PIM was advertised September 18, 2015 and September 25, 2015 editions of the Sherwood Park-Strathcona County News. The majority of the attendees lived in the Estates of Sherwood Park east of RR 232 and so the comments mostly related to Phase 3 rather than Phase 2 Stage 3. There was some interest in obtaining more details on the landscaping of the municipal reserve designated adjacent to Campbelltown and the developer followed up with them post PIM.

1.8 Policy Context

There are a variety of federal, provincial and municipal policies and policy documents that set the context for the proposed Salisbury Village Area Structure Plan.

1.8.1 Federal

1.8.1.1 Fisheries Act

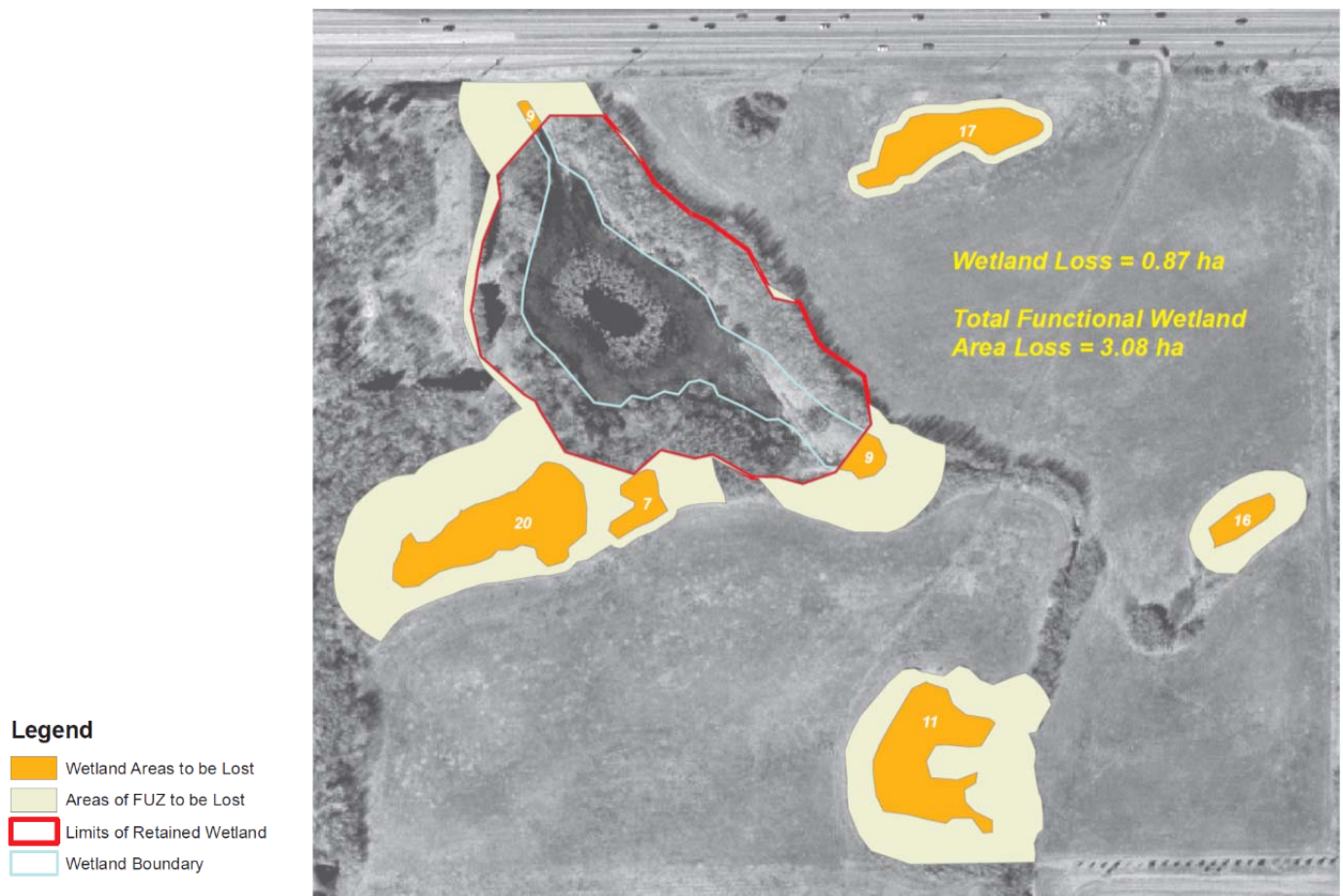
Canada's Fisheries Act prohibits the harmful alteration, disruption or destruction (HADD) of fish habitat, unless "authorized" by the Department of Fisheries and Oceans (DFO). In 2006, fisheries investigations were undertaken on the existing drainage course in Phase 2 and connected wetland and documentation was submitted to DFO for review. DFO subsequently determined that the project could proceed without a *Fisheries Act* Authorization.

1.8.2 Provincial

1.8.2.1 Public Lands and Water Act

ESRD claimed the bed and shore of two wetlands within the Plan and both are retained within the Plan Area. Under Alberta's Water Act, ownership of all surface water is vested in the Crown. Alteration of surface water drainage patterns requires approval from ESRD. The Act prohibits the draining, altering or infilling of all wetlands on public or private lands unless authorized by an approval under the provisions of the Act. The Province's Water Act (1992) sets out the current process for obtaining approval to alter, drain or fill a wetland. If wetlands are impacted or eliminated, all wetland losses will need to be compensated for in accordance with the Province's Interim Policy for Wetland Management in the Settled Areas. (See Section 1.5.2 Wetlands and Hydrology)

On behalf of Royop Corporation/Campbelltown Village Development s Ltd., Spencer Environmental Management Services submitted a *Wetland Assessment and Compensation Plan for Campbelltown Village in South Wye ASP* to the Province in March 2008 for Phase 2. Based on a loss of functional wetland of 3.08, this 2008 package recommended a compensation ratio of 3:1. the wetland loss was to be compensated for in the amount of \$14,000 per hectare to Ducks Unlimited Canada (DUC) for specified wetland restoration in the Cooking Lake moraine. On December 18, 2007, DUC confirmed that \$129,360.00 was acceptable for the loss of functional wetlands in Phase 2.



1.8.2.2 Capital Region Board

The Capital Region Board (CRB), formed in April 2008, consists of the City of Edmonton and 23 surrounding municipalities with a mandate to prepare a comprehensive, integrated regional growth plan for the Capital Region. The outcome of this initiative was adoption of Growing Forward: The Capital Region Growth Plan, which also defined in Appendix 2 the Capital Region Land Use Plan (CRLUP). This CRLUP provided a planning framework for guiding future growth based on six principles: protect environmental resources; minimize regional footprint; strengthen communities; increase transportation choice; ensure efficient provision of services; and support regional economic development. A subsequent Capital Region Growth Plan Addendum (October 2009), provided a map of Priority Growth Areas and prescribed density targets to minimize the regional development footprint in accordance with the Principles and Policies of the CRLUP.

Salisbury Village ASP is located per the Capital Region Growth Plan Addendum (October 2009) within Priority Growth Area B, and has in Table 3 – Capital Region Density Targets been prescribes a residential density target of 30 - 45+ dwelling units per net residential hectare (upnrha). In conformance with this density target, Salisbury Village ASP is planned to achieve more than 55.6 dwelling upnrha.

The location of Priority Growth Areas has accounted for the coordination of more intense development with existing and future transit corridors and related transit nodes. Salisbury Village is located on the south side of Wye Road, which is an important current and long-term part of the Capital Region Intermunicipal Transit Network Plan, and in this location makes it an

ideal site for land use intensification within an existing urban area as mandated by the Capital Region Board.

1.8.3 Municipal

Several Strathcona County municipal bylaws and policies guide this Salisbury Village Area Structure Plan. The major ones are identified below.

1.8.3.1 Strathcona County 2030, Powering our New Tomorrow (Strategic Plan)

Eight priority areas are identified in the County's Strategic Plan, along with strategic goals and measures, to focus the County's efforts and realize its vision. A number of the priorities, goals and measures of the Strategic Plan are relevant to, and are addressed through, the planning for Salisbury Village, as summarized below:

Priority area: Effective and efficient municipal infrastructure

Strategic goal: Strategically manage, invest and plan for sustainable municipal infrastructure.

Measures: Existing infrastructure and facility life cycle is optimized.

Development in Salisbury Village will connect to existing infrastructure. Within Salisbury Village, new infrastructure will be provided in accordance with Strathcona County standards which ensure that infrastructure and facility life cycle is optimized.

Fiscal reserves are sufficient for future infrastructure replacement.

A diversity of residential, commercial and office development is planned for Salisbury Village with compact, higher density forms that make efficient use of land and infrastructure. Tax revenues from development in Salisbury Village will support the County in replacing infrastructure in the future.

Priority Area: Cooperative partnerships with community, business, industry and neighbouring governments.

Strategic goal: Increase public involvement and communicate with the community on issues affecting the County's future.

Measures: Stakeholder satisfaction with opportunities to provide input into the decision-making process.

As previously described, public consultation for the Salisbury Village ASP amendment was conducted in accordance with the Council approved PIP. Attendees at the pre-consultation PIM were asked to evaluate the effectiveness of the PIM. Generally, attendees agreed that: the PIM was well organized and appropriately timed; the information presented was useful and clear; and there were good opportunities to participate and interact with project representatives and provide input. There will be further opportunity during the process of redistricting.

Priority Area: Helping, caring and safe community

Strategic goal: Build strong neighbourhoods/communities to support the diverse needs of our residents.

Measures: % of residents satisfied with access to amenities and services they feel improve their quality of life.

Salisbury Village has been planned to provide a range of commercial and office uses providing services and employment opportunities to residents within and adjacent to the ASP area. The compact nature of development planned for Salisbury Village will provide walkable access to services via safe, attractive, convenient routes which will contribute to a high quality of life.

Strategic goal: Increase the safety of our residents and their property.

Measures: Residents' perception of safety in their homes, neighbourhoods, downtown and public places.

Urban design in Salisbury Village will consider safety by addressing 1st Generation (physical) CPTED principles and the land uses and infrastructure planned for the ASP support 2nd Generation (social) CPTED principles, as further described in the 12 Themes of Sustainability. (See Appendix A)

Priority Area: Healthy and active community.

Strategic goal: Facilities and activities are available, accessible and used by residents.

Measures: % of residents satisfied with the County's green spaces, open space, facilities and parks.

Salisbury Village has been planned to provide a variety of parks and open spaces (e.g. preserved natural areas, park spaces, plazas and naturalized stormwater management facilities) within walkable access to future residents and visitors. These open spaces provide passive and active recreation opportunities for residents and visitors.

Priority Area: Protect our environment and preserve our agricultural heritage.

Strategic goal: Improve the efficiency of resource usage; minimize the volume of waste and its impact on the community.

Measures: Net zero waste; Liters per capita of residential water consumption; Residents' perception that we have improved our natural environment; and Carbon footprint reduced for municipal facility energy use.

Sustainability considerations to be addressed on-site (developer) and in the public realm (County) have been described in detail in the 12 Themes of Sustainability. (See Appendix A)

1.8.3.2 Strathcona County's Economic Sustainability Framework – March, 2011

At a neighbourhood level, Salisbury Village supports the Themes identified in the Economic Sustainability Framework as a mixed-use neighbourhood that is safe, caring, attractive and environmentally sound. These aspects of Salisbury Village make it a desirable place to live, work and plan and this quality of life is an essential ingredient for the County's economic growth and prosperity. Following is a summary of how Salisbury Village responds to the Themes of the Economic Sustainability Framework:

Theme 1 – Long-term Financial Sustainability

Guiding Statement: Strathcona County is in sound financial condition and has the fiscal capacity to deliver services and infrastructure on a sustainable basis.

Compact, higher density, development planned for Salisbury Village makes efficient use of land and infrastructure. Tax revenues from development in Salisbury Village will support the County's capacity to deliver services and infrastructure in an economically sustainable manner.

Salisbury Village provides a diversity of residential, commercial and office development which diversifies the County's revenue base.

Theme 2 – Strong Economic Drivers

Guiding Statement: Strathcona County's economy includes a world-leading integrated energy sector, thriving small- and medium- sized businesses and a strong agricultural sector.

Providing for a variety of commercial and office development within Salisbury Village enhances the competitiveness of the business climate within the County and the region.

Local jobs created by commercial and office development, as well as potential home-based businesses provide employment opportunities for residents of Salisbury Village, the County and the region.

Employment opportunities created in Sherwood Park, through development of Salisbury Village, support the County's unique blend of urban and rural lifestyles.

Theme 3 – Green Economy

Guiding Statement: Strathcona County enables and promotes diversification of its economy through the development of green jobs and investment.

Commercial and office development in Salisbury Village will support the 12 Themes of Sustainability, as described in Appendix A. By promoting local green development opportunities growth in the County's green economy are provided.

By preserving natural features within the ASP area, connecting them within a network of parks, open spaces and trails, and supporting access to them by residents and visitors, the economic value of the County's natural capital is increased.

Theme 4 – Growth through Partnerships

Guiding Statement: Strathcona County partners with community organizations, municipalities in the region, other orders of government and the private sector to promote sustainable economic development.

Salisbury Village is planned to align with the Principles and Priorities of the Capital Region Plan and supports orderly development which benefits economic development within the County and the region.

Providing a diversity of residential, commercial and office development within walkable distances supports physical activity and social interaction opportunities, improving the standard of living for residents.

1.8.3.3 Strathcona County's Environmental Sustainability Framework – June, 2009

The Environmental Sustainability Framework identifies Themes and Guiding Statements for environmental sustainability, developed from four sustainability Principles. A detailed description of how Salisbury Village supports these Principles and aligns with the Themes is provided in Section 2.2 – Sustainability as well as Appendix A.

1.8.3.4 Strathcona County's Social Sustainability Framework – March, 2007

Salisbury Village responds directly to Strathcona County's Social Sustainability Framework. Following with the County's vision, the Plan envisions a "vibrant community of choice". Together, these plans provide a basis to a vibrant social community that has a unique and significant sense of place, culture, and diversity. The following discussion is an evaluation of the Plan as it relates to the Guiding Principles and the Potential Social Impacts outlined in the Social Sustainability Framework:

Guiding Principles:

1. Social Inclusion:

Salisbury Village is intended to be a complete community with a broad mix of land uses. This "Urban Village" will provide a rich mix of retail, and office commercial mixed with recreational and residential uses. This community will indeed be a place where people can live, work, and play locally. The residential component will provide a broad range of multiple unit housing for singles through to young families and mature adults. The main office/retail component will provide for a diversity of jobs for the entry level employee to the executive. The trail network and wetland nature area will be open to the public and provide excellent opportunities for school education programs and healthy living walks for children, youth, and adults.

2. Community Connectedness:

A number of social components will stimulate community interaction including the central park space, Main Street and a comprehensive network of easily accessible trails, open spaces, and parks programmed for the young to old.

3. *Social Responsibility:*

There are a number of opportunities for social responsibility being represented through potential organizations in the community including entities like a Wetland Stewardship Society, Adopt a Street Tree Program, Community Gardens Society, Health and Wellness Groups, and volunteer opportunities to help maintain the parks and open spaces.

4. *Health and Well-Being:*

Salisbury Village aspires to be a pedestrian and bicycle oriented community where many residents walk, bike, or take transit. Local services will be located within a five to ten minute walk of every household or office. Walking or biking will increase contacts and interaction with neighbours and therefore support the sense of community and increase the quality of life.

Positive social impacts provided by Salisbury Village include:

- Choice and diversity of housing is increased;
- Significant employment base for Strathcona County;
- Richer land use mix to stimulate higher interaction as well as safety and security;
- Diverse population through the mix of housing and employment;
- Variety of “third places” beyond home and work to meet and interact (parks, trails, Main Street, shops, hotel/conference centre);
- Services are close by and potential employment opportunities are within walking distance – enhancing prosperity and interaction among residents and businesses; and
- Local transit will expand mobility and access to other parts of the County.

This community is planned to be “socially rich” by comprehensive planning, design, and implementation of programs. Service delivery partners will include the County and local organizations that form to support the parks, well-being, and safety components of the community.

1.8.3.5 Strathcona County Municipal Development Plan (MDP) Bylaw 1-2007

Salisbury Village is designated as an Urban Village in the MDP. Urban Villages are defined as compact, walkable, mixed-use neighbourhoods. (See Figure 3)

The MDP contains numerous policies that direct and guide the development of the Salisbury Village ASP. In particular, the Salisbury Village Area Structure Plan exemplifies the following municipal policies:

Residential

Policy 5.2 Encourage a mixture of housing types within all residential neighbourhoods to accommodate a broad range of housing needs, incomes and lifestyles;

Policy 5.3 Ensure the density of any residential development is directly related to the following:

- a) The carrying capacity of the lands proposed for development having regard for the site conditions, environmental considerations and impacts, and other factors that may be considered in the design of the proposal;*
- b) The suitability and availability of municipal services and infrastructure necessary to support the proposal; and*
- c) The compatibility of the proposed density with that of the surrounding areas and the character of the community.*

Salisbury Village will provide a diversity of residential types (low, medium and high density) that cater to a broad spectrum of age groups with different lifestyles and needs. The housing form is reflective of infrastructure capacities and sensitive to surrounding established neighbourhoods.

Policy 5.44 Consider the following residential neighbourhood design guidelines with respect to all new area redevelopment plans or amendments to area structure plans proposed within the Sherwood Park Urban Service Area:

- a) Ensure the design is sympathetic to amenities such as natural topography and other environmental features including tree stands, ravines, streams and other wetlands;*
- b) Encourage communities to establish a unique neighbourhood identity;*
- c) Encourage innovative housing designs that incorporate sustainable elements;*
- d) Encourage the incorporation of energy conservation measures into designs;*
- e) Consider alternative, appropriately designed, residential development fronting onto collector roads;*
- f) Discourage direct driveway and back lane access to collector and arterial roads;*
- g) Encourage the development of vacant or underutilized sites (infill);*
- h) Require neighbourhoods to have a central focus and defined edges;*
- i) Ensure communities contain a balanced mix of activities, housing forms, shopping opportunities, employment, schools, places of worship which are scale appropriate and recreation facilities; and*
- j) Encourage the development of neighbourhoods built with a comprehensive network of streets, walkways and public transit.*

Salisbury Village has been planned to retain two existing wetlands features and to consider the topography of the lands in drainage design. Site features such as existing mature trees and a natural drainage course through Phase 2 will be retained with development, where feasible.

A contemporary architectural theme and a mix of residential, commercial and office uses will create a distinct identity for the neighbourhood.

Sustainable design elements, which address energy conservation, being considered through on-site (private) and public realm development are described in detail in the 12 Themes of Sustainability. (See Appendix A)

Residential development in Phase 2 will be designed to front directly onto streets (including collector roadways) and open spaces, where feasible. Direct driveway and lane access to collector roadways will be minimized.

Salisbury Village has been designed with open space and commercial development providing a central focus for the neighbourhood. Wye Road, Campbelltown Heights and Range Road 232 define the edges of the neighbourhood.

A balanced mix of mutually supportive housing forms, commercial development, office employment opportunities and recreation amenities are planned to serve residents and visitors to Salisbury Village.

A comprehensive network of streets, walkways and public transit routes ensures access for residents and visitors to the services and amenities planned in Salisbury Village.

Policy 5.52 Ensure planned dwelling groups, strata or condominium developments and medium density housing projects:

a) Utilize sustainable development principles (See Chapter 4 – Sustainability and Growth Management), in the overall design of the project and incorporate amenity areas;

b) Provide pedestrian, cycling and vehicle circulation connections to adjacent residential areas;

c) Include a variety of housing types to meet a range of life cycle, lifestyle, social needs and income levels;

d) Provide transitioning elements into the overall design in order to ensure sensitive integration with surrounding urban development;

e) Incorporate community facilities into the design that may be utilized on a joint-use basis with the adjacent community or neighbourhood; and

f) Incorporate urban design elements such as plazas, focal points and usable open spaces into the design that re-enforce continuity with the surrounding neighbourhood and foster a sense of community by providing opportunities for citizens to interact.

Sustainable design elements, which address energy conservation, being considered for residential development are described in detail in the 12 Themes of Sustainability. (See Appendix A)

The comprehensive network of streets, walkways and public transit routes planned for Salisbury Village will connect to and from the circulation network within planned dwelling sites.

A variety of housing types (e.g. single-detached, semi-detached, townhome, apartment) are planned within Salisbury Village to cater to a range of age groups, income levels and family types.

Open spaces and lower density residential uses are planned adjacent to the Campbelltown Heights neighbourhood and higher density residential and commercial uses are planned adjacent to major roadways and open areas adjacent to Salisbury Village. This is intended to provide a sensitive transition between existing and proposed development.

The variety of open spaces provided in Salisbury Village will be accessible for the use of residents and visitors alike. These spaces include park spaces (which may include playgrounds, fields, and/or plaza areas) and natural areas connected by a trail network which provides continuity within Salisbury Village and to surrounding areas. These spaces compliment commercial development to establish focal points of activity which encourage social interaction.

Policy 5.54 Encourage a balanced distribution of multi-family, higher density residential and mixed use residential urban village developments, as identified in area structure plans. They should be situated along transit routes, arterial and major collector roadways, or adjacent to major services and amenities, such as schools and recreation facilities within the Urban Service Area, in order to encourage the development of more complete and diverse neighbourhoods.

Salisbury Village is planned as an urban village, providing a mix of residential, commercial and office development, with a compact urban form. As a complete and diverse neighbourhood, its location adjacent to Wye Road and along an existing transit route enhances the diversity or adjacent neighbourhoods and provides additional access services, amenities and employment opportunities for residents in the adjacent areas.

Commercial

Urban Villages (Sustainable Urban Neighbourhoods)

Policy 6.19 Promote the development of urban villages to support accessibility to meet every day needs and to create vibrant and attractive multi-functional community focal points;

Policy 6.20 Encourage pedestrian oriented commercial activity within and adjacent to urban villages;

Policy 6.22 Ensure integration of access points, parking and design between adjacent commercial and residential developments; and

Policy 6.23 Promote urban villages as mixed use developments which provide individuals a place to live, work and play

Salisbury Village will provide local employment opportunities and a variety of shops and services within walking distance of every resident.

A mix of commercial, employment and recreation uses are provided within easy walking distance of residential uses, connected by a network of trails and sidewalks, integrated with surrounding neighbourhoods.

Environmental Management

Policy 8.19 Create development guidelines to protect lands and riparian corridors adjacent to watercourses and water bodies;

Policy 8.24 Ensure lands classified as environmental reserve per the Municipal Government Act are identified and protected as such; and

Policy 8.32 Encourage land use and forms of development that conserve natural habitat

Salisbury Village retains two wetlands and designates appropriate buffers to protect them. The plan also retains existing trees in proximity to the wetlands, realigns and retains the existing drainage course and proposes to naturalize the stormwater management facilities to ensure sustainability of the wetlands and improved stormwater quality and management.

Parks and Recreation

Policy 9.6 Ensure trail systems are developed to create linkages between neighbourhoods;

Salisbury Village will provide residents, visitors, and employees with ample pedestrian, recreational and leisure opportunities through the retention of two wetlands and their associated buffers, naturalized stormwater management facilities, trail connections, pedestrian corridors, and active and passive park space.

Sustainability and Growth Management

Policy 4.6 Ensure the following theme topics are considered when evaluating sustainable development:

- a) Carbon – reduce dependence upon fossil fuels;*
- b) Transport – use of alternative forms of transportation and a reduction in single car usage;*
- c) Land use – introduction of mixed use, higher density developments;*
- d) Materials – use of healthy building design and construction materials;*
- e) Waste – utilizing waste as a resource;*
- f) Economy – supporting locally based and eco-industrial businesses;*
- g) Water – conservation of water through reduced water consumption and retention of natural infrastructure;*
- h) Food – local food production and value added opportunities;*
- i) Natural Habitat – conservation of natural habitat;*
- j) Well-Being – design buildings and amenities to promote inter-generational interaction and cohesion;*
- k) Equity – access to affordable housing, amenities and every day needs for all residents; and*
- l) Culture – celebrate cultural heritage.*

Salisbury Village Area Structure Plan (ASP) has been planned using sustainability principles which strive to achieve effective land use by creating efficient and compact development, reducing infrastructure footprints and conserving natural habitat. (See Section 2.2)

1.8.3.6 Area Structure Plans (SER-008-007)

The ASP Policy establishes definitions, guidelines and roles and responsibilities related to Area Concept Plans, Area Structure Plans and amendments. Area Concept Plans and Area Structure Plans are required to ensure that County Council's land use policies, as outlined in the Strategic Plan and the Municipal Development Plan, are implemented in more detailed planning documents.

This Salisbury Village ASP has been prepared in accordance with the County's ASP Policy and addresses land use, development sequencing, population densities, road networks, parks and open space and provision of utilities.

1.8.3.7 Strathcona County Land Use Bylaw 8-2001

Phase 1 and 2 are presently districted under Direct Control District 61 (2007-7) and Phase 3 is districted under Direct Control District 1 (91-04). A Direct Control District (DC) is required to implement site specific developments that do not adhere to the Land Use Bylaw (LUB). The DC districts presently approved in Salisbury Village allow for commercial, business and related uses and were approved in accordance with a previous version of the ASP.

Additional redistricting of Phase 2 and Phase 3 will be required to bring development into conformance with this ASP. Care will be taken to ensure that a sensitive interface with adjacent residential uses is maintained as well as adherence to a high standard of appearance appropriate to the site's exposure along Wye Road.

The Strathcona County Land Use Bylaw is currently under review and the timing of approval of the updated LUB is uncertain. This document assumes that Salisbury Village may be able to access new LUB regulations as they are available.

1.8.3.8 Strathcona County Land Use Bylaw 6-2015

The Strathcona County Land Use Bylaw 8-2001 has been replaced by Land Use Bylaw 6-2015 (LUB) approved on March 10, 2015 effective May 11, 2015. The Salisbury Village Phase 2, Stage 3 may utilize standard land use districts within this updated bylaw. Salisbury Village is now designated as UV4 – Salisbury Village Zoning District within the LUB 6-2015. The developed areas of Phase 1 and Phase 2 will remain under the current UV4 - Salisbury Village zoning district.



Schedule 'A'

LEGEND

- Urban Service Area Boundary
- Commercial Arterial Policy Area
- Commercial Community Policy Area
- Low Density Residential Policy Area
- Medium Density Residential Policy Area
- Open Space
- Institutional
- Urban Village

**MUNICIPAL
DEVELOPMENT PLAN**

N.T.S.



SALISBURY VILLAGE
SHERWOOD PARK

1.8.3.9 Wetland Conservation Policy (SER-009-036)

In March 2009, Strathcona County adopted a Wetland Conservation Policy that requires development proponents to realize a no net loss of wetland function. Where impacts cannot be avoided or minimized, the loss must be compensated for on-site at a minimum area-based ratio of 3:1 (wetland area replaced: wetland area lost). Acceptable means of compensation may include the construction of naturalized stormwater management facilities (mimicking wetland types typical of the Central Parkland Sub Region), wetlands constructed in conjunction with other retained natural areas and the expansion or enhancement of wetlands that are to be retained in their natural state. In the event that Provincial compensation requirements are greater than those of the County, the jurisdiction of the Province supersedes that of the County.

Spencer Environmental Management's Biophysical Assessment designated the wetland in Phase 2 as Class 4 in 2007. Environmental and Sustainable Resource Development (ESRD) subsequently claimed the bed and shore of the 0.77 hectare wetland in Phase 2 and it has been retained in the Plan. Compensation has been accepted by ESRD and Sustainable Resource Development for the other smaller wetlands in the north area of Phase 2. Water Act approval has also been granted for removal of wetlands in the northern area of Phase 2. Additional compensation and approvals will be required for four small scattered wetlands in Phase 2, Stage 3.

1.8.3.10 Tree Conservation During Development Policy (SER-009-034)

Strathcona County adopted a policy in June 2007 to incorporate tree conservation procedures into rural and urban development plans in order to decrease tree loss, reduce tree damage associated with construction, and provide for tree maintenance. A Biophysical Assessment was completed by Spencer Environmental Management for Phase 2 in 2007 and consensus on conservation requirements was reviewed with the County in Phase 2 again in 2013. A majority of the trees continue to be retained in the vicinity of the wetland in Phase 2.

A Tree Protection Plan (TPP) is required by the County whenever a tree clearing permit application is made or a subdivision of lands adjacent to a treed area is submitted. A Tree Protection Plan for Phase 2 has been submitted to the County under separate cover. This TPP describes recommended procedures for tree protection, including planning, construction, and monitoring of the Tree Protection Zone (TPZ), as determined by consensus with a professional biologist and Strathcona County. These requirements will apply to trees planned for retention in this development. The developer is responsible for tree maintenance within public future Strathcona County land until FAC on the soft landscaping for the applicable stage is achieved after which point maintenance duties are turned over to Strathcona County as per the Tree Management Policy. (SER-009-035) Maintenance includes weed control, fuel load reduction, pest control, hazard tree removal, or landowner education. When appropriate tree management requires the removal of trees care must be taken to ensure that wildlife habitat and migratory bird nesting is not negatively impacted. In the case that County land use is negatively affected by tree management techniques, responsible parties must establish a County Notification and/or Education Program to distribute pertinent information to the public.

2.0 Development Concept

2.1 Salisbury Village Vision

Salisbury Village will form a compact community that retains the natural flow of the landscape and wetlands, encourages sustainable building techniques and the reduction of resource use, energy use and waste where possible. It will include a range of low, medium and higher density housing forms currently in demand in the greater community. Residents will have safe and convenient access to shops and services within walking, cycling and local transit range. Employment opportunities will be available in a variety of commercial, hotel and business park uses. **(See Figure 4)** Components of the plan include:

- Preservation of existing wetland areas in Phase 2 and 3, with educational and interpretive opportunities provided along the integrated trail network and within open space areas;
- A central park space which provides an opportunity for playground, plaza and/or informal playfield development as well as retention of an existing watercourse which provides social gathering opportunities and additional interpretive and educational possibilities;
- A comprehensive network of sidewalks and trails connecting all points within Salisbury Village as well as providing year-round connectivity to adjacent neighbourhoods and land uses (e.g. Glenwood Memorial Gardens and Campbelltown Heights);
- A compact, mixed use urban village development including a variety of mutually supportive residential, commercial, employment and recreation uses accessed by transit;
- A commercial area in proximity to higher density residential development and adjacent to the central park space, establishing a focal point for Salisbury Village and supporting an attractive "high street" entrance to the neighbourhood;
- A naturalized stormwater management system which complements the retention of the existing wetlands as well as the planned open space network while utilizing low-impact development strategies; and
- A variety of sustainable design elements considered through on-site (private) and public realm development as described in detail in the 12 Themes of Sustainability. (See Appendix A)

Salisbury Village has an opportunity to integrate natural areas into a very urban environment within the Urban Services Area of Sherwood Park. Phase 1 is already a bustling commercial hub that contains a range of shops and services and two small pockets of medium density residential development. Phase 2 is the residential hub of Salisbury Village. It proposes a mix of street oriented single detached, semi-detached and townhouse development through to apartment style housing all oriented around a large wetland complex. The commercial sites in Phase 2 are intended to provide convenient day to day shopping, restaurants and services suitable for this residential area. Residents will be encouraged to walk or cycle to commercial development in Phase 2 using a variety of pedestrian linkages designated throughout the Plan Area. This trail system also connects to other parks and natural areas in the ASP Area and beyond, providing residents with access to active and passive recreation opportunities.

Another wetland and associated tree stand is retained in Phase 3. It will anchor a variety of business, office and convenience retail. This mix of uses creates a “business campus” in Salisbury Village that will provide local employment and services in the community. Phase 3 also contains opportunities for one apartment building up to nine storeys and hotel services.

This full spectrum of urban uses and access to natural areas will create a complete and sustainable community in Salisbury Village where residents of a variety of ages, incomes and family types can live, work, and play close to home.

Phase 1 and 2

Land uses in Phase 1 and 2 have been designated in a manner to display the site’s high visibility location along Wye Road and also provide a transition to adjacent existing country residential uses and Glenwood Memorial Gardens Cemetery. Development in Phase 1 has been completed with the major land use being commercial along Wye Road.

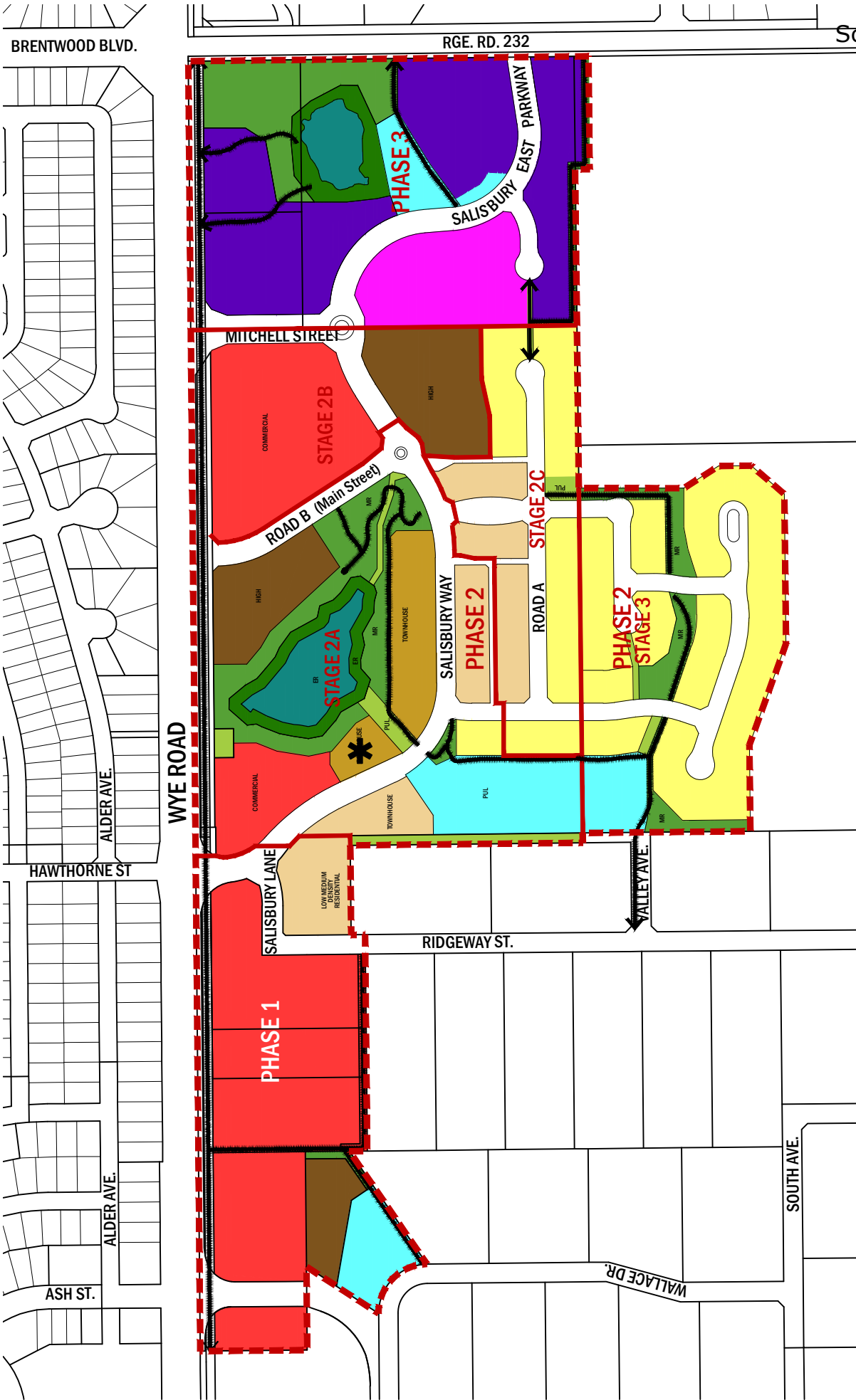
Phase 2 is the residential hub of Salisbury Village. Phase 2 provides for a range of housing forms from single detached residential through to four storey apartments. Two commercial sites are located adjacent to Wye Road, one at Salisbury Way and one at Mitchell Street. These sites are intended for day to day shopping and services to the residents of the community. The internal collector road between the wetland and Mitchell Street is envisioned as the heart of the “Village” and so it serves as a Main Street in the residential Phase 2 area. It will be activated on the commercial Main Street side by articulated business fronts and displays and outdoor patio’s along the street. The wetland side provides park and plaza areas along the Main Street suitable for public gathering and/or a natural experience. This area is overlooked by a four storey apartments that have a unique opportunity to engage with both the Main Street activity and the wetland.

The substantial wetland complex retained within Phase 2 creates a major amenity in the Plan Area. Care has been taken to ensure that this natural area is connected to parks, pedestrian linkages and the stormwater management facility.

A combination of municipal reserve and stormwater management facility provide a buffer to country residential residences to the west of Phase 2, Stage 3.


















Phase 3

The wetland and associated tree stand in Phase 3 provides a unique setting for the mix of business park and office uses proposed. Phase 3 has also sensitively oriented development around a wetland area and sited development modules to respect and maintain topography in Phase 3 to the greatest extent possible. This “Business Campus” envisions a transition of heights from lower buildings on east side of the property to a higher building profile on the west side to reduce visual impacts on adjoining neighbours. A fence will be constructed on the rear property line of the Single Family Residential to provide a small buffer between the Phase 2 Single Family Residential land uses and the Mixed Business Park/ Business Park Office land uses in Phase 3. Landscaping may also be utilized to further transition the uses.



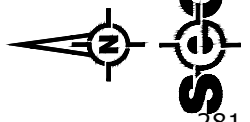
Schedule 'A'

LEGEND

	Low Density Residential		Commercial		Stormwater Management Facility
	Medium Density - Semi / Townhouse		Business Park Office		Crown Claimed Wetland
	Medium Density - Townhouse		Mixed Business Park		Swing Site
	High Density Residential		Public Utility Lot		Pedestrian Linkage
	SALISBURY VILLAGE		Park / Open Space		Salisbury Village ASP Boundary
	SHERWOOD PARK		Environmental Reserve		

DEVELOPMENT CONCEPT

N.T.S.



2.2 Sustainability

The developer is committed to the objective of incorporating adaptable, innovative and integrated approaches to development in this project to the extent feasible. Synergies created as a result are intended to provide long term and significant benefits to the environment and broader community and contribute to market sustainability.

Objective: to promote and implement social, economic and sustainability strategies through new development as an important incremental step toward Strathcona County's ultimate goal of creating a sustainable community.

Policy 2.2.1: Salisbury Village shall be a holistically planned urban village that supports sustainable lifestyle choices for residents.

Policy 2.2.2: Sustainability strategies which make sustainable living easy, while maintaining quality of life and a modern and mobile lifestyle, will be promoted for Salisbury Village.

Policy 2.2.2: Sustainability principles shall be considered by Strathcona County and developers in decision making during planning, design and implementation stages.

2.2.1 Sustainability Principles

Strathcona County's MDP emphasizes that new developments are implemented in a sustainable manner to ensure they meet the needs of present residents without compromising the ability of future generations to meet their own needs while balancing economic prosperity, social responsibility, and environmental stewardship. To achieve this objective neighbourhood planning is guided by four sustainability principles and twelve themes for evaluating development. The following summary illustrates how Salisbury Village addresses the County's Principles for Sustainability.

Principle #1: Move towards, and ultimately achieve, solutions and activities that preserve, enhance and regenerate nature and life-sustaining ecosystems.

Salisbury Village has been holistically designed based on a complete understanding and assessment of the area's natural ecosystems. It preserves the area's significant environmental features and will compensate as required for any loss of less significant features to support development that minimizes loss of environmental features.

Principle #2: Move towards, and ultimately achieve, solutions and activities that free us from our dependence on substances that are extracted from the earth's crust and accumulate in nature.

Salisbury Village is an 'urban village,' which is a manner of development that places emphasis on creating compact, mixed use, walkable, and transit supportive development nodes. The density of urban village development reduces natural resources used for construction of buildings and infrastructure. Providing a mix of uses within walkable distances also reduces the use of resources to support mobility. This area is located adjacent to several existing low density neighbourhoods that will also benefit from nearby transit, shopping, services, and employment opportunities, potentially reducing natural resource use in areas adjacent to the neighbourhood.

Principle #3: Move towards, and ultimately achieve, cradle-to-cradle solutions and activities in design, manufacturing and consumption such that substances produced by society do not accumulate in nature.

Salisbury Village will promote reduction in the use of toxic building materials in construction, and support the use of local plants and grasses in landscape design for parks and open spaces. Reduction, reuse and recycling of construction, indoor and outdoor waste are promoted.

Principle #4: Move towards, and ultimately achieve social solutions and activities that allow every person to meet basic human needs and achieve their potential in life, now and in the future.

Salisbury Village's 'urban village' design provides types, densities and arrangements of land uses that make it easy for a diverse population to achieve basic needs while minimizing negative environmental impacts, engaging in positive social engagements and supporting economic sustainability for the County and region.

2.2.2 Twelve Themes for Evaluating Sustainable Development

The following summary illustrates how Salisbury Village addresses the County's 12 Themes for Evaluating Sustainable Development. These themes are further expanded in Appendix A.

1. Land

The Urban Village character of the neighbourhood provides a mixture of commercial, employment, residential, and open spaces that will create a diverse neighbourhood for residents to work, shop, and play. Residential density is in excess of 60 units per net residential hectare, which exceeds the Capital Region Growth Plan's target of 30-45 u/nrha, and will offer a range housing types. The commercial area allows for adaptability in uses and increasing site development over time, and is sited to reduce residential areas exposure to traffic noise/pollution from Wye Road. The Village's location integrates well into the existing community and internally fosters multi-modal transportation options throughout (i.e. walk, bike, transit, car) and includes extension of the community greenway trail.

2. Natural Habitat

Salisbury Village protects two significant area wetlands and will conserve the surrounding buffer areas with Environmental Reserve. The stormwater management facilities will be designed as naturalized landscapes, and at least 50% of Municipal Reserve areas (parks, trails) will be formed by naturalized landscapes and retain existing, mature, healthy trees where feasible. These naturalized open spaces work together to retain ecosystem services in the developed context. Parklands are connected where feasible to link habitats, and are strategically located to ensure nearby public access within five minutes from anywhere in the Village.

3. Water

The Village seeks to conserve water by reducing consumption and treatment demands, while maintaining the health of the natural ecosystem. Strategies supported within the neighbourhood include reductions in potable water demand in buildings, using efficient water service infrastructure and minimizing off-site impacts, supporting groundwater recharge (low-impact development) strategies, maintaining water quality and avoiding erosion, and designing stormwater management to reduce downstream impacts.

4. Carbon

The consideration of renewable energy sources and green building practices to reduce energy demand of buildings and infrastructure and support reduced fossil fuel demand. The use of green building standards (Alberta Green Built, LEED, EnerGuide) is encouraged.

5. Transport

Salisbury Village will have a safe and efficient road, sidewalk and pathway network that provides effective internal and external connections, and is supportive of transit, walking and cycling. The neighbourhood's compact mixed use design will make it viable for resident workers and shoppers to have a transit, walking, or bicycling choice for accessing employment, shops, and/or services. Transportation Demand Management (TDM) strategies will be explored to reduce single car usage.

6. Food

Open spaces in the Village allow opportunities for local food production and the use of private lands for use in edible landscapes will be supported. The area as a community node presents a potential location for a farmer's market which could be implemented on a commercial site or community park land. The large commercial area in Phase 2 is sized to accommodate a grocery store, which would provide nearby access to food.

7. Materials

Infrastructure will be carefully designed to make efficient use of resources and use of building materials which consider the health of occupants will be encouraged. Developments within the neighbourhood will be encouraged to utilize durable materials (i.e. wood, stone, brick), recycled materials and/or local materials to conserve resources, support local economies and reduce lifecycle impacts.

8. Waste

Construction waste management plans will be encouraged with the goal of diverting material from landfills. The neighbourhood's residential development will provide recycling in accordance with Strathcona County's regulations. In addition, recycling containers will be integrated into waste receptacles to further divert waste from the landfills.

9. Economy

The mix of uses in the neighbourhood will provide a range of employment opportunities and local businesses and education/training providers will be encouraged to locate in Salisbury Village. Sustainability objectives will be continuously evaluated considering development costs and maintaining regional competitiveness.

10. Well-Being

A variety of landscape, area uses, and the emphasis placed esthetic and street-fronting buildings within Salisbury Village will create a safe, interesting, and attractive environment. Open spaces consisting of parks, naturalized stormwater management facilities, and conserved natural areas are all connected by safe pathways and trails that are inviting and offer variety in landscapes and passive and active recreation opportunities. The compact nature of the area, its parks, and commercial uses (e.g. coffee shops, offices, etc.) contribute to levels of activity and opportunity for social interaction.

11. Equity

Salisbury Village will have a range of diverse housing options that will allow people of various ages, family structure, and financial means to find a home in the community. In the longer term, this range of housing will also allow for residents to stay in the community as their family structure and or lifestyle changes over time. Universal access will be provided in accordance with Strathcona County standards.

12. Culture

The activity, design, and diversity of buildings and public spaces in the village will bestow a strong sense of identity to this area. The multiple public spaces, natural amenities, and community gateways will provide opportunities for placement of art and venues that would contribute to the neighbourhood's sense of identity overtime. A contemporary design theme which respects the context of the development area and the lifestyle and values of residents will be reflective of the culture of Sherwood Park.

A more detailed treatment of how Salisbury Village establishes and measures sustainable outcomes regarding these 12 themes in terms of principles, goals and targets are included in Appendix "A".

2.3 Urban Design

2.3.1 Urban Design Guidelines

A holistic urban design approach has been used for Salisbury Village that addresses groups of buildings, streets, and green spaces to make it a functional, attractive and desirable destination to live, work, and play. Salisbury Village incorporates the following urban design principles throughout the neighbourhood:

- Provide a mixture of development that is compact, orderly, and efficient.
- Provide a clear hierarchy of efficient vehicular and pedestrian options that effectively connects the area.
- Consider and integrate pedestrians into the overall design to ensure connectivity, views, safety, and wayfinding.
- Provide an inviting and attractive public and semi-private areas that conserve and enhance the natural environment and promotes community use and social interaction.
- Utilize quality building materials and a high standard of architectural design to enhance community aesthetics and supports a human scale public realm.
- Provide appropriate land use interface with surrounding areas and the natural environment.

These principles inform the design expectations for on-site developments to enhance livability and the overall quality of the neighbourhood.

2.3.1.1 General Design Guidelines

Land use districting will incorporate, in general, the following guidelines for all land uses within Salisbury Village:

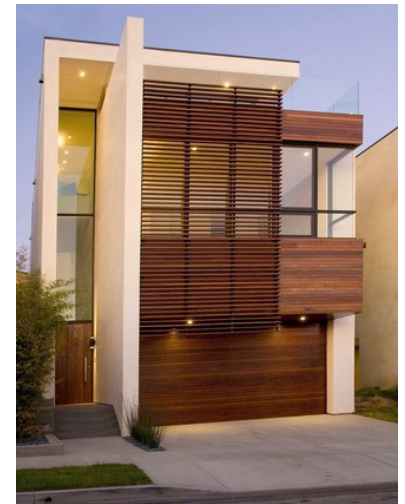
General

- Promote special design attention to site entrances and edges to help ensure that development presents an attractive and inviting interface with surrounding areas.
- Establish appropriate transitions between adjoining but different land uses to reduce noise, visual sensitivities, and increase comfort.

Architecture

- Promote high quality standards for architecture that are attractive and support Salisbury Village's image and unique sense of place.
- Encourage pedestrian oriented development that contributes to an attractive and safe public realm.
- An overall architectural theme is not prescribed for Salisbury Village; however, each individual Phase should be consistent in architectural theme within its boundary and be compatible with the theme of a neighbouring Phase.
- A contemporary architectural design is encouraged for Phase 2 (See Photos below).
- Encourage buildings to be configured to frame views and highlight key development features for contributing to the area's unique Urban Village character.

Contemporary architectural design



Landscaping

- Utilize Winter City design considerations that recognize the winter season including: functional and decorative lighting; planting which establish a diversity of year-round colour, scent, movement, etc.; and, use of passive solar considerations in the public realm.
- Ensure on-site lighting should maintain safe light level criteria while avoiding off-site light and night sky pollution.
- Provide fencing and screening that creates an appropriate interface between residential, commercial, and open spaces.

Streetscaping

- Maintain consistency of streetscape design within Salisbury Village to support the overall neighbourhood recognition.
- Establish a Main Street in Phase 2 that is designed to encourage pedestrian activity and public interaction, and promotes the area's Urban Village character.

Signage

- Establish a sign plan for each Phase of Salisbury Village based in the existing Land Use Bylaw regulations and considers impacts on adjacent residential areas.
- Accessibility
- Promote the integration of pedestrians into the overall design of developments emphasizing connectivity, views, safety, and wayfinding.
- Promote safe on-site vehicle routing and convenient pedestrian patterns and connections to adjoining sites.
- Establish landmarks at entrances and highly visible points to enhance visual recognition and wayfinding.

2.3.1.2 Specific Urban Design Guidelines

Salisbury Village is diverse in land use, and more specific design guidelines are included in the following land use sections to provide additional information and detail for use in the preparation of Direct Control Districting for residential, commercial and office uses types.

Conceptual Main Street road cross-section



2.4 Residential

A full spectrum of residential options will be available to residents of Salisbury Village. The range of housing proposed includes single detached, semi-detached, townhouse and apartment units. To differentiate between residential densities four residential land use categories are identified in the Plan Area. In Phase 1 and 2 reduced density land uses have been situated adjacent to existing country residential to provide an adequate transition in terms of built form between Campbelltown Heights and Salisbury Village. Low density Residential and Semi Detached/ Townhouse land use is primarily designated in Phase 2. Salisbury Village also includes apartments to a maximum height of four storeys in Phase 1 and Phase 2 and up to nine storeys in Phase 3. Townhouse sites are located in both Phase 1 and Phase 2.

“Residential” land use is not specifically designated in Phase 3 but one apartment building of up to 100 units may be included in the Mixed Business Park Area to complement and support the office and hotel uses proposed within Phase 3. These hotel and hotel/residential uses will be further supported by retail uses, as well as conference and fitness facilities. The hotel and hotel/residences will have a maximum height of 9 stories including parking (8 stories plus parking on the first level). Although not specifically identified as residential, the residential business hotel and/or residential condominiums will provide for longer term stays associated with local businesses and/or permanent residents.

Objective: to accommodate a variety of residential options in a compact design

Policy 2.1.1: Within Salisbury Village there shall be a range of housing types including single family, semi-detached, townhouses and apartments.

Policy 2.1.3: Residential adjacent to existing country residential in the west Plan area shall be ground oriented and low rise up to 10m.

2.4.1 Low Density Residential

2.4.1.1 Phase 2-Stage 2

Low Density Residential is designated along the south boundary of Phase 2, Stage 2 and east of the stormwater management facility in Stage 2. Single detached units will be one or two storeys in height. To respect grade in the Plan area and minimize the impacts of garage accesses on pedestrian orientation in the Village single detached units must incorporate a combination of recessing the garages below grade, rotating garage doors 90 degrees or front drive access. Low Density Residential has a maximum density of 25 units per net residential hectare and may include single detached and/or semi-detached units. This northern low density residential area is districted UV4 – Salisbury Village Zoning District. Care will be taken to ensure that a high standard of architecture, befitting an Urban Village, is applied to the single detached units in Salisbury Village and a consistent contemporary architectural theme is maintained. In order to improve streetscape and increase on-street parking opportunities the developer will commit to developing 25% of the single detached lots within Phase 2, Stage 2 with a minimum of 9.72 meter foot house pockets. This also supports opportunity for innovation with garages and driveway widths.

2.4.1.2 Phase 2-Stage 3

Phase 2, Stage 3 is all designated for Low Density residential land use and may include a mix of single detached and/or semi-detached units. Semi-detached units will generally be located in the southeast area and be districted R2A – Semi-Detached Residential. The remaining units within Phase 2, Stage 3 will utilize the R1C – Single Detached Residential C District. Both districts are listed in Land Use Bylaw 6-2015.

2.4.2 Medium Density Residential – Semi-Detached/Townhouse

Six sites are designated for Medium Density Residential -Semi-Detached / Townhouse land use in Phase 2. These sites may accommodate fee simple semi-detached and/or townhouse units or they may be condominium style. Maximum density is 40 units per net residential hectare. All units will be street oriented to the greatest extent possible and will be accessed by a rear or internal garage.

These sites may be one or two storeys in height and must have amenity space provisions built into them. Amenity space may include front/rear yards and/or rooftop/deck space.

2.4.3 Medium Density Residential - Townhouse

Two sites in Phase 2 are designated for Medium Density Residential – Townhouse land use. These sites may attain a maximum density up to 60 units per net residential hectare. These 2 sites are located south of the wetland complex further from the existing country residential development. These sites provide a transition to low density residential land uses proposed to the south. These sites may include townhouse and/or smaller scale apartment style buildings. If sites are developed as an apartment complex, additional street articulation and design elements such as stepped back ground units and underground parking would be required. The townhouses sites must have amenity space provisions such as rooftop patio and yard space provisions.

The townhouse/apartment site in the west portion of Phase 2 is identified with an asterisk on the Development Concept to indicate that this particular site may also “swing” to commercial or medium density – townhouse or high density residential land use. The land use will be defined by the Direct Control District and only ultimately be determined at the development permit stage. With its proximity to the commercial, small size and narrow shape it may be more desirable to extend the commercial into this area as it builds out. This “swing” designation provides the flexibility to do that. Density on this one site may be increased up to 125 units per hectare with a height of 4 storeys.

Access to medium density residential - townhouse sites will be provided by a combination of public road, public lane or private internal access.

2.4.4 High Density Residential

Two High Density Residential sites are designated in Phase 2 and one in Phase 1. These sites provide for apartment style development to a maximum of four storeys and a maximum density of 125 units net residential hectare. The sites may be developed with resident parking either below ground, incorporated as part of the building or surface parking. Provisions for ground orientation, street access to main floor units and stepping back of height will be addressed through Direct Control districting.

Policy 2.2.1: High Density Residential in Phase 2 shall achieve a minimum residential density of 90 units per net residential hectare and a maximum density of 125 units per net residential hectare.

2.4.5 Residential Specific Urban Design Guidelines

- All building facades should use compatible and harmonious exterior finishing materials.
- Building colours should provide visual interest in all seasons.
- Single Detached Units in Phase 2 are to be integrated into the Urban Village by ensuring that:
 - + Architectural quality is increased by creating greater variation in design between individual units, and by consistently applying the chosen architectural theme (e.g. contemporary) to the units; and,
 - + Garage and driveway impacts on the pedestrian streetscape should be minimized by orienting garages 90 degrees to the street, recessing garages below grade, or by other appropriate designs solutions.
- Medium Density Residential sites, excluding semi-detached units, should provide pedestrian linkage to nearby neighbourhood pathways and bus stops.
- Medium Density Residential developments shall be designed having regard for building massing and human scale architecture.
- Medium Density Residential buildings on the Main Street in Phase 2 shall be sited, where possible, parallel to the road right-of-way to support an attractive public and pedestrian realm.
- Medium Density Residential development, excluding semi-detached units, shall provide private amenity space, and this space may include any outdoor or screened area accessible and usable to all tenants including a park, garden, deck, patio, etc.

2.5 Commercial

Phase 1, 2 and 3 all have commercial elements to a varying degree. Commercial land uses are located along the majority of Wye Road in Phase 1 and 2. Visibility along this transportation corridor provides opportunities for both large and small format commercial land uses. These buildings also provide separation from Wye Road for residential uses located to the south. The commercial land use extends south along the west side of Mitchell Street to the intersection of Salisbury Way.

Phase 1

The majority of the land in Phase 1 is designated for a mix of large and small format commercial use. Phase 1 is the primary commercial hub of Salisbury Village. It provides a full range of shops and services for residents in Salisbury Village and the surrounding area. Phase 1 already includes a hardware store, pharmacy, banks and a variety of restaurants.

Phase 2

Phase 2 is the residential hub of Salisbury Village so the two commercial sites designated in that area are more suitable for neighbourhood scale commercial that local residents can cycle or walk to.

The primary commercial site in Phase 2 is bordered by Wye Road, Mitchell Street and also contains an internal Main Street. A mix of commercial and apartment is proposed along this Main Street. The smaller scale of this commercial site will provide a range of everyday shops and services for the residential community in Phase 2. A strong street edge will be encouraged along both sides of Main Street through facade design which addresses the street (e.g. windows, entrances, lighting) and generally contiguous building setbacks. Strong detailing and accents detailing and materials should be consistent for all sides of buildings at high visibility locations.

The small commercial site designated at the entrance at Salisbury Way will support a variety of Commercial Retail Unit (CRU)'s and the larger site at Mitchell Street is suitable for a mix of both large and small format commercial. This larger more urban Main Street commercial will become a destination for the residents of Salisbury Village and provide day to day shopping and services. The Main Street commercial site will also encourage pedestrian activity as well as integrate with the Business Park Office /Mixed Business Park uses proposed at the corner of Mitchell Street and Salisbury Way in Phase 3. Smaller commercial retail uses will also be allowed on the main floor of the High Density Residential.

Building design, materials, finish and landscaping in these commercial areas must maintain a high standard of quality befitting their prominent entrance locations. Surface parking will be provided for the commercial uses and will incorporate landscaping to minimize the impact of the paved area while providing pedestrian linkages to adjacent areas. Special attention will be given to the screening of the parking areas as viewed from Wye Road. Buildings in this area will not exceed a height of 4 storeys.

Phase 3

Although no specific commercial land use is designated in Phase 3 complementary convenience commercial and small service uses may be incorporated into the Business Park Office /Mixed Business Park uses.

2.5.1 Commercial Objectives

The objectives will provide a range of housing types while clustering development around commercial nodes.

- Policy 2.2.1: Commercial land use is only permitted adjacent to medium or high density residential development.*
- Policy 2.2.2: Locate and orient commercial sites along arterial and/or collector roadways to ensure high visibility, appropriate frontage and convenient access opportunities.*
- Policy 2.2.3: Ensure that the impact of commercial development on adjacent land uses is minimized through the orientation of land uses and the application of setbacks/buffering available through the Land Use Bylaw.*
- Policy 2.2.4: Provide convenient pedestrian linkages to and within commercial areas.*
- Policy 2.2.5: Provide transit access to commercial areas.*

2.5.2 Commercial Specific Urban Design Guidelines

- All building facades should use compatible and harmonious exterior finishing materials.
- Building colours should provide visual interest in all seasons.
- Buildings should feature doorways, and windows at ground level, as well as weather protection features to provide an active, safe, and inviting streetscape in front of the buildings.
- Commercial developments should provide pedestrian linkage to nearby neighbourhood pathways and bus stops.
- Commercial development should provide convenient and attractive pedestrian pathways throughout sites.
- Building facades should, where possible, be oriented to front onto streets to create an attractive public realm and provide a sense of ownership and safety for pedestrians.
- Building siting should avoid creating adverse on and off site microclimatic effects related to wind and shadowing.
- Buildings should be sited and oriented to minimize their impact on other buildings considering ventilation, quietness, visual privacy, and views.
- Buildings should provide a transition in height and massing in relation to the surrounding areas.
- Perceived building height and massing should be minimized through variation in setbacks, orientation, roof treatment, use of glazing and articulation, the choice of exterior materials and colours, and landscaping.

- Blank walls should be avoided by articulating the facades, adding glazing where practicable and through use of colours and/or materials.
- Mechanical equipment on the roof of any building should be concealed in a way consistent with the character and finishing of the building.
- A Main Street shall be provided in Phase 2 that incorporates the following additional design elements:
 - + Siting of commercial buildings along the Main Street will minimize setback to the road right-of-way;
 - + The facades and rooflines on the side of the commercial buildings facing Main Street shall convey permeability to the street by use of architectural elements including entrances and glazing, or false glazing, and exclude blank walls used for advertising; and
 - + Restaurants uses shall be encouraged to create patio areas along the Main Street or which wrap around the building toward the Main Street.

2.6 Business Park Office

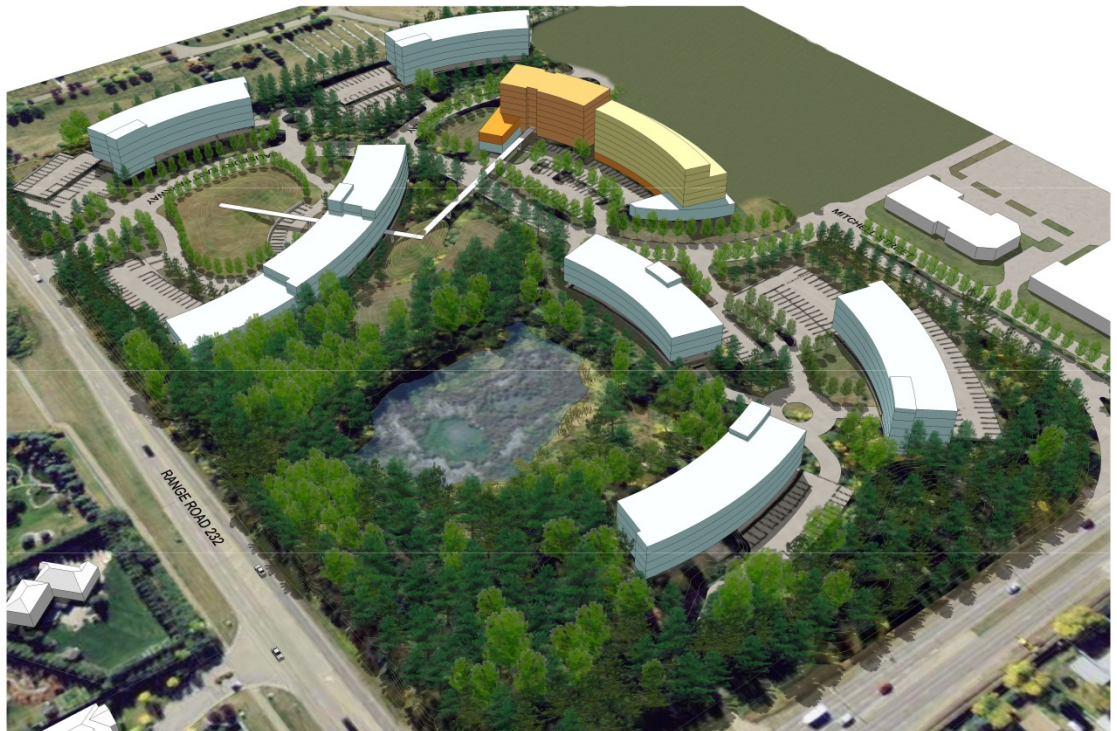
Three Business Park Office development sites are proposed within Phase 3. To minimize visual impacts to existing residences to the east building forms will start at 3 storeys (2 storeys above first level parking) along Range Road 232. The offices will then transition to a maximum height of 5 stories (4 stories above first level parking) south of Salisbury Village East Parkway. Below is a list of commercial services that may be complementary to the principle Business Park Office uses:

- Office space;
- Business hotel;
- Business apartment hotel;
- Conference space;
- General retail space;
- Restaurant;
- Wellness/fitness space; and
- Daycare facilities.

Looking southeast from above Wye Road at Mitchell Street



Looking southwest from above Wye Road and Range Road 232



2.7 Mixed Business Park

2.7.1 Business Hotel

The Business Hotel complex will provide supporting services to the business park uses. The complex is envisioned to accommodate higher end business hotel and service retail uses along Salisbury East Parkway. A conference centre and fitness facility will be integrated into the hotel complex and provide additional services for the local business community.

2.7.2 Business Apartment Rentals/or Residential Apartments/Condominiums

To complement and support the office uses within the Business Park Office Area, hotel and hotel/residential uses are proposed on the western edge of Phase 3 south of Mitchell Street. These hotel and hotel/residential uses will be further supported by retail uses on site, as well as conference and fitness facilities. The hotel and hotel/residences will have a maximum height of 9 stories including parking (8 stories plus parking on the first level). The residential business hotel and/or residential condominiums will provide for longer term stays associated with local businesses or permanent residents.

The following are sections and aerial perspectives through the site illustrating the form and massing of the various buildings. The office buildings rise from 3 stories (2 stories plus 1 storey for parking) along Range Road 232 to 5 stories (4 stories plus one storey for parking) along the Salisbury East Parkway. The Hotel site illustrates buildings up to up 9 stories (8 stories plus one storey of parking) located on the western edge of the site along Mitchell Street. The intent is to minimize any visual impacts on the single and multiple family residences located in Sherwood Park Estates located east of Range Road 232.

Phase 3 Site Plan



2.8 Parks and Open Space

The expansive wetlands, parks and naturalized stormwater management facilities contribute to a comprehensive open space system in Salisbury Village. These elements are connected by variety of pedestrian linkages. The parks and open space network is created through a combination of:

- Municipal Reserve (MR);
- Environmental Reserve (ER);
- Crown Lands; and
- Stormwater Management Facilities (public utility lots).

Each of these elements is located to take advantage of the existing site topography and to optimize use and convenience for the residents, visitors, and businesses. The variety of park styles will appeal to residents, employees, and visitors with different interests and activity levels. The idea is to combine convenience and safety and create a healthy lifestyle where residents, employees, and visitors choose to walk or cycle and create a tighter community feel and experience. Greater than 20% of the land area of the ASP is dedicated to parks and open space.

2.8.1 Municipal Reserve

Phase 1

Given its commercial character, no municipal reserve is allocated in Phase 1 but a Stormwater Management Facility within its boundary provides visual interest and a trail amenity to residents of the High Density Residential site in that area. Phase 1 is the commercial hub of Salisbury Village. Because of its very minor residential component municipal reserve was paid by cash in lieu in Phase 1.

Phase 2 – Stage 2

Phase 2 will be developed with a mix of single detached, semi-detached, townhouse and apartment style housing at an average density of over 40 units per hectare of developable land. At this density Strathcona County has the authority to request additional municipal reserve (MR) of 3% of developable land as per the Municipal Government Act (MGA) and the Subdivision and Development Regulation. Within Phase 2 Strathcona County has agreed that the developer shall provide upgrades over and above County standards as well as amenities within the central municipal reserve area as opposed to requiring the additional municipal reserve land.

The subdivision application for the development stage as defined in a development agreement that includes the municipal reserve area shall include a comprehensive concept plan and estimated costs to complete the work that addresses County standards in effect at the time of the application. The comprehensive concept plan and estimated costs to complete shall clearly identify how and where the upgrades and amenities are being allocated by the developer/applicant to a value equal to or exceeding the appraised market value of the additional 3% of developable land within Phase 2, Stage 2; all to the satisfaction of Strathcona County.

For the central MR area upgrades which shall exceed the minimum County standard include:

- Additional park/playground development; and
- Additional landscaping.

For the central MR area amenities to be included not identified in County standards are:

- A plaza/gazebo and/or viewing platform development;
- Wayfinding signage; and
- Lighting.

The development of the central park including the required upgrades and amenities shall be constructed by the applicant/developer at the time of development of the development stage that includes any portion of the central municipal reserve.

The central park provides a link between the Crown claimed wetland complex and the more urban commercial development proposed in that plan area. Therefore, the central park and the municipal reserve surrounding the wetland serve a dual purpose in Phase 2. They must maintain and protect the wetland complex and also provide a large community park along "Main Street" suitable for social gathering and more active play space. The potential for blending natural and urban elements within this central park provides some unique landscape opportunities in Phase 2, Stage 2. Therefore, attention will be given to the soft and hard landscaping materials with particular attention to making the space inviting and unique.

The exact details of landscape elements for all public lands within the plan boundary will be determined with the County through the detailed design process. Landscape design principles that shall be incorporated in park design include:

- Flexible space (barrier free; variety of seating options; adaptable public space)
- Pedestrian movement (linkages)
- Human-scale
- Quality materials
- Weather relief (canopy, shading, shelter, sunny locations for seating, wind protection)
- Good visibility (CPTED; child minding)
- Natural elements (multi-seasonal landscaping; canopies; defined edges)
- Similar architectural language as rest of development
- Good orientation to adjacent uses

As a minimum, the following elements shall be included in park design:

- Shelter element
 - + Accessible design
 - + Easy maintenance
 - + Built in edge seating of sufficient depth
 - + Space for movable picnic tables

- Plaza element
 - + Brick/paving stones to edge of roadway with bollards at entrance
 - + Plentiful seating (consider low wall/retaining wall with planters; use as back rest for seating)
 - + Planters
 - + Location for public art
- Playground element will be designed to
 - + Connect with other areas of the park
 - + Have space for both tots and older children
 - + Have seating/sightlines for parents

Landscape drawing review/detailed design will be reviewed as part of the subdivision/Development Agreement process. The Accessibility Advisory Committee will be included in the review of the landscape drawings to ensure accessible design.

Phase 2 - Stage 3

Municipal reserve in Phase 2, Stage 3 has been designated to provide appropriate buffers and to create a continuous east west loop through the overall area. Municipal reserve designated along the south west boundary of Phase 2, Stage 3 provides a minimum 12 metre buffer between country residential land use to the west and low density residential proposed in Phase 2, Stage 3. Landscaping within this buffer area will be naturalized to minimize pedestrian access. The MR south of the SWMF will provide residents with a direct connection north to Salisbury Way via a pedestrian link along the SWMF and also provides a connection to Valley Avenue. .

Another east west municipal reserve designated through the centre of Phase 2, Stage 3 provides a greenway between the back of the low density residential lots and also completes a continuous walkway loop through the Phase 2 area. This municipal reserve area widens at Rybury Court to allow for programmable park development. This greenway continues north along the east boundary of Phase 2, Stage 3 to tie into the large central park trail system. This pedestrian link also provides a natural buffer between Salisbury Village and the unnamed creek which separates the Glenwood Memorial Cemetery and Salisbury Village.

Phase 3

With the expansive retention of trees in the north east area and the Crown claim wetland, municipal reserve in Phase 3 is primarily dedicated to maintain and protect these areas. As a result parks in Phase 3 will likely take a more natural form with potential for wetland interpretation sites and seating opportunities. Phase 3 is over dedicated in municipal reserve.

Municipal Reserve (MR) has been utilized in the Plan to create:

- Passive and active parks;
- Pedestrian linkages; and
- Buffers.

2.8.1.1 Passive and Active Parks

Salisbury Village has a large natural area component and so passive parks and pedestrian corridors are more suitable uses for MR as a result of this. Landforms in the northeastern portion of Phase 3 will be retained where possible as MR to conserve some of the existing rolling nature of the property and the associated vegetation.

One larger park space is centrally located in Phase 2 and another smaller park is located immediately east of Rybury Court in Phase 2 Stage 3. The central park is conveniently located in proximity to the Medium Density Townhouse and High Density Residential land uses and the Commercial uses in Phase 2. This park will serve a social gathering function in Salisbury Village and will be designed to complement the natural area and the commercial/residential land uses. Access to the wetland from the central park will be provided by a 1.5m granular trail on the southern edge of the wetland complex. This granular trail will be tied into a more broadly accessible 3.0m hard surface trail loop and an urban plaza and/ or a viewing platform into the natural area.

The park space in Phase 2, Stage 3 is primarily utilized to complete a continuous greenway loop through the neighbourhood but it also provides areas suitable for programmable park activities.

2.8.1.2 Pedestrian Linkages

Pedestrian connectivity is a vital element to the park/open space concept for Salisbury Village. A variety of pedestrian experiences will be available to residents within Salisbury Village and the extensive trails, pathway system and open space are interconnected and tied into the regional trail system. (See Figure 5) The trail system will consist of the following elements.

The Wetland Trail Network in Phase 2

The wetlands and associated tree stands in Phase 2 provide opportunities for a more natural soft surface type of pedestrian experience in Salisbury Village. A 1.5m granular trail is proposed along south edge of the wetland complex. This granular trail will transition into a 3.0 asphalt trail as it winds through the more urban central park. South of Salisbury Way on the east side of the stormwater management facility the 3.0m asphalt trail will continue south and ultimately tie into the 3.0m asphalt Glenwood Memorial Garden Trail at the south boundary of Salisbury Village. The exact location of these trails will be determined at the time of subdivision.

The wetland in Phase 2 will be a pedestrian destination for all of Salisbury Village. To enhance the pedestrian experience up to two viewing platforms will permit visitors to sensitively view wildlife activity in the wetland. The east and west sides of the wetland will remain more natural while the south side will become part of the main trail system. No trail or access to the Phase 2 wetland is proposed on its west or east side.

The commercial area in Phase 2 fronts onto the pedestrian friendly Main Street but the private commercial will also have an active internal, on-site pedestrian system purposely designed to safely and conveniently connect with the public central park and associated trails and wetland complex.

The Greenway Loop-Phase 2, Stage 3

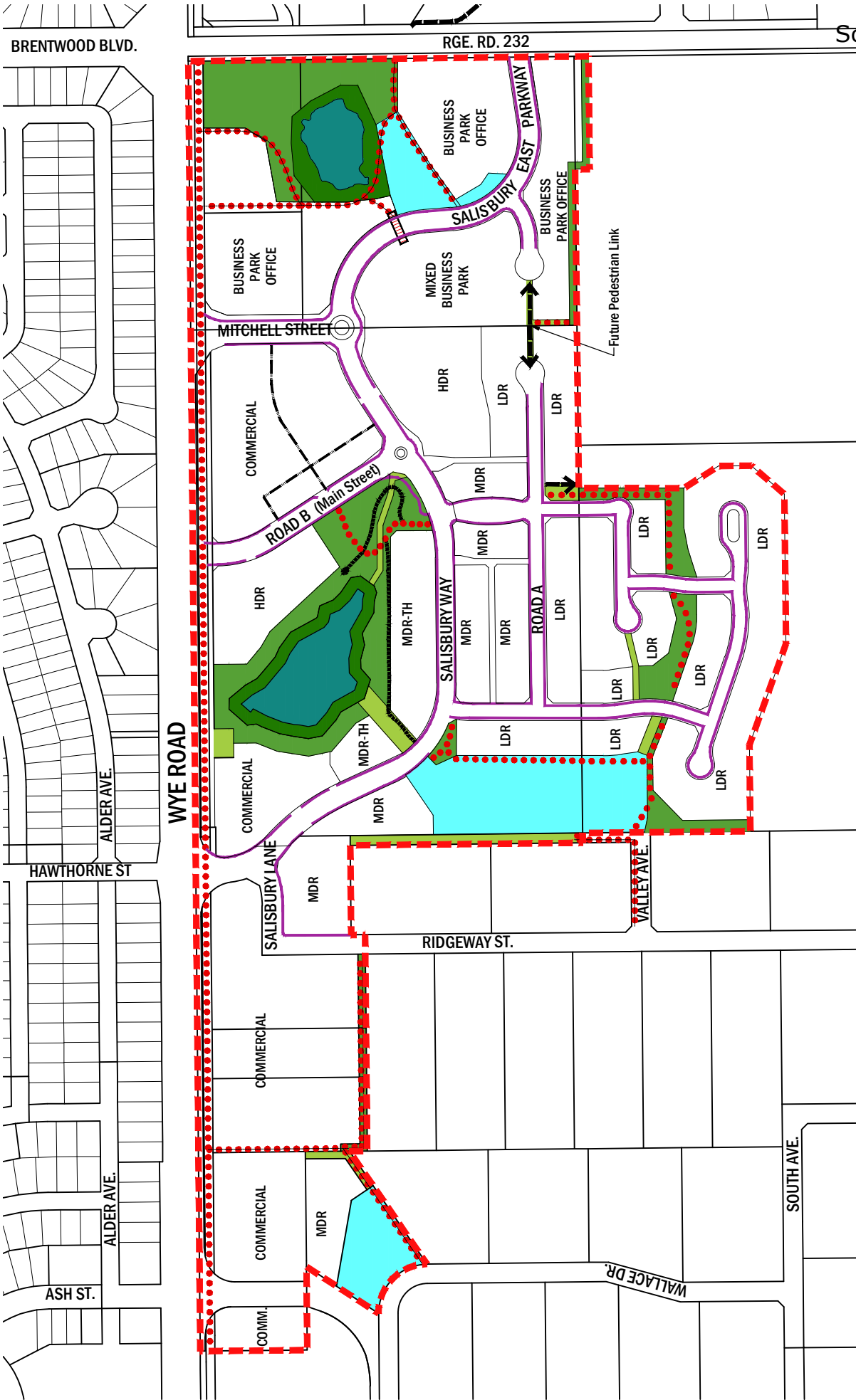
Municipal Reserve in Phase 2, Stage 3 has been primarily utilized to complete a continuous greenway loop through Phase 2. This link also extends south of the stormwater management facility, west to tie into Valley Avenue. This greenway will also be tied into the walkway approved on the east side of the stormwater management facility. This greenway generally varies in width from 12m to 35m wide so it also provides for more active play areas adjacent to Rybury Court in Phase 2, Stage 3.

A 12m wide municipal reserve is designated on the west boundary. This municipal reserve widens to 42m as it reaches Valley Avenue. This municipal reserve provides a buffer with the existing Country Residential land uses to the west and is not intended to contain a pedestrian walkway.

The Wetland Trail Network in Phase3

The Wetland Trail in Phase 3 follows the western edge of the wetland and will also connect with the 3.0m asphalt trail along Wye Road. A viewing tower is being considered for interpretation and education purposes on the west or north side of the wetland in Phase 3. Benches and associated supportive trail facilities will be provided as appropriate. Access will not be permitted on the east side of the Phase 3 wetland – keeping the area more natural for wildlife habit retention and restoration. In Phase 3 up to two viewing platforms will permit visitors to sensitively view wildlife activity in the wetland.





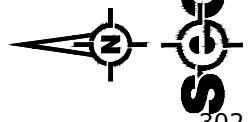
Schedule

LEGEND

- 3.0m Asphalt Trail
- 1.5m Granular Trail
- Onsite Pedestrian
- Sidewalk (in Road R/W)

- Pedestrian Bridge
- Environmental Reserve
- Crown Claimed Wetland
- Stormwater Management Facility

- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary



PEDESTRIAN LINKAGE

N.T.S.

SALISBURY VILLAGE
SHERWOOD PARK



3.0m Asphalt Trail on Wye Road

A 3.0m asphalt trail will be constructed on the north border of Salisbury Village within the Wye Road right of way. This trail will ultimately connect into both Range Road 232 and 233 and will be done in accordance with the County's Trails Strategy.

Pedestrian Bridge

The *Pedestrian Bridge*, located midway along and over Salisbury East Village Parkway, will connect the wetland in Phase 3 with the hotel, retail, and residential components located on Salisbury Way and Mitchell Street. The pedestrian bridge will connect through the hotel complex to the roundabout at the intersection of Salisbury Way and Mitchell Street. Further pedestrian links will be provided to connect Salisbury Village East with the most easterly commercial area and central wetland of Phase 2.

2.8.1.3 Buffers and Associated Vegetation

MR buffers are designated in Phase 2 and 3 to further maintain and protect the retained environmental reserve areas. Due to the irregular boundaries of the ER area the buffers vary between 10 and 30m. The buffer around the Phase 3 wetland is utilized to expand the core wetland area claimed by the Province and integrate it with a comprehensive trail system while it still allows the eastern portion of the wetland to be maintained in a more natural state with limited access. The land form in the northeastern area and the eastern development site adjoining Range Road 232 north of Salisbury Way will be retained where possible to conserve some of the existing rolling nature of the property and the associated vegetation. Where vegetation and land form is changed, a replanting scheme should be provided to help screen adjoining residents from the proposed development.

2.8.2 Environmental Reserve

Environmental Reserve is designated adjacent to both of the two Crown claimed wetlands retained in the Plan area. These ER strips combined with MR strips create a natural buffer between development areas and it also maintains and protects the wetland complex. At the request of Strathcona County an additional 0.58 hectare strip is designated around the wetland in Phase 2 and another 0.51 hectares is designated in Phase 3. The area of ER designated around the two Crown claimed wetlands is 1.09 hectares.

2.8.3 Crown Claimed Wetlands

There are no Crown claimed wetlands in Phase 1. The two wetland areas claimed by ESRD and retained in Phase 1 and Phase 2 are Crown lands but will legally be defined as ER. The area of the Crown claimed wetland in the north central portion of Phase 2 is 0.77 hectares and the area of the wetland claimed in Phase 3 is 0.44 hectares. Both wetlands have an additional buffer of municipal reserve designated adjacent to them to further protect the riparian edge, as described in section 2.3.1.3. No wetlands have been claimed within the Phase 2, Stage 3.

Objective: to retain natural vegetation in open spaces

Policy 2.3.2.1: Strathcona County policies with respect to tree conservation and tree management shall be followed to encourage the preservation of existing natural vegetation in Salisbury Village.

Policy 2.3.2.2: The large tree stand in the northwest of Phase3 shall be conserved

2.8.4 Stormwater Management Facilities

Three stormwater management facilities are proposed in the Plan Area. Although they perform a technical function they also provide amenity within the Salisbury Village community. Phase 1, 2 and 3 are all individually responsible for managing predevelopment flows of stormwater on site. The stormwater area will be "naturalized" with native wetland vegetation as much as possible to enhance the "natural" feeling of the neighbourhood. The location of these facilities will provide opportunities for a variety of scenic views from residential, the business park, office, hotel and restaurants.

On behalf of Royop Corporation/Campbelltown Village Development s Ltd., Spencer Environmental Management Services submitted a *Wetland Assessment and Compensation Plan for Campbelltown Village in south Wye ASP* to the Province in March 2008. Based on a loss of functional wetland of 3.08, this 2008 package recommended a compensation ratio of 3:1. The wetland loss was to be compensated for in the amount of \$14,000 per hectare to DUC for specified wetland restoration in the Cooking Lake moraine. On December 18, 2007, DUC confirmed that \$129,360.00 was acceptable for the loss of functional wetlands in Phase 2.

Spencer Environmental Management Services also conducted a *Preliminary Wetland Assessment* within and adjacent to the Phase 2, Stage 3 in the spring of 2015. Four small and scattered wetlands were identified within this stage. Wetland compensation will need to be addressed for these lands.

2.8.4.1 Existing Drainage Course

The Plan Area contains an existing drainage course that enters Phase 2 from the south. It will be piped north to the park area and then meander overland in a northwest direction and flow through the wetland in Phase 2 as it always has. It will head back southwest then through public utility lots and through Campbelltown Heights. Alberta Public Lands did not claim this drainage course. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin. Phase 2 proposes to retain the course of the natural drainage channel through the central park area. This will provide an amenity in the Village and an enhanced pedestrian experience in the Plan Area. Stormwater will be piped through the residential areas of Phase 2. See Section 4.2.3 for additional details.

2.9 Land Use Summary

Table 1: Phase 1 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	8.88					
Environmental Reserve	0.00					
Road Widening	0.36					
Atco Pipeline Right-of-Ways	0.62					
Subtotal	0.98					
GROSS DEVELOPABLE AREA	7.90					
LAND USES						
Municipal Reserve	0.00	0.0%				
Stormwater Management Facility	0.87	11.0%				
Circulation	0.86	10.9%				
Commercial	4.92	62.3%				
SUBTOTAL – LAND USES	6.65	84.2%				
RESIDENTIAL						
Low Density - Semi/ Townhouse	0.71	9.0%	28	46.7%	81	46.8%
Medium Density - Townhouse	0.54	6.8%	32	53.3%	92	53.2%
SUBTOTAL - RESIDENTIAL	1.25	15.8%	60	100.0%	173	100.0%

Capital Region Board 48.0 upnha

Residential Density

Low Density - Semi/ Townhouse

40 units / hectares

Medium Density - Townhouse

60 units / hectares

Population Density

Low Density - Semi/ Townhouse

2.9 persons / unit

Medium Density - Townhouse

2.9 persons / unit

Table 2: Phase 2 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	28.43					
Crown Claimed Wetlands	0.77					
Environmental Reserve	0.58					
Road Widening	0.32					
Atco Pipeline Right-of-Ways	0.76					
Atco Gate Station	0.06					
Subtotal	2.49					
GROSS DEVELOPABLE AREA	25.94					
LAND USES						
Municipal Reserve	2.64	10.2%				
Stormwater Management Facility	2.32	8.9%				
Circulation	4.89	18.9%				
Commercial	3.52	13.6%				
SUBTOTAL – LAND USES	13.37	51.5%				
RESIDENTIAL						
Low Density Residential	5.89	22.7%	147	22.8%	426	27.8%
Medium Density - Semi/ Townhouse	3.01	11.6%	120	18.7%	348	22.7%
Medium Density - Townhouse	1.27	4.9%	76	11.8%	220	14.3%
High Density Residential	2.40	9.3%	300	46.7%	540	35.2%
SUBTOTAL - RESIDENTIAL	12.57	48.5%	643	100.0%	1,534	100.0%

Capital Region Board 51.1upnhaResidential Density

Low Density Residential	25 units / hectares
Medium Density - Semi/ Townhouse	40 units / hectares
Medium Density - Townhouse	60 units / hectares
High Density Residential	125 units / hectares

Population Density

Low Density Residential	2.9 persons / unit
Medium Density - Semi/ Townhouse	2.9 persons / unit
Medium Density - Townhouse	2.9 persons / unit
High Density Residential	1.8 persons / unit

Table 3: Phase 3 Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	11.23					
Crown Claimed Wetlands	0.44					
Environmental Reserve	0.51					
Road Widening	0.16					
Atco Pipeline Right-of-Ways	0.14					
Subtotal	1.25					
GROSS DEVELOPABLE AREA	9.98					
LAND USES						
Municipal Reserve	1.56	15.7%				
Stormwater Management Facility	0.57	5.7%				
Circulation	1.42	14.2%				
Commercial	0.00	0.0%				
Business Park Office	4.81	48.2%				
Mixed Business Park	0.69	6.9%				
SUBTOTAL – LAND USES	9.05	90.7%				
RESIDENTIAL						
High Density Residential	0.93	9.3%	100	100.0%	180	100.0%
SUBTOTAL - RESIDENTIAL	0.93	100.0%	100	0.0%	180	0.0%

NOTE: There is an existing DRC of 0.962 ha on Lot 1, Plan 872 0616 for Area 3.

Capital Region Board 107.5 upnha

Residential Density

High Density Residential 108 units / hectares

Population Density

High Density Residential 1.8 persons / unit

Table 4: Overall Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	48.54					
Crown Claimed Wetlands	1.21					
Environmental Reserve	1.09					
Road Widening	0.84					
Atco Pipeline Right-of-Ways	1.52					
Atco Gate Station	0.06					
Subtotal	4.72					
GROSS DEVELOPABLE AREA	43.82					
LAND USES						
Municipal Reserve	4.20	9.6%				
Stormwater Management Facility	3.76	8.6%				
Circulation	7.17	16.4%				
Commercial	8.44	19.3%				
Business Park Office	4.81	11.0%				
Mixed Business Park	0.69	1.6%				
SUBTOTAL – LAND USES	29.07	66.3%				
RESIDENTIAL						
Low Density Residential	8.89	13.4%	147	17.9%	426	22.2%
Medium Density - Semi/ Townhouse	3.72	8.5%	148	18.1%	429	22.4%
Medium Density - Townhouse	1.81	4.1%	108	13.2%	313	16.3%
High Density Residential	3.33	7.6%	416	50.8%	748	39.1%
SUBTOTAL - RESIDENTIAL	14.75	33.7%	819	100.0%	1,916	100.0%

Capital Region Board 55.5 upnhaResidential Density

Low Density Residential	25 units / hectares
Medium Density - Semi/ Townhouse	40 units / hectares
Medium Density - Townhouse	60 units / hectares
High Density Residential	125 units / hectares

Population Density

Low Density Residential	2.9 persons / unit
Medium Density - Semi/ Townhouse	2.9 persons / unit
Medium Density - Townhouse	2.9 persons / unit
High Density Residential	1.8 persons / unit

Table 5: Student Generation & Population

Student Generation	Public	Separate
Students/Unit		
Elementary	0.37	0.12
Senior High	0.13	0.02
Student Population	Public	Separate
Phase 1		
Elementary	30	10
Senior High	11	2
Phase 2		
Elementary	183	60
Senior High	64	10
Phase 3		
Elementary	37	12
Senior High	13	2
TOTAL	338	96

3.0 Transportation

The transportation network for Salisbury Village consists of a full range of transportation facilities to accommodate the movement of automobiles, pedestrians, bicycles and transit. A network of arterial, collector and local roads will be utilized to accommodate traffic activity efficiently and effectively. **(See Figure 6)** A Traffic Impact Assessment (TIA) was originally complete for the Salisbury Village ASP in 2007 by Bunt & Associates. The ASP area was split into three sections: Wye Road Crossing (Phase 1), Salisbury Village West (Phase 2) and Salisbury Village East (Phase 3). Subsequent TIA's were submitted to Strathcona County in 2010 and 2013 to include updated land use statistics and internal roadway networks within Phase 2 and Phase 3 respectively. To support transportation changes proposed in Phase 2 and Phase 3 an addendum to the approved Traffic Impact Assessments (TIA) was completed in August 2015 and submitted to Strathcona County concurrently with this amendment. The primary goal of the 2015 Traffic Impact Assessment was to:

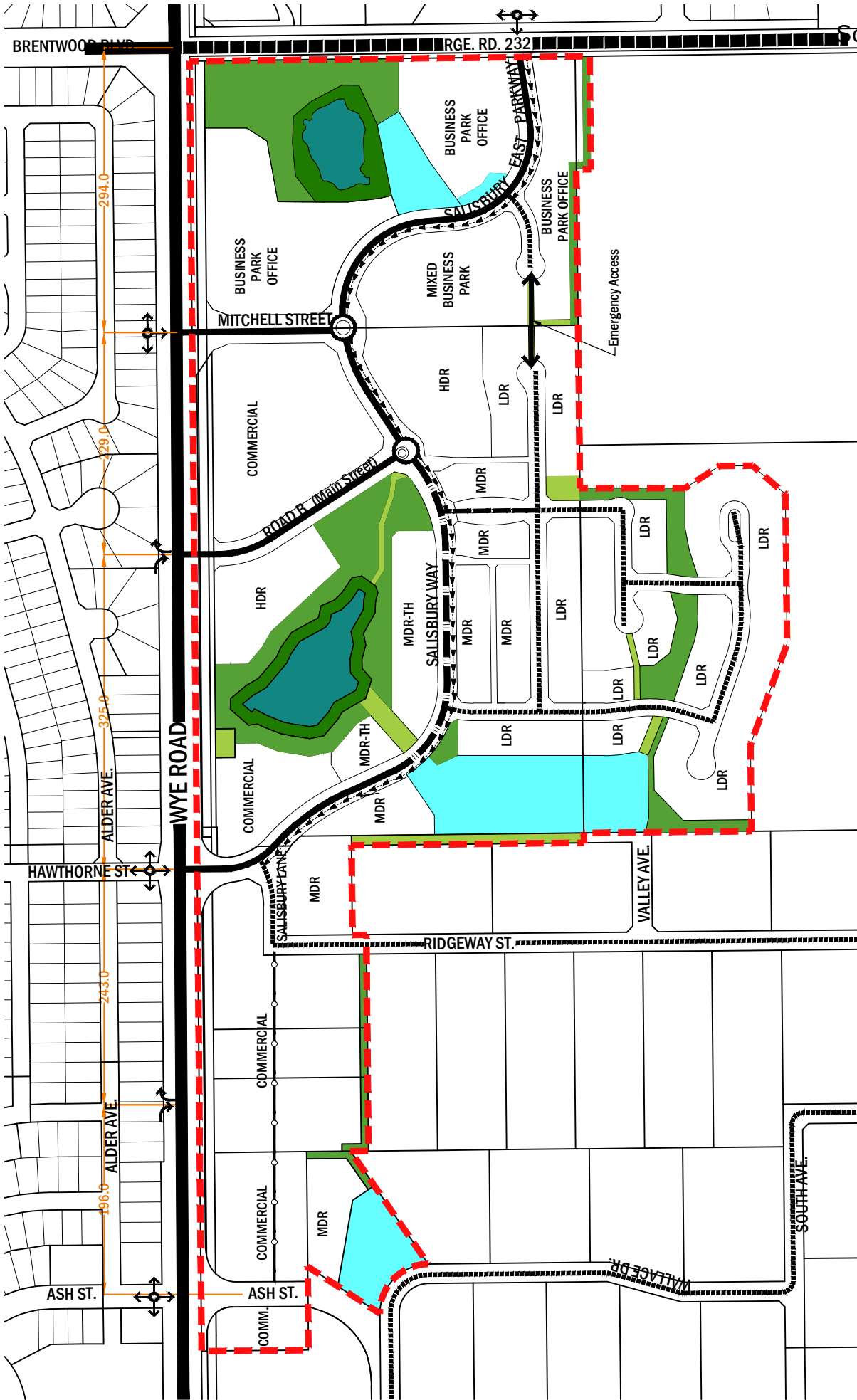
- Confirm that the adjacent arterial roadway network continues to accommodate the projected site generated traffic volumes;
- Confirm spacing and hierarchy of access points off of Wye Road; and
- Identify an appropriate internal roadway network including collector roadway rights-of-way and collector/collector and collector/local intersection geometry and traffic control.

Based on the 2015 assessment completed, the external and internal roadway network was able to accommodate the projected levels of traffic generated by the site at acceptable levels of service.

3.1 Principles

Providing residents and visitors with a variety of transportation mode choices represents a strategic component of the transportation system envisaged for Salisbury Village. The following guiding principles have been defined to support a balanced and sustainable transportation system:

- Provide a logical, safe and efficient hierarchy of transportation facilities to address the automobile, pedestrian, bicycle, public transit, and service vehicle needs of all populations and user groups moving to, from and through Salisbury Village;
- Design internal roadways to provide effective connections to/from the external roadway system to/from residential precincts and commercial parking facilities;
- Encourage walkability and alternative travel modes by providing pedestrian connections that link residential areas with site amenities, open spaces, transit stops and the external pedestrian system;
- Integrate stormwater management and environmentally sensitive areas with the pedestrian and bikeway system for the area having regard for the safe, ongoing operation of these facilities, and



LEGEND

Existing Arterial Road	Local Road	Claimed Wetland
Proposed Arterial Road	Modified Local Road	Stormwater Management Facility
Major Collector Road	Proposed Transit Route	Public Utility Lot
Minor Collector Road	Private Road	Park / Open Space
	Right-In / Right-Out Access	Salisbury Village ASP Boundary
	All Directional Access	
	Environmental Reserve	

Salisbury Village
SHERWOOD PARK

TRANSPORTATION PLAN



N.T.S.

- Establish partnerships with the County to explore options and promote the initiation of transit service at an early stage of development to encourage transit usage in the area.

3.2 External Roadways

Salisbury Village is in close proximity to several major transportation corridors including:

- Sherwood Park Freeway;
- Highway 21;
- Secondary Highway 628/Whitemud Drive; and
- Highway 216/Highway 14.

These facilities provide Salisbury Village with superior access within Strathcona County and the greater Edmonton Region.

3.3 Arterial Roadways

Two arterial roadways are located immediately adjacent to the plan area, Wye Road and Range Road 232/Brentwood Boulevard.

Wye Road is developed as a four-lane divided roadway adjacent to the north plan area with its ultimate design being a six-lane divided arterial roadway. Wye Road is scheduled to be upgraded to a full arterial road standard in 2014/2015. Wye Road provides a direct connection west to Edmonton via the Sherwood Park Freeway and a direct connection to points east in the County via Secondary Highway 630 beyond the east limits of the urban service boundary.

Range Road 232 represents an arterial road located along the east boundary of Phase 3. North of Wye Road, Brentwood Boulevard provides access to Sherwood Park's central commercial area and the Centre in the Park development. South of Wye Road, Range Road 232 is a two lane rural roadway that provides convenient access to Secondary Highway 628 which represents the extension of Whitemud Drive into Strathcona County. The intersection of Range Road 232 and Highway 14 is a future interchange location.

3.4 Collector and Local Roadway

The plan identifies all-directional access to Wye Road at Ash Street, Salisbury Way/Hawthorne Street and the future Mitchell Street. In addition, two right in/out accesses are planned, the first access is approximately 150m east of Ash Street and the second right-in right-out is 325m east of Salisbury Way.

Phase 1 is accessed via all-directional access at Ash Street and Salisbury Way as well as a right-in-right-out access. Internal to Phase 1, Green Street provides a connection from Ash Street to Salisbury Way.

Access to Phase 2 will be provided via all-directional accesses at Salisbury Way and Mitchell Street and a right-in-right-out access at Tisbury Street. Salisbury Way originates at the south approach of the Wye Road/Hawthorne Street intersection and is the boundary between Phase

1 and Phase 2 immediately south of Wye Road. It continues in a southeasterly orientation through Phase 2 and Phase 3 and ultimately intersects with Range Road 232.

Salisbury Way is generally a 24m Major Residential Collector except where it passes through the Low Density Residential /Semi Detached/Townhouse/Apartment area in the center of Phase 2. In that section, Salisbury Way it may be reduced to a 20m Minor Residential Collector standard with an 11.5m pavement surface. This transition was confirmed within the 2015 TIA completed to support this ASP. Traffic calming measures will be incorporated along this major collector as required by Strathcona County. In the previously approved ASP Phase 2 proposed a zero meter setback to the Salisbury Way for the commercial and higher density land uses. To accommodate this urban form a modified cross section was required for Phase 2. With the proposed amendment this is no longer required and standard road cross section can now be utilized for Salisbury Way through the majority of Phase 2.

Tisbury Street is a Major Residential Collector roadway with a 24.0m right-of-way that connects Wye Road to Salisbury Way within Phase 2. The intersection of Salisbury Way and Tisbury Street may be developed as a single lane roundabout.

Mitchell Street is a short north/south Major Residential Collector that tees into Wye Road and Salisbury Way. The intersection of Wye Road and Mitchell Street is proposed as a signalized all-directional intersection, located approximately 294 meters west of Range Road 232. The intersection of Salisbury Way and Mitchell Street will be developed a three-legged single lane roundabout. A modified 26.5m cross section for Mitchell Street was approved with the previous ASP. Mitchell Street will accommodate transit.

East of Mitchell Street, Salisbury Way becomes Salisbury East Parkway within Phase 3 and ultimately intersects with Range Road 232. Salisbury East Parkway will provide primary internal access within Phase 3 and will be developed as a four-lane collector roadway. These collectors will provide safe and convenient access to the residential and commercial uses from both Wye Road and Range Road 232 and will facilitate the movement of traffic within Phase 2 and 3.

In addition to the collector roadway network, a modified local roadway cross section is proposed within Phase 2 providing access to residential land uses south of Salisbury Way. (**See Figure 6**) This modified road cross section south of the central park is proposed primarily to provide additional amenity in the Phase 2 area. The incorporation of an elliptical median within the road right of way allows for increased planting. The additional planting and landscaping will enhance walking experiences in Phase 2 and provide more attractive views to the homes that front onto them. A Design and Construction Update Form will be submitted with detailed engineering at the time of subdivision to support this modified road cross section. If the variance is not granted, the typical local residential roadway standard will be used.

Details associated with the design (cross-section, lane requirements, intersection requirements, and sidewalks) and construction of internal roadway facilities were documented through the original Traffic Impact Assessment and updated in the 2013 Traffic Impact Assessment. The geometric details of appropriate intersection configurations required at key intersections and site access facilities will be determined at subdivision.

It is anticipated that the combination of arterial, collector and local roadways within and adjacent to the plan area will provide an efficient and effective roadway framework to support the development associated with the proposed Plan.

3.5 Transit Accommodation and Connectivity

Transit services will be extended into Salisbury Village in accordance with Strathcona County requirements and the County's Transit Department. Transit can be accommodated through Phase 2 on Salisbury Way, Mitchell Street and Salisbury East Parkway. Bus stop locations and timing of transit will be discussed with the County through the subdivision stage.

3.6 Pedestrian Connectivity

A variety of types and widths of pedestrian corridors are planned to connect various land uses, transit stops and amenity areas within the plan area. Sidewalks will be provided along all roadways in accordance with County policies and standards.

In addition to on-street sidewalks, 3.0m asphalt trails and 1.5m granular trails will also be provided in Salisbury Village. These trails will create a variety of pedestrian experiences in the Plan area and encourage walkability on a day to day basis. Viewpoints, pedestrian bridges and urban plazas may be incorporated along the way to enhance the experience. Pedestrian connectivity will also be supported on site in the commercial areas. Care will be taken to ensure that the sidewalks in the commercial sites safely and conveniently link to the more public pedestrian paths. A continuous walkway loop throughout the entire residential community in Phase 2 promotes an active community.

A Public Utility lot is designated east from the Single Family Residential cul de sac in Phase 2 to ensure that a pedestrian link and emergency access continues to be provided between Phase 2 and Phase 3.

4.0 Servicing

4.1 Phase 1 and 2

Phase 1 is fully serviced.

Phase 2 will be serviced by extensions of existing municipal infrastructure systems located to the west and north. A supplement to the existing Servicing Design Brief was submitted with the redistricting and subdivision of Phase 2, Stage 2 in 2014. This Servicing Design Brief update compiled information from the previous ASP that pertains to servicing schemes and highlight proposed changes. The design changes consist mainly of reducing pipe sizes for Phase 2 as the proposed population has decreased substantially. This supplement also updated calculations and overall plans to reflect the proposed changes in the plan. **(See Figure 7)** It must include:

- Indications of the preliminary proposed minimum/maximum fire protection flows are required for each type of development.
- Indication on how many lots the water main line will be capable of servicing. Preliminary daily consumption rates should be provided.
- Provide information of the estimated average sewer flows, peak factors and residential flow requirements which may need adjustments from the original design brief submission.
- Address the sizing of the SWMF, the storm system and the SWMF outlet. Include discharge rates, sample control structure, erosion control plans and indicate how the drainage will affect adjacent parcels outside of the ASP Amendment Area.
- Applicable details and cross-sections of the proposed SWMFs need to be included. Sedimentation forebays, outlets, inlets and control structures must be illustrated to review the storm water management requirements. Both Phase 2 and 3 must accommodate a 1:100 year storm event.
- Sedimentation control and a controlled release rate have not been addressed from the existing eastern creek to the proposed 750 mm diameter gravity main.
- Details are to be provided on how the 1:100 year creek flows are to be redirected and accommodated within the proposed neighbourhood.
- The Engineering Design Brief is to include information on Phase 3 and show that Phase 2 has been designed to support the servicing of Phase 3.

A Design Brief Addendum Update was provided in 2015. It updated the Design Brief to include Phase 2, Stage 3. Final engineering design will be in accordance with the latest Strathcona County standards, and subject to approval of Strathcona County and Alberta Environment and Sustainable Resource Development.

The Plan area contains an existing drainage course that enters Phase 2 from the south and meanders in a northwest direction to the wetland in Phase 2 and then back southwest to Campbelltown Heights. This drainage course ultimately enters Gold Bar Creek, thus Salisbury Village is part of the Gold Bar Creek drainage basin. The natural drainage course will be

retained through the central park MR area located adjacent to the existing wetland in Phase 2, Stage 2 to the greatest extent possible. Otherwise it will be piped.

Alberta Environmental and Sustainable Resource Development (ESRD) claimed the bed and shore of a 0.77 hectare wetland in Phase 2. This wetland is retained in the Plan. A combination of Environmental Reserve (ER) and Municipal Reserve (MR) has been utilized to ensure that an appropriate buffer is designated around the perimeter of the wetland to conserve its riparian edge. The total width of these buffers is approximately 30 m.

Compensation has been accepted by Alberta Environment and Sustainable Resource Development for the other wetlands in Phase 2, Stage 2 that are yet to be removed and payment has been made to Ducks Unlimited Canada. Water Act approval has also been granted for removal of wetlands in Phase 2, Stage 2. Various Provincial and municipal approvals will be required for Phase 2, Stage 3.

4.1.1 Water

Water for domestic consumption and fire protection for Phase 2 will be provided from an existing 450 mm diameter main located near the west boundary of the site. Water main looping will be provided by connecting to the existing distribution system located on Hawthorne Street near the north boundary of the site and to the existing 150 mm diameter water main located east of Range Road 232 in Estates Court.

The proposed water system within Phase 2 was confirmed by the Hydraulic Network Analysis (HNA) approved by Strathcona County in July 2014. The watermain within the approved HNA consists of mains varying in sizes from 200 mm to 450mm. However, the approved HNA doesn't include the Salisbury Village Phase 2, Stage 3.

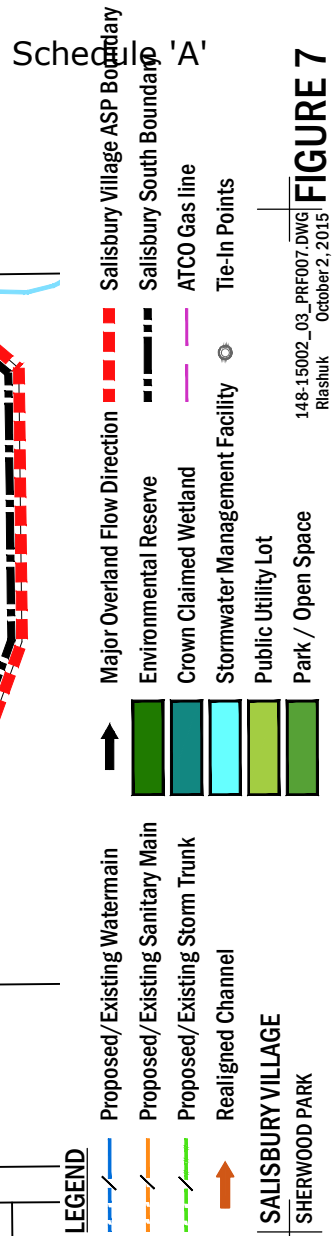
Pipe sizes, consumption rate and fire protection requirements for Phase 2, Stage 3 of Salisbury Village have been confirmed with the Water Network Analysis submitted in July 2015. The on-site distribution system will consist of 200 mm diameter mains. The guidelines outlined in the Strathcona County Engineering Servicing Standards, will be referenced during the detailed design of the water distribution system.

Phase 3 will be serviced by connection to the Phase 2 water distribution system. The proposed system shall provide treated potable domestic water as well as provide for fire flows for the proposed development. The watermain will ultimately need to be looped through Phase 3.

4.1.2 Sanitary Sewer System

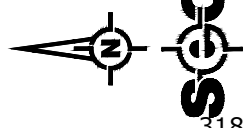
Phase 2 will be serviced by the existing 375 mm diameter pipe located on Salisbury Lane.

The subject area generally slopes from the east to the west. Based on these elevations and the existing sanitary sewer tie-in invert elevation currently available for the area, the entire site can be serviced by a gravity sewer without the need for a lift station. In order to meet the flow requirements and constraints of the topography, the sanitary sewer system will likely be comprised of sewer mains ranging in size from 200 mm to 300mm. A minimum 300 mm diameters sewer will be designed for all commercial development. In order to reduce loadings on the downstream sanitary system, storage was required to reduce peak flows and discharge during off peak hours. The storage requirements were met for Phase 1 and Phase 2 with the construction of a 1200 mm sanitary pipe located in Phase 1 on Salisbury Lane. (See Figure 7)



Schedule 'A'

SERVICING PLAN PHASE 1 AND 2



N.T.S.

Actual flow generation rates and pipe sizes and will be finalized at the detailed design stage. Detail design will be undertaken in accordance with the design standards of Strathcona County and Alberta Environment and Sustainable Resource Development and in accordance with good engineering practice.

Phase 2 will be sized to accommodate controlled sanitary flows from Phase 3.

4.1.3 Stormwater Management System

The proposed stormwater management system will consist of a minor pipe system varying in size and depth and a major overland system of roadways and swales. The minor system will be designed to manage and convey flows from events up to the 1 in 5 year return period and the major system will be designed to convey the storm runoff flows from 1:100 year return period.

The area west of approximately Hawthorne Street (Phase 1) drains to the west utilizing on-site stormwater management techniques (rooftop storage, parking lot storage, infiltration beds, bioswales etc.) to control runoff volumes and then discharge into a stormwater pond on the southwestern corner of the property. Any overflow will go via storm sewer along Wallace Drive to the existing storm sewer located along Wallace Drive in the Wye Gardens subdivision. The design of the on-site SWM system will provide storage for runoff from the 1:100 year storm event while not putting building sites in risk of flooding, maintaining safe ponding depths and ensuring emergency access routes are provided above the 1:100 year flood elevations.

Topography in Phase 2 generally slopes from east to west and contains a number of natural depressions. There is an existing intermittent natural drainage course that enters Phase 2 south from the cemetery lands. The drainage course will flow through Phase 2 connecting a number of low lying areas and exit in the southwest corner of Phase 2.

The drainage course in Phase 2 will continue to flow through the wetland as it is presently doing. The wetland and a proposed SWMF in the southwest corner of Phase 2 will manage the 1:100 year storm. The wetland will continue to be a key component in the SWM system for the area. The drainage course will drain into a naturalized stormwater management facility proposed in the southwest corner of the basin. This facility will also act as a sedimentation forebay and stormwater will be allowed to backflow into the wetland in Phase 2. The facility will be designed to accommodate the 1:100 year storm event. The control structure at the stormwater management facility will manage the frequency, duration and depth of back flooding to the wetland to ensure that hydrologically optimum conditions for wetland habitat functioning can be maintained. The control structure will also serve to protect the wetland from possible excess flows from major rainfall events.

The drainage course entering Phase 2 from the south will follow its natural course through the central park and be piped otherwise to suit the proposed development. This diversion will be in the form of a series of pipes, culverts and an open channel. There will be no attempt to manage the flow rate or volume of this stream. This drainage course will be developed and enhanced as a naturalized stormwater amenity which will provide an amenity through the central park. The existing drainage course will be directed through the proposed stormwater management facility and exit south and through the existing Campbelltown area where it goes now. There will be no impacts to the overall drainage course downstream.

The central wetland also has a wide fringe of native tree and shrub vegetation. The health and vigour of this zone will be maintained in part by using infiltration beds to naturally “irrigate” such areas to replicate the pre-development runoff coming from uphill terrain. This will have the added benefit of improving water quality for flows going into the wetland.

Phase 2, Stage 3 will be serviced with the extension of the stormwater management facility in Phase 2, Stage 2. A stormwater analysis was completed by ISL Engineering and Land Services Ltd. in July 2015 to incorporate the stormwater servicing of Phase 2, Stage 3. Both Phase 2 and Phase 3 must accommodate 1:100 year storm events.

The guidelines outlined in the Strathcona County Engineering Servicing Standards and the best management practices outlined by Alberta Environment and Sustainable Resource Development will be referenced during the detailed design of the stormwater management system.

4.1.4 Shallow Utilities and Emergency Services

Existing service providers will provide power, cable, telephone, natural gas and high speed internet services. No problems are expected in the provision of these services. It is anticipated that each of these utilities will be provided by extensions of the existing systems in and around the Salisbury Village Area.

The Atco Gasline and Gate Station are identified on Figure 7. No servicing issues are anticipated with shallow utilities with the proposed ASP change.

All development within Salisbury Village must comply with the Strathcona County Fire Department Emergency Standard.

4.2 Servicing Phase 3

Phase 3 will generally be serviced by connections through Phase 2.

4.2.1 Water

Phase 3 will connect to the Phase 2 water system at two locations, a 450mm water main at Salisbury Way and Mitchell Street and a 300mm water main through a local road and public utility lot south of Salisbury Way. The 450mm water main will be extended east along Salisbury East Parkway to Range Road 232 (Brentwood Boulevard). The proposed 300mm and 450mm mains shall create a loop, with only a portion of the 300mm dead ending at the intersection of Brentwood Boulevard.

4.2.2 Sanitary Sewer System

The guidelines specified by Strathcona County Engineering Standards will be used for the design of the sanitary system.

Based on preliminary grading concepts Phase 3 is suitable for gravity sanitary sewer tie-in inverts. The entire parcel shall be serviced via gravity sewer mains. The proposed minimum diameter of servicing lines to individual parcels shall be 250mm.

Phase 3 will be serviced by the installation of sewer connection at two locations. One 300mm gravity main is located within the Mitchell Street. The second connection is located at the intersection of Mitchell Street and Salisbury Way. The future sewer at this location is anticipated to consist of a 250mm main. This 250mm sewer main will be extended along the Salisbury East Parkway, dead-ending prior to the intersection of internal collector road.

As per the Wye Road Crossing Servicing Report (Focus), prepared for South Wye Properties Ltd. published March 2008 Phase 3 shall be required to provide onsite storage of sanitary flows greater than 14.67 L/sec. At this time it is anticipated that the potential onsite storage to accommodate future expected peak wet weather flows shall be accommodated within Phase 3 via inline storage with larger diameter pipes controlled by a restriction orifice. Further details shall be provided at a later date once the specifics of the project and exact nature and size of the building structures are confirmed.

4.2.3 Stormwater Management System

ESRD also claimed the bed and shore of a 0.44 hectare wetland in Phase 3. This wetland, in the northeast Plan Area, is proposed to be preserved in its existing natural state. A combination of ER and MR that varies between 10m and 20m wide is proposed around the wetland bed and shore to conserve the riparian edge. The remaining seven wetlands in Phase 3 will be removed. Compensation for the removal of these wetlands will be provided in compliance with County and Provincial wetland policies

The design of the storm water management system will provide a means of collecting storm water runoff and controlling it to the flow rates of pre-development conditions. The system shall be designed to have a minimal impact on the wetlands and proposed green space areas. Elements of the stormwater system (e.g., PULS and bioswales) will serve as compensation for wetland loss and will be designed to mimic wetland form and function of Class III or IV wetlands. Salisbury Village East strives to be a low impact development which shall promote the least amount of disturbance of existing treed and wetland areas.

Phase3 consists of several hillocks and low areas or natural depressions. In general the majority of the land flows to a centrally located depression which is a natural wetland. This wetland has a natural drainage release flow path toward the east flowing into the Brentwood Boulevard ditching. The southern portion of Phase 3 flows in a southerly direction. The most northern section of the parcel generally flows north and northwest toward Wye Road.

The storm water management system shall be comprised of two main wet ponds located generally in the center of the parcel on the east side of the proposed collector and generally in the south west corner of the parcel. These ponds will be flow and elevation controlled by a system of culverts which cross the proposed collector. The wetlands will receive controlled discharge from the wet pond system to match the existing pre-development flows in order to keep the wetland basin viable.

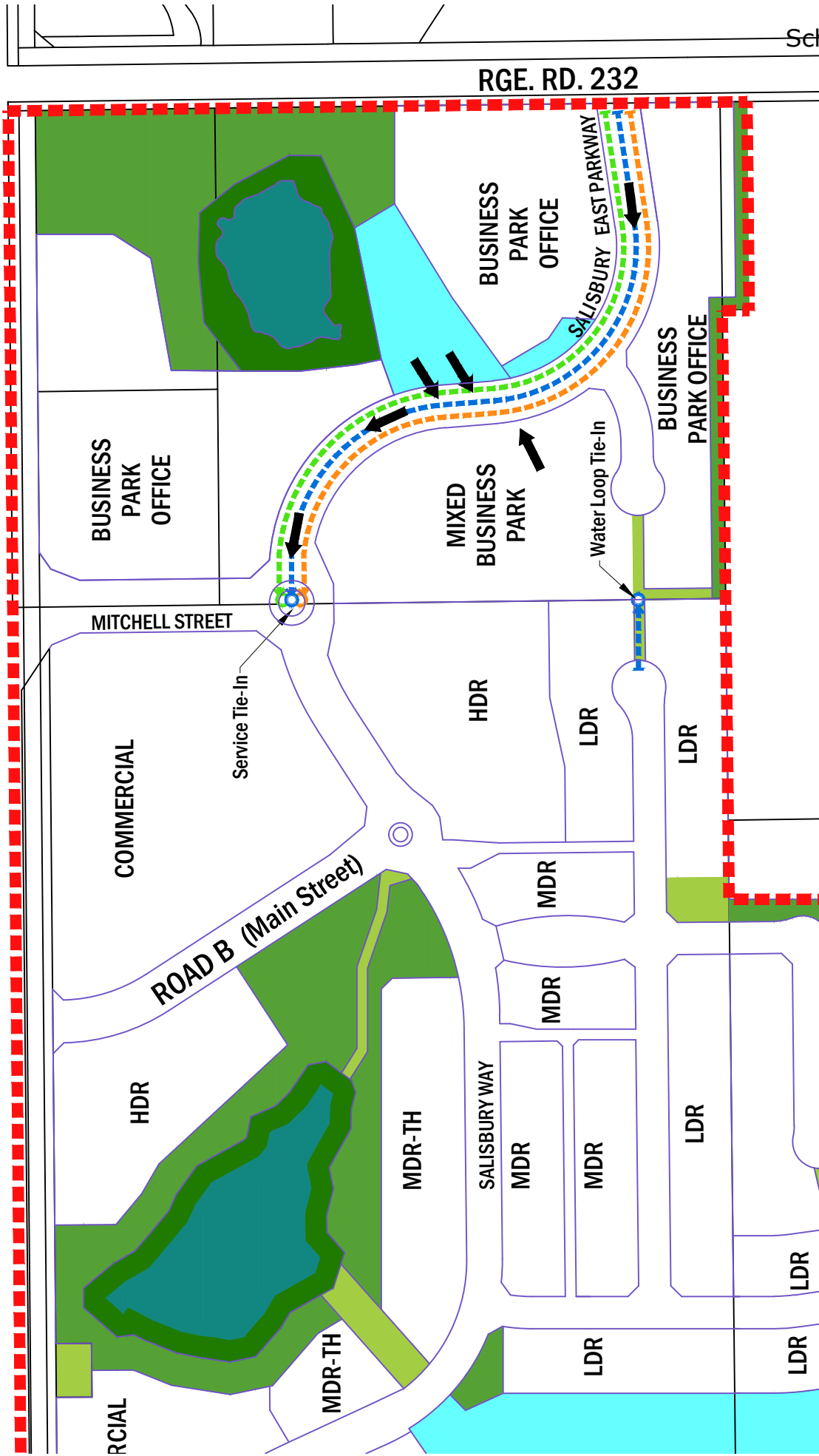
Storm water shall be directed to a collection system comprised of a combination of bio-swales, general landscaping slopes, catch basins and storm sewer manholes. Parking and road surfaces entering the collection system will ultimately be controlled with inline storm scepter units prior to exiting into the wet-ponds.

Ultimate major release or emergency release of the storm water management facility shall be via pipe into the stormwater line located at the intersection of the Salisbury East Parkway and Mitchell Street.

4.2.4 Shallow Utilities

Existing service providers will provide power, cable, telephone, natural gas and high speed internet services. No problems are expected in the provision of these services. It is anticipated that each of these utilities will be provided by extensions of the existing systems in and around the Salisbury Village area.

WYE ROAD



Schedule 'A'

- LEGEND**
- Proposed Watermain (Blue dashed line)
 - Proposed Sanitary Main (Orange dashed line)
 - Proposed Storm Trunk Line (Green dashed line)
 - Tie-In Points (Circle with crosshair)
 - Environmental Reserve (Dark Green)
 - Crown Claimed Wetland (Teal)
 - Stormwater Management Facility (Light Blue)
 - Public Utility Lot (Light Green)
 - Park / Open Space (Light Green)
 - Salisbury Village ASP Boundary (Red dashed line)
 - Overland Flow Direction (Black arrow)

SERVICING PLAN PHASE 3

N.T.S.



5.0 Implementation

5.1 Staging

Phase 1 is fully developed and staging will generally continue easterly into Phase 2 in a logical manner. **(See Figure 9)** A subdivision was submitted for the entire plan area of Phase 2, Stage 2.. Several stages will exist within Phase 2 and staging may vary due to market conditions and design.

5.2 Districting and Development Approvals

Salisbury Village Phase 1 & 2 are both currently zoned UV4 – Salisbury Village Zoning District. Phase 3 is zoned DC - Direct Control 2.

Phase 2, Stage 3 will utilize existing land use districting in the current Land Use Bylaw 6-2015.

Further redistricting and subdivision will be required to facilitate development as proposed in this ASP in Phase 2 and Phase 3.

Engineering drawing approvals, development permits and building permit applications will be submitted under separate cover.

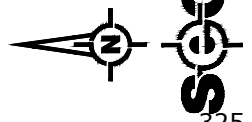


Schedule 'A'

LEGEND

- Staging Boundary
- Environmental Reserve
- Crown Claimed Wetland
- Stormwater Management Facility
- Public Utility Lot
- Park / Open Space
- Salisbury Village ASP Boundary

STAGING PLAN



N.T.S.

SALISBURY VILLAGE
SHERWOOD PARK

APPENDIX A
12 Themes of Sustainability

1. Land Use Theme

Guiding Principles

Make efficient use of land through higher density, mixed use development which is well connected to surrounding areas, supporting walkability.

Provide for land uses which are adaptable to societal change over time.

Minimize exposure of new development to risks both natural (e.g. flooding, erosion) and man-made (e.g. noise, pollution).

Sustainable Design Goals

Strategies for Salisbury

Make efficient use of land.

Residential development in Salisbury Village will achieve a minimum density of 60 units per net residential hectare (upnrha) – exceeding the density target established by the Capital Region Growth Plan (30 – 45 upnrha).

Commercial development in Salisbury Village will achieve an overall minimum Floor Area Ratio (FAR) of 0.30. To account for the variety of commercial development planned in the neighbourhood, minimum FAR will vary by neighbourhood area as follows:

- Phase 1 = 0.15
- Phase 2 = 0.25
- Phase 3 = 0.45

Develop a mix of appropriate and supportive land uses.

A diversity of mutually supportive residential, commercial, open space and business uses will be developed in Salisbury Village – creating a vibrant neighbourhood with opportunities to live, work, shop and play – including, but not limited to:

- food retail (e.g. supermarket);
- community serving retail (e.g. clothing store, department store, hardware store, pharmacy, other general retail);
- services (e.g. bank, wellness/fitness centre, restaurant, café, diner);
- civic and community facilities (e.g. government office, public park); and
- employment (e.g. office space, business hotel, conference space).

Impacts to adjacent, developed, neighbourhoods will be minimized by:

- strategically locating open spaces to buffer from new development while increasing access to amenity; and
- providing appropriate built forms sensitive to the development context.

Create a walkable neighbourhood.

An interconnected network of sidewalks, pathways and trails will provide access to all areas and uses in Salisbury Village, encouraging active transportation for both practical and recreational purposes. This network includes:

- sidewalks on both sides of public streets (treed boulevards will be provided along a minimum of 75% of the length of public streets, creating shaded walking routes and an attractive pedestrian environment);
- convenient and attractive pathways through commercial and office developments; and
- trails through all parks, open spaces and stormwater management facilities, connecting to the sidewalk and pathway network.

Residential, commercial, open space and employment uses will be dispersed through the neighbourhood, creating activity nodes within walkable distances (400m or 5 minutes walking).

Connect development in Salisbury Village internally and to adjacent areas.	<p>Use of cul-de-sacs will be minimized to promote connectivity by automobile and active modes within Salisbury Village. Pathways will be provided to connect cul-de-sacs to adjacent areas.</p> <p>Sidewalks, pathways and trails will be located and designed to ensure a high degree of connectivity internal to the neighbourhood, to existing routes in adjacent areas and to the regional network.</p>
Support adaptability over the life-cycle of the neighbourhood.	<p>A wide variety of land uses will be provided in Salisbury Village to support societal change over time:</p> <ul style="list-style-type: none"> • a variety of residential forms and types (including apartments, townhouses, single family housing) will provide accommodation for all household types, age ranges and income levels as well as opportunities to age-in-place; • a variety of commercial uses supports the varying needs of residents and visitors and will adapt with the market to serve changing needs over time; and • business and office uses will provide employment opportunities for residents within and outside the neighbourhood and will adapt with the market to serve changing needs over time.
Mitigate potential natural and man-made risks to residents and visitors.	<p>Drainage from the south, via the intermittent creek, will continue to be accommodated (at pre-development flows) through the stormwater drainage system in Salisbury Village, mitigating upstream flood risk.</p> <p>Within Salisbury Village the stormwater management system has been designed in accordance with County standards to:</p> <ul style="list-style-type: none"> • accommodate the 1:100 year storm event within the high water level of the stormwater management facilities and the retained wetland; and • provide freeboard above the high water level within the stormwater management facility and within the boundary of the Environmental Reserve parcel containing the retained wetland to manage storm events beyond the 1:100. <p>Drainage from Salisbury Village, through adjacent developments to Goldbar Creek, will be controlled to pre-development rates, mitigating downstream flood risk.</p> <p>No industrial development is planned within Salisbury Village and the neighbourhood is located far from existing industrial uses, mitigating risks related to incompatible uses (e.g. air quality, noise, vibration).</p> <p>75% of the frontage adjacent to major roadways (Wye Road, Range Road 232 / Brentwood Boulevard, and Range Road 233 / Sherwood Drive) will be for commercial, open space or business uses to buffer residential uses from traffic related noise and vibration.</p>

2. Natural Habitat Theme

Guiding Principles

Conserve habitat and retain ecosystem services provided by natural and man-made spaces.

Connect open spaces networks to provide both habitat and functional public space.

Sustainable Design Goals	Strategies for Salisbury
Conserve Natural Ecosystems	Two Crown claimed wetlands are retained, maintaining existing ecosystem services in Salisbury Village, supported by the provision of ER buffer areas surrounding the Crown claimed wetlands (with boundaries established with input from professional Biologists and through consultation with County Administration).
Provide Engineered Ecosystems	Open spaces outside of the Crown claimed wetlands and ER areas in Salisbury Village will be designed to enhance existing ecosystem services. Design measures for these spaces include: <ul style="list-style-type: none"> naturalized landscapes (including native vegetation species) for at least 50% of all MR areas, including pathways; naturalized landscapes for all stormwater management facilities; providing water of adequate volume and quality to the retained wetlands, mimicking pre-development flows, via the stormwater management system; and retaining existing mature, healthy, trees where feasible.
Connect Habitat Areas	Open spaces (including parks, pathways and stormwater management facilities) are strategically located to connect the Crown claimed wetlands and ER area within Salisbury Village and to retain connections to planned and existing open spaces in adjacent areas.
Provide Multifunctional Open Spaces	The integrated open space network in Salisbury Village will provide: <ul style="list-style-type: none"> habitat function and ecosystem services through both natural and engineered landscapes, as described in the previous Natural Habitat Sustainable Design Goals and Strategies; stormwater management, mitigating flooding and erosion; passive recreation opportunities accessible to the entire neighbourhood through integration of an integrated trail network within park spaces, stormwater management facilities, roadways and development areas; and informal active recreation opportunities within park spaces.
Ensure Public Enjoyment of Open Spaces	Open spaces (including parks, pathways and stormwater management facilities) are strategically located to ensure public access to open space within walkable distances (400m or 5 minute walking) from any point within Salisbury Village. Connectivity of the open space network to open spaces within adjacent lands and to the regional trail network provides opportunities for the general public to access and enjoy the open spaces within Salisbury Village.
Protect and Enhance Aquatic Ecosystems	Existing aquatic ecosystems will be preserved by the Crown claim of existing wetlands in Salisbury Village. These aquatic ecosystems will be further protected through the designation of the ER buffer and the location of naturalized MR spaces. This “clustering” of development, retention of natural systems which provide overland filtration and infiltration of water, preservation of natural urban forest and expansion of the tree canopy are examples of Low Impact Development (LID) strategies achieved through neighbourhood level planning. Naturalized stormwater management facilities will provide adequate volume and quality of water to the Crown claimed wetlands to protect these aquatic ecosystems, while also expanding aquatic ecosystems within the area. These naturalized facilities are examples of

bio-retention systems which are another Low Impact Development (LID) strategy to be implemented in Salisbury Village.

Managing stormwater close to where it initially falls emulates the natural pattern of stormwater infiltration and reduces the amount of water requiring municipal treatment or being discharged in a deteriorated state. In addition to the LID strategies to be implemented through the planning of the neighbourhood and design of stormwater management facilities, a number of additional Low Impact Development (LID) strategies will be considered in Salisbury Village. Through marketing and sales agreements, developers will encourage the implementation of the following LID strategies within private development:

- minimized building footprints;
- use of rain gardens;
- use of porous pavement/pavers;
- use of green roofs;
- use of bioswales; and
- provision of rainwater capture and re-use systems.

3. Water Theme

Guiding Principles

Conserve water through reducing consumption and retaining natural infrastructure.

Sustainable Design Goals

Reduce the demand for potable water.

Strategies for Salisbury

Developers in Salisbury Village will encourage reduced indoor water usage in new buildings to a target average of 20% less than the baseline usages for fixtures, fittings or appliances (as described below) for non-residential, mixed-use and multifamily buildings four storeys or more, through marketing and sales agreements:

- toilet = 6.0 LPF (blow-out fixtures = 13.2 LPF)
- urinal = 3.8 LPF
- restroom/bathroom/kitchen faucet for private applications (e.g. hotel or motel guest rooms, residential) = 8.3 LPM at 414 kPa
- restroom faucet for non-private applications = 1.9 LMP at 414 kPa
- pre-rinse spray valve (food service applications) = 6.0 LPM
- residential showerhead = 9.5 LPM at 552 KPa
- commercial steam cookers, dishwashers, automatic commercial ice makers and clothes washers are outside the scope of the water use reduction calculation

Through marketing and sales agreements Developers will encourage reduced potable water consumption for outdoor landscape irrigation through use of strategies including, but not limited to:

- climate tolerant native plants;
- efficient irrigation systems (e.g. low-volume systems, drip systems, computer controlled systems); and
- rainwater capture and re-use systems (e.g. rain barrels, cisterns).

Strathcona County will consider supporting reduced potable water consumption through:

- use of climate tolerant native plans in public lands (e.g. parks, roadways); and
- creation of standards for treated wastewater (grey and/or black water) and/or captured stormwater systems for irrigation purposes.

Provide efficient water service infrastructure.	Development in Salisbury Village will reduce off-site peak loading impacts and minimize off-site capacity requirements related to piped drainage of grey and black water by providing on-site holding capacity through enlarged pipes.
Support groundwater recharge.	<p>Permeable surface area in Salisbury Village will be maximized to support infiltration by:</p> <ul style="list-style-type: none"> • minimizing surface parking area for residential and business park development by providing underground/structured parking wherever feasible; • exploring shared parking standards for commercial development with the County to reduce the number of parking spaces provided (depending on the specific context of commercial developments); and • exploring the adoption of a reduced minimum surface parking requirements (1.5 spaces/residential unit and 4.7 spaces/1,000 square feet of commercial) with the County to reduce parking area requirements. <p>Crown claimed wetlands will infiltrate groundwater and will be supplied water from naturalized stormwater management facilities in Salisbury Village. Wherever feasible, the existing drainage alignments will be retained to direct water to retention features to control flows on and off site.</p> <p>Through marketing and sales agreements Developers will encourage strategies which minimize impervious surfaces through strategies including, but not limited to:</p> <ul style="list-style-type: none"> • minimizing building footprints; • bio-retention systems (e.g. rain gardens); • porous pavement or pavers; • green roofs; and • rainwater capture and re-use (e.g. cisterns, rain barrels).
Improve water quality.	<p>An Erosion and Sediment Control (ESC) Plan for development in Salisbury Village will: prevent soil loss by runoff and/or wind erosion; prevent sedimentation of stormwater conveyance systems or receiving streams; and prevent polluting the air with dust and particulate matter using the following strategies:</p> <ul style="list-style-type: none"> • conserving existing vegetation where feasible; • establishing and delineating construction access; • controlling flow rates; • installing sediment controls (e.g. silt fencing, sediment traps, sediment basins); • stabilizing soils; • protecting slopes; • protecting drain inlets; • stabilizing channels and outlets; • controlling pollutants; and • controlling dewatering. <p>Naturalized stormwater facilities in Salisbury Village will help to clean stormwater and improve its quality prior to it entering Crown claimed wetland area and being infiltrated into the groundwater or being discharged off-site.</p>
Reduce water quantity impacts.	The stormwater management system for Salisbury Village will be designed to provide a maximum 4 litres/hectare/second outflow rate.

4. Carbon Theme

Guiding Principles

Reduce dependence on fossil fuels through supporting the use of renewable energy.

Support energy efficiency to reduce energy demand through technology and site design.

Address urban heat island effect through building and site design to create comfortable environments.

Sustainable Design Goals	Strategies for Salisbury
Support use of renewable energy sources.	<p>Through marketing and sales agreements, developers in Salisbury Village will encourage residential builders to offer customers the option of including renewable energy technologies (e.g. solar panels, geothermal) for townhouse, semi-detached and single detached homes.</p> <p>Developers in Salisbury Village will encourage builders of multi-family residential, commercial and office buildings to incorporate renewable energy technologies through marketing and sale agreements.</p> <p>Through marketing and sales agreements, developers in Salisbury Village will encourage builders to design all buildings to permit future addition of renewable energy technologies (e.g. solar panels) by owners and lessors.</p>
Support energy efficient infrastructure.	<p>Energy efficient street lighting (e.g. LED lighting) will be installed with ongoing development in Salisbury Village.</p> <p>Strathcona County will consider provision of minimum lighting levels in public areas required for their function and the safety of residents and visitors.</p>
Support energy efficient buildings.	<p>Developers in Salisbury Village will encourage builders to implement the following energy efficiency measures for buildings through marketing and sales agreements:</p> <ul style="list-style-type: none"> • minimum insulated values of R-20 for exterior walls and R-40 for roofs; • high-efficiency HVAC, hot water systems; and • high-efficiency lighting and appliances. <p>Developers in Salisbury Village will encourage builders of office buildings to implement the following commissioning procedures for HVAC and hot water and lighting systems through marketing and sales agreements:</p> <ul style="list-style-type: none"> • verify installation of the systems; • verify performance of the systems once operational; • verify operator training; and • verify maintenance program. <p>Developers in Salisbury Village will encourage builders to provide green building certification (e.g. Alberta Built Green, LEED, EnerGuide) as an option to purchasers and lessors of residential, commercial and office buildings through marketing and sales agreements.</p>
Utilize passive solar energy.	<p>A minimum of 40% of roadways in Salisbury Village will be oriented within 20 degrees of east-west to maximize passive solar building opportunities.</p> <p>For parcels on north-south oriented roadways, developers in Salisbury Village will encourage builders to consider passive solar strategies in the siting and design of buildings through marketing and sale agreements.</p>
Minimize Urban Heat Island Effect.	<p>Developers will encourage use of high-reflectivity and/or vegetated roofs through marketing and sales agreements.</p>

Through marketing and sales agreements, developers will encourage builders in Salisbury Village to shade private, non-roof, hardscape areas (e.g. courtyards, parking lots, parking structures, driveways) using:

- open structures (i.e. canopied walkways, pergolas, etc.);
- high reflectivity and/or open grid paving materials; and/or
- shading from tree canopies (within 10 years of landscape installation).

Developers will work with Strathcona County to maximize shading of public hardscape areas (e.g. roads, sidewalks) using the strategies previously listed above.

5. Transport Theme

Guiding Principles

Support regional transportation priorities and promote alternative transportation to reduce single car usage.

Plan for land uses and transportation networks, considering transportation demand, to facilitate use of active transportation and transit.

Sustainable Design Goals

Plan for integration with the Regional transportation network.

Strategies for Salisbury

Roads:

- A system of arterial, collector and local roadways is planned to provide Salisbury Village with efficient and adequate access to the regional roadway network.

Transit:

- As a suburban zone, transit service in Sherwood Park will connect focal points to other destinations with less service on weekends and during evenings. Sherwood Park Transit Centre, with Intermunicipal bus service to Edmonton, is the likely focal point for transit service in Salisbury Village. Intermunicipal bus service is anticipated to be located along Wye Road in the near and long terms.

Active Transportation:

- Pathways and sidewalks in Salisbury Village will be provided to provide effective and efficient connections to the municipal and regional trail networks and connecting to transit focal points.

Integrate transportation and land use planning.

Planning of the transportation network and land uses in Salisbury Village is integrated to support effective transportation, of all forms, while facilitating increased use of active transportation modes by:

- locating higher density residential land uses in close proximity to commercial uses and ensuring 100% of residents are within 450m of basic services to support active transportation and create activity nodes as locations for transit service;
- locating higher density residential, commercial and office uses along collector roadways and at access points to minimize traffic through the neighbourhood;
- providing a well-connected street network, minimizing dead end streets, supported by a pathway network connecting to every parcel to create safe, attractive and convenient routes for active transportation options;
- locating parking areas to the rear or sides of buildings, where possible, and providing safe, attractive and convenient pedestrian access routes through parking areas; and
- orienting building facades to front onto streets, where possible, to create an attractive public realm with a sense of ownership and safety for pedestrians.

Support transit use.	<p>Transit within Salisbury Village will be located along Salisbury Way, prioritizing locations with higher density and activity associated with commercial and business uses for transit stops. This routing will ensure all residents and businesses can be located within 400m of a transit stop.</p> <p>Active transportation routes to transit stops will be provided via the pathway and sidewalk network to provide intermodal access to transit.</p>
Support active transportation.	<p>An integrated network of pathways and sidewalks is planned to provide efficient and attractive active transportation routes connecting all uses within Salisbury Village and connecting to the regional network.</p> <p>On-site bike racks will be provided at secure and convenient locations within commercial and office developments.</p> <p>Street design will to allocate 40% - 50% of the right-of-way for pedestrians and will include pedestrian supportive amenities including benches, lighting, street trees, and trash cans.</p>
Implement Transportation Demand Management (TDM) Strategies	<p>A number of strategies which support sustainable transport will be implemented in Salisbury Village and within the region, including:</p> <ul style="list-style-type: none"> • providing walkable access to Sherwood Park transit service from all areas within Salisbury Village; • maintaining access to the existing Intermunicipal bus service to Edmonton via the Sherwood Park Transit Centre (expansion/improvement to this service is provided for through the Capital Region Transit Plan); • promoting active transportation in Salisbury village by providing a variety of safe and attractive routes (through design considerations previously described) within a sidewalk and pathway network that is interconnected within the neighbourhood and to adjacent areas; <p>Through marketing and sales agreements, Developers in Salisbury Village will encourage the implementation of additional TDM strategies such as:</p> <ul style="list-style-type: none"> • designing sites and buildings to prioritize access by active transportation and/or transit (e.g. direct pedestrian/cycling routes within sites, locating bicycle parking facilities close to building entrances, locating building entrances to connect directly with pedestrian routes and transit locations); • providing infrastructure supporting active transportation in office developments (e.g. secure bicycle storage, showers); and/or • subsidizing transit costs for tenants/occupants. <p>Strathcona County will consider implementation of additional TDM strategies such as:</p> <ul style="list-style-type: none"> • providing public pay parking; • providing improved public transit infrastructure (e.g. bus shelters, transit information kiosks, secure bicycle storage at transit stops and transit centres, intelligent transportation systems); • providing wayfinding signage for transit and active transportation modes; and/or • providing reduced transit fares for residents and employees in Salisbury Village until the neighbourhood is established in order to support transit use.
Manage Transportation Systems.	<p>Street designs will minimize roadway area dedicated to vehicles to the extent required to support adequate vehicular access. Alternative roadway cross sections will be explored with Strathcona County.</p>

6. Food Theme

Guiding Principles

Support local food production, processing and procurement.

Ensure food is accessible and capitalize on opportunities for food to bring people together.

Sustainable Design Goals	Strategies for Salisbury
Support local food production.	<p>Strathcona County will consider opportunities to provide for local food production within public lands (e.g. food producing plantings in roadways, community gardens to be developed in MR areas).</p> <p>Strathcona County will consider revisions to any Bylaws which present obstacles to local food production (e.g. landscaping requirements, animal bylaws).</p> <p>The Developer, through marketing and sales agreements, will encourage food production opportunities within private lands (e.g. edible landscapes and gardens within yards and amenity areas, rooftop gardens).</p>
Support local food procurement.	<p>Strathcona County will consider revisions to any Bylaws which present obstacles to establishment of a farmer's market, sensitive to the context of land uses proposed for Salisbury Village (e.g. land use districting restrictions, noise requirements).</p> <p>The Developer, through marketing and sales agreements, will encourage any food stores to buy locally grown food.</p> <p>The Developer, through marketing initiatives, will advise purchasers of opportunities to procure local food through community supported agriculture initiatives in the region.</p>
Improve access to food.	<p>Commercial development in Salisbury Village Phase 1 provides access to food for residents within and adjacent to the neighbourhood. In addition, commercial development planned for Salisbury Village Phase 2 provides an opportunity for a grocery store, potentially improving access to food for the area.</p>
Connect people through food.	<p>Salisbury Village provides walkable access to food stores which – in combination with potential future farmer's market, community garden and local food production opportunities – creates opportunities for social interaction and connectedness.</p>

7. Materials Theme

Guiding Principles

Minimize the demand for new materials to conserve resources.

Use locally sourced materials to reduce material transportation requirements.

Consider the impact of materials on health as well as the durability and life-cycle of buildings and infrastructure.

Sustainable Design Goals	Strategies for Salisbury
Reduce materials use to conserve resources.	Provision of hard infrastructure (e.g. paving, pipes) will be minimized in Salisbury Village to balance adequate provision of infrastructure needs with conservation of resources.
Recycle materials to conserve resources, reduce impacts from resource extraction and support a market for recycled materials.	Developers in Salisbury Village will encourage use of recycled materials in buildings through marketing and sales agreements. Strathcona County will consider the use of recycled materials in infrastructure (e.g. asphalt, concrete).
Use local materials to minimize transportation requirements and support local economies.	Developers in Salisbury Village will encourage the use of locally sourced materials in buildings through marketing and sales agreements. Strathcona County will consider the use of locally sourced materials in infrastructure.
Use durable and rapidly renewable materials to minimize the impact of building and infrastructure replacement.	Developers in Salisbury Village will encourage the use of durable (e.g. wood, stone, concrete) and rapidly renewable materials (e.g. bamboo flooring, wool carpets, straw board, cotton baton insulation, linoleum flooring, poplar OSB) in buildings as well as strategies to minimize premature deterioration of buildings (e.g. use of shading screens, caves, overhangs, scuppers, drained walls, continuous air-barrier systems) through marketing and sales agreements. Strathcona County will consider the durability of materials for infrastructure.
Use materials which support the health of users of buildings and infrastructure.	Developers in Salisbury Village will encourage the use of materials which consider occupant health and safety (e.g. low VOC coatings materials, wood and agri-fiber products that contain no added urea-formaldehyde resins, adhesives and veneers that contain no urea-formaldehyde) in buildings through marketing and sales agreements. Strathcona County will consider the health impacts of materials used for infrastructure.
Minimize lifecycle costs of buildings and infrastructure.	Developers in Salisbury Village will encourage the use of materials which consider lifecycle environmental, social and economic costs (e.g. FSC certified wood) through marketing and sales agreements. Strathcona County will consider the environmental, social and economic lifecycle costs of materials selected for use in infrastructure applications.

8. Waste Theme

Guiding Principles

Manage and utilize waste as a resource.

Sustainable Design Goals

Strategies for Salisbury

Divert construction waste from landfill.

Through marketing and sales agreements developers in Salisbury Village will encourage builders to implement a construction waste management plan to divert materials from landfills which could consider:

- recycling of cardboard, metal, brick, concrete, plastic, clean wood, glass and gypsum wallboard;
- designating a specific area of the construction site for recycling;
- identifying construction haulers and recyclers to manage the designated materials; and
- identifying and donation of materials to charitable organizations (e.g. Habitat for Humanity Restore).

Divert indoor waste from landfill.

Indoor waste generated by residential uses will be diverted from landfills in accordance with the County's Waste Management Bylaw.

Divert outdoor waste from landfill.

Recycling containers will be integrated into waste receptacles in public spaces including along roadways adjacent to multi-family and non-residential developments, and in public park spaces.

9. Economy Theme

Guiding Principles

Supporting local business promotes economic sustainability and employment diversity and quality.

Development costs must be considered in the context of implementing sustainability measures, with a view to ensuring the County is competitive in the regional market.

Sustainable Design Goals	Strategies for Salisbury
Support locally based business.	Developers in Salisbury Village will encourage locally based businesses to locate in Salisbury Village through marketing and sales agreements.
Support a diversity of employment opportunities.	Commercial and office development in Salisbury Village will provide a diversity of employment opportunities. Vehicular, transit and active transportation facilities connect all residents of Salisbury Village with a wide diversity of employment opportunities in the County and the region.
Consider sustainability initiatives in the context of development cost.	Strathcona County will consider the cost of development, long term fiscal impact of development to the County and the competitiveness of the County in the regional development market when assessing the requirements and achievement of the principles, design goals and strategies identified in this ASP.
Provide quality employment opportunities.	Commercial and office uses planned for Salisbury Village provide for a variety of employment opportunities, improving the quality and quantity of employment opportunities for residents of the neighbourhood and the surrounding communities.
Support education and training.	Developers in Salisbury Village will encourage education and training providers to locate in Salisbury Village through marketing and sales agreements.

10. Well Being Theme

Guiding Principles

Community planning, urban design, and provision of infrastructure creates safe environments and promotes the health and enjoyment of residents and visitors.

Sustainable Design Goals

Strategies for Salisbury

Promote healthy lifestyles.

Land uses and infrastructure in Salisbury Village are planned and designed to support the use of active transportation for practical and recreational purposes.

An open space network of parks, SWMFs and natural areas, connected by pathways, sidewalks and trails provide residents with access to recreation opportunities within the neighbourhood.

Developers in Salisbury Village will encourage building design to promote health through marketing and sales agreements considering features such as:

- designation of smoking areas in relation to doors, windows and air intakes;
- effective air exchange by HVAC systems; and
- promoting occupant comfort through ventilation and HVAC controls.

Create a safe community.

Urban design in Salisbury Village will consider safety by addressing 1st Generation CPTED principles including:

- orienting buildings to address the street, where possible, creating an appropriate hierarchy of space and providing “eyes on the street”;
- supporting legitimate use through appropriate lighting; and
- application of physical elements, such as fencing, to “harden” potential targets.

Land uses and infrastructure in Salisbury Village are planned and designed to support active transportation and promotes social interaction and supports 2nd Generation CPTED principles (i.e. cohesion, capacity, culture).

Promote enjoyment of the natural and built environment.

Urban design and planning for Salisbury Village facilitates access to conserved natural areas. Quality infrastructure and an interconnected pathway network supports public access to and use of natural areas for passive recreation purposes, supporting public appreciation and enjoyment of nature.

Urban design of buildings and public spaces (in private and public property) in Salisbury Village creates safe, interesting and attractive environments for public enjoyment.

Site lighting design will maintain safe light levels while avoiding off-site lighting and night sky pollution. Technologies to be utilized will reduce light pollution and include full cut-off luminaires, low-reflectance surfaces and low-angle spotlights.

Support social interaction.

The mix of uses and active transportation network in Salisbury Village supports a high degree of social interaction between residents and visitors. Parks, commercial uses (e.g. coffee shops) and office uses support round-the-clock public interaction by all demographic groups, year round.

Strong connections between Salisbury Village and surrounding neighbourhoods will support social interaction of residents within and beyond the neighbourhood.

11. Equity Theme

Guiding Principles

Communities are representative of residents of all family types, income levels and ages.

Sustainable Design Goals	Strategies for Salisbury
Provide diverse housing options.	<p>Salisbury Village is planned to provide a wide variety of housing types, forms and sizes (e.g. single detached, semi-detached, townhouse, apartment). This diversity of housing types helps provide housing options for a wide variety of ages, incomes and family types.</p> <p>Apartment residential development presents an opportunity to provide rental housing in Salisbury Village, potentially increasing affordability in the community.</p> <p>Developers in Salisbury Village will encourage provision of a diversity of housing sizes in all forms of housing through marketing and sales agreements.</p>
Support accessibility.	Building and private and public spaces will be designed, in accordance with Strathcona County standards, to support universal access.
Support inclusive communities.	The diversity of housing types provided in Salisbury Village provides options to accommodate residents of a wide range of family types, income levels and ages.

12. Culture Theme

Guiding Principles

Create communities that celebrate cultural heritage through art and expression and display a strong identity.

Sustainable Design Goals	Strategies for Salisbury
Establish community identity.	<p>Through marketing and sales agreements, developers in Salisbury Village will encourage a consistent and contemporary architectural design aesthetic.</p> <ul style="list-style-type: none"> Use of materials as well as the siting and design of buildings will respond to the context of the neighbourhood (e.g. use of regionally appropriate/available materials, design to address climatic conditions, maximizing views). Contemporary design which responds to current lifestyles of Sherwood Park residents speaks to culture, defined as: <i>the ideas, customs, and social behaviours of a people or society.</i> <p>Through cohesive and consistently applied urban design, Salisbury Village will display a distinct identity and sense of place.</p> <p>Urban design for Salisbury Village will consider its context and will be complimentary to urban design initiatives for adjacent areas (i.e. Wye Road Phase Urban Design Guidelines).</p>
Provide opportunities for art and expression.	Multiple public spaces throughout Salisbury Village provide opportunities for placement of art and venues for other forms of expression (e.g. plazas, park spaces, road rights-of-way, pathway network) which would contribute to the neighbourhoods sense of identity.



AIR PHOTO

NE 22-52-23-W4
LOT D, PLAN 6158KS



Subject Area

PLANNING & DEVELOPMENT SERVICES



Drawn By: M.Fraser

Date Drawn: Aug 10, 2015

Scale: Not to Scale

File No.: 4410-2015P005

N:\PDS Admin\4000 - 4499 Land Use Services\
4410 Area Structure Plans- Rural, Urban\
2015\2015P005-SALISBURY EXPANSION\MAPS

Bylaw 52-2015 Amendment to Land Use Bylaw 6-2015

Owner: Arbor Memorial Inc.
Applicant: Select Engineering Consultants Ltd.
Legal Description: Lot D, Plan 6158KS; NE 22-52-23-W4
Location: South of Wye Road, east of 52349 Range Road 233
From: PS Public Services
To: PR Recreation District
PU Public Utilities District
R1C Single Detached Residential C District
R2A Semi Detached Residential District

Report Purpose

To give first reading to a bylaw that proposes to rezone approximately 7.1 hectares (17.6 acres) of land from PS Public Services District to PR Recreation District, PU Public Utilities District, R1C Single Detached Residential C District and R2A Semi Detached Residential District.

Recommendation

THAT Council give first reading to Bylaw 52-2015, a bylaw that proposes to rezone approximately 7.1 hectares (17.6 acres) of land from PS Public Services District to PR Recreation District, PU Public Utilities District, R1C Single Detached Residential C District and R2A Semi Detached Residential District.

Council History

March 10, 2015 – Council adopted Land Use Bylaw 6-2015, with an effective date of May 11, 2015.

Strategic Plan Priority Areas

Economy: The proposal supports the strategic priority area of effective and efficient municipal infrastructure as the concept proposes to utilize the existing infrastructure capacity.

Governance: The Public Hearing provides Council with the opportunity to receive public input prior to making a decision on the proposed amendment.

Social: The proposal meets Social strategic goals by providing further residential opportunity next to the amenities provided for within Salisbury Village and completes a large trail loop within Salisbury Village to promote a healthy and active community.

Culture: n/a

Environment: n/a

Other Impacts

Policy: SER-008-022 "Redistricting Bylaws"

Legislative/Legal: The *Municipal Government Act* provides Council the authority to amend the Land Use Bylaw

Interdepartmental: The proposed amendment has been circulated to all internal departments and external agencies. No objections were received.

Summary

The amendment proposes to change the zoning on the subject lands to allow for approximately 62 single detached residential lots, 18 semi-detached residential lots, a central municipal reserve area and linear municipal reserve strip to enable a pocket park

and complete a trail loop throughout the entire Phase 2 of the ASP, and an expansion to the storm water management facility.

The proposed amendment conforms to the concurrently proposed Salisbury Village Area Structure Plan amendment and is in accordance with County regulations and policies.

The landowner will be required to enter into a development agreement to address financial obligations prior to recommendation of third reading.

The Public Hearing provides Council with the opportunity to receive public input prior to making a decision on the proposed bylaw.

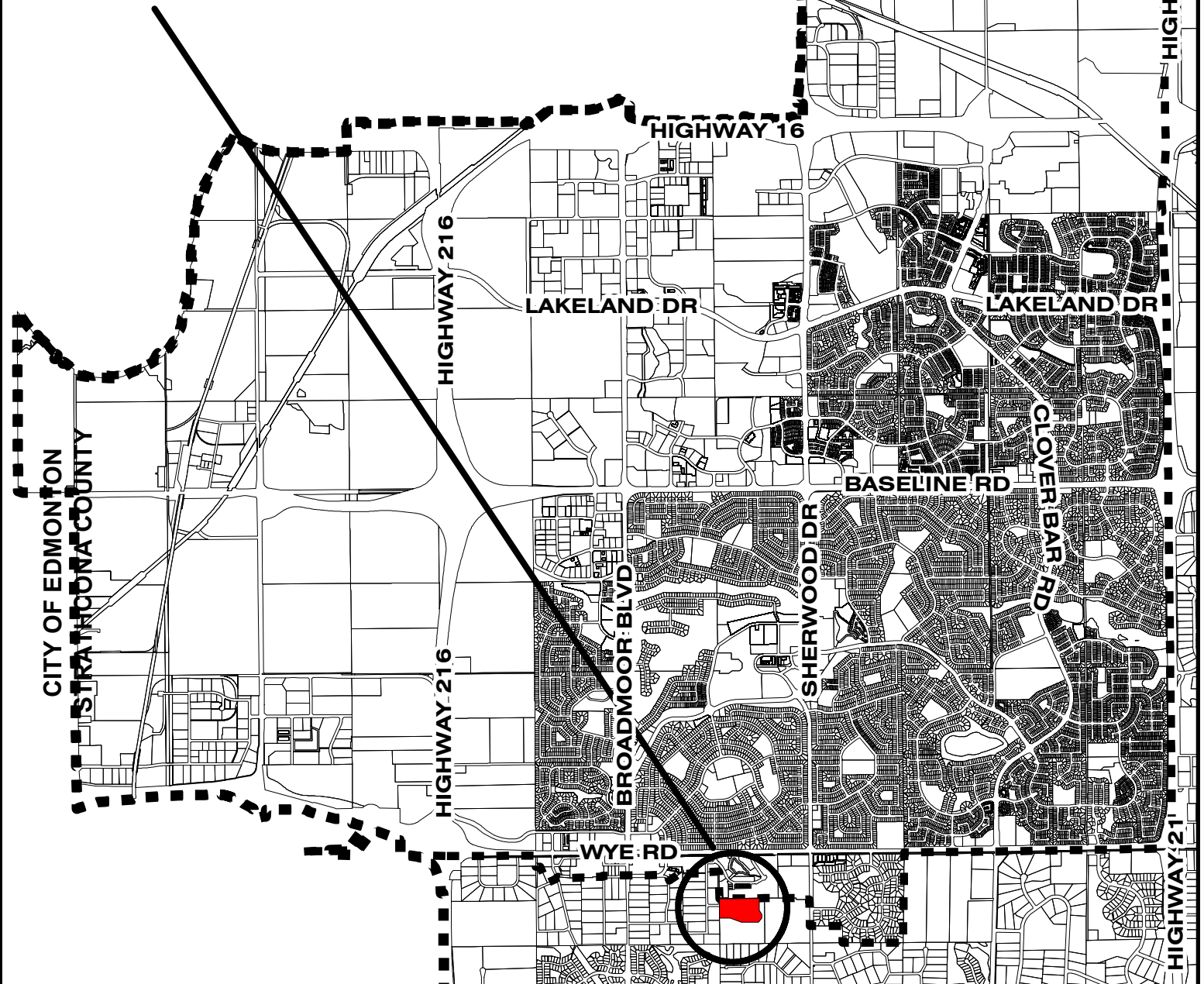
Communication Plan

Newspaper advertisement, letter

Enclosures

- 1 Urban Location Map
- 2 Location Map
- 3 Notification Map
- 4 Bylaw 52-2015
- 5 Air Photo

SUBJECT SITE



URBAN LOCATION MAP

NE 22-52-23-W4
LOT D, PLAN 6158KS



Subject Area

PLANNING & DEVELOPMENT SERVICES



STRATHCONA
COUNTY



Drawn By: M. Fraser

Date Drawn: Aug 10, 2015

Scale: Not to Scale

File No.: 4070-2015A018

N:\PDS Admin\4000 - 4499 Land Use Services\
4070 Land Use - Zoning Amendments -
Rural, Urban\2015\2014A018\MAPS

ALDER AVE

ENCLOSURE 2

IVY CR

WYE ROAD

WYE ROAD

52349 RNG RD 233

52327 RNG RD 233

WHITECROFT WEST

52310 RNG RD 232

LOCATION MAP

NE 22-52-23-W4
LOT D, PLAN 6158KS



Subject Area

PLANNING & DEVELOPMENT SERVICES



STRATHCONA
COUNTY

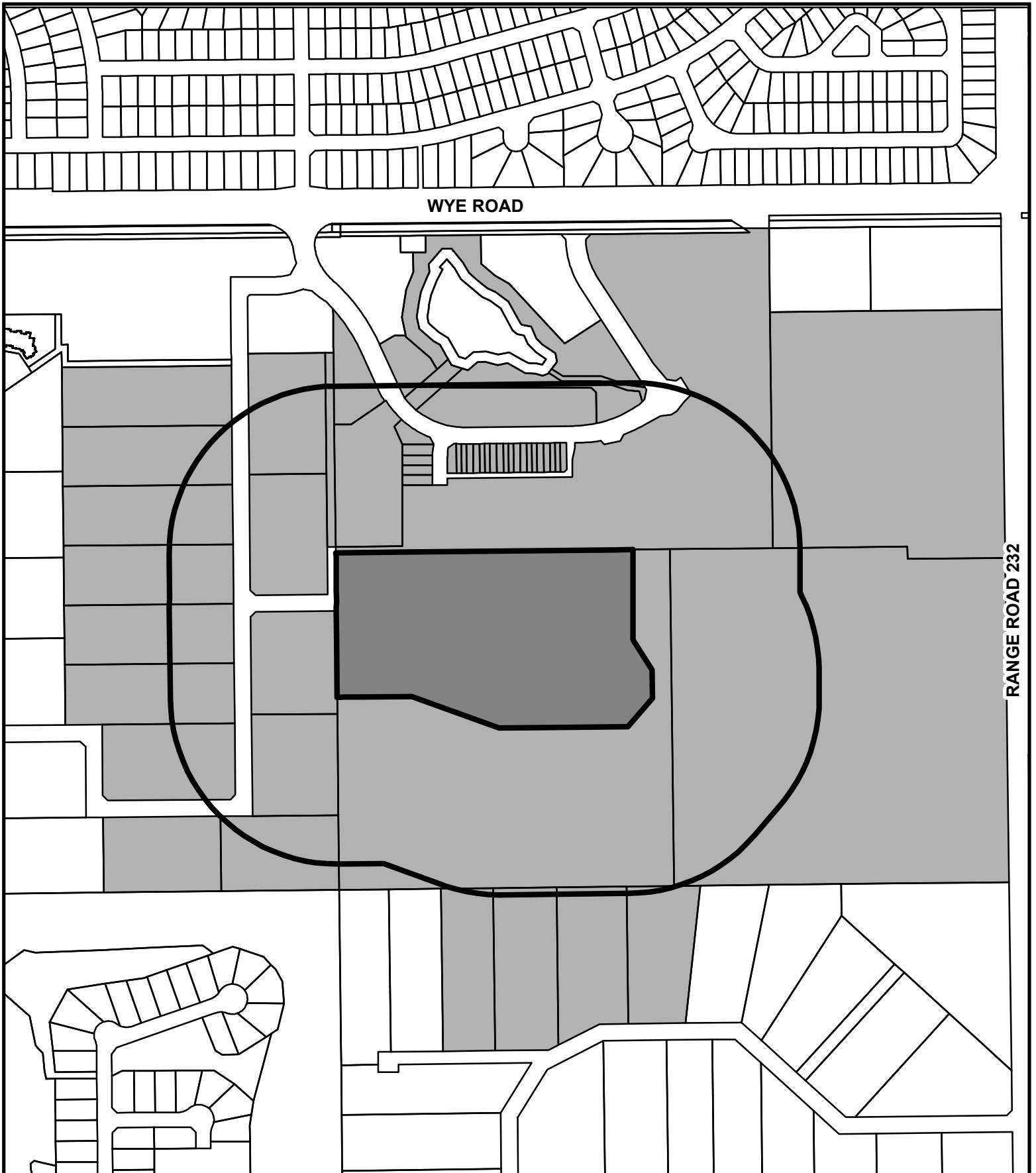
Drawn By: M.Fraser

Date Drawn: August 10, 2015

Scale: Not to Scale



File No.: 4070-2015A018

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4070 Land Use Bylaw - Zoning Amendments -
Rural, Urban\2015\2015A018\MAPS\LOCATION
345



NOTIFICATION MAP

LOT D, PLAN 6158KS

-  Subject Area
-  200m Notification Area
-  Notification Area

PLANNING & DEVELOPMENT SERVICES



Drawn By: M.Fraser

File No.: 4070-2015A018

Date Drawn: Sept. 18, 2015

Dwg No.: N:\PDS Admin\4000 - 4499 Land Use Services\4070 Land Use Bylaw - Zoning Amendments - Rural, Urban\2015\2015A018\MAPS

Scale: Not to Scale

346

BYLAW 52-2015

A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF AMENDING BYLAW NO. 6-2015, AS AMENDED, BEING THE LAND USE BYLAW.

WHEREAS it is deemed advisable to amend the Land Use Bylaw;

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

That Bylaw 6-2015, as amended, be amended as follows:

1. approximately 7.1 hectares (17.6 acres) of land in Lot D, Plan 6158KS; NE 22-52-23-W4 be rezoned from PS Public Services District to PR Recreation District, PU Public Utilities District, R1C Single Detached Residential C District and R2A Semi Detached Residential District as outlined on Schedule "A" attached hereto.

This Bylaw comes into effect after third reading and upon being signed.

Read a first time this _____ day of _____, 2015.

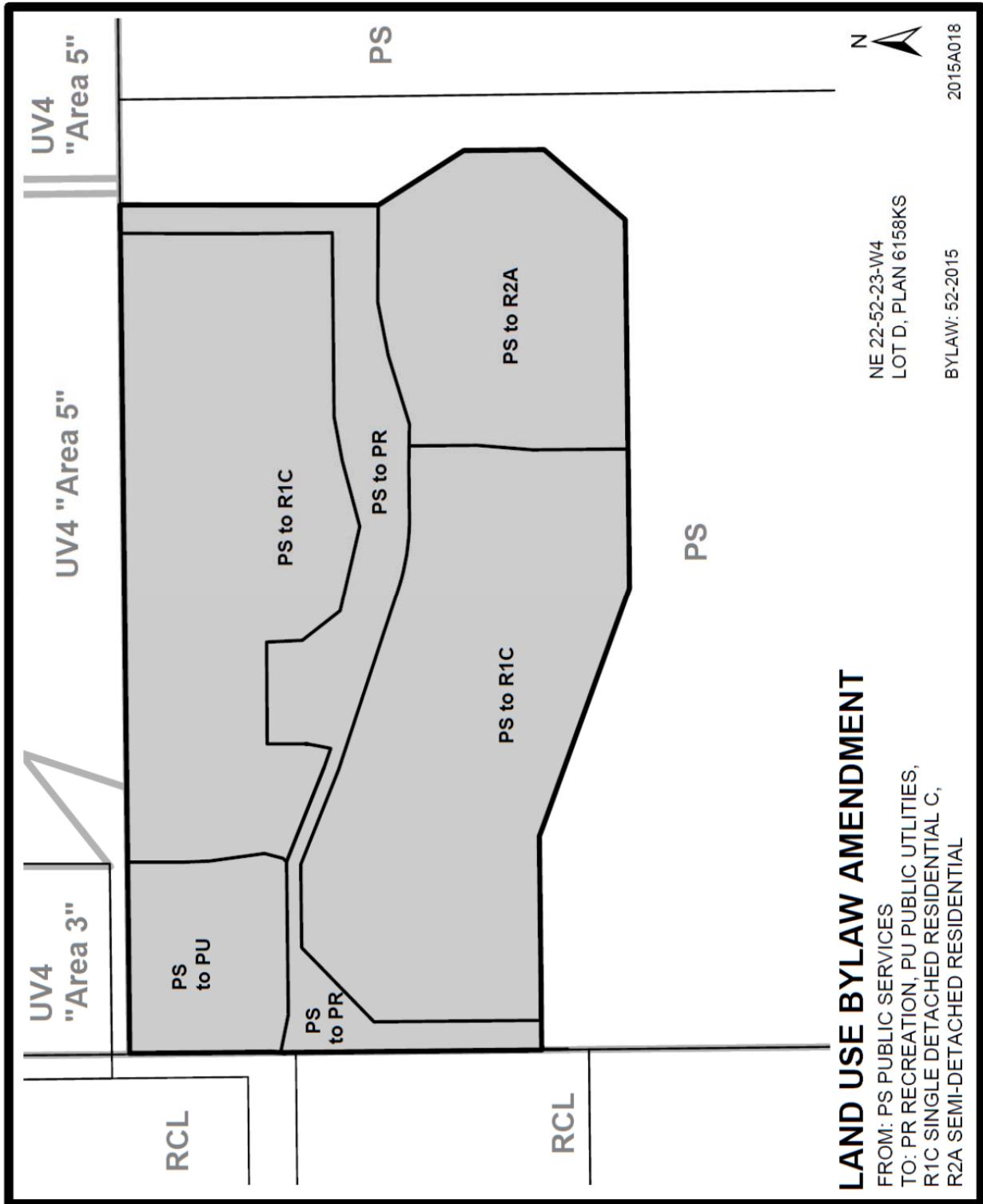
Read a second time this _____ day of _____, 2015.

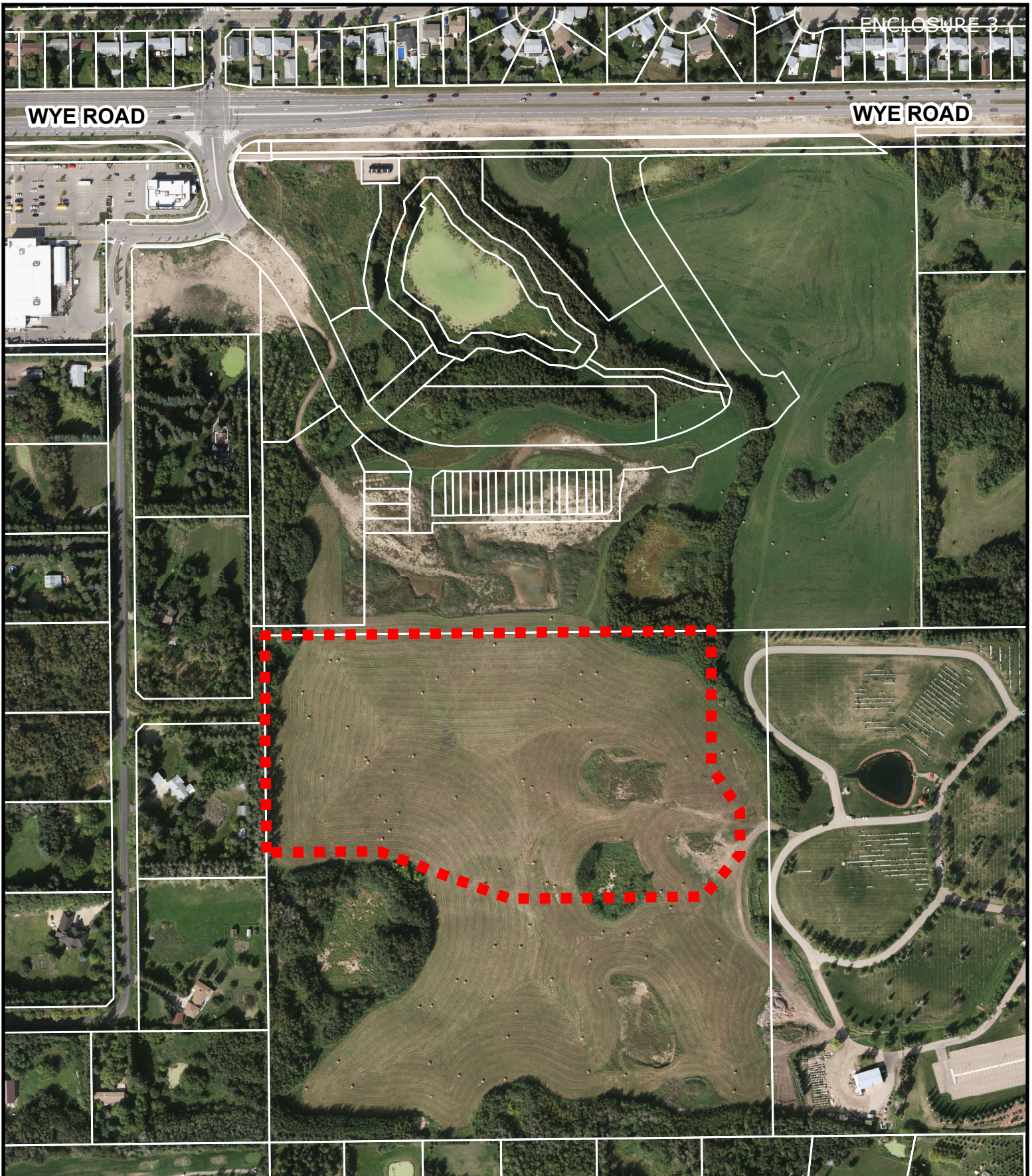
Read a third time and finally passed this _____ day of _____, 2015.

Mayor

Director,
Legislative and Legal Services

Date Signed: _____





ENCLOSURE 3

WYE ROAD

WYE ROAD

AIR PHOTO

NE 22-52-23-W4
LOT D, PLAN 6158KS



Subject Area

PLANNING & DEVELOPMENT SERVICES



Drawn By: M.Fraser

Date Drawn: Aug 10, 2015

Scale: Not to Scale

File No.: 4070-2015A018

N:\PDS Admin\4000 - 4499 Land Use Services\
4070 Land Use Bylaw - Zoning Amendments -
Rural, Urban\2015\2015A018\MAPS\AIR PHOTO

2016 Council Meeting Schedule**Report Purpose**

To establish the Council, Council Budget and Priorities Committee Meeting dates for the period ending December 31, 2016.

Recommendation

THAT Council approve the 2016 Meeting Schedule.

Council History

October 21, 2014 – Council approved the 2015 Council Meeting Schedule which has been amended from time to time.

Strategic Plan Priority Areas

Economy: n/a

Governance: n/a

Social: n/a

Culture: n/a

Environment: n/a

Other Impacts

Policy: n/a

Legislative/Legal: Section 193 (1) of the Municipal Government Act provides that Council may decide at a Council meeting at which all the Councillors are present to hold regularly scheduled Council meetings on specified dates, times and places. The calendar has been prepared on the basis of guidelines established by Council.

Interdepartmental: The proposed meeting schedule was reviewed by Financial Services & Corporate Planning & Intergovernmental Affairs.

Alternative Options

THAT Administration prepare a 2016 Council Meeting Schedule for consideration at a future Council meeting based on direction provided by Council.

Summary

Council Meetings are open to the public and scheduled on Tuesdays with a commencement time of 9:00 am. Meetings are generally held twice per month, except for July/August where a summer break is provided.

No scheduled Council meetings are held during conventions for: AAMDC (Alberta Association of Municipal Districts and Counties), AUMA (Alberta Urban Municipalities Association) and FCM (Federation of Canadian Municipalities).

Public Hearings provide an opportunity for members of the public to speak to Council on advertised planning and development matters. Public Hearings are scheduled on the same day as Council meetings with a commencement time of 5:00 pm or 7:00 pm depending on the timing and complexity of issues.

Council Budget Meetings are open to the public and scheduled throughout the year as required to meet the timelines established by Council for review of the next year's Business Plan and Budget.

Priorities Committee Meetings are open to the public and scheduled on Tuesdays with a commencement time of 9:00 am. Meetings are generally held once per month, except for July/August where a summer break is provided.

No scheduled Priorities Committee Meetings are held during conventions for: AAMDC (Alberta Association of Municipal Districts and Counties), AUMA (Alberta Urban Municipalities Association) and FCM (Federation of Canadian Municipalities).

Council Open House provides an opportunity for members of the public to speak to Council once on any topic. The Open Houses are a part of the Priorities Committee Meetings with a commencement time of 5:30 pm.

The Meeting Schedule can be amended throughout the year as circumstances require subject to approval of Council.

Communication Plan

Meeting

Newspaper Advertisement

Other: Posted on the Strathcona County website.

Enclosure

1 2016 Council Meeting Schedule

COUNCIL & COUNCIL BUDGET & PRIORITIES COMMITTEE

MEETING DATES 2016

JANUARY	19	Council Meeting	9:00
	*26	Priorities Committee Meeting	9:00
FEBRUARY	2	Council Meeting	9:00
	*16	Priorities Committee Meeting	9:00
	23	Council Meeting	9:00
MARCH	1	Council Meeting	9:00
	*8	Priorities Committee Meeting	9:00
	22	Council Meeting	9:00
APRIL	5	Council Meeting	9:00
	*19	Priorities Committee Meeting	9:00
	26	Council Meeting	9:00
MAY	10	Council Meeting	9:00
	*17	Priorities Committee Meeting	9:00
	24	Council Meeting	9:00
JUNE	7	Council Meeting	9:00
	*14	Priorities Committee Meeting	9:00
	21	Council Meeting	9:00
JULY	5	Council Meeting	9:00
	*12	Priorities Committee	9:00
	19	Council Meeting	9:00
AUGUST COUNCIL RECESS			
SEPTEMBER	13	Council Meeting	9:00
	*20	Priorities Committee Meeting	9:00
	27	Council Meeting	9:00
OCTOBER	11	Council Meeting	9:00
	*18	Priorities Committee Meeting	9:00
	25	Council Meeting / Council Organizational Meeting	9:00/1:30
NOVEMBER	8	Council Meeting	9:00
	*22	Priorities Committee Meeting	9:00
	18	Council Business Plan & Budget Meeting	9:00 – 12:00
	29	Council Meeting	9:00
	23	Council Business Plan & Budget Meeting	9:00 – 4:00
	25	Council Business Plan & Budget Meeting	9:00 – 4:00
	28	Council Business Plan & Budget Meeting	9:00 – 4:00
DECEMBER	1	Council Business Plan & Budget	9:00 – 4:00
	13	Council Meeting	9:00

*Council Open House
Council Meeting
Priorities Committee Meeting
Council Budget Meetings

is held at the **Priorities Committee Meeting of each month** at 5:30 pm
 commence at 9:00 am with **Public Hearings** at 5:00 or 7:00 pm
 commence at 9:00 am unless otherwise stated
 commence at 9:00 am and run either ½ day or a full day

2015/2016 Boards and Committees Council Appointments**Report Purpose**

To appoint members of Council to various external boards, committees and commissions and council established boards and committees.

Recommendation

THAT Council approve the 2015/2016 Council appointments to Boards and Committees.

Council History

October 21, 2014 – Council approved the 2014/2015 Council appointments to Boards and Committees

Strategic Plan Priority Areas

Economy: n/a

Governance: Elected official representation on boards and committees enhances Strathcona County's cooperative partnerships with community, business, industry and neighbouring municipalities.

Social: n/a

Culture: n/a

Environment: n/a

Other Impacts

Policy: Policy GOV-001-019 requires that Strathcona County shall be represented on all external Boards, Committees and Commissions to which annual appointments of elected members are required.

Legislative/Legal: Section 153 of the *Municipal Government Act* requires Councillors to participate in council meetings and council committee meetings and meetings of other bodies to which they are appointed by Council. The Boards and Committees Bylaw requires that councillors be appointed by Council at the organizational meeting or the Council meeting next following. The Boards and Committees Bylaw provides that all councillors appointed to Council-established boards and committees are non-voting members.

Interdepartmental: Each Board and Committee has an administrative representative appointed by the Chief Commissioner.

Summary

Appointments are made on the basis of interest and requirements of committees while meeting the needs of the community and striving for a balance in committee workload requirements. Each councillor was provided with a committee preference list for the 2015/2016 term and given an opportunity to complete that list identifying their preferences for appointments.

Enclosure

1 2015/2016 Boards and Committees COUNCIL Appointments

2015 - 2016 BOARDS / COMMITTEES - COUNCIL APPOINTMENTS (to October 2016 for External and 2017 for Council Committees)

1. COUNCIL COMMITTEES (2 Yr Appointments)	Carr	Bidzinski	Anderson	Botterill	Howatt	Smith	Delainey	Riddell	Beland-Quest	Cncl Membership	Admin. Rep.
Agricultural Service Board				X		X	A	X		3 Members + A	J. Gould
Community Living Advisory Committee			X					X	A	2 (urban and rural) + A	R. Robertson
Economic Development & Tourism Advisory Committee		A						X		1 Member 1 Alternate	G. Cabinet
Energy Exploration Advisory Committee						X	A			1 Member 1 Alternate	L. Mills
Environmental Advisory Committee		A							X	1 member + A	J. Thrasher-Haug
Finance Advisory Committee	X	A		X			X			3 Members + A	G/ Yeomans
Governance Advisory Committee		X	A	X			X			3 Members 1 Alternate	D. Wilson/J. Porayko
Priorities Committee	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	9 Members	R. Coon
Subdivision Committee		A		X						1 Member 1 Alternate	S. Fedechko
2. INTERNAL TASK FORCES	Carr	Bidzinski	Anderson	Botterill	Howatt	Smith	Delainey	Riddell	Beland-Quest	Cncl Membership	Admin. Rep.
Mayor's Task Force on Community Housing					X				X	2 Members (Co-Chairs)	K. Rudyk
> Effective January 1, 2016											
3. EXTERNAL COMMITTEES	Carr	Bidzinski	Anderson	Botterill	Howatt	Smith	Delainey	Riddell	Beland-Quest	Cncl Membership	Admin. Rep.
Alberta Capital Region Wastewater Commission			X	A						1 and 1 Alternate	J. Hutton
Beaver Hills Initiative				X				X		2 Members	K. Rudyk /B. Wispinski
Capital Region N.E. Water Services Commission		X						X		2 Members	J. Hutton
John S. Batiuk Regional Water Commission					A	X				1 and 1 Alternate	J. Hutton
CRB - Capital Region Board	X							A		1 and 1 Alternate	R. Coon
CRB Growth Plan Update Task Force	X							A		1 and 1 Alternate	K. Rudyk
CRB Transit Committee			X	A						1 and 1 Alternate	K. Rudyk
Edmonton Salutes Committee			X				A			1 and 1 Alternate	J. Porayko
Heartland Housing Foundation *					X				X	2 Members	G. Johnston
Inter-City Forum on Social Policy					X				A	1 and 1 Alternate	C. Gunn-Graham
Library Board							A		X	1 and 1 Alternate	G. Johnston/S. Siga
NE Region Community Awareness Emergency Response			A			X				1 and 1 Alternate	I. Bushell
Pioneer Housing Foundation **					X				X	2 Members	G. Johnston
R.C.M.P. Community Advisory Committee			X				X			2 Members [rural/urban]	J. Haney
River Valley Alliance		X			A					1 and 1 Alternate	J. Thrasher-Haug
Trans Canada Yellowhead Highway Association						X	A			1 and 1 Alternate	G. Cabinet
* Regional Mgmt Body - Ministerial Order H:025/12 ** Part 9 Company CRB Committees subject to change Oct/Nov 2015											
4. EXECUTIVE COMMITTEES	Carr	Bidzinski	Anderson	Botterill	Howatt	Smith	Delainey	Riddell	Beland-Quest	Cncl Membership	Admin. Rep.
Alberta's Industrial Heartland Association	X					A				Mayor and 1 Alternate	R. Coon
Edmonton Regional Airports Authority	X									Mayor	R. Coon
Emergency Advisory Committee	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	All Council	R. Coon
Intermunicipal Relations Committee - Strathcona/Ft. Sask.	X					X				Mayor/Ward 5/Dep Mayor	R. Coon/ K. Rudyk
Mayor's Executive Committee	X									Mayor/Dep/Acting	R. Coon

Bylaw 16-2015 Traffic Bylaw (Repeals Bylaw 13-2011)**Report Purpose**

To give first and second readings to Traffic Bylaw 16-2015.

Recommendations

1. THAT Traffic Bylaw 16-2015 be given first reading.
2. THAT Traffic Bylaw 16-2015 be given second reading.

Council History

July 10, 2011 – Council passed Traffic Bylaw 13-2011.

Strategic Plan Priority Areas

Economy: n/a

Governance: The management of our municipal right-of-way is essential to the safe operation and use of the County's roadways.

Social: The safe and effective management of infrastructure is our number one strategic priority and is essential to the safe use by our residents.

Culture: n/a

Environment: n/a

Other Impacts

Policy: n/a

Legislative/Legal: Repeals Bylaw 13-2011

Interdepartmental: Transportation and Agriculture Services, Capital Planning and Construction, Planning and Development Services, Enforcement Services

Summary

A review of the existing Traffic Bylaw 13-2011 identified some areas of concern and minor changes were required. After a formal review and as an outcome of discussions at Priorities Committee, we completed a public engagement survey for parking of recreational vehicles and trailers on County roadways. As a result of the survey, further minor changes have been proposed in the new Bylaw 16-2015.

As this bylaw does include the transportation of dangerous goods it will require review and execution by the Minister of Transportation prior to third reading.

Communication Plan

Newspaper Advertisement

Media Release

Other: Councillor newsletters, County website

Enclosures

- 1 ppt Proposed Bylaw Changes
- 2 RV and Trailer Roadway Parking 2015 Survey Results
- 3 Traffic Bylaw 13-2011
- 4 Bylaw 13-2011 with highlighted changes
- 5 Traffic Bylaw 16-2015

Author: Ryan Wilson, 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

Strathcona County

Traffic Bylaw 16-2015

Presented to Council
October 20, 2015

David Churchill
Director, Transportation and Agriculture Services

Ryan Wilson
Manager, Transportation Infrastructure

Presentation Summary

- Review recreational vehicle and trailer parking survey results
- Review proposed changes to the bylaw

Recreational Vehicle Parking Survey

A survey was completed by residents to review the bylaw restrictions on recreational vehicle and trailer parking

- Overall survey had 1008 responses
 - 57% of respondents owned a RV
 - 30% of respondents owned a trailer
- Survey initially reviewed the current regulations on RV and trailer parking so there was a common understanding of the bylaw

Survey Results

Acceptable length of time for RV parking on a residential roadway

Respondents divided as to what is appropriate. A slight majority favored the existing 36-hour restriction

76.4% non-RV owners favored 36 hours or less

65.8% RV owners favored greater than 36 hours

Recommendation:

The 36-hour restriction stays the same

Survey Results Continued

Do you support RV parking on the same roadway twice in a 7-day period?

71.2% of respondents were supportive, with both non-RV owners and RV owners in favour

Recommendation:

Leave twice in a 7-day period in the bylaw and duration away from the location the same

Survey Results Continued

Acceptable length of time for trailer parking on residential roadway

Respondents divided as to what is appropriate. A slight majority favored the existing 36 hour restriction

- Trailer owners were split
 - 50.5% 36 hours or less
 - 49.5% greater than 36 hours
- 70% non-trailer owners supported 36 hours or less

Recommendation:

The 36-hour restriction stays the same

Survey Results Continued

Acceptable total length for a vehicle and trailer

Respondents divided as to what is appropriate length, with a slight majority favored leaving length at 8m

52% of trailer owners were in favor of increasing to greater than 8m

52% of non-trailer owners supported leaving at 8m

Recommendation:

The length be increased to 10m for residential parking to allow for small commercial trailers and pickup trucks to park on the roadway. 8m minimum would not allow for a truck and trailer combination to park on residential streets

Proposed Bylaw Changes

- **Revise Definitions**

- “Recreational Vehicle” means a vehicle or trailer that is designed, constructed and equipped, either temporarily or permanently, as a temporary accommodation for travel, vacation, or recreational use and to be driven, towed or transported. Includes duly licensed travel trailers, motorized homes, slide-in campers, chassis-mounted campers, boats, all terrain vehicles, snowmobiles and tent trailers.
- “Trailer” means a vehicle so designed that it may be attached to or drawn by a vehicle and is intended to transport property or persons, but does not include machinery or equipment used in construction or maintenance of highways

Proposed Bylaw Changes Continued

Tridem Axle Certificate (Section 3.6)

- 3.6 Prior to operation of a Commercial Vehicle on a Highway, a Commercial Vehicle must have a Provincial TAC issued in accordance with the provisions of the Act

Proposed Bylaw Changes Continued

New Pay Station Section added (Section 8.20)

- Section will ensure Enforcement Services has section specific to pay station parking. Currently other sections can be used for violations, however a stand alone section has been requested

Proposed Bylaw Changes Continued

Trailer Parking Lengths

- 8.27 No Person shall park a vehicle or vehicle with trailer exceeding ten (10) metres in length on a Highway or any part of the Highway right-of-way within any Hamlet between the hours of 7:00 p.m. in any one day and 7:00 a.m. of the next succeeding day
- 8.28 No Person shall park a vehicle or vehicle with trailer exceeding twelve point five (12.5) metres in length or two point six (2.6) metres in width on a Highway or any part of the Highway right-of-way in any Hamlet, other than in an area designated by a sign for such purposes.

Proposed Bylaw Changes Continued

New Abandoned Vehicle Section (Section 8.36)

- Include information for vehicles left at one location for greater than seventy two (72) hours to be deemed abandoned.

Proposed Bylaw Changes Continued

- **Section 12.2** - Remove; as all other sections reference Chief Commissioner, not Directors. This section is no longer required
- **Permits** - Revise Temporary Traffic Control Permit to be Right of Way Construction Activity Permit
- **Schedule "H"** - Remove: 24. Road from Petroleum Way to Streambank Avenue
- General house keeping changes made to ensure Traffic Bylaw consistent with other County bylaws

Questions



**STRATHCONA
COUNTY**



RV & Trailer Roadway Parking 2015 Survey Results

Report Prepared by Phil Kreisel, Ph.D.
Corporate Planning & Intergovernmental Affairs

April 2015

Table of Contents

I.	Introduction and Overview of this Report	1
II.	Results	1
	A. Respondent Demographic Summary	1
	B. RV Parking Perceptions	1
	C. Trailer Parking Perceptions.....	4

I. Introduction and Overview of this Report

In April 2015, an online survey was created and implemented for Strathcona County residents to voice their opinions about parking regulations on residential roadways for RVs and trailers in Strathcona County. The survey was available for all residents online during the first part of April

Questions asked in the survey included:

- Where the respondent lived in the County;
- Whether the respondent owned an RV and/or a trailer;
- Questions about a potential RV parking time limit on residential roadways;
- Questions about a potential trailer parking time limit on residential roadways;

Overall, 1008 people completed the survey.

II. Results

A. Respondent Demographic Summary

The majority of respondents to the survey lived in Sherwood Park (94.3%). The remaining residents either lived in Ardrossan (1.8%) or elsewhere in the County (3.9%).

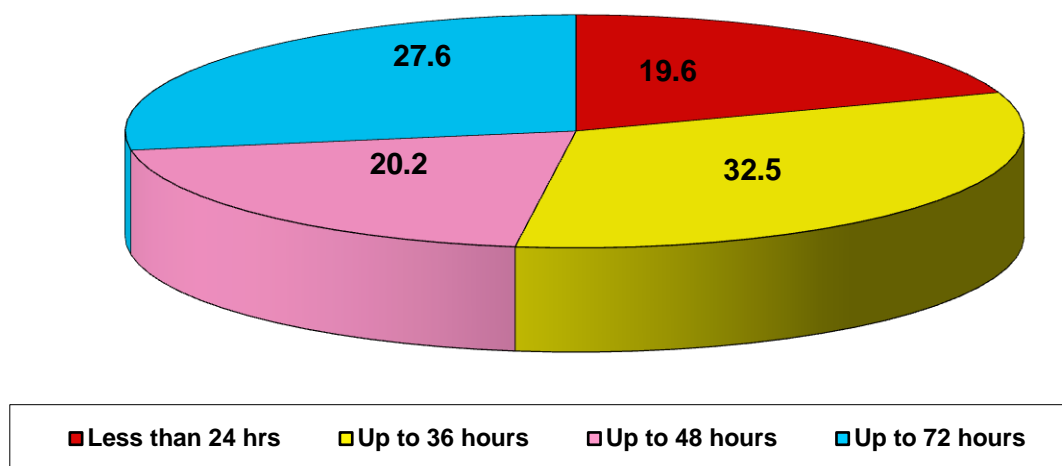
Overall, 57.2% owned an RV, and 30.2% owned a trailer.¹

B. RV Parking Perceptions

All respondents were initially informed that at the present time, RVs are permitted to park on a residential roadway for up to 36 consecutive hours, after which they must be moved elsewhere. This amount of time was set in order to allow residents to have time to load and unload their RVs after an outing, but store them elsewhere.

The new question about the time RV parking would be allowed on residential roadways included the 36 consecutive hour option, but also tested people's tolerance for longer consecutive hours, or for a shorter time period. The overall result for the entire respondent set is shown in Figure 1.

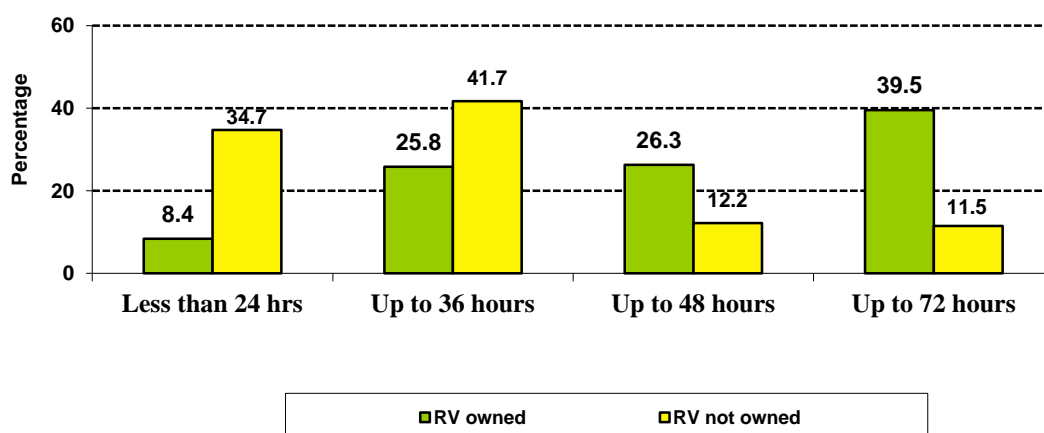
¹ In addition, it was also determined that 22.7% of respondents owned both an RV and a trailer.

FIGURE 1: Acceptable length of time for RV parking on a residential roadway

It can be seen from Figure 1 that residents were divided as to what a reasonable consecutive time frame for RV parking would be, though the largest percentage sided with the existing time limit that the County presently adheres to.

However, when ownership is taken into account, a different picture emerges. It can be seen in Figure 2 that owners would prefer a longer time frame, while the majority of non-RV owners favor the 36 hour limit (or even less).

FIGURE 2
Acceptable length of time for RV parking on a residential roadway by RV ownership status



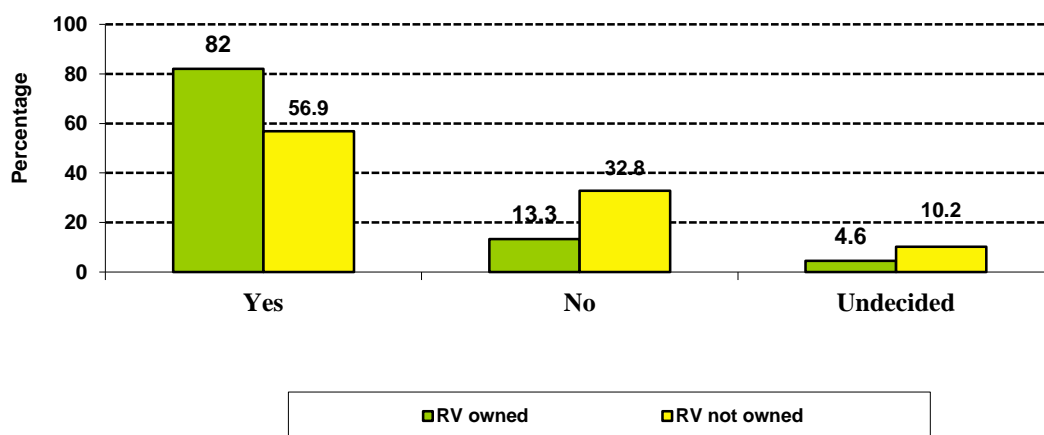
For residents that wanted 48 hours or more time, the primary reason listed was time. It was felt that 36 hours was not enough time for a family to unload and load an RV. Other reasons cited included guest parking for weekend visitors, however it's important to note that this activity is not permitted under the current bylaw.

There were several reasons residents wanted the time to remain at 36 hours or less. The majority of respondents felt that 36 hours provided enough time to load and unload. In addition, traffic safety, parking and congestion issues, and neighborhood aesthetics were the other most common concerns noted from this group.

Residents were also asked if they would support an RV parking on the same roadway twice in any give seven day time period (which would allow someone to load and unload the vehicle for a short outing). Overall, it was found that 71.2% of respondents would support this.

Looking at this from an ownership perspective, it can be seen in Figure 3 that more owners than non-owners favor this approach, though it can be seen that a small majority of non-owners would be okay with this option.

FIGURE 3
Support for RV parking on the same residential roadway twice in any give seven day period



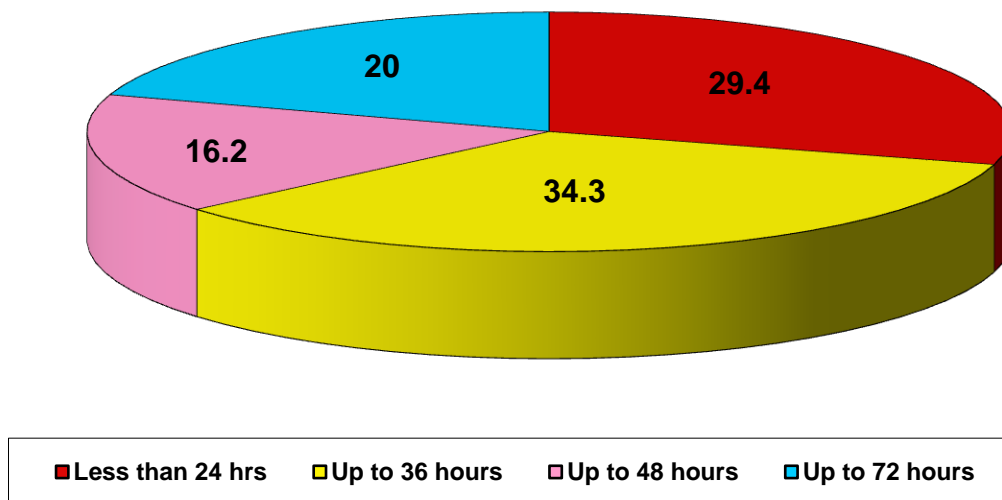
The majority of both owners and non RV owners were supportive of RV's returning with a 7 day period to the same location. Also, respondents wanted to ensure that moving away from the same location was there to ensure RV's were not moved a few feet to start a new time period of 36 hours.

C. Trailer Parking Perceptions

All respondents were initially informed that at the present time, trailers are permitted to park on a residential roadway for up to 36 consecutive hours, after which they must be moved elsewhere.

The new question about the time trailer parking would be allowed on residential roadways included the 36 consecutive hour option, but also tested people's tolerance for longer consecutive hours, or for a shorter time period. The overall result for the entire respondent set is shown in Figure 4.

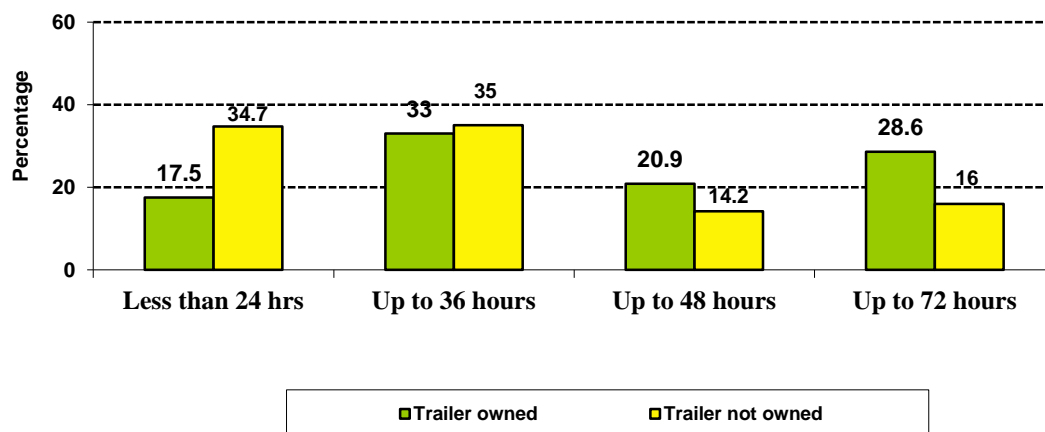
FIGURE 4: Acceptable length of time for trailer parking on a residential roadway



It can be seen from Figure 4 that residents were divided as to what a reasonable consecutive time frame for trailer parking would be, though most residents preferred the current time limit or even a shorter time frame.

However, when trailer ownership is taken into account, it can be seen in Figure 5 that owners would prefer a longer time frame, while the majority of non-trailer owners favor the 36 hour limit or less.

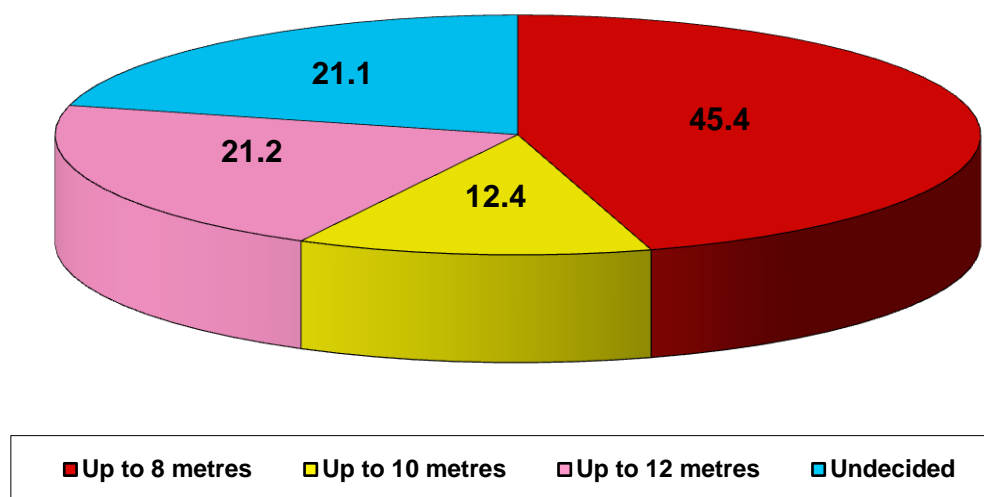
FIGURE 5
Acceptable length of time for parking on a residential roadway by trailer ownership status



The primary reason given by residents was time. For those that wanted 48 hours or more, they wanted more time. For those that wanted 36 hours or less, they felt that was a sufficient amount of time. Again, traffic safety, parking and congestion issues, as well as aesthetics were the other reasons provided.

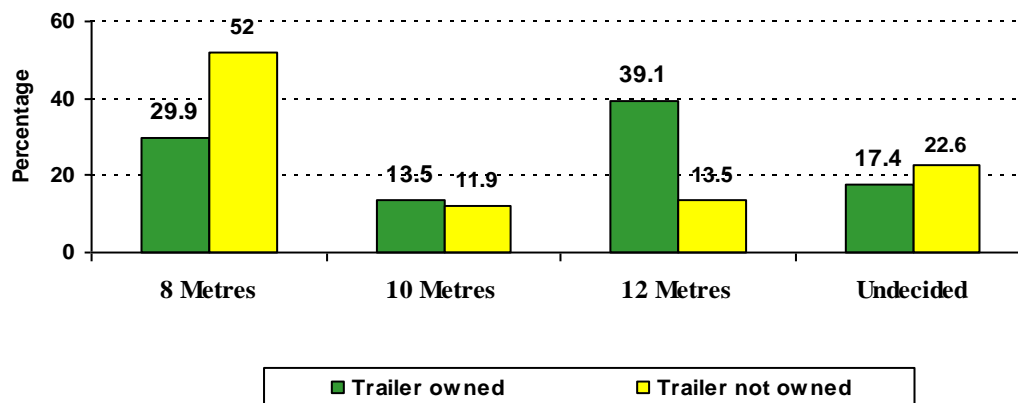
Residents were also asked about an acceptable length for a combined vehicle/trailer that is parked on a road in a residential neighborhood. It can be seen in Figure 6 that the majority would like the 8 metre limit to remain in place, though there were some who would favor a larger length. However, 21.1% of respondents were undecided.

FIGURE 6: Acceptable length for a vehicle/trailer



Looking at this from an ownership perspective, it can be seen in Figure 7 that more owners than non-owners would like to see the length of a vehicle/trailer combination to be relaxed and allowed up to 12 metres. The majority of non-trailer owners were not in favor of extending the length.

FIGURE 7
Acceptable length for a vehicle/trailer combination by trailer ownership status



For non-trailer owners the primary reason listed was that parking would be impacted if vehicles/trailers were longer. For trailer owners, it was felt that 8 metres did not accommodate most vehicle/trailer units noting that most pickup trucks are 5 to 6 metres.

The last question asked in the survey was as follows:

Do you support homeowners parking trailers on roadways overnight in residential neighbourhoods (if the trailer is within the appropriate size limits) indefinitely, so long as the trailer is moved elsewhere during the day? Why or Why not?

Due to confusion on the part of many of the respondents – many thought that the question referred to recreation vehicles parked overnight and not trailers, therefore Transportation and Agriculture Services has removed this question from the survey.

**BYLAW 13-2011
TRAFFIC BYLAW**

Table of Contents

Section 1: Short Title	Page 3
Section 2: Definitions	Page 3
Section 3: Weight Restrictions and Road Bans	Page 12
Section 4: Transportation of Dangerous Goods	Page 14
Section 5: School Bus Warning Lights and Stop Arms	Page 16
Section 6: Special Roadway Events	Page 16
Section 7: Rights-of-Way Construction Activity	Page 18
Section 8: Parking	Page 20
Section 9: Off-Highway Vehicles	Page 26
Section 10: Truck Routes	Page 27
Section 11: Deposit of Snow, Ice and Debris on Roads	Page 28
Section 12: Delegation of Authority	Page 28
Section 13: Offences	Page 30
Section 14: Violation Tags	Page 30
Section 15: Violation Ticket	Page 31
Section 16: Severability	Page 32
Section 17: Repeal of Bylaws	Page 32
Section 18: Effective Date	Page 32
List of Permits	Page 33
List of Schedules	Page 34

SCHEDULE "A"	DANGEROUS GOODS ROUTES	Page 35
SCHEDULE "B"	RESTRICTED DANGEROUS GOODS ROUTES	Page 36
SCHEDULE "C"	MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES	Page 37
SCHEDULE "D"	DANGEROUS GOODS ROUTE SIGNS	Page 38
SCHEDULE "E"	GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS	Page 40
SCHEDULE "F"	STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS	Page 42
SCHEDULE "G"	RELEASE, WAIVER AND INDEMNITY AGREEMENT FOR OFF-HIGHWAY VEHICLE EVENTS	Page 43
SCHEDULE "H"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA	Page 45
SCHEDULE "I"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF RESTRICTED TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA	Page 47
SCHEDULE "J"	PRIVATE PROPERTY "NO PARKING" SIGNS	Page 48
SCHEDULE "K"	OFFENCES	Page 49

**BYLAW 13-2011
TRAFFIC BYLAW**

**A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA TO
CONTROL AND MANAGE TRAFFIC UPON THE HIGHWAYS WITHIN
STRATHCONA COUNTY**

WHEREAS the Municipal Government Act, RSA 2000, c. M-26 provides that a municipality has the direction, control and management of all roads within the municipality;

AND WHEREAS the Municipal Government Act, RSA 2000, c. M-26 provides that Council may pass bylaws for municipal purposes respecting the safety, health and welfare of people and the protection of people and property and the people, activities and things in, on or near a public place or place that is open to the public;

AND WHEREAS the Dangerous Goods Transportation and Handling Act, RSA 2000, c. D-4 provides that Council may, by Bylaw, regulate the transportation of dangerous goods on highways under its direction, control and management;

AND WHEREAS the Traffic Safety Act, RSA 2000, c. T-6 ("the Act") provides that the Council of a municipality may, with respect to a highway under its direction, control and management, make bylaws that are not inconsistent with the Traffic Safety Act;

NOW THEREFORE, the Council of Strathcona County, duly assembled, enacts as follows:

SECTION 1: SHORT TITLE

- 1.1 This Bylaw may be cited as the Strathcona County "Traffic Bylaw".

SECTION 2: DEFINITIONS

Except as otherwise provided in this Bylaw, the terms used in the Act where used or referred to in this Bylaw shall have the same meaning as used or defined in the Act.

- 2.1 "Act" means the Traffic Safety Act, RSA 2000, c.T-6 as amended or substituted from time-to-time.
- 2.2 "Alignment" means a location specified or approved by the Municipality for the location of Equipment In Rights-of-Way.
- 2.3 "Applicant" means a person applying for a Permit.

- 2.4 "Bus Stop" or "Transit Zone" means an area designated by a sign that extends twelve (12) metres in front and twenty-three (23) metres behind the sign, or is designated by two (2) signs marking the beginning and end of the zone; and is expressly reserved for the use of transit Vehicles.
- 2.5 "Chief Commissioner" means the Chief Administrative Officer of Strathcona County as appointed by Council and whatever subsequent title may be conferred on that officer by the County or by Statute, and includes his or her designate.
- 2.6 "Commercial Vehicle" means any Vehicle, Trailer or semi-trailer, used for the purpose of conducting a business activity except:
- (a) a truck, Trailer, semi-trailer or Transit Vehicle that is a public service Vehicle; or
 - (b) a truck, Trailer, semi-trailer or Transit Vehicle or any class of Vehicle that is exempted from being classified as a Commercial Vehicle by the regulations or by any order of the Alberta Motor Transport Board;
- and includes:
- (c) a Vehicle from which sales are made of goods, wares, merchandise or commodity; and
 - (d) a Vehicle that is used for the delivery of goods, wares, service, merchandise or commodity to a purchaser or consignee thereof.
- 2.7 "Council" means the Council of Strathcona County.
- 2.8 "County" means Strathcona County.
- 2.9 "Dangerous Goods" means any product, substance or organism specified in the regulations or included by its nature in any of the classes listed in the regulations under the Dangerous Goods Transportation and Handling Act, RSA 2000, c. D-4 as amended.
- 2.10 "Dangerous Goods Route" means all or any portion of those Highways under the direction, control or management of the County designated for the Transportation of Dangerous Goods as described on Schedule "A" and shown on the map on Schedule "C" both of which are attached to and form part of this Bylaw.
- 2.11 "Dangerous Goods Route Signs" means signs identified in Schedule "D" attached to and forming part of this Bylaw.

- 2.12 "Director, CPC" means the County's Director of Capital Planning and Construction and includes his or her designate.
- 2.13 "Director, DS" means the Director of Disaster Services of the County and whatever subsequent title may be conferred on that position by Council or Statute.
- 2.14 "Director, ES" means the County's Director of Emergency Services for Strathcona County who performs the duties and responsibilities of a Fire Chief, and includes his or her designate.
- 2.15 "Director, PDS" means the County's Director of Planning and Development Services and includes his or her designate.
- 2.16 "Director, RPC" means the County's Director of Recreation, Parks and Culture and includes his or her designate.
- 2.17 "Director, TAS" means the County's Director of Transportation and Agriculture Services and includes his or her designate.
- 2.18 "Driveway Aids" means any material placed on the Roadway Right-of-Way to assist access to a driveway including but not limited to rubber ramps, metal grates, wood ramps, and concrete blocks.
- 2.19 "Emergency Work" means the installation, maintenance, repair or replacement of Equipment in Rights-of-Way where health, safety or the provision of essential services is endangered.
- 2.20 "Emergency Services" means the County's Emergency Services Department.
- 2.21 "Emergency Vehicle" means
- (a) a fire fighting or other type of Vehicle operated by the fire protection service of the Municipality;
 - (b) an ambulance operated by a Person or organization providing ambulance services;
 - (c) a Vehicle operated by a police force or Peace Officer;
 - (d) a Vehicle operated as a gas disconnection unit of a public utility; and
 - (e) a Vehicle designated as an emergency response unit under the Act.

- 2.22 "Equipment" means any poles, cables, pipes, conduits, pedestals, antennas, vaults, support structures or other similar facilities or structures.
- 2.23 "Fees and Charges Bylaw" means a Bylaw approved by Council that sets the Fees and Charges, which is updated and replaced from time to time.
- 2.24 "Fire or Emergency Lane" means all that portion of a Highway used to provide access to buildings, and so marked by signs stating Fire or Emergency Lane.
- 2.25 "Fire Hydrant" means any privately-owned Fire Hydrant within the County, and any Fire Hydrant controlled and managed by the County.
- 2.26 "Foreign Matter" means snow, ice, dirt, debris or other such material.
- 2.27 "Hamlet" means a small rural unincorporated community and includes those lands located within the Hamlets of Antler Lake, Ardrossan, Collingwood Cove, Half Moon Lake, Hastings Lake, Josephburg, North Cooking Lake, or South Cooking Lake as defined in Bylaw 40-2009, as amended or replaced from time to time; and all lands within the Sherwood Park Urban Service Area as defined in Strathcona County's Land Use Bylaw 8-2001 as amended or replaced from time to time.
- 2.28 "Heavy Vehicle" means a Vehicle, with or without load, exceeding any one of the following:
- (a) two axles;
 - (b) twelve point five (12.5) metres in length; or
 - (c) a maximum allowable weight of five thousand five hundred (5,500) kilograms;
- but does not include Recreational Vehicles.
- 2.29 "Highway" means any thoroughfare, street, Road, trail, avenue, parkway, driveway, viaduct, Lane, alley, square, bridge, causeway, trestleway, parkade or other place or any part of any of them, whether publicly or privately owned, that the public is ordinarily entitled or permitted to use for the passage or Parking of Vehicles and includes the following, but does not include a place declared by regulations not to be a Highway:

- (a) a Sidewalk, including a boulevard adjacent to the Sidewalk;
 - (b) a ditch, if it lies adjacent to and parallel with the Roadway;
and
 - (c) all the land between the fences, or all the land between the fence and the edge of the Roadway, as the case may be, if a Highway Right-of-Way is contained between fences or between a fence and one side of the Roadway.
- 2.30 "Highway Right-of-Way" means all of the land between the property line on one side of the Highway and the property line on the other side of the Highway for the length of the Highway.
- 2.31 "Holiday" means any day declared as a Holiday by municipal, provincial or federal authority and includes Saturdays and Sundays.
- 2.32 "Identification Placard" means a placard issued by the Motor Vehicles Branch of the Department of Justice to identify a Vehicle operated or used by a disabled Person.
- 2.33 "Landowner" means any Person having a legal or equitable interest in any land or building and includes any resident, tenant or occupier of such land or building.
- 2.34 "Lane" means all that portion of a Highway used to provide access to lands, in addition to the access provided by the street in front of the said lands.
- 2.35 "Local Road" means any road within the Urban Service Area not listed on Schedule "H" which is attached hereto as part of the Bylaw.
- 2.36 "Municipality" means Strathcona County.
- 2.37 "Off-Highway Vehicle" means any motorized mode of transportation built for cross-country travel on land, water, snow, ice or marsh or swamp land or on other natural terrain.
- 2.38 "Operator" means a Person responsible for the operation of a Vehicle.
- 2.39 "Owner" with respect to a Vehicle, Heavy Vehicle or an Off-Highway Vehicle means:
- (a) the Person in whose name the Vehicle is registered under the Act;
 - (b) any Person renting a Vehicle, a Heavy Vehicle or an Off-

Highway Vehicle or having the exclusive use of that Vehicle, Heavy Vehicle or Off-Highway Vehicle under a lease or otherwise for a period of more than thirty (30) days.

- 2.40 "Park" when prohibited, means to allow a Vehicle (whether occupied or not) to remain standing in one place, except:
- (a) when standing temporarily for the purpose of and while actually engaged in loading or unloading passengers; or
 - (b) when standing in obedience to a Peace Officer or traffic control device.
- 2.41 "Parking Meter" means a device that registers the amount of time purchased for the Parking of a Vehicle, at the expiration of which the driver is liable for a fine.
- 2.42 "Peace Officer" means a member of the Royal Canadian Mounted Police or a Bylaw Officer of Strathcona County or a Peace Officer appointed by the Province of Alberta.
- 2.43 "Permit" means any one of the Permits required pursuant to this Bylaw together with any corresponding applications.
- 2.44 "Person" includes one or more individuals, partnerships, corporate or unincorporated organizations, government bodies or agencies, trustees, executors, administrators or other legal representatives, other than the Municipality or its legal representatives, and specifically includes the Applicant and the Owner of the Work or Equipment being done or located within the Rights-of-Way together with the Owner's agents, contractors, invitees or legal representatives.
- 2.45 "Private Property" means any property within the County not owned by or occupied by the Government of Canada, Government of Alberta or by the County, unless otherwise outlined in Section 8.
- 2.46 "Public Place" means any place to which the public has access as of right or by invitation, express or implied, and without restricting the foregoing, to constitute a Public Place it is not necessary that all segments of the public have a right of access thereto.
- 2.47 "Public Property" means any property owned by or under the control and management of the Government of Canada, Government of Alberta, or by the County.

- 2.48 "Recreational Vehicle" means a Vehicle or Trailer that is designed, constructed and equipped, either temporarily or permanently, as a temporary accommodation for travel, vacation, or recreational use and includes duly licensed travel Trailers, motorized homes, slide-in campers, chassis-mounted campers, boats, all terrain vehicles, snowmobiles and tent Trailers.
- 2.49 "Restricted Dangerous Goods Route" means all or any portion of those Highways under the direction, control or management of the County, designated for the purpose of picking up Dangerous Goods from or delivering Dangerous Goods to any area in the County not located along or accessible by a Dangerous Goods Route as indicated on Schedule "B" and shown on the map on Schedule "C", both of which are attached to and form part of this Bylaw.
- 2.50 "Restricted Truck Route" means a Highway listed in Schedule "I" which is attached hereto as part of this Bylaw.
- 2.51 "Rights-of-Way" means the Highways, Roads, road allowances, streets, Lanes, road diversions, bridges, public utility lots, public space, public water or other public places within the jurisdiction of the Municipality, excluding:
- (a) reserve property;
 - (b) tax recovery property;
 - (c) easements, leases and licenses;
 - (d) fee simple titled property; or
 - (e) any other property designated by the Director, PDS.
- 2.52 "Rights-of-Way Construction Activity Permit" means a permit approved by Director, TAS, from time to time that contains one or more provisions for the granting of consent to a Person to do Work in Rights-of-Way upon compliance by such Person with all other applicable municipal requirements.
- 2.53 "Road" means land
- (a) shown on a plan of survey that has been filed or registered in a land titles office, or
 - (b) used as a public road

and includes a bridge forming part of a public road and any structure incidental to a public road.

- 2.54 "Road Ban" means the axle weight allowance prescribed in respect of the use of a Highway.
- 2.55 "Road Use Agreement" or "RUA" means an agreement entered into with the County for the purpose of ensuring that the Highway or Highways affected are protected.
- 2.56 "Roadway" means that part of the Highway intended for use by multi-modal traffic.
- 2.57 "Rural Rights-of-Way" shall mean all Rights-of-Way located within the boundaries of Strathcona County that are not located within the Urban Service Area.
- 2.58 "Safety Mark" means a placard as defined by the Dangerous Goods Transportation and Handling Act, to be displayed on containers or Vehicles in the handling, offering for transport or transporting of Dangerous Goods.
- 2.59 "Sidewalk" means that part of a Highway especially adapted to the use of or ordinarily used by pedestrians, and includes that part of a Highway between the curb line (or the edge of the Roadway, where there is no curb line) and the adjacent property line, whether or not paved or improved, and includes the Heritage Parkway Trail System.
- 2.60 "Special Roadway Event" means:
- (a) any procession or march organized primarily for the purpose of entertainment of spectators, and includes display, inspection or promotion of a cause or purpose; or
 - (b) an event or competition involving walking, running, or the use of bicycles, motorcycles, cars or other Vehicles taking place in whole or in part, on a Highway and which blocks, obstructs, impedes, hinders or otherwise interferes with or which may block, obstruct, impede, hinder or otherwise interfere with, pedestrians or vehicular traffic on a Highway and which consists of an organized group of:
 - (i) more than fifty (50) pedestrians; or
 - (ii) more than ten (10) Vehicles; or
 - (iii) any combination of pedestrians and Vehicles which together exceed fifty (50) in number;

(c) but does not include:

- (i) a military, police, or emergency services parade, or
- (ii) a funeral procession, or
- (iii) an event to be held entirely within the confines of the Broadmoor Lake Park and which has the approval of the Director, RPC.

2.61 "Stop" when prohibited, means to allow a Vehicle (whether occupied or not) to Stop, and to load or unload passengers or freight or goods.

2.62 "Temporary Traffic Control Permit" means a Permit, issued under the Act or under this Bylaw, authorizing the temporary control of traffic:

- (a) to minimize traffic disruption around a worksite;
- (b) to protect Equipment; and
- (c) to ensure the safety of motorists and pedestrians and employees within a work site.

2.63 "Terms and Conditions" shall mean those Terms and Conditions outlined in a Permit.

2.64 "Trailer" means a Vehicle so designed that it may be attached to or drawn by a Vehicle and is intended to transport property or Persons and includes any Trailer that is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, but does not include machinery or Equipment used in construction or maintenance of Highways.

2.65 "Transit Vehicle" means any Vehicle used to deliver public transit services, including transit support Vehicles.

2.66 "Transportation" means Transportation in or by means of a Vehicle.

2.67 "Tridem Axle Certificate" or "TAC" means a Permit, issued under the Act or under this Bylaw, authorizing the operation of a Commercial Vehicle, with any three consecutive axles on a Vehicle, on a Highway.

2.68 "Truck Loading Zone" means an area reserved expressly for Commercial Vehicle loading and unloading and signed accordingly.

- 2.69 "Truck Route" means a Highway listed in Schedule "H" which is attached hereto as part of the Bylaw serving as a truck route to, from, or through the Sherwood Park Urban Service Area, as authorized by Council.
- 2.70 "Urban Rights-of-Way" shall mean those Rights-of-Way located within the boundaries of the Urban Services Area for the Hamlet of Sherwood Park.
- 2.71 "Vehicle" means a device in, on or by which a Person or thing may be transported or drawn on a Highway and includes, without restricting the generality of the foregoing, an automobile, bicycle, motorcycle and moped, but does not include an aircraft, a tractor, whether equipped with rubber tires or not, an implement of husbandry or a motor Vehicle that runs only upon rails.
- 2.72 "Vehicle Storage Location" means a storage location for Vehicles which is:
- (a) at least twenty-five (25) metres away from the nearest residential, institutional or assembly occupancy;
 - (b) not located under electrical transmission lines;
- 2.73 "Violation Tag" means a ticket or similar document issued by the County pursuant to the Municipal Government Act, RSA 2000, c. M-26.
- 2.74 "Violation Ticket" means a ticket issued pursuant to Part II or Part III of the Provincial Offenses Procedure Act, RSA 2000 c. P-34 and the regulations thereunder.
- 2.75 "Work" means the installation, maintenance, repair, replacement, extension or operation of any Equipment in Rights-of-Way, excluding Emergency Work.

SECTION 3: WEIGHT RESTRICTIONS AND ROAD BANS

- Restrictions 3.1 The Director, TAS, in his or her sole discretion, may make a determination that the use of a Highway by a Commercial Vehicle or Commercial Vehicles may or will likely cause damage to a Highway due to:
- (a) the weight of the Commercial Vehicle or Commercial Vehicles; or
 - (b) the frequency of use of the Highway by the Commercial

Vehicle or Commercial Vehicles.

- 3.2 The Director, TAS, in exercising his discretion under Section 3.1, shall have consideration for the following:
- (a) Highway surface classification;
 - (b) daily vehicular traffic count; and
 - (c) number of occupied driveways adjacent to the Highway.
- 3.3 Where the determination is made that the use may or will likely cause damage to a Highway under Section 3.1, the Director, TAS, is authorized to require any Operator to enter into a RUA prior to operating a Commercial Vehicle upon a Highway.
- 3.4 An Operator entering into an RUA shall at all times ensure that the Terms and Conditions contained within the RUA are complied with.
- 3.5 Where an Operator has entered into an RUA, failure to comply with this Bylaw may result in the cancellation of that RUA.
- 3.6 Prior to operation of a Commercial Vehicle on a Highway, a Commercial Vehicle for which a TAC has been issued in accordance with the provisions of the Act must also have a TAC issued by the Director, TAS, pursuant to this Bylaw.
- 3.7 Notwithstanding Section 3.5, an Operator shall comply with all other provisions of the Act and this Bylaw, and without limiting the generality of the foregoing, shall obey all prohibitions, limitations, increases or restrictions imposed by an RUA.
- Road Bans 3.8 The Director, TAS, is hereby authorized to impose Road Bans from time to time to define:
- (a) load limits upon Highways;
 - (b) Highway locations with percentage axle weights for those Highways; and
 - (c) bridge locations with the maximum gross Commercial Vehicle weights to be posted on those bridges.
- 3.9 Where the Director, TAS, imposes a Road Ban with respect to a Highway, he shall cause signs to be erected along the Highway as he considers necessary to notify Operators using Commercial Vehicles on the Highway of the Road Ban Order.

Exemptions 3.10 This Section does not apply to:

- (a) snow removal and ice control Equipment, motor graders or Highway construction Equipment operated or hauled by or on behalf of the County;
- (b) Commercial Vehicles or combinations of Commercial Vehicles required by the County to transport materials needed for maintenance and repair of Highways; or
- (c) the movement of Equipment to a natural or man-made disaster such as a fire, flood, train derailment or pipeline spill, provided that the Director, TAS is immediately notified of the occurrence of such disaster.

SECTION 4: TRANSPORTATION OF DANGEROUS GOODS

- | | | |
|----------------------------------|-----|--|
| Dangerous Goods Routes | 4.1 | Unless otherwise hereinafter specifically provided, no Person shall transport Dangerous Goods for which Safety Marks are required on a Highway under the direction, control or management of the County except on a Dangerous Goods Route as shown in Schedule A, Restricted Dangerous Goods Route as shown in Schedule B, or a Temporary Dangerous Goods Route. |
| Temporary Dangerous Goods Routes | 4.2 | A Peace Officer or a member of Emergency Services is hereby delegated the power to establish a temporary route for the transportation of Dangerous Goods on any Highway under the direction, control or management of the County where he or she considers it necessary to do so in order to prevent or reduce any serious or imminent danger to life, health, property or the environment; provided that as soon as the danger to life, health, property or the environment has, in the opinion of the Peace Officer or member of Emergency Services, been prevented or adequately reduced, the temporary route shall be closed to Vehicles Transporting Dangerous Goods. |
| | 4.3 | Notwithstanding Section 4.1, where a Person is required to transport Dangerous Goods for which Safety Marks are required off a designated Dangerous Goods Route, said Person may apply in writing to the Director, ES, 1933 Sherwood Drive, Sherwood Park, Alberta, T8A 3R3 for a Permit. Upon such application, the Director, ES may, in his absolute discretion, issue a Permit for the transportation of Dangerous Goods. |
| Stopping within the County | 4.4 | No Person Transporting Dangerous Goods for which Safety Marks are required shall stop at any location within the County except: |

- (a) at a permitted Vehicle Storage Location;
- (b) in accordance with the Terms and Conditions of a valid Permit issued by the Director, ES;
- (c) in response to a direction from a Peace Officer or a traffic control device;
- (d) to refuel or repair a Vehicle; or

Inspections

- (e) to load or unload the Vehicle cargo.

4.5 A Person shall, upon the request of a Peace Officer or member of Emergency Services, produce for inspection by the Peace Officer any shipping documents, Permit issued or other documentation establishing the origin and destination of travel and a description of the cargo carried. Particulars obtained by the Peace Officer under this Section and submitted as evidence before a Judge of the Provincial Court of Alberta, shall be prima facie proof of the particulars submitted in evidence, without proof of the signature or official capacity of the Persons signing the shipping documentation or other documentation.

Exceptions

4.6 No Person shall transport within Strathcona County any Dangerous Goods for which Safety Marks are required, in or on any Vehicle other than on a Dangerous Goods Route or Restricted Dangerous Goods Route, unless the said Person is:

- (a) picking up Dangerous Goods from or delivering Dangerous Goods to any place in the County which is not located along or accessible by a Dangerous Goods Route or Restricted Dangerous Goods Route, by using the most direct and practical route between a customer's premise and the nearest Dangerous Goods Route;
- (b) proceeding to or from a Vehicle Storage Location by the most direct Highway intersecting a Dangerous Goods Route;
- (c) Transporting petroleum products or fertilizers to farms or residences outside the Urban Service Area of Sherwood Park.

Recovery of
Costs

4.7 Where Emergency Services has taken any action whatsoever for the purpose of mitigating or responding to a Dangerous Goods or hazardous material call or incident within or outside the County or for the purpose of preserving life or property or the environment from injury or destruction on land within or outside the County,

including any such action taken by Emergency Services on a false call or incident, the Director, ES, may, in respect of any costs incurred by the County in taking such action, charge any costs so incurred by the County to the Person who caused the call or incident or the Owner or occupant of the land in respect of which the action was taken.

- 4.8 The schedule of costs and fees to be charged by the County for services rendered pursuant to this Bylaw shall be as set out in Strathcona County Fee and Charges Bylaw.
- 4.9 In respect of the costs or fees described in Sections 4.7 and 4.8:
- (a) the County may recover such cost or fee as a debt due and owing to the County; or,
 - (b) in the case of action taken by the County in respect of land within the County, where the cost or fee is not paid upon demand by the County, then in default of payment, such cost or fee may be charged against the land as taxes due and owing in respect of that land.

SECTION 5: SCHOOL BUS WARNING LIGHTS AND STOP ARMS

- 5.1 The use of alternating flashing red lights and stop arm are prohibited by any school bus operating on any Highway under the control of Strathcona County within the Urban Service Area.

SECTION 6: SPECIAL ROADWAY EVENTS

- 6.1 Any Person desiring to hold a Special Roadway Event within the County shall, at least two weeks prior to the time desired to hold the same, make application in writing to the Director, TAS and in such application shall furnish information with respect to the following:
- (a) the name and address of the applicant;
 - (b) the nature and object of such Special Roadway Event;
 - (c) the day, dates and hours during which the same will be held;
 - (d) the intended route thereof;
 - (e) the approximate number of Persons and/or Vehicles taking part therein;

- (f) the nature of signs, flags, banners, placards or such similar things to be carried therein and particulars of inscriptions and wording to be exhibited thereon;
 - (g) the proposed use of public address systems or loudspeakers; and
 - (h) the signatures and addresses of the Persons who will be in control of such Special Roadway Event and who undertake to be responsible for the good order and conduct thereof; and
 - (i) any other information that might be requested by the Director, TAS.
- 6.2 The Director, TAS, may issue a Permit, refuse a Permit or may issue the Permit subject to such conditions as are deemed necessary in the circumstances, including the requirement for fees or bonds.
- 6.3 Where an application for a permit has been refused under 6.2, the Applicant may request a review by the Chief Commissioner.
- 6.4 Failure to submit any information required by the Director, TAS or evidence of previous mismanagement of prior Special Roadway Events authorized by a Permit shall be good and sufficient reason for the Director, TAS to refuse issuance of a Permit.
- 6.5 Upon a Permit being granted under this Bylaw, the Director, TAS is hereby authorized, to the extent he deems necessary, to temporarily close or restrict the use of any Highway, subway, bridge or overpass or any part of any Highway, subway, bridge or overpass within the County, either as to the full width of it or as to part of the width of it and with respect to any class or any classes of Vehicles or with respect to pedestrians, and may provide for the proper enforcement of any such closing either by way of erection of barricades or by the adoption of any other means considered necessary or expedient.
- 6.6 No Person shall hold, conduct, manage, organize or take part in any Special Roadway Event unless and until a Permit for the Special Roadway Event has been issued by the Director, TAS or as expressly permitted by resolution of Council.
- 6.7 A non-refundable fee as set out in the Fees and Charges Bylaw shall accompany each application for a Permit under this Section.

- 6.8 No Person shall install or use a loudspeaker system or other device for the amplification of sound in any Public Place except as authorized by a Permit.
- 6.9 Section 6.7 does not apply to use of sound amplification devices by ambulance, police, firefighting or other Emergency Services.

SECTION 7: RIGHTS-OF-WAY CONSTRUCTION ACTIVITY

7.1 The purpose of this Section is to:

- (a) require every Person proposing to carry out Work for the installation, maintenance, repair, replacement, construction of Equipment in municipal Rights-of-Way to apply for any required Permits and to obtain the County's consent for any such Work; and
- (b) provide the County with information on the type and location of work to be undertaken in the Right-of-Way; and
- (c) protect the County from costs, damages or liability associated with the installation, maintenance, repair, replacement, and construction in Rights-of-Way by any Person.

Council may pass Rights-of-Way Resolutions and Council or the Director, PDS may approve Rights-of-Way Access Agreements, subject to such Terms and Conditions, as Council deems appropriate.

Consents &
Permits

7.2 No Person shall perform any Work in Rights-of-Way unless the Person has:

- (a) obtained the consent of the County or is acting on behalf of a Person who has obtained consent of the County by way of Rights-of-Way Permit;
- (b) obtained all applicable Permits required by the County as determined by the Director, PDS;
- (c) paid all applicable Rights-of-Way Fees required by the County as determined by the Director, PDS; and
- (d) obtained an approved and valid Rights-of-Way Construction Activity Permit including Temporary Traffic Control Permit and have setup the Work zone in accordance with such Permit.

Alternatives
to Consent

7.3 For the purposes of Section 7.1(a), the following agreements shall constitute consent of the County for the purposes of performing Work in Rights-of-Ways, however, the Person obtaining such consent shall in all other respects be subject to and comply with this Bylaw:

- (a) development agreements;
- (b) existing utility franchise agreements approved by the Alberta Energy & Utilities Board; and
- (c) existing railway crossing agreements approved by the National Transportation Board.

7.4 Every Applicant shall provide all of the information required for a Permit. An application for a Permit that does not meet these requirements shall be deemed to be incomplete.

7.5 The Director, TAS may reject a Rights-of-Way Construction Activity Permit application where:

- (a) the application for the Permit is incomplete;
- (b) the payment of all applicable Rights-of-Way Fees has not been made;
- (c) the consent of the County has not been obtained in accordance with Section 7.3; or
- (d) any Conditions precedent to granting the Permit have not been met.

7.6 The Director, TAS, is hereby authorized to approve or refuse any application for a Rights-of-Way Construction Activity Permit and to issue a Permit subject to such Terms and Conditions as he deems appropriate.

7.7 The Director, TAS shall provide an Applicant whose application for a Permit is refused, written reasons for the refusal at the time that the Applicant is advised of the refusal.

7.8 When an application for a permit has been refused under 7.6, the Applicant may request a review by the Chief Commissioner.

Compliance

7.9 Every Person who obtains a Permit shall comply with the Terms and Conditions of that Permit, including, without limitation, Terms and Conditions restricting Work in the Rights-of-Way to the Alignments or other portion of the Rights-of-Way for which

authorization is granted in the Permit.

- 7.10 All Work zones must retain and produce upon request an approved Rights-of-Way Construction Activity Permit.

SECTION 8: PARKING

Parking on
Rights-of-
Way

- 8.1 No Person shall Park or permit to be Parked any Vehicle for any period of time whatsoever in any of the following locations:
- (a) upon a Highway in front of, adjacent to or abutting any building, structure, place or premises, in the course of construction or repair, when such Parking will impede or obstruct traffic; or
 - (b) in any Bus Stop or Transit Zone, except Transit Vehicles; or
 - (c) in any Truck Loading Zone properly marked by a sign indicating the restrictions which apply thereto, except a Commercial Vehicle lawfully engaged in loading or unloading goods;
 - (d) on a Roadway, Highway or Highway Right-of-Way if in the opinion of a Peace Officer, the Vehicle constitute obstruction, presents a safety concern, interferes with maintenance activities or otherwise impedes the progress of other users of the Roadway, Highway, or Highway Right-of Way.
- 8.2 No Person shall Park or Stop or permit a Vehicle to be Parked or Stopped in a Fire or Emergency Lane for any period of time whatsoever.
- 8.3 No Person shall Park or Stop or allow to be Stopped or Parked a Vehicle within five (5) metres of any Fire Hydrant, or, when the hydrant is not located at the curb, within five (5) metres from the point on the curb nearest the hydrant.
- 8.4 An Owner or Operator of a Commercial Vehicle shall not Park the Vehicle on a Roadway, Highway or Right-of-Way adjacent to a residence not owned by the Owner or Operator without consent of residence owner.
- 8.5 Except when actually loading or unloading passengers, no Person shall Park a Vehicle on any portion of a Highway marked by a "No Parking" sign.
- 8.6 Except for a breakdown, no Person shall Stop a Vehicle on any

portion of a Highway marked by a "No Stopping" sign.

8.7 No Person shall Park a Vehicle in a Lane unless a sign permits Parking, but Lanes other than designated Fire or Emergency Lanes may be used for:

- (a) the loading or unloading of goods or passengers from a Commercial Vehicle for a period of time not exceeding thirty (30) minutes, or
- (b) the loading or unloading of goods or passengers from a Vehicle other than a Commercial Vehicle for a period of time not exceeding fifteen (15) minutes, provided that the Vehicle concerned in such loading or unloading of passengers or goods does not obstruct the Lane so as to prevent other Vehicles or Persons from passing along such Lanes.

8.8 No Person shall Park or Stop a Vehicle in excess of the time designated and marked on a sign posted for the purpose of restricting the time for Parking or Stopping a Vehicle.

8.9 After the issuance of a Violation Tag concerning a Vehicle for a violation of Section 8.7 and 8.8 hereof, and a Vehicle remains Parked in excess of the time permitted on the sign for a further period, then a second offence shall be deemed to have occurred and a further Violation Tag may be issued for such second offence, and may be tagged for subsequent offences for being Parked in excess of the time permitted on the sign for such further periods of time as the Vehicle remains Parked.

Portable No
Parking
Signs

8.10 Notwithstanding any other provisions of this Bylaw, the County may cause portable "No Parking" signs to be placed on or near a Highway, and when so placed such signs shall take precedence over all other Parking signs.

8.11 No Person shall Park, or leave Parked, a Vehicle on a Highway after the expiration of twenty-four (24) hours from the time a sign or signs referred to in Section 8.10 have been placed, and until such sign or signs have been removed.

8.12 For the purposes of Sections 8.13 to 8.15, Private Property also includes property located in the County and owned or occupied by the Government of Canada, the Government of Alberta or by the County.

Parking on
Private
Property

8.13 No Person shall Park a Vehicle on Private Property which has been clearly marked as such by a sign or signs, erected thereon, and as

shown in Schedule "J" or similar, without the prior permission of the Owner, tenant, occupant or Person in charge of the Private Property.

- 8.14 Where, on Private Property used for a commercial or industrial purpose or for a purpose of the federal, provincial or municipal government, Parking space or spaces or a Parking area is provided for the Parking of the Vehicles of Persons who are customers or patrons of or are otherwise doing business with the Owner, tenant, occupant or Person in charge of the property, and the space is clearly marked as being:

- (a) Private Property, by a sign as shown in Schedule "J" or similar; and
- (b) set aside for Parking only of Vehicles of customers, or patrons of or Persons doing business with the Owner, tenant, occupant or Person in charge of the property;

a Person shall not Park or leave his Vehicle on the Parking space, spaces or area so designated unless he is immediately after Parking or leaving the Vehicle either a customer or patron or Person doing business with the Landowner, tenant, occupant or Person in charge of the property as indicated in the designation, or unless he has verbal or written permission from the said Landowner, tenant, occupant or Person in charge.

- 8.15 Any Landowner, tenant, occupant or Person in charge of Private Property who is satisfied that a Person is violating the provisions of Section 8.13 and or 8.14 may report the violation to a Peace Officer by providing the license number and location of the Parked Vehicle. A Person making such report shall give their name, address and phone number.

- 8.16 No Person shall Park any Vehicle upon any land owned by the County which the County uses or permits to be used as a playground, school ground, boulevard, recreation area or public park, except on such part thereof as may be designated by a sign or signs allowing Vehicle Parking.

- 8.17 No Person other than the Person to whom the space is assigned shall Park any Vehicle in a Parking space on County owned property, where such space has been reserved as indicated by signs.

- 8.18 A Vehicle shall not be Parked on a Highway in any space governed by a Parking Meter unless there is unexpired time remaining on the Meter.

- (a) This section is only in effect on the days and during the times a Parking Meter is identified as being in effect.
- (b) This section does not apply to a Vehicle displaying a valid and subsisting Permit issued by the County for metered space Parking so long as all conditions of the Permit are satisfied.

8.19 A Vehicle Parked on a Highway in any space governed by a Parking Meter shall:

- (a) be Parked completely within the Metered space; and
- (b) if the Metered space is parallel to the edge of the Roadway, be Parked so that:
 - (i) the front of the Vehicle is as close as possible to the Parking Meter if the Meter is situated at the front of the space; or
 - (ii) the rear of the Vehicle is as close as possible to the Parking Meter if the Meter is situated at the rear of the space; or
- (c) if the Metered space is at an angle to the edge of the Roadway, be Parked so that the front of the Vehicle is as close as possible to the Parking Meter.

Parking of
Trailers and
Recreational
Vehicles

- 8.20 No Person shall Park any Trailer or Recreational Vehicle upon any Highway unless the Trailer is attached to a Vehicle by which it may be propelled or drawn and when so attached the Trailer shall be deemed part of the Vehicle and subject to the requirements set out in this Bylaw pertaining to Vehicles.
- 8.21 No Person shall occupy or allow or permit any other Person to occupy a Trailer or Recreational Vehicle upon a Highway or upon County owned property, which has not been designated for Trailer or Recreational Vehicle Parking.
- 8.22 Notwithstanding the provisions of Section 8.21 a Person may Park and occupy a Trailer or Recreational Vehicle upon County owned property provided that written permission has been obtained from the Director, RPC.
- 8.23 An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle on a Roadway for more than thirty-six (36) consecutive hours.

- 8.24 An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not be entitled to rely upon the provisions of Section 8.23 more than twice in any seven (7) day period commencing from the date that the Vehicle and Trailer or Recreational Vehicle is first observed to be Parked in accordance with Section 8.23.
- 8.25 An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle on Private Property by which any part or attachment of the Vehicle and Trailer or Recreational Vehicle extends over the top of the curb or back of Sidewalk, whichever is closer to the residence.
- 8.26 Notwithstanding Section 8.20, 8.21, and 8.23, an Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle or any part thereof on a Roadway, Highway or Highway Right-of-Way if, in the opinion of a Peace Officer, the Vehicle and Trailer or Recreational Vehicle constitutes an obstruction, presents a safety concern or otherwise impedes the progress of other users of the Roadway, Highway or Highway Right-of-Way.
- 8.27 No Person shall Park a Vehicle or Vehicle with Trailer exceeding eight (8) metres in length on a Highway or any part of the Highway Right-of-Way within any Hamlet between the hours of 7:00 p.m. in any one day and 7:00 a.m. of the next succeeding day.
- 8.28 No Person shall Park a Vehicle or Vehicle with Trailer exceeding ten (10) metres in length or two point six (2.6) metres in width on a Highway or any part of the Highway Right-of-Way in any Hamlet, other than in an area designated by a sign for such purposes.
- 8.29 No Person shall Park a Heavy Vehicle on a Highway or any part of the Highway Right-of-Way within a Hamlet unless such Parking is authorized by a sign or signs.
- 8.30 The provisions of Sections 8.27, 8.28 and 8.29 shall not prohibit Vehicles from Parking on any Highway within a Hamlet for the purpose of loading or unloading goods to or from premises abutting such Highway provided, that the Vehicle or Vehicle with Trailer attached shall have all front and rear hazard lights illuminated
- 8.31 No Person shall Park a Vehicle or Vehicle with Trailer used for the conveyance of Dangerous Goods on a Highway unless authorized by a sign, or the holder is in possession of a valid Permit issued under this Bylaw.

Parking
within a
hamlet

Dangerous
Goods

Disabled
Parking

8.32 No Person shall Park a Vehicle or Trailer used for the conveyance of Dangerous Goods nearer than twenty-five (25) metres from a building.

8.33 Section 8.28 shall not apply where a Vehicle or Trailer is obliged to be Parked while being loaded or unloaded or while being used as an "on-site" fuel source in the course of its ordinary business, provided the Vehicle or Trailer has a warning notice or notices clearly displayed.

Removal of
Vehicles

8.34 No Person shall Park a Vehicle in a Parking space designated for the exclusive use of disabled Persons unless such Vehicle has clearly displayed an Identification Placard, and is at that time being operated by or transporting the Person to whom the Identification Placard has been issued or has a Disabled Parking License Plate.

8.35 For the provisions of Section 8 of this bylaw, a Vehicle shall be deemed to be continuously Parked in the same location unless it has been moved at least one (1) block away from the location it was first observed.

8.36 A Peace Officer is hereby authorized to remove and impound or cause to be removed and impounded any Vehicle Parked in contravention of any provision of this Bylaw.

8.37 No impounded Vehicle shall be released to its Owner or his agent until the impounding charge and removal charge against the Vehicle has been paid.

8.38 The impounding charge and removal charge shall be in addition to any fine or penalty imposed by the provisions of this Bylaw.

8.39 Where a Vehicle is impounded or stored pursuant to this Section, and is not claimed within thirty (30) days of its removal, it may be disposed of in accordance with the provisions of the Act.

8.40 Notwithstanding anything herein contained, where portable "No Parking" signs are placed on or near a Highway by the County, its employees, servants, agents or representatives, removal of Vehicles may be required. The County, its employees, servants, agents or representatives may tow such Vehicles at the expense of their Owner and Park the same on an adjacent Highway or local parking lot without impounding the Vehicles after the expiration of twenty-four (24) hours from the time the portable "No Parking" signs are erected or declaration made by the Director, TAS.

8.41 Notwithstanding anything elsewhere in this Bylaw, the provisions

Exemptions

relating to Parking of Vehicles do not apply to:

- (a) Emergency Vehicles;
- (b) Vehicles used in conjunction with the servicing of Highways, trails, parks, and public utilities including water and sewer systems, telephone systems, electric systems and cablevision systems;
- (c) funeral cars being operated by a funeral director, during a funeral;
- (d) towing service Vehicles; while any such Vehicle is being used in Work requiring that it be Stopped or Parked.

SECTION 9: OFF-HIGHWAY VEHICLES

Permits

- 9.1 Off-Highway Vehicle groups, organizations, societies or clubs may apply to the Director, TAS for a Permit authorizing the use of specific Highways under the direction, control or management of the County for specific dates and times and for appropriate purposes as outlined in Schedule "E", "F", and "G", as attached hereto and forming part of this Bylaw.
- 9.2 The Director, TAS may approve or refuse an application, or may grant an application specifying the dates and times for such events, and may impose any such conditions as the Director, TAS, deems suitable in the circumstances.
- 9.3 The Director, TAS, in exercising his discretion under Section 9.2 shall have consideration for the following:
 - (a) traffic, pedestrian and user safety; and
 - (b) road design/geometry including posted speed, sightlines and width of ditches.
- 9.4 Where an application for a permit has been refused under 9.2, the Applicant may request a review by the Chief Commissioner.

Operating
Restrictions

- 9.5 No Person shall operate an Off-Highway Vehicle except as authorized pursuant to the Act or pursuant to a Permit granted under this Bylaw.
- 9.6 A Person who is authorized to operate an Off-Highway Vehicle pursuant to the Act or this Bylaw shall:
 - (a) travel at a maximum speed of thirty (30) kilometres per

hour;

- (b) travel in a single file in the ditches of such Highways, except as otherwise permitted in this Section;
 - (c) travel in the Parking Lane for as short a distance as necessary to by-pass any hazard or obstruction in the ditch, or where there is No Parking Lane the extreme right-hand side of the Roadway;
 - (d) travel in the same direction as the Vehicles travelling on that side of the Highway.
- 9.7 No Person shall operate or be a passenger on an Off-Highway Vehicle where the Persons on the Off-Highway Vehicle exceeds the number of Persons that the Off-Highway Vehicle is designed to carry.
- 9.8 The provisions of this Bylaw shall not apply to a Peace Officer, or agents or employees of the County while operating an Off-Highway Vehicle in the performance of their official duties.
- 9.9 During an emergency, disaster, or search and rescue operation within the County, as determined by the Director, ES, the provisions of this Bylaw may be waived, varied or suspended by the Director, DS.

SECTION 10: TRUCK ROUTES

10.1 No person by himself or by an agent or employee shall:

- (a) operate a Heavy Vehicle within the Urban Service Area on a Highway other than a Truck Route as shown in Schedule H, or Restricted Truck Route as shown in Schedule I;
- (b) operate a Heavy Vehicle on a Restricted Truck Route between 22:30 and 06:30 (10:30 p.m. and 6:30 a.m.) local time within the Urban Service Area;
- (c) operate a Heavy Vehicle within the Urban Service Area on a Highway outside the times stipulated on a sign placed on the Highway.

Exemptions 10.2 No Person shall be deemed to be operating a Heavy Vehicle in contravention of Section 10.1 if the Heavy Vehicle is:

- (a) being operated on the most direct and practicable route between a bona fide customers premises (within a Hamlet) and the nearest Truck Route or Restricted Truck Route;

- (b) being operated to or from the business premises of the Heavy Vehicle;
- (c) moving a building for which the necessary Permits have been issued;
- (d) travelling to or from premises licensed to service or repair Heavy Vehicles;
- (e) pulling a disabled Vehicle from a Highway or Local Road prohibited to Heavy Vehicles;
- (f) owned by or contracted to the County and is instructed by the County to Work at locations otherwise prohibited to Heavy Vehicles.

10.3 No person shall apply or engage engine retarder brakes on any Commercial Vehicle within a Hamlet or Urban Service Area.

SECTION 11: DEPOSIT OF SNOW, ICE AND DEBRIS ON ROADS

- 11.1 No Person shall place or permit to be placed any Foreign Matter onto any Roadway, boulevard, Sidewalk, or ditch.
- 11.2 No Person shall place, permit to be placed, or allow to remain any Foreign Matter on or within one point five (1.5) metres of any Fire Hydrant located on Public or Private Property.
- 11.3 No Person shall damage, or permit to be damaged, any Highway or Fire Hydrant by scraping, cutting or in any other manner whatsoever, whether or not such Person is engaged in removing Foreign Matter from any Highway or Fire Hydrant.
- Obstructions
in the Right-
of-way 11.4 No Person shall place or deposit or allow the placement or deposit of any object, refuse, building or other materials, dumpsters, snow, earth, sand, gravel, sod, or any other material in the Rights-of-Way that will impede or obstruct traffic.
- 11.5 The placement of Driveway Aids in the Rights-of-Way will be allowed from April 15 to November 1.
- 11.6 The provisions of this Bylaw shall not apply to any agents or employees of the County in the performance of their assigned duties.

SECTION 12: DELEGATION OF AUTHORITY

- 12.1 The Chief Commissioner is hereby authorized to designate
 - (a) any Highway for through traffic purposes;

- (b) the location of cross-walks upon Highways;
- (c) any intersection, Highway or place on a Highway, including a place where a railway Right-of-Way crosses a Highway, as a place where U-turns are prohibited;
- (d) any Highway as one which is closed temporarily in whole or in part to traffic;
- (e) any areas as one in which Parking privileges are temporarily suspended;
- (f) any Highway as one to be divided into traffic Lanes of such number as the Director, CPC considers proper;
- (g) the location of "school zones" and "playground zones";
- (h) any boulevard upon which Parking is permitted;
- (i) loading or unloading zones;
- (j) the location of Bus Stops or Transit Zones;
- (k) the distance from any intersection within which no Parking is permitted;
- (l) portions of Highways where Parking is limited to a period of time;
- (m) portions of Highways where Stopping is prohibited entirely, or for a specified period of time;
- (n) the location of Metered zones, Meter locations and Metered spaces;
- (o) areas for angle Parking, back-in Parking and parallel Parking;
- (p) the maximum load permitted on any bridge; and
- (q) Parking spaces designated for disabled Parking.

12.2 The Chief Commissioner may:

- (a) issue a card or sticker concerning a Vehicle from the provisions of Section 8.34 of this bylaw, which said card, sticker or Permit shall state the Parking restrictions applicable to the said Vehicles;

- (b) temporarily prohibit Parking at any Parking Meter;
- (c) waive parking restrictions during special events;
- (d) prohibit or restrict the movement of Vehicles from a private Highway onto a Highway when the Director, TAS considers such prohibition or restriction is in the public interest and the better regulation of traffic;
- (e) specify the types of Vehicles which are prohibited from Parking on any County owned Parking lot;
- (f) approve the form and content of all signs and traffic control devices utilized by the County and by Landowners of Private Property regulated under the provisions of this Bylaw.
- (g) In reviewing the refusal of a permit, uphold a decision of the Director, TAS, or issue a Permit subject to such Terms and Conditions as he deems appropriate.

12.3 The Director, TAS, is hereby delegated the authority to:

- (a) direct where traffic control devices are to be installed or removed and to cause a record of the locations of all erected signs to be kept, which shall be open to public inspection during the County's regular business hours; and
- (b) temporarily close the whole or any part of a Road at any time that a construction or maintenance project on or adjacent to the Road may create a hazard.

SECTION 13: OFFENCES

- 13.1 Any Person who contravenes any provision of the Bylaw is guilty of an offence and is liable to a penalty as set out in Schedule "K".
- 13.2 Under no circumstances shall any Person contravening any provision of the Bylaw be subject to the penalty of imprisonment.

SECTION 14: VIOLATIONS TAGS

- 14.1 A Peace Officer is hereby authorized and empowered to issue a Violation Tag to any Person who the Peace Officer has reasonable and probable grounds to believe has contravened any provision of this Bylaw.
- 14.2 A Violation Tag may be issued to such Person:

- (a) either personally; or
- (b) by attaching it to the Vehicle in respect of which a offense is alleged to have been committed; or
- (c) by mailing a copy to such Person at his last known post office address.

14.3 The Violation Tag shall be in a form approved by the County and shall state:

- (a) the name of the Person;
- (b) the offence;
- (c) the appropriate penalty for the offence as specified in this Bylaw;
- (d) that the penalty shall be paid within thirty (30) days of the issuance of the Violation Tag; and
- (e) any other information as may be required by the County.

14.4 Where a contravention of this Bylaw is of a continuing nature, further Violation Tags may be issued by the Peace Officer, provided that no more than one Violation Tag shall be issued for each day that the contravention occurs.

14.5 Where a Violation Tag is issued pursuant to this Bylaw, the Person to whom the Violation Tag is issued may, in lieu of being prosecuted for the offence, pay to the County the penalty specified on the Violation Tag.

14.6 Nothing in this Bylaw shall prevent a Peace Officer from immediately issuing a Violation Ticket for the mandatory Court appearance of any Person who contravenes any provision of this Bylaw.

SECTION 15: VIOLATION TICKET

15.1 If the penalty specified on a Violation Tag is not paid within the prescribed time period then a Peace Officer is hereby authorized and empowered to issue a Violation Ticket pursuant to either Part II or Part III of the Provincial Offences Procedure Act, RSA 2000, c. P-34.

15.2 Notwithstanding Section 15.1 of this Bylaw, a Peace Officer is hereby authorized and empowered to immediately issue a Violation Ticket pursuant to either Part II or Part III of the Provincial Offences

June 14, 2012


Director

Bylaw 13-2011
Page 31 of 50

- (a) either personally; or
- (b) by attaching it to the Vehicle in respect of which a offense is alleged to have been committed; or
- (c) by mailing a copy to such Person at his last known post office address.

14.3 The Violation Tag shall be in a form approved by the County and shall state:

- (a) the name of the Person;
- (b) the offence;
- (c) the appropriate penalty for the offence as specified in this Bylaw;
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15.2 Notwithstanding Section 15.1 of this Bylaw, a Peace Officer is hereby authorized and empowered to immediately issue a Violation Ticket pursuant to Part II of the Provincial Offences

Page 31, revised Sec. 15.1 and 15.2

To correct legislative reference - after "Part II" insert the words "or Part III".

Procedures Act, RSA 2000, c. P-34, as amended, to any Person who the Peace Officer has reasonable grounds to believe has contravened any provision of this Bylaw.

SECTION 16: SEVERABILITY

16.1 Should any provision of this Bylaw be invalid, then such provision shall be severed and the remaining Bylaw shall be maintained.

SECTION 17: REPEAL OF BYLAWS

17.1 This Bylaw repeals Bylaws 53-93, 33-94, 9-98, 55-2001, 78-2001, 105-2003, 9-2004, 13-2008 and 9-2011.

SECTION 18: EFFECTIVE DATE

18.1 This Bylaw comes into effect after third reading and upon being signed.

READ A FIRST TIME this 8th day of November, 2011;

READ A SECOND TIME this 29th day of November, 2011;

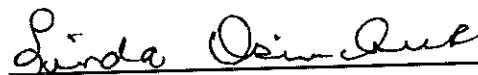
APPROVED by the Minister responsible
For Alberta Transportation or delegated
Representative this 12 day of DECEMBER
A.D. 2011.

(for Dangerous Goods part)


MINISTER (or designate)

READ A THIRD TIME AND FINALLY PASSED this 10 day of January, 2012, 2011. *OK*

STRATHCONA COUNTY



MAYOR


DIRECTOR, LEGISLATIVE & LEGAL SERVICES

PERMITS

Special Event Permits

Off-Highway Vehicle Permits

Rights-of-Way Permits

Dangerous Goods Route Permits

Parking Permit

Tridem-Axle Certificate

Road Use Agreement

Temporary Traffic Control Permit

Utility Line Assignment Permit

SCHEDULES

SCHEDULE "A"	DANGEROUS GOODS ROUTES
SCHEDULE "B"	RESTRICTED DANGEROUS GOODS ROUTES
SCHEDULE "C"	MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES
SCHEDULE "D"	DANGEROUS GOODS ROUTE SIGNS
SCHEDULE "E"	GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS
SCHEDULE "F"	STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS
SCHEDULE "G"	RELEASE, WAIVER AND INDEMNITY AGREEMENT FOR OFF- HIGHWAY VEHICLE EVENTS
SCHEDULE "H"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA
SCHEDULE "I"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF RESTRICTED TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA
SCHEDULE "J"	PRIVATE PROPERTY "NO PARKING" SIGNS
SCHEDULE "K"	OFFENCES

SCHEDULE "A"

DANGEROUS GOODS ROUTES

- A) 34 Street from the Sherwood Park Freeway to Baseline Road
- B) 17 Street from the Sherwood Park Freeway to Highway 16
- C) Baseline Road from 34 Street to Highway 216
- D) Petroleum Way from 17 Street to Broadmoor Boulevard
- E) Broadmoor Boulevard from Petroleum Way to Highway 16
- F) Range Road 214 north of Highway 15 to Township Road 562

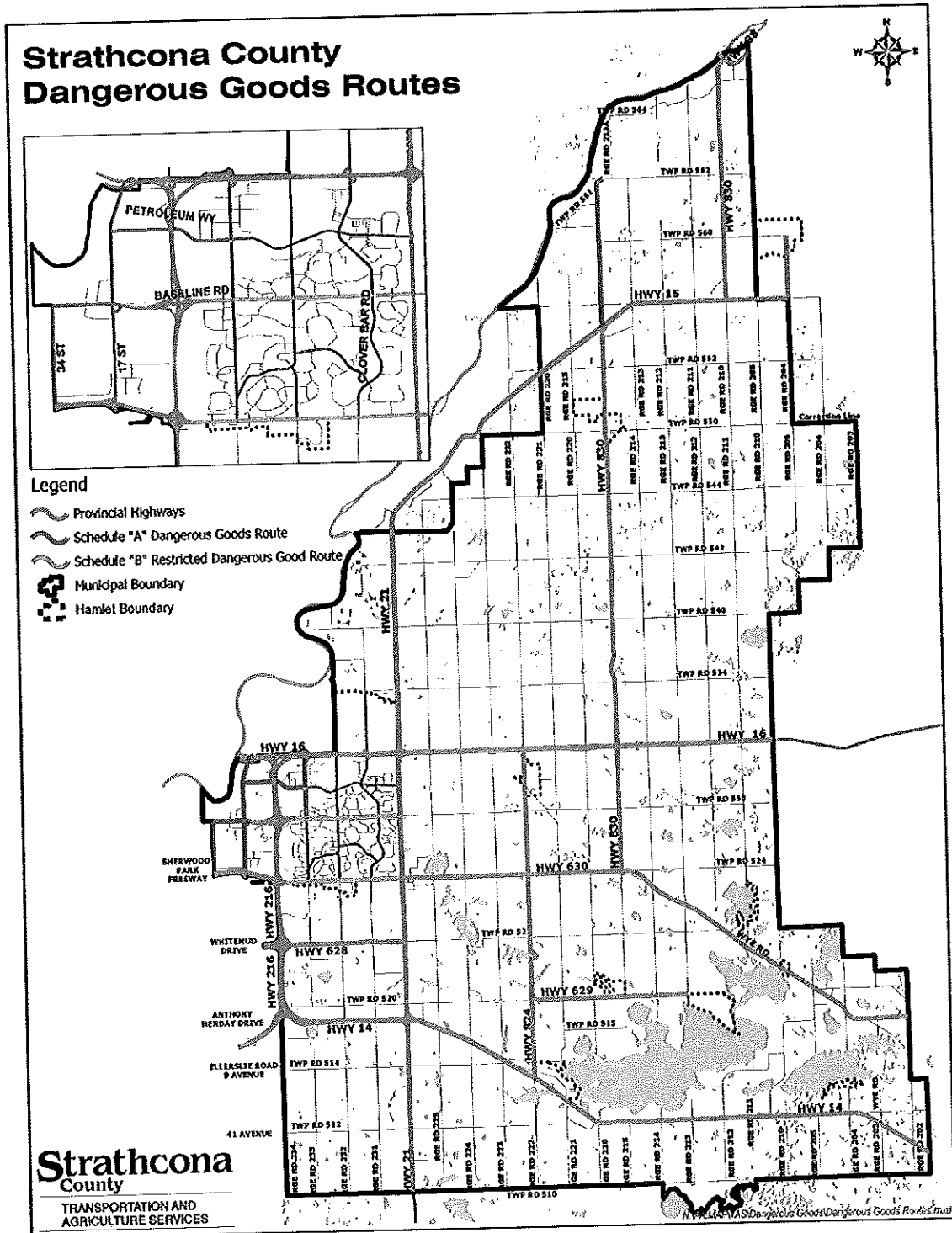
SCHEDULE "B"

RESTRICTED DANGEROUS GOODS ROUTES

- A) Broadmoor Boulevard from Petroleum Way to Baseline Road
- B) Baseline Road from 500 metres west of Broadmoor Boulevard, the boundary with Alberta Transportation, to Highway 21
- C) Wye Road from 100 metres west of Ordze Road, the boundary with Alberta Transportation, to Highway 21

SCHEDULE "C"

MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES



SCHEDULE "D"

DANGEROUS GOODS ROUTE SIGNS

Dangerous Goods Route Signs will be used to indicate regulations related solely to the movement on streets and Highways of Vehicles classified as Dangerous Goods carriers. The signs will be made to reflect, or lit to show the same colour and shape both day and night.

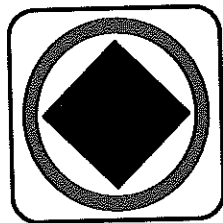
Dangerous Goods Route Sign (RB-69)

The Dangerous Goods Route Signs will show that Dangerous Goods carriers, as defined by legislation, are allowed to travel along a street or Highway.

Proper advance and directional arrows (1 B-5 to 1 B-9) will be added to the sign to indicate a turn or a change in the direction of a designated route. Advance turn arrows will be placed between 50 metres and 150 metres before an intersection where the route changes direction.

The tab sign (RB-69T) may be used for an educational period.

"DANGEROUS GOODS ROUTE" signs shall have a green circle circumscribing a black diamond symbol on a white background.



RB - 69
60 x 60 cm



RB - 69T
60 cm x 30 cm

OPTIONAL

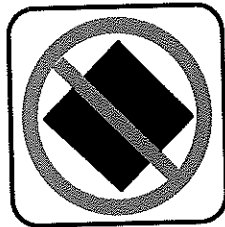
Dangerous Goods Prohibition Sign (RB-70)

The Dangerous Goods Prohibition Sign will show that carriers of Dangerous Goods, as defined by legislation, may not travel on a particular street or Highway.

The sign will be placed along the street or Highway from which Dangerous Goods are barred. The sign will be placed where the street or Highway intersects a Dangerous Goods route, to prevent illegal entry of Vehicles carrying Dangerous Goods.

The tab sign (RB-70T) may be used for an educational period.

"DANGEROUS GOODS PROHIBITION" signs shall have a red circle circumscribing a black diamond symbol on a white background with a red diagonal superimposed over the diamond symbol. Where the sign is erected, Dangerous Goods carriers are prohibited from travelling upon the street or Highway.



RB - 70
60 x 60 cm



RB - 70T
30 x 30 cm

SCHEDULE "E"

GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS

1. Written application will be received for specific rides or events from groups, organizations, societies or clubs which:
 - i. intend to raise funds for a "Charitable Purpose" as defined in the Public Contributions Act, R.S.A. 1992, C. P-26, as amended, and who meet the requirements of the said Act; or
 - ii. wish to hold a recreational ride or event to encourage or promote their membership or group activities.
2. A group, organization, society or club shall be allowed only two rides or events, as set out in (1) above, per month.
3. A Statutory Declaration (Schedule "F") shall be provided certifying that a responsible Person within the group, organization or club has:
 - i. determined that all members or participants who take part in the ride or event hold a current financial responsibility card for liability insurance which indicates that it remains in force during the ride or event, and all Off-Highway Vehicles are properly licensed as per Motor Vehicles Administration Act, R.S.A. 1980, C. M-22, as amended.
 - ii. checked the Highways or portion of the Highways to be used, and is satisfied themselves that the ditches and Highway sides to be used are satisfactory and, in his opinion, safe for the intended purpose.
4. A Waiver or Release, Schedule "G" signed by each member or participant involved in the ride or event shall be provided and shall release the County of any responsibility which may arise from the use of the Highways or portions of Highways for the intended purpose.
5. The application shall be submitted to the Director, TAS at least three (3) weeks prior to the time of the proposed ride or event and shall include the date and times of the ride or event together with the name, address and telephone number of a contact Person.
6. Upon application, the Director, TAS shall be authorized by Council to allow, if he deems it necessary, a pre-ride or pre-event run by representatives of the group, organization, society or club to certify the safety of the route or to mark the route or any hazards in relation to the Highways or portions of Highways as specified for use in the applications.

7. Prior to the placing of markers for the route of for hazards along the proposed route approval must be obtained from the Director, TAS.
8. All signs or markings which have been placed along the route shall be removed within twenty-four (24) hours following the completion of the ride or event.
9. Failure to comply with any of the requirements of the Bylaw, the attached Schedules or any conditions of the approval, as granted, may result in cancellation of the approval and the refusal of future applications.

SCHEDULE "F"

STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS

CANADA
PROVINCE OF ALBERTA
TO WIT:



In the Matter of

I, _____
of _____ in the Province of Alberta,
do solemnly declare that I have on behalf of the _____
checked Strathcona County Highways or portion of the Highways to be used for
_____, which will be held by the _____
_____, on the dates of _____,
and have satisfied myself that the Highways or portions of the Highways to be used
for the said event or ride are satisfactory and safe for the intended use by the
members or participants of such event or ride.
AND I make this solemn declaration conscientiously believing it to be true and
knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the _____
of _____
in the Province of Alberta, this _____
day of _____ A.D., 20 ____



Signature of Declarant

A Commissioner for Oaths or Notary Public in and for the Province of Alberta

SCHEDULE "G"

**RELEASE, WAIVER AND INDEMNITY AGREEMENT
FOR OFF-HIGHWAY VEHICLE EVENTS**

Group Members
Strathcona County
Traffic Bylaw 13-2011

This is to certify that we the members of the _____
of _____ in the Province of Alberta who have attached
our signatures hereto, intend to participate, at our own risk, in the event or ride
being the _____ held by the _____
on the date(s) of _____, 20____ and in consideration of using
Strathcona County's Highways or a portion of Highways as authorized for the said
event or ride and further good and valuable consideration, the receipt whereof
being hereby acknowledged, I do hereby freely and voluntarily release Strathcona
County, the Council of Strathcona County, and Councillors of Strathcona County,
past, present, or future, its officers, employees, servants, independent contractors
and agents (hereinafter collectively referred to as "Strathcona County") from all
liability and do hereby waive as against Strathcona County all recourses, claims,
causes of action and demands of any kind whatsoever, which I, my heirs,
executors, and assigns might have against Strathcona County, and I do hereby
agree to indemnify and hold harmless Strathcona County from any and all claims,
demands, causes of action of any kind whatsoever, including those involving
negligence on the part of the said Strathcona County, that may be made against
Strathcona County, arising out of or connected with my preparation or participation
in any of the programs or activities referred to above.

In confirmation of the above, we have attached our signatures hereto.

Dated at _____, in the Province of Alberta, this ____ day of _____ 20____.

SIGNATURES OF MEMBERS

Please Print Name

Signature

Print Name of Witness

Signature of Witness

Address of Witness

SCHEDULE "H"

HEAVY VEHICLE TRAFFIC – SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA

1. Turbo Industrial Park – part of W ½ 14-53-23-W4
2. Cloverbar – NE ¼ 8-53-23-W4
3. Boychuck Subdivision – N ½, SE ¼ 8-53-23-W4
4. Knightsbridge Industrial Park – SE ¼ 6-53-23-W4
5. 24 Street (Railway Street) plus connector to 17 Street – NE ¼ 31-52-23-W4
6. 92 Avenue, 17 Street – Kleysen's entrance
7. Sherwood Industrial Estates including 84 Avenue – part of the E ½ 30-52-23-W4
8. Wye Road, Ordze Road to Highway 21
9. 17 Street, Highway 16 to Highway 14
10. 34 Street, Baseline Road to Highway 14
11. Trans Mountain Service Road – SW ¼ 5-53-23-W4
12. Range Road 232, Highway 16 to Township Road 534
13. Range Road 231, Highway 16 to Township Road 534
14. Broadmoor Boulevard, Baseline Road to Highway 16
15. Petroleum Way, Broadmoor Boulevard to 17 Street
16. Baseline Road, Broadmoor Boulevard to a point 475 metres west, and from 775 metres east of 17 Street to 34 Street
17. Strathmoor Drive
18. Strathmoor Way
19. Range Road 233A, Strathmoor Way to Petroleum Way
20. Streambank Avenue

21. West side of Highway 21 Service Road (Range Road 230), from Township Road 534 south to the end of the Service Road north of Highway 16
22. Township Road 534 from Highway 21 to Range Road 232
23. North side of Highway 16 Service Road from Range Road 231 to Range Road 232
24. Road from Petroleum Way to Streambank Avenue

SCHEDULE "I"

**HEAVY VEHICLE TRAFFIC – SCHEDULE OF RESTRICTED TRUCK ROUTES
IN THE SHERWOOD PARK URBAN SERVICE AREA**

1. Sherwood Drive, Wallace Drive to Highway 16
2. Broadmoor Boulevard, Sherwood Drive to Baseline Road
3. Brentwood Boulevard, 75 metres south of Estate Drive to Sherwood Drive
4. Granada Boulevard, Sherwood Drive to Cloverbar Road
5. Cloverbar Road, Wye Road to Highway 16
6. Highway 16 Service Road (south side), Broadmoor Boulevard to Sherwood Drive
7. Baseline Road, Broadmoor Boulevard to Highway 21
8. Lakeland Drive, Highway 21 to Broadmoor Boulevard

SCHEDULE "J"

PRIVATE PROPERTY "NO PARKING" SIGNS



SCHEDULE "K"

OFFENCES

SECTION	OFFENCE	PENALTY
3.3	Operating a Vehicle without a Road Use Agreement (i) first offence (ii) second offence (iii) third and subsequent offences	\$ 500.00 \$ 1000.00 \$ 2000.00
3.4	Failure to comply with the Terms and Conditions of a TAC or RUA	\$ 200.00
3.6	Operating a Vehicle without a TAC	\$ 500.00
4	Failure to comply with any provision of Section 4 (i) first offence (ii) second and subsequent offences, exclusive of costs	\$ 200.00 \$ 1000.00
6.5	Holding a Special Roadway Event without a Permit	\$ 200.00
6.7	Using a Loudspeaker without a Permit	\$ 100.00
7.1-7.2	Failure to comply with any provision of Section 7.1-7.2 (i) first offence (ii) second offence (iii) third and subsequent offences	\$ 200.00 \$ 500.00 \$ 1000.00
7.8	Failure to comply with any provision of Section 7.8	\$ 200.00
7.9	Failure to produce a ROWCAP when requested	\$ 200.00
8.1(a)	Parking in front of a building under construction	\$ 57.00
8.1(b)	Parking in a Bus Stop or Transit Zone	\$ 57.00
8.1(c)	Parking in a Truck Loading Zone	\$ 57.00
8.1(d)	Parking on a Highway, Roadway or Highway Right-of-Way	\$ 250.00
8.2	Parking or Stopping illegally in a Fire or Emergency Lane	\$ 200.00
8.3	Parking or Stopping within five (5) metres of a fire hydrant or point on curb nearest the hydrant	\$ 175.00
8.4	Parking of a Commercial Vehicle	\$ 57.00
8.5	Parking where there is a "No Parking" sign	\$ 57.00
8.6	Stopping in a "No Stopping" zone	\$ 57.00
8.7	Parking illegally in a Lane	\$ 57.00
8.8	Parking in excess of posted time limits	\$ 57.00
8.10-8.11	Parking when portable "No Parking" signs are in place	\$ 100.00
8.13-8.15	Unauthorized Parking on Private Property	\$ 57.00
8.16	Unauthorized Parking on Public Property	\$ 57.00
8.17	Unauthorized Parking in a reserved Parking space on Public Property	\$ 57.00
8.18-8.19	Parking in a metered stall after time expired	\$ 57.00
8.20	Parking of Trailer without Vehicle attached	\$ 150.00
8.21	Occupying a Trailer on a Highway	\$ 150.00
8.23-8.24	Parking a Vehicle and Trailer or Recreational Vehicle in excess of thirty-six (36) hours	\$ 100.00

8.25-8.26	Parking a Vehicle and Trailer or Recreational Vehicle that creates an obstruction, presents a safety concern or otherwise impedes traffic	\$ 150.00
8.27	Parking overlength Vehicle in a Hamlet between certain hours	\$ 57.00
8.28	Parking oversize Vehicle in an area of a Hamlet not designated by signs	\$ 57.00
8.29	Parking a Heavy Vehicle in a residential area in a Hamlet	\$ 250.00
8.31	Parking a Vehicle used for hauling Dangerous Goods on a Highway	\$ 500.00
8.32	Parking a Vehicle used for hauling Dangerous Goods near a building (i) first offence (ii) second and subsequent offences, exclusive of costs	\$ 500.00 \$ 1000.00
8.34	Parking in space designated for Parking of Vehicle of Disabled Person	\$ 150.00
9	Failure to comply with any provision of Section 9 (i) first offence (ii) second offence	\$ 100.00 \$ 200.00
10.1	Failure to comply with any provision of 10.1	\$ 100.00
10.3	Use of engine retarder brakes on any Commercial Vehicle within the Urban Service Area or residential area	\$ 57.00
11.1	Placing or permitting to be placed Foreign Matter onto any Roadway or Sidewalk	\$ 200.00
11.2	Placing or permitting to be placed Foreign Matter onto any Fire Hydrant located on Public or Private Property	\$ 150.00
11.3	Damaging or permitting to be damaged any Highway or Fire Hydrant by scraping, cutting or in any manner whatsoever, whether or not such person is engaged in removing Foreign Matter from any Highway or Hydrant	\$ 200.00
11.4	Placing or depositing any object, refuse, building or other materials, dumpsters, snow, earth, sand, gravel, sod, or any other material in the road rights-of-way that will impede or obstruct traffic. (i) first offence (ii) second offense (iii) third and subsequent offences	\$ 100.00 \$ 500.00 \$ 1000.00
11.5	The placement of driveway aids in the road rights-of-way outside of permitted (i) first offence (ii) second offense (iii) third and subsequent offences	\$ 100.00 \$ 500.00 \$ 1000.00

BYLAW ~~13-2011~~ 16-2015
TRAFFIC BYLAW

Table of Contents

Section 1:	Short Title	Page 3
Section 2:	Definitions	Page 3
Section 3:	Weight Restrictions and Road Bans	Page 12
Section 4:	Transportation of Dangerous Goods	Page 14
Section 5:	School Bus Warning Lights and Stop Arms	Page 16
Section 6:	Special Roadway Events	Page 16
Section 7:	Rights-of-Way Construction Activity	Page 18
Section 8:	Parking	Page 20
Section 9:	Off-Highway Vehicles	Page 26
Section 10:	Truck Routes	Page 27
Section 11:	Deposit of Snow, Ice and Debris on Roads	Page 28
Section 12:	Delegation of Authority	Page 29 8
Section 13:	Offences	Page 31 0
Section 14:	Violation Tags	Page 31 0
Section 15:	Violation Ticket	Page 32 1
Section 16:	Severability	Page 32
Section 17:	Repeal of Bylaws	Page 32
Section 18:	Effective Date	Page 32
	List of Permits	Page 34 3
	List of Schedules	Page 35 4

SCHEDULE "A"	DANGEROUS GOODS ROUTES	Page 36 5
SCHEDULE "B"	RESTRICTED DANGEROUS GOODS ROUTES	Page 37 6
SCHEDULE "C"	MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES	Page 38 7
SCHEDULE "D"	DANGEROUS GOODS ROUTE SIGNS	Page 39 8
SCHEDULE "E"	GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS	Page 41 40
SCHEDULE "F"	STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS	Page 43 42
SCHEDULE "G"	RELEASE, WAIVER AND INDEMNITY AGREEMENT FOR OFF-HIGHWAY VEHICLE EVENTS	Page 44 43
SCHEDULE "H"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA	Page 46 45
SCHEDULE "I"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF RESTRICTED TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA	Page 48 47
SCHEDULE "J"	PRIVATE PROPERTY "NO PARKING" SIGNS	Page 49 48
SCHEDULE "K"	OFFENCES	Page 50 49

BYLAW ~~16-2015~~13-2011
TRAFFIC BYLAW

**A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA TO
CONTROL AND MANAGE TRAFFIC UPON THE HIGHWAYS WITHIN
STRATHCONA COUNTY**

WHEREAS the Municipal Government Act, RSA 2000, c. M-26 provides that a municipality has the direction, control and management of all roads within the municipality;

AND WHEREAS the Municipal Government Act, RSA 2000, c. M-26 provides that Council may pass bylaws for municipal purposes respecting the safety, health and welfare of people and the protection of people and property and the people, activities and things in, on or near a public place or place that is open to the public;

AND WHEREAS the Dangerous Goods Transportation and Handling Act, RSA 2000, c. D-4 provides that Council may, by Bylaw, regulate the transportation of dangerous goods on highways under its direction, control and management;

AND WHEREAS the Traffic Safety Act, RSA 2000, c. T-6 ("the Act") provides that the Council of a municipality may, with respect to a highway under its direction, control and management, make bylaws that are not inconsistent with the Traffic Safety Act;

NOW THEREFORE, the Council of Strathcona County, duly assembled, enacts as follows:

SECTION 1: SHORT TITLE

- 1.1 This Bylaw may be cited as the ~~Strathcona County~~ "Strathcona County's Traffic Bylaw".

SECTION 2: DEFINITIONS

Except as otherwise provided in this Bylaw, the terms used in the Act where used or referred to in this Bylaw shall have the same meaning as used or defined in the Act.

- 2.1 "Act" means the Traffic Safety Act, RSA 2000, c.T-6 as amended or substituted from time-to-time.
- 2.2 "Alignment" means a location specified or approved by the Municipality for the location of Equipment in Rights-of-Way.
- 2.3 "Applicant" means a person applying for a Permit.

- 2.4 "Bus Stop" or "Transit Zone" means an area designated by a sign that extends twelve (12) metres in front and twenty-three (23) metres behind the sign, or is designated by two (2) signs marking the beginning and end of the zone; and is expressly reserved for the use of transit Vehicles.
- 2.5 "Chief Commissioner" means the Chief Administrative Officer of Strathcona County as appointed by Council and whatever subsequent title may be conferred on that officer by the County or by Statute, and includes his or her designate.
- 2.6 "Commercial Vehicle" means any Vehicle, Trailer or semi-trailer, used for the purpose of conducting a business activity except:
- (a) a truck, Trailer, semi-trailer or Transit Vehicle that is a public service Vehicle; or
 - (b) a truck, Trailer, semi-trailer or Transit Vehicle or any class of Vehicle that is exempted from being classified as a Commercial Vehicle by the regulations or by any order of the Alberta Motor Transport Board;
- and includes:
- (c) a Vehicle from which sales are made of goods, wares, merchandise or commodity; and
 - (d) a Vehicle that is used for the delivery of goods, wares, service, merchandise or commodity to a purchaser or consignee thereof.
- 2.7 "Council" means the Council of Strathcona County.
- 2.8 "County" means Strathcona County.
- 2.9 "Dangerous Goods" means any product, substance or organism specified in the regulations or included by its nature in any of the classes listed in the regulations under the Dangerous Goods Transportation and Handling Act, RSA 2000, c. D-4 as amended.
- 2.10 "Dangerous Goods Route" means all or any portion of those Highways under the direction, control or management of the County designated for the Transportation of Dangerous Goods as described on Schedule "A" and shown on the map on Schedule "C" both of which are attached to and form part of this Bylaw.
- 2.11 "Dangerous Goods Route Signs" means signs identified in Schedule "D" attached to and forming part of this Bylaw.

- 2.12 ~~"Director, CPC" means the County's Director of Capital Planning and Construction and includes his or her designate.~~
- 2.13 ~~"Director, DS" means the Director of Disaster Services of the County and whatever subsequent title may be conferred on that position by Council or Statute.~~
- 2.14 ~~"Director, ES" means the County's Director of Emergency Services for Strathcona County who performs the duties and responsibilities of a Fire Chief, and includes his or her designate.~~
- 2.15 ~~"Director, PDS" means the County's Director of Planning and Development Services and includes his or her designate.~~
- 2.16 ~~"Director, RPC" means the County's Director of Recreation, Parks and Culture and includes his or her designate.~~
- 2.17 ~~"Director, TAS" means the County's Director of Transportation and Agriculture Services and includes his or her designate.~~
- 2.18 "Driveway Aids" means any material placed on the Roadway Right-of-Way to assist access to a driveway including but not limited to rubber ramps, metal grates, wood ramps, and concrete blocks.
- 2.19 "Emergency Work" means the installation, maintenance, repair or replacement of Equipment in Rights-of-Way where health, safety or the provision of essential services is endangered.
- 2.20 "Emergency Services" means the County's Emergency Services Department.
- 2.21 "Emergency Vehicle" means
 - (a) a fire fighting or other type of Vehicle operated by the fire protection service of the Municipality;
 - (b) an ambulance operated by a Person or organization providing ambulance services;
 - (c) a Vehicle operated by a police force or Peace Officer;
 - (d) a Vehicle operated as a gas disconnection unit of a public utility; and
 - (e) a Vehicle designated as an emergency response unit under the Act.

- 2.22 "Equipment" means any poles, cables, pipes, conduits, pedestals, antennas, vaults, support structures or other similar facilities or structures.
- 2.23 "Fees and Charges Bylaw" means a Bylaw approved by Council that sets the Fees and Charges, which is updated and replaced from time to time.
- 2.24 "Fire or Emergency Lane" means all that portion of a Highway used to provide access to buildings, and so marked by signs stating Fire or Emergency Lane.
- 2.25 "Fire Hydrant" means any privately-owned Fire Hydrant within the County, and any Fire Hydrant controlled and managed by the County.
- 2.26 "Foreign Matter" means snow, ice, dirt, debris or other such material.
- 2.27 "Hamlet" means a small rural unincorporated community and includes those lands located within the Hamlets of Antler Lake, Ardrossan, Collingwood Cove, Half Moon Lake, Hastings Lake, Josephburg, North Cooking Lake, or South Cooking Lake as defined in Bylaw 40-2009, as amended or replaced from time to time; and all lands within the Sherwood Park Urban Service Area as defined in Strathcona County's Land Use Bylaw 8-2001 as amended or replaced from time to time.
- 2.28 "Heavy Vehicle" means a Vehicle, with or without load, exceeding any one of the following:
- (a) two axles;
 - (b) twelve point five (12.5) metres in length; or
 - (c) a maximum allowable weight of five thousand five hundred (5,500) kilograms;
- but does not include Recreational Vehicles.
- 2.29 "Highway" means any thoroughfare, street, Road, trail, avenue, parkway, driveway, viaduct, Lane, alley, square, bridge, causeway, trestleway, parkade or other place or any part of any of them, whether publicly or privately owned, that the public is ordinarily entitled or permitted to use for the passage or Parking of Vehicles and includes the following, but does not include a place declared by regulations not to be a Highway:
- (a) a Sidewalk, including a boulevard adjacent to the Sidewalk;

- (b) a ditch, if it lies adjacent to and parallel with the Roadway; and
 - (c) all the land between the fences, or all the land between the fence and the edge of the Roadway, as the case may be, if a Highway Right-of-Way is contained between fences or between a fence and one side of the Roadway.
- 2.30 "Highway Right-of-Way" means all of the land between the property line on one side of the Highway and the property line on the other side of the Highway for the length of the Highway.
- 2.31 "Holiday" means any day declared as a Holiday by municipal, provincial or federal authority and includes Saturdays and Sundays.
- 2.32 "Identification Placard" means a placard issued by the Motor Vehicles Branch of the Department of Justice to identify a Vehicle operated or used by a disabled Person.
- 2.33 "Landowner" means any Person having a legal or equitable interest in any land or building and includes any resident, tenant or occupier of such land or building.
- 2.34 "Lane" means all that portion of a Highway used to provide access to lands, in addition to the access provided by the street in front of the said lands.
- 2.35 "Local Road" means any road within the Urban Service Area not listed on Schedule "H" which is attached hereto as part of the Bylaw.
- 2.36 "Municipality" means Strathcona County.
- 2.37 "Off-Highway Vehicle" means any motorized mode of transportation built for cross-country travel on land, water, snow, ice or marsh or swamp land or on other natural terrain.
- 2.38 "Operator" means a Person responsible for the operation of a Vehicle.
- 2.39 "Owner" with respect to a Vehicle, Heavy Vehicle or an Off-Highway Vehicle means:
 - (a) the Person in whose name the Vehicle is registered under the Act;
 - (b) any Person renting a Vehicle, a Heavy Vehicle or an Off-Highway Vehicle or having the exclusive use of that

Vehicle, Heavy Vehicle or Off-Highway Vehicle under a lease or otherwise for a period of more than thirty (30) days.

- 2.40 "Park" when prohibited, means to allow a Vehicle (whether occupied or not) to remain standing in one place, except:
 - (a) when standing temporarily for the purpose of and while actually engaged in loading or unloading passengers; or
 - (b) when standing in obedience to a Peace Officer or traffic control device.
- 2.41 "Parking Meter" means a device that registers the amount of time purchased for the Parking of a Vehicle, at the expiration of which the driver is liable for a fine.
- 2.42 "Peace Officer" means a member of the Royal Canadian Mounted Police or a Bylaw Officer of Strathcona County or a Peace Officer appointed by the Province of Alberta.
- 2.43 "Permit" means any one of the Permits required pursuant to this Bylaw together with any corresponding applications.
- 2.44 "Person" includes one or more individuals, partnerships, corporate or unincorporated organizations, government bodies or agencies, trustees, executors, administrators or other legal representatives, other than the Municipality or its legal representatives, and specifically includes the Applicant and the Owner of the Work or Equipment being done or located within the Rights-of-Way together with the Owner's agents, contractors, invitees or legal representatives.
- 2.45 "Private Property" means any property within the County not owned by or occupied by the Government of Canada, Government of Alberta or by the County, unless otherwise outlined in Section 8.
- 2.46 "Public Place" means any place to which the public has access as of right or by invitation, express or implied, and without restricting the foregoing, to constitute a Public Place it is not necessary that all segments of the public have a right of access thereto.
- 2.47 "Public Property" means any property owned by or under the control and management of the Government of Canada, Government of Alberta, or by the County.

- 2.48 "Recreational Vehicle" means a Vehicle or Trailer that is designed, constructed and equipped, either temporarily or permanently, as a temporary accommodation for travel, vacation, or recreational use and **to be driven, towed or transported**, includes duly licensed travel Trailers, motorized homes, slide-in campers, chassis-mounted campers, boats, all terrain vehicles, snowmobiles and tent Trailers.
- 2.49 "Restricted Dangerous Goods Route" means all or any portion of those Highways under the direction, control or management of the County, designated for the purpose of picking up Dangerous Goods from or delivering Dangerous Goods to any area in the County not located along or accessible by a Dangerous Goods Route as indicated on Schedule "B" and shown on the map on Schedule "C", both of which are attached to and form part of this Bylaw.
- 2.50 "Restricted Truck Route" means a Highway listed in Schedule "I" which is attached hereto as part of this Bylaw.
- 2.51 "Rights-of-Way" means the Highways, Roads, road allowances, streets, Lanes, road diversions, bridges, public utility lots, public space, public water or other public places within the jurisdiction of the Municipality, excluding:
- (a) reserve property;
 - (b) tax recovery property;
 - (c) easements, leases and licenses;
 - (d) fee simple titled property; or
 - (e) **any other property designated by the Director, PDS Chief Commissioner.**
- 2.52 "Rights-of-Way Construction Activity Permit" means a permit approved by the ~~Director, TAS~~ **Chief Commissioner** from time to time that contains one or more provisions for the granting of consent to a Person to do Work in Rights-of-Way upon compliance by such Person with all other applicable municipal requirements.
- 2.53 "Road" means land
- (a) shown on a plan of survey that has been filed or registered in a land titles office, or
 - (b) used as a public road

and includes a bridge forming part of a public road and any structure incidental to a public road.

- 2.54 "Road Ban" means the axle weight allowance prescribed in respect of the use of a Highway.
- 2.55 "Road Use Agreement" or "RUA" means an agreement entered into with the County for the purpose of ensuring that the Highway or Highways affected are protected.
- 2.56 "Roadway" means that part of the Highway intended for use by multi-modal traffic.
- 2.57 "Rural Rights-of-Way" shall mean all Rights-of-Way located within the boundaries of Strathcona County that are not located within the Urban Service Area.
- 2.58 "Safety Mark" means a placard as defined by the Dangerous Goods Transportation and Handling Act, to be displayed on containers or Vehicles in the handling, offering for transport or transporting of Dangerous Goods.
- 2.59 "Sidewalk" means that part of a Highway especially adapted to the use of or ordinarily used by pedestrians, and includes that part of a Highway between the curb line (or the edge of the Roadway, where there is no curb line) and the adjacent property line, whether or not paved or improved, and includes the Heritage Parkway Trail System.
- 2.60 "Special Roadway Event" means:
 - (a) any procession or march organized primarily for the purpose of entertainment of spectators, and includes display, inspection or promotion of a cause or purpose; or
 - (b) an event or competition involving walking, running, or the use of bicycles, motorcycles, cars or other Vehicles taking place in whole or in part, on a Highway and which blocks, obstructs, impedes, hinders or otherwise interferes with or which may block, obstruct, impede, hinder or otherwise interfere with, pedestrians or vehicular traffic on a Highway and which consists of an organized group of:
 - (i) more than fifty (50) pedestrians; or
 - (ii) more than ten (10) Vehicles; or
 - (iii) any combination of pedestrians and Vehicles which together exceed fifty (50) in number;

- (c) but does not include:
 - (i) a military, police, or emergency services parade, or
 - (ii) a funeral procession, or
 - (iii) an event to be held entirely within the confines of the Broadmoor Lake Park and which has the approval of the ~~Director, RPC~~ Chief Commissioner .

2.61 "Stop" when prohibited, means to allow a Vehicle (whether occupied or not) to Stop, and to load or unload passengers or freight or goods.

2.62 "Temporary Traffic Control Permit Plan" means a Permit Plan, ~~issued under the Act or under this Bylaw, authorizing the temporary control of traffic:~~ submitted under the Right-of-Way Construction Activity Permit request which shows the temporary control of traffic

- (a) to minimize traffic disruption around a worksite;
- (b) to protect Equipment; and
- (c) to ensure the safety of motorists and pedestrians and employees within a work site.

2.63 "Terms and Conditions" shall mean those Terms and Conditions outlined in a Permit.

2.64 "Trailer" means a Vehicle so designed that it may be attached to or drawn by a Vehicle and is intended to transport property or Persons, ~~and includes any Trailer that is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily,~~ but does not include machinery or Equipment used in construction or maintenance of Highways.

2.65 "Transit Vehicle" means any Vehicle used to deliver public transit services, including transit support Vehicles.

2.66 "Transportation" means Transportation in or by means of a Vehicle.

2.67 "Tridem Axle Certificate" or "TAC" means a Permit, issued under the Act or under this Bylaw, authorizing the operation of a Commercial Vehicle, with any three consecutive axles on a Vehicle, on a Highway.

- 2.68 "Truck Loading Zone" means an area reserved expressly for Commercial Vehicle loading and unloading and signed accordingly.
- 2.69 "Truck Route" means a Highway listed in Schedule "H" which is attached hereto as part of the Bylaw serving as a truck route to, from, or through the Sherwood Park Urban Service Area, as authorized by Council.
- 2.70 "Urban Rights-of-Way" shall mean those Rights-of-Way located within the boundaries of the Urban Services Area for the Hamlet of Sherwood Park.
- 2.71 "Vehicle" means a device in, on or by which a Person or thing may be transported or drawn on a Highway and includes, without restricting the generality of the foregoing, an automobile, bicycle, motorcycle and moped, but does not include an aircraft, a tractor, whether equipped with rubber tires or not, an implement of husbandry or a motor Vehicle that runs only upon rails.
- 2.72 "Vehicle Storage Location" means a storage location for Vehicles which is:
- (a) at least twenty-five (25) metres away from the nearest residential, institutional or assembly occupancy;
 - (b) not located under electrical transmission lines;
- 2.73 "Violation Tag" means a ticket or similar document issued by the County pursuant to the Municipal Government Act, RSA 2000, c. M-26.
- 2.74 "Violation Ticket" means a ticket issued pursuant to Part II or Part III of the Provincial Offences Procedure Act, RSA 2000 c. P-34 and the regulations thereunder.
- 2.75 "Work" means the installation, maintenance, repair, replacement, extension or operation of any Equipment in Rights-of-Way, excluding Emergency Work.

SECTION 3: WEIGHT RESTRICTIONS AND ROAD BANS

- Restrictions 3.1 The ~~Director, TAS~~ **Chief Commissioner**, in his or her sole discretion, may make a determination that the use of a Highway by a Commercial Vehicle or Commercial Vehicles may or will likely cause damage to a Highway due to:
- (a) the weight of the Commercial Vehicle or Commercial

Vehicles; or

- (b) the frequency of use of the Highway by the Commercial Vehicle or Commercial Vehicles.

- 3.2 The ~~Director, TAS~~ Chief Commissioner, in exercising his discretion under Section 3.1, shall have consideration for the following:
 - (a) Highway surface classification;
 - (b) daily vehicular traffic count; and
 - (c) number of occupied driveways adjacent to the Highway.
- 3.3 Where the determination is made that the use may or will likely cause damage to a Highway under Section 3.1, the ~~Director, TAS~~ Chief Commissioner, is authorized to require any Operator to enter into a RUA prior to operating a Commercial Vehicle upon a Highway.
- 3.4 An Operator entering into an RUA shall at all times ensure that the Terms and Conditions contained within the RUA are complied with.
- 3.5 Where an Operator has entered into an RUA, failure to comply with this Bylaw may result in the cancellation of that RUA.
- 3.6 Prior to operation of a Commercial Vehicle on a Highway, a Commercial Vehicle ~~for which~~ must have a Provincial TAC has ~~been issued in accordance with the provisions of the Act. must also have a TAC issued by the Director, TAS, pursuant to this Bylaw.~~
- 3.7 Notwithstanding Section 3.5, an Operator shall comply with all other provisions of the Act and this Bylaw, and without limiting the generality of the foregoing, shall obey all prohibitions, limitations, increases or restrictions imposed by an RUA.

Road Bans

- 3.8 The ~~Director, TAS~~ Chief Commissioner, is hereby authorized to impose Road Bans from time to time to define:
 - (a) load limits upon Highways;
 - (b) Highway locations with percentage axle weights for those Highways; and
 - (c) bridge locations with the maximum gross Commercial Vehicle weights to be posted on those bridges.

- 3.9 Where the ~~Director, TAS~~ **Chief Commissioner**, imposes a Road Ban with respect to a Highway, he shall cause signs to be erected along the Highway as he considers necessary to notify Operators using Commercial Vehicles on the Highway of the Road Ban Order.

Exemptions 3.10 This Section does not apply to:

- (a) snow removal and ice control Equipment, motor graders or Highway construction Equipment operated or hauled by or on behalf of the County;
- (b) Commercial Vehicles or combinations of Commercial Vehicles required by the County to transport materials needed for maintenance and repair of Highways; or
- (c) the movement of Equipment to a natural or man-made disaster such as a fire, flood, train derailment or pipeline spill, provided that the ~~Director, TAS~~ **Chief Commissioner** is immediately notified of the occurrence of such disaster.

SECTION 4: TRANSPORTATION OF DANGEROUS GOODS

Dangerous Goods Routes 4.1 Unless otherwise hereinafter specifically provided, no Person shall transport Dangerous Goods for which Safety Marks are required on a Highway under the direction, control or management of the County except on a Dangerous Goods Route as shown in Schedule A, Restricted Dangerous Goods Route as shown in Schedule B, or a Temporary Dangerous Goods Route.

Temporary Dangerous Goods Routes 4.2 A Peace Officer or a member of Emergency Services is hereby delegated the power to establish a temporary route for the transportation of Dangerous Goods on any Highway under the direction, control or management of the County where he or she considers it necessary to do so in order to prevent or reduce any serious or imminent danger to life, health, property or the environment; provided that as soon as the danger to life, health, property or the environment has, in the opinion of the Peace Officer or member of Emergency Services, been prevented or adequately reduced, the temporary route shall be closed to Vehicles Transporting Dangerous Goods.

- 4.3 Notwithstanding Section 4.1, where a Person is required to transport Dangerous Goods for which Safety Marks are required off a designated Dangerous Goods Route, said Person may apply in writing to the ~~Director, ES, 1933 Sherwood Drive, Sherwood~~

~~Park, Alberta, TBA 3R3—the County~~ **Chief Commissioner**, for a Permit. Upon such application, the ~~Director, ES~~ **Chief Commissioner** may, in his absolute discretion, issue a Permit for the transportation of Dangerous Goods.

Stopping
within the
County

4.4 No Person Transporting Dangerous Goods for which Safety Marks are required shall stop at any location within the County except:

- (a) at a permitted Vehicle Storage Location;
- (b) in accordance with the Terms and Conditions of a valid Permit issued by the ~~Director, ES~~ **Chief Commissioner**;
- (c) in response to a direction from a Peace Officer or a traffic control device;
- (d) to refuel or repair a Vehicle; or
- (e) to load or unload the Vehicle cargo.

Inspections

4.5 A Person shall, upon the request of a Peace Officer or member of Emergency Services, produce for inspection by the Peace Officer any shipping documents, Permit issued or other documentation establishing the origin and destination of travel and a description of the cargo carried. Particulars obtained by the Peace Officer under this Section and submitted as evidence before a Judge of the Provincial Court of Alberta, shall be prima facie proof of the particulars submitted in evidence, without proof of the signature or official capacity of the Persons signing the shipping documentation or other documentation.

Exceptions

4.6 No Person shall transport within Strathcona County any Dangerous Goods for which Safety Marks are required, in or on any Vehicle other than on a Dangerous Goods Route or Restricted Dangerous Goods Route, unless the said Person is:

- (a) picking up Dangerous Goods from or delivering Dangerous Goods to any place in the County which is not located along or accessible by a Dangerous Goods Route or Restricted Dangerous Goods Route, by using the most direct and practical route between a customer's premises and the nearest Dangerous Goods Route;
- (b) proceeding to or from a Vehicle Storage Location by the most direct Highway intersecting a Dangerous Goods Route;
- (c) Transporting petroleum products or fertilizers to farms or residences outside the Urban Service Area of Sherwood

Park.

- Recovery of Costs
- 4.7 Where Emergency Services has taken any action whatsoever for the purpose of mitigating or responding to a Dangerous Goods or hazardous material call or incident within or outside the County or for the purpose of preserving life or property or the environment from injury or destruction on land within or outside the County, including any such action taken by Emergency Services on a false call or incident, the ~~Director, ES~~ **Chief Commissioner**, may, in respect of any costs incurred by the County in taking such action, charge any costs so incurred by the County to the Person who caused the call or incident or the Owner or occupant of the land in respect of which the action was taken.
- 4.8 The schedule of costs and fees to be charged by the County for services rendered pursuant to this Bylaw shall be as set out in Strathcona County Fee and Charges Bylaw.
- 4.9 In respect of the costs or fees described in Sections 4.7 and 4.8:
- (a) the County may recover such cost or fee as a debt due and owing to the County; or,
 - (b) in the case of action taken by the County in respect of land within the County, where the cost or fee is not paid upon demand by the County, then in default of payment, such cost or fee may be charged against the land as taxes due and owing in respect of that land.

SECTION 5: SCHOOL BUS WARNING LIGHTS AND STOP ARMS

- 5.1 The use of alternating flashing red lights and stop arm are prohibited by any school bus operating on any Highway under the control of Strathcona County within the Urban Service Area.

SECTION 6: SPECIAL ROADWAY EVENTS

- 6.1 Any Person desiring to hold a Special Roadway Event within the County shall, at least two weeks prior to the time desired to hold the same, make application in writing to the Chief Commissioner and in such application shall furnish information with respect to the following:
- (a) the name and address of the applicant;
 - (b) the nature and object of such Special Roadway Event;
 - (c) the day, dates and hours during which the same will be

held;

- (d) the intended route thereof;
 - (e) the approximate number of Persons and/or Vehicles taking part therein;
 - (f) the nature of signs, flags, banners, placards or such similar things to be carried therein and particulars of inscriptions and wording to be exhibited thereon;
 - (g) the proposed use of public address systems or loudspeakers; and
 - (h) the signatures and addresses of the Persons who will be in control of such Special Roadway Event and who undertake to be responsible for the good order and conduct thereof; and
 - (i) any other information that might be requested by the Chief Commissioner.
- 6.2 ~~The Director, Transportation & Agriculture Services~~ **Chief Commissioner**, may issue a Permit, refuse a Permit or may issue the Permit subject to such conditions as are deemed necessary in the circumstances, including the requirement for fees or bonds.
- 6.3 Where an application for a permit has been refused under 6.2, the Applicant may request a review by the Chief Commissioner.
- 6.4 Failure to submit any information required by the ~~Director, TAS~~ **Chief Commissioner** or evidence of previous mismanagement of prior Special Roadway Events authorized by a Permit shall be good and sufficient reason for the ~~Director, TAS~~ **Chief Commissioner** to refuse issuance of a Permit.
- 6.5 Upon a Permit being granted under this Bylaw, the ~~Director, TAS~~ **Chief Commissioner** is hereby authorized, to the extent he deems necessary, to temporarily close or restrict the use of any Highway, subway, bridge or overpass or any part of any Highway, subway, bridge or overpass within the County, either as to the full width of it or as to part of the width of it and with respect to any class or any classes of Vehicles or with respect to pedestrians, and may provide for the proper enforcement of any such closing either by way of erection of barricades or by the adoption of any other means considered necessary or expedient.
- 6.6 No Person shall hold, conduct, manage, organize or take part in any Special Roadway Event unless and until a Permit for the

Special Roadway Event has been issued by the ~~Director, TAS~~ **Chief Commissioner** or as expressly permitted by resolution of Council.

- 6.7 A non-refundable fee as set out in the Fees and Charges Bylaw shall accompany each application for a Permit under this Section.
- 6.8 No Person shall install or use a loudspeaker system or other device for the amplification of sound in any Public Place except as authorized by a Permit.
- 6.9 Section 6.87 does not apply to use of sound amplification devices by ambulance, police, firefighting or other Emergency Services.

SECTION 7: RIGHTS-OF-WAY CONSTRUCTION ACTIVITY

7.1 The purpose of this Section is to:

- (a) require every Person proposing to carry out Work for the installation, maintenance, repair, replacement, construction of Equipment in municipal Rights-of-Way to apply for any required Permits and to obtain the County's consent for any such Work; and
- (b) provide the County with information on the type and location of work to be undertaken in the Right-of-Way; and
- (c) protect the County from costs, damages or liability associated with the installation, maintenance, repair, replacement, and construction in Rights-of-Way by any Person.

Council may pass Rights-of-Way Resolutions and Council or the ~~Director, PDS~~ **Chief Commissioner** may approve Rights-of-Way Access Agreements, subject to such Terms and Conditions, as Council deems appropriate.

Consents &
Permits

7.2 No Person shall perform any Work in Rights-of-Way unless the Person has:

- (a) obtained the consent of the County or is acting on behalf of a Person who has obtained consent of the County by way of Rights-of-Way Permit;
- (b) obtained all applicable Permits required by the County as determined by the ~~Director, PDS~~ **Chief Commissioner**;
- (c) paid all applicable Rights-of-Way Fees required by the

County as determined by the ~~Director, PDS~~ **Chief Commissioner** ; and

- (d) obtained an approved and valid Rights-of-Way Construction Activity Permit including **a Temporary Traffic Control Permit Plan** and have setup the Work zone in accordance with such **Plan Permit**.

Alternatives
to Consent

- 7.3 For the purposes of Section 7.1(a), the following agreements shall constitute consent of the County for the purposes of performing Work in Rights-of-Ways, however, the Person obtaining such consent shall in all other respects be subject to and comply with this Bylaw:
 - (a) development agreements;
 - (b) existing utility franchise agreements approved by the Alberta Energy & Utilities Board; and
 - (c) existing railway crossing agreements approved by the National Transportation Board.
- 7.4 Every Applicant shall provide all of the information required for a Permit. An application for a Permit that does not meet these requirements shall be deemed to be incomplete.
- 7.5 The ~~Director, TAS~~ **Chief Commissioner** may reject a Rights-of-Way Construction Activity Permit application where:
 - (a) the application for the Permit is incomplete;
 - (b) the payment of all applicable Rights-of-Way Fees has not been made;
 - (c) the consent of the County has not been obtained in accordance with Section 7.3; or
 - (d) any Conditions precedent to granting the Permit have not been met.
- 7.6 The ~~Director, TAS~~ **Chief Commissioner** is hereby authorized to approve or refuse any application for a Rights-of-Way Construction Activity Permit and to issue a Permit subject to such Terms and Conditions as he deems appropriate.
- 7.7 The ~~Director, TAS~~ **Chief Commissioner** shall provide an Applicant whose application for a Permit is refused, written reasons for the refusal at the time that the Applicant is advised of the refusal.

- 7.8 When an application for a permit has been refused under 7.6, the Applicant may request a review by the Chief Commissioner.
- Compliance 7.9 Every Person who obtains a Permit shall comply with the Terms and Conditions of that Permit, including, without limitation, Terms and Conditions restricting Work in the Rights-of-Way to the Alignments or other portion of the Rights-of-Way for which authorization is granted in the Permit.
- 7.10 All Work zones must retain and produce upon request an approved Rights-of-Way Construction Activity Permit.

SECTION 8: PARKING

- Parking on Rights-of-Way 8.1 No Person shall Park or permit to be Parked any Vehicle for any period of time whatsoever in any of the following locations:
- (a) upon a Highway in front of, adjacent to or abutting any building, structure, place or premises, in the course of construction or repair, when such Parking will impede or obstruct traffic; or
 - (b) in any Bus Stop or Transit Zone, except Transit Vehicles; or
 - (c) in any Truck Loading Zone properly marked by a sign indicating the restrictions which apply thereto, except a Commercial Vehicle lawfully engaged in loading or unloading goods;
 - (d) on a Roadway, Highway or Highway Right-of-Way if in the opinion of a Peace Officer, the Vehicle constitute obstruction, presents a safety concern, interferes with maintenance activities or otherwise impedes the progress of other users of the Roadway, Highway, or Highway Right-of Way.
- 8.2 No Person shall Park or Stop or permit a Vehicle to be Parked or Stopped in a Fire or Emergency Lane for any period of time whatsoever.
- 8.3 No Person shall Park or Stop or allow to be Stopped or Parked a Vehicle within five (5) metres of any Fire Hydrant, or, when the hydrant is not located at the curb, within five (5) metres from the point on the curb nearest the hydrant.
- 8.4 An Owner or Operator of a Commercial Vehicle shall not Park the Vehicle on a Roadway, Highway or Right-of-Way adjacent to a residence not owned by the Owner or Operator without consent of

residence owner.

- 8.5 Except when actually loading or unloading passengers, no Person shall Park a Vehicle on any portion of a Highway marked by a "No Parking" sign.
- 8.6 Except for a breakdown, no Person shall Stop a Vehicle on any portion of a Highway marked by a "No Stopping" sign.
- 8.7 No Person shall Park a Vehicle in a Lane unless a sign permits Parking, but Lanes other than designated Fire or Emergency Lanes may be used for:
 - (a) the loading or unloading of goods or passengers from a Commercial Vehicle for a period of time not exceeding thirty (30) minutes, or
 - (b) the loading or unloading of goods or passengers from a Vehicle other than a Commercial Vehicle for a period of time not exceeding fifteen (15) minutes, provided that the Vehicle concerned in such loading or unloading of passengers or goods does not obstruct the Lane so as to prevent other Vehicles or Persons from passing along such Lanes.
- 8.8 No Person shall Park or Stop a Vehicle in excess of the time designated and marked on a sign posted for the purpose of restricting the time for Parking or Stopping a Vehicle.
- 8.9 After the issuance of a Violation Tag concerning a Vehicle for a violation of Section 8.7 and 8.8 hereof, and a Vehicle remains Parked in excess of the time permitted on the sign for a further period, then a second offence shall be deemed to have occurred and a further Violation Tag may be issued for such second offence, and may be tagged for subsequent offences for being Parked in excess of the time permitted on the sign for such further periods of time as the Vehicle remains Parked.
- 8.10 Notwithstanding any other provisions of this Bylaw, the County may cause portable "No Parking" signs to be placed on or near a Highway, and when so placed such signs shall take precedence over all other Parking signs.
- 8.11 No Person shall Park, or leave Parked, a Vehicle on a Highway after the expiration of twenty-four (24) hours from the time a sign or signs referred to in Section 8.10 have been placed, and until such sign or signs have been removed.
- 8.12 For the purposes of Sections 8.13 to 8.15, Private Property also

Portable No
Parking
Signs

includes property located in the County and owned or occupied by the Government of Canada, the Government of Alberta or by the County.

Parking on
Private
Property

8.13 No Person shall Park a Vehicle on Private Property which has been clearly marked as such by a sign or signs, erected thereon, and as shown in Schedule "J" or similar, without the prior permission of the Owner, tenant, occupant or Person in charge of the Private Property.

8.14 Where, on Private Property used for a commercial or industrial purpose or for a purpose of the federal, provincial or municipal government, Parking space or spaces or a Parking area is provided for the Parking of the Vehicles of Persons who are customers or patrons of or are otherwise doing business with the Owner, tenant, occupant or Person in charge of the property, and the space is clearly marked as being:

- (a) Private Property, by a sign as shown in Schedule "J" or similar; and
- (b) set aside for Parking only of Vehicles of customers, or patrons of or Persons doing business with the Owner, tenant, occupant or Person in charge of the property;

a Person shall not Park or leave his Vehicle on the Parking space, spaces or area so designated unless he is immediately after Parking or leaving the Vehicle either a customer or patron or Person doing business with the Landowner, tenant, occupant or Person in charge of the property as indicated in the designation, or unless he has verbal or written permission from the said Landowner, tenant, occupant or Person in charge.

8.15 Any Landowner, tenant, occupant or Person in charge of Private Property who is satisfied that a Person is violating the provisions of Section 8.13 and or 8.14 may report the violation to a Peace Officer by providing the license number and location of the Parked Vehicle. A Person making such report shall give their name, address and phone number.

8.16 No Person shall Park any Vehicle upon any land owned by the County which the County uses or permits to be used as a playground, school ground, boulevard, recreation area or public park, except on such part thereof as may be designated by a sign or signs allowing Vehicle Parking.

8.17 No Person other than the Person to whom the space is assigned shall Park any Vehicle in a Parking space on County owned property, where such space has been reserved as indicated by

signs.

8.18 A Vehicle shall not be Parked on a Highway in any space governed by a Parking Meter unless there is unexpired time remaining on the Meter.

- (a) This section is only in effect on the days and during the times a Parking Meter is identified as being in effect.
- (b) This section does not apply to a Vehicle displaying a valid and subsisting Permit issued by the County for metered space Parking so long as all conditions of the Permit are satisfied.

8.19 A Vehicle Parked on a Highway in any space governed by a Parking Meter shall:

- (a) be Parked completely within the Metered space; and
- (b) if the Metered space is parallel to the edge of the Roadway, be Parked so that:
 - (i) the front of the Vehicle is as close as possible to the Parking Meter if the Meter is situated at the front of the space; or
 - (ii) the rear of the Vehicle is as close as possible to the Parking Meter if the Meter is situated at the rear of the space; or
- (c) if the Metered space is at an angle to the edge of the Roadway, be Parked so that the front of the Vehicle is as close as possible to the Parking Meter.

Parking of
Trailers and
Recreational
Vehicles

8.20 A Vehicle shall not be Parked on a Highway in any space identified as a pay and display zone unless there is unexpired time remaining on a ticket issued by a pay and display machine and unless that ticket is displayed face up in a clearly visible location on the dashboard of the vehicle. This section is only in effect on the days and during the times a pay and display zone is identified as being in effect

8.21 ~~(8.20)~~ No Person shall Park any Trailer or Recreational Vehicle upon any Highway unless the Trailer is attached to a Vehicle by which it may be propelled or drawn and when so attached the Trailer shall be deemed part of the Vehicle and subject to the requirements set out in this Bylaw pertaining to Vehicles.

8.22 ~~(8.21)~~ No Person shall occupy or allow or permit any other Person to occupy a Trailer or Recreational Vehicle upon a Highway or

upon County owned property, which has not been designated for Trailer or Recreational Vehicle Parking.

- 8.23 ~~(8.22)~~ Notwithstanding the provisions of Section 8.21²² a Person may Park and occupy a Trailer or Recreational Vehicle upon County owned property provided that written permission has been obtained from the Director, RPC **Chief Commissioner**.
- 8.24 ~~(8.23)~~ An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle on a Roadway for more than thirty-six (36) consecutive hours.
- 8.25 ~~(8.24)~~ An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not be entitled to rely upon the provisions of Section 8.23²⁴ more than twice in any seven (7) day period commencing from the date that the Vehicle and Trailer or Recreational Vehicle is first observed to be Parked in accordance with Section 8.23²⁴.
- 8.26 ~~(8.25)~~ An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle on Private Property by which any part or attachment of the Vehicle and Trailer or Recreational Vehicle extends over the top of the curb or back of Sidewalk, whichever is closer to the residence.
- 8.27 ~~(8.26)~~ Notwithstanding Section 8.20²¹, 8.21²², and 8.23²⁴, an Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle or any part thereof on a Roadway, Highway or Highway Right-of-Way if, in the opinion of a Peace Officer, the Vehicle and Trailer or Recreational Vehicle constitutes an obstruction, presents a safety concern or otherwise impedes the progress of other users of the Roadway, Highway or Highway Right-of-Way.
- 8.28 ~~(8.27)~~ No Person shall Park a Vehicle or Vehicle with Trailer exceeding eight ten ~~(8)~~ ⁽¹⁰⁾ metres in length on a Highway or any part of the Highway Right-of-Way within any Hamlet between the hours of 7:00 p.m. in any one day and 7:00 a.m. of the next succeeding day.
- 8.29 ~~(8.28)~~ No Person shall Park a Vehicle or Vehicle with Trailer exceeding **twelve point five** ~~ten (10)~~ ^(12.5) metres in length or two point six (2.6) metres in width on a Highway or any part of the Highway Right-of-Way in any Hamlet, other than in an area designated by a sign for such purposes.

Parking
within a
hamlet

- 8.30 ~~(8.29)~~ No Person shall Park a Heavy Vehicle on a Highway or any part of the Highway Right-of-Way within a Hamlet unless such Parking is authorized by a sign or signs.
- 8.31 ~~(8.30)~~ The provisions of Sections 8.27~~28~~, 8.28~~29~~ and 8.29~~30~~ shall not prohibit Vehicles from Parking on any Highway within a Hamlet for the purpose of loading or unloading goods to or from premises abutting such Highway provided, that the Vehicle or Vehicle with Trailer attached shall have all front and rear hazard lights illuminated
- Dangerous Goods
8.32 ~~(8.31)~~ No Person shall Park a Vehicle or Vehicle with Trailer used for the conveyance of Dangerous Goods on a Highway unless authorized by a sign, or the holder is in possession of a valid Permit issued under this Bylaw.
- 8.33 ~~(8.32)~~ No Person shall Park a Vehicle or Trailer used for the conveyance of Dangerous Goods nearer than twenty-five (25) metres from a building.
- 8.34 ~~(8.33)~~ Section 8.28~~29~~ shall not apply where a Vehicle or Trailer is obliged to be Parked while being loaded or unloaded or while being used as an "on-site" fuel source in the course of its ordinary business, provided the Vehicle or Trailer has a warning notice or notices clearly displayed.
- Disabled Parking
8.35 ~~(8.34)~~ No Person shall Park a Vehicle in a Parking space designated for the exclusive use of disabled Persons unless such Vehicle has clearly displayed an Identification Placard, and is at that time being operated by or transporting the Person to whom the Identification Placard has been issued or has a Disabled Parking License Plate.
- Removal of Vehicles
8.36 ~~(8.35)~~ For the provisions of Section 8 of this bylaw, a Vehicle shall be deemed to be continuously Parked in the same location unless it has been moved at least one (1) block away from the location it was first observed. No person shall Park a Vehicle at a single location on a Highway for a period of time exceeding 72 hours, such vehicle will be deemed to have been abandoned at that location.
- 8.37 ~~(8.36)~~ A Peace Officer is hereby authorized to remove and impound or cause to be removed and impounded any Vehicle Parked in contravention of any provision of this Bylaw.
- 8.38 ~~(8.37)~~ No impounded Vehicle shall be released to its Owner or his agent until the impounding charge and removal charge against the Vehicle has been paid.

- 8.39 ~~(8.38)~~ The impounding charge and removal charge shall be in addition to any fine or penalty imposed by the provisions of this Bylaw.
- 8.40 ~~(8.39)~~ Where a Vehicle is impounded or stored pursuant to this Section, and is not claimed within thirty (30) days of its removal, it may be disposed of in accordance with the provisions of the Act.
- 8.41 ~~(8.40)~~ Notwithstanding anything herein contained, where portable "No Parking" signs are placed on or near a Highway by the County, its employees, servants, agents or representatives, removal of Vehicles may be required. The County, its employees, servants, agents or representatives may tow such Vehicles at the expense of their Owner and Park the same on an adjacent Highway or local parking lot without impounding the Vehicles after the expiration of twenty-four (24) hours from the time the portable "No Parking" signs are erected or declaration made by the ~~Director, TAS~~ Chief Commissioner.
- 8.42 ~~(8.41)~~ Notwithstanding anything elsewhere in this Bylaw, the provisions relating to Parking of Vehicles do not apply to:
- Exemptions
- (a) Emergency Vehicles;
 - (b) Vehicles used in conjunction with the servicing of Highways, trails, parks, and public utilities including water and sewer systems, telephone systems, electric systems and cablevision systems;
 - (c) funeral cars being operated by a funeral director, during a funeral;
 - (d) towing service Vehicles; while any such Vehicle is being used in Work requiring that it be Stopped or Parked.

SECTION 9: OFF-HIGHWAY VEHICLES

- Permits
- 9.1 Off-Highway Vehicle groups, organizations, societies or clubs may apply to the ~~Director, TAS~~ Chief Commissioner for a Permit authorizing the use of specific Highways under the direction, control or management of the County for specific dates and times and for appropriate purposes as outlined in Schedule "E", "F", and "G", as attached hereto and forming part of this Bylaw.
- 9.2 The ~~Director, TAS~~ Chief Commissioner may approve or refuse an application, or may grant an application specifying the dates and times for such events, and may impose any such conditions as the ~~Director, TAS~~ Chief Commissioner, deems suitable in the circumstances.

- 9.3 The ~~Director, TAS~~ **Chief Commissioner**, in exercising his discretion under Section 9.2 shall have consideration for the following:
- (a) traffic, pedestrian and user safety; and
 - (b) road design/geometry including posted speed, sightlines and width of ditches.
- 9.4 Where an application for a permit has been refused under 9.2, the Applicant may request a review by the Chief Commissioner.
- Operating Restrictions 9.5 No Person shall operate an Off-Highway Vehicle except as authorized pursuant to the Act or pursuant to a Permit granted under this Bylaw.
- 9.6 A Person who is authorized to operate an Off-Highway Vehicle pursuant to the Act or this Bylaw shall:
- (a) travel at a maximum speed of thirty (30) kilometres per hour;
 - (b) travel in a single file in the ditches of such Highways, except as otherwise permitted in this Section;
 - (c) travel in the Parking Lane for as short a distance as necessary to by-pass any hazard or obstruction in the ditch, or where there is No Parking Lane the extreme right-hand side of the Roadway;
 - (d) travel in the same direction as the Vehicles travelling on that side of the Highway.
- 9.7 No Person shall operate or be a passenger on an Off-Highway Vehicle where the Persons on the Off-Highway Vehicle exceeds the number of Persons that the Off-Highway Vehicle is designed to carry.
- 9.8 The provisions of this Bylaw shall not apply to a Peace Officer, or agents or employees of the County while operating an Off-Highway Vehicle in the performance of their official duties.
- 9.9 During an emergency, disaster, or search and rescue operation within the County, as determined by ~~Director, ES~~ **Chief Commissioner**, the provisions of this Bylaw may be waived, varied or suspended by the ~~Director, DS~~ **Chief Commissioner**.

SECTION 10: TRUCK ROUTES

10.1 No person by himself or by an agent or employee shall:

- (a) operate a Heavy Vehicle within the Urban Service Area on a Highway other than a Truck Route as shown in Schedule H, or Restricted Truck Route as shown in Schedule I;
- (b) operate a Heavy Vehicle on a Restricted Truck Route between 22:30 and 06:30 (10:30 p.m. and 6:30 a.m.) local time within the Urban Service Area;
- (c) operate a Heavy Vehicle within the Urban Service Area on a Highway outside the times stipulated on a sign placed on the Highway.

Exemptions

10.2 No Person shall be deemed to be operating a Heavy Vehicle in contravention of Section 10.1 if the Heavy Vehicle is:

- (a) being operated on the most direct and practicable route between a bona fide customers premises (within a Hamlet) and the nearest Truck Route or Restricted Truck Route;
- (b) being operated to or from the business premises of the Heavy Vehicle;
- (c) moving a building for which the necessary Permits have been issued;
- (d) travelling to or from premises licensed to service or repair Heavy Vehicles;
- (e) pulling a disabled Vehicle from a Highway or Local Road prohibited to Heavy Vehicles;
- (f) owned by or contracted to the County and is instructed by the County to Work at locations otherwise prohibited to Heavy Vehicles.

10.3 No person shall apply or engage engine retarder brakes on any Commercial Vehicle within a Hamlet or Urban Service Area.

SECTION 11: DEPOSIT OF SNOW, ICE AND DEBRIS ON ROADS

11.1 No Person shall place or permit to be placed any Foreign Matter onto any Roadway, boulevard, Sidewalk, or ditch.

11.2 No Person shall place, permit to be placed, or allow to remain any Foreign Matter on or within one point five (1.5) metres of any Fire Hydrant located on Public or Private Property.

Obstructions
in the Right-
of-way

- 11.3 No Person shall damage, or permit to be damaged, any Highway or Fire Hydrant by scraping, cutting or in any other manner whatsoever, whether or not such Person is engaged in removing Foreign Matter from any Highway or Fire Hydrant.
- 11.4 No Person shall place or deposit or allow the placement or deposit of any object, refuse, building or other materials, dumpsters, snow, earth, sand, gravel, sod, or any other material in the Rights-of-Way that will impede or obstruct traffic.
- 11.5 The placement of Driveway Aids in the Rights-of-Way will be allowed from April 15 to November 1.
- 11.6 The provisions of this Bylaw shall not apply to any agents or employees of the County in the performance of their assigned duties.

SECTION 12: DELEGATION OF AUTHORITY

- 12.1 The Chief Commissioner is hereby authorized to designate
 - (a) any Highway for through traffic purposes;
 - (b) the location of cross-walks upon Highways;
 - (c) any intersection, Highway or place on a Highway, including a place where a railway Right-of-Way crosses a Highway, as a place where U-turns are prohibited;
 - (d) any Highway as one which is closed temporarily in whole or in part to traffic;
 - (e) any areas as one in which Parking privileges are temporarily suspended;
 - (f) any Highway as one to be divided into traffic Lanes of such number as ~~the Director, CPC considers proper;~~
 - (g) the location of "school zones" and "playground zones";
 - (h) any boulevard upon which Parking is permitted;
 - (i) loading or unloading zones;
 - (j) the location of Bus Stops or Transit Zones;
 - (k) the distance from any intersection within which no Parking is permitted;

- (l) portions of Highways where Parking is limited to a period of time;
- (m) portions of Highways where Stopping is prohibited entirely, or for a specified period of time;
- (n) the location of Metered zones, Meter locations and Metered spaces;
- (o) areas for angle Parking, back-in Parking and parallel Parking;
- (p) the maximum load permitted on any bridge; and
- (q) parking spaces designated for disabled Parking.

~~12.2 The Chief Commissioner may:~~

- ~~(a) issue a card or sticker concerning a Vehicle from the provisions of Section 8.34 of this bylaw, which said card, sticker or Permit shall state the Parking restrictions applicable to the said Vehicles~~
- ~~(b) temporarily prohibit Parking at any Parking Meter;~~
- ~~(c) waive parking restrictions during special events;~~
- ~~(d) prohibit or restrict the movement of vehicles from a private Highway onto a Highway when the Director, TAS considers such prohibition or restriction is in the public interest and the better regulation of traffic;~~
- ~~(e) specify the types of Vehicles which are prohibited from Parking on any County owned Parking lot;~~
- ~~(f) approve the form and content of all signs and traffic control devices utilized by the County and by Landowners of Private Property regulated under the provisions of this Bylaw.~~
- ~~(g) in reviewing the refusal of a permit, uphold a decision of the Director, TAS, or issue a Permit subject to such Terms and Conditions as he deems appropriate.~~
- (r) direct where traffic control devices are to be installed or removed and to cause a record of the locations of all erected signs to be kept, which shall be open to public inspection during the County's regular business hours; and

- (s) temporarily close the whole or any part of a Road at any time that a construction or maintenance project on or adjacent to the Road may create a hazard.

SECTION 13: OFFENCES

- 13.1 Any Person who contravenes any provision of the Bylaw is guilty of an offence and is liable to a penalty as set out in Schedule "K".
- 13.2 Under no circumstances shall any Person contravening any provision of the Bylaw be subject to the penalty of imprisonment.

SECTION 14: VIOLATIONS TAGS

- 14.1 A Peace Officer is hereby authorized and empowered to issue a Violation Tag to any Person who the Peace Officer has reasonable and probable grounds to believe has contravened any provision of this Bylaw.
- 14.2 A Violation Tag may be issued to such Person:
 - (a) either personally; or
 - (b) by attaching it to the Vehicle in respect of which a offense is alleged to have been committed; or
 - (c) by mailing a copy to such Person at his last known post office address.
- 14.3 The Violation Tag shall be in a form approved by the County and shall state:
 - (a) the name of the Person;
 - (b) the offence;
 - (c) the appropriate penalty for the offence as specified in this Bylaw;
 - (d) that the penalty shall be paid within thirty (30) days of the issuance of the Violation Tag; and
 - (e) any other information as may be required by the County.
- 14.4 Where a contravention of this Bylaw is of a continuing nature, further Violation Tags may be issued by the Peace Officer, provided that no more than one Violation Tag shall be issued for each day that the contravention occurs.
- 14.5 Where a Violation Tag is issued pursuant to this Bylaw, the Person

- ## SECTION 15: VIOLATION TICKET

- ## SECTION 16: SEVERABILITY

- ## SECTION 17: REPEAL OF BYLAWS

- ## SECTION 18: EFFECTIVE DATE

- READ A SECOND TIME this day of , 2011 2015;

APPROVED by the Minister responsible
For Alberta Transportation or delegated
Representative this day of
A.D. ~~2011~~ 2015.

(for Dangerous Goods part)

MINISTER (or designate)

READ A THIRD TIME AND FINALLY PASSED this day of , ~~2011~~
2015.

STRATHCONA COUNTY

MAYOR

DIRECTOR, LEGISLATIVE & LEGAL SERVICES

PERMITS

Special Event Permits

Off-Highway Vehicle Permits

Rights-of-Way Permits

Dangerous Goods Route Permits

Parking Permit

~~Tridem-Axle Certificate~~

Road Use Agreement

~~Temporary Traffic Control Permit~~ Right of Way Construction Activity Permit

Utility Line Assignment Permit

SCHEDULES

SCHEDULE "A"	DANGEROUS GOODS ROUTES
SCHEDULE "B"	RESTRICTED DANGEROUS GOODS ROUTES
SCHEDULE "C"	MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES
SCHEDULE "D"	DANGEROUS GOODS ROUTE SIGNS
SCHEDULE "E"	GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS
SCHEDULE "F"	STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS
SCHEDULE "G"	RELEASE, WAIVER AND INDEMNITY AGREEMENT FOR OFF- HIGHWAY VEHICLE EVENTS
SCHEDULE "H"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA
SCHEDULE "I"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF RESTRICTED TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA
SCHEDULE "J"	PRIVATE PROPERTY "NO PARKING" SIGNS
SCHEDULE "K"	OFFENCES

SCHEDULE "A"

DANGEROUS GOODS ROUTES

- A) 34 Street from the Sherwood Park Freeway to Baseline Road
- B) 17 Street from the Sherwood Park Freeway to Highway 16
- C) Baseline Road from 34 Street to Highway 216
- D) Petroleum Way from 17 Street to Broadmoor Boulevard
- E) Broadmoor Boulevard from Petroleum Way to Highway 16
- F) Range Road 214 north of Highway 15 to Township Road 562

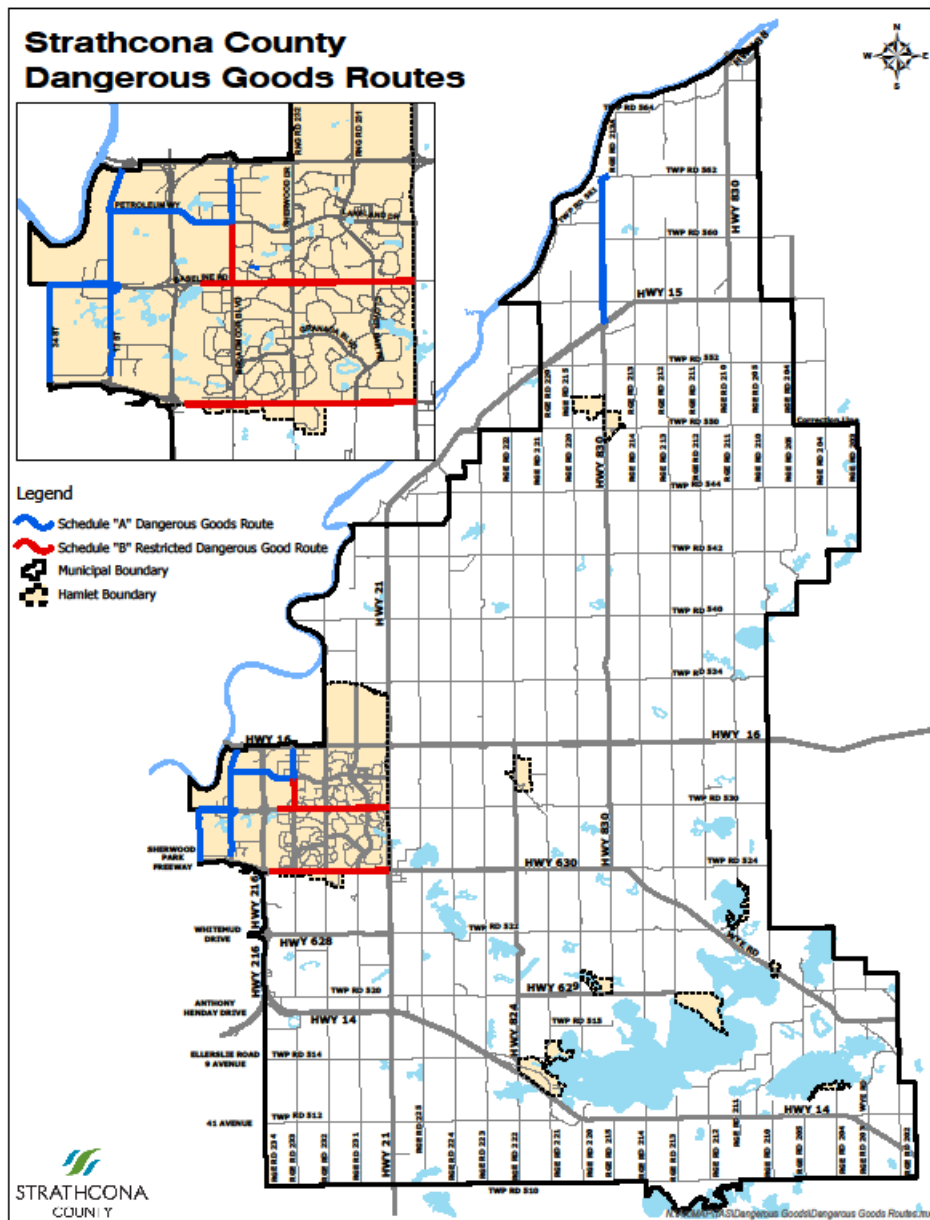
SCHEDULE "B"

RESTRICTED DANGEROUS GOODS ROUTES

- A) Broadmoor Boulevard from Petroleum Way to Baseline Road
- B) Baseline Road from 500 metres west of Broadmoor Boulevard, the boundary with Alberta Transportation, to Highway 21
- C) Wye Road from 100 metres west of Ordze Road, the boundary with Alberta Transportation, to Highway 21

SCHEDULE "C"

MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES



SCHEDULE "D"

DANGEROUS GOODS ROUTE SIGNS

Dangerous Goods Route Signs will be used to indicate regulations related solely to the movement on streets and Highways of Vehicles classified as Dangerous Goods carriers. The signs will be made to reflect, or lit to show the same colour and shape both day and night.

Dangerous Goods Route Sign (RB-69)

The Dangerous Goods Route Signs will show that Dangerous Goods carriers, as defined by legislation, are allowed to travel along a street or Highway.

Proper advance and directional arrows (1 B-5 to 1 B-9) will be added to the sign to indicate a turn or a change in the direction of a designated route. Advance turn arrows will be placed between 50 metres and 150 metres before an intersection where the route changes direction.

The tab sign (RB-69T) may be used for an educational period.

"DANGEROUS GOODS ROUTE" signs shall have a green circle circumscribing a black diamond symbol on a white background.



RB – 69
60 x 60 cm



RB – 69T
60 cm x 30 cm

OPTIONAL

Dangerous Goods Prohibition Sign (RB-70)

The Dangerous Goods Prohibition Sign will show that carriers of Dangerous Goods, as defined by legislation, may not travel on a particular street or Highway.

The sign will be placed along the street or Highway from which Dangerous Goods are barred. The sign will be placed where the street or Highway intersects a Dangerous Goods route, to prevent illegal entry of Vehicles carrying Dangerous Goods.

The tab sign (RB-70T) may be used for an educational period.

“DANGEROUS GOODS PROHIBITION” signs shall have a red circle circumscribing a black diamond symbol on a white background with a red diagonal superimposed over the diamond symbol. Where the sign is erected, Dangerous Goods carriers are prohibited from travelling upon the street or Highway.



RB – 70
60 x 60 cm



RB – 70T
30 x 30 cm

SCHEDULE "E"

GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS

1. Written application will be received for specific rides or events from groups, organizations, societies or clubs which:
 - i. intend to raise funds for a "Charitable Purpose" as defined in the Public Contributions Act, R.S.A. 1992, C. P-26, as amended, and who meet the requirements of the said Act; or
 - ii. wish to hold a recreational ride or event to encourage or promote their membership or group activities.
2. A group, organization, society or club shall be allowed only two rides or events, as set out in (1) above, per month.
3. A Statutory Declaration (Schedule "F") shall be provided certifying that a responsible Person within the group, organization or club has:
 - i. determined that all members or participants who take part in the ride or event hold a current financial responsibility card for liability insurance which indicates that it remains in force during the ride or event, and all Off-Highway Vehicles are properly licensed as per Motor Vehicles Administration Act, R.S.A. 1980, C. M-22, as amended.
 - ii. checked the Highways or portion of the Highways to be used, and is satisfied themselves that the ditches and Highway sides to be used are satisfactory and, in his opinion, safe for the intended purpose.
4. A Waiver or Release, Schedule "G" signed by each member or participant involved in the ride or event shall be provided and shall release the County of any responsibility which may arise from the use of the Highways or portions of Highways for the intended purpose.
5. The application shall be submitted to the ~~Director, TAS~~ **Chief Commissioner** at least three (3) weeks prior to the time of the proposed ride or event and shall include the date and times of the ride or event together with the name, address and telephone number of a contact Person.
6. Upon application, the ~~Director, TAS~~ **Chief Commissioner** shall be authorized by Council to allow, if he deems it necessary, a pre-ride or pre-event run by representatives of the group, organization, society or club to certify the safety of the route or to mark the route or any hazards in

relation to the Highways or portions of Highways as specified for use in the applications.

7. Prior to the placing of markers for the route of for hazards along the proposed route approval must be obtained from the ~~Director, TAS~~ **Chief Commissioner**.
8. All signs or markings which have been placed along the route shall be removed within twenty-four (24) hours following the completion of the ride or event.
9. Failure to comply with any of the requirements of the Bylaw, the attached Schedules or any conditions of the approval, as granted, may result in cancellation of the approval and the refusal of future applications.

SCHEDULE "F"**STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS**

CANADA
PROVINCE OF ALBERTA
TO WIT:

}

In the Matter of

I, _____

of _____ in the Province of Alberta,

do solemnly declare that I have on behalf of the _____

checked Strathcona County Highways or portion of the Highways to be used for

_____, which will be held by the _____

_____, on the dates of _____,

and have satisfied myself that the Highways or portions of the Highways to be used for the said event or ride are satisfactory and safe for the intended use by the members or participants of such event or ride.

AND I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the _____

of _____

in the Province of Alberta, this _____

day of _____ A.D., 20 ____

}

Signature of Declarant

A Commissioner for Oaths or Notary Public in and for the Province of Alberta

SCHEDULE "G"**RELEASE, WAIVER AND INDEMNITY AGREEMENT
FOR OFF-HIGHWAY VEHICLE EVENTS**

Group Members
 Strathcona County
~~Traffic Bylaw 13-2011~~
 Traffic Bylaw 16-2015

This is to certify that we the members of the _____ of _____ in the Province of Alberta who have attached our signatures hereto, intend to participate, at our own risk, in the event or ride being the _____ held by the _____ on the date(s) of _____, 20____ and in consideration of using Strathcona County's Highways or a portion of Highways as authorized for the said event or ride and further good and valuable consideration, the receipt whereof being hereby acknowledged, I do hereby freely and voluntarily release Strathcona County, the Council of Strathcona County, and Councillors of Strathcona County, past, present, or future, its officers, employees, servants, independent contractors and agents (hereinafter collectively referred to as "Strathcona County") from all liability and do hereby waive as against Strathcona County all recourses, claims, causes of action and demands of any kind whatsoever, which I, my heirs, executors, and assigns might have against Strathcona County, and I do hereby agree to indemnify and hold harmless Strathcona County from any and all claims, demands, causes of action of any kind whatsoever, including those involving negligence on the part of the said Strathcona County, that may be made against Strathcona County, arising out of or connected with my preparation or participation in any of the programs or activities referred to above.

In confirmation of the above, we have attached our signatures hereto.

Dated at _____, in the Province of Alberta, this ____ day of _____ 20____.

SIGNATURES OF MEMBERS

Please Print Name

Signature

Print Name of Witness

Signature of Witness

Address of Witness

SCHEDULE "H"

HEAVY VEHICLE TRAFFIC – SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA

1. Turbo Industrial Park – part of W ½ 14-53-23-W4
2. Cloverbar – NE ¼ 8-53-23-W4
3. Boychuck Subdivision – N ½, SE ¼ 8-53-23-W4
4. Knightsbridge Industrial Park – SE ¼ 6-53-23-W4
5. 24 Street (Railway Street) plus connector to 17 Street – NE ¼ 31-52-23-W4
6. 92 Avenue, 17 Street – Kleysen's entrance
7. Sherwood Industrial Estates including 84 Avenue – part of the E ½ 30-52-23-W4
8. Wye Road, Ordze Road to Highway 21
9. 17 Street, Highway 16 to Highway 14
10. 34 Street, Baseline Road to Highway 14
11. Trans Mountain Service Road – SW ¼ 5-53-23-W4
12. Range Road 232, Highway 16 to Township Road 534
13. Range Road 231, Highway 16 to Township Road 534
14. Broadmoor Boulevard, Baseline Road to Highway 16
15. Petroleum Way, Broadmoor Boulevard to 17 Street
16. Baseline Road, Broadmoor Boulevard to a point 475 metres west, and from 775 metres east of 17 Street to 34 Street
17. Strathmoor Drive
18. Strathmoor Way
19. Range Road 233A, Strathmoor Way to Petroleum Way
20. Streambank Avenue
21. West side of Highway 21 Service Road (Range Road 230), from Township Road 534 south to the end of the Service Road north of Highway 16

22. Township Road 534 from Highway 21 to Range Road 232
23. North side of Highway 16 Service Road from Range Road 231 to Range Road 232
- ~~24. Road from Petroleum Way to Streambank Avenue~~

SCHEDULE "I"

HEAVY VEHICLE TRAFFIC – SCHEDULE OF RESTRICTED TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA

1. Sherwood Drive, Wallace Drive to Highway 16
2. Broadmoor Boulevard, Sherwood Drive to Baseline Road
3. Brentwood Boulevard, 75 metres south of Estate Drive to Sherwood Drive
4. Granada Boulevard, Sherwood Drive to Clover Bar Road
5. Clover Bar Road, Wye Road to Highway 16
6. Highway 16 Service Road (south side), Broadmoor Boulevard to Sherwood Drive
7. Baseline Road, Broadmoor Boulevard to Highway 21
8. Lakeland Drive, Highway 21 to Broadmoor Boulevard

SCHEDULE "J"

PRIVATE PROPERTY "NO PARKING" SIGNS



SCHEDULE "K"**OFFENCES**

SECTION	OFFENCE	PENALTY
3.3	Operating a Vehicle without a Road Use Agreement (i) first offence (ii) second offence (iii) third and subsequent offences	\$ 500.00 \$ 1000.00 \$ 2000.00
3.4	Failure to comply with the Terms and Conditions of a TAC or RUA	\$ 200.00
3.6	Operating a Vehicle without a TAC	\$ 500.00
4	Failure to comply with any provision of Section 4 (i) first offence (ii) second and subsequent offences, exclusive of costs	\$ 200.00 \$ 1000.00
6.5	Holding a Special Roadway Event without a Permit	\$ 200.00
6.7	Using a Loudspeaker without a Permit	\$ 100.00
7.1-7.2	Failure to comply with any provision of Section 7.1-7.2 (i) first offence (ii) second offence (iii) third and subsequent offences	\$ 200.00 \$ 500.00 \$ 1000.00
7.8	Failure to comply with any provision of Section 7.8	\$ 200.00
7.9	Failure to produce a ROWCAP when requested	\$ 200.00
8.1(a)	Parking in front of a building under construction	\$ 57.00
8.1(b)	Parking in a Bus Stop or Transit Zone	\$ 57.00
8.1(c)	Parking in a Truck Loading Zone	\$ 57.00
8.1(d)	Parking on a Highway, Roadway or Highway Right-of-Way	\$ 250.00
8.2	Parking or Stopping illegally in a Fire or Emergency Lane	\$ 200.00
8.3	Parking or Stopping within five (5) metres of a fire hydrant or point on curb nearest the hydrant	\$ 175.00
8.4	Parking of a Commercial Vehicle	\$ 57.00
8.5	Parking where there is a "No Parking" sign	\$ 57.00
8.6	Stopping in a "No Stopping" zone	\$ 57.00
8.7	Parking illegally in a Lane	\$ 57.00
8.8	Parking in excess of posted time limits	\$ 57.00
8.10-8.11	Parking when portable "No Parking" signs are in place	\$ 100.00
8.13-8.15	Unauthorized Parking on Private Property	\$ 57.00
8.16	Unauthorized Parking on Public Property	\$ 57.00
8.17	Unauthorized Parking in a reserved Parking space on Public Property	\$ 57.00
8.18-8.19	Parking in a metered stall after time expired	\$ 57.00
8.20 21	Parking of Trailer without Vehicle attached	\$ 150.00
8.21 22	Occupying a Trailer on a Highway	\$ 150.00
8.23 24 - 8.24 25	Parking a Vehicle and Trailer or Recreational Vehicle in excess of thirty-six (36) hours	\$ 100.00

8.25 26 - 8.26 27	Parking a Vehicle and Trailer or Recreational Vehicle that creates an obstruction, presents a safety concern or otherwise impedes traffic	\$ 150.00
8.27 28	Parking overlength Vehicle in a Hamlet between certain hours	\$ 57.00
8.28 29	Parking oversize Vehicle in an area of a Hamlet not designated by signs	\$ 57.00
8.29 30	Parking a Heavy Vehicle in a residential area in a Hamlet	\$ 250.00
8.31 32	Parking a Vehicle used for hauling Dangerous Goods on a Highway	\$ 500.00
8.32 33	Parking a Vehicle used for hauling Dangerous Goods near a building (i) first offence (ii) second and subsequent offences, exclusive of costs	\$ 500.00 \$ 1000.00
8.34 35	Parking in space designated for Parking of Vehicle of Disabled Person	\$ 150.00
9	Failure to comply with any provision of Section 9 (i) first offence (ii) second offence	\$ 100.00 \$ 200.00
10.1	Failure to comply with any provision of 10.1	\$ 100.00
10.3	Use of engine retarder brakes on any Commercial Vehicle within the Urban Service Area or residential area	\$ 57.00
11.1	Placing or permitting to be placed Foreign Matter onto any Roadway or Sidewalk	\$ 200.00
11.2	Placing or permitting to be placed Foreign Matter onto any Fire Hydrant located on Public or Private Property	\$ 150.00
11.3	Damaging or permitting to be damaged any Highway or Fire Hydrant by scraping, cutting or in any manner whatsoever, whether or not such person is engaged in removing Foreign Matter from any Highway or Hydrant	\$ 200.00
11.4	Placing or depositing any object, refuse, building or other materials, dumpsters, snow, earth, sand, gravel, sod, or any other material in the road rights-of-way that will impede or obstruct traffic. (i) first offence (ii) second offense (iii) third and subsequent offences	\$ 100.00 \$ 500.00 \$ 1000.00
11.5	The placement of driveway aids in the road rights-of-way outside of permitted (i) first offence (ii) second offense (iii) third and subsequent offences	\$ 100.00 \$ 500.00 \$ 1000.00

**BYLAW 16-2015
TRAFFIC BYLAW**

Table of Contents

Section 1:	Short Title	Page 3
Section 2:	Definitions	Page 3
Section 3:	Weight Restrictions and Road Bans	Page 12
Section 4:	Transportation of Dangerous Goods	Page 13
Section 5:	School Bus Warning Lights and Stop Arms	Page 16
Section 6:	Special Roadway Events	Page 16
Section 7:	Rights-of-Way Construction Activity	Page 17
Section 8:	Parking	Page 19
Section 9:	Off-Highway Vehicles	Page 26
Section 10:	Truck Routes	Page 27
Section 11:	Deposit of Snow, Ice and Debris on Roads	Page 28
Section 12:	Delegation of Authority	Page 28
Section 13:	Offences	Page 29
Section 14:	Violation Tags	Page 30
Section 15:	Violation Ticket	Page 31
Section 16:	Severability	Page 31
Section 17:	Repeal of Bylaws	Page 31
Section 18:	Effective Date	Page 31
	List of Permits	Page 33
	List of Schedules	Page 34

SCHEDULE "A"	DANGEROUS GOODS ROUTES	Page 35
SCHEDULE "B"	RESTRICTED DANGEROUS GOODS ROUTES	Page 36
SCHEDULE "C"	MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES	Page 37
SCHEDULE "D"	DANGEROUS GOODS ROUTE SIGNS	Page 38
SCHEDULE "E"	GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS	Page 40
SCHEDULE "F"	STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS	Page 42
SCHEDULE "G"	RELEASE, WAIVER AND INDEMNITY AGREEMENT FOR OFF-HIGHWAY VEHICLE EVENTS	Page 43
SCHEDULE "H"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA	Page 45
SCHEDULE "I"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF RESTRICTED TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA	Page 47
SCHEDULE "J"	PRIVATE PROPERTY "NO PARKING" SIGNS	Page 48
SCHEDULE "K"	OFFENCES	Page 49

**BYLAW 16-2015
TRAFFIC BYLAW**

**A BYLAW OF STRATHCONA COUNTY IN THE PROVINCE OF ALBERTA TO
CONTROL AND MANAGE TRAFFIC UPON THE HIGHWAYS WITHIN
STRATHCONA COUNTY**

WHEREAS the Municipal Government Act, RSA 2000, c. M-26 provides that a municipality has the direction, control and management of all roads within the municipality;

AND WHEREAS the Municipal Government Act, RSA 2000, c. M-26 provides that Council may pass bylaws for municipal purposes respecting the safety, health and welfare of people and the protection of people and property and the people, activities and things in, on or near a public place or place that is open to the public;

AND WHEREAS the Dangerous Goods Transportation and Handling Act, RSA 2000, c. D-4 provides that Council may, by Bylaw, regulate the transportation of dangerous goods on highways under its direction, control and management;

AND WHEREAS the Traffic Safety Act, RSA 2000, c. T-6 ("the Act") provides that the Council of a municipality may, with respect to a highway under its direction, control and management, make bylaws that are not inconsistent with the Traffic Safety Act;

NOW THEREFORE, the Council of Strathcona County, duly assembled, enacts as follows:

SECTION 1: SHORT TITLE

- 1.1 This Bylaw may be cited as "Strathcona County's Traffic Bylaw".

SECTION 2: DEFINITIONS

Except as otherwise provided in this Bylaw, the terms used in the Act where used or referred to in this Bylaw shall have the same meaning as used or defined in the Act.

- 2.1 "Act" means the Traffic Safety Act, RSA 2000, c.T-6 as amended or substituted from time-to-time.
- 2.2 "Alignment" means a location specified or approved by the Municipality for the location of Equipment in Rights-of-Way.
- 2.3 "Applicant" means a person applying for a Permit.
- 2.4 "Bus Stop" or "Transit Zone" means an area designated by a sign that extends twelve (12) metres in front and twenty-three (23) metres behind the sign, or is designated by two (2) signs marking

the beginning and end of the zone; and is expressly reserved for the use of transit Vehicles.

- 2.5 "Chief Commissioner" means the Chief Administrative Officer of Strathcona County as appointed by Council and whatever subsequent title may be conferred on that officer by the County or by Statute, and includes his or her designate.
- 2.6 "Commercial Vehicle" means any Vehicle, Trailer or semi-trailer, used for the purpose of conducting a business activity except:
 - (a) a truck, Trailer, semi-trailer or Transit Vehicle that is a public service Vehicle; or
 - (b) a truck, Trailer, semi-trailer or Transit Vehicle or any class of Vehicle that is exempted from being classified as a Commercial Vehicle by the regulations or by any order of the Alberta Motor Transport Board;and includes:
 - (c) a Vehicle from which sales are made of goods, wares, merchandise or commodity; and
 - (d) a Vehicle that is used for the delivery of goods, wares, service, merchandise or commodity to a purchaser or consignee thereof.
- 2.7 "Council" means the Council of Strathcona County.
- 2.8 "County" means Strathcona County.
- 2.9 "Dangerous Goods" means any product, substance or organism specified in the regulations or included by its nature in any of the classes listed in the regulations under the Dangerous Goods Transportation and Handling Act, RSA 2000, c. D-4 as amended.
- 2.10 "Dangerous Goods Route" means all or any portion of those Highways under the direction, control or management of the County designated for the Transportation of Dangerous Goods as described on Schedule "A" and shown on the map on Schedule "C" both of which are attached to and form part of this Bylaw.
- 2.11 "Dangerous Goods Route Signs" means signs identified in Schedule "D" attached to and forming part of this Bylaw.

- 2.12 "Driveway Aids" means any material placed on the Roadway Right-of-Way to assist access to a driveway including but not limited to rubber ramps, metal grates, wood ramps, and concrete blocks.
- 2.13 "Emergency Work" means the installation, maintenance, repair or replacement of Equipment in Rights-of-Way where health, safety or the provision of essential services is endangered.
- 2.14 "Emergency Services" means the County's Emergency Services Department.
- 2.15 "Emergency Vehicle" means
 - (a) a fire fighting or other type of Vehicle operated by the fire protection service of the Municipality;
 - (b) an ambulance operated by a Person or organization providing ambulance services;
 - (c) a Vehicle operated by a police force or Peace Officer;
 - (d) a Vehicle operated as a gas disconnection unit of a public utility; and
 - (e) a Vehicle designated as an emergency response unit under the Act.
- 2.16 "Equipment" means any poles, cables, pipes, conduits, pedestals, antennas, vaults, support structures or other similar facilities or structures.
- 2.17 "Fees and Charges Bylaw" means a Bylaw approved by Council that sets the Fees and Charges, which is updated and replaced from time to time.
- 2.18 "Fire or Emergency Lane" means all that portion of a Highway used to provide access to buildings, and so marked by signs stating Fire or Emergency Lane.
- 2.19 "Fire Hydrant" means any privately-owned Fire Hydrant within the County, and any Fire Hydrant controlled and managed by the County.
- 2.20 "Foreign Matter" means snow, ice, dirt, debris or other such material.
- 2.21 "Hamlet" means a small rural unincorporated community and includes those lands located within the Hamlets of Antler Lake,

Ardrossan, Collingwood Cove, Half Moon Lake, Hastings Lake, Josephburg, North Cooking Lake, or South Cooking Lake as defined in Bylaw 40-2009, as amended or replaced from time to time; and all lands within the Sherwood Park Urban Service Area as defined in Strathcona County's Land Use Bylaw 8-2001 as amended or replaced from time to time.

2.22 "Heavy Vehicle" means a Vehicle, with or without load, exceeding any one of the following:

- (a) two axles;
- (b) twelve point five (12.5) metres in length; or
- (c) a maximum allowable weight of five thousand five hundred (5,500) kilograms;

but does not include Recreational Vehicles.

2.23 "Highway" means any thoroughfare, street, Road, trail, avenue, parkway, driveway, viaduct, Lane, alley, square, bridge, causeway, trestleway, parkade or other place or any part of any of them, whether publicly or privately owned, that the public is ordinarily entitled or permitted to use for the passage or Parking of Vehicles and includes the following, but does not include a place declared by regulations not to be a Highway:

- (a) a Sidewalk, including a boulevard adjacent to the Sidewalk;
- (b) a ditch, if it lies adjacent to and parallel with the Roadway; and
- (c) all the land between the fences, or all the land between the fence and the edge of the Roadway, as the case may be, if a Highway Right-of-Way is contained between fences or between a fence and one side of the Roadway.

2.24 "Highway Right-of-Way" means all of the land between the property line on one side of the Highway and the property line on the other side of the Highway for the length of the Highway.

2.25 "Holiday" means any day declared as a Holiday by municipal, provincial or federal authority and includes Saturdays and Sundays.

2.26 "Identification Placard" means a placard issued by the Motor Vehicles Branch of the Department of Justice to identify a Vehicle operated or used by a disabled Person.

- 2.27 "Landowner" means any Person having a legal or equitable interest in any land or building and includes any resident, tenant or occupier of such land or building.
- 2.28 "Lane" means all that portion of a Highway used to provide access to lands, in addition to the access provided by the street in front of the said lands.
- 2.29 "Local Road" means any road within the Urban Service Area not listed on Schedule "H" which is attached hereto as part of the Bylaw.
- 2.30 "Municipality" means Strathcona County.
- 2.31 "Off-Highway Vehicle" means any motorized mode of transportation built for cross-country travel on land, water, snow, ice or marsh or swamp land or on other natural terrain.
- 2.32 "Operator" means a Person responsible for the operation of a Vehicle.
- 2.33 "Owner" with respect to a Vehicle, Heavy Vehicle or an Off-Highway Vehicle means:
 - (a) the Person in whose name the Vehicle is registered under the Act;
 - (b) any Person renting a Vehicle, a Heavy Vehicle or an Off-Highway Vehicle or having the exclusive use of that Vehicle, Heavy Vehicle or Off-Highway Vehicle under a lease or otherwise for a period of more than thirty (30) days.
- 2.34 "Park" when prohibited, means to allow a Vehicle (whether occupied or not) to remain standing in one place, except:
 - (a) when standing temporarily for the purpose of and while actually engaged in loading or unloading passengers; or
 - (b) when standing in obedience to a Peace Officer or traffic control device.
- 2.35 "Parking Meter" means a device that registers the amount of time purchased for the Parking of a Vehicle, at the expiration of which the driver is liable for a fine.
- 2.36 "Peace Officer" means a member of the Royal Canadian Mounted Police or a Bylaw Officer of Strathcona County or a Peace Officer appointed by the Province of Alberta.

- 2.37 "Permit" means any one of the Permits required pursuant to this Bylaw together with any corresponding applications.
- 2.38 "Person" includes one or more individuals, partnerships, corporate or unincorporated organizations, government bodies or agencies, trustees, executors, administrators or other legal representatives, other than the Municipality or its legal representatives, and specifically includes the Applicant and the Owner of the Work or Equipment being done or located within the Rights-of-Way together with the Owner's agents, contractors, invitees or legal representatives.
- 2.39 "Private Property" means any property within the County not owned by or occupied by the Government of Canada, Government of Alberta or by the County, unless otherwise outlined in Section 8.
- 2.40 "Public Place" means any place to which the public has access as of right or by invitation, express or implied, and without restricting the foregoing, to constitute a Public Place it is not necessary that all segments of the public have a right of access thereto.
- 2.41 "Public Property" means any property owned by or under the control and management of the Government of Canada, Government of Alberta, or by the County.
- 2.42 "Recreational Vehicle" means a Vehicle or Trailer that is designed, constructed and equipped, either temporarily or permanently, as a temporary accommodation for travel, vacation, or recreational use and to be driven, towed or transported. Includes duly licensed travel Trailers, motorized homes, slide-in campers, chassis-mounted campers, boats, all terrain vehicles, snowmobiles and tent Trailers.
- 2.43 "Restricted Dangerous Goods Route" means all or any portion of those Highways under the direction, control or management of the County, designated for the purpose of picking up Dangerous Goods from or delivering Dangerous Goods to any area in the County not located along or accessible by a Dangerous Goods Route as indicated on Schedule "B" and shown on the map on Schedule "C", both of which are attached to and form part of this Bylaw.
- 2.44 "Restricted Truck Route" means a Highway listed in Schedule "I" which is attached hereto as part of this Bylaw.

- 2.45 "Rights-of-Way" means the Highways, Roads, road allowances, streets, Lanes, road diversions, bridges, public utility lots, public space, public water or other public places within the jurisdiction of the Municipality, excluding:
- (a) reserve property;
 - (b) tax recovery property;
 - (c) easements, leases and licenses;
 - (d) fee simple titled property; or
 - (e) any other property designated by the Chief Commissioner.
- 2.46 "Rights-of-Way Construction Activity Permit" means a permit approved by Chief Commissioner from time to time that contains one or more provisions for the granting of consent to a Person to do Work in Rights-of-Way upon compliance by such Person with all other applicable municipal requirements.
- 2.47 "Road" means land
- (a) shown on a plan of survey that has been filed or registered in a land titles office, or
 - (b) used as a public road
- and includes a bridge forming part of a public road and any structure incidental to a public road.
- 2.48 "Road Ban" means the axle weight allowance prescribed in respect of the use of a Highway.
- 2.49 "Road Use Agreement" or "RUA" means an agreement entered into with the County for the purpose of ensuring that the Highway or Highways affected are protected.
- 2.50 "Roadway" means that part of the Highway intended for use by multi-modal traffic.
- 2.51 "Rural Rights-of-Way" shall mean all Rights-of-Way located within the boundaries of Strathcona County that are not located within the Urban Service Area.

- 2.52 "Safety Mark" means a placard as defined by the Dangerous Goods Transportation and Handling Act, to be displayed on containers or Vehicles in the handling, offering for transport or transporting of Dangerous Goods.
- 2.53 "Sidewalk" means that part of a Highway especially adapted to the use of or ordinarily used by pedestrians, and includes that part of a Highway between the curb line (or the edge of the Roadway, where there is no curb line) and the adjacent property line, whether or not paved or improved, and includes the Heritage Parkway Trail System.
- 2.54 "Special Roadway Event" means:
- (a) any procession or march organized primarily for the purpose of entertainment of spectators, and includes display, inspection or promotion of a cause or purpose; or
 - (b) an event or competition involving walking, running, or the use of bicycles, motorcycles, cars or other Vehicles taking place in whole or in part, on a Highway and which blocks, obstructs, impedes, hinders or otherwise interferes with or which may block, obstruct, impede, hinder or otherwise interfere with, pedestrians or vehicular traffic on a Highway and which consists of an organized group of:
 - (i) more than fifty (50) pedestrians; or
 - (ii) more than ten (10) Vehicles; or
 - (iii) any combination of pedestrians and Vehicles which together exceed fifty (50) in number;
 - (c) but does not include:
 - (i) a military, police, or emergency services parade, or
 - (ii) a funeral procession, or
 - (iii) an event to be held entirely within the confines of the Broadmoor Lake Park and which has the approval of the Chief Commissioner.
- 2.55 "Stop" when prohibited, means to allow a Vehicle (whether occupied or not) to Stop, and to load or unload passengers or freight or goods.
- 2.56 "Temporary Traffic Control Plan" means a Plan, submitted under the Rights-of-Way Construction Activity Permit request which shows the temporary control of traffic:
- (a) to minimize traffic disruption around a worksite;

- (b) to protect Equipment; and
 - (c) to ensure the safety of motorists and pedestrians and employees within a work site.
- 2.57 "Terms and Conditions" shall mean those Terms and Conditions outlined in a Permit.
- 2.58 "Trailer" means a Vehicle so designed that it may be attached to or drawn by a Vehicle and is intended to transport property or Persons, but does not include machinery or Equipment used in construction or maintenance of Highways.
- 2.59 "Transit Vehicle" means any Vehicle used to deliver public transit services, including transit support Vehicles.
- 2.60 "Transportation" means Transportation in or by means of a Vehicle.
- 2.61 "Tridem Axle Certificate" or "TAC" means a Permit, issued under the Act or under this Bylaw, authorizing the operation of a Commercial Vehicle, with any three consecutive axles on a Vehicle, on a Highway.
- 2.62 "Truck Loading Zone" means an area reserved expressly for Commercial Vehicle loading and unloading and signed accordingly.
- 2.63 "Truck Route" means a Highway listed in Schedule "H" which is attached hereto as part of the Bylaw serving as a truck route to, from, or through the Sherwood Park Urban Service Area, as authorized by Council.
- 2.64 "Urban Rights-of-Way" shall mean those Rights-of-Way located within the boundaries of the Urban Services Area for the Hamlet of Sherwood Park.
- 2.65 "Vehicle" means a device in, on or by which a Person or thing may be transported or drawn on a Highway and includes, without restricting the generality of the foregoing, an automobile, bicycle, motorcycle and moped, but does not include an aircraft, a tractor, whether equipped with rubber tires or not, an implement of husbandry or a motor Vehicle that runs only upon rails.
- 2.66 "Vehicle Storage Location" means a storage location for Vehicles which is:
 - (a) at least twenty-five (25) metres away from the nearest residential, institutional or assembly occupancy;

- (b) not located under electrical transmission lines;
- 2.67 "Violation Tag" means a ticket or similar document issued by the County pursuant to the Municipal Government Act, RSA 2000, c. M-26.
- 2.68 "Violation Ticket" means a ticket issued pursuant to Part II or Part III of the Provincial Offenses Procedure Act, RSA 2000 c. P-34 and the regulations thereunder.
- 2.69 "Work" means the installation, maintenance, repair, replacement, extension or operation of any Equipment in Rights-of-Way, excluding Emergency Work.

SECTION 3: WEIGHT RESTRICTIONS AND ROAD BANS

- Restrictions
- 3.1 The Chief Commissioner, in his or her sole discretion, may make a determination that the use of a Highway by a Commercial Vehicle or Commercial Vehicles may or will likely cause damage to a Highway due to:
 - (a) the weight of the Commercial Vehicle or Commercial Vehicles; or
 - (b) the frequency of use of the Highway by the Commercial Vehicle or Commercial Vehicles.
 - 3.2 The Chief Commissioner, in exercising his discretion under Section 3.1, shall have consideration for the following:
 - (a) Highway surface classification;
 - (b) daily vehicular traffic count; and
 - (c) number of occupied driveways adjacent to the Highway.
 - 3.3 Where the determination is made that the use may or will likely cause damage to a Highway under Section 3.1, the Chief Commissioner, is authorized to require any Operator to enter into a RUA prior to operating a Commercial Vehicle upon a Highway.
 - 3.4 An Operator entering into an RUA shall at all times ensure that the Terms and Conditions contained within the RUA are complied with.
 - 3.5 Where an Operator has entered into an RUA, failure to comply with this Bylaw may result in the cancellation of that RUA.

- 3.6 Prior to operation of a Commercial Vehicle on a Highway, a Commercial Vehicle must have a Provincial TAC issued in accordance with the provisions of the Act.
- 3.7 Notwithstanding Section 3.5, an Operator shall comply with all other provisions of the Act and this Bylaw, and without limiting the generality of the foregoing, shall obey all prohibitions, limitations, increases or restrictions imposed by an RUA.
- Road Bans 3.8 The Chief Commissioner, is hereby authorized to impose Road Bans from time to time to define:
- (a) load limits upon Highways;
 - (b) Highway locations with percentage axle weights for those Highways; and
 - (c) bridge locations with the maximum gross Commercial Vehicle weights to be posted on those bridges.
- 3.9 Where the Chief Commissioner, imposes a Road Ban with respect to a Highway, he shall cause signs to be erected along the Highway as he considers necessary to notify Operators using Commercial Vehicles on the Highway of the Road Ban Order.
- Exemptions 3.10 This Section does not apply to:
- (a) snow removal and ice control Equipment, motor graders or Highway construction Equipment operated or hauled by or on behalf of the County;
 - (b) Commercial Vehicles or combinations of Commercial Vehicles required by the County to transport materials needed for maintenance and repair of Highways; or
 - (c) the movement of Equipment to a natural or man-made disaster such as a fire, flood, train derailment or pipeline spill, provided that the Chief Commissioner is immediately notified of the occurrence of such disaster.

SECTION 4: TRANSPORTATION OF DANGEROUS GOODS

- Dangerous Goods Routes 4.1 Unless otherwise hereinafter specifically provided, no Person shall transport Dangerous Goods for which Safety Marks are required on a Highway under the direction, control or management of the County except on a Dangerous Goods Route as shown in Schedule A, Restricted Dangerous Goods Route as shown in Schedule B, or a Temporary Dangerous Goods Route.

Temporary
Dangerous
Goods
Routes

- 4.2 A Peace Officer or a member of Emergency Services is hereby delegated the power to establish a temporary route for the transportation of Dangerous Goods on any Highway under the direction, control or management of the County where he or she considers it necessary to do so in order to prevent or reduce any serious or imminent danger to life, health, property or the environment; provided that as soon as the danger to life, health, property or the environment has, in the opinion of the Peace Officer or member of Emergency Services, been prevented or adequately reduced, the temporary route shall be closed to Vehicles Transporting Dangerous Goods.
- 4.3 Notwithstanding Section 4.1, where a Person is required to transport Dangerous Goods for which Safety Marks are required off a designated Dangerous Goods Route, said Person may apply in writing to the Chief Commissioner, for a Permit. Upon such application, the Chief Commissioner may, in his absolute discretion, issue a Permit for the transportation of Dangerous Goods.

Stopping
within the
County

- 4.4 No Person Transporting Dangerous Goods for which Safety Marks are required shall stop at any location within the County except:
- (a) at a permitted Vehicle Storage Location;
 - (b) in accordance with the Terms and Conditions of a valid Permit issued by the Chief Commissioner;
 - (c) in response to a direction from a Peace Officer or a traffic control device;
 - (d) to refuel or repair a Vehicle; or
 - (e) to load or unload the Vehicle cargo.

Inspections

- 4.5 A Person shall, upon the request of a Peace Officer or member of Emergency Services, produce for inspection by the Peace Officer any shipping documents, Permit issued or other documentation establishing the origin and destination of travel and a description of the cargo carried. Particulars obtained by the Peace Officer under this Section and submitted as evidence before a Judge of the Provincial Court of Alberta, shall be prima facie proof of the particulars submitted in evidence, without proof of the signature or official capacity of the Persons signing the shipping documentation or other documentation.

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|-------------------|--|
| Exceptions | <p>4.6 No Person shall transport within Strathcona County any Dangerous Goods for which Safety Marks are required, in or on any Vehicle other than on a Dangerous Goods Route or Restricted Dangerous Goods Route, unless the said Person is:</p> <ul style="list-style-type: none"> (a) picking up Dangerous Goods from or delivering Dangerous Goods to any place in the County which is not located along or accessible by a Dangerous Goods Route or Restricted Dangerous Goods Route, by using the most direct and practical route between a customer's premises and the nearest Dangerous Goods Route; (b) proceeding to or from a Vehicle Storage Location by the most direct Highway intersecting a Dangerous Goods Route; (c) Transporting petroleum products or fertilizers to farms or residences outside the Urban Service Area of Sherwood Park. |
| Recovery of Costs | <p>4.7 Where Emergency Services has taken any action whatsoever for the purpose of mitigating or responding to a Dangerous Goods or hazardous material call or incident within or outside the County or for the purpose of preserving life or property or the environment from injury or destruction on land within or outside the County, including any such action taken by Emergency Services on a false call or incident, the Chief Commissioner may, in respect of any costs incurred by the County in taking such action, charge any costs so incurred by the County to the Person who caused the call or incident or the Owner or occupant of the land in respect of which the action was taken.</p> <p>4.8 The schedule of costs and fees to be charged by the County for services rendered pursuant to this Bylaw shall be as set out in Strathcona County Fee and Charges Bylaw.</p> <p>4.9 In respect of the costs or fees described in Sections 4.7 and 4.8:</p> <ul style="list-style-type: none"> (a) the County may recover such cost or fee as a debt due and owing to the County; or, (b) in the case of action taken by the County in respect of land within the County, where the cost or fee is not paid upon demand by the County, then in default of payment, such cost or fee may be charged against the land as taxes due and owing in respect of that land. |

SECTION 5: SCHOOL BUS WARNING LIGHTS AND STOP ARMS

- 5.1 The use of alternating flashing red lights and stop arm are prohibited by any school bus operating on any Highway under the control of Strathcona County within the Urban Service Area.

SECTION 6: SPECIAL ROADWAY EVENTS

- 6.1 Any Person desiring to hold a Special Roadway Event within the County shall, at least two weeks prior to the time desired to hold the same, make application in writing to the Chief Commissioner and in such application shall furnish information with respect to the following:
- (a) the name and address of the applicant;
 - (b) the nature and object of such Special Roadway Event;
 - (c) the day, dates and hours during which the same will be held;
 - (d) the intended route thereof;
 - (e) the approximate number of Persons and/or Vehicles taking part therein;
 - (f) the nature of signs, flags, banners, placards or such similar things to be carried therein and particulars of inscriptions and wording to be exhibited thereon;
 - (g) the proposed use of public address systems or loudspeakers; and
 - (h) the signatures and addresses of the Persons who will be in control of such Special Roadway Event and who undertake to be responsible for the good order and conduct thereof; and
 - (i) any other information that might be requested by the Chief Commissioner.
- 6.2 The Chief Commissioner may issue a Permit, refuse a Permit or may issue the Permit subject to such conditions as are deemed necessary in the circumstances, including the requirement for fees or bonds.
- 6.3 Where an application for a permit has been refused under 6.2, the Applicant may request a review by the Chief Commissioner.

- 6.4 Failure to submit any information required by the Chief Commissioner or evidence of previous mismanagement of prior Special Roadway Events authorized by a Permit shall be good and sufficient reason for the Chief Commissioner, to refuse issuance of a Permit.
- 6.5 Upon a Permit being granted under this Bylaw, the Chief Commissioner is hereby authorized, to the extent he deems necessary, to temporarily close or restrict the use of any Highway, subway, bridge or overpass or any part of any Highway, subway, bridge or overpass within the County, either as to the full width of it or as to part of the width of it and with respect to any class or any classes of Vehicles or with respect to pedestrians, and may provide for the proper enforcement of any such closing either by way of erection of barricades or by the adoption of any other means considered necessary or expedient.
- 6.6 No Person shall hold, conduct, manage, organize or take part in any Special Roadway Event unless and until a Permit for the Special Roadway Event has been issued by the Chief Commissioner or as expressly permitted by resolution of Council.
- 6.7 A non-refundable fee as set out in the Fees and Charges Bylaw shall accompany each application for a Permit under this Section.
- 6.8 No Person shall install or use a loudspeaker system or other device for the amplification of sound in any Public Place except as authorized by a Permit.
- 6.9 Section 6.8 does not apply to use of sound amplification devices by ambulance, police, firefighting or other Emergency Services.

SECTION 7: RIGHTS-OF-WAY CONSTRUCTION ACTIVITY

- 7.1 The purpose of this Section is to:
 - (a) require every Person proposing to carry out Work for the installation, maintenance, repair, replacement, construction of Equipment in municipal Rights-of-Way to apply for any required Permits and to obtain the County's consent for any such Work; and
 - (b) provide the County with information on the type and location of work to be undertaken in the Right-of-Way; and
 - (c) protect the County from costs, damages or liability associated with the installation, maintenance, repair, replacement, and construction in Rights-of-Way by any

Person.

Council may pass Rights-of-Way Resolutions and Council or the Chief Commissioner may approve Rights-of-Way Access Agreements, subject to such Terms and Conditions, as Council deems appropriate.

Consents &
Permits

- 7.2 No Person shall perform any Work in Rights-of-Way unless the Person has:
- (a) obtained the consent of the County or is acting on behalf of a Person who has obtained consent of the County by way of Rights-of-Way Permit;
 - (b) obtained all applicable Permits required by the County as determined by the Chief Commissioner;
 - (c) paid all applicable Rights-of-Way Fees required by the County as determined by the Chief Commissioner; and
 - (d) obtained an approved and valid Rights-of-Way Construction Activity Permit including a Temporary Traffic Control Plan and have setup the Work zone in accordance with such Plan.

Alternatives
to Consent

- 7.3 For the purposes of Section 7.1(a), the following agreements shall constitute consent of the County for the purposes of performing Work in Rights-of-Ways, however, the Person obtaining such consent shall in all other respects be subject to and comply with this Bylaw:
- (a) development agreements;
 - (b) existing utility franchise agreements approved by the Alberta Energy & Utilities Board; and
 - (c) existing railway crossing agreements approved by the National Transportation Board.
- 7.4 Every Applicant shall provide all of the information required for a Permit. An application for a Permit that does not meet these requirements shall be deemed to be incomplete.
- 7.5 The Chief Commissioner may reject a Rights-of-Way Construction Activity Permit application where:
- (a) the application for the Permit is incomplete;
 - (b) the payment of all applicable Rights-of-Way Fees has not been made;

- (c) the consent of the County has not been obtained in accordance with Section 7.3; or
- (d) any Conditions precedent to granting the Permit have not been met.

7.6 The Chief Commissioner is hereby authorized to approve or refuse any application for a Rights-of-Way Construction Activity Permit and to issue a Permit subject to such Terms and Conditions as he deems appropriate.

7.7 The Chief Commissioner shall provide an Applicant whose application for a Permit is refused, written reasons for the refusal at the time that the Applicant is advised of the refusal.

7.8 When an application for a permit has been refused under 7.6, the Applicant may request a review by the Chief Commissioner.

Compliance 7.9 Every Person who obtains a Permit shall comply with the Terms and Conditions of that Permit, including, without limitation, Terms and Conditions restricting Work in the Rights-of-Way to the Alignments or other portion of the Rights-of-Way for which authorization is granted in the Permit.

7.10 All Work zones must retain and produce upon request an approved Rights-of-Way Construction Activity Permit.

SECTION 8: PARKING

Parking on Rights-of-Way 8.1 No Person shall Park or permit to be Parked any Vehicle for any period of time whatsoever in any of the following locations:

- (a) upon a Highway in front of, adjacent to or abutting any building, structure, place or premises, in the course of construction or repair, when such Parking will impede or obstruct traffic; or
- (b) in any Bus Stop or Transit Zone, except Transit Vehicles; or
- (c) in any Truck Loading Zone properly marked by a sign indicating the restrictions which apply thereto, except a Commercial Vehicle lawfully engaged in loading or unloading goods;
- (d) on a Roadway, Highway or Highway Right-of-Way if in the opinion of a Peace Officer, the Vehicle constitute obstruction, presents a safety concern , interferes with

maintenance activities or otherwise impedes the progress of other users of the Roadway, Highway, or Highway Right-of Way.

- 8.2 No Person shall Park or Stop or permit a Vehicle to be Parked or Stopped in a Fire or Emergency Lane for any period of time whatsoever.
- 8.3 No Person shall Park or Stop or allow to be Stopped or Parked a Vehicle within five (5) metres of any Fire Hydrant, or, when the hydrant is not located at the curb, within five (5) metres from the point on the curb nearest the hydrant.
- 8.4 An Owner or Operator of a Commercial Vehicle shall not Park the Vehicle on a Roadway, Highway or Right-of-Way adjacent to a residence not owned by the Owner or Operator without consent of residence owner.
- 8.5 Except when actually loading or unloading passengers, no Person shall Park a Vehicle on any portion of a Highway marked by a "No Parking" sign.
- 8.6 Except for a breakdown, no Person shall Stop a Vehicle on any portion of a Highway marked by a "No Stopping" sign.
- 8.7 No Person shall Park a Vehicle in a Lane unless a sign permits Parking, but Lanes other than designated Fire or Emergency Lanes may be used for:
 - (a) the loading or unloading of goods or passengers from a Commercial Vehicle for a period of time not exceeding thirty (30) minutes, or
 - (b) the loading or unloading of goods or passengers from a Vehicle other than a Commercial Vehicle for a period of time not exceeding fifteen (15) minutes, provided that the Vehicle concerned in such loading or unloading of passengers or goods does not obstruct the Lane so as to prevent other Vehicles or Persons from passing along such Lanes.
- 8.8 No Person shall Park or Stop a Vehicle in excess of the time designated and marked on a sign posted for the purpose of restricting the time for Parking or Stopping a Vehicle.
- 8.9 After the issuance of a Violation Tag concerning a Vehicle for a violation of Section 8.7 and 8.8 hereof, and a Vehicle remains Parked in excess of the time permitted on the sign for a further period, then a second offence shall be deemed to have occurred

and a further Violation Tag may be issued for such second offence, and may be tagged for subsequent offences for being Parked in excess of the time permitted on the sign for such further periods of time as the Vehicle remains Parked.

Portable No
Parking
Signs

- 8.10 Notwithstanding any other provisions of this Bylaw, the County may cause portable "No Parking" signs to be placed on or near a Highway, and when so placed such signs shall take precedence over all other Parking signs.
- 8.11 No Person shall Park, or leave Parked, a Vehicle on a Highway after the expiration of twenty-four (24) hours from the time a sign or signs referred to in Section 8.10 have been placed, and until such sign or signs have been removed.
- 8.12 For the purposes of Sections 8.13 to 8.15, Private Property also includes property located in the County and owned or occupied by the Government of Canada, the Government of Alberta or by the County.

Parking on
Private
Property

- 8.13 No Person shall Park a Vehicle on Private Property which has been clearly marked as such by a sign or signs, erected thereon, and as shown in Schedule "J" or similar, without the prior permission of the Owner, tenant, occupant or Person in charge of the Private Property.
- 8.14 Where, on Private Property used for a commercial or industrial purpose or for a purpose of the federal, provincial or municipal government, Parking space or spaces or a Parking area is provided for the Parking of the Vehicles of Persons who are customers or patrons of or are otherwise doing business with the Owner, tenant, occupant or Person in charge of the property, and the space is clearly marked as being:
- (a) Private Property, by a sign as shown in Schedule "J" or similar; and
 - (b) set aside for Parking only of Vehicles of customers, or patrons of or Persons doing business with the Owner, tenant, occupant or Person in charge of the property;

a Person shall not Park or leave his Vehicle on the Parking space, spaces or area so designated unless he is immediately after Parking or leaving the Vehicle either a customer or patron or Person doing business with the Landowner, tenant, occupant or Person in charge of the property as indicated in the designation, or unless he has verbal or written permission from the said Landowner, tenant, occupant or Person in charge.

- 8.15 Any Landowner, tenant, occupant or Person in charge of Private Property who is satisfied that a Person is violating the provisions of Section 8.13 and or 8.14 may report the violation to a Peace Officer by providing the license number and location of the Parked Vehicle. A Person making such report shall give their name, address and phone number.
- 8.16 No Person shall Park any Vehicle upon any land owned by the County which the County uses or permits to be used as a playground, school ground, boulevard, recreation area or public park, except on such part thereof as may be designated by a sign or signs allowing Vehicle Parking.
- 8.17 No Person other than the Person to whom the space is assigned shall Park any Vehicle in a Parking space on County owned property, where such space has been reserved as indicated by signs.
- 8.18 A Vehicle shall not be Parked on a Highway in any space governed by a Parking Meter unless there is unexpired time remaining on the Meter.
- (a) This section is only in effect on the days and during the times a Parking Meter is identified as being in effect.
 - (b) This section does not apply to a Vehicle displaying a valid and subsisting Permit issued by the County for metered space Parking so long as all conditions of the Permit are satisfied.
- 8.19 A Vehicle Parked on a Highway in any space governed by a Parking Meter shall:
- (a) be Parked completely within the Metered space; and
 - (b) if the Metered space is parallel to the edge of the Roadway, be Parked so that:
 - (i) the front of the Vehicle is as close as possible to the Parking Meter if the Meter is situated at the front of the space; or
 - (ii) the rear of the Vehicle is as close as possible to the Parking Meter if the Meter is situated at the rear of the space; or
 - (c) if the Metered space is at an angle to the edge of the Roadway, be parked so that the front of the Vehicle is as close as possible to the Parking Meter.

Parking of
Trailers and
Recreational
Vehicles

- 8.20 A Vehicle shall not be Parked on a Highway in any space identified as a pay and display zone unless there is unexpired time remaining on a ticket issued by a pay and display machine and unless that ticket is displayed face up in a clearly visible location on the dashboard of the vehicle. This section is only in effect on the days and during the times a pay and display zone is identified as being in effect
- 8.21 No Person shall Park any Trailer or Recreational Vehicle upon any Highway unless the Trailer is attached to a Vehicle by which it may be propelled or drawn and when so attached the Trailer shall be deemed part of the Vehicle and subject to the requirements set out in this Bylaw pertaining to Vehicles.
- 8.22 No Person shall occupy or allow or permit any other Person to occupy a Trailer or Recreational Vehicle upon a Highway or upon County owned property, which has not been designated for Trailer or Recreational Vehicle Parking.
- 8.23 Notwithstanding the provisions of Section 8.22 a Person may Park and occupy a Trailer or Recreational Vehicle upon County owned property provided that written permission has been obtained from the Chief Commissioner.
- 8.24 An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle on a Roadway for more than thirty-six (36) consecutive hours.
- 8.25 An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not be entitled to rely upon the provisions of Section 8.24 more than twice in any seven (7) day period commencing from the date that the Vehicle and Trailer or Recreational Vehicle is first observed to be parked in accordance with Section 8.24.
- 8.26 An Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle on Private Property by which any part or attachment of the Vehicle and Trailer or Recreational Vehicle extends over the top of the curb or back of Sidewalk, whichever is closer to the residence.
- 8.27 Notwithstanding Section 8.21, 8.22, and 8.24, an Owner or Operator of a Vehicle and Trailer or Recreational Vehicle shall not Park the Vehicle and Trailer or Recreational Vehicle or any part thereof on a Roadway, Highway or Highway Right-of-Way if, in the opinion of a Peace Officer, the Vehicle and Trailer or Recreational Vehicle constitutes an obstruction, presents a safety

concern or otherwise impedes the progress of other users of the Roadway, Highway or Highway Right-of-Way.

Parking
within a
hamlet

- 8.28 No Person shall Park a Vehicle or Vehicle with Trailer exceeding ten (10) metres in length on a Highway or any part of the Highway Right-of-Way within any Hamlet between the hours of 7:00 p.m. in any one day and 7:00 a.m. of the next succeeding day.
- 8.29 No Person shall Park a Vehicle or Vehicle with Trailer exceeding twelve point five (12.5) metres in length or two point six (2.6) metres in width on a Highway or any part of the Highway Right-of-Way in any Hamlet, other than in an area designated by a sign for such purposes.
- 8.30 No Person shall Park a Heavy Vehicle on a Highway or any part of the Highway Right-of-Way within a Hamlet unless such Parking is authorized by a sign or signs.
- 8.31 The provisions of Sections 8.28, 8.29 and 8.30 shall not prohibit Vehicles from Parking on any Highway within a Hamlet for the purpose of loading or unloading goods to or from premises abutting such Highway provided, that the Vehicle or Vehicle with Trailer attached shall have all front and rear hazard lights illuminated

Dangerous
Goods

- 8.32 No Person shall Park a Vehicle or Vehicle with Trailer used for the conveyance of Dangerous Goods on a Highway unless authorized by a sign, or the holder is in possession of a valid Permit issued under this Bylaw.
- 8.33 No Person shall Park a Vehicle or Trailer used for the conveyance of Dangerous Goods nearer than twenty-five (25) metres from a building.
- 8.34 Section 8.29 shall not apply where a Vehicle or Trailer is obliged to be Parked while being loaded or unloaded or while being used as an "on-site" fuel source in the course of its ordinary business, provided the Vehicle or Trailer has a warning notice or notices clearly displayed.

Disabled
Parking

- 8.35 No Person shall Park a Vehicle in a Parking space designated for the exclusive use of disabled Persons unless such Vehicle has clearly displayed an Identification Placard, and is at that time being operated by or transporting the Person to whom the Identification Placard has been issued or has a Disabled Parking License Plate.

- 8.36 For the provisions of Section 8 of this bylaw, a Vehicle shall be deemed to be continuously Parked in the same location unless it has been moved at least one (1) block away from the location it was first observed. No person shall Park a Vehicle at a single location on a Highway for a period of time exceeding 72 hours, such vehicle will be deemed to have been abandoned at that location
- Removal of Vehicles
- 8.37 A Peace Officer is hereby authorized to remove and impound or cause to be removed and impounded any Vehicle Parked in contravention of any provision of this Bylaw.
- 8.38 No impounded Vehicle shall be released to its Owner or his agent until the impounding charge and removal charge against the Vehicle has been paid.
- 8.39 The impounding charge and removal charge shall be in addition to any fine or penalty imposed by the provisions of this Bylaw.
- 8.40 Where a Vehicle is impounded or stored pursuant to this Section, and is not claimed within thirty (30) days of its removal, it may be disposed of in accordance with the provisions of the Act.
- 8.41 Notwithstanding anything herein contained, where portable "No Parking" signs are placed on or near a Highway by the County, its employees, servants, agents or representatives, removal of Vehicles may be required. The County, its employees, servants, agents or representatives may tow such Vehicles at the expense of their Owner and Park the same on an adjacent Highway or local parking lot without impounding the Vehicles after the expiration of twenty-four (24) hours from the time the portable "No Parking" signs are erected or declaration made by the Chief Commissioner.
- Exemptions
- 8.42 Notwithstanding anything elsewhere in this Bylaw, the provisions relating to Parking of Vehicles do not apply to:
- (a) Emergency Vehicles;
 - (b) Vehicles used in conjunction with the servicing of Highways, trails, parks, and public utilities including water and sewer systems, telephone systems, electric systems and cablevision systems;
 - (c) funeral cars being operated by a funeral director, during a funeral;
 - (d) towing service Vehicles; while any such Vehicle is being used in Work requiring that it be Stopped or Parked.

SECTION 9: OFF-HIGHWAY VEHICLES

- | | |
|------------------------|---|
| Permits | <p>9.1 Off-Highway Vehicle groups, organizations, societies or clubs may apply to the Chief Commissioner for a Permit authorizing the use of specific Highways under the direction, control or management of the County for specific dates and times and for appropriate purposes as outlined in Schedule "E", "F", and "G", as attached hereto and forming part of this Bylaw.</p> <p>9.2 The Chief Commissioner may approve or refuse an application, or may grant an application specifying the dates and times for such events, and may impose any such conditions as the Chief Commissioner, deems suitable in the circumstances.</p> <p>9.3 The Chief Commissioner, in exercising his discretion under Section 9.2 shall have consideration for the following:</p> <ul style="list-style-type: none"> (a) traffic, pedestrian and user safety; and (b) road design/geometry including posted speed, sightlines and width of ditches. <p>9.4 Where an application for a permit has been refused under 9.2, the Applicant may request a review by the Chief Commissioner.</p> |
| Operating Restrictions | <p>9.5 No Person shall operate an Off-Highway Vehicle except as authorized pursuant to the Act or pursuant to a Permit granted under this Bylaw.</p> <p>9.6 A Person who is authorized to operate an Off-Highway Vehicle pursuant to the Act or this Bylaw shall:</p> <ul style="list-style-type: none"> (a) travel at a maximum speed of thirty (30) kilometres per hour; (b) travel in a single file in the ditches of such Highways, except as otherwise permitted in this Section; (c) travel in the Parking Lane for as short a distance as necessary to by-pass any hazard or obstruction in the ditch, or where there is No Parking Lane the extreme right-hand side of the Roadway; (d) travel in the same direction as the Vehicles travelling on that side of the Highway. |

- 9.7 No Person shall operate or be a passenger on an Off-Highway Vehicle where the Persons on the Off-Highway Vehicle exceeds the number of Persons that the Off-Highway Vehicle is designed to carry.
- 9.8 The provisions of this Bylaw shall not apply to a Peace Officer, or agents or employees of the County while operating an Off-Highway Vehicle in the performance of their official duties.
- 9.9 During an emergency, disaster, or search and rescue operation within the County, as determined by Chief Commissioner, the provisions of this Bylaw may be waived, varied or suspended by the Chief Commissioner.

SECTION 10: TRUCK ROUTES

- 10.1 No person by himself or by an agent or employee shall:
 - (a) operate a Heavy Vehicle within the Urban Service Area on a Highway other than a Truck Route as shown in Schedule H, or Restricted Truck Route as shown in Schedule I;
 - (b) operate a Heavy Vehicle on a Restricted Truck Route between 22:30 and 06:30 (10:30 p.m. and 6:30 a.m.) local time within the Urban Service Area;
 - (c) operate a Heavy Vehicle within the Urban Service Area on a Highway outside the times stipulated on a sign placed on the Highway.

- Exemptions
- 10.2 No Person shall be deemed to be operating a Heavy Vehicle in contravention of Section 10.1 if the Heavy Vehicle is:
 - (a) being operated on the most direct and practicable route between a bona fide customers premises (within a Hamlet) and the nearest Truck Route or Restricted Truck Route;
 - (b) being operated to or from the business premises of the Heavy Vehicle;
 - (c) moving a building for which the necessary Permits have been issued;
 - (d) travelling to or from premises licensed to service or repair Heavy Vehicles;
 - (e) pulling a disabled Vehicle from a Highway or Local Road prohibited to Heavy Vehicles;

- (f) owned by or contracted to the County and is instructed by the County to Work at locations otherwise prohibited to Heavy Vehicles.

10.3 No person shall apply or engage engine retarder brakes on any Commercial Vehicle within a Hamlet or Urban Service Area.

SECTION 11: DEPOSIT OF SNOW, ICE AND DEBRIS ON ROADS

11.1 No Person shall place or permit to be placed any Foreign Matter onto any Roadway, boulevard, Sidewalk, or ditch.

11.2 No Person shall place, permit to be placed, or allow to remain any Foreign Matter on or within one point five (1.5) metres of any Fire Hydrant located on Public or Private Property.

11.3 No Person shall damage, or permit to be damaged, any Highway or Fire Hydrant by scraping, cutting or in any other manner whatsoever, whether or not such Person is engaged in removing Foreign Matter from any Highway or Fire Hydrant.

Obstructions
in the Right-
of-way

11.4 No Person shall place or deposit or allow the placement or deposit of any object, refuse, building or other materials, dumpsters, snow, earth, sand, gravel, sod, or any other material in the Rights-of-Way that will impede or obstruct traffic.

11.5 The placement of Driveway Aids in the Rights-of-Way will be allowed from April 15 to November 1.

11.6 The provisions of this Bylaw shall not apply to any agents or employees of the County in the performance of their assigned duties.

SECTION 12: DELEGATION OF AUTHORITY

12.1 The Chief Commissioner is hereby authorized to designate

- (a) any Highway for through traffic purposes;
- (b) the location of cross-walks upon Highways;
- (c) any intersection, Highway or place on a Highway, including a place where a railway Right-of-Way crosses a Highway, as a place where U-turns are prohibited;
- (d) any Highway as one which is closed temporarily in whole or in part to traffic;

- (e) any areas as one in which Parking privileges are temporarily suspended;
- (f) any Highway as one to be divided into traffic Lanes of such number;
- (g) the location of “school zones” and “playground zones”;
- (h) any boulevard upon which Parking is permitted;
- (i) loading or unloading zones;
- (j) the location of Bus Stops or Transit Zones;
- (k) the distance from any intersection within which no Parking is permitted;
- (l) portions of Highways where Parking is limited to a period of time;
- (m) portions of Highways where Stopping is prohibited entirely, or for a specified period of time;
- (n) the location of Metered zones, Meter locations and Metered spaces;
- (o) areas for angle Parking, back-in Parking and parallel Parking;
- (p) the maximum load permitted on any bridge; and
- (q) Parking spaces designated for disabled Parking.
- (r) direct where traffic control devices are to be installed or removed and to cause a record of the locations of all erected signs to be kept, which shall be open to public inspection during the County’s regular business hours; and
- (s) temporarily close the whole or any part of a Road at any time that a construction or maintenance project on or adjacent to the Road may create a hazard.

SECTION 13: OFFENCES

- 13.1 Any Person who contravenes any provision of the Bylaw is guilty of an offence and is liable to a penalty as set out in Schedule “K”.
- 13.2 Under no circumstances shall any Person contravening any provision of the Bylaw be subject to the penalty of imprisonment.

SECTION 14: VIOLATIONS TAGS

- 14.1 A Peace Officer is hereby authorized and empowered to issue a Violation Tag to any Person who the Peace Officer has reasonable and probable grounds to believe has contravened any provision of this Bylaw.
- 14.2 A Violation Tag may be issued to such Person:
 - (a) either personally; or
 - (b) by attaching it to the Vehicle in respect of which an offence is alleged to have been committed; or
 - (c) by mailing a copy to such Person at his last known post office address.
- 14.3 The Violation Tag shall be in a form approved by the County and shall state:
 - (a) the name of the Person;
 - (b) the offence;
 - (c) the appropriate penalty for the offence as specified in this Bylaw;
 - (d) that the penalty shall be paid within thirty (30) days of the issuance of the Violation Tag; and
 - (e) any other information as may be required by the County.
- 14.4 Where a contravention of this Bylaw is of a continuing nature, further Violation Tags may be issued by the Peace Officer, provided that no more than one Violation Tag shall be issued for each day that the contravention occurs.
- 14.5 Where a Violation Tag is issued pursuant to this Bylaw, the Person to whom the Violation Tag is issued may, in lieu of being prosecuted for the offence, pay to the County the penalty specified on the Violation Tag.
- 14.6 Nothing in this Bylaw shall prevent a Peace Officer from immediately issuing a Violation Ticket for the mandatory Court appearance of any Person who contravenes any provision of this Bylaw.

SECTION 15: VIOLATION TICKET

- 15.1 If the penalty specified on a Violation Tag is not paid within the prescribed time period then a Peace Officer is hereby authorized and empowered to issue a Violation Ticket pursuant to either Part II or Part III of the Provincial Offences Procedure Act, RSA 2000, c. P-34.
- 15.2 Notwithstanding Section 15.1 of this Bylaw, a Peace Officer is hereby authorized and empowered to immediately issue a Violation Ticket pursuant to either Part II or Part III of the Provincial Offences Procedures Act, RSA 2000, c. P-34, as amended, to any Person who the Peace Officer has reasonable grounds to believe has contravened any provision of this Bylaw.

SECTION 16: SEVERABILITY

- 16.1 Should any provision of this Bylaw be invalid, then such provision shall be severed and the remaining Bylaw shall be maintained.

SECTION 17: REPEAL OF BYLAWS

- 17.1 This Bylaw repeals Bylaw 13-2011.

SECTION 18: EFFECTIVE DATE

- 18.1 This Bylaw comes into effect after third reading and upon being signed.

PERMITS

Special Event Permits

Off-Highway Vehicle Permits

Rights-of-Way Permits

Dangerous Goods Route Permits

Parking Permit

Road Use Agreement

Right-of-Way Construction Activity Permit

Utility Line Assignment Permit

SCHEDULES

SCHEDULE "A"	DANGEROUS GOODS ROUTES
SCHEDULE "B"	RESTRICTED DANGEROUS GOODS ROUTES
SCHEDULE "C"	MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES
SCHEDULE "D"	DANGEROUS GOODS ROUTE SIGNS
SCHEDULE "E"	GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS
SCHEDULE "F"	STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS
SCHEDULE "G"	RELEASE, WAIVER AND INDEMNITY AGREEMENT FOR OFF- HIGHWAY VEHICLE EVENTS
SCHEDULE "H"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA
SCHEDULE "I"	HEAVY VEHICLE TRAFFIC - SCHEDULE OF RESTRICTED TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA
SCHEDULE "J"	PRIVATE PROPERTY "NO PARKING" SIGNS
SCHEDULE "K"	OFFENCES

SCHEDULE "A"

DANGEROUS GOODS ROUTES

- A) 34 Street from the Sherwood Park Freeway to Baseline Road
- B) 17 Street from the Sherwood Park Freeway to Highway 16
- C) Baseline Road from 34 Street to Highway 216
- D) Petroleum Way from 17 Street to Broadmoor Boulevard
- E) Broadmoor Boulevard from Petroleum Way to Highway 16
- F) Range Road 214 north of Highway 15 to Township Road 562

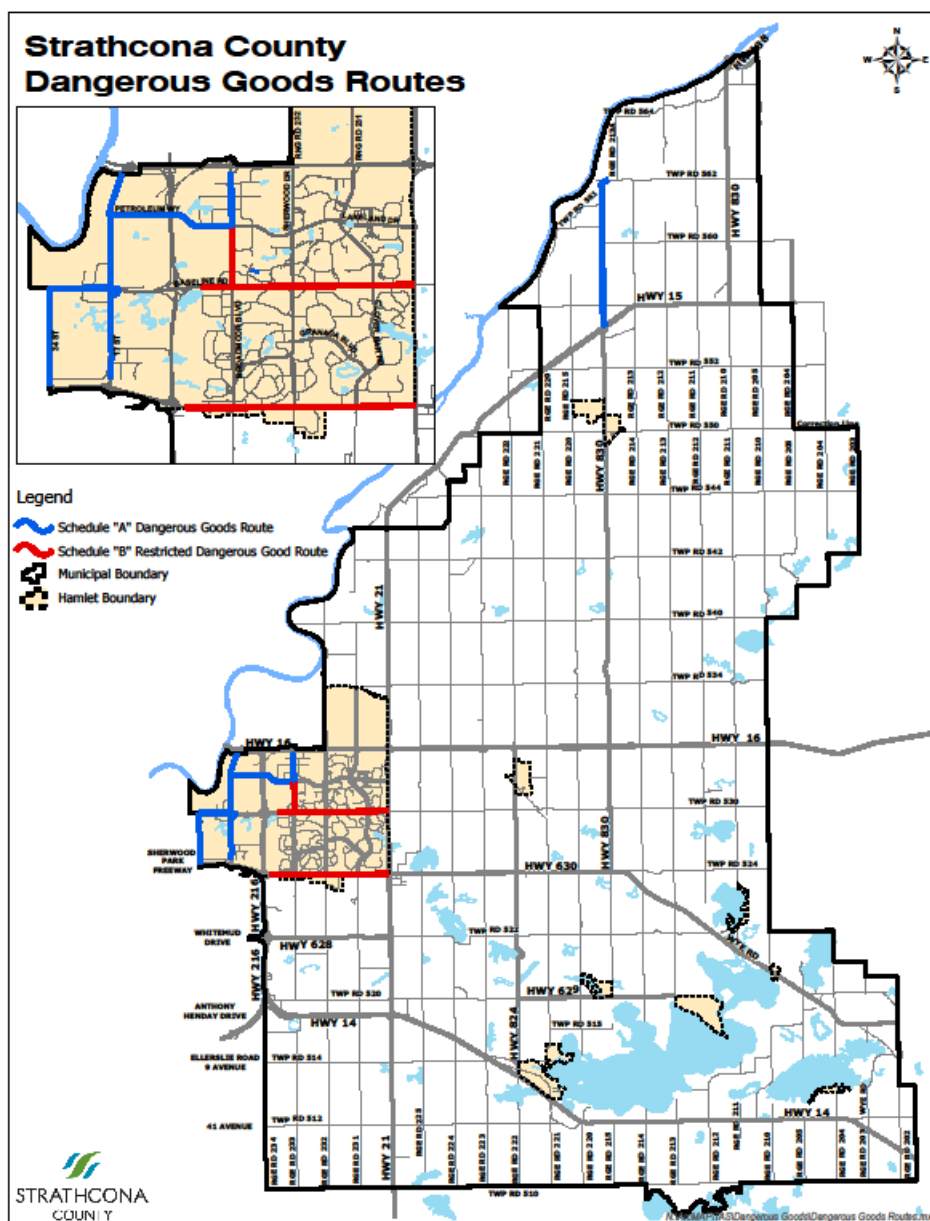
SCHEDULE "B"

RESTRICTED DANGEROUS GOODS ROUTES

- A) Broadmoor Boulevard from Petroleum Way to Baseline Road
- B) Baseline Road from 500 metres west of Broadmoor Boulevard, the boundary with Alberta Transportation, to Highway 21
- C) Wye Road from 100 metres west of Ordze Road, the boundary with Alberta Transportation, to Highway 21

SCHEDULE "C"

MAP SHOWING MUNICIPAL DANGEROUS GOODS ROUTES AND RESTRICTED DANGEROUS GOODS ROUTES



SCHEDULE "D"

DANGEROUS GOODS ROUTE SIGNS

Dangerous Goods Route Signs will be used to indicate regulations related solely to the movement on streets and Highways of Vehicles classified as Dangerous Goods carriers. The signs will be made to reflect, or lit to show the same colour and shape both day and night.

Dangerous Goods Route Sign (RB-69)

The Dangerous Goods Route Signs will show that Dangerous Goods carriers, as defined by legislation, are allowed to travel along a street or Highway.

Proper advance and directional arrows (1 B-5 to 1 B-9) will be added to the sign to indicate a turn or a change in the direction of a designated route. Advance turn arrows will be placed between 50 metres and 150 metres before an intersection where the route changes direction.

The tab sign (RB-69T) may be used for an educational period.

"DANGEROUS GOODS ROUTE" signs shall have a green circle circumscribing a black diamond symbol on a white background.



RB – 69
60 x 60 cm



RB – 69T
60 cm x 30 cm

OPTIONAL

Dangerous Goods Prohibition Sign (RB-70)

The Dangerous Goods Prohibition Sign will show that carriers of Dangerous Goods, as defined by legislation, may not travel on a particular street or Highway.

The sign will be placed along the street or Highway from which Dangerous Goods are barred. The sign will be placed where the street or Highway intersects a Dangerous Goods route, to prevent illegal entry of Vehicles carrying Dangerous Goods.

The tab sign (RB-70T) may be used for an educational period.

“DANGEROUS GOODS PROHIBITION” signs shall have a red circle circumscribing a black diamond symbol on a white background with a red diagonal superimposed over the diamond symbol. Where the sign is erected, Dangerous Goods carriers are prohibited from travelling upon the street or Highway.



RB – 70
60 x 60 cm



RB – 70T
30 x 30 cm

SCHEDULE "E"

GUIDELINES FOR APPLICATIONS AND APPROVAL FOR USE OF HIGHWAYS FOR OFF-HIGHWAY VEHICLE EVENTS

1. Written application will be received for specific rides or events from groups, organizations, societies or clubs which:
 - i. intend to raise funds for a "Charitable Purpose" as defined in the Public Contributions Act, R.S.A. 1992, C. P-26, as amended, and who meet the requirements of the said Act; or
 - ii. wish to hold a recreational ride or event to encourage or promote their membership or group activities.
2. A group, organization, society or club shall be allowed only two rides or events, as set out in (1) above, per month.
3. A Statutory Declaration (Schedule "F") shall be provided certifying that a responsible Person within the group, organization or club has:
 - i. determined that all members or participants who take part in the ride or event hold a current financial responsibility card for liability insurance which indicates that it remains in force during the ride or event, and all Off-Highway Vehicles are properly licensed as per Motor Vehicles Administration Act, R.S.A. 1980, C. M-22, as amended.
 - ii. checked the Highways or portion of the Highways to be used, and is satisfied themselves that the ditches and Highway sides to be used are satisfactory and, in his opinion, safe for the intended purpose.
4. A Waiver or Release, Schedule "G" signed by each member or participant involved in the ride or event shall be provided and shall release the County of any responsibility which may arise from the use of the Highways or portions of Highways for the intended purpose.
5. The application shall be submitted to the Chief Commissioner at least three (3) weeks prior to the time of the proposed ride or event and shall include the date and times of the ride or event together with the name, address and telephone number of a contact Person.
6. Upon application, the Chief Commissioner shall be authorized by Council to allow, if he deems it necessary, a pre-ride or pre-event run by representatives of the group, organization, society or club to certify the safety of the route or to mark the route or any hazards in relation to the Highways or portions or Highways as specified for use in the applications.

7. Prior to the placing of markers for the route of for hazards along the proposed route approval must be obtained from the Chief Commissioner.
8. All signs or markings which have been placed along the route shall be removed within twenty-four (24) hours following the completion of the ride or event.
9. Failure to comply with any of the requirements of the Bylaw, the attached Schedules or any conditions of the approval, as granted, may result in cancellation of the approval and the refusal of future applications.

SCHEDULE "F"**STATUTORY DECLARATION FOR OFF-HIGHWAY VEHICLE EVENTS**

CANADA
PROVINCE OF ALBERTA
TO WIT:

}

In the Matter of

I, _____

of _____ in the Province of Alberta,

do solemnly declare that I have on behalf of the _____

checked Strathcona County Highways or portion of the Highways to be used for

_____, which will be held by the _____

_____, on the dates of _____,

and have satisfied myself that the Highways or portions of the Highways to be used for the said event or ride are satisfactory and safe for the intended use by the members or participants of such event or ride.

AND I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the _____

of _____

in the Province of Alberta, this _____

day of _____ A.D., 20 ____

}

Signature of Declarant

A Commissioner for Oaths or Notary Public in and for the Province of Alberta

SCHEDULE "G"**RELEASE, WAIVER AND INDEMNITY AGREEMENT
FOR OFF-HIGHWAY VEHICLE EVENTS**

Group Members
Strathcona County
Traffic Bylaw 16-2015

This is to certify that we the members of the _____ of _____ in the Province of Alberta who have attached our signatures hereto, intend to participate, at our own risk, in the event or ride being the _____ held by the _____ on the date(s) of _____, 20__ and in consideration of using Strathcona County's Highways or a portion of Highways as authorized for the said event or ride and further good and valuable consideration, the receipt whereof being hereby acknowledged, I do hereby freely and voluntarily release Strathcona County, the Council of Strathcona County, and Councillors of Strathcona County, past, present, or future, its officers, employees, servants, independent contractors and agents (hereinafter collectively referred to as "Strathcona County") from all liability and do hereby waive as against Strathcona County all recourses, claims, causes of action and demands of any kind whatsoever, which I, my heirs, executors, and assigns might have against Strathcona County, and I do hereby agree to indemnify and hold harmless Strathcona County from any and all claims, demands, causes of action of any kind whatsoever, including those involving negligence on the part of the said Strathcona County, that may be made against Strathcona County, arising out of or connected with my preparation or participation in any of the programs or activities referred to above.

In confirmation of the above, we have attached our signatures hereto.

Dated at _____, in the Province of Alberta, this ____ day of _____ 20__.

SIGNATURES OF MEMBERS

Please Print Name

Signature

Print Name of Witness

Signature of Witness

Address of Witness

SCHEDULE "H"

HEAVY VEHICLE TRAFFIC – SCHEDULE OF TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA

1. Turbo Industrial Park – part of W ½ 14-53-23-W4
2. Cloverbar – NE ¼ 8-53-23-W4
3. Boychuck Subdivision – N ½, SE ¼ 8-53-23-W4
4. Knightsbridge Industrial Park – SE ¼ 6-53-23-W4
5. 24 Street (Railway Street) plus connector to 17 Street – NE ¼ 31-52-23-W4
6. 92 Avenue, 17 Street – Kleysen's entrance
7. Sherwood Industrial Estates including 84 Avenue – part of the E ½ 30-52-23-W4
8. Wye Road, Ordze Road to Highway 21
9. 17 Street, Highway 16 to Highway 14
10. 34 Street, Baseline Road to Highway 14
11. Trans Mountain Service Road – SW ¼ 5-53-23-W4
12. Range Road 232, Highway 16 to Township Road 534
13. Range Road 231, Highway 16 to Township Road 534
14. Broadmoor Boulevard, Baseline Road to Highway 16
15. Petroleum Way, Broadmoor Boulevard to 17 Street
16. Baseline Road, Broadmoor Boulevard to a point 475 metres west, and from 775 metres east of 17 Street to 34 Street
17. Strathmoor Drive
18. Strathmoor Way
19. Range Road 233A, Strathmoor Way to Petroleum Way
20. Streambank Avenue
21. West side of Highway 21 Service Road (Range Road 230), from Township Road 534 south to the end of the Service Road north of Highway 16

22. Township Road 534 from Highway 21 to Range Road 232
23. North side of Highway 16 Service Road from Range Road 231 to Range Road 232

SCHEDULE "I"

HEAVY VEHICLE TRAFFIC – SCHEDULE OF RESTRICTED TRUCK ROUTES IN THE SHERWOOD PARK URBAN SERVICE AREA

1. Sherwood Drive, Wallace Drive to Highway 16
2. Broadmoor Boulevard, Sherwood Drive to Baseline Road
3. Brentwood Boulevard, 75 metres south of Estate Drive to Sherwood Drive
4. Granada Boulevard, Sherwood Drive to Clover Bar Road
5. Clover Bar Road, Wye Road to Highway 16
6. Highway 16 Service Road (south side), Broadmoor Boulevard to Sherwood Drive
7. Baseline Road, Broadmoor Boulevard to Highway 21
8. Lakeland Drive, Highway 21 to Broadmoor Boulevard

SCHEDULE "J"

PRIVATE PROPERTY "NO PARKING" SIGNS



SCHEDULE "K"**OFFENCES**

SECTION	OFFENCE	PENALTY
3.3	Operating a Vehicle without a Road Use Agreement (i) first offence (ii) second offence (iii) third and subsequent offences	\$ 500.00 \$ 1000.00 \$ 2000.00
3.4	Failure to comply with the Terms and Conditions of a TAC or RUA	\$ 200.00
3.6	Operating a Vehicle without a TAC	\$ 500.00
4	Failure to comply with any provision of Section 4 (i) first offence (ii) second and subsequent offences, exclusive of costs	\$ 200.00 \$ 1000.00
6.5	Holding a Special Roadway Event without a Permit	\$ 200.00
6.7	Using a Loudspeaker without a Permit	\$ 100.00
7.1-7.2	Failure to comply with any provision of Section 7.1-7.2 (i) first offence (ii) second offence (iii) third and subsequent offences	\$ 200.00 \$ 500.00 \$ 1000.00
7.8	Failure to comply with any provision of Section 7.8	\$ 200.00
7.9	Failure to produce a ROWCAP when requested	\$ 200.00
8.1(a)	Parking in front of a building under construction	\$ 57.00
8.1(b)	Parking in a Bus Stop or Transit Zone	\$ 57.00
8.1(c)	Parking in a Truck Loading Zone	\$ 57.00
8.1(d)	Parking on a Highway, Roadway or Highway Right-of-Way	\$ 250.00
8.2	Parking or Stopping illegally in a Fire or Emergency Lane	\$ 200.00
8.3	Parking or Stopping within five (5) metres of a fire hydrant or point on curb nearest the hydrant	\$ 175.00
8.4	Parking of a Commercial Vehicle	\$ 57.00
8.5	Parking where there is a "No Parking" sign	\$ 57.00
8.6	Stopping in a "No Stopping" zone	\$ 57.00
8.7	Parking illegally in a Lane	\$ 57.00
8.8	Parking in excess of posted time limits	\$ 57.00
8.10-8.11	Parking when portable "No Parking" signs are in place	\$ 100.00
8.13-8.15	Unauthorized Parking on Private Property	\$ 57.00
8.16	Unauthorized Parking on Public Property	\$ 57.00
8.17	Unauthorized Parking in a reserved Parking space on Public Property	\$ 57.00
8.18-8.19	Parking in a metered stall after time expired	\$ 57.00
8.21	Parking of Trailer without Vehicle attached	\$ 150.00
8.22	Occupying a Trailer on a Highway	\$ 150.00
8.24-8.25	Parking a Vehicle and Trailer or Recreational Vehicle in excess of thirty-six (36) hours	\$ 100.00

8.26-8.27	Parking a Vehicle and Trailer or Recreational Vehicle that creates an obstruction, presents a safety concern or otherwise impedes traffic	\$ 150.00
8.28	Parking overlength Vehicle in a Hamlet between certain hours	\$ 57.00
8.29	Parking oversize Vehicle in an area of a Hamlet not designated by signs	\$ 57.00
8.30	Parking a Heavy Vehicle in a residential area in a Hamlet	\$ 250.00
8.32	Parking a Vehicle used for hauling Dangerous Goods on a Highway	\$ 500.00
8.33	Parking a Vehicle used for hauling Dangerous Goods near a building (i) first offence (ii) second and subsequent offences, exclusive of costs	\$ 500.00 \$ 1000.00
8.35	Parking in space designated for Parking of Vehicle of Disabled Person	\$ 150.00
9	Failure to comply with any provision of Section 9 (i) first offence (ii) second offence	\$ 100.00 \$ 200.00
10.1	Failure to comply with any provision of 10.1	\$ 100.00
10.3	Use of engine retarder brakes on any Commercial Vehicle within the Urban Service Area or residential area	\$ 57.00
11.1	Placing or permitting to be placed Foreign Matter onto any Roadway or Sidewalk	\$ 200.00
11.2	Placing or permitting to be placed Foreign Matter onto any Fire Hydrant located on Public or Private Property	\$ 150.00
11.3	Damaging or permitting to be damaged any Highway or Fire Hydrant by scraping, cutting or in any manner whatsoever, whether or not such person is engaged in removing Foreign Matter from any Highway or Hydrant	\$ 200.00
11.4	Placing or depositing any object, refuse, building or other materials, dumpsters, snow, earth, sand, gravel, sod, or any other material in the road rights-of-way that will impede or obstruct traffic. (i) first offence (ii) second offense (iii) third and subsequent offences	\$ 100.00 \$ 500.00 \$ 1000.00
11.5	The placement of driveway aids in the road rights-of-way outside of permitted (i) first offence (ii) second offense (iii) third and subsequent offences	\$ 100.00 \$ 500.00 \$ 1000.00

#	Elected Official Name	Subject	Req type	Meeting date	Due date	Resp Dept	2nd Dept	Request	Reponse date	Reponse	Status
3	CARR Roxanne	Online Voting Records	Information	05/11/2013	11/15/2013	LLS		Research other municipalities best practices regarding online voting records.		LLS is currently looking into an electronic meeting management system. Online voting records will be part of this initiative. Commencing January 2015, Strathcona County will start rolling out modules of the electronic meeting management software (eScribe) that we purchased. The electronic voting module is anticipated to be rolled out in March. Prior to March, LLS will provide Council with different options on how we can display our voting records online.	In Progress
				23/09/2014	03/10/2014	LLS		Please provide and update on the status of online voting.			
28	CARR Roxanne	Alberta Community Partnership Program	Information	11/03/2014	3/21/2014	CPIA		Please provide a report on actions taken by Administration to create applications to the Alberta Community Partnership Program at the May 13, 2014 Priorities Committee Meeting. Further dialogue will be required regarding this request. To be discussed at the June 17th Priorities Committee meeting when the request for Community Group Collaboration Fund (Councillor Smith) is discussed.			Outstanding
33	SMITH Paul	Community Group Collaboration Fund	Program	22/04/2014	5/13/2014	RPC	FCS	Create parameters and budget for a fund that would facilitate and enable community organizations to work together for success and viability. The outcome would be a system that would enable joint initiatives with access to funds, facilities, expertise and training. This request has been directed to Community Services Division- FCS & RPC Please bring this program request back for discussion to the June 17, 2014 Priorities Committee Meeting. (The request was to be brought forward to the May 13, 2014 PCM however Councillor Smith will not be in attendance for the May 13, 2014 PCM)			In Progress
35	BIDZINSKI Victor	Community Halls Renovation/ Replacement Plan	Information	06/05/2014	5/16/2014	FAS		Provide information on ways we could augment the costs that will be associated with the renovation/replacement of Strathcona County's Community Halls in the future. (Was stated that 19 million dollars will be required)			Outstanding
*44	BIDZINSKI Victor	Offsite Levies & Unfinished Land Maintenance	Information	08/07/2014	7/18/2014	PDS		Please provide status update on the resident request listed: A) Paid excess offsite levies to Strathcona County when they built their establishment to augment future growth in the area. How do they recover over payment? B) Land behind their establishment owned by them was worked on by the County. Has not been resolved properly and is the County going to repair, restore or purchase the land?	28-Aug-14	A) The only financial obligation that was assessed to Lot 47B, Block 2, Plan 9926667 (previously Lot 47, Block 2, Plan 882222) as part of the Development Agreement dated July 1999, was a Local Improvement charge dating back to the 1988 construction of infrastructure, which was identified within the ARP South of Wye Road Area-71-86. It is noted that draft versions of the 1999 Development Agreement refers to a levy component, however the final signed version only refers to a Local Improvement charge which was a requirement for both Lot 47A and Lot 47B. There is no indication in our planning files, or within the Development Agreement, for payment of any levies or oversize charges to the County, nor any reference to cost sharing or recoveries which may have been negotiated between the two properties. B) Strathcona County had discussions with Danley Ventures Inc. (Expert Lock Services) via Mr. Dan Kuefler with respect to work done on the land behind the Expert Lock Services establishment. The issue we're aware of is that the restoration of the easement area where the work was performed, is not acceptable to Mr. Kuefler. An acceptable cash settlement was verbally agreed upon between Mr. Kuefler and Strathcona County however was a concern with the format of release agreement and a settlement has not yet been reached. Planning and Development Services will follow up with Mr. Kuefler on resolving this concern.	In Progress
				10/02/2014				Please provide an updated report.			

#	Elected Official Name	Subject	Req type	Meeting date	Due date	Resp Dept	2nd Dept	Request	Reponse date	Reponse	Status
60	BIDZINSKI Victor	Emergency Exits Required in Subdivisions	Information	07/10/2014	10/17/2014	PDS		Please provide information regarding the requirements for subdivision entrances/ exits to ensure emergency services requirements is met. Is there a requirement for all subdivisions?			Outstanding
65	BIDZINSKI Victor	Commercial District Zoning	Information	21/10/2014	10/31/2014	PDS		Please provide a response as to the reasoning for zoning commercial districts to DC2 as well as if portable signage can be utilized in the districts.			Outstanding
85	BIDZINSKI Victor	Fiscal Responsibility	Information	9/29/2015	10/9/2015	CCO		Request that the Chief Commissioner provide information regarding Strathcona County's position on Fiscal Responsibility to Council.			
86	BIDZINSKI Victor	Spray Decks	Information	9/29/2015	10/9/2015	RPC		Please provide information regarding the status update and maintenance/ revitalization plan report on spray decks in Strathcona County.	10/05/2015	<ul style="list-style-type: none">• Strategy phase of outdoor aquatics planning is projected to take place in Q1-Q2 2016.• This strategy will look at outdoor aquatics as a whole, throughout Strathcona County.• Additional public engagement and assessment of community needs will be included in the study.• Study will look at both the older, existing spray decks as well as strategic options for future sites as identified on Page 8 of the 5-year Open Space Recreation Facility Strategy (OSRFS) update, outdoor aquatic infrastructure strategy/concept stages to be completed within the 2014-2018 timeframe.• Based on this timeline, RPC will be in a position to make strategy recommendations and move into the concept/design stages as early as the 2017 budget cycle.	In Progress
87	SMITH Paul	Traffic Impact Study	Information	10/06/2015	10/16/2015	TAS		Please provide the current traffic count data for Township Road 522 between: Range Road 222/223, Range Road 223/224, Range Raod 224/225 as well as the previous 4 years for comparison.		Township 522: West of RR 222 - June 18, 2014 – 310 vehicles per day (vpd) - June 22, 2011 – 310 vpd - August 6, 2008 – 226 vpd East of RR 223 - June 18, 2014 – 265 vpd - August 8, 2011 – 252 vpd - August 6, 2008 – 220 vpd West of RR 223 - August 18, 2014 – 668 vpd - August 8, 2011 – 311 vpd - August 6, 2008 – 325 vpd East of RR 224 - June 18, 2014 – 413 vpd - June 22, 2011 – 534 vpd - August 6, 2008 – 348 vpd West of RR 224 - July 8, 2015 – 959 vpd - June 18, 2014 – 1023 vpd East of RR 225 - June 18, 2014 – 1209 vpd - June 22, 2011 – 1368 vpd - July 28, 2008 – 1000 vpd	Complete
88	SMITH Paul	Colchester Growth Management Strategy - Fiscal Impact Model	Information	10/06/2015	10/16/2015	PDS	FS	What is the expected date for a presentation to come forward to the Priorities Committee on the Colchester Growth Management Strategy's Fiscal Impact Model?			