

What We Heard / What We Did

Panorama Area Structure Plan

NW 13-52-23-W4, within Strathcona County

Prepared by GSA Consulting Inc.



Urban Design
Urban Planning

September 2021

Engagement Overview

Date	Meeting Description
November 9 th , 2015	Design Charrette #1
February 29 th , 2016	Design Charrette #2
September 30, 2016	Public Open House #1
May 16, 2019	Public Open House #2
June 29, 2021	Online Engagement

We encourage you to review the chart below which contains a compilation of all feedback received to date and how it was considered and addressed through the preparation of the proposed Area Structure Plan.

Wildlife and Ecology

Large lots on the north, east and south boundaries of the Plan area in conjunction with the existing municipal reserve area and the conservation of sensitive wetland features, will enable wildlife movement through the area and tree preservation. In addition, Also the naturalization of stormwater management facilities combined with the retention of wetlands and tree stands will address wildlife corridors and ecology preservation.

What We Heard	What We Did
<ul style="list-style-type: none"> Wildlife movement protection Allow for increased wildlife movement on the southern boundary of the ASP area by increasing the buffer and establishing a stronger corridor Allow for increased wildlife movement and wider proposed animal corridors on the southern boundary of the ASP Ensure tree retention Subdivision of existing lots within a long-term vision and preservation of trees Protect tree buffered areas along both Sconadale Road and Range Road 231 Preserve wetlands and wildlife corridors Preservation of natural character of the area Provide larger buffer areas around environmentally sensitive areas and wildlife corridors Consider using conservation easements and environmental reserves strategically to ensure the protection of natural areas As a policy consideration, explore how restrictive covenants can be used to protect natural areas and environmentally sensitive sites Highlight how natural habitat areas will be preserved in the development process 	<p>Wildlife and Ecology is addressed through several policies in the ASP.</p> <p>Policy in the plan requires that proposed lots on the north, east and south boundaries of the plan are a minimum of two acres. Stage one in the southwest corner illustrates the larger boundary lots, as well as a break in the noise attenuation fencing, will facilitate wildlife movement.</p> <p>This, in conjunction with the retention of the large municipal reserve area and the conservation of sensitive wetland features, will enable wildlife movement through the area.</p> <p>Tree preservation and tree buffered areas are captured in policies that establish size and location of lots.</p> <p>Policy in the plan requires residential lots abutting Sconadale Road be a minimum of 1.0 acre and that smaller lots be directed away from Sconadale Road in order to preserve the character along the roadway. In addition, development is encouraged to apply lot and road layouts that minimize forest fragmentation.</p> <p>Policy in the plan requires that priority wetlands be conserved and encourages the conservation of secondary wetlands. In addition, policy requires that identified wetlands be designated as an environmental reserve.</p> <p>These policies, along with the retention of municipal reserve and sensitive wetland areas, will maintain trees throughout the Plan area.</p>

Subdivision and Rural Character

Requiring large lots to be located on the boundary and along Sconadale road will help preserve rural character. Internal lots will be smaller reflecting the higher density country residential intent of the higher order ACP.

Concerning subdivision, for stage 1 there is only one lot proposed to be fronting onto Sconadale Road and the stormwater management facility that is using the wetland that currently exists there. Future stages are to follow suit in accordance with the policy of the ASP.

What We Heard	What We Did
<ul style="list-style-type: none">• Preference for larger lots fronting Sconadale Road and smaller lots behind• Reconsider the size of lots throughout the ASP area• Preserve rural character• Increase the size to a minimum of 1 acre with the use of additional natural features incorporated to keep the subdivision more rural• Try to maintain the existing character of Sconadale Road• Provide 2.0-acre lots adjacent to Sconadale Road; Maintain natural character of Sconadale Road• Concerns with 0.5 acre lots backing onto existing larger acreage lots• Reconsider the size of lots along the southern boundary of the ASP area• Increase the size of lots to maintain the character of the surrounding communities• Minimize impacts of higher density lot configurations to adjacent property owners• Provide appropriate lot transitions and configurations from surrounding country residential areas to fully reflect the Sconadale Road area character• Indicate the allowances for home businesses operating out of these homes• Reconsider placing built walls to avoid redirecting noise and animal traffic• Position future roads in a curvy fashion in order to maintain the rural character of the area• Consider the implementation of a walking/biking trail along Sconadale Road• Consider programming recreational space, such as providing a playground	<p>Policies in the plan require lots adjacent to Sconadale road be a minimum of 1.0 acres and all lots along the north, south, and east boundary of the plan area be a minimum of 2.0 acres.</p> <p>These policies will establish and promote a country residential character that is consistent with adjacent subdivisions and along Sconadale Road, and an appropriate transition to higher density country residential lots on the interior of the plan area.</p> <p>In addition, policy in the plan encourages future property lines of proposed lots to align with existing property lines and minimize conflicts to adjacent property owners.</p> <p>The Open Space and Environment policies in Section 3.2 require a connected network of trails to and from the parks and open spaces in the Plan area and adjacent neighbourhoods.</p>

Site Servicing and Transportation

Given the number of landowners in the quarter section, the area structure plan has been approached so that each individual landowner could develop independently rather than imposing a defined road orientation. In this regard each future subdivision will be required to provide site servicing and to construct roads in accordance with County standards. Access points to Sconadale will be assessed at the time of each subdivision proposal.

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<ul style="list-style-type: none">• Maintain the speed limit on Sconadale Road (50km) for resident safety• Consider the number of vehicles operating to/from households in the area• Increased traffic concerns• Ensure traffic impacts are minimized, particularly at the intersection of Range Road 231 and Sconadale Road• Consider the addition of flow through traffic lanes along Range Road 231, as well as entry/exit lanes to accommodate for traffic turning on Range Road 231• Provide an assessment on the blind hill located south along Range Road 231• Indicate who is financing the buildout of essential infrastructure such as water, storm water, and intersection updates• Desire for two access points onto Sconadale Road• Consider providing higher pressure water service to the future development parcels• Clarify servicing constraints for future development	<p>Policies in the plan are informed by a Transportation Impact Assessment (TIA). The TIA investigated potential traffic generation and impacts at the intersection of Range Road 231 and Windsor Estates Road/Sconadale Road and found that the existing intersection is sufficiently built to accommodate future development in Stage 1 of the project. Stage 1 of the project is identified on Map 4.</p> <p>The TIA also recommends that once the plan is at full build out, additional traffic improvements should be implemented at the intersection of Range Road 231 and Windsor Estates Road/Sconadale Road to accommodate additional traffic capacity. The TIA recommends a roundabout as it is considered more efficient than a signalized intersection. Once development proceeds onto future stages, intersection improvements will need to be implemented.</p> <p>The financing and buildout of infrastructure will be the responsibility of each developer of land in the ASP.</p> <p>Water servicing will be provided via a piped, trickle fill system. This system was identified as the most efficient method to provide water service to a low density residential development where demand fluctuates. Connections to existing infrastructure are available to Stage 1 of the project through an existing water distribution line along Range Road 231.</p>