

# Phase 3A

## What We Heard Report

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June 2021



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# 1



## Introduction

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# 1. South of Wye ARP Project: An Introduction

The purpose of the South of Wye ARP project is to create a new Area Redevelopment Plan (ARP) for Campbelltown Heights, Wye Road Gardens and Ordze Park subdivisions. The project will also update the existing South of Wye Road ARP in order to ensure coordination of land use and servicing in the area.

An Area Redevelopment Plan (ARP) is a statutory plan that provides guidance to landowners who may wish to redevelop their properties in the future. The final ARPs will include:

- ARP Vision and Guiding Principles that are clear and collective;
- Policy directions to guide redevelopments within the Project Area;
- Policies that will address mobility, the public realm, and the built form;
- Implementation strategies; and
- Collective supportive documents that include a Transportation Study and a Utilities Master Plan, that will be prepared to support both ARP deliverables.

The Project Area is illustrated in Figure 1. The Project Area includes the South of Wye Road ARP, as well as the Campbelltown Heights, Wye Road Gardens and Ordze Park subdivisions.

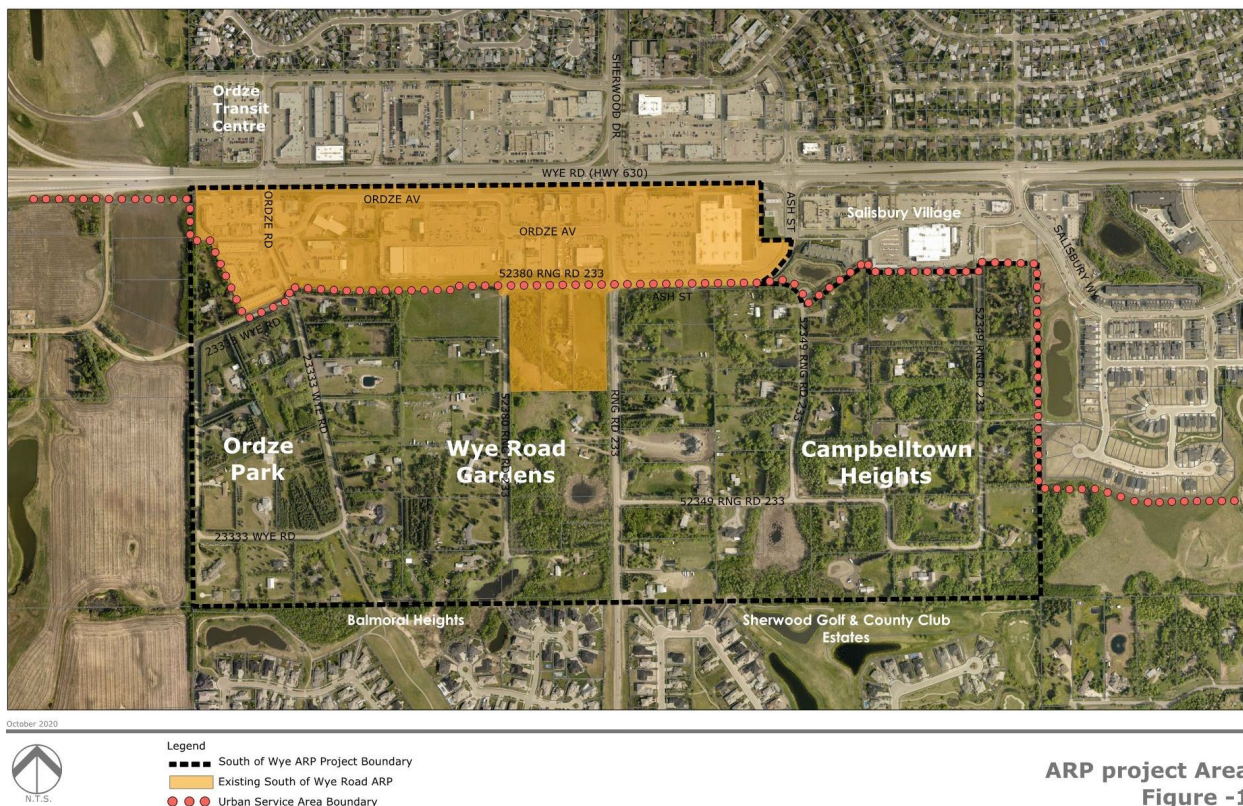


Figure 1: South of Wye ARP Project Area

## 1.1. Phase 3A Summary of Engagement Themes

In Phase 3A, three Land Use Concept Scenarios were presented to the public for feedback. These scenarios were designed as a starting point to understand local landowner and community preferences regarding the redevelopment opportunities for the South of Wye ARP Project area. Several key themes emerged from the Phase 3A consultation that occurred in the spring of 2021 that will inform the development of a draft Recommended Land Use Concept. Consultation on a draft Recommended Land Use Concept is intended to occur in the fall of 2021.

### **Key Engagement Themes:**



#### **Opinions about the future of the area are polarized.**

By examining survey and workshop data according to landowner and non-landowner responses, it is evident that residential landowners' opinions on redevelopment are much more polarized compared to other stakeholders. This was also evident in the consultation completed for Phases 1 and 2. While general survey respondents offer a range of opinions on redevelopment of the South of Wye ARP Project area, residential landowners adjacent to the existing commercial area are strong advocates for redevelopment in the area, while other landowners are extremely opposed and propose no redevelopment in the area at all.

**Next Steps:** The Vision and Guiding Principles for the project created as part of Phases 1 and 2 took into account concerns regarding the impact that future redevelopment may have on existing country residential landowners. Redevelopment potential within the existing country residential area has been limited due to these concerns. Strathcona County's mandate for the South of Wye ARP Project is to outline how redevelopment may proceed within the project area, therefore a scenario with no redevelopment was not provided as an option for Phase 3A. Moving forward, the draft Recommended Land Use Concept and subsequent ARP policy will incorporate feedback regarding buffers, land use transition, building heights and lot-splitting to create a Recommended Land Use Concept that attempts to resolve conflict and concerns that have been raised throughout the project.



#### **The quality (type, size, and appearance) of the buffer between the redeveloping and residential area is fundamental to agreeable redevelopment.**

Residents of the South of Wye ARP Project area were clear in their engagement feedback that an appropriate buffer is necessary to maintain the existing country residential feel of the area as redevelopment occurs. Mitigating traffic noise, views, and garbage generated by the redeveloping area were key concerns of local residents.



Next Steps: The draft Recommended Land Use Concept and corresponding Area Redevelopment Plan policies will clearly articulate the requirement for buffers relative to the redeveloping areas and adjacent country residential.



## **Landowners within the project area raised concerns regarding the proposed building heights for both the existing commercial area, as well as the existing country residential parcels proposed for redevelopment opportunities**

While some survey participants expressed concern that the scenarios did not represent sufficient density in the redevelopment area, many landowners within the project area were clear in their preference for lower-density redevelopment which they feel will have a lower impact on their properties. Some residential landowners expressed a preference for a maximum of two storey buildings on parcels adjacent to country residential properties. Further, several landowners expressed concern regarding heights in the existing commercial area.

Next Steps: The project team will review the proposed heights in the project area and potential options for lower-density to act as a transitional land use in the draft Recommended Land Use Concept.



## **More information is needed on lot-splitting within the Country Residential area.**

Many engagement participants raised further questions around lot-splitting including where lot-splitting would be allowed, what types of buildings would be allowed on new lots, and servicing capacity in the area to support an increase in density through lot-splitting.

Next Steps: A concurrent utilities study is being conducted to assess current and potential capacity for servicing redevelopments in the South of Wye ARP Project area. The study, draft Recommended Land Use Concept and corresponding Area Redevelopment Plan policies will describe the potential for lot-splitting in the area and areas where lot-splitting would be considered, including lot sizes and servicing requirements.



## **The redevelopment plan needs to address the potential of redevelopment causing a “domino effect” throughout the area.**

Many residents of the South of Wye ARP Project area expressed concern that allowing redevelopment south of the existing commercial area will cause a “snowball” or “domino effect” throughout the area, creating new parcels that will be adjacent to the redeveloping area which will then wish to redevelop, and so on, pushing redevelopment further south. There is concern that allowing redevelopment of some existing country residential parcels will threaten the maintenance of the country residential character throughout the project area.

**Next Steps:** The Recommended Land Use Concept and corresponding ARP policies will carefully consider locations for redevelopment and the development of local roadway access to limit redevelopment viability to a concentrated area. Supporting ARP policy will stress the maintenance of existing country residential in the area. The South of Wye ARP Project will guide redevelopment in this manner for the foreseeable future, preventing a “domino effect” of redevelopment in the area.



### **Safe active transportation connections remain a priority for residents and visitors to the area.**

In Phase 1 and Phase 2 of engagement, residents and visitors stressed the need for safe active transportation connections within and throughout the South of Wye ARP Project area. Participants in Phase 3A engagement reiterated the need for multi-use trails that are safe for people of all ages and abilities to use. Participants hope that a multi-modal approach to transportation in the area will reduce local traffic and increase the livability of the area.

**Next Steps:** Detailed cross-sections of local roadways and routes are in development to depict the proposed style of multi-use paths within the South of Wye ARP Project area. Corresponding ARP policies will stress the importance of safety in the construction of active transportation connections and potential conflicts with vehicles in the currently auto-oriented environment.



## 1.2. Project Timelines

It takes time to prepare an area redevelopment plan. Below are the expected timelines for this project:

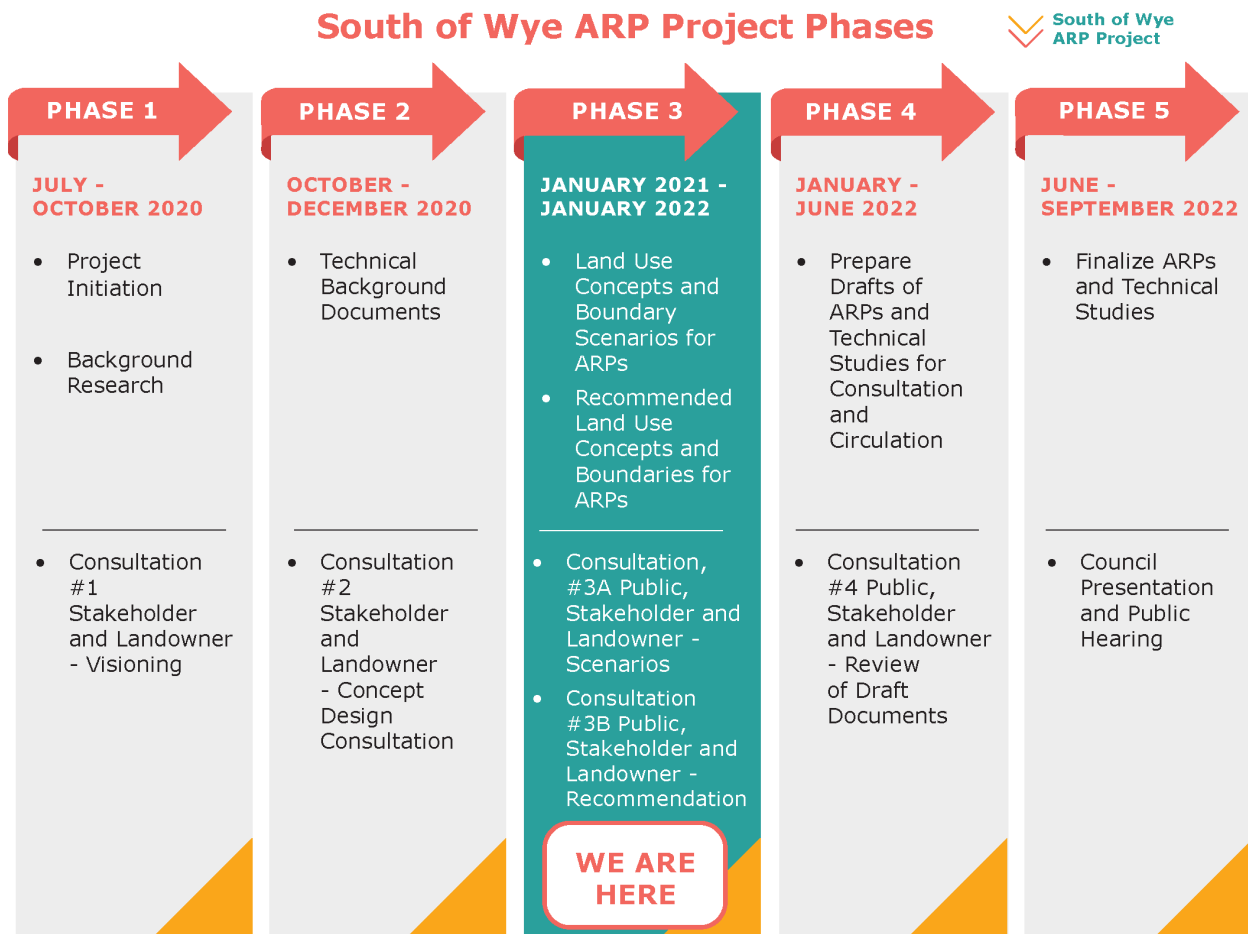


Figure 2: South of Wye ARP Project Phases

## 1.3. Phase 3A Engagement

Public engagement on the ARP project will occur throughout the project, beginning in Phase 1 and concluding in Phase 5 with a Public Hearing. Through this process, the project team will obtain feedback from landowners, stakeholders, and the general public to develop concepts, clarify issues, and identify possible solutions. County staff, Council, landowners, stakeholders, and the general public will enter into a dialogue together to explore each other's perspectives, goals, plans, concerns, expectations, and possible solutions.

In Phase 3A, three land use concept scenarios were presented to the public and area landowners for review and comment.

The updated Vision and Guiding Principles are also shown below. The land use concept scenarios, as they were presented, are also included below. For a detailed description of each scenario, please refer to the Land Use Concept Scenarios Overview at:

<https://www.strathcona.ca/files/files/pds-sow-arp-landusescenariosoverview.pdf>

### 1.4. Vision

The area south of Wye Road is well-established and attractive for residents and visitors, with existing country residential, commercial, and community services.

Redevelopment of country residential parcels will be limited in order to retain the country residential character of the area.

Redevelopment that does occur will work towards supporting a mix of uses within and adjacent to the existing commercial area south of Wye Road, enhancing public open spaces and conserving natural areas.

Over time, the transportation network will be improved with better connections and will be safe for all modes, ages and abilities.

### 1.5. Guiding Principles

#### **Guiding Principle #1 Retain country residential character**

The existing country residential area will maintain its predominant country residential land use. The redevelopment of existing country residential parcels for urban development will be limited and will require appropriate buffering and land use transitioning to adjacent country residential uses.

#### **Guiding Principle #2 Limit redevelopment of the existing country residential area**

Redevelopment within the country residential area will only be considered where transportation and utility requirements can be met. The type of redevelopment will be limited to re-subdivision for urban development where it is adjacent to the existing commercial area south of Wye Road or for country residential lot-splitting.

Country residential lot-splitting will be limited to existing country residential parcels where large parcel sizes can be maintained for country residential purposes.

Re-subdivision for urban development, such as commercial, community services, or higher density forms of housing, must be located adjacent to the existing commercial area south of Wye Road and include appropriate buffering and land use transitioning to adjacent country residential uses.

### **Guiding Principle #3 Conserve and integrate natural areas**

Publicly owned natural areas will be retained and incorporated into an overall open space network. For parcels that redevelop, efforts will be made to retain and sensitively integrate their key natural areas, where possible, to enhance the ecological value of the area.

### **Guiding Principle # 4 Support a mix of uses in the existing commercial area south of Wye Road**

The existing commercial area south of Wye Road will have the opportunity to redevelop into a mix of uses to ensure flexibility for the future. Redevelopment of this area could take the form of a variety of commercial uses, community service uses, as well as accommodate higher density forms of housing, and will include appropriate buffering and land use transitioning to adjacent country residential uses.

### **Guiding Principle # 5 Enhance public open spaces and community amenities**

Publicly owned lands will be used to promote community interaction and to increase public recreation. The commercial area south of Wye Road will enhance its public spaces, to create amenities and connections that ensure the safety and comfort of all users.

### **Guiding Principle #6 Improve the transportation network**

Where appropriate, transportation upgrades to accommodate modes including vehicles, pedestrians, and cyclists will be required to support redevelopment. The local active transportation network will be expanded to increase connectivity between existing country residential areas, publicly owned lands, commercial amenities, and transit facilities.

Range Road 233 will be managed and maintained as a key arterial connection and will include active transportation infrastructure.

## 1.6. Land Use Concept Scenario A

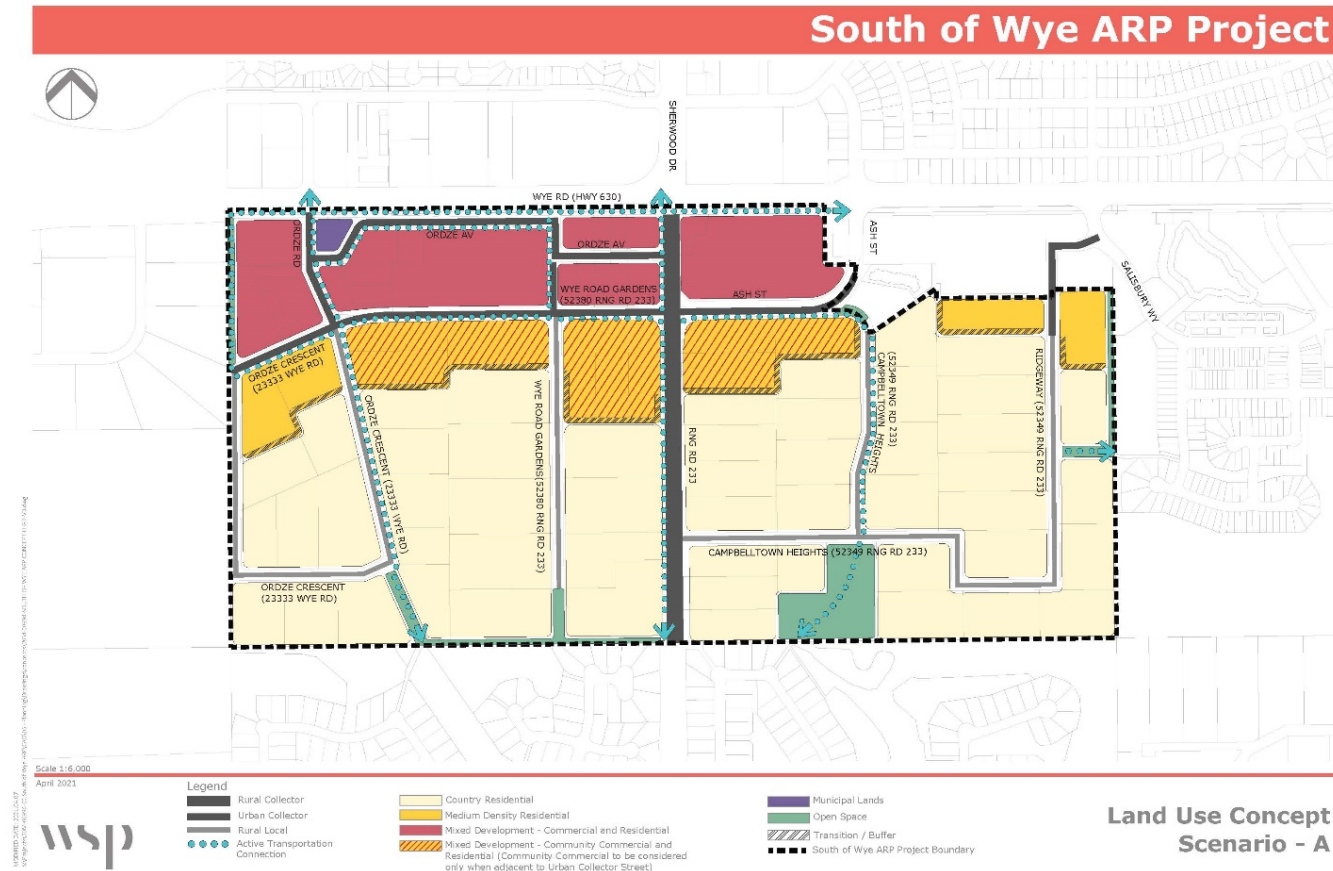


Figure 3: Land Use Concept Scenario A

Land Use Scenario A proposes the most opportunity for redevelopment within the Project Area. Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and along almost the entire northern edge of the existing Country Residential area.

The majority of the existing Country Residential area is proposed to remain as Country Residential with potential opportunities for lot-splitting.

## 1.7. Land Use Concept Scenario B

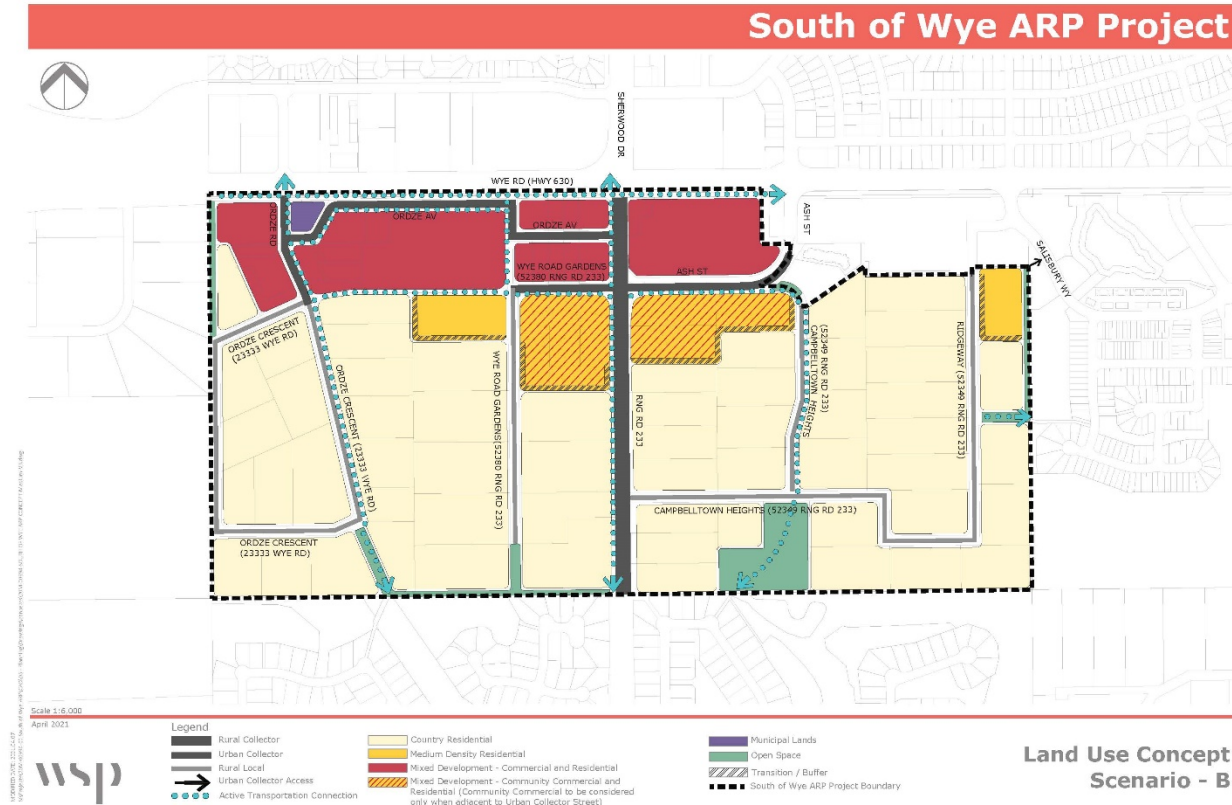


Figure 4: Land Use Concept Scenario B

Land Use Scenario B proposes less opportunity for redevelopment in comparison to Land Use Scenario A, but more redevelopment in comparison to Land Use Scenario C.

Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and along a portion of the existing Country Residential area adjacent to the existing commercial area. The majority of the existing Country Residential area is proposed to remain as Country Residential with potential opportunities for lot-splitting.

## 1.8. Land Use Concept Scenario C

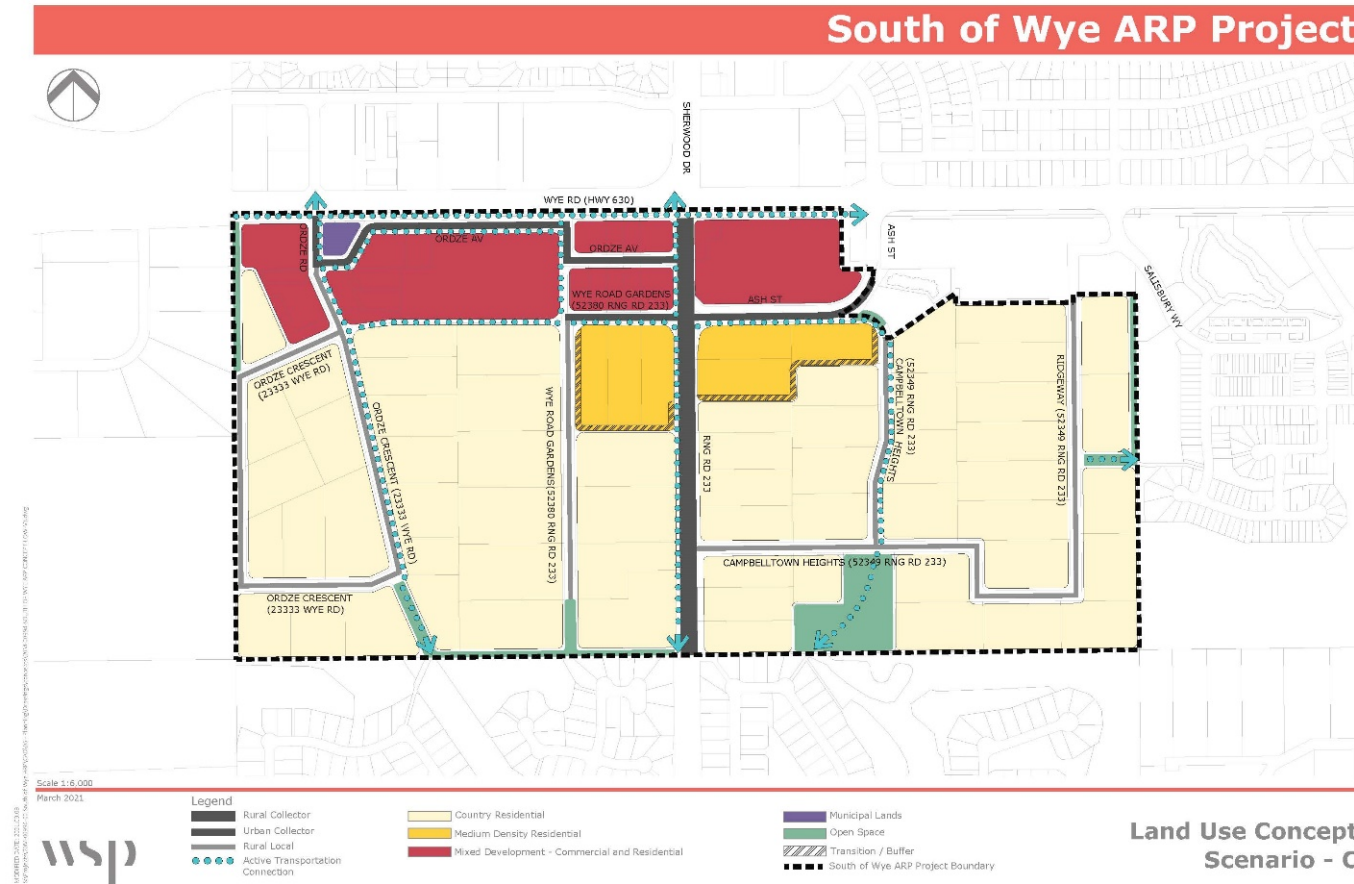


Figure 5: Land Use Concept Scenario C

Land Use Scenario C proposes the lowest opportunity for redevelopment within the Project Area.

Urban redevelopment opportunities are proposed within the existing commercial area south of Wye Road and along a portion of the existing Country Residential area adjacent to the existing commercial area. The majority of the existing Country Residential area is proposed to remain as Country Residential with potential opportunities for lot-splitting



# 2



## How We Communicated

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## 2. How We Communicated

**Phase 2 engagement was launched Tuesday April 20, 2021 and was completed on Monday May 10, 2021.**

We reached out to invite local area property owners as well as interested community members to participate in several engagement opportunities. **A variety of tactics were used to reach a broad segment of the population and a diversity of users of the Project Area:**

NUMBER OF  
VISITORS  
TO THE  
WEBSITE



**1,536**  
PAGE VIEWS

NUMBER OF  
ADS RUN



The newspaper advertisements ran twice in the Sherwood Park News, once on **April 20** and once on **April 30, 2021**.

NUMBER OF  
E-NEWSLETTER  
RECIPIENTS



**80 & 88**

Recipients of  
e-newsletter #4  
and #5

Recipients of  
e-newsletter  
#6

NUMBER OF  
LETTERS



**34 & 96**

COMMERCIAL  
PROPERTY  
OWNERS

RESIDENTIAL  
PROPERTY  
OWNERS

NUMBER OF  
SOCIAL  
MEDIA  
POSTS



**3,660**

TWITTER IMPRESSIONS

**145**

TWEET ENGAGEMENTS

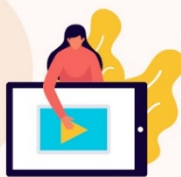
**3,589**

PEOPLE REACHED  
ON FACEBOOK

**121**

ENGAGEMENTS  
ON FACEBOOK

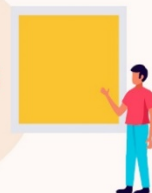
DIGITAL  
SCREEN  
ADS



DIGITAL SCREEN ADS RAN  
ACROSS COUNTY FACILITIES FROM

**APRIL 20<sup>TH</sup> -  
MAY 10<sup>TH</sup>, 2021**

POSTERS



A POSTER LOCATED IN  
COUNTY COMMUNITY CENTRE

**APRIL 20<sup>TH</sup> -  
MAY 10<sup>TH</sup>, 2021**

# 3



## How You Engaged

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### 3. How You Engaged

Phase 3A provided several opportunities for the community to contribute their ideas on the ARP project. There was a total of **474** responses to the online surveys over the course of 21 days, and a total of **17** participants attended the residential workshop. The project team also invited landowners in the proposed redevelopment areas to participate in one-on-one meetings with the project team. Landowners from **8** of the 14 country residential parcels identified for potential redevelopment opportunities participated in one-on-one meetings. The project team also responded to a number of emails and phone calls regarding questions and comments on the ARP project.



### **A NOTE TO OUR PARTICIPANTS:**

*We want to say thank you to all those who have participated in this engagement process. We are grateful to those who signed in, participated online and invited their friends, neighbours and colleagues to join the conversation.*

*Abiding by the Code of Ethics of the International Association of Public Participation (IAP2) the WSP & Dialogue Partners team has tried to reflect the themes and summary of participant input from the conversation in a way that captures the essence of what was shared. Any mistake or errors in this summary are based solely on our interpretation and analysis of that input.*

**WSP & Dialogue Partners Team**

# 4



## Who Engaged

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## 4. Who Engaged

A wide variety of participants engaged, from long-term residents to visitors of the Project Area. Here's what we learned about who participated.

### 4.1. Online Survey Participants

A total of 474 people responded to an online survey hosted on SCOOP and Alchemer via the County website. Almost half of survey participants visit the Project Area for retail and other services, at 47%. 13% of respondents were residential landowners within the Project Area, while 17% were residential landowners adjacent to the Project Area, and 21% selected "other" or "prefer not to answer". Relationships described as other include Strathcona County/Sherwood Park residents, non-landowning Project Area occupants, family members of landowners, and people who drive by or visit the Project Area for other purposes such as recreation.

How would you describe your relationship to the Project Area?

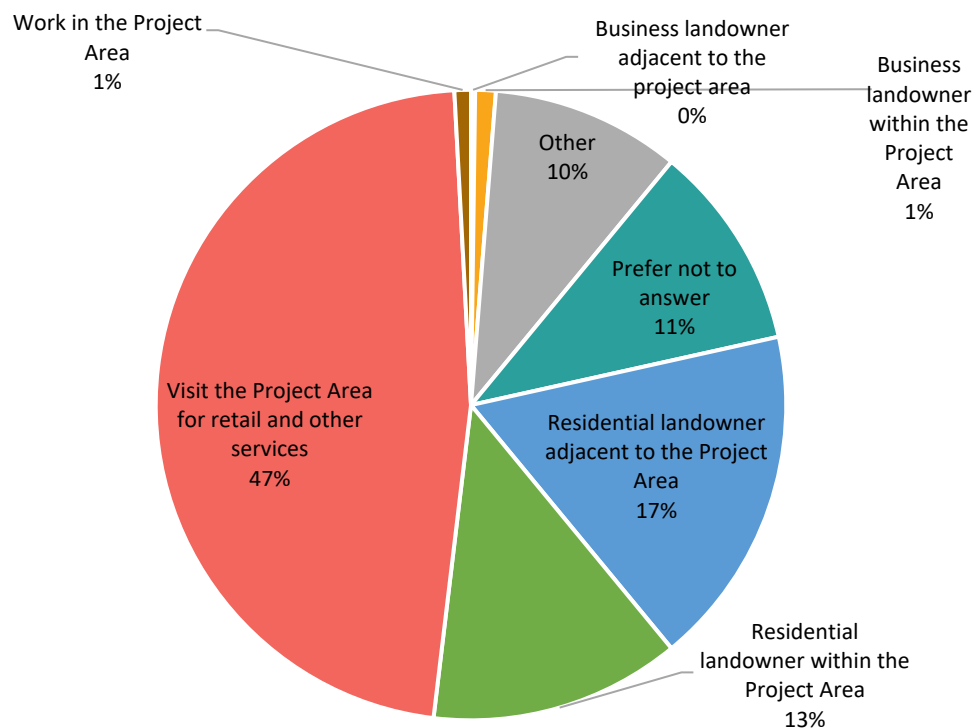


Figure 6: Online Survey Participants' Relationship to the Project Area

To identify the input of residential and business landowners within the Project Area, the input provided by this group will be reported separately throughout the report.

## 4.2 Online Workshop Participants

The majority of the online workshop participants who completed this question were residential landowners within the Project Area, while one participant identified as “other”. A total of 17 participants attended the workshop and a total of 15 participants completed this poll question. Some participants chose not to respond to the poll questions.

How would you describe your relationship to the Project Area?

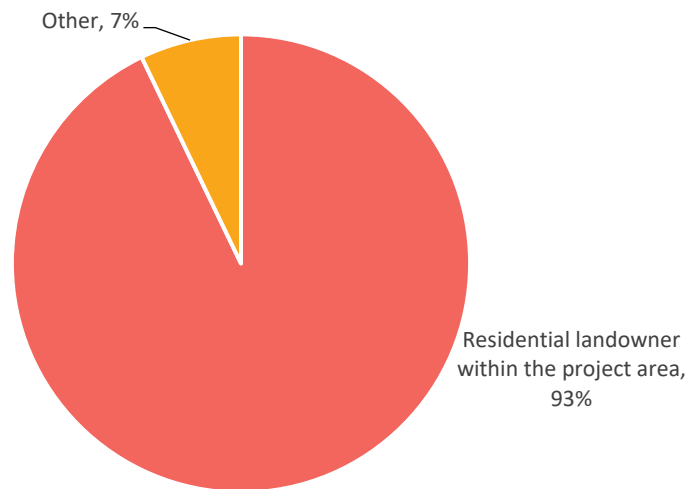
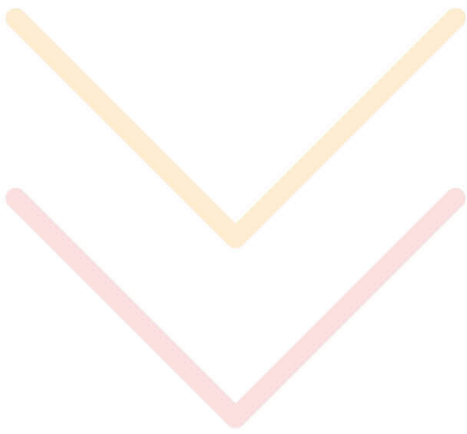


Figure 7: Workshop Participants' Relationship to the Project Area

## 4.3 Landowner One-on-one Meeting Participants

Landowners from the 14 country residential parcels that were identified for potential redevelopment opportunities were invited to participate in one-on-one meetings with the project team. Landowners from 8 of the parcels reached out and met with the project team.

# 5



## What We Asked

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## 5. What We Asked

### 5.1 Here's what we asked you

#### Through the online survey, we asked:

- How would you describe your relationship to the Project Area?
- How satisfied are you with the overall Land Use Scenario A/B/C?
- How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario A/B/C?
- How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario A/B/C?
- How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario A/B/C?
- What do you think the pros or benefits are of Land Use Scenario A/B/C?
- What do you think the cons or drawbacks are of Land Use Concept Scenario A/B/C?
- Which of the potential land use concept scenarios best align with what you would like to see for the future of the Project Area?
- Is there anything you would like to see changed in Land Use Scenario A/B/C?
- What do you envision for buffering and/or land use transitioning between parcels identified for potential redevelopment opportunities and existing country residential in the Project Area?
- What do you envision for lot-splitting opportunities within the country residential parcels of the Project Area?
- Do you have any additional comments related to the South of Wye ARP Project?



#### During one-on-one meetings with landowners, we asked:



- What are your thoughts regarding the redevelopment opportunities for your parcel in each scenario?
- Do you have a preferred scenario with respect to your parcel?
- Do you have any concerns regarding the redevelopment potential identified for your property?

## At the residential workshop, we shared each scenario and asked:

- How would you describe your **relationship to the project area**?
- What do you **envision for lot-splitting opportunities** within the country residential parcels of the Project Area?
- What do you envision for buffering and/or land use transitioning between parcels identified for potential redevelopment opportunities and existing country residential in the Project Area?
- Regarding each **land use Scenario**:
  - How satisfied are you with the overall Land Use Scenario A/B/C?
  - How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario A/B/C?
  - How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario A/B/C?
  - How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario A/B/C?
- Which of the potential land use concept scenarios **best align** with what you would like to see for the **future of the Project Area**?



## During the residential workshop, for each scenario, we broke out into groups and asked:



- What are the **pros and benefits** associated with this scenario?
- What are the **cons and drawbacks** of this scenario?
- What would need to be considered to **ensure we are in alignment with the vision** and guiding principles?

# 6



## What You Told Us

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## 6. What You Told Us...

A summary of what was heard is visually depicted below. For a complete table of data collected, see Appendix A.

### 6.1. ... about Land Use Scenario A

*How satisfied are you with the overall Land Use Scenario A?*

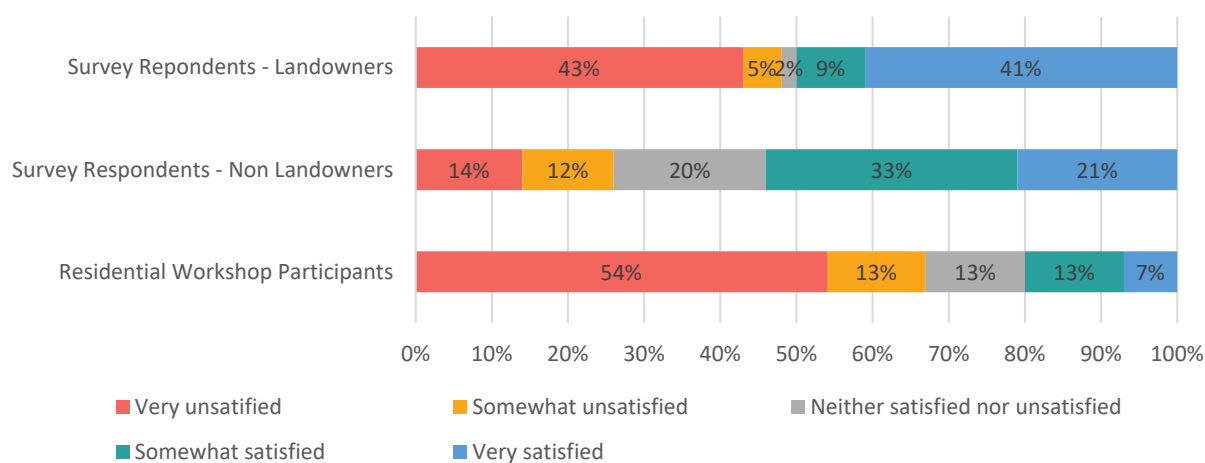


Figure 8: Overall Satisfaction with Land Use Scenario A

#### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

48% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with Land use Scenario A, while 50% identified they were either very satisfied or somewhat satisfied, and 2% identified that they were neither satisfied nor unsatisfied. A total of 58 participants responded to this survey question.

#### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

26% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with Land use Scenario A, while 54% identified they were either very satisfied or somewhat satisfied, and 20% identified that they were neither satisfied nor unsatisfied. A total of 235 participants responded to this survey question.

#### RESIDENTIAL WORKSHOP PARTICIPANTS:

67% of the residential workshop participants identified that they were either somewhat unsatisfied or very unsatisfied with Land use Scenario A. 20% identified they were either somewhat satisfied or very satisfied, and 13% identified that they were neither satisfied nor unsatisfied. A total of 15 participants responded to this poll.

## *What are the pros and benefits associated with Land Use Scenario A?*

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

Landowners who responded to the online survey expressed that Scenario A proposes a good mix of commercial, country residential and medium density residential development, while maintaining the existing country residential character. Respondents noted the gradual transition and buffer between proposed new development and existing country residential as a benefit. Respondents felt that Scenario A proposed good access to other neighbourhoods, commercial, and arteries, and also noted the Range Road 233 active transportation connection as a benefit.

"This allows for the perfect community development for the area. Leaving the majority of Campbelltown Heights untouched and able to maintain their county residential neighborhoods."

-Landowner Online Survey Respondent

"makes the area more vibrant, and allowing for more activities in the area without sacrificing the nature of the community as a whole."

-Landowner Online Survey Respondent

### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

Survey respondents identified many benefits of Scenario A, highlighting proposed bicycle and walking paths, housing diversity, an increase of amenities in walking distance, and improved transportation connections within the area. Respondents also identified the area as an ideal location for mixed use development that supports more active transportation use and less reliance on personal vehicles. It was also noted by respondents that Scenario A creates a good transition and buffer between potential development and existing country residential.

"These concepts are long over due. The Tri-plex is especially good."

-Survey Participant

"More modern "neighbourhood as a village" plan, like some older European cities. Limiting the NEED for a vehicle is way better for the environment. I would love to live in this plan."

-Survey Participant

## RESIDENTIAL WORKSHOP PARTICIPANTS:

Some residential workshop attendees commented that Scenario A provides a good opportunity for development, and that a trail along Range Road 233 is long overdue. They felt that the proposed redevelopment opportunities on the existing commercial land was appropriate and mentioned they appreciate the process of engagement on the scenarios. Comments included that the buffer was important to this scenario and there are good redevelopment opportunities on Ash Street. For those who do want to rezone and redevelop their properties, it was expressed that Scenario A meets their needs.

"Elegant design that would benefit the community"

-Residential Workshop Participant

"Development on existing commercial lands is acceptable"

-Residential Workshop Participant

## *What are the cons and drawbacks of Land Use Scenario A?*

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

Survey respondents who are landowners are concerned about an increase in traffic, garbage and noise in Scenario A. Several respondents feel that the proposed heights within the Scenario A are too high, for both the areas proposed for Mixed Development - Commercial and Residential and Mixed Development - Community Commercial and Residential. Some respondents felt that the redevelopment proposed in Scenario A does not maintain the country residential character of the Project Area, that the proposed buffers appear to be very minimal, and that one of the properties proposed for Mixed Development - Community Commercial and Residential does not align with the Guiding Principles #2 criteria of being located adjacent to the existing commercial area south of Wye Road. Concerns were also noted regarding trails, related to landowner security and safety. A few respondents felt that Scenario A was too conservative, and would prefer to see more area dedicated to redevelopment.

"Redevelopment proposed for country residential parcels is too intensive creating more negative impact on newly affected properties than that which existing properties experience."

-Landowner Survey Participant

"Does not meet the vision of this project. Scenario A does not retain the country residential character of the area....far from it!"

-Landowner Survey Participant

## ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

Many respondents expressed concern about an increase in traffic, and questioned the need and demand for increased commercial development in the area. Many respondents also noted concerns that the proposed densities were too high. Several respondents raised concern over a loss of trees and natural areas, hoping to rather see an addition of greenspace in the area.

"Its an over industrialization of an area of the county that doesn't require more infrastructure. As residents, we have at no point needed MORE grocery options or additional housing."

-Survey Respondent

"We don't need new Sherwood park developments to become concrete jungles. I also hope there will be traffic calming measures used as well."

-Survey Respondent

## RESIDENTIAL WORKSHOP PARTICIPANTS

Some residential workshop attendees noted that Scenario A is not a good fit for the area, and acknowledged it is hard to estimate what people really want. There was concern that the new Urban Collector will bring more traffic and litter to the area. Many felt Scenario A was the worst option, noting that this scenario will disrupt the existing country residential lifestyle and that the proposed density is too high with too small of a buffer.

Many residents felt that 4 storey development is too high, and would prefer only 1-2 storeys adjacent to Country Residential development. There were concerns that road construction to connect Salisbury Way will be expensive and impact local taxes. Residents stated they would prefer more graduated density and a larger buffer between redevelopment and existing Country Residential areas.

Concerns were also raised about the quality of redevelopment and potential increases in crime, noise, and traffic. Many residents expressed the desire for a fourth scenario that shows no redevelopment at all.

"Prefer graduated density into country residential."

-Residential Workshop Participant

"Every scenario is based on 4 storey development, nothing smaller."

-Residential Workshop Participant

*How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario A?*

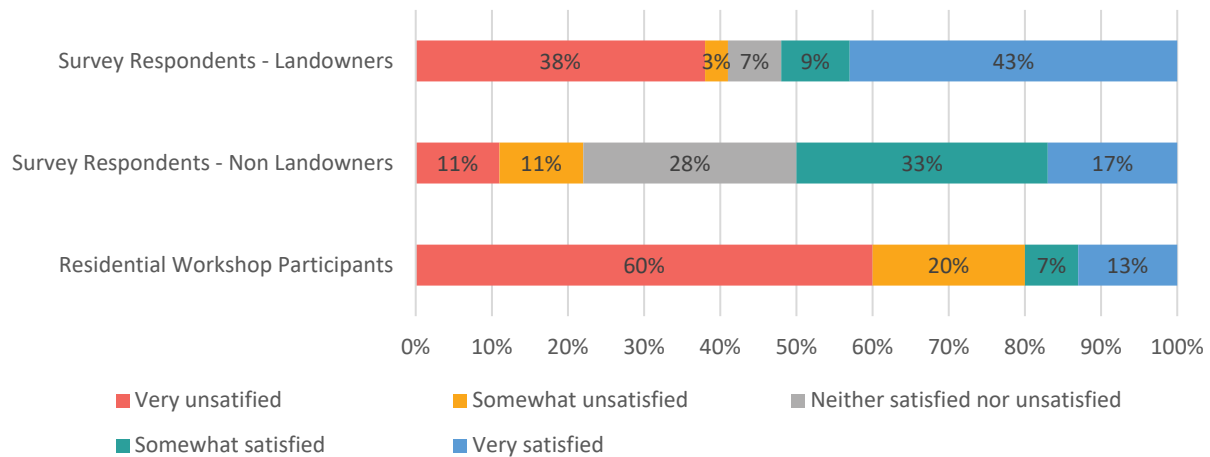


Figure 9: Overall Satisfaction with Proposed Transportation Network Identified in Land Use Scenario A

#### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

41% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network, while 52% identified they were either very satisfied or somewhat satisfied, and 7% identified that they were neither satisfied nor unsatisfied. A total of 58 participants responded to this survey question.

#### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

22% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network, while 50% identified they were either very satisfied or somewhat satisfied, and 28% identified that they were neither satisfied nor unsatisfied. A total of 235 participants responded to this survey question.

#### RESIDENTIAL WORKSHOP PARTICIPANTS:

80% of the residential workshop participants identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network, while 20% identified they were either very satisfied or somewhat satisfied. No participants identified that they were neither satisfied nor unsatisfied. A total of 15 participants responded to this poll.

*How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario A?*

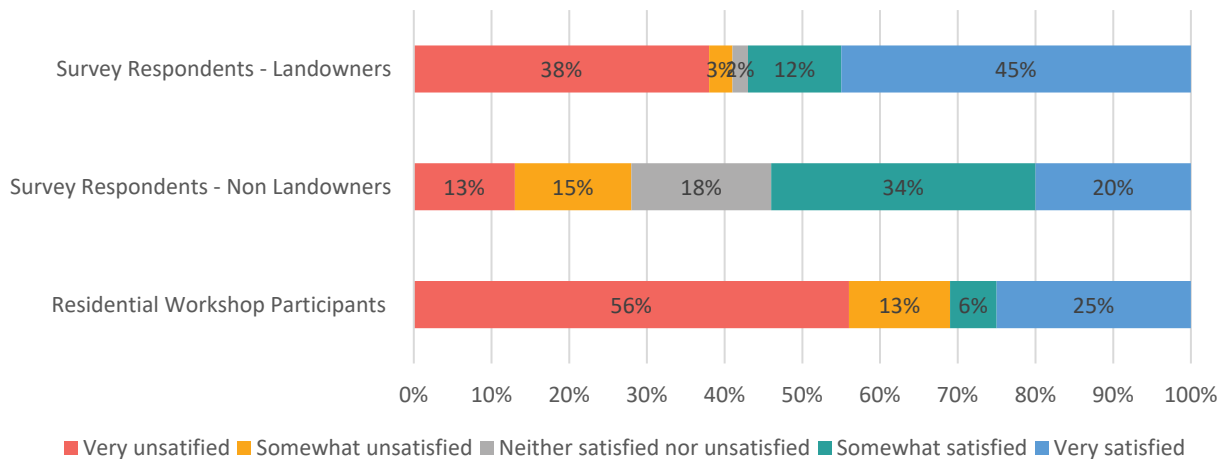


Figure 10: Satisfaction with Parcels that are Identified for Potential Redevelopment Opportunities in Land Use Scenario A

#### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

41% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario A, while 57% identified they were either very satisfied or somewhat satisfied, and 2% identified that they were neither satisfied nor unsatisfied. A total of 58 participants responded to this survey question.

#### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

28% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario A, while 54% identified they were either very satisfied or somewhat satisfied, and 18% identified that they were neither satisfied nor unsatisfied. A total of 233 participants responded to this survey question.

#### RESIDENTIAL WORKSHOP PARTICIPANTS:

69% of the residential workshop participants identified that they were either very unsatisfied or somewhat unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario A, while 31% identified they were either very satisfied or somewhat satisfied. No participants identified that they were neither satisfied nor unsatisfied. A total of 16 participants responded to this poll.



*How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario A?*

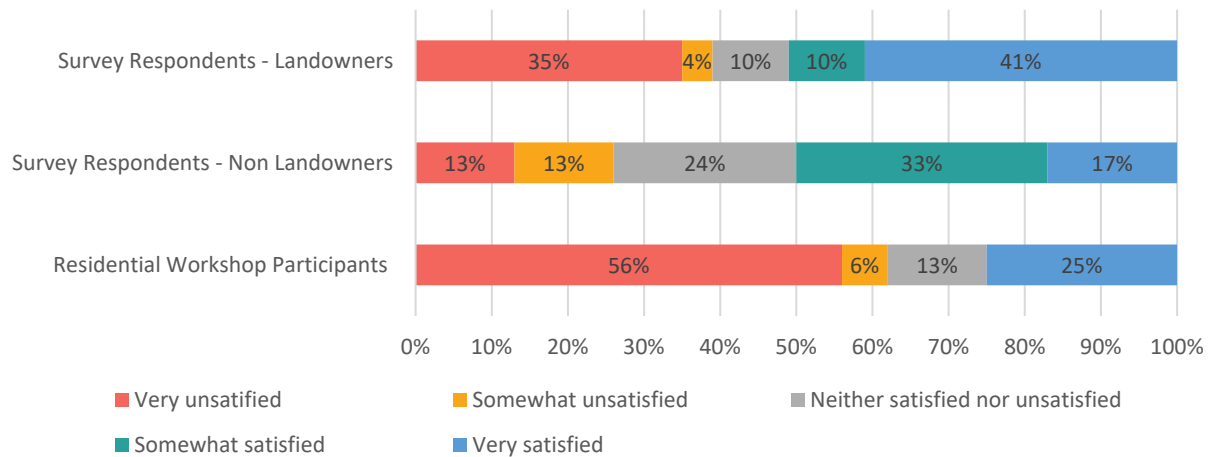


Figure 11: Satisfaction with Proposed Transitions/Buffers Proposed Between Parcels Identified for Potential Redevelopment Opportunities and Existing Country Residential in Land Use Scenario A

#### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

39% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transitions and buffers identified in Land use Scenario A, while 51% identified they were either very satisfied or somewhat satisfied, and 10% identified that they were neither satisfied nor unsatisfied. A total of 58 participants responded to this survey question.

#### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

26% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transitions and buffers identified in Land use Scenario A, while 50% identified they were either very satisfied or somewhat satisfied, and 24% identified that they were neither satisfied nor unsatisfied. A total of 233 participants responded to this survey question.

#### RESIDENTIAL WORKSHOP PARTICIPANTS:

62% of the residential workshop participants identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transitions and buffers identified in Land use Scenario A, while 25% identified they were very satisfied, and 13% identified that they were neither satisfied nor unsatisfied. A total of 16 participants responded to this poll.

*What would need to be considered to ensure Land Use Scenario A is in alignment with the Vision and Guiding Principles?*

**RESIDENTIAL WORKSHOP PARTICIPANTS:**

Some workshop participants felt that Scenario A aligns with the Vision and Guiding Principles, while others felt that Scenario A does not retain local character, because of the scale (both height and area) of the proposed redevelopment. Participants suggested that town homes, single family homes, and single storey commercial buildings would be more appropriate and maintain the local character of the area. Several participants raised concern over how the buffer would be constructed and that construction must follow what is described in the plan.

"Buffering should be specific to the type of development decided, concerned with the visual impact and the impact to character"

-Residential Workshop Participant

"Consider single family housing in buffer instead of higher density. Want more of a graduated density."

-Residential Workshop Participant

## 6.2. ... about Land Use Scenario B

*How satisfied are you with the overall Land Use Scenario B?*

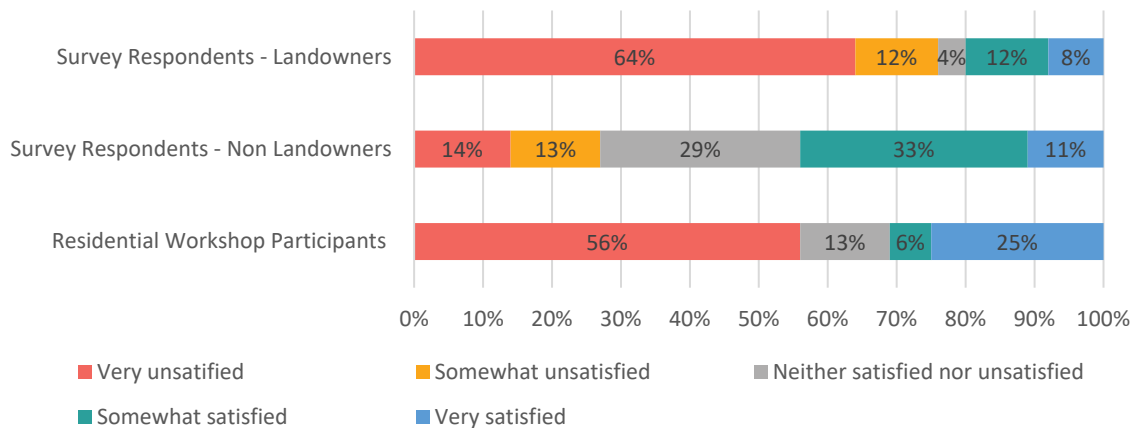


Figure 12: Overall Satisfaction with Land Use Scenario B

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

76% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with Land use Scenario B, while 20% identified they were either very satisfied or somewhat satisfied, and 4% identified that they were neither satisfied nor unsatisfied. A total of 51 participants responded to this survey question.

### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

27% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with Land use Scenario B, while 44% identified they were either very satisfied or somewhat satisfied, and 29% identified that they were neither satisfied nor unsatisfied. A total of 191 participants responded to this survey question.

### RESIDENTIAL WORKSHOP PARTICIPANTS:

56% of the residential workshop participants identified that they were very unsatisfied with Land use Scenario B, while 31% identified they were either very satisfied or somewhat satisfied, and 13% identified that they were neither satisfied nor unsatisfied. No participants identified that they were somewhat unsatisfied. A total of 16 participants responded to this poll.

## *What are the pros and benefits associated with Land Use Scenario B?*

### **ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:**

Landowners identified several pros and benefits associated with Land Use Scenario B, including more opportunity for local businesses, and a gradual transition between areas proposed for redevelopment opportunities and existing country residential. Respondents also noted that it was a pro that fewer properties were proposed for redevelopment opportunities in Scenario B, as opposed to Scenario A, reducing the number of other properties that would be impacted, as well as proposing less intrusive roadways. Other pros of Scenario A that were noted included that it allows for development of those lots that are most affected by adjacent developments, it proposes increased density along Wye Road, and that it provides good access to arteries and retail.

"Although it reduces best land use it meets the guiding principle to both enhance commercial development and meet residential demands while creating a buffer to protect the existing country residential lots not directly impacted by the ARP".

-Landowner Survey Respondent

"Ability to develop on land close to Sherwood Park without using farming land. Opportunity for walkable community. Using the high traffic roads makes sense. Good opportunities for small businesses on the south side of Sherwood Park. This option does not interfere with the rest of the community who wants to keep the country residential alive."

-Landowner Survey Respondent

## ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

Many respondents found Scenario A and B to be very similar. Some respondents liked the more central focus of redevelopment opportunities along the north of Range Road 233. Respondents listed other benefits to Scenario B, such as supporting infill development, medium density development, and active transportation connections.

"A logical place to infill, upgrade, develop, a neighbourhood that is too close to the center of activities to be ignored."

-Survey Respondent

"I like the use of commercial buildings as a buffer zone for residential buildings noise is a major problem in other areas of the Park."

-Survey Respondent

## RESIDENTIAL WORKSHOP PARTICIPANTS:

Participants liked that the scale of redevelopment is less in Scenario B than Scenario A. Some residents preferred a trail as opposed to a road, but mentioned that some property owners may not want a trail next to their property either. Participants expressed interest in the idea of lot splitting. Some participants agreed that redevelopment north of Ash Street seemed appropriate. Some participants saw it as a benefit that Scenario B provides good redevelopment opportunity while also providing buffers and transitions to neighbouring properties.

"I like the proposed opportunity for development in northeast by Salisbury way"

-Residential Workshop Participant

"Plan should allow certain specific parcels to redevelop based on their compromised locations for CR use"

-Residential Workshop Participant

"The development of trails would be a positive if it is done safely. There are concerns about the width of the road and whether a trail can be added."

-Residential Workshop Participant

## *What are the cons and drawbacks of Land Use Scenario B?*

### **ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:**

Landowners who answered the online survey reiterated several of the same concerns as were noted for Scenario A, including increased cause traffic, noise, garbage, less privacy, and less natural areas. There is concern that Scenario B does not allow for adequate road infrastructure to support development. Similar to Scenario A, there is concern over the proposed heights allowed for development, both within the existing commercial area south of Wye Road, as well as areas proposed for redevelopment adjacent to Country Residential parcels. Concerns were noted that proposed buffers will not provide enough protection to adjacent country residential, as well as that existing buffers have not been addressed. Respondents also noted concerns over the “domino effect” of development continuing south. Several respondents are opposed to all types of redevelopment in the area.

“Current owners on northern acreage properties are looking to redevelop their properties as they have lost the county residential character despite current buffers and transitioning. Scenario A and B just moves the “pain/harm” they have experienced down the line onto even more country residential residents.”

-Landowner Survey Participant

“The drawback is that that although fewer country residential properties are proposed for redevelopment, the land use remains the same with more severe impacts on newly adjacent properties than are experienced by those properties currently adjacent to existing commercial.”

-Landowner Survey Participant

## ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

Survey respondents felt that the issues raised regarding Scenario A were consistent in Scenario B, including that proposed densities are too high, traffic concerns, not enough green space, and concerns over the ability for local infrastructure to support higher densities. Some respondents restated their preference for Scenario A featuring higher levels of medium and mixed development, feeling that Scenario B does not go far enough in terms of what the area can accommodate for redevelopment.

"Could be some missed opportunity to redevelop land closer to the higher density redevelopment."

-Survey Respondent

"Too much redevelopment and may not be fair to the existing residents who prefer a quieter setting."

-Survey Respondent

## RESIDENTIAL WORKSHOP PARTICIPANTS:

Some workshop participants felt that Scenario B compromises the existing residential character of the area. There is concern about the height of redevelopment and that the buffer will not be built properly. Some residents expressed that they would prefer if redevelopment occurred in Campbelltown Heights rather than Wye Road Gardens. Some participants felt that the Country Residential lots that are adjacent to the existing commercial area are still marketable as Country Residential and there is no need to redevelop.

Some participants noted that they do not like how Scenario B creates some lots which are impacted on two sides by redevelopment. Many participants expressed concern that once a portion of Country Residential is approved for redevelopment, there will be a domino effect throughout the neighbourhood causing further redevelopment pushing south.

"This scale of redevelopment is too excessive; it is just too much."

-Residential Workshop Participant

"How do you stop the domino effect ?"

-Residential Workshop Participant



*How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario B?*

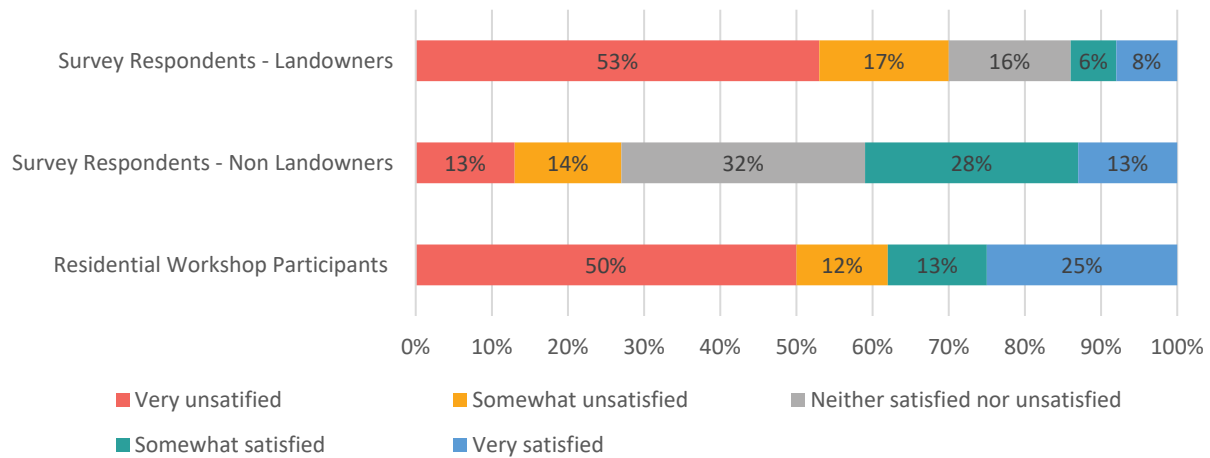


Figure 13: Overall Satisfaction with Proposed Transportation Network Identified in Land Use Scenario B

#### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

70% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network, while 14% identified they were either very satisfied or somewhat satisfied, and 16% identified that they were neither satisfied nor unsatisfied. A total of 51 participants responded to this survey question.

#### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

27% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network, while 41% identified they were either very satisfied or somewhat satisfied, and 32% identified that they were neither satisfied nor unsatisfied. A total of 191 participants responded to this survey question.

#### RESIDENTIAL WORKSHOP PARTICIPANTS:

62% of the residential workshop participants identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network, while 38% identified they were either very satisfied or somewhat satisfied. No participants identified that they were neither satisfied nor unsatisfied. A total of 16 participants responded to this poll.

*How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario B?*

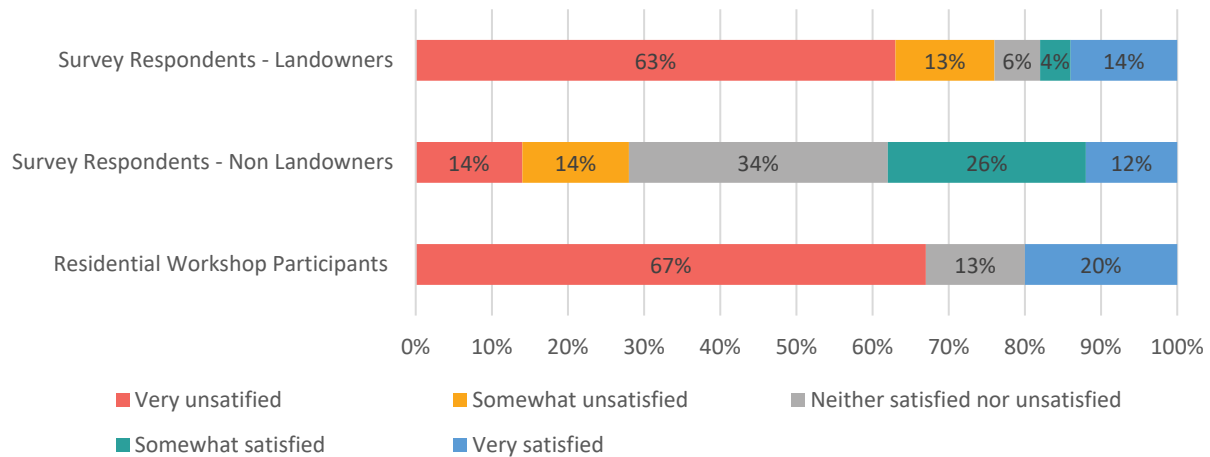


Figure 14: Satisfaction with Parcels that are Identified for Potential Redevelopment Opportunities in Land Use Scenario B

**ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:**

76% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario B, while 18% identified they were either very satisfied or somewhat satisfied, and 6% identified that they were neither satisfied nor unsatisfied. A total of 51 participants responded to this survey question.

**ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:**

28% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario B, while 38% identified they were either very satisfied or somewhat satisfied, and 34% identified that they were neither satisfied nor unsatisfied. A total of 191 participants responded to this survey question.

**RESIDENTIAL WORKSHOP PARTICIPANTS:**

67% of the residential workshop participants identified that they were very unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario B, while 20% identified they were very satisfied, and 13% identified that they were neither satisfied nor unsatisfied. No participants identified that they were either somewhat unsatisfied or somewhat satisfied. A total of 15 participants responded to this poll.

*How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario B?*

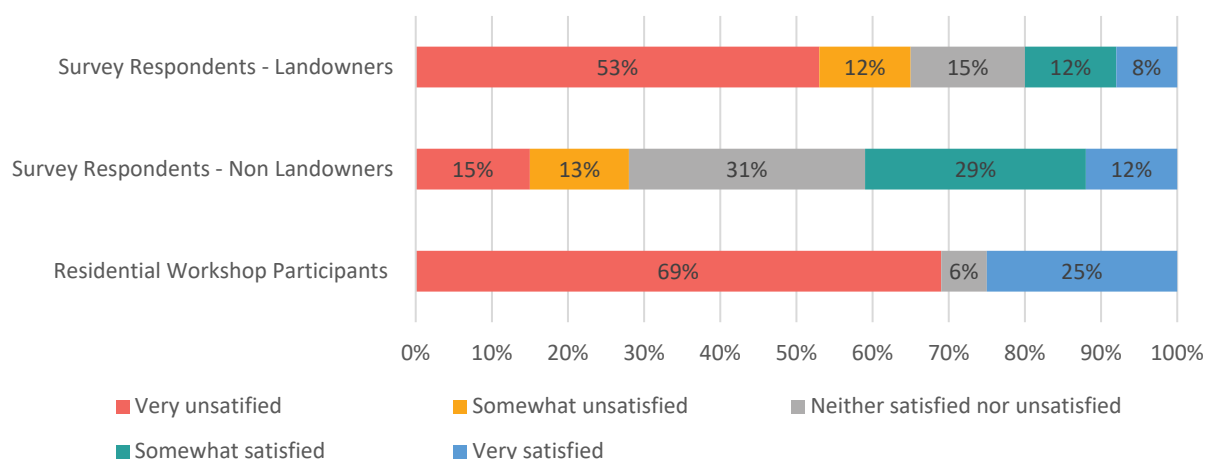


Figure 15: Satisfaction with Proposed Transitions/Buffers Proposed Between Parcels Identified for Potential Redevelopment Opportunities and Existing Country Residential in Land Use Scenario B

#### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

65% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transitions and buffers identified in Land use Scenario B, while 20% identified they were either very satisfied or somewhat satisfied, and 15% identified that they were neither satisfied nor unsatisfied. A total of 51 participants responded to this survey question.

#### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

28% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transitions and buffers identified in Land use Scenario B, while 41% identified they were either very satisfied or somewhat satisfied, and 31% identified that they were neither satisfied nor unsatisfied. A total of 191 participants responded to this survey question.

#### RESIDENTIAL WORKSHOP PARTICIPANTS:

69% of the residential workshop participants identified that they were very unsatisfied with the proposed transitions and buffers identified in Land use Scenario B, while 25% identified they were very satisfied, and 6% identified that they were neither satisfied nor unsatisfied. No participants identified that they were either somewhat unsatisfied or somewhat satisfied. A total of 16 participants responded to this poll.

*What would need to be considered to ensure Land Use Scenario B is in alignment with the Vision and Guiding Principles?*

**RESIDENTIAL WORKSHOP PARTICIPANTS:**

Some participants felt that Scenario B is aligned with the Vision and Guiding Principles. Others would prefer an option showing no redevelopment, and would like to see the area remain stable as it is. Several participants felt that redevelopment needs to be supported by larger buffers.

"I don't think it meets the vision having such large development butting up to the acreages"  
-Residential Workshop Participant

"The most acceptable redevelopment would be single family redevelopment (low density). It would have the least impact on existing country residential"

-Residential Workshop Participant

## 6.3. ... about Land Use Scenario C

*How satisfied are you with the overall Land Use Scenario C?*

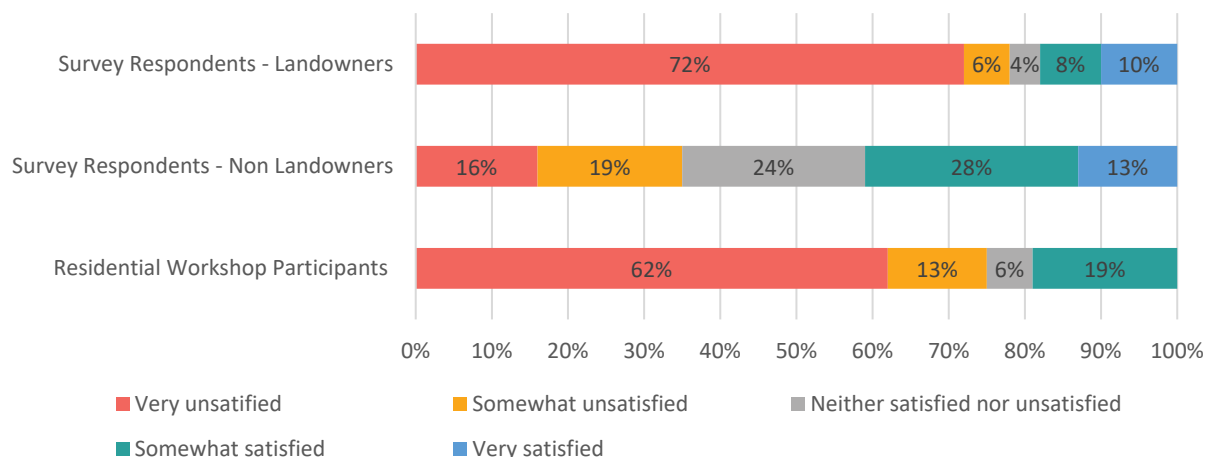


Figure 16: Overall Satisfaction with Land Use Scenario C

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

78% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with Land Use Scenario C, while 18% identified they were either very satisfied or somewhat satisfied, and 4% identified that they were neither satisfied nor unsatisfied. A total of 49 participants responded to this survey question.

### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

35% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with Land Use Scenario C, while 41% identified they were either very satisfied or somewhat satisfied, and 24% identified that they were neither satisfied nor unsatisfied. A total of 178 participants responded to this survey question.

### RESIDENTIAL WORKSHOP PARTICIPANTS:

75% of the residential workshop participants identified that they were either very unsatisfied or somewhat unsatisfied with Land Use Scenario C, while 19% identified they were somewhat satisfied, and 6% identified that they were neither satisfied nor unsatisfied. No participants identified that they were very satisfied. A total of 16 participants responded to this poll.

## *What are the pros and benefits associated with Land Use Scenario C?*

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

Landowner survey respondents expressed that less traffic created in Scenario C will help to maintain the character of the area. Respondents expressed that they feel Scenario C provides an appropriate transition between areas proposed for development and existing country residential. Further, some respondents identified the limited development opportunities as a pro, as opposed to Scenarios A and B, as it minimizes impacts on adjacent country residential properties.

"I feel Scenario C provides a reasonable approach to the development allowing for a smoother transition between the new development and existing country development."

-Landowner Survey Respondent

"Further minimizes # of lots proposed for redevelopment and thus further reduces the # of degree of impacts on other lots."

-Landowner Survey Respondent

### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

Respondents generally felt that Scenario C provides a balance between redevelopment and maintaining the rural feel for existing residents as much as possible.

"Less high rise buildings in the area. More country living."

-Survey Respondent

"Minimizing the impact on the CR lands. It is a logical extension of commercial and mixed development along Wye Rd."

-Survey Respondent

## RESIDENTIAL WORKSHOP PARTICIPANTS:

Participants expressed interest in lot splitting opportunities, but raised concerns about water and sewer capacity to support new development. Several participants expressed that change is already happening in the area and will continue to happen. This change is impacting existing residents who should have the option to redevelop if they wish to. Some participants felt Scenario C was most acceptable and noted that they would be supportive of some development, such as low rise buildings within the areas proposed for Medium Density Residential. Several participants support redevelopment east of Range Road 233.

"The properties on the east side of Range Road 233 next to Ash Street have been on a very busy road for a long time and should be able to develop."

-Residential Workshop Participant

"When Range Road 233 is widened it will have a big impact on residential. So change is happening. The area on the east side of Range Road 233 is the most impacted. There is not the same quality of life that there used to be. This parcel should be able to develop"

-Residential Workshop Participant

## *What are the cons and drawbacks of Land Use Scenario C?*

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

Landowner survey respondents noted that individuals south of the proposed development would still be impacted by Scenario C, and several of the same concerns as listed for Scenarios A and B were also expressed for Scenario C. Primary concerns are traffic, noise, garbage, and the potential for eventual snowballing of development throughout the existing country residential development. Respondents also noted their concerns regarding buffering, and heights of proposed developments adjacent to exiting country residential. Several landowners repeatedly express their desire for no redevelopment in the area

"All of the impact concerns identified in Scenario A and B remain."

-Landowner Survey Respondent

"This scenario is "low " only in terms of the # properties proposed for change. No low impact /lower use potentially more acceptable urban use has been included."

-Landowner Survey Respondent



## ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

Survey respondents in favour of development feel Scenario C does not go far enough, and that the level of redevelopment depicted will not entice new businesses to the area. Several respondents feel more residential development is needed, affordable housing was noted specifically, while others feel that any new redevelopment will be detrimental to the area. Other cons noted included that there is not enough green space, proposed building heights are too high, proposed buffers are not sufficient, as well as transportation, safety and infrastructure issues.

"No significant change, we are likely to be revisiting the issue again in the near future."

-Survey Respondent

"Lack of opportunity for community oriented services like cafes and other business that would help connect the redeveloped neighbourhoods together."

-Survey Respondent

## RESIDENTIAL WORKSHOP PARTICIPANTS:

Several participants expressed again that they do not want to see any redevelopment in Wye Road Gardens, feeling that redevelopment will compromise the current Country Residential lifestyle by increasing traffic and adding too much density to the area. Others felt that Scenario C does not offer enough opportunity for redevelopment, preferring Scenario B or A, particularly including the parcel adjacent to Salisbury.

"The parcel directly adjacent to Salisbury should be included as developable."

-Residential Workshop Participant

"Individuals who wish to develop have been alienated by the community even though they are working hard to be amicable. We want to do a good job. There must be a way to make everyone happy."

-Residential Workshop Participant

*How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario C?*

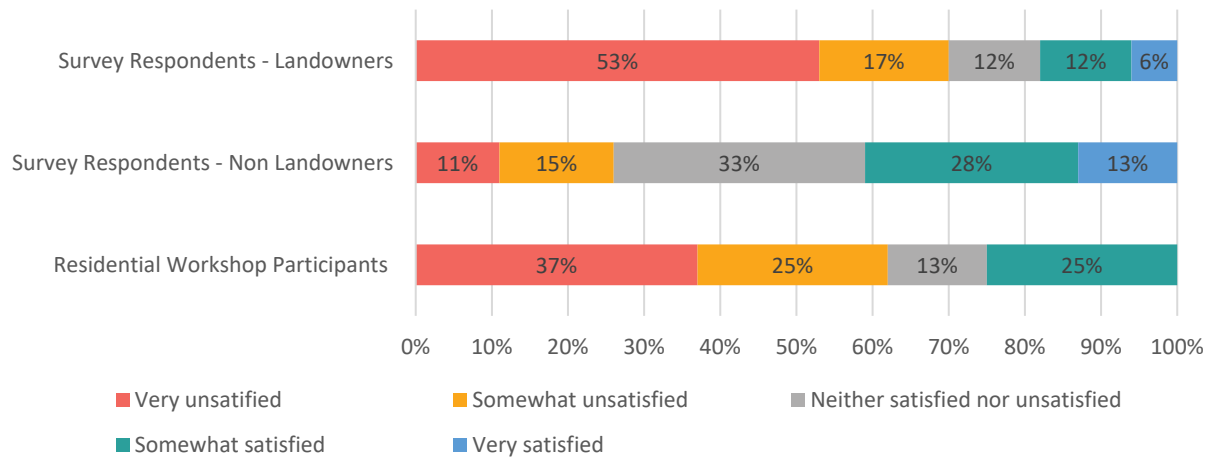


Figure 17: Overall Satisfaction with Proposed Transportation Network Identified in Land Use Scenario C

#### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

70% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network in Land Use Scenario C, while 18% identified they were either very satisfied or somewhat satisfied, and 12% identified that they were neither satisfied nor unsatisfied. A total of 49 participants responded to this survey question.

#### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

26% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network in Land Use Scenario C, while 41% identified they were either very satisfied or somewhat satisfied, and 33% identified that they were neither satisfied nor unsatisfied. A total of 178 participants responded to this survey question.

#### RESIDENTIAL WORKSHOP PARTICIPANTS:

62% of the residential workshop participants identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transportation network in Land Use Scenario C, while 25% identified they were somewhat satisfied, and 13% identified that they were neither satisfied nor unsatisfied. No participants identified that they were very satisfied. A total of 16 participants responded to this poll.

*How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario C?*

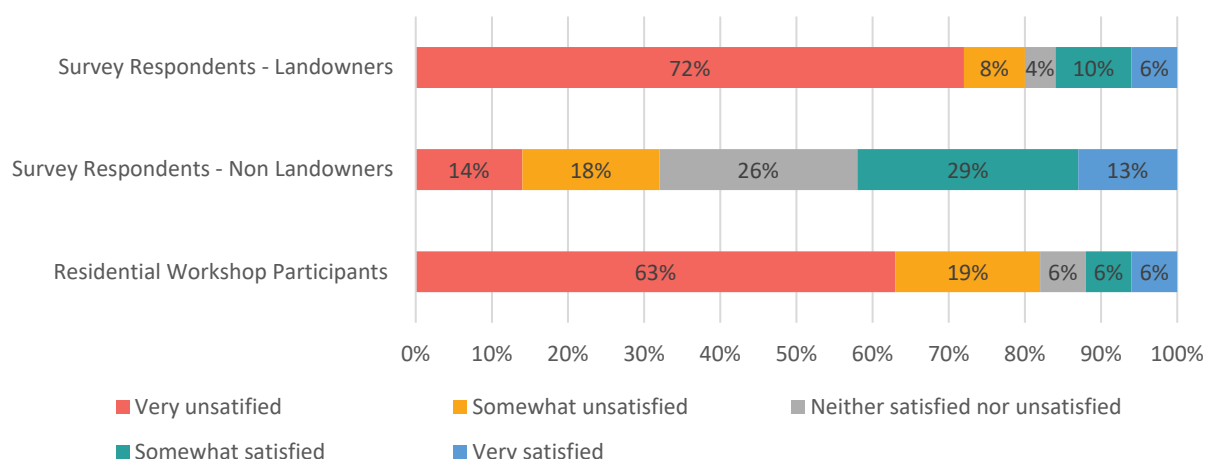


Figure 18: Satisfaction with Parcels that are Identified for Potential Redevelopment Opportunities in Land Use Scenario C

**ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:**

80% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario C, while 16% identified they were either very satisfied or somewhat satisfied, and 4% identified that they were neither satisfied nor unsatisfied. A total of 49 participants responded to this survey question.

**ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:**

32% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario C, while 42% identified they were either very satisfied or somewhat satisfied, and 26% identified that they were neither satisfied nor unsatisfied. A total of 178 participants responded to this survey question.

**RESIDENTIAL WORKSHOP PARTICIPANTS:**

82% of the residential workshop participants identified that they were very unsatisfied with the parcels identified for potential redevelopment opportunities in Land Use Scenario C, while 12% identified they were either very satisfied or somewhat satisfied, and 6% identified that they were neither satisfied nor unsatisfied. A total of 16 participants responded to this poll.

*How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario C?*

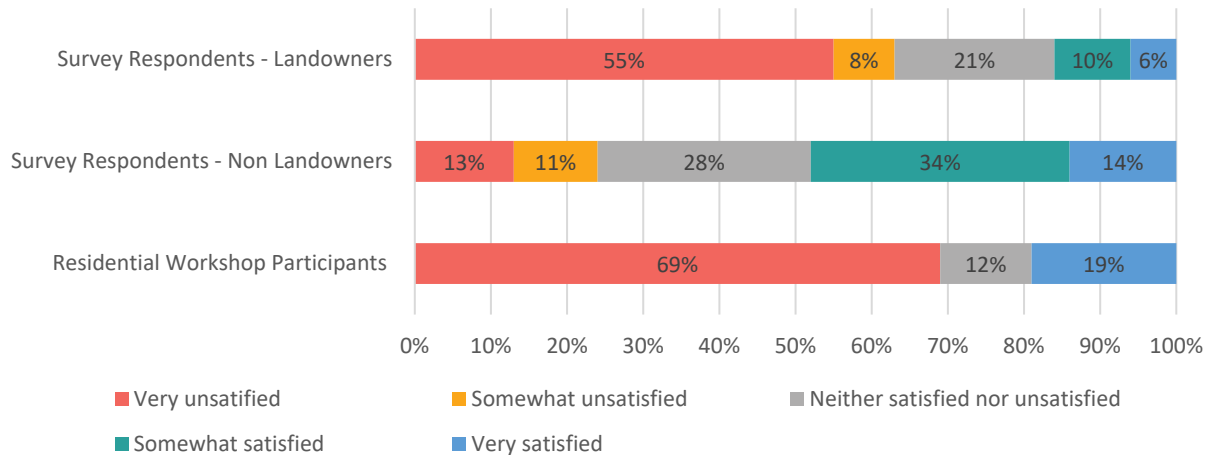


Figure 19: Satisfaction with Proposed Transitions/Buffers Proposed Between Parcels Identified for Potential Redevelopment Opportunities and Existing Country Residential in Land Use Scenario C

#### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

63% of the online survey respondents who are landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transitions and buffers identified in Land use Scenario C, while 16% identified they were either very satisfied or somewhat satisfied, and 21% identified that they were neither satisfied nor unsatisfied. A total of 49 participants responded to this survey question.

#### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

24% of the online survey respondents who are not landowners within the Project Area identified that they were either very unsatisfied or somewhat unsatisfied with the proposed transitions and buffers identified in Land use Scenario C, while 48% identified they were either very satisfied or somewhat satisfied, and 28% identified that they were neither satisfied nor unsatisfied. A total of 178 participants responded to this survey question.

#### RESIDENTIAL WORKSHOP PARTICIPANTS:

69% of the residential workshop participants identified that they were very unsatisfied with the proposed transitions and buffers identified in Land use Scenario C, while 19% identified they were very satisfied, and 12% identified that they were neither satisfied nor unsatisfied. No participants identified that they were either somewhat unsatisfied or somewhat satisfied. A total of 16 participants responded to this poll.

*What would need to be considered to ensure Land Use Scenario C is in alignment with the Vision and Guiding Principles?*

**RESIDENTIAL WORKSHOP PARTICIPANTS:**

Participants feel that a low density option would be more aligned with the Vision and Guiding Principles. The importance of adequate buffering and maintenance was restated. Participants feel architectural guidelines are needed to ensure new development fits with the existing character of the area. Participants stressed again the importance of safe pedestrian connections throughout the area.

"Need to connect something for pedestrians – blind corners and no street lights are a safety issue."

-Residential Workshop Participant

"Need to have strict architectural guidelines for townhouses."

-Residential Workshop Participant

## 6.4. ... about buffering and land use transition

*What do you envision for buffering and/or land use transitioning between parcels identified for potential redevelopment opportunities and existing country residential in the Project Area? (Please select all that apply)*

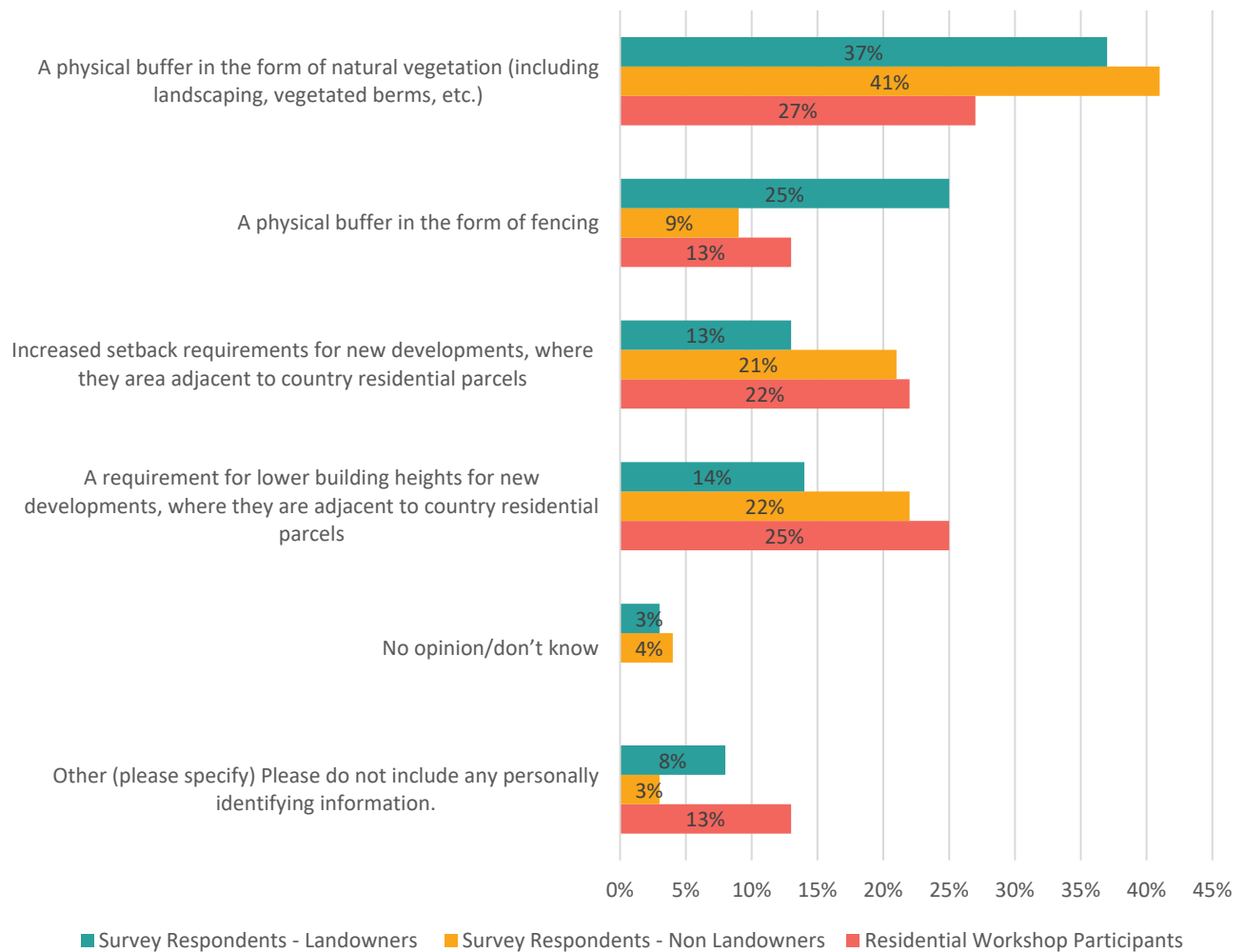


Figure 20: Preference for Buffering and/or Land Use Transitioning Between Parcels Identified for Potential Redevelopment Opportunities and Existing Country Residential in the Project Area

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

62% of responses were for a physical buffer in some form (either natural vegetation or a fence). 14% of responses were for a requirement for lower building heights for new developments, where they are adjacent to country residential parcels. 13% of responses were for increased setback requirements for new developments, where they are adjacent to country residential parcels. 3% of responses were "no opinion/don't know". 8% of responses were for "other". Those who selected "other" described combinations of the options and restated the importance of a buffer.

### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

50% of responses were for a physical buffer in some form (either natural vegetation or a fence). 22% of responses were for a requirement for lower building heights for new developments, where they are adjacent to country residential parcels. 21% of responses were for increased setback requirements for new developments, where they are adjacent to country residential parcels. 4% of responses were "no opinion/don't know". 3% of responses were for "other". Those who selected "other" described large vegetation buffers, parks, and playgrounds as possible buffer solutions.

### RESIDENTIAL WORKSHOP PARTICIPANTS:

40% of responses were for a physical buffer in some form (either natural vegetation or a fence). 25% of responses were for lower building heights for new developments, where they are adjacent to country residential parcels. 22% of responses were for increased setback requirements for new developments, where they are adjacent to country residential parcels. 13% of responses were for "other". No participants selected "no opinion/don't know" as a response.



## 6.5. ... about lot-splitting opportunities within the country residential parcels of the Project Area

*What do you envision for lot-splitting opportunities within the country residential parcels of the Project Area? (Please select all that apply)*

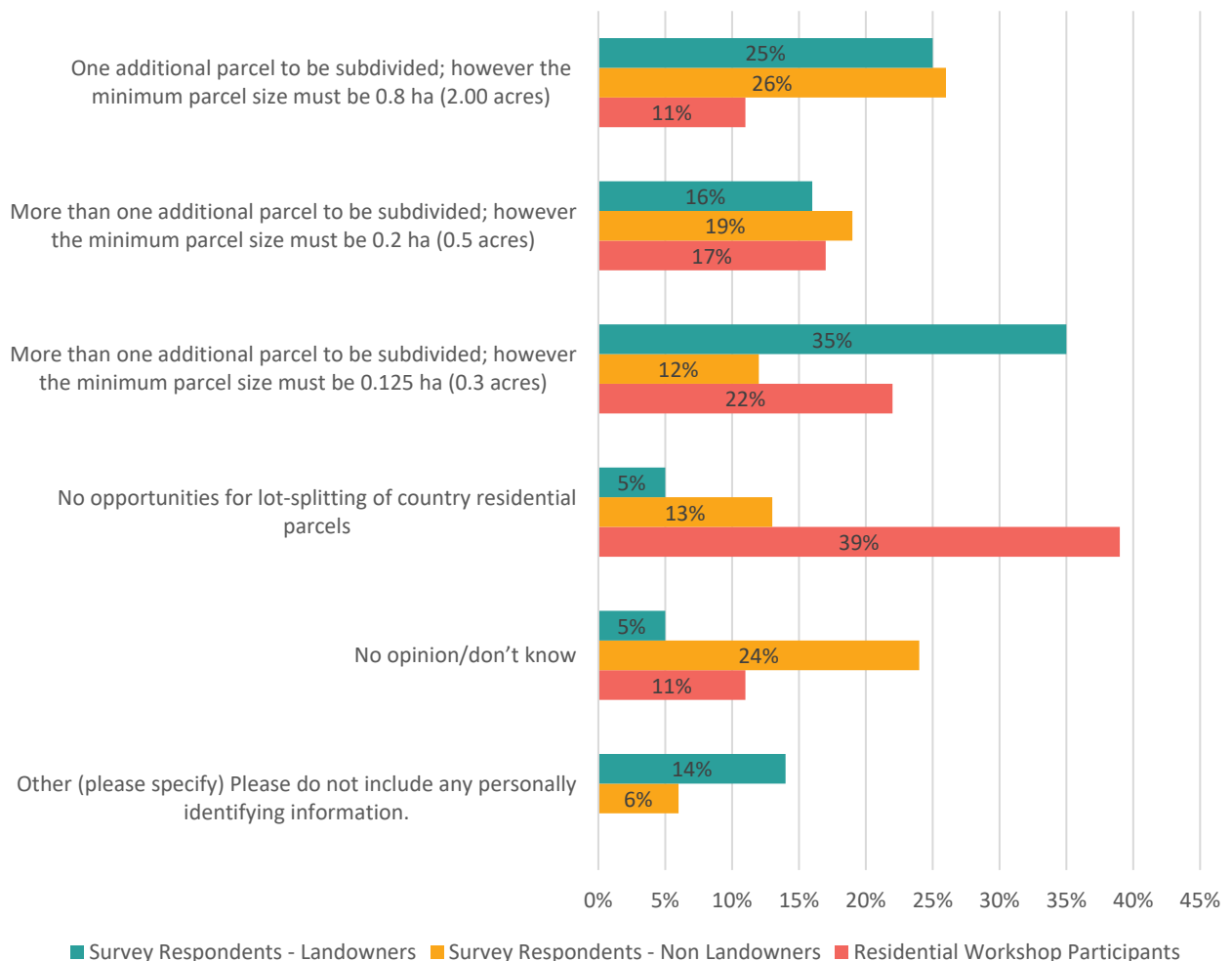


Figure 21: Preference for Lot-splitting Opportunities Within the Country Residential Parcels of the Project Area

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

5% of poll responses were not in favour of lot-splitting of Country Residential parcels. Of those responses in favour of lot-splitting, 16% were ok with more than one additional parcel to be subdivided; however the minimum parcel size must be 0.2 ha (0.5 acres), 25% would like only one additional parcel to be subdivided; however the minimum parcel size must be 0.8 ha (2.00 acres), and 35% were ok with more than one additional parcel to be subdivided; however the minimum parcel size must be 0.125 ha (0.3 acres). 5% of responses were "no opinion/don't know". 14% of responses were for "other". Those who selected "other", expressed a preference for 1 acre parcels and concerns over servicing and infrastructure to support lot splits.

### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

13% of responses were not in favour of lot-splitting of Country Residential parcels. Of those responses in favour of lot-splitting, 19% were ok with more than one additional parcel to be subdivided; however the minimum parcel size must be 0.2 ha (0.5 acres), 26% would like only one additional parcel to be subdivided; however the minimum parcel size must be 0.8 ha (2.00 acres), and 12% were ok with more than one additional parcel to be subdivided; however the minimum parcel size must be 0.125 ha (0.3 acres). 24% of responses were "no opinion/don't know". 6% of responses were for "other". Those who responded "other", expressed a preference for 1 acre parcels and concerns over servicing and infrastructure to support lot splits.

### RESIDENTIAL WORKSHOP PARTICIPANTS:

39% of responses were not in favour of lot-splitting of Country Residential parcels. Of those responses in favour of lot-splitting, 17% were ok with more than one additional parcel to be subdivided; however the minimum parcel size must be 0.2 ha (0.5 acres), 11% would like only one additional parcel to be subdivided; however the minimum parcel size must be 0.8 ha (2.00 acres), and 22% were ok with more than one additional parcel to be subdivided; however the minimum parcel size must be 0.125 ha (0.3 acres). 11% of responses were "no opinion/don't know". No participants selected "other" as a response.

## 6.6. ... about which of the potential Land Use Concept Scenarios best aligns with what you would like to see for the future of the Project Area

*Which of the potential land use concept scenarios best align with what you would like to see for the future of the Project Area?*

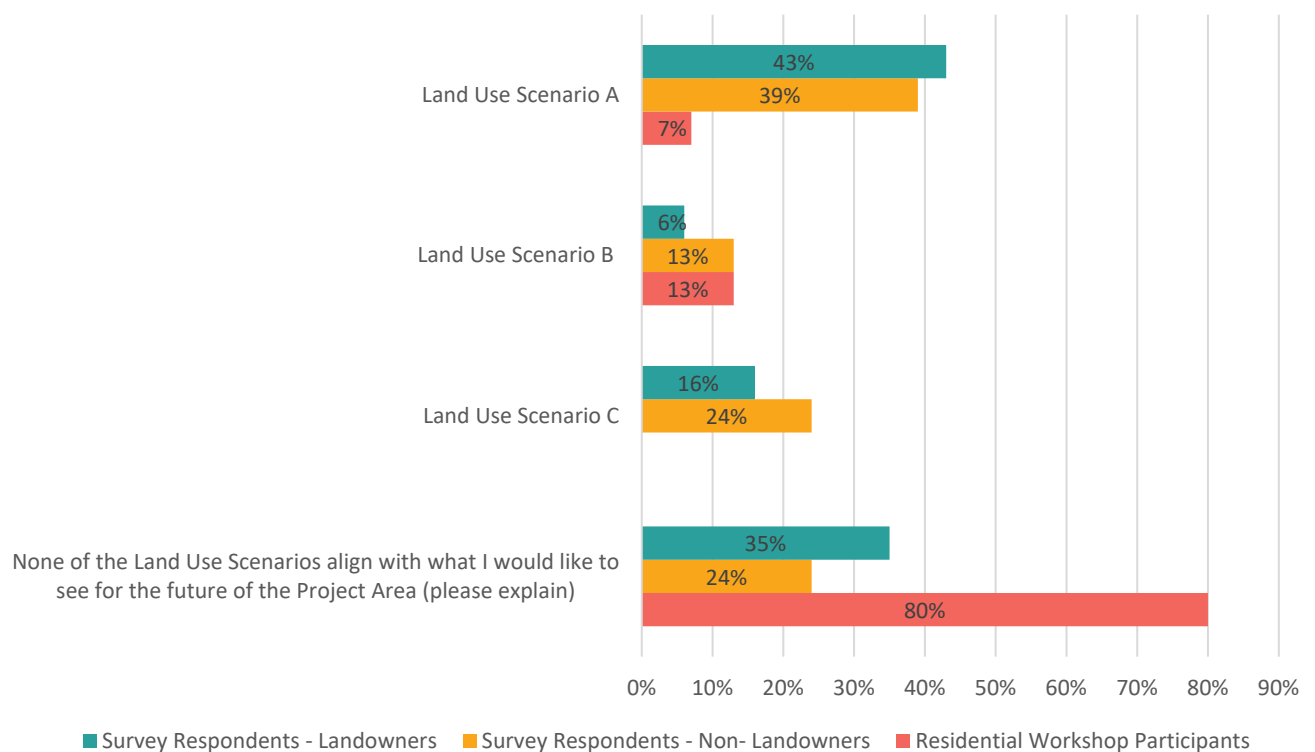


Figure 22: Land Use Concept Scenario Preference

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

43% of landowner survey participants responded that Scenario A best aligns with what they would like to see for the future of the Project Area, while 6% chose Scenario B and 16% chose Scenario C. Of the 35% who indicated that none of the Land Use Scenarios aligned with what they would like to see, all respondents expressed a desire for no redevelopment within the Project Area.

## ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

39% of survey participants responded that Scenario A best aligns with what they would like to see for the future of the Project Area, while 13% chose Scenario B and 24% chose Scenario C. Of the 24% who indicated that none of the Land Use Scenarios aligned with what they would like to see, all respondents were split between expressing a desire for no redevelopment within the Project Area, and wanting more development to be permitted within the Project Area.

## RESIDENTIAL WORKSHOP PARTICIPANTS:

80% of residential workshop participants indicated that none of the Land Use Scenarios align with what they would like to see for the future of the Project Area. 13% indicated that Land Use Scenario B best aligned, and 7% indicated that Land Use Scenario A best aligned with what they would like to see for the future of the Project Area. No participants selected Land Use Scenario C as a response. A total of 15 participants responded to this poll. Residential workshop participants were not asked through the polls to explain why none of the Land Use Scenarios aligned with what they would like to see for the future of the Project Area if this was an option they selected.

*Survey respondents who selected that Scenario A best aligned with what they would like to see for the future of the Project Area were asked:*

*Is there anything you would like to see changed in Land Use Scenario A?*

## ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

Several landowner survey respondents explained they would like to see more opportunities for redevelopment, while others expressed they would like more space for residential development in the form of single family, estate homes, medium residential, and duplex homes.

## ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

Survey respondents identified that they would like to see larger buffer zones, the addition of low income housing, the addition of a park/playground, and more bike lanes.

*Survey respondents who selected that Scenario B best aligned with what they would like to see for the future of the Project Area were asked:*

*Is there anything you would like to see changed in Land Use Scenario B?*

**ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:**

One landowner provided suggestions for changing Land Use Scenario B, indicating that they would like an opportunity for more businesses and higher density residential.

**ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:**

Two survey participants suggested more green park/walking space, and an easy connection between the subdivisions to the south using paved trails would be appropriate additions to Scenario B.

*Survey respondents who selected that Scenario C best aligned with what they would like to see for the future of the Project Area were asked:*

*Is there anything you would like to see changed in Land Use Scenario C?*

**ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:**

Survey respondents indicated they would like upgraded roads and to maintain redevelopment east of Range Road 233.

**ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:**

Survey respondents suggested that Scenario C could benefit from more buffer trees and separation between uses, more walking trails and active transportation connections, and more open space.

## 6.7. ... Additional comments related to the South of Wye ARP Project:

A selection of comments are highlighted below. For a full list of additional comments, see Appendix A.7.

### ONLINE SURVEY RESPONDENTS WHO ARE LANDOWNERS WITHIN THE PROJECT AREA:

"Some development in Campbelltown Heights is inevitable given its location. If development can occur without affecting the infrastructure of Campbelltown Heights and buffering protects other residents from the lot(s) being developed then development should be allowed."

-Landowner Survey Respondent

"Must have lower density/ lower impact truly transitional approach between any properties that are to be developed and the next country residential lot in line plus consider the overall effect of subdivisions."

-Landowner Survey Respondent

"I strongly believe the consultative process is being manipulated to direct discussion towards supporting development. Not one scenario presented proposed no development or low density residential development on country residential properties despite survey and online group feedback of participants with this viewpoint."

-Landowner Survey Respondent

### ONLINE SURVEY RESPONDENTS WHO ARE NOT LANDOWNERS WITHIN THE PROJECT AREA:

"Thank you for acknowledging trail development we have been asking for this for years and you are listening. Thank you recreation!"

- Survey Respondent

"Would like mixed residential and commercial to not be more than a couple of stories."

-Survey Respondent

"No more high density near Salisbury village. Encourage more trail systems. Have architectural requirements on all buildings to give curb appeal."

-Survey Respondent

## 6.8. ... from one-on-one meetings with landowners in the South of Wye ARP Project Area:

### What we heard from our one-on-one meetings with residential landowners whose properties were identified for redevelopment opportunities:

Please note that a total of fourteen country residential parcels were identified for redevelopment opportunities. Landowners from 8 of the parcels reached out for a one-on-one meeting with the project team.



#### COMMERCIAL AND RESIDENTIAL REDEVELOPMENT

- All landowners who reached out for a **one-on-one meeting** advised that they were **supportive of redevelopment opportunities** on their properties.
- Landowners expressed the **desire for a variety of redevelopment opportunities** including commercial, medium density development (town housing and apartments 4 storeys or less), as well as single family detached homes.
- Some landowners expressed the desire to **maintain the existing homes** on their properties but were supportive of the opportunity for potential redevelopment opportunities.
- One landowner noted that the area is a good location for higher density housing, due to the close proximity to the transit centre.
- One landowner noted that they would **not like to see strip malls in the area**.
- Some landowners expressed **support for the proposed flexibility of redevelopment opportunities** in the existing commercial area.



#### BUFFERS/TRANSITIONS

- Landowners expressed **desire to have appropriate buffers/transitions** in order to result in minimized impact to neighbouring country residential properties.



#### TRANSPORTATION AND UTILITIES

- Landowners were advised that if redevelopment were pursued, that the **cost of road and utilities upgrades would be borne by those redeveloping**. Further, that redevelopment opportunities are not guaranteed and that there is the potential that some required infrastructure upgrades could limit redevelopment opportunities.
- Some landowners expressed concerns regarding **costs** that may be associated with **road upgrades** etc.
- Some landowners expressed **support in having the community commercial focused on an urban collector**.





7



What Comes Next

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## 7. What Comes Next

The input received during Phase 3A will be used to create a draft Recommended Land Use Concept that best captures the variety of feedback received on Scenarios A, B, and C, and is in line with the Vision and Guiding Principles.

In Phase 3B, we will be sharing the draft Recommended Land Use Concept. The tentative schedule to present this concept to the public for review and feedback is in the fall of 2021.

## 8. APPENDIX A – Online Survey Data

### A.1 Relationship to the Project Area

Relationship	Count	%
Business landowner adjacent to the Project Area	1	0%
Business landowner within the Project Area	5	1%
Other	46	10%
Prefer not to answer	50	11%
Residential landowner adjacent to the Project Area	83	18%
Residential landowner within the Project Area	61	13%
Visit the Project Area for retail and other services	224	47%
Work in the Project Area	4	1%
<b>Grand Total</b>	<b>474</b>	<b>100%</b>

## A.2 Scenario A

Landowner Survey Respondents within the Project Area								
Scenario A								
	Q2.How satisfied are you with the overall Land Use Scenario A?		Q3.How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario A?		Q4.How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario A?		Q5.How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario A?	
	Count	%	Count	%	Count	%	Count	%
Very unsatisfied	25	43%	22	38%	22	38%	20	34%
Somewhat unsatisfied	3	5%	2	3%	2	3%	2	3%
Neither satisfied nor unsatisfied	1	2%	4	7%	1	2%	6	10%
Somewhat satisfied	5	9%	5	9%	7	12%	6	10%
Very satisfied	24	41%	25	43%	26	45%	24	41%
Total Responses	58	100%	58	100%	58	100%	58	100%

Note: Landowners includes residential and business landowners within the Project Area.

Landowner Survey Respondents within the Project Area
<b>Q6 - What do you think the pros or benefits are of Land Use Scenario A? Please do not include any personally identifying information in your response.</b>
makes the area more vibrant, and allowing for more activities in the area without sacrificing the nature of the community as a whole.
none
How can there be any pros when you are changing how we live?
To maintain the character of the area, only medium density residential should be allowed.
This plan assist to have more good mixture of commerical, residential development and country residential.
It is a perfect mixture of commercial and country living area
1. Gradual southbound transition between commercial/residential activity, through light commercial/high density residential, and through a revised country residential area to the country residential area outside of the project area. This should allay the worries of country residential landowners that live just south of the project area. 2. Good access to arteries leading to work etc. in Sherwood Park and Edmonton. 3. Current and future residents will have better access to community retail outlets.
It is a good mix of commercial, residential, and country living.
I like the overall concept and the buffer between the new developments and existing country residential although it would be important to hear from the residents of these areas.
Honestly, none. There is a such a severe impact on landowners and people who have spent their working lives paying off a mortgage and having their home threatened. You already ruined the lives of many residents of Campbelltown heights.
None. Leave us alone. We bought acreages because we didn't want to have development next door.
It supports the development needed in this area
Why not low density housing as a transition to country residential as a means of buffering? Medium density is too big and will destroy the country residential use for adjacent landowners creating a domino effect
There are no benefits to the further encroachment into the country residential subdivisions.
Active transportation connection on RR233.
Might be some benefit of mixed commercial /residential within existing commercial area ,particularly Cdn Tire strip , but at lower heights – should say "not exceed 5 storeys" vs saying " more than 5 storeys" No benefits within subdivisions except financial to the ones that sell at redevelopment prices but at a cost to the neighbouring property
Might be some benefit of mixed commercial /residential within existing commercial area ,particularly Cdn Tire strip , but at lower heights – should say "not exceed 5 storeys" vs saying " more than 5 storeys" No benefits within subdivisions except financial to the ones that sell at redevelopment prices at a cost to the neighbouring property
none

Offers best land use and meets the guiding principle to both enhance commercial development and meet residential demands while creating a buffer to protect the existing country residential lots not directly impacted by the ARP
Very little pro
Scenario A allows landowners who are affected by the adjoining development to make a decision regarding their own properties
none to country residential residents except to those wishing to sell at higher land price and use which negatively affects other properties to a higher degree than they are currently impacted
No pro from country residential landowner perspective
it is better of all scenarios. it connects all neighborhoods with each other and commercial space.
There are no benefits.
I agree with adding to urban commercial/housing density along Wye and the immediate southern space.
Na
Get development out of our neighbourhood. Nobody but two land owners wants this, and frankly, we wish that they'd just sell and be gone.
recognition of the need to develop the land further
This allows for the perfect community development for the area. Leaving the majority of Campbelltown Heights untouched and able to maintain their county residential neighborhoods
I is good mix of Mixed Development, Country Residential & Medium Residential Development.

### Landowner Survey Respondents within the Project Area

#### **Q7 - What do you think the cons or drawbacks are of Land Use Concept Scenario A? Please do not include any personally identifying information in your response.**

more traffic through the area.
None.
more traffic zooming by, more garbage littered, more noise in general. There is a broad range of services currently available to this area, no need for more strip malls, housing, or retail services.
I am not happy with upgrading the east-west Wye Road Gardens road to urban connector and putting a road in to connect Ordze Ave with Wye Road Gardens. We don't seem to have a choice and you don't care.
Very concerned with the disruption, noise and traffic associated with commercial development.
None noticed

None
traffic in the subdivisions unnecessary commercial development
There may be landowners living within the project area who are concerned about higher land use around them, although this will be tempered by increased land value coupled with the ability to retain one's property with no tax increases until the owner activates a to change in the zoning.
More Country Residential needed to be assigned to single-family and duplex residential
if you live in the Country residential area you may find the new development overpowering - important to involve these people and look at mitigating approaches to concerns.
Everything. Ruining ecosystems. Litter. Crime. Traffic. Noise. Sound levels. Ruining the character and atmosphere of country residential.
All cons. Once again, leave the residents alone. We want peace and quiet.
I think the whole area should be changed to medium residential and estate residentials
see above. All scenarios lack a proper transition and buffer to adjacent country residential.
you are increasing traffic along range road 233 which will negatively continue to impact the subdivisions further south.
Does not meet the vision of this project. Scenario A does not retain the country residential character of the area....far from it!
Too much change all at once; all areas heavily impacted



No height limit in existing commercial area – could overlook whole subdivisions – s/b restricted to 5 storeys or less . Going from 1 storey to 5 storeys is very significant and overwhelms even the commercial development on the north side of Wye Road . No mention of retaining sound/visual barriers Transition and "buffers" displayed in Video are very minimal – might fit a fully urban area but this is a country residential interface Too many properties proposed for redevelopment within subdivisions One property within Campbelltown Heights proposed for redevelopment does not fit the criteria of being "adjacent to existing commercial ." It is not currently adjacent/impacted on any side by any urban development , yet including this property, results in two newly adjacent Campbelltown Heights properties being impacted on two sides by 4 storey urban development. Proposed redevelopment at north entry/exit from Campbelltown Heights is very intrusive and would increase in/out traffic substantially , causing congestion issues for local country residential traffic – forcing much to RR 233 which already has exit / access issues 4 storey development next to country residential , however, dressed up , is not appropriate land use transition , next to country residential . This has been emphasized repeatedly by residents , yet ignored within all of the scenarios presented, despite : - Planning rep comment in initial workshop that 4 story buildings would not be placed next to Country residential , - Recent history of collaboration with residents and results/provisions for land use and transition between urban development and existing country residential contained within the Salisbury Village and Hillshire ASPs should provide guidance/direction in this project . -guidance should also be taken from the more recent business condo development in Ordze Park wherein the maximum height of 2 storeys is further limited to 1 storey development adjacent to county residential . Preceding is "softened" further by lower grade level of the development so that effect next to country residential is closer to ½ storey. Spatial separation also exists No mention of retaining sound/visual barriers Transition and "buffers" displayed in Video are very minimal – might fit a fully urban area but this is a country residential interface The redevelopment proposal has a more severe effect upon newly adjacent country residential properties than that which currently exists- in this scenario, one property in Campbelltown Heights would be islanded by urban /commercial development on three sides ; other newly adjacent properties would be impacted on two sides , and by bigger and more dense development than that which exists for currently impacted properties . One of the main reasons for the exercise was to provide more certainty /stability for the subdivisions- not be subject to ad hoc proposals for redevelopment . Scenario C , and indeed , all of the scenarios presented , set the stage for more instability – changing any of the parcels in question as proposed has greater negative impact on newly adjacent . The preceding will promote additional request for redevelopment . Trail connection thru municipal reserve/wetland in Campbelltown Heights added for discussion but presented as fact with no discussion invited . Map has trail connection to roadway and indicates path north - straight up middle of Campbelltown Heights whereas much actual usage will be between municipal reserve point and Salisbury Village trail which also exits on to roadway. This route has

No height limit in existing commercial area – could overlook whole subdivisions – s/b restricted to 5 storeys or less . Going from 1 storey to 5 storeys is very significant and overwhelms even the commercial development on the north side of Wye Road . No mention of retaining sound/visual barriers Transition and "buffers" displayed in Video are very minimal – might fit a fully urban area but this is a country residential interface Too many properties proposed for redevelopment within subdivisions One property within Campbelltown Heights (CH) proposed for redevelopment does not fit the criteria of being "adjacent to existing commercial ." It is not currently adjacent/impacted on any side to any urban development , yet including this property results in two newly adjacent Campbelltown Heights being impacted on two sides by 4 storey urban development. Proposed redevelopment at north entry/exist from Campbelltown Heights very intrusive and would increase in/out traffic substantially , causing congestion issues for local country residential traffic – forcing much to RR 233 which already has exit / access issues 4 storey development next to country residential , however, dressed up , is not appropriate land use transition , next to country residential . This has been emphasized repeatedly by residents , yet ignored within all of the scenarios presented, despite : - Planning rep comment in initial workshop that 4 story buildings would not be placed next to Country residential , - Recent history of collaboration with residents in establishing transitional land use and buffers within the Salisbury Village and Hillshire ASPs , - More recent business condo development in Ordze Park wherein the maximum height of 2 storeys is further limited to 1 storey development adjacent to county residential . Preceding is "softened" further by lower grade level of the development so that effect next to country residential is closer to ½ storey. Spatial separation also exists The proposed redevelopment within the country residential subdivisions have a more severe effect upon newly adjacent country residential properties than that which currently exists. One property in Campbelltown Heights would be islanded by urban /commercial development on three sides ; other newly adjacent properties would be impacted on two sides , and by bigger and more dense development than that which exists for currently impacted properties . One of the main reasons for the exercise was to provide more certainty /stability for the subdivisions- not be subject to ad hoc proposals for re-development . All of the scenarios presented , set the stage for more instability – changing any of the parcels in question as proposed has greater negative impact on newly adjacent . The preceding will promote additional proposals for redevelopment .Scenario A involves the most subdivision properties so it is initially the worst in this regard . Trail connection thru municipal reserve/wetland in Campbelltown Heights added but presented as fact with no discussion invited . Map has trail connection to roadway and indicates path north - straight up middle of Campbelltown Heights whereas much actual usage will be between municipal reserve point and Salisbury Village trail which also exits on to roadway. This route has pedestrian safety issues with 90 degree corners, no road shoulders and steep ditches ; additional non vehicle traffic along this route will increase safety concerns . Adjacent landowners also have security concerns since a path will open up the west sides of their properties exposing it to entry.

everything - should be left as residential

None

Max heights not stated for existing commercial area 'more than 5 storeys too much anyway - s/b restricted to max of 5 storeys at most . Tall buildings within existing commercial area will overlook country residential . Inconsistent with retaining country residential character in principle #1 Too many properties within adjacent country residential subdivisions proposed for re- dev't with impact on new adjacent properties even worse than impacts on properties currently adjacent to existing commercial - higher adjacent buildings with less buffer-some new adjacent properties impacted on two sides vs current one side. One property would now be impacted on 3 sides . All this compared to current one side impacts buffered by berm/fence or sound /visual barrier . Worse - one property included for re- dev't isn't even adjacent to existing commercial (contrary to Principle #2 ) yet it is included with impact to two other country residential -contrary to Principle #2 . All of foregoing -4 story buildings , more sides of lot impacts, less transition/buffer, is not considerate of properties that become next to Urban development and goes against Principle # 1 especially for lots impacted. Question of diminished value as a country residential lot is raised . Will the County and/or developer compensate these landowner?

Costs of road development may be prohibitive

unlimited height in existing commercial area -tall buildings overlook country residential and significantly impact country residential character-s/b max of 5 stories vs more than 5. roadway changes very intrusive - change at NE entrance to Campbelltown Heights to service medium density apts "less than 5 stories " impacts properties & creates egress/ingress issues for country residential diverting more local traffic to RR 233 entrance which already is problematic. Redevelopment proposed for country residential parcels is too intensive creating more negative impact on newly affected properties than that which existing properties experience. One of these properties isn't even currently impacted by existing commercial is not "adjacent to " as per the criteria in the Principle . All leads to increased pressure for further change and ongoing instability and conflict- creates more not less. One of the objectives was to get away from almost ongoing proposals and chipping away of the subdivisions -this doesn't do it. Density proposed takes away from, rather than retaining, country residential character of new affected properties and subdivision in general and creates more difficult ( impossible ) issues of transition and buffering. Video examples of transition and buffering were minimal and, along with the density /large buildings ; seem to reflect lack of understanding of country residential. Even within a fully urban area, residents would be upset with a proposal which aims to remove some single family housing lots and place 4 story buildings next to their homes

Where to start ? Existing commercial area -mix may be Ok but heights a concern re impact on adjoining country residential - 5 stories more than high enough - not "more than 5 stories". What would Lakeland Village residents think /say if commercial area across the road - London Drugs et al went to even 5 stories and looked down on their backyard ? Country residential property changes : too much- too intrusive -too big of dev't - bad on all counts . Lot on NE corner of Campbelltown Heights intrudes/extends deeper into the subdivision ,thereby affecting more properties . The three first properties proposed in Wye Garden are the same - extend deep -therefore more negative impact including across the road in Campbelltown Heights . The more impact - the less consideration for Country residential I character. The recent Business condo development in Ordze Park was limited to a max of 2 stories with further restriction of 1story development adjacent to country residential and developed at lower grade level so actual impact is closed to 1/2 story plus some spatial considerations and fencing yet Planning would now put 4 story development next to other country residential in Ordze Park ? Incredible ! Transportation / roadways to support preceding very intrusive - traffic closer to country residential- would change north entrance to Campbelltown Heights completely -introduce traffic inside Campbelltown Heights to support medium density 4 story development on both sides of road -has negative impact to another property but also creates exit /entrance for general Campbelltown Heights residents - forcing more to RR 233 which has issues due to no turn in turn out lanes . You can put up all of the no turn /local traffic signs possible but the fact remains that increased development, particularly of the type proposed will increase cross cutting traffic in places like Campbelltown Heights . All of the properties proposed to change impact other properties in more severe ways -by having 4 story development vs existing one story commercial development which is also buffered by a berm with fence and/or sound/visual wall plus spatial separation PLUS by affecting currently non adjacent properties on more than one side vs one side impacts to existing properties next to commercial. One property would be impacted on 3 sides. An double irony/puzzle (?) is that one one of the properties in Campbelltown Heights is not adjacent to existing commercial as required by the principle , but is included for redevelopment and doing so negatively impacts TWO other properties . In general trails are good, but trail from Sherwood Golf estates thru municipal reserve wetland in Campbelltown Heights, if it proceeds, must address landowner security concerns as constructing it opens the entire western borders of two properties currently inaccessible on that side. It is also curious that the only the internal roadway straight up from the wetland is shown as the "pathway " when in fact , a trail to Salisbury Village links on to the eastern roadway within Campbelltown Heights- non vehicle/pedestrian traffic between the wetland reserve and the Salisbury Village trail is also a recognized connection but via a portion of the roadway which has three sharp corners and steep ditches , in addition to no shoulders. Increased traffic of all types increase safety concerns.

none

The intersection at Wye Road and Ordze Ave is already a high collision area and bottlenecked around the Chamber of Commerce and the A&W with no room for improvement

My primary concern is retaining the trees that exist. I selected the location of my business in large part because of the mature surrounding trees. This proposal does not clearly identify that these would be retained if medium

density housing was put in where it is currently rural /acreage. If this was made clear I would be more amenable to this plan.
Na
Nobody wants this redevelopment except for two greedy land owners, who we'd rather just sold and left us in peace.
too conservative in the redevelopment proposal
It's a good option
I think some more parcel needed to be added for Medium Residential Development.

Other Survey Respondents								
Scenario A								
	Q2.How satisfied are you with the overall Land Use Scenario A?		Q3.How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario A?		Q4.How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario A?		Q5.How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario A?	
	Count	%	Count	%	Count	%	Count	%
Very unsatisfied	33	14%	26	11%	31	13%	30	13%
Somewhat unsatisfied	28	12%	78	33%	35	15%	30	13%
Neither satisfied nor unsatisfied	47	20%	66	28%	43	18%	57	24%
Somewhat satisfied	77	33%	25	11%	78	33%	77	33%
Very satisfied	50	21%	40	17%	46	20%	39	17%
Total Responses	<b>235</b>	<b>100%</b>	<b>235</b>	<b>100%</b>	<b>233</b>	<b>100%</b>	<b>233</b>	<b>100%</b>

Note: Other survey respondents includes those who preferred not to answer or selected Other, those who visit the Project Area for retail and other services, work in the Project Area, are residential landowners adjacent to the Project Area, and those who are business landowners adjacent to the Project Area.

Other Survey Respondents
<b>Q6 - What do you think the pros or benefits are of Land Use Scenario A? Please do not include any personally identifying information in your response.</b>
Looks quite good, especially the amount of cycle and walking paths and public transportation.
Potential for new retail is good I would also include space for some trails and significant green space/park
There are NO benefits
I am not in support of development
Respects some form of Country Residential
Benefits would be the inclusion of lower cost housing, which is badly needed.
More dense use of space, and retaining existing country residential.
There are more variable good things for it.
seems to be well balanced
There needs to be a significant buffer zone (such as a heavily treed area) between country residential and the development.
A like the different transportation options (especially pedestrian and bike).
I love the fact that commercial properties would be in walking distance.
Finally trail connections! This is amazing, thank you for listening to residents!
I like the idea of medium to high density residential in the area.
I see no benefits.
These concepts are long over due. The Tri-plex is especially good. This could be an affordable solution verses the "for profit" housing options that are currently available /especially for seniors.
I like the mix
Broader redevelopment, more ways to get 'in' (roadways & entrances expanded)
The only pro is commercial development adjacent to Wye Rd
buffers
It provides the needs for a community with services.
Planned right, it may be fine
Opportunity to create gathering spaces for the increased residential use in that area
Too much commercial - we already have lots of commercial space in town that is empty!
No need to expand Sherwood Park
We already have too many strip malls
mixed use and more walking/biking paths



I just hope that we don't take out all of the trees and nature in that area when developing for homes and businesses. In Portland, they build AROUND the nature and I am much more in favor of that instead of cross cutting everything.
people can live within walking distance of retail
more retail and services
beautification over current situation, increased tax base, housing options
There are many commercial opportunities for enterprises that would provide a wider range of services for residents living on the south side of the townsite.
we have enough shopping already
??
A park would be nice
I love the idea of mixed use. I think it's great to see commercial + residential mixed together.
This is a question for those who live in the area. I love Sherwood park, and expanding it is great.
Opportunity for more localized services. Will create stronger ties to the area.
Good mix of residential
8
I would require more site specific land development/redevelopment particulars within the residential zone in order to alter my current level of satisfaction.
No comment
Medium density housing is somewhat of a pro. Retail and services already exist in area to service added population.
Close to major roadways thus a logical area to be fully used for recreation, residences and shops.
The pictures show some thinking with the building designs rather than the "institution" look of other areas. Cedar trees for buffers are great.
Provides for both commercial and residential
Benefits a large group of people.
considers neighbouring areas
There are none.
None and unnecessary
This is all about commercial builders and property developers coming in to make money by using natural land for fast food outlets. It will become another crowded Centre in the Park which was supposed to be a place for people to walk to not have to use cars. The vocal presentation instead of communicating clearly is using so much commercial jargon which can be interpreted in many ways. If any of this is approved I ask that you only allow Canadian businesses in there selling local/Alberta/Canadian goods--not more American chains.

Higher density than most of Sherwood Park, relatively easy access to neighboring areas (right?), addresses the density issue in Sherwood Park, easy access to future expansions further south via both road and car, commercial is close to residential, places to warm up when cold in the day, bike path network (remains to be seen, but I like the thought), high density close to major roads to keep traffic congestion less, expands neighboring areas as well. I like high density. Development is high value.
Residential is good
I would like to see a lot more use of environmental material and power sources.
Max freedom for land owners
Better road system
Too high of population density will put added pressure on poorly designed infrastructure, mainly roads.
Retail
need more multifamily buildings
I feel this should be up to the people living in the housing around that area.
I like the idea of walkable mixed-use hubs
Increase in business revenue & tax revenue for the County
It's a logical area for additional development as the area continues to grow.
Provides a lot of areas for redevelopment
I am trusting that the powers that be know what they are doing, not everyone I speak to seem to understand the situation any better than I.
Very attractive looking development.
Increased tax base for both housing and commercial use. This would probably go to infrastructure costs though.
Provides a good buffer to the community
increasing the walkability of neighborhoods with mixed residential closer to commercial needs
increased density
Increased accessibility to the area
Creates good transition between current commercial and residential
Buffers
adds a lively area and the chance for some interesting retail
It was unclear if there would be walking trails OR if these were roads for vehicles. Walking trails would be best.
sounds good, no plan is perfect and this one is addressing issues that will consolidate and allow for sustainable development
It looks like a mini downtown. I love it.
Increased density and diversification

I feel that if it can be developed responsibly, than I am all for it. But if it is only 250 unit apartment buildings, I am against it.
None!
Mixed development.
No pros or benefits for me.
Addition of trails
N/a
More home owner opportunities. More mixed commercial.
Traffic is already a nightmare at certain times of the day, especially at the Ordze Av intersection.. In scenario A, the Ash street intersection should become the main intersection of this area, being a traffic circle, not a lighted intersection. The Ordze Av intersection should be changed to allow south bound turns from eastbound traffic, north bound turns from west bound traffic, remove the traffic lights, prevent traffic from crossing RR233.
Local shopping for residents
Will be nice to have more businesses. Not a fan of HIGH DENSITY residential. To much riff raff opportunities
Status Quo...t doesnt look much different from how it already is
Cons is the ease of access to existing residential area south of Wye road which is currently not an issue. More transient equals increase in criminal activity.
good mix
I don't like Medium density & mixed development becoming a boundary on the skyline, these should be grouped together & segregated as mini communities of there own
More modern "neighbourhood as a village" plan, like some older European cities. Limiting the NEED for a vehicle is way better for the environment. I would love to live in this plan.
Good to know what the land might be used for. With the existing commercial space vacancy rate so high, it's hard to think we might need more commercial space for at least 10-12 years.
Adding a bike path would be great along 233
The adjacent land will get closer to having water service. Adjacent residential land should rise in value.
The major benefit will be financial windfall for the current owners and developers
Limited major access in area already developed commercial.
More development on this side of town. Has been neglected due to Emerald Hills
I think it's time to put the land to use
Use of the land
Too much density placed on Salisbury way. A community that already has too much density for being such a small foot print.

The pros are for capitalism and more density that's already taken over North Sherwood Park. South Sherwood Park does not need this or we will lose the remaining "small town feel" that exists.
Best reflection of what appears to be a natural evolution of land use, given the transformation of nearby w/ commercial growth already defining the area.
More development a drawback.
None.
No pros or benefits.
It will increase connectivity with Salsbury Village
none

Other Survey Respondents
<b>Q7 - What do you think the cons or drawbacks are of Land Use Concept Scenario A? Please do not include any personally identifying information in your response.</b>
Too high density
I think your plan needs to create buffers that are environmental 'urban forest' wider buffers. The image shown is incompatible with current mores about environmental concerns.
After seeing what happened with Wye Rd, not confident this project will be finished properly.
I wouldn't make medium density housing , I think low density would be better
The heights of proposed buildings. It should be stated that they do not exceed more than 5 ft high
Inhibits expansion of USA
Separation of redeveloped areas and country residential must be mindfully done, not just throw in some trees, keeping in mind most of these areas were built some time ago and have supported Sherwood Park in earlier times.
Pro is that it higher density than country residual.
Likely to be less parking and busier.
transition zones may be problematic if access to existing residential is easy to achieve
encroachment
There definitely needs to be more green space. I find that to be a common issue with new developments in the county, they don't account for enough green space or parks. We don't need new Sherwood park developments to become concrete jungles. I also hope there will be traffic calming measures used as well. And parking will make sense (we have some of the most poorly designed parking lots in the county, especially along wye)
I would hate to see a 4 story residential building overlooking into someone's acreage back yard. Will this be affordable residential?
Change is hard on residents, but need to be visionary

Major quality of life loss for those people with homes in that area
none at this time
Need more low income
Curious what current residents & business owners think... might there be a lot of pushback?
High density residential should not be allowed
Too much compact development in a rural type setting.
not enough open space/green belt for the medium density use
Too much redevelopment and may not be fair to the existing residents who prefer a quieter setting.
Traffic Issues
Danger of yet more of a strip mall feel, depending on the businesses. I don't see any planning for green space, parks, walking paths etc. I would prefer less urban, more if a rural feel. An area for families for recreation or healthy activities (park space, cycling etc)
More unfilled commercial space. Not enough medium density residential.
Sherwood Park doesn't need to expand
Too many strip malls in Sherwood Park
traffic congestion
I am hoping my taxes will not increase dramatically due to all of the development and that nature won't be driven further away.
too many people - crowds
Density housing, increased vehicle presence (parking, increased road usage over current), more traffic control devices (stop signs, traffic lights)
Looks like a great development plan to me. Can 233 support the increase in traffic and also maintain space for a multiuser trail? I would be worried about this. There are currently many people walking on the road to get to homes to the south.
same as above
??
More non-neighbourhood traffic
I do not foresee any cons, but again I love seeing Sherwood Park expand
Potential for over crowding and security issues for the country residential lots with more people around..
Personally it makes me sad to every open space developed, take down the trees and put up buildings
Should have some low income housing allocated.
9

Residential development/redevelopment zone is very open ended at this point.
No comment
With so many commercial areas already developed and empty, not sure the wisest course for this area is to add to this excess unless it can be shown to be directly servicing the needs of the residential occupants with benefit of reducing motor vehicle use for acquiring day-to-day needs.
Resistance to change, a quiet life style becoming more busy.
Too many new residential plans - does Sherwood Park need that?
Possible traffic congestion and noise problem
Nil
traffic congestion on Wye
Should be left as is.
Unnecessary development
Stated above. The whole notion of destroying land to create another urban jungle is disappointing and obviously controlled by those developers wanting to make money and run leaving residents to pick up the bills and the pieces.
Deforestation, landscaping takes up space, road network upgrades further divide wildlife corridors as much as they exist, no industry or job space, likely big windows for birds to run into, slow to implement, development is expensive. Few parks or green spaces that I could see.
Already to many commercial vacancies why build more!
We need to start thinking in terms of less land use and more density in home building.
More potential disagreements
Not enough commercial
People complaining about it
heavier traffic on wye
I feel this should be up to the people living in the housing around that area.
This area of Sherwood Park is relatively isolated and close proximity to Wye, which is a very busy road, may not have the same appeal as CITP
Not enough of a noise buffer for the residential area
May take away from the "rural" setting for existing acreage subdivisions however the buffer will help.
This scenario will continue to place development pressure on the CR lands
Not sure if all this area needs to be redeveloped at this time
will have to review matter
Current residents may be unhappy.

Unless done properly, environmental issues such as land contamination, wildlife expulsion, increased congestion, pollution .
Don't really see any cons.
i'm assuming that the current residents will not be supportive of increased transportation routes being developed, which will increase through traffic
increased traffic
Increased traffic density and relocation of businesses that I currently find easy to access.
Some of the added roadways may be difficult to achieve
Medium density
adds traffic to 233
Ugly, bland buildings like the one further east on Wye road - high density. We need a seniors centre build there...not more cheap housing.
sounds like a proper plan
Too dense. Tough to park.
the tie in of transportation to Ash and Salisbury road - this will create more stop and go traffic on Why road. Why road is heavily used and has an excessive number of traffic lights already
High density impact on traffic, safety, infrastructure (like sewer system) and crime rate increase
Big con is increased traffic on range road 233, which at times is very busy.
The devil is in the unspecified details. These newer developments in other ares are often too congested and lack ample parking that leads to all sorts of unintended consequences.
Commercial that is too high and extension of traffic due to extension of collector roads
N/all
N/a see
Higher traffic accessing and on Wye Rd.
Opportunities for the county to make traffic worse.
road conbestion
High DENSITY residential
increased traffic in area, if high density residences are built
none
Higher density, but with careful planning this might not be a problem
Pretty close to existing residential homes
I'm unsure as to why more residential is needed in this area. The parcels of land don't seem to fit that concept.



None
The scenario allows far to much undefined scope. Once approved, as described, the development can end up being far different from what was presented,
See above
Rural acreage owners losing peace and quiet
I'm for it
Increase of traffic
Would like no density to be placed along Salisbury way. Commercial use would be fine.
Would like to see the access from Wye Road to the development area restricted to a "few" enteries/exits. Right now there are 4++
The cons are taking from the the homeowners and the environment that they invest in by purchasing in South Sherwood Park. Please do not repeat the mistakes of North side.
Very few. Traffic management potentially.
Increase in people density a drawback.
Too much development.
Increased traffic and reduced buffer.
terrible and no real consult w residents
Its an over industrialization of an area of the county that doesn't require more infrastructure. As residents, we have at no point needed MORE grocery options or additional housing. Our area of maple grove has needed revitalization and capital injection for 2 decades and the answer from the county has always been to EXPAND rather than to incentivize residents to invest in their properties. This is a clear ploy to land developers and those who own acreages for profit.

### A.3 Scenario B

Landowner Survey Respondents within the Project Area								
Scenario B								
	Q8.How satisfied are you with the overall Land Use Scenario B?		Q9.How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario B?		Q10.How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario B?		Q11.How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario B?	
	Count	%	Count	%	Count	%	Count	%
Very unsatisfied	33	65%	27	53%	32	63%	27	53%
Somewhat unsatisfied	6	12%	9	18%	7	14%	6	12%
Neither satisfied nor unsatisfied	2	4%	8	16%	3	6%	8	16%
Somewhat satisfied	6	12%	3	6%	2	4%	6	12%
Very satisfied	4	8%	4	8%	7	14%	4	8%
Total Responses	51	100%	51	100%	51	100%	51	100%

Note: Landowners includes residential and business landowners within the Project Area.

Landowner Survey Respondents within the Project Area
<b>Q12 - What do you think the pros or benefits are of Land Use Scenario B? Please do not include any personally identifying information.</b>
more opportunity for local businesses/restaurants to start up
none
Again, you are taking away our little oasis. How can we be happy about that?
I am not in favour of a partial redevelopment plan.
I dont see any pro from scenrio A
No pros above senecio A
1. Gradual southbound transition between commercial/residential activity, through light commercial/high density residential, and through a revised country residential area to the country residential area outside of the project area. This should allay the worries of country residential landowners that live just south of the project area. 2. Good access to arteries leading to work etc. in Sherwood Park and Edmonton. 3. Current and future residents will have better access to community retail outlets.
None
I do like Scenario B as compared to A with what seems to me to be slightly less development and lower density development.
None. The only minor one is that it is marginally less destructive than Scenario A.
Terrible. Leave us alone.
none
same comments as before
Active transportation connection on RR 233.
small reduction of subdivision properties proposed for re-development and less intrusive roadways.
should be left residential
Although it reduces best land use it meets the guiding principle to both enhance commercial development and meet residential demands while creating a buffer to protect the existing country residential lots not directly impacted by the ARP
Slightly fewer properties proposed for redev't which reduces # of other properties impacted . Less intrusive/problematic road change at north end of Campbelltown Heights
Allows development of those lots that are most affected by the adjoining developments. Lot 16 in this scenario could be developed using the infrastructure and roadways of the existing development with no impact to the country residential space.
only pro is the reduction of properties that might benefit economically at the expense of others. Also reduces roadway changes/issues

Pro is fewer properties for change with one less in Campbelltown Heights which then negates roadway changes at North entrance/exit plus roadway changes and impacts softened overall
Scenario A is better
I think increasing the density along wye and the commercial side extensions are a good idea. I hold reservations about impacting the surrounding rural/treed space.
Same response...we don't want redevelopment from residential.
allows some needed development
This is a well thought out proposal to allow for a beautiful community development that will benefit all owners in the highest and best use of the land.
Ability to develop on land close to Sherwood Park without using farming land. Opportunity for walkable community. Using the high traffic roads makes sense. Good opportunities for small businesses on the south side of Sherwood Park. This option does not interfere with the rest of the community who wants to keep the country residential alive.
I cannot see much of Pros in this scenario

Landowner Survey Respondents within the Project Area
<b>Q13 - What do you think the cons or drawbacks are of Land Use Scenario B? Please do not include any personally identifying information.</b>
stacked townhouses are not the most appealing to look at and will bring more traffic
more traffic, denser populaion, more noise, more garbage littered, less privacy, less natural area.
One of my neighbour's home of 65 years or more is becoming medium density housing! How can that be good?
Does not allow for adequate road infrastructure to support the development.
It is not futuristic.
It is very restrictive to lots of stuff
same as previous.
1. Fewer current landowners will benefit in comparison to Scenario A. 2. As in A, there may be landowners living within the project area who are concerned about higher land use around them, although this will be tempered by increased land value coupled with the ability to retain one's property with no tax increases until the owner activates a to change in the zoning. 3. Reducing the project area covering commercial outlets might be an error since the heavy eastbound traffic on Wye road will have fewer options for shopping on the way home from Edmonton.
Very little residential development in Campbell Heights and Ordze
I basically like Scenario B
Everything mentioned in A.

All cons. Leave us be.
It required more residential development toward Salisbury village and connection to salisbury area.
Same as for A low density would provide a better buffer and avoid destroying the CR lifestyle of adjacent landowners
same comments as before
Does not meet the vision of this project. Scenario B does not retain the country residential character of the area. As with scenario A, it moves commercial and 'medium' residential density (up to 4 story buildings) further into the acreage subdivisions!! This scenario is NOT respectful of our country residential community - would bring more traffic, light and noise pollution, garbage etc to the area. No buffer or transitioning will be sufficient to protect our community from the development proposed in Scenario A and B. Current owners on northern acreage properties are looking to redevelop their properties as they have lost the county residential character despite current buffers and transitioning. Scenario A and B just moves the "pain/harm" they have experienced down the line onto even more country residential residents.
Too much change; concerned with buffers not providing enough protection to the acreages beside them; given the potential size of the medium/mixed density housing that is proposed
Proposal for existing commercial development remain the same so more than 5 storey height is an issue -too high overlooks country residential neighbourhood detracting from country residential character of the area and properties therein. The drawback is that that altho fewer country residential properties are prosed for redevelopment, the land use remains the same with more severe impacts on newly adjacent properties than are experienced by those properties currently adjacent to existing commercial . While the preceding applies in all instances, the issue is highlighted where one property within Campbelltown Heights which does not fit the criteria of being "adjacent to existing commercial " , is proposed for redevelopment despite the fact that it would negatively impact two newly adjacent properties with one of these two being impacted on two sides by 4 storey urban development. Scenario B creates the same issue as scenario A within the subdivisions : It is unfair to newly adjacent properties – gives them much less than what has been done for current properties adjacent to existing commercial ( at least in Campbelltown Heights) and impacts all more severely . It moves the line in a more negatively impactful way that will promote instability and continuing proposals for change. Buffers shown in Video are laughable if it wasn't so sad .Less than what currently exists for currently impacted properties , despite bigger buildings proposed. Singularly , and more so when compounded together, this , and all scenarios represents a spectacular failure to respect and retain the country residential character of the subdivision in general , and more specifically , of newly adjacent properties.
should be left residential
Reduces best land use
Problem is that other than reducing the # of properties for redev't, all the other ills of scenario A are carried forward: -Building heights in existing commercial area a concern - ignores existing examples of land use ,transition and buffers worked out with residents and as well as those which were applied to the Business condo development

<p>in Ordze Park which might make redevelopment adjacent to existing commercial more palatable-better transition, less impactful, more consistent with Principles and take prior and current resident input to heart. - Whether the redev't is "community commercial" or "medium density residential", the size of the buildings next to the "new" country residential area are the same and why say "less than 5 storeys" vs just saying 4 storeys - can the buildings be just slightly less than what a 5 storey building normally is? What was the actual max height being proposed? - lot not adjacent to existing commercial still included even though it then negative impacts two other lots - buffers in video very minimal - doesn't address what happens to existing berm and fence and sound /visual barrier. Ironical that all scenarios including the one that follows seek to "make happen" 4 storey development next to country residential despite long standing strong majority resident opposition and despite Planning rep stmt in first workshop that "4 story buildings would not be placed next to country residential"</p>
<p>Do not see any drawbacks to this scenario.</p>
<p>Basic problem is no change in the nature of proposed redevelopment-too dense -too big-too hard to buffer -video presents same examples. no mention of what happens with current buffers- torn down and then minimal buffers/transition toward properties subsequently affected? Inclusion of currently unaffected property remains despite it then negatively impacting a currently unaffected lot? Three lots in Wye gardens not only go deep in that subdivision thereby affecting lots there but impact lots across RR 233 in Campbelltown Heights. While # of lots to be changed are reduced, the domino effect of those still newly affected lots will continue - will want to change now or in not too distant future - more instability. Scenario just moves the line but in a more negatively impactful way taking more away from country residential character with more conflict on the horizon</p>
<p>Despite fewer properties to be redeveloped, all the basic issues relating of density/ big building approach as identified in Scenario A remain: - Building heights in existing commercial area, - More severe negative impacts created on other county residential properties with big bldgs, multi sides of lots impacted vs existing one side, very minimal buffers or ability to actually truly buffer /transition to country residential, inclusion of one lot not currently impacted by commercial dev't but then it impacting 2 other lots, 3 lots in Wye Gardens and 1 in Campbelltown Heights extending deep into subdivision with greater overall negative impact including upon country residential character.</p>
<p>majority of ordze and Cambellheight is disconnected.</p>
<p>I selected the my business location because of the large, mature trees that line the complex on 2 sides. This land use proposal is not clear if these trees would survive the surrounding rural/acreage land being converted to medium density housing. The description of "barrier" is not clear that these trees will not be taken down and then, once the building is done be replaces with a few, immature saplings here and there, or simply open space. That would be a significant negative. If there were guarantees that the trees would be protected and remain I would be more positive about this plan.</p>
<p>We don't want redevelopment from residential.</p>
<p>far too limited for long term future needs</p>
<p>There are no drawbacks.</p>

Don't let the full potential of redevelopment happen
We need to add more country residential to Medium Residential.

Other Survey Respondents								
Scenario B								
	Q8.How satisfied are you with the overall Land Use Scenario B?		Q9.How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario B?		Q10.How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario B?		Q11.How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario B?	
	Count	%	Count	%	Count	%	Count	%
Very unsatisfied	27	14%	24	13%	26	14%	28	15%
Somewhat unsatisfied	25	13%	26	14%	27	14%	26	14%
Neither satisfied nor unsatisfied	56	29%	62	32%	66	35%	59	31%
Somewhat satisfied	63	33%	54	28%	49	26%	55	29%
Very satisfied	20	10%	25	13%	23	12%	23	12%
Total Responses	<b>191</b>	<b>100%</b>	<b>191</b>	<b>100%</b>	<b>191</b>	<b>100%</b>	<b>191</b>	<b>100%</b>

Note: Other survey respondents includes those who preferred not to answer or selected Other, those who visit the Project Area for retail and other services, work in the Project Area, are residential landowners adjacent to the Project Area, and those who are business landowners adjacent to the Project Area.



Other Survey Respondents
<b>Q12 - What do you think the pros or benefits are of Land Use Scenario B? Please do not include any personally identifying information.</b>
These look better than scenario A.
They do not factor in the impact on existing buildings , surrounding rural acreages, etc.
I am not in support of development
Less country residential redevelopment.
It seemed less variable compaired to Scenario A.
differences from A are pretty small.
Trails trails!
I see no benefits
proposed tri plex, once again is a good thing. If making any concessions for the "the type " of residents these concepts would include; Please note that seniors will not be happy with flights of stairs/two stories high.
Not sure if the example photos are any indication but bike paths are good
No high rise apartment buildingd
More for green space than A
Less Mixed Development is good. Again we already have a lot of empty commercial space in town.
No need to expand Sherwood Park
the differences are minimal in my opinion; you need better visuals to describe the differences - looks like the same presentation slides with different narrative
I like A better. More diversity.
too much development
??
Less development
Have no knowledge of that area - cannot answer
As I said before and will continue to say, if there is a available land let Sherwood Park grow.
Allows for some more community oriented services in a more central location rather than stretched along the northern edge of the current country residential.
Some residential
Not much different from scenario A, other than areal extent of commercial zone.
No comment

A logical place to infill, upgrade, develop, a neighbourhood that is too close to the center of activities that it should be ignored.
Same as A
less busy
There are none.
None
Easy access to past expansions by road, and further south via both road and car, commercial is close to residential.
I like the use of commercial buildings as a buffer zone for residential buildings noise is a major problem in other areas of the Park.
I feel this should be up to the people living in the housing around that area.
more tax revenue for the County and hopefully more variety of business
The commercial/ higher density is a good approach same as scenario A. The medium density residential is also a good transition.
pro
Less invasive to current residents.
Less density, therefore less drain on infrastructure, and environmental impact.
Don't see any pros
decreases the amount of mixed development and concentrates it around the existing main access route
greater focus on developing along N-S corridors than A
Increased pedestrian accessibility to the area
Good transition from RR233 and current commercial
No new roads have to be built
NO lot splitting, at all. ever.
I don't understand the differences. They are not apparent other than less dense than A
none
Prefer over scenario A
None
Mixed development.
No pros or benefits for me.
Residential less than 5 stories. Commercial within existing Commercial and limited Commercial
N/a
Less vehicle traffic than "A"

None
better road access to neighbourhoods
The transition from medium/low density to country living is too extreme on the spectrum. Again too transient and would introduce increasing residential crime.
good affordable housing
Lower density, but lower opportunity.
A bike path along 233 would be great.
I prefer the amount of new residential in this plan as opposed to Scenario A
Same comment as scenario A
The benefits will be a financial windfall for current owners by allowing for residential lot splitting. This will change the whole area into medium/high density. The proposal is not definitive in the allowed development, uses terms like "may" instead of can or cannot. As frequently happens in the county, once the permits are issued variances will be applied for and approved to change the area into one which maximizes profit for developer
Same as senario a
Better for rural property owners

Other Survey Respondents
Q13 - What do you think the cons or drawbacks are of Land Use Scenario B? Please do not include any personally identifying information.
Still too high density
After seeing what happened with Wye Rd, not confident this project will be finished properly.
As stated above.
Should buffer or transition entire length E-W
Con is that instead of using the land adjacent to the existing town, the big picture is to expand to Bremmer. Shouldn't we maximize what is available now for we consider expanding?
Still adding traffic and making the area around Wye road busier.
same as A
Major loss of quality of life for those that currently have homes in that area.
as long as these concepts are inclusive of the various demographics of residents is and are being considered.
Need more low income
Remove low rise apartment buildings
Still too much compact development in a rural setting.

not enough green space, especially near the medium density development
Too much redevelopment and may not be fair to the existing residents who prefer a quieter setting.
Still more developed. Not sure we need more retail/office sprall. We need places for people to gather
These plans don't show trails, etc, and Transition/Buffers are not apparent in the drawings. so it is hard to completely give a judgement.
No need to expand Sherwood Park
Too many strip malls
too much development
??
Should include trails and more residential development
no knowledge of that area do not care to answer
As before no cons.
Could be some missed opportunity to redevelop land closer to the higher density redevelopment.
Again, sad to see trees cut down and natural areas gone
Limited residential and no low income housing.
P
Less distinctive separation of commercial and residential zonation.
No comment
Residents will not be happy with potential change.
Same as A
Not enough medium density residential and mixed development
less potential for growth
Should be left as is.
Unnecesessary
Deforestation, landscaping takes up space, road network upgrades further divide wildlife corridors as much as they exist, no industry or job space, likely big windows for birds to run into, slow to implement. Few parks or green spaces that I could see. Less people /sq M! Less paths, less density, no more parks.
Not seeing much cons with this scenario
Not enough commercial or residential
Need less major developers involved .
Seems limiting. Loss of potential development at the beginning of Sherwood Park
I feel this should be up to the people living in the housing around that area.

buffers are not enough for noise control for the residential area
The mixed lower density commercial and residential is a con as it will, same as scenario A place increased development pressure on the CR lands. The CR lands should be permitted to subdivide to the same density as the residential lands south and should be serviced as part of the redevelopment process.
pro
Limited use of the land.
I really like the first plan's trail consideration, The trails that already run through Sherwood Park are something that we can all use and be proud of. nice to have the small store/shop opportunity related to a trail system as well.
To many access points to Wye road. Traffic should be funneled to existing access points.
same concerns on development of road extensions and reaction/impact to existing land owners
more concentrated, potentially more concentrated traffic
It's time to use the land
Scenario b still included land adjacent to Salisbury way. Too heavy on density and not enough on extending the trail system.
Allows for some commercial growth.
Less development than A is a pro.
Still none.
No pros or benefits.
none
no land splitting. at all. ever.
Don't know
this plan caters to the way things have always been, focus on commercial without enough thought given to density and residential mix. Too much focus on transportation for cars, and not enough for people walking/biking
As in Scenario B
Does not have an active trail system. This is important for any community area being developed.
Con is increased traffic on range road 233
Very generic description leaves too many open questions. Walking and biking are only accessible to a portion of the population. This portion is decreasing as the entire population is aging. In addition the weather here really limits the usefulness of the walking, biking alternative. I see that in Sherwood Park many times there is insufficient parking designated for those with the need for accessibility. The numbers might meet the code requirements but not the population requirements.
Impact of extending collector roads and having more mixed housing.
N/a

Less commercial opportunities.
A lot of disruption for minimal benefit
more traffic on currently quiet roads, removal of green spaces
none
Less benefits to A
Again, I'm unsure as to why more residential is needed. Or why lot splitting is needed.
The allowable development needs far tighter definition and needs to address the type and scope of variances which will be allowed.
Same as senario a
Less accessible for others and may limit business success
I'm for it
Too many people in small areas
Doesn't seem realistic to preserve the extent of country residential that is maintained, given the commercial transformation of the area already.
Attracting more people to the area is a con.
Still too much development.
Increased traffic and reduced buffer.
Scenario A is better as it kind of connect all the area together
It's an over-commercialization of an area of the county that doesn't require more infrastructure. As residents, we have at no point needed MORE grocery options or additional housing. Our area of maple grove has needed revitalization and capital injection for 2 decades and the answer from the county has always been to EXPAND rather than to incentivize residents to invest in their properties. This is a clear ploy to land developers and those who own acreages for profit.

## A.4 Scenario C

Landowner Survey Respondents within the Project Area								
Scenario C								
	Q14.How satisfied are you with the overall Land Use Scenario C?		Q15.How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario C?		Q16.How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario C?		Q17.How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario C?	
	Count	%	Count	%	Count	%	Count	%
Very unsatisfied	35	71%	26	53%	35	71%	27	55%
Somewhat unsatisfied	3	6%	8	16%	4	8%	4	8%
Neither satisfied nor unsatisfied	2	4%	6	12%	2	4%	10	20%
Somewhat satisfied	4	8%	6	12%	5	10%	5	10%
Very satisfied	5	10%	3	6%	3	6%	3	6%
Total Responses	49	100%	49	100%	49	100%	49	100%

Note: Landowners includes residential and business landowners within the Project Area.

Landowner Survey Respondents within the Project Area
<b>Q18 - What do you think the pros or benefits are of Land Use Scenario C? Please do not include any personally identifying information.</b>
less traffic which will maintain the character of the area.
none
Medium density residential is required in Sherwood Park and allows the area to maintain the country residential character.
None
no commercial development
1. Gradual southbound transition between commercial/residential activity, through light commercial/high density residential, and through a revised country residential area to the country residential area outside of the project area. This should allay the worries of country residential landowners that live just south of the project area. 2. Good access to arteries leading to work etc. in Sherwood Park and Edmonton. 3. Current and future residents will have better access to community retail outlets.
None
I feel Scenario C provides a reasonable approach to the development allowing for a smoother transition between the new development and existing country development.
The only pro is it is less destructive than A or B.
These are all terrible. Stop developing things for the sake of development. Leave the residents be, we don't want businesses around.
Less development is better. These proposals are likely to erode the CR lifestyle for the remaining residents. It should be clear that the residents supporting development wish to sell for profit and leave the neighbourhood hence they have no vested interest in the quality of the community afterwards and are motivated by profit.
same comments as before
Active transportation connection on RR 233.
Much less impact to the area
Only pro of Scenario C is fewer country residential properties proposed for change and minimal road change . This problem is that this scenario still has the ills of the previous scenarios due to 4 storey buildings proposed .
none
Better land use than existing for identified lots, but not the best. Maintains the landscape buffer
Further minimizes # of lots proposed for redevelopment and thus further reduces the # of degree of impacts on other lots .-
There isn't any because there is limited development opportunity



lowest # of lots proposed for change with least roadway impact; removal of lot 16 in Campbelltown heights from change.
Less overall impact than either Scenario A or C but this is due to the reduction in properties for re-development -not due to change land use et al which is critical .
None
This plan appears to keep density in areas already committed to commercial/housing. This makes sense.
No redevelopment is desired.
recognizes some development is needed
This scenario does not benefit the community in that it does not offer the community commercial development that would benefit all owners in the neighborhood.
None.
I didn't like this plan at all, i don't see any pros.

### Landowner Survey Respondents within the Project Area

#### **Q19 - What do you think the cons or drawbacks are of Land Use Scenario C? Please do not include any personally identifying information.**

less opportunity for redevelopment opportunities
more traffic, denser population, more garbage littered, less privacy, less quiet, less nature.
I don't want the east-west Wye Road Gardens road upgraded to urban collector nor Ordze Ave connected to Wye Road Gardens. I asked at the first meeting why there is a turning lane being added south of Home Hardware into Wye Road Gardens. No one could tell me. Now I know!!!!
Concerned with the additional traffic associated with higher density residential.
It is anti development paln for this area
traffic
1. As in A, there may be landowners living within the project area who remain concerned about higher density residential land use around them, although this will be tempered by increased land value coupled with the ability to retain one's property with no tax increases until the owner activates a to change in the zoning. 2. No provision for commercial outlets might be an error considering the increase in residential density and the heavy eastbound traffic on Wye road will not be matched by greater shopping options.
For individuals south of the proposed development it would still have some negative impact.
Everything identified in A, plus it creates the illusion of choice. Where is scenario D? We do not want development!!!!
All cons. Country residential should stay 100% residential. No mixed, no development.
it is like going status-quo and defeating the purpose of this whole excercise.

As above. Only those wishing to profit and leave the neighbourhood support development. That is very clear.
same comments as before
Does not meet the vision of this project. Scenario C does not retain the country residential character of the area. As with scenario A, B and C, it allows for 4 story buildings to be placed on current acreage properties!! This scenario is NOT respectful of our country residential community - would bring more traffic, light and noise pollution, garbage etc to the area. No buffer or transitioning will be sufficient to protect our community from the development proposed in Scenario A, B and C. Current owners on northern acreage properties are looking to redevelop their properties as they have lost the county residential character despite current buffers and transitioning. Scenario A, B and C just moves the "pain/harm" they have experienced down the line onto even more country residential residents.
Concerns about the buffers remain- these could be up to 4 stories which would be very disruptive to the next door acreages.
Firstly, residents and Council are told there will be 3 scenarios- High , Medium and Low . However, it turns out that the definition ( to date) of the forgoing is limited to # of properties. The assumption that impact is restricted to # of properties changed is incorrect - impact is measured by number , scale of development and area /location . Using 1 of 3 factors is inappropriate , Any proposal within an established urban residential neighbourhood in Sherwood Park to replace some existing single family residences with 4 story buildings which would then be next to other existing single family residences would result in outcry even though the area is urban . Yet, somehow , the thinking is that 4 story buildings are appropriate next to country residential and would retain the country residential character of the neighbourhood and newly adjacent properties . The whole suffers from the fact that no low impact scenarios have been proposed even though recent other less impactful development examples exist and have been repeatedly pointed out . Indeed, at the start to the process we were told that we would be exploring re-development, if any. Scenario C reduces the number of Country residential properties proposed for redevelopment but retains the other problems identified in other scenarios including : - Large building land use - Minimal buffering /transition - Inclusion of property not adjacent to existing commercial - Three properties in Wye Gardens go deep into Wye Gardens with impact also on Campbelltown Heights properties across from them - Lack of respect / retention of country residential character in general but specifically in relation to newly and more severely impacted adjacent properties . - Create more future instability – sets the stage for more future applications for change
leave it residential
Even further reduces best land use
Repeats the problems of previous scenarios- including a lot not currently adjacent to existing commercial and maintaining position of putting large buildings next to country residential with negative impact to country residential character , inappropriate land use transition and minimal buffering which is hard to do anyway with large buildings. This scenario is "low " only in terms of the # properties proposed for change. No low impact /lower use potentially more acceptable urban use has been included . Latter may be able to use existing buffers, and those together with

other measures, ensure less impact on neighbours while doing the best possible job of retaining the country residential character of neighbouring properties and the area in general. Last on line survey remarks indicated interest in larger lots - these would also be very marketable vs more commercial and apartments . Although covered in general in earlier remarks that lots proposed for change impact other lots to a higher negative degree, a specific note is that the three lots proposed for change in Wye Gardens go deep into that subdivision, but don't just impact that subdivision, they impact lots in Campbelltown Heights .
doesn't allow sufficient development
Repeats the same basic problems as the first two scenarios which is not surprising since the same type of dense , large building dev't remains . Effect is that respondents have not been presented with any scenario which is truly low . Reducing the # of lots proposed for change is positive but when changing them (still including a lot which doesn't meet the Principle criteria of being "adjacent to " but negatively impacting two other lots ) results in greater negative impact to other properties, fairness and continuing issues/ problems are just being created . A "low scenario" can't just look at #'s - has to consider actual impacts on the next property in line and so on , including what it sets up for the future . In short, all the basic issues remain because scenario A keeps the same dev't them in place . Heights proposed in the existing commercial are also unchanged so that problem continues as well
Big issue is that the proposed land uses remain thru all 3 scenarios including this one which we thought would be a "low " scenario. However, it remains high negative impact to newly adjacent properties. These would be impacted more severely , to a higher degree that properties currently adjacent to commercial. All of the impact concerns identified in Scenario A and B remain . Altho fewer numbers of properties would be so impacted, we should not sacrifice them and say "well it's just a few " They are our neighbours and and if their country character and enjoyment of property suffers , we all suffer ,firstly because we do care and feel for them and secondly because the approach carried thru all of the scenarios is one that will create more ongoing rather than less instability. Unhappiness and indeed, actual unfairness, will foster future proposal for re-development - a domino effect with continuing conflict . if the ultimate goal of the County is to see the subdivisions disappear /be chipped away over time, this is back door way to have that happen .One of ht objectives was to develop a plan to stop the "death by a thousand cuts" . This approach would ensure the "thousand cuts " continue.
I am confused if the drawing is suggesting building further roads through designated green space areas, particularly near Campbell heights area
No redevelopment is desired.
this is a head in the sand approach trying to get away with the least change possible and refuses to recognize future necessities
No community commercial development.
This is not great use of land close in.
This Plan is blocking the future development and progress.

Other Survey Respondents								
Scenario C								
	Q14.How satisfied are you with the overall Land Use Scenario C?		Q15.How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario C?		Q16.How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario C?		Q17.How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario C?	
	Count	%	Count	%	Count	%	Count	%
Very unsatisfied	28	16%	20	11%	24	13%	23	13%
Somewhat unsatisfied	34	19%	26	15%	32	18%	20	11%
Neither satisfied nor unsatisfied	43	24%	59	33%	47	26%	50	28%
Somewhat satisfied	50	28%	49	28%	51	29%	60	34%
Very satisfied	23	13%	24	13%	24	13%	25	14%
Total Responses	<b>178</b>	<b>100%</b>	<b>178</b>	<b>100%</b>	<b>178</b>	<b>100%</b>	<b>178</b>	<b>100%</b>

Note: Other survey respondents includes those who preferred not to answer or selected Other, those who visit the Project Area for retail and other services, work in the Project Area, are residential landowners adjacent to the Project Area, and those who are business landowners adjacent to the Project Area.

Other Survey Respondents
<b>Q18 - What do you think the pros or benefits are of Land Use Scenario C? Please do not include any personally identifying information.</b>
I feel like a robot repeating myself.
I am not in support of development
Very little redevelopment of country residential.
Less favourable to Scenario A.
Less potential impact on existing residential access than A or B
Trails are so important
Less high rise buildings in the area. More country living.
yet to be determined
I fail to see any difference between B & C
Preserves more of a rural type setting than the other 2 options. Dense housing and commercial development do not enhance the suburban atmosphere and residents did NOT move here, nor remain here, to have our hamlet become a 'dense' community with little space between neighbours.
This scenario provides a balance between redevelopment and keeping the rural feel for the existing residents as much as possible.
It maintains the opportunity for people to live close to the park but on larger lots. ; reduces the strip mall feel already present when we enter the Park.
Not a good idea at all to have Medium Density Residential right next to a main traffic thoroughfare - will cause backups on the main road during busy times.
No need to expand Sherwood Park
same comments as option B
Too limited. Not really much room for new opportunities.
same
??
Includes medium density, hopefully affordable, housing opportunities
Less change
No answer
Let Sherwood Park grow.
Least impact on current parcels and residents.
None
See comments re: scenario B.

No comment
Smart land use, the original purpose of those lots is no longer sustainable, they are adjacent to the major business center of Sherwood Park, not country living.
Same as A and B
None
I'm sorry. It is obviously inferior to scenario A. The advantages of scenario A are mostly present, I guess? But not really. I like development, so this feels like a step in the wrong direction.
Good use of higher density.
Who and how were the residences selected for transformation from country residential? Do the residents approve any of the 3 plans? Why do you not provide this information? It is difficult to rate the plans without this knowledge. Clyde Hurtig.
Less residential density is desired . More open space remaining is much preferred
Very limiting on development.
I feel this should be up to the people living in the housing around that area.
Minimizing the impact on the CR lands. It is a logical extension of commercial and mixed development along Wye Rd.
Imagine that current residents would like this scenario the best.
I see this as a happy medium to land development, which unfortunately is inevitable in Strathcona County as population increases.
Don't really see any
further concentrates the residential and increases the walkability of the neighbourhood to commercial needs
keep lots available for residential still close to town
no lot splitting,,ever,
I can't tell the difference
none
Feel that for a development standpoint, this offer's the least, I am open to B, then A
Healthier living area for humans, wildlife, etc.
Mixed development.
I see no benefits or pros from my perspective. It is the least objectionable option.
No change to country residential and lowest change
N/a
None
Not as appealing. No enemies over b or a

You need better surveys. Am i satisfied not satisfied Do not allow for people to answer questions acutely. Surveys like these are badly skewed to make sure answers are anle to ne manipulated to what you want.
DO BETTER
Refer to previous comments under A and B
.
I don't think there are pros. It's too little changes to matter.
If area re-development must be done, this is my preferred Scenario
A bike path along 233 would be great
Same comment as scenario A
The major benefits will be financial to current owners and developers as they change the proposal into higher density housing to maximized profits.
See above senarios
Less invasion on rural owners
It's good use of the land
It keeps density close to commercial use near wye road. Con is that it doesn't increase trail system
If redevelopment is required, please reduce the amount of medium-to-high density and commericalization. There are so many businesses for sale/lease along Wye Road.
N/A
Less development.
No pros or benefits.
none

Other Survey Respondents
<b>Q19 - What do you think the cons or drawbacks are of Land Use Scenario C? Please do not include any personally identifying information.</b>
Not sure that subdivisions are a good idea; depends how many will be allowed. Are they on city water?
After seeing what happened with Wye Rd, not confident this project will be finished properly.
My answers feel redundant because there may have been some minor changes there is an overall sense of not being listened too. Hence, these surveys feel futile.
The Wye road area has been lacking development for decades., this scenario would appear to continue that trend. Somewhat more development would better serve residents of the area who live further south.
Cons, lots of talk of being a more affordable community, but this doesn't work in that direction.
Limited space for new businesses and residences.
can't see any
More mixed use needed!
Buildings are still too high.
yet to be determined
Not enough residential. Need more low income
Remove all apartment and row housing.
not enough green space/ walking space
While less money generated through taxes, it's important to consider why people chose to live in Sherwood Park. And these strip malls have no foot traffic so there is always empty storefronts. This plan reduces the chance of that "more blight than boom" appearance
No Mixed Development at all - should have a bit of it.
No need to expand Sherwood Park
same
??
Roads may not accommodate having the extra traffic on them.....traffic noise will increase
Not enough change
no answer
No cons.
Lack of opportunity for community oriented services like cafes and other business that would help connect the redeveloped neighbourhoods together.
Limited residential and no low income housing.
See comments re: scenario B.



No comment
Resistance to change
Same as A and B
not as much change to stimulate regrowth to area
Unnecessary
My change hating side is dissatisfied because the only area I care about (the commercial area) is getting redeveloped, my industrious side is unsatisfied because Sherwood Park is not increasing in population density much, my pragmatic side is unsatisfied because Sherwood Park is not getting more seniors homes (Am I mistaken in believing it is a lack in the County?), my democratic socialist side is unsatisfied because the services are just not there, and my profitability side is unsatisfied because it has little jobs or offices. My environmental side is unsatisfied because it has no true natural spaces (shocker!- it's a city!), and my religious side is unsatisfied because no churches. Overall, it feels blah.
Not enough protection from Wye Rd for a large section of residential houses does not address the use of alternative sources of power or environmental impact on residents.
Not enough commercial or residential
I feel this should be up to the people living in the housing around that area.
Will still impact the CR lands in a negative manner. The CR lands should be permitted to subdivide to the same density as the residential lands the the south, and should be serviced accordingly. Limiting the amount of medium density development to such a small area will create development pressure to have medium density residential along the entire length south of the commercial and mixed use land use.
The cost of upgraded roads and transportation is greater considering the low development area.
Can we not maintain the green spaces which surround and buffer this County? More and more we are seeing the depletion of animal habitat to increase the taxation base, and we are really destroying the beauty out here, and the reason that so many people appreciate this lovely community. How large do we really need to get??
To many access points to Wye Road. Traffic should be funnelled to existing access points.
similar concerns on road development, especially the extension of roads through open space - it is not clear if these are active walking transportation routes or intended to be converted to vehicle traffic
no significant change, we are likely to be revisiting the issue again in the near future
no lot splitting , ever.
Cant tell the difference
If all we do is build subdivisions with no mixed development then all we are doing is putting people in cars to drive all over sherwood park - look at Summerwood, there is nothing within walking distance. Mixed development encourages walking/biking. It will also "soften" the look and feel of this section of wye road, which right now looks unattractive due to all the low level strip malls
Transportation, safety, infrastructure issues

Is there affordable housing being proposed for this area?
Increased traffic on range road 233
Mixed residential housing
N/a
More residential density without additional resources.
less commercial
removal of green spaces, more traffic
like the idea of more affordable housing being made available
Not enough changes, no need to do this over A or B.
.
Allowable type of developments must be defined. A few trees as a buffer between a 6 storey appt block and country residential is not acceptable.
See above scenarios
Not much draw for new business
I'm for any devilment
If more commercial buildings take over sacred acreage land, you are driving up the prices for business owners and leading to even more scarcity on wye road. Put the money towards those buildings and spaces already zoned for commercial rather than trying to expand into natural areas that are already limited
Just not a realistic future for this particular area -- just seems to be forestalling the inevitable rather than more realistic and sensible preservation of residential areas that of course would make sense if the area hadn't already been transformed with the presence of Wal-Mart, Home Hardware and the associated traffic, noise etc..
Limited development.
More traffic and reduced buffers.
It's an over-commercialization of an area of the county that doesn't require more infrastructure. As residents, we have at no point needed MORE grocery options or additional housing. Our area of maple grove has needed revitalization and capital injection for 2 decades and the answer from the county has always been to EXPAND rather than to incentivize residents to invest in their properties. This is a clear ploy to land developers and those who own acreages for profit.

## A.5 Land Use Scenario Preference and Details

After selecting their Land Use Scenario preference, survey participants were asked if there is anything they would like to see changed about their Land Use Scenario preference.

Landowner Survey Respondents within the Project Area		
Q20. Which of the potential land use concept scenarios best align with what you would like to see for the future of the Project Area?		
Response	Count	%
Land Use Scenario A	21	43%
Land Use Scenario B	3	6%
Land Use Scenario C	8	16%
None of the Land Use Scenarios align with what I would like to see for the future of the Project Area (please tell us why) Please do not include any personally identifying information	17	35%
Total Responses	49	100%
Q20.1 - None of the Land Use Scenarios align with what I would like to see for the future of the Project Area (please tell us why) Please do not include any personally identifying information: Which of the potential land use concept scenarios best align with what you would like to see for the future of the Project Area?		
no need to develop at all.		
All scenarios impact the way we live and take away my neighbour's home! You don't care!		
WE DON'T WANT DEVELOPMENT! You continue to lie and break promises that we won't be affected!!! every few years it is the same old thing. New planners and new council, same old tricks.		
I don't want any development. We live on an acreage because we want to live in peace. Just leave us be.		
I prefer no development and maintaining the CR lifestyle for residents and neighbouring communities. C is best of the 3 though		
there should be an option D where there is no further encroachment into the country residential subdivisions. Maybe offer lot splitting as an alternative.		
I do not support any new commercial and medium density residential development on country residential properties for this Project Area. Scenarios A, B and C will not retain the country residential character of the area (even with buffers and transitioning as deemed ineffective by current northern acreage property owners seeking to redevelop their properties due to loss of country residential life). Scenarios A, B and C do not abide by the vision and principles of this Project.		

I don't like the large scale medium density housing. I might be okay with lot splitting in the affected lots.
See previous comments. Inappropriate land use re size and type of buildings , minimal buffers, newly adjacent properties are impacted more negatively than properties currently adjacent to existing commercial , one that is not adjacent to existing commercial is included for re- dev't even though it's redevelopment then significantly impacts 2 other properties . All does not meet intent of Principles#1 and #2. Ignores previous inputs/agreements re urban development abutting country residential, transition and buffering as well as other recent examples More future instability created rather than less . One major reason for project was to avoid "death by a thousand cuts"" due to ad hoc almost ongoing proposals. "
Large part of reason is the type of redev't proposed which is not compatible with country residential - doesn't respect the country residential character , ignores majority resident input both currently and in the recent past e.g Salisbury Village ASP , Ordze Oak Business condo dev't , etc
Incompatible proposed dev't which creates more problems of an ongoing nature . Scenarios not well aligned with Principle. See previous remarks for full reasons s
Basic development, big build approach with less regard to properties which become impacted vs current impacts to properties proposed for re- dev't PLUS the considerations they have received vs what little consideration newly impacted properties would receive. NO actual "Low "" scenario "
We do not wish any change to the existing residential development.
<b>Q21A - Is there anything you would like to see changed in Land Use Scenario A?</b>
I would like to see more opportunities for redevelopment for those country residential lots that are not adjacent to wye road
Like to add more country residential to urban residentials
Add more area for residential development
remove all country residential and change the zoning to medium residential and estate homes
remove all country residential and change the zoning to sigle family and duplex homes
the furthest south area should allow a better transition to the commercial and high density area such as residential subdivision
Add change more country residential to medium residential. Atleast 3 pracles along the current development.
<b>Q21B - Is there anything you would like to see changed in Land Use Scenario B?</b>
Opportunity for more businesses and higher density residential.
<b>Q21C - Is there anything you would like to see changed in Land Use Scenario C?</b>
Upgrades roads
leave redevelopment strictly to parcel east of 233
the roads issue as noted previously

Other Survey Respondents		
Q20. Which of the potential land use concept scenarios best align with what you would like to see for the future of the Project Area?		
Response	Count	%
Land Use Scenario A	70	40%
Land Use Scenario B	23	13%
Land Use Scenario C	42	24%
None of the Land Use Scenarios align with what I would like to see for the future of the Project Area (please explain) Please do not include any personally identifying information	39	22%
None of the Land Use Scenarios align with what I would like to see for the future of the Project Area (please tell us why) Please do not include any personally identifying information.	3	2%
<b>Grand Total</b>	<b>177</b>	<b>100%</b>
Q20.1 - None of the Land Use Scenarios align with what I would like to see for the future of the Project Area (please tell us why) Please do not include any personally identifying information.:Which of the potential land use concept scenarios best align with what you would like to see for the future of the Project Area?		
More land for medium density		
Existing country residential lots should be retained. Redevelopment should occur in existing commercial lots.		
Buildings are too high		
SPark already has too many high/medium density areas. Folks move here for low density residential.		
Don't care		
While I prefer c to what's presented here, I am disappointed that none of the proposals increase our trails and green places.		
I'm not in love with any of them.		
No need to expand Sherwood Park		
I would like to see a development similar to Centre in the Park in terms of smaller commercial, higher end residential condo/apt with underground parking, lots of free walking spaces and no vehicular traffic. Commercial should be of the kind to attract shoppers and walkers - some professional bldg (medical? on the periphery to allow parking/easy access), unique restaurants and shops (what Whyte ave used to be before the bars took over) or downtown Banff/present day Canmore CBD concept		
remain rural		
know nothing about that area - never go there		
I like them all, just let Sherwood Park Grow.		

Traffic and noise
To satisfy Strathcona County's savage thirst for tax revenue
The best of these 3 for me would be Scenario B but it does not address the environmental noise pollution or the use of alternative power sources or air quality.
I stated my reasons on the previous page. More info on resident's preferences is needed.
Not relevant to us.
A is the best if the 3 but would like to see more commercial and residential
I feel this should be up to the people living in the housing around that area.
My preference is to use scenario C and extend the band of medium density residential along the entire length of the commercial band. Also the scenario should show the CR lands and their potential subdivide density similar to the estate residential to the south
I can't tell the difference between them
Range road 233 is already too busy.
Can't tell as the description was too generic, there was so little detail in the descriptions that I find it nearly impossible to discriminate between them.
This is a skewed survey so that the answers can be manipulated to what you want.
See previous comments
to difficult to see all the scenarios at once to do an appropriate analysis
The only differences between the scenarios is the plot plan. Each scenario allows for any type of development the developers wants to maximize profits.
more traffic, reduced buffer areas and ending the country lifestyle.
stay same as now
It's an over-commercialization of an area of the county that doesn't require more infrastructure. As residents, we have at no point needed MORE grocery options or additional housing. Our area of maple grove has needed revitalization and capital injection for 2 decades and the answer from the county has always been to EXPAND rather than to incentivize residents to invest in their properties. This is a clear ploy to land developers and those who own acreages for profit.
<b>Q21A - Is there anything you would like to see changed in Land Use Scenario A?</b>
Only if it is totally beneficial to the whole Scenario.
Larger, more dense buffer zone
High density residential or low income
Add a park/playground
Add some low income housing. Very low supply in SP.
Advanced particulars re: development/redevelopment possibilities within residential zone.

A park or two.
More opportunities to subdivide to ~1 acre
If you start to split lots, or allow lot splitting, I can assure you that you will be opening a can of worms. Either the acreages are allowed to remain the same, or bulldoze them all and make a buffer zone
re-align transportation collector roads through less access points to wye road
more walking trails
Traffic is already a nightmare at certain times of the day, especially at the Ordze Av intersection.. In scenario A, the Ash street intersection should become the main intersection of this area, being a traffic circle, not a lighted intersection. The Ordze Av intersection should be changed to allow south bound turns from eastbound traffic, north bound turns from west bound traffic, remove the traffic lights, prevent traffic from crossing RR233.
Lots of Bike Lanes! Lots of Bike Trails! Design for Human transportation, not just cars.
More mixed commercial residential in Campbelltown Heights
<b>Q21B - Yes (please explain) Please do not include any personally identifying information.:Is there anything you would like to see changed in Land Use Scenario B?</b>
more green park/walking space
I would like to see easy connection between the subdivisions to the south using paved trails.
<b>Q21C - Is there anything you would like to see changed in Land Use Scenario C?</b>
No strip malls
Expand the roads to accommodate increased traffic
natural
more buffer tree alignment and separation
less developed land, more use of walking Trails, and maintenance of rural, environmental areas.
a little more open space
less development
Less mixed residential
Better trail connectors for walking/biking
More biking and walking trails could be updated/added/fixed.. why these natural elements need to be accompanied by commerical buildings and medium density, doesn't make sense

## A.6 Buffer Preference

Landowner Survey Respondents within the Project Area		
What do you envision for buffering and/or land use transitioning between parcels identified for potential redevelopment opportunities and existing country residential in the Project Area??		
Response	Count	%
A physical buffer in the form of natural vegetation (including landscaping, vegetated berms, etc.)	39	37%
A physical buffer in the form of fencing	26	25%
Increased setback requirements for new developments, where they area adjacent to country residential parcels	14	13%
A requirement for lower building heights for new developments, where they are adjacent to country residential parcels	15	14%
No opinion/don't know	3	3%
Other (please specify) Please do not include any personally identifying information.	9	8%
<b>Total Responses</b>	<b>106</b>	<b>100%</b>
Other (please specify) Please do not include any personally identifying information		
There should be none because this proposal is terrible and is ruining people's lives. This is your job. This is our LIFE.		
No changes		
All of the above combined		
As stated in my earlier responses, buffering and transitioning for commercial and medium density residential buildings next to country residences will be inadequate to protect the character of the country residential community. There is far too great a gap between the lifestyle/surroundings of these two extremes, to be mitigated with fences, berms etc.		



often need to combine all or many of the above .Not just building heights but type and use e.g low density urban and/or estate residential is important . Previous survey had many comments questioning need of more apartments and /or commercial given existing vacancies and expected long tem recovery , but noted several comments re interest in larger urban lots so that type of urban residential could meet community needs better. Existing buffers such as berms with fence and sound /visual barriers could be retained to buffer that type of development while the larger lots would transition better with newly impacted properties with the whole being more in keeping with retaining country residential character
All of the above may have to be combined but physical buffering is very important
All often required as combination but physical buffers very important ysical
physical buffer (keep mature trees and setback requirements from the trees - ensure that new owners of land cannot subsequent cut trees down
allowing country residential subdivision

Other Survey Respondents		
What do you envision for buffering and/or land use transitioning between parcels identified for potential redevelopment opportunities and existing country residential in the Project Area?		
Response	Count	%
A physical buffer in the form of natural vegetation (including landscaping, vegetated berms, etc.)	163	40%
A physical buffer in the form of fencing	38	9%
Increased setback requirements for new developments, where they area adjacent to country residential parcels	86	21%
A requirement for lower building heights for new developments, where they are adjacent to country residential parcels	90	22%
No opinion/don't know	15	4%
Other (please specify) Please do not include any personally identifying information.	11	3%
<b>Total Responses</b>	<b>403</b>	<b>100%</b>
<b>Other (please specify) Please do not include any personally identifying information</b>		

fencing AND vegetationAND setbacks!!!
I am not in support of development
Don't agree with country residential
Don't develop any
how about a nice park
Keep the height within the regulations of Sherwood Park. As they are at present.
maximal incorporation of current (i.e. established) vegetation within future buffers.
Leave the land alone
The vegetation barrier would require 2000 feet to bring the noise level down to a healthy limit. The fence would just move the noise to another section of the development. Better control over what is acceptable from vehicles would help. In other parts of the World they have developed a standard of how quiet can we make it attitude. Trails and parks are helpful for absorbing some of the exhaust fumes and other environmental problems if they are set up properly. The commercial buildings could be used as a buffer if they were designed to keep noise down. Better bye laws to control noise levels.
Similar to the existing Wye Crossing development using a combination of fencing, park spaces, landscape buffering and transitions in height and elevations
Parks, play grounds
Fencing would be a wall.
More space between new developments and older established communities.
stay same as now but BIG FENCES otherwise

## A.7 Lot Splitting Preference

Landowner Survey Respondents within the Project Area		
What do you envision for lot-splitting opportunities within the country residential parcels of the Project Area?		
Response	Count	%
One additional parcel to be subdivided; however the minimum parcel size must be 0.8 ha (2.00 acres)	14	25%
More than one additional parcel to be subdivided; however the minimum parcel size must be 0.2 ha (0.5 acres)	9	16%
More than one additional parcel to be subdivided; however the minimum parcel size must be 0.125 ha (0.3 acres)	20	35%
No opportunities for lot-splitting of country residential parcels	3	5%
No opinion/don't know	3	5%
Other (please specify) Please do not include any personally identifying information.	8	14%
<b>Total Responses</b>	<b>57</b>	<b>100%</b>
<b>Other (please specify) Please do not include any personally identifying information.</b>		
Similar to many areas found in St. Albert another option may be -More than one additional parcel to be subdivided; however the minimum parcel size must be 1 acre		
No subdivision? Not like we will have a choice anyhow..		
infrastructure won't support it for all lots and if all can't none should		
Need more info re: servicing, roadway implications etc. to comment on lot splitting.		
I don't agree with lot splitting in all lots, but potentially in the lots that have been impacted by commercial development.		
.3 acres lots may be OK if confined to the lots identified for change in scenario C- would be more appropriate transitional use than 4 story buildings - provide better transition and recognition of Country residential character . Existing buffers could be retained with some spatial and other buffers to newly adjacent country residential properties.		
1acre		
If lot splitting within the Campbelltown Heights subdivision occurs and such lots are serviced by existing water and sewer infrastructure , properties which paid for that infrastructure should receive compensation		
taion occurs		

Other Survey Respondents		
What do you envision for lot-splitting opportunities within the country residential parcels of the Project Area? Please select all that apply.		
Response	Count	%
One additional parcel to be subdivided; however the minimum parcel size must be 0.8 ha (2.00 acres)	48	26%
More than one additional parcel to be subdivided; however the minimum parcel size must be 0.2 ha (0.5 acres)	35	19%
More than one additional parcel to be subdivided; however the minimum parcel size must be 0.125 ha (0.3 acres)	22	12%
No opportunities for lot-splitting of country residential parcels	25	13%
No opinion/don't know	46	24%
Other (please specify) Please do not include any personally identifying information.	12	6%
<b>Total Responses</b>	<b>188</b>	<b>100%</b>
Other (please specify) Please do not include any personally identifying information.		
Sewage disposal?		
I am not in support of subdivision		
sounds like the country doesn't want to upset the existing landowners, unlike Bremmer		
Don't develop any		
Stop the idiocy		
Not a big fan of lot splitting better to acquire several lots and design a higher density area.		
I need to know what the effected residents want.		
Split as many times, minimum is three or more acreas.		
lot splitting is the worst possible decision.		
Splitting country residential lots down to 0.3 acres should not be allowed, as 0.3 acres are too small and should require a change in land use.		
Minimum should be 1 acre		

## A.8 Additional Comments

Landowners Survey Respondents within the Project Area	
Do you have any additional comments related to the South of Wye ARP Project? Please do not include any personally identifying information in your response.	
What is the point? You are going ahead anyway! The turning lane into Wye Road Gardens has already been started.	
Scenario A align the best with area development and vision of county. I think some more adjacent parcels should be changes to residential parcels	
Thanks for the opportunity.	
PLEASE leave us alone! This may be your job, but these are our lives you are toying with! We DO NOT WANT DEVELOPMENT!	
Just stop. We don't want development. Focus your time and money on fixing rundown schools.	
I think ARP should connect Salisbury village with Campbell heights.	
It would not be fair to allow some to subdivide and others not and clearly all lots cannot be subdivided as the infrastructure cannot safely support doubling of the residences at a minimum	
please listen to what the residents are saying and don't go forward with your own agenda	
I am very concerned about the vision statement and the accompanying three proposed scenarios for redevelopment of the Project Area. In the draft vision statement, ..."any" redevelopment of country residential parcels was included; however, in the final version, "any" was deleted. This makes it appear as if there is a consensus to support the redevelopment of country residential parcels. Furthermore, all scenarios presented for review had significant redevelopment of select country residential properties (as reflected in the vision statement). I strongly believe the consultative process is being manipulated to direct discussion towards supporting development. Not one scenario presented proposed no development or low density residential development on country residential properties despite survey and online group feedback of participants with this viewpoint. This is very disconcerting....make participants initially discuss/review scenarios with commercial and medium density development (up to 4 story buildings) to then come back with lower density options in round 2 - which will seem appealing after the first set of options (this is a common negotiation tactic). Please stop manipulating the process to come up with a result (pro development) to justify the money being spent on this Project.	
No - exhausted !	
smaller parcels of .3 and .5 acres or even large urban lots might be good in Scenario C, in the lots proposed for change instead of medium density residential - better land use transition , more respectful of country residential character and readily marketable . They could be buffered by the existing berm and fence plus sound /visual barrier . A berm and fence can be added along RR233 in front of re-developed parcels	

which in turn can transition / buffer more easily with neighbouring country residential parcels -also by a berm and fence or berm plus tree plantings .Preceding has much less negative impact on other properties and is much fairer approach .
Some development in Campbelltown Heights is inevitable given its location. If development can occur without affecting the infrastructure of Campbelltown Heights and buffering protects other residents from the lot(s) being developed then development should be allowed
"Lot splitting" to estate size or even large urban lots rather than the dense and large buildings proposed for the lots identified in Scenario A for change , would still densify some current country residential, be more transitional and easier to buffer while retaining existing buffers to buffer them from more intensive commercial/mixed use development in existing commercial areas . forgoing would be more respectfull of country residential character of newly affected lots. Such lots likely would have a ready market Survey is challenging for residents who live in the area, have knowledge of the area and have been getting benefit of more specific information and discussion - may be very challenging for general public who don't have that background plus have to reference and evaluate other info as they do the survey. Concern re lot splitting into smaller parcels within the subdivisions is that it significantly changes the character of the area .
Must have lower density/ lower impact truly transitional approach between any properties that are to be developed and the next country residential lot in line plus consider the overall effect of subdivisions . Ready existing examples of transitions involving extensive resident input have been ignored despite repeated reminders of same . Estate type lots such as the .3 or .5 acre size options in #22 (lot splitting) wouldn't maintain the country residential character within the subdivisions but would be an ideal transitional approach in Scenario C . Could possibly mix in some large urban lots , retain current buffers for them and then transition between them and country lots is likely easier .Approach densifies beyond current levels in a more respectful manner and better interface. More marketable as well
No commercial creep into our residential neighbourhoods.

Other Survey Respondents
Do you have any additional comments related to the South of Wye ARP Project? Please do not include any personally identifying information in your response.
Will you be conducting a biological survey of the area to make sure indigenous plants and wild life are included in the proposed plans?
No
Change it
Thank you for acknowledging trail development we have been asking for this for years and you are listening. Thank you recreation!
the wording in item # 3 in the buffering land use transition question is confusing / typo (are/area)/ a problem for sure.

Remove high and medium density residential.
Lot splitting changes the look and often architectural look of the existing neighborhood in a negative way.
None
No
Will infill construction parameters align with current conditions/requirements as they apply within Sherwood Park? Can traffic calming measures be anticipated concurrent with proposed redevelopment (i.e. transportation) undertakings?
No comment
Stop stop stop!
What ever you do it will not please everyone but if you improve the building codes to include. Environmental friendly power and better sound proofing materials then we will have achieved a better housing project.
No
If the density of the country residential lots is to happen, would supporting infrastructure be able to support the increased use? Are these lots on municipal water and sewer and are the existing infrastructure in need of upgrade if the lots are split and more demand is put on the system?
Yes, under no circumstances should lot splitting be allowed. There are too many problems associated with this type of plan. All the other aspects are very good.
Why does the construction have to occur for 16 hours per day (or more) + 6 or 7 days per week? We work full time jobs, then go home to enjoy some peaceful quiet time with our families but have to endure heavy equipment, 100 + decibel back-up alarms, gravel truck tailgates slamming repeatedly, etc, etc. It's just not fair. We pay big taxes but it seems the County could care less about us. Could the construction end at 5 pm each night to respect the adjacent residents???
Would like mixed residential and commercial to not be more than a couple of stories
Put some effort into improving traffic throughput.
Traffic Flowmaster considered.
Wuit sending out surveys like this one
Lot splitting is important.
The area has a history of accepting vague development project scopes and endless changes to the permits to increase profits. Any changes should require public review/approval.
no
No more high density near Salisbury village. Encourage more trail systems. Have architectural requirements on all buildings to give curb appeal.
Please consider the change of environment from the North side vs the South. Families don't want to move because the North side is virtually Edmonton and people are required to move to Fort or Ardrossan to get any form of space from this density. Don't ruin Sherwood Park please!!!!

None.
horrible consult
It's an over-commercialization of an area of the county that doesn't require more infrastructure. As residents, we have at no point needed MORE grocery options or additional housing. Our area of maple grove has needed revitalization and capital injection for 2 decades and the answer from the county has always been to EXPAND rather than to incentivize residents to invest in their properties. This is a clear ploy to land developers and those who own acreages for profit.



## 9. APPENDIX B – Residential Landowner Workshop Poll Data

### B.1 Relationship to the Project Area

Relationship to the Project Area	Count	%
Residential landowner within the Project Area	14	93%
Other	1	7%
<b>Grand Total</b>	<b>15</b>	<b>100%</b>

### B.2 About Land Use Scenario A

How satisfied are you with the overall Land Use Scenario A?		
Response	Count	%
Very unsatisfied	8	53%
Somewhat unsatisfied	2	13%
Neither satisfied nor unsatisfied	2	13%
Somewhat satisfied	2	13%
Very Satisfied	1	7%
<b>Grand Total</b>	<b>15</b>	<b>100%</b>

How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario A?

Response	Count	%
Very unsatisfied	9	60%
Somewhat unsatisfied	3	20%
Somewhat satisfied	1	7%
Very satisfied	2	13%
<b>Grand Total</b>	<b>15</b>	<b>100%</b>

How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario A?

Response	Count	%
Very unsatisfied	9	56%
Somewhat unsatisfied	2	13%
Somewhat satisfied	1	6%
Very satisfied	4	25%
<b>Grand Total</b>	<b>16</b>	<b>100%</b>

How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario A?

Response	Count	%
Very unsatisfied	9	56%
Somewhat unsatisfied	1	6%
Neither satisfied nor unsatisfied	2	13%
Very satisfied	4	25%
<b>Grand Total</b>	<b>16</b>	<b>100%</b>

## B.3 About Land Use Scenario B

How satisfied are you with the overall Land Use Scenario B?		
Response	Count	%
Very unsatisfied	9	56%
Neither satisfied nor unsatisfied	2	13%
Somewhat satisfied	1	6%
Very satisfied	4	25%
<b>Grand Total</b>	<b>16</b>	<b>100%</b>

How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario B?		
Response	Count	%
Very unsatisfied	8	50%
Somewhat unsatisfied	2	13%
Somewhat satisfied	2	13%
Very satisfied	4	25%
<b>Grand Total</b>	<b>16</b>	<b>100%</b>

How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario B?		
Response	Count	%
Very unsatisfied	10	67%
Neither satisfied nor unsatisfied	2	13%
Very satisfied	3	20%
<b>Grand Total</b>	<b>15</b>	<b>100.00%</b>

How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario B?		
Response	Count	%
Very unsatisfied	11	69%
Neither satisfied nor unsatisfied	1	6%
Very satisfied	4	25%
<b>Grand Total</b>	<b>16</b>	<b>100%</b>

## B.4 About Land Use Scenario C

How satisfied are you with the overall Land Use Scenario C?		
Response	Count	%
Very unsatisfied	10	63%
Somewhat unsatisfied	2	13%
Neither satisfied nor unsatisfied	1	6%
Very satisfied	3	19%
<b>Grand Total</b>	<b>16</b>	<b>100.00%</b>

How satisfied are you with the overall proposed transportation network (including both roads and active transportation connections) identified in Land Use Scenario C?		
Response	Count	%
Very unsatisfied	6	38%
Somewhat unsatisfied	4	25%
Neither satisfied nor unsatisfied	2	13%
Somewhat satisfied	4	25%
<b>Grand Total</b>	<b>16</b>	<b>100%</b>

How satisfied are you with the parcels that are identified for potential redevelopment opportunities in Land Use Scenario C?		
Response	Count	%
Very unsatisfied	10	63%
Somewhat unsatisfied	3	19%
Neither satisfied nor unsatisfied	1	6%
Somewhat satisfied	1	6%
Very satisfied	1	6%
<b>Grand Total</b>	<b>16</b>	<b>100.00%</b>

How satisfied are you with the proposed transitions/buffers proposed between parcels that are identified for potential redevelopment opportunities and existing country residential in Land Use Scenario C?		
Response	Count	%
Very unsatisfied	11	69%
Neither satisfied nor unsatisfied	2	13%
Very satisfied	3	19%
<b>Grand Total</b>	<b>16</b>	<b>100%</b>

## B.5 Land Use Scenario Preference

Which of the potential land use concept scenarios best align with what you would like to see for the future of the Project Area?		
Response	Count	%
Land Use Scenario A	1	7%
Land Use Scenario B	2	13%
None of the Land Use Scenarios align with what I would like to see for the future of the Project Area	12	80%
<b>Grand Total</b>	<b>15</b>	<b>100%</b>

## B.6 Buffer Preference

What do you envision for buffering and/or land use transitioning between parcels identified for potential redevelopment opportunities and existing country residential in the Project Area? Please select all that apply.	Count	%
A physical buffer in the form of natural vegetation (including landscaping, vegetated berms, etc.)	12	27%
A physical buffer in the form of fencing	6	13%
Increased setback requirements for new developments, where they are adjacent to country residential parcels	10	22%
A requirement for lower building heights for new developments, where they are adjacent to country residential parcels	11	24%
Other (please specify in the chat box)	6	13%
<b>Grand Total</b>	<b>45</b>	<b>100.00%</b>

## B.7 Lot Splitting Preference

What do you envision for lot-splitting opportunities within the country residential parcels of the Project Area? Please select all that apply.	Count	%
More than one additional parcel to be subdivided; however the minimum parcel size must be 0.125 ha (0.3 acres)	2	11%
More than one additional parcel to be subdivided; however the minimum parcel size must be 0.2 ha (0.5 acres)	3	17%
No opinion/don't know	4	22%
No opportunities for lot-splitting of country residential parcels	7	39%
One additional parcel to be subdivided; however the minimum parcel size must be 0.8 ha (2.00 acres)	2	11%
<b>Grand Total</b>	<b>18</b>	<b>100.00%</b>

## 10. APPENDIX C – Email Correspondence

March 19, 2021

Hi, Janna

Yes , please add the noted comments .

Also, a couple of questions arising after further review :

In reworking the workshop calculations for Principle 4 to base the percentages upon respondents , my numbers and percentages only work out if there are 22 actual respondents rather than 21 ( Quick check: 21% did not respond -  $28 \times 21 = 5.88$  persons;  $28 - 5.88 = 22.12 = 22$  respondents ) . Can you confirm if either: a) the # of respondents s/b 22 ; b) if the reported percentages s/b different or c) I have miscalculated in some way ?

The report states that the principles will be revised to distinguish between the commercial and country residential area. The different approach could be positive and interesting to review in conjunction with a revised Vision statement . However, the last statement on p.55 of the report says that the **finalized** Vision and Guiding Principles will be shared with the **public** in Phase 3 along with potential land use concept scenarios . Given the different approach , the critical overall importance, as well as the concerns throughout the report about intents and meanings of the Statements, is there a plan to share the revised Vision and Principle statements with area landowners for comment and input **prior to** public notification and the development of concept scenarios in Phase 3 ?

March 26, 2021

Campbelltown Heights Residents Working committee

Hi, Janna .

Thanks for the quick response and word changes - they clarify some matters and are appreciated .

However, the following statement, : "For Guiding Principle #4, it is also intended to reference potential future commercial areas within existing country residential parcels that may redevelop that are adjacent to that area" ( bolding and underlining added ), is apparently in response to the recommendation to add the word " existing " commercial... in Principle 4. The response seems to be at odds with what has gone before :

The presentation to Council identified Principle #4 as being "low hanging fruit" with people being OK with varied redevelopment in this area based upon market forces. The presentation clearly applied to the existing South of Wye Road ARP commercial area, and

Paragraph 3 of Principle #2 which applies to the existing country residential areas , already contains wording (very similar to Principle #4 ) regarding potential redevelopment, including future commercial, in adjacent country residential properties. e.g.

**"Re-subdivision for urban development, such as commercial, community services, or higher density forms of housing, must be located adjacent to the existing commercial area south of Wye Road and include buffers and appropriate and use transitioning to adjacent country residential uses.** (underlining indicates assumed or similar re- wording), so there is no need to duplicate wording by **also** having Principle 4 wording apply .

Further , mixing the existing commercial area and existing country residential areas within one Principle is inconsistent with the following statement from the phase 2 report : **"The draft Guiding Principles will also be revised to distinguish between Guiding Principles for the commercial area and Guiding Principles for the country residential area.**

Accordingly, the word "existing " should also be inserted into both the Principle #4 lead in as well as in the first sentence .

Also please note that your response does not include adding the word "buffer " to Principle #4 . Adding the word "buffers" is necessary for reasons similar to Principles#1 and #2 .e.g . a future tall tower in the existing commercial area may require some additional buffering considerations; not all adjacent country residential may be redeveloped ; and, of course , buffer provisions are currently contained within the existing South of Wye Road ARP.

Recommended word changes are minor but would be consistent with the points made .The subsequent wording would look something like this:

## **Guiding Principle # 4 Support a mix of uses in the existing commercial area south of Wye Road**

"The existing commercial area south of Wye Road will have the opportunity to redevelop into a mix of uses to ensure flexibility for the future. Redevelopment of this area could take the form of a variety of commercial uses, community service uses, as well as accommodate higher density forms of housing, and will include buffers and appropriate land use transitioning to adjacent country residential uses.

I note that the Vision statement also does not contain the word "existing "in regard to the commercial area south of Wye Road ". Shouldn't the word "existing " be inserted there for clarity and consistency with the wording in the Principles ?

e.g " Redevelopment that does occur will work towards supporting a mix of uses within and adjacent to the **existing commercial** area south of Wye Road" ( "existing" added and bolded ).

Please consider the foregoing as part of the objective for clarity, consistency and common understanding .

Thank you for your time and consideration.

Campbelltown Heights Residents' Association Working Committee