



CENTRE IN THE PARK

Phase 3 Engagement Summary

March - November 2019

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INTRODUCTION

Centre in the Park is the heart of the Sherwood Park community, and includes Broadmoor Lake, Festival Place, the Community Centre, County Hall, Sherwood Park Mall, and a variety of residential and commercial developments. Over the next several years, a revised Area Redevelopment Plan for Centre in the Park will guide its future land uses, design, transportation network, green space, and overall development. In order to ensure that the plan responds to community needs and complements the surrounding areas, a three-phase engagement strategy will seek to craft the vision for Centre in the Park through community events and discussions.

PHASE 3 ENGAGEMENT

SUMMARY

Phase 3 Engagement occurred between March, 2019 and November, 2019 and included the following activities:

- 1** One-on-one meetings, phone calls, and written correspondence with residents and landowners
- 2** Newspaper advertisements, social media postings, digital ads, posters, e-newsletters, and landowner letters advertising the project information and engagements
- 3** A public open house on October 24, 2019 with opportunities for written comments and the completion of comment sheets
- 4** An online survey open October 25 to November 14, 2019
- 5** Internal and external document circulations
- 6** Council Advisory Committee Presentations

ONE-ON-ONE MEETINGS

The County had one-on-one meetings and conversations with the public and catholic school boards as well as area residents and stakeholders. Meetings aimed to gain feedback on drafts of the project documents and integrate comments into the final documents.

ADVERTISEMENTS

The open house was advertised through the distribution of 1012 letters to surrounding landowners in advance of the open house. The open house was also advertised through the County project webpage, an e-newsletter, Sherwood Park newspaper advertisements, social media, and digital signs at County facilities and transit stations.

The County used social media to reach a total of 4,921 people on Facebook, and 5,419 people through their Twitter account.

OPEN HOUSE

The open house took place on October 24, 2019 at the Community Centre from 5:30pm to 8:30pm. There were 98 people who attended, and 28 comment sheets were filled out. County and consulting staff were in attendance to answer questions and take notes. The draft Area Redevelopment Plan (ARP) and Land Use Bylaw (LUB) were available at the open house along with supporting storyboards explaining the various policy areas and zoning areas. Storyboards regarding density transitions, active mode connections, and conceptual street cross-sections were also on display. The storyboards, draft ARP, and draft LUB were posted on the County website following the open house. The comment sheet has been included in Appendix B and the open house storyboards are included in Appendix C.

ONLINE SURVEY

An online survey was open between October 25 and November 14, 2019. The online survey asked the same questions as those posed on the open house comment sheet. The online survey was available on both SurveyGizmo and SCOOP (Strathcona County Online Opinion Panel).

There were 182 responses over SurveyGizmo and 400 responses over SCOOP. Respondents could skip questions, so the number of respondents vary by question.

COUNCIL ADVISORY COMMITTEES

The project team presented to four council committees including the Economic Development and Tourism Advisory Committee, Community Living Advisory Committee, Youth Advisory Committee and Traffic Safety Advisory Committee. Positive discussion regarding the materials were had and questions were answered.

FORMAL DOCUMENT REFERRAL

Documents were referred to internal and external stakeholders for review and comment. Comments were considered in the finalization of documents.



STAKEHOLDER CONSULTATION

Several stakeholders were involved in the creation of the Centre in the Park Area Redevelopment Plan and supporting documents including internal departments, external agencies, area school boards, and major landowners. Engagement techniques varied between groups and included one-on-one meetings, circulations, workshops, group meetings, written comments and follow up responses. All stakeholder groups provided positive feedback on the final drafts and will continue working with the County going forward. Quotes from various stakeholder groups can be seen below:

STAKEHOLDER COMMENTS

"The final draft of the CIP Area Redevelopment Plan Update can be supported "

"It sounds like it could be a great plan to propel the area into a shopping and residential area."

"(We are) encouraged by the update of the ARP and the vision the County has for the area."

"We don't have any further questions regarding those documents."

"(We) remain very excited about the opportunity to intensify (our) site and look forward to working with the county to ensure the necessary framework is in place that will allow the future development to not only be economically feasible but to be a successful upgrade to both the physical property/site and community."

"The pedestrian crosswalk and streets surrounding the school property should have the configuration to accommodate young students from 8 to 14 years of age."

"(Our organization) feels that the process was collaborative and inclusive."

"A clear understanding of both the costs and benefits of the upgraded infrastructure is critical in order to be able to create a mechanism where the upgrade costs can be shared equitably amongst all stakeholders within the ARP who will ultimately benefit from the upgrades and additional value added from the new development and increased density"

"We have reviewed the updated ARP and are of the opinion that the changes made to the ARP generally achieve the outcomes desired by (our organization)."

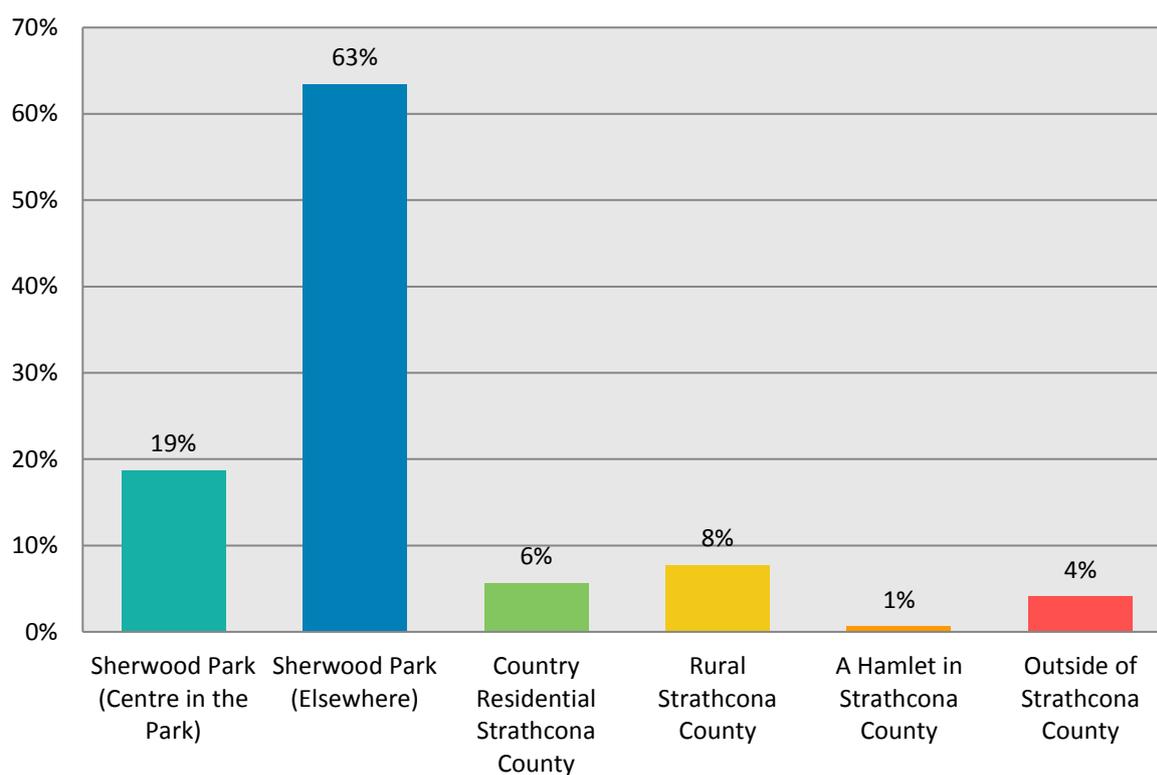
PUBLIC CONSULTATION

The following feedback is consolidated from comment sheets and the online survey, with a total of 610 responses consisting of 28 comment sheets completed at the open house, 400 surveys completed through SCOOP, and 182 surveys completed through SurveyGizmo, referred to collectively as “the survey”.

PARTICIPANTS

About 19% of participants live in Centre in the Park, while nearly two thirds live elsewhere in Sherwood Park. Smaller groups of participants live in rural areas or hamlets of Strathcona County, and only 4% live outside of the County.

Where do you live?



SURVEY RESULTS

The survey sought public input on the current policy direction in the draft ARP and LUB, and aimed to confirm alignment with the public vision created through previous phases of engagement. Respondents were given opportunities to provide feedback on the following topics:

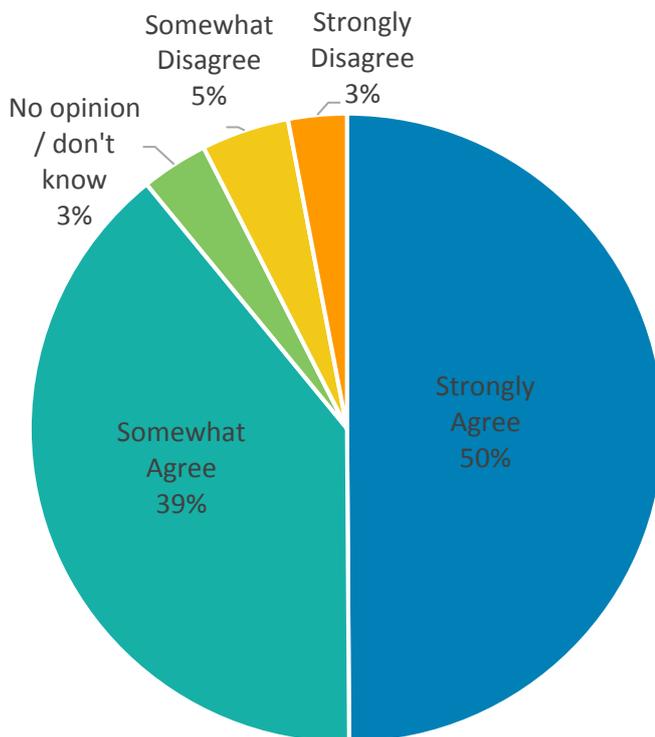
- 1 **COMMERCIAL DEVELOPMENT**
- 2 **PUBLIC SERVICES**
- 3 **CONNECTIONS AND AMENITIES**
- 4 **STREETSCAPING**
- 5 **TRANSPORTATION AND SAFETY**

COMMERCIAL DEVELOPMENT

The draft Centre in the Park zoning and ARP proposes policies for Centre in the Park that aim to provide opportunities for smaller commercial spaces, which provide a greater variety of shops and services within the areas, as opposed to larger single store spaces. Proposed policies for Centre in the Park also focus on shops and services that are located next to the sidewalk, and are easily accessible when walking by or from on-street parking, as opposed to shops surrounded by large amounts of surface parking. This is intended to create the look and feel of an urban main street to support the character of Centre in the Park as our downtown core.

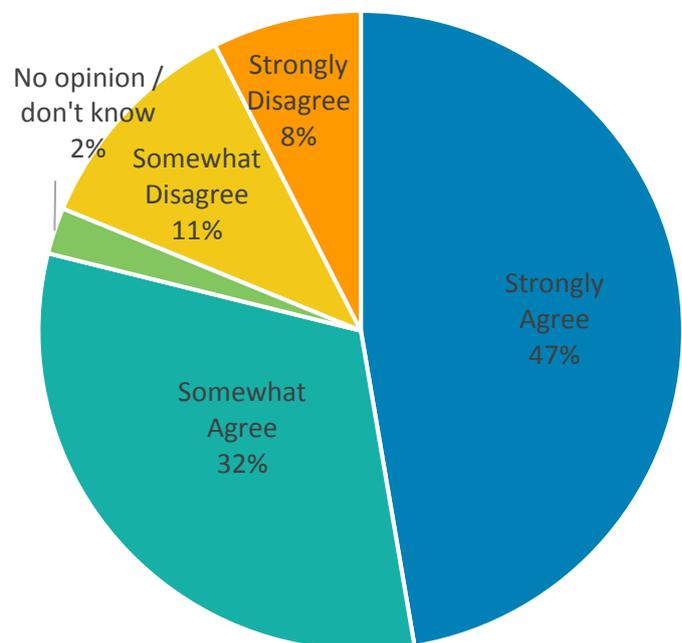
Respondents were provided this context and asked to rate their level of agreement with the following statements:

New commercial uses within Centre in the Park, such as retail and restaurants, should focus on a wide variety of smaller shops and services.



Nearly 90% of respondents either strongly agree or somewhat agree that new commercial uses should focus on a wide variety of smaller shops and services.

This form of development will help to create a more desirable destination for visitors and residents.



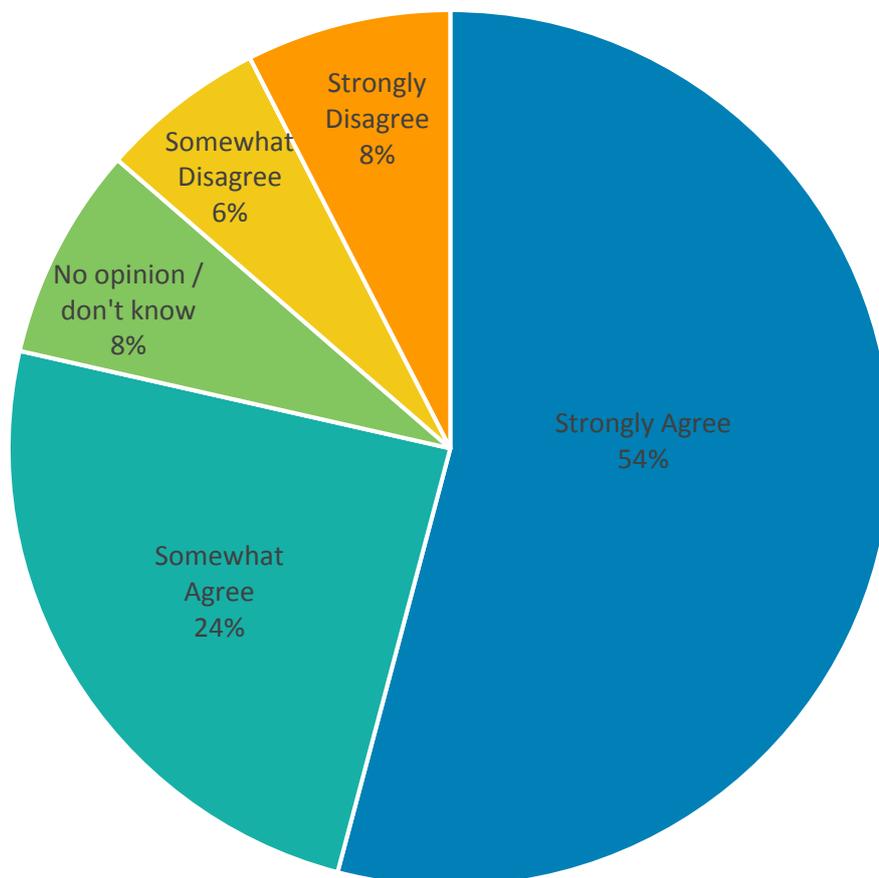
Nearly 80% of respondents either strongly agree or somewhat agree that this form of development will help create a more desirable destination.

PUBLIC SERVICES

Currently, much of Centre in the Park includes public service facilities, such as the Community Centre and Library, Festival Place, and various recreation facilities. Proposed policies for Centre in the Park maintain this focus within public service areas.

Respondents were provided this context and asked to rate their level of agreement with the statement:

The provision of public services should continue to be a focus within Centre in the Park.



Nearly 80% of respondents either strongly agree or somewhat agree that public services should continue to be a focus of Centre in the Park.

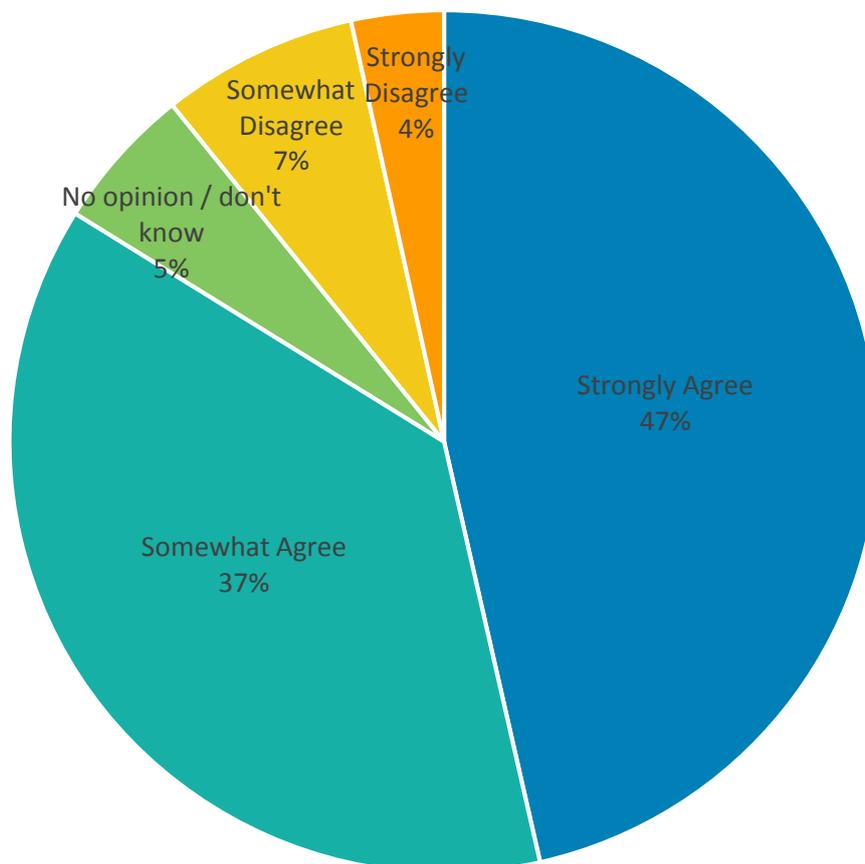
CONNECTIONS AND AMENITIES

Active transportation connections provide infrastructure for pedestrians, cyclists, those using wheelchairs, and other active ways of getting around. The Centre in the Park ARP aims to create a walkable community by providing safe infrastructure for active transportation mode connections throughout Centre in the Park, as well as easily navigable open spaces and outdoor amenities.

As redevelopment occurs in Centre in the Park, additional amenity spaces and active transportation connections will be established within redevelopment areas to fill in gaps within the existing trail network and ensure adequate access to open spaces.

Respondents were provided this context and asked to rate their level of agreement with the statement:

New active transportation connections and amenity spaces will increase the desirability of living in or visiting the area.



Over 80% either strongly agree or somewhat agree with the desirability of new active transportation connections and amenity spaces.

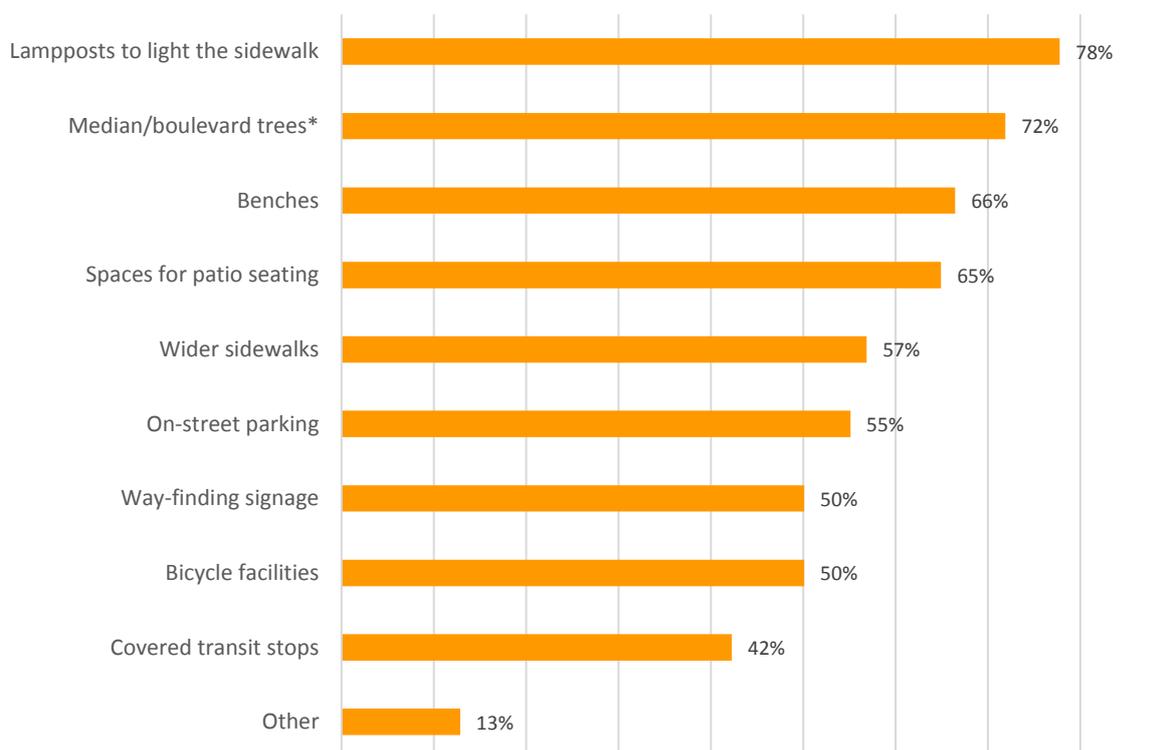
STREETSCAPES

Looking to gain insight into the types of streetscaping elements that participants value, the survey provided the following context about streetscape design.

Changes to roads within Centre in the Park are proposed when redevelopment or renewal begins, to make the area safer for people walking and riding bicycles, accommodate an urban form of retail and services, and help establish the character of a downtown core. Street elements including lighting, trees, benches, spaces for patio seating, wider sidewalks, on-street parking, way-finding signage, bicycle facilities and covered transit stops among others are proposed to be implemented over time, as redevelopment or renewal occurs on area streets.

Respondents were provided this context and asked the following question. Respondents could circle all responses that they supported:

Which of the following do you feel are important?



* Trees located in street median and boulevards (next to the sidewalk)

Respondents were not limited to a specific number of selections for this question. The results show that most respondents felt that all the proposed elements are important additions for streets within Centre in the Park except for covered transit stops which was only supported by 42% of respondents. As this is a multiple response question, statistically, 42% is still considered to be a positive response rate.

COMMENTS ON OTHER IMPORTANT STREET ELEMENTS

The following were offered as suggestion of what some respondents felt were other important street element within Centre in the Park. Responses are from the open house comment sheet as well as the online survey:

- Noise barriers for residential areas, e.g. sound barrier wall between Sherwood Park Mall and Gatewood Boulevard & Georgian Way
- Covered transit stops – we have 7 months of winter!
- Bicycle facilities – sure, but not sure the need is there.
- Lots of trees and green!
- On-street parking – this is going to be a hard sell
- Innovative lighting systems
- Trees could be located at fairly sparser areas within part of the sidewalks. Separate lane for skateboards.
- Quit “calming” some streets forcing traffic onto others
- Allowance for vehicle traffic
- Wayfinding signage, especially one-way streets
- Plan for the dog influx and droppings! Noise pollution – have to close windows at night; light pollution – shines in condo window
- "Free on street parking" with no time limit. A lot of home care workers are working in this area. Sometimes longer than 2 hours. We don't have a lot of travel time to go to the next client. Searching for proper parking takes too much time sometimes.
- "Gathering areas"
- A lot more parking and make it accessible for regular use
- Cigarette disposal, tell Harmony at the Market to clean up the mess at their building entrance
- Designated areas for parking- particularly if you're hoping to draw people to the core for events and activities that support business in the core
- Flowers, shrubs, greenery,
- Keep as many parks and trails
- Most important - access to public green spaces
- Off-street parking
- Parkades
- Parking
- Underground parking; Other transport functions like e-scooters or bike-share apps
- Well lit well signed crosswalks
- Is there a plan for the 7 - 8 months of winter that we experience - heated bus shelters or spots for those waiting to stay warm?
- Leave as is. Why spend money on rich elite people
- Park space, open gathering space
- Regular snow removal
- Themed approach to street elements consistent with look and feel of Centre in the Park
- Washrooms

TRANSPORTATION AND SAFETY

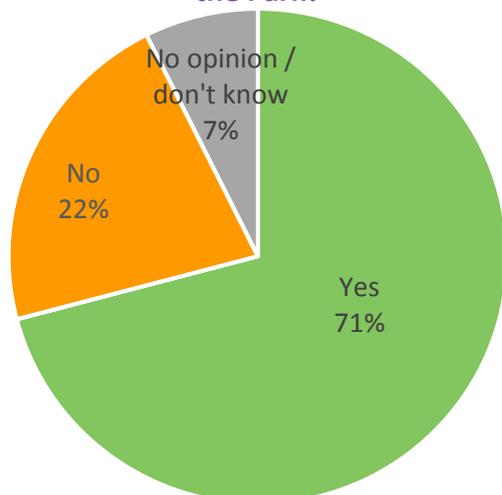
The draft Centre in the Park ARP proposes that reduced speed limits and certain reductions in vehicle lanes be implemented in order to improve safety and promote the vision of a downtown core.

As the area redevelops, the number of pedestrians is expected to increase significantly. In order to ensure the safety of these pedestrians and achieve the vision of a downtown core, reduced speed limits throughout the area have been proposed.

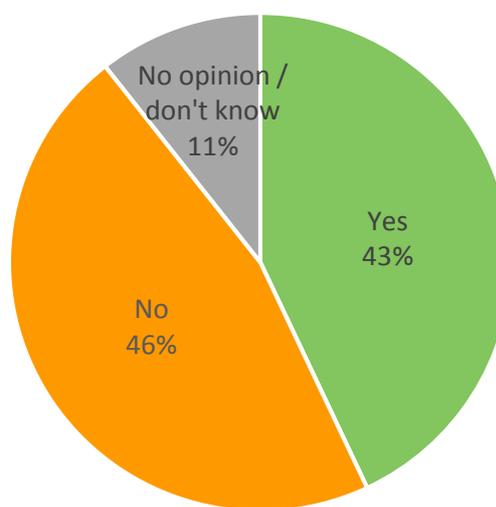
In order to improve safety and achieve the vision of a downtown core, a small portion of Sherwood Drive is proposed to be reduced to four lanes in the future, as redevelopment or renewal occurs. This will make this section of the street consistent with existing Sherwood Drive, north of the Sherwood Park Mall site, and south of County Hall. This is also consistent with existing Brentwood Boulevard and Granada Boulevard.

Respondents were provided this context and asked the following questions:

Do you feel that reducing speed limits within the area is reasonable in order to accomplish the vision of a downtown core and improve safety within Centre in the Park?



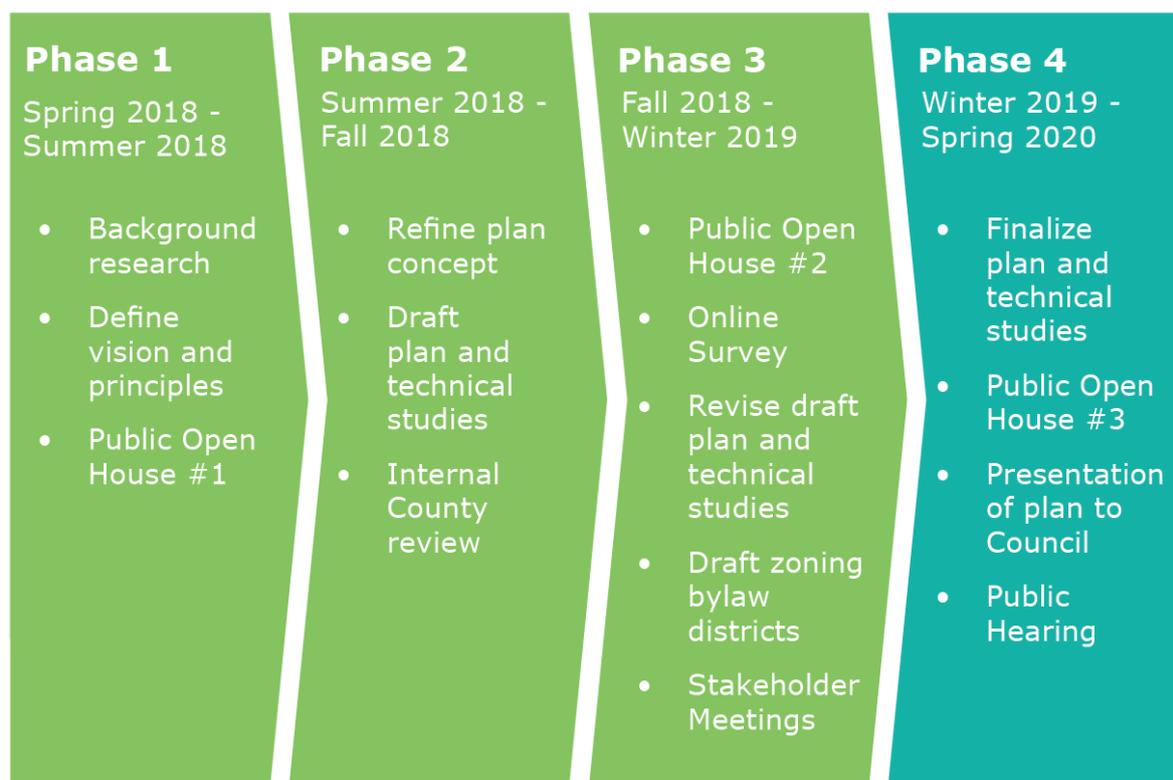
Do you feel that reducing the number of lanes on a small portion of Sherwood Drive, from the Sherwood Park Mall site to County Hall, is reasonable in order to accomplish the vision of a downtown core and improve safety within Centre in the Park?



Over 70% of respondents agree that reducing speed limits is reasonable in order to accomplish the vision of a downtown core and improve safety. However, Responses were split almost evenly between support and non-support when it came to a lane reduction with 11% having no opinion. The highly positive responses to other questions within this survey on the vision and street elements suggest that those who do not support a reduction in the number of lanes on a small portion of Sherwood Drive do support the vision of the area and the proposed street elements, presenting a conflict as these items are intrinsically tied together.

NEXT STEPS

Phase three engagement is part of phase four of the overall project, and feedback will be integrated into the final proposed Area Redevelopment Plan and Zoning. The plan will be presented to council at a Strathcona County Public Hearing, where members of the public are welcome to speak on it.



WE ARE HERE

ADDITIONAL COMMENTS

Comment Sheets

Additional comments were provided on the comment sheets in response to the question: “Do you have any additional comments related to the Centre in the Park project?” These comments focused on support and excitement for the vision, concerns around traffic congestion, comments on current development, the need for parking, and the importance of open space availability. A full list of unedited comments is below.

- I live adjacent to the SPMR. Would like input to what is happening to that green space.
- Not everybody likes chocolate or coffee!
- Thank you for the opportunity to see the new proposal and provide feedback!
- Good job so far!
- Traffic will be a cluster f**k
- The reduction of lanes is going to cause more congestion in this area
- Do not allow the Pinnacle area be developed as it will ruin our view!
- I like the ideas. I’m just concerned about noise as it is a problem now.
- It’s important to protect community services such as Sherwood Care Centre’s St. Theresa School. Do not rezone or redevelop in a way that detracts from these important buildings.
- The Centre in the Park is all very nice. But I live on Beauvista Drive and all this development is causing a lot of cut through traffic to Centre in the Park. 40-50% cut through traffic.
- Pre-planning is definitely a plus. Like the concept of separating bike/pedestrian pathways. Trees, boulevards, etc. a bonus.
- I’m looking forward to the “Downtown” feel. It is long needed. My main concern is traffic congestion, and longer drive times going from north to south Sherwood Park. Planning looks wonderful. Good job!!
- A lot of work has been put into this – good job. The colour coding on the original (first) drafts made it easier to understand. Will look forward to see parts of this slowly take place.
- The mailed ARP location map was difficult to understand. A coloured ARP planning map could have been mailed.
- Centre in the Park has too many condos / people crammed into a small area
- Would prefer that construction would occur during the day. Would like to have better right of way for bikes. Would like to see local and independent restaurants / stores.
- This all sounds wonderful! I think it’s really important to maintain green spaces, housing, services, and encourage more pedestrian and cyclist traffic. Absolutely slow down traffic on Sherwood Drive and address pedestrian crossing (it’s dangerous!) on Sherwood Drive in front of hotel. I think the speed limit should be lowered immediately.
- Concern that we maintain sufficient space in Broadmoor Park to provide for major festivals. Fireworks are now fired from Sal Comp fields. Have we protected and ensured the use of those fields for the future?
- Restricting traffic flow in what is basically a commuter community is asking for traffic congestion and problems. Most residents will have to drive to the Centre in the Park in order to walk along the wider sidewalks. What provisions for extra parking are proposed?
- Traffic flow in general needs attention. Baseline Road is challenging. Traffic calming is annoying.
- Reducing lanes on Sherwood Drive or Granada increases traffic problems. Especially when increased development will add vehicles to roadways. We are cold 7 months of the year. Bikes and foot traffic is negligible 90% of the time.
- There is a huge lack of parking.

- The large sports fields at Sal Comp may not be the best use of space in a “downtown” area – perhaps a higher level education facility along with residences here.
- Going forward these problems should be addressed at the property design stage
 - Buildings like Bedford Village should have tenant/owner parking, staff parking and visitor parking
 - New buildings should have parking for all users, occupants, staff and visitors/customers
 - Designated parking at for repair vehicles most of which can not use the underground parking should not be drop off areas or 15 minute parking
 - Large moving trucks and delivery trucks (18 Wheeler size) should have proper access other than blocking a road. Large buildings often have this type of vehicle accessing them regularly
 - Prairie Walk provides access to the rear of Reflections and the Savony Buildings but is the access sufficient if fire traps people on the balconies? The same question applies to the balconies in Reflections and Festival Estates that face each other
 - The reduction of lanes on Sherwood Drive will make the area harder to access. Ambulance and fire access to Festival Way is from Sherwood Drive. Will increased traffic on a narrower road cause delays. (Oak street is the only alternative if it is accessed at the west end)
- The County’s Planning and Development services should address the needs of future owners/occupants as once a building exists changes are hard to impossible. Developers should not be in charge, as they currently seem to be.
- Landscaping along south side of Prairie Walk – 4 years of dust! Note – H2O drainage a serious consideration as runs downhill, carrying mud on to Prairie Walk. Require a drainage dilutor swale to keep water and mud, from bare dirt, off Prairie Walk. Power brush only stirs up the mud and dirt so every condo gets a pile of dust!
- Original plan for CITP was to have a nice quiet area for folks to enjoy walks around lake and be able to visit and communicate with each other. Now with high density apartment condos plus daycare centre, in addition to school, Festival Place and County services, library with shopping plaza, it is near impossible to get to Sherwood Drive from Festival Way as lights on Sherwood Drive hold back traffic. Due to increase in traffic on Sherwood Drive and area must get rid of cars, so don’t slow down traffic on Sherwood Drive – get rid of the cars to reduce back log and backups. Stopping in front of library and new daycare is a problem recently created by lack of foresight, e.g. – High School, school buses (14-20), tea party at Festival Place, new daycare, County services and condos create auto congestion, or Festival Way and Festival connecting streets/ways.

The following comments were written on comment sheets adjacent to other questions, as indicated.

- Concerned people won’t venture there (*qu. 8*)
- Would parking be a problem? (*qu. 8*)
- Size is unimportant. There is a lack of variety in the area now. Focus on variety not the size of the spaces. (*qu. 8*)
- Need more parking as too many cars now. Go to Eastgate to shop in mall. Shops and Services will starve to death! Not enough room and no parking now. Examples 1) Festival Ave – stopping at drug store; 2) In front of library – people stop / buses back up traffic and lights on Sherwood Drive back up traffic. (*qu. 8*)
- As long as there is allowance for parking (*qu. 9*)
- On-street parking will decrease the ease of walking. Especially for people living in the area who have limited mobility. Sherwood Drive is a hazard to cross now. Parked cars would

further limit our ability to see oncoming traffic. Think of a person using a walker or wheelchair. Parking next to the sidewalk increases the risk of being hit by a car door. Narrows the usable width of the sidewalk. (qu. 9)

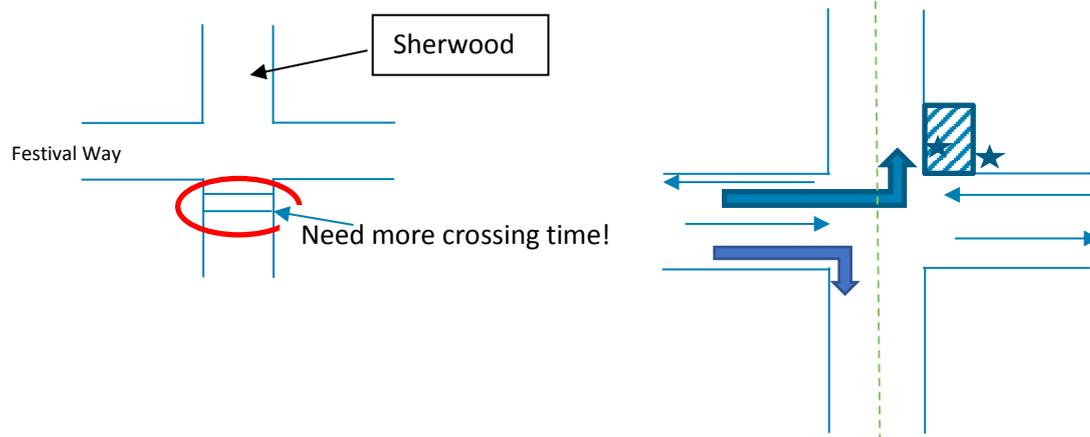
- On-street parking – where? Will lead to more congestion. Need to handle additional cars. Area bounded by Festival Way, Lane, and Ave is full now. (qu. 9)
- Current amount of public service is good. Time to focus on shops, restaurants, bars, etc. (qu. 10)
- Would need accessible road and parking as well as walking. A skateboard safe area. (qu. 10)
- Let the cars move easier on Sherwood Drive so we can get out of CITP. School buses, day care, Festival Place, condos, library, County offices all tend to clog up Festival Way, especially between 3pm and 5pm Plus in the morning. (qu. 11)
- With more pedestrian traffic, of course! Again, a hard sell in this driving town though. (qu. 13)
- Monitored and patrolled (qu. 13)
- 50 km, not less (qu. 13)
- Only if an alternative route can be established for vehicles. (qu. 13)
- Yes, but must be enforced (note Festival Way). Currently traffic speeds on Festival Way heading west or north of CITP, exceed limit. (qu. 13)
- Already very busy street, may cause bottle necking and actual traffic jams on Sherwood Drive (qu. 14)
- Sherwood Drive is such a busy “through” road. I do worry about traffic congestion. A better strategy to go North-South through Sherwood Park will be needed. (qu. 14)
- Vision yes, but it will decrease safety. (qu. 14)
- No, get rid of the traffic, don’t restrict CITP is high density area. (qu. 14)

Open House Notes

The following notes were captured by County and consultant staff at the open house on October 24, 2019, at the Strathcona County Community Centre. These are considered raw notes as they have not been edited. Comments focused on traffic and pedestrian safety, opportunities for common amenity spaces, concerns about congestion and parking, and the need to improve transit service.

- Christian site, neighbours do not want to see development occurring as it will block views and promised it would not be developed when they purchased
- Turn Sherwood Drive / Festival Way into a scramble intersection *check traffic signal timing
- Is Festival Way remaining one-way?
- Do not want to see the mall disappear especially the movie theatre
- Parking is an issue – public transportation is not well connected therefore need to drive and need parking
- Sherwood Drive too wide
- Prairie walk can’t fit a fire station
- Access in between buildings always blocked in central buildings in CITP. A fire truck can’t fit.
- Concern about congestion. 6 to 4 lanes
- Pavement (ASP) poor quality
- Poor efficiency in pavement, sidewalk replacement
- Parking activity – will this be an issue on Sherwood?
- Dangerous intersection – right hook for cyclists. Sherwood/Grenada
- Parking supply (under) storage Bedford village

- Seniors cannot get access Sherwood (not enough crossing time for “walkers”)



- The area is attracting older people and to build a community you need younger people
- Common space to bring people together is important common grounds works
- We need some anchor retail in the area, example like Brown Social
 - The daycare doesn't fit – don't like watching small kids dragged down Prairie Walk
 - Need a pub/bakery so that we don't have to cross the street
 - Need to improve our farmer's market
 - I love being able to walk to my grand kids hockey, swimming
 - Walk to the theatre and golf
 - It will be nice to see some commercial here
 - People coming to Sherwood Park don't go to the mall – they go to Emerald Hills and here
 - Is Christian putting up the Pinnacle?
- We were promised that the mall would not have access onto Georgian Way
 - I was told that across from me would be low rise buildings and behind that would be 10 storey which is a real concern
 - The finished product looks better
 - I think the density is too high
 - Is there anything in the works for these higher buildings to happen in the next couple of years? The owner is the mall?
 - We've had 4 months of road work construction – and we've had construction of the mall
- I don't want the CRC developed because I will lose the view
- TRANSIT
 - Will they put another bus stop between the library and Oak? At night time you can't go home from Pine St to the Canadian Tire in Emerald Hills an weekends/evenings I can get there but I can't get back
 - They need a bus stop by the light clover to the high school
- Park Vista has no access for parking for visitors
 - No visitor stalls under Bedford
 - Bedford Village has over 200 units and there's no visitor parking
 - No access for big truck at Park Vista – there's only short term parking for move in/move out
 - How do fire trucks access between the buildings – they can't drive on Prairie Walk
 - We're in a mess now – they're talking about putting more by Festival Place
 - Bedford doesn't even have parking for staff there

- If they put rentals in that given space, there aren't enough parking space available for that spot
- There's talk of rentals on that 4th building – it takes away the ownership rights to those buildings
- Move parking for trades people to fix elevators etc. they didn't make builders leave a spot for trades people to park
- Need new parking signs for the new parking areas
- People attending festival place can park at Savoy Place and don't know that
- I think 6 storeys is too high (there seems to be some appreciative of the transition)
- What is a primary integrated gathering spaces
 - Will it stay private or will you take over the land (please take it over)
 - It's a space where people watch the parade
 - We always thought the senior's residence would move there
- I came today because I was concerned that you were taking away Broadmour Lake Park area
 - I was looking at the access involved and though you were taking space away
 - So you're not touching Ste. Theresa
- Cross section – need more marshes on the maps to identify where you are – to orient yourself
- Don't want lake to be touched – used by parents, dog walkers, soccer
- CITP resident – Christian Developments – heard they'd build rentals – would they have to rezone
 - They'd have to access the parkade
 - Security
 - “county doesn't regulate ownership model”
 - Everybody is concerned that we bought and a developer still controls ¾ of the development
- Would the county have any say about parking being separated between rental and ownership
- Are the current changes to the mall part of this?
- I heard something about speed limit reduction
- The Salisbury High shows 20m on the transition board – does that mean they'll build condos on the high school – it would be horrendous to replace park space in this area with a high rise condo
- Need to improve transit
- What does active transportation mean? Why are they showing up on private property?
- There's a traffic jam on Festival Place
 - Lights need to be synchronized on Sherwood Drive
 - Put a crosswalk off Prairie Wall to Festival Place
 - East of Festival Place they still come out and turn left the wrong way – terrible at night
 - Don't put in a bicycle lane
 - Pedestrian don't look when they cross
 - They drive too fast of Festival Way
- They need to make the area more friendly and attractive
- Nobody uses the bike lanes now
- Will you be renaming streets – don't use past Mayor names
- The original plan had 587 units. There's no communication to the changes, everything changes

SCOOP Survey

Additional comments were provided in online surveys in response to the question: “Do you have any additional comments related to the Centre in the Park project?” A full list of unedited comments from the SCOOP survey is below.

- There is not a lot of room left for new development. Broadmoor Park and the schools’ field areas must be preserved.
- Handicapped access to shops and stores should be mandatory. Public washrooms (24 hour) should be part of the consideration.
- Do not reduce lanes on Sherwood Drive
- Must think of traffic congestion as well as What Price is Parking and Where is the nearest Parking available or people will not go only locals living in the complexes will use the area shops.
- I had the opportunity to cycle more this summer and really enjoyed prairie way. The outdoor art installations are very important to a public space.
- Let cities be cities, and keep the feel of Sherwood Park as it is. This is especially important if you want the rural residents of the county to continue coming here as opposed to passing by the Sherwood Park for the city.
- A pub would be nice
- There is a high volume of traffic that uses Sherwood Drive as a main corridor. The lanes are already backed up (sometimes waiting through more than one light at peak times) with three lanes of traffic. If this were to be reduced to two lanes, additional measures would need to be brought in to ensure adequate traffic flow. In addition, with a higher volume of pedestrians in the area it will further reduce traffic efficiencies while waiting for pedestrians to safely cross.
- As many of the visitors to these proposed amenities will be driving (not walking or using public transportation), there is a high need for available parking, especially at peak times.
- Keeping seniors walking in mind and allowing them places to sit along the way as well as other accessibility concerns, wheelchairs, walkers etc.
- Reducing Sherwood Drive to four lanes from six is the worst idea possible...on a very busy roadway. Intersection improvements at Granada Blvd / Festival Way and Brentwood Blvd / Festival Way are extremely overdue for safety issues (pedestrians and vehicles). Bottlenecking the segment between these two locations from six to four lanes will exasperate the issue and people will suffer.
- Install cobblestone for the entire Centre in the Park, remove all signs, markings, and make it a complete/shared street for all road users, not just for cars
- I think reducing the lanes on Sherwood Drive (and connecting roads nearby centre in the park) is vital. But I also hope that consideration is taken as to how traffic flow may be impacted, as it is a very busy main road in Sherwood Park. Particularly in the mornings & after school/rush hour. Having only 4 lanes will likely create a lot of congestion, so I hope that preparations are made for this during construction and not after.
- Leave Broadmoor Lake park as is!
- Roads, sidewalks, shops all have a purpose. A core is created when people can just hang out without a meaningful purpose. Keep an open central space for people to just hang out.
- It is not feasible for everyone to access public transportation. Adequate parking is an issue in the Center in the Park area for those not living there.
- Please ensure that there is adequate accessibility. Places where specialized transit can stop to load and unload clients with varying degrees of limitations.

- Sherwood Drive is very congested at peak times without the development being completed and we are a winter province so people will continue to drive. Lowering the number of lanes on Sherwood Drive would deter some traffic, but would also increase congestion. Keep all parking off of Sherwood Drive.
- I don't have intention on visiting this space unless it's a sunny day and I'm already going to the library or in the area for an event like Canada day. It looks like a headache. It would be awesome if it was an all weather indoor space with convenient non street parking. It would also be a headache to navigate down Sherwood drive if the streets were narrower. I would say I am not excited for this development.
- I see how close the doorways are to the sidewalk/curb on Sherwood Drive and have grave concerns for safety from vehicles, will we have to be considering concrete barriers because some errant car has mounted the sidewalk and drove into the plate glass window. Check it out.
- As density increases decreasing lanes on a major thoroughfare would cause negative consequences for congestion.
- It is possible with proper planning to achieve the goals of this development without restricting the lanes currently in place along Sherwood Drive and reducing lanes would be a very unwelcome change
- Good to see some improvements!
- Any narrowing of Sherwood Drive would severely impede the flow of an already extremely busy main artery.
- Does the redevelopment of Centre in the Park mean taking away green spaces and recreational spaces within the area? Is Broadmoor Lake Park part of the Centre in the Park redevelopment? Broadmoor Lake Park is a beautiful area that is NOT found in other cities or municipalities, taking away this area for development will not help Strathcona County become the most livable community. It is places like this that draw people to the area to recreate or even to attend the celebrations the county puts on such as Canada Day. These survey questions are specific and pointed with missing pieces of information in them and is not an accurate representation of Strathcona County's intent.
- Although I agree with the walk-ability of the store front design of Sherwood Drive and Granada Blvd, I am worried about the reduction of lanes and whether this includes turning lanes. As there are schools in the area, there is already some backlog of people dropping off kids causing slow traffic that some times takes multiple light cycles to make it through on a turn. I hope in the future people are less reliant on cars, but I can see this scenario at times having traffic issues that plague Jasper or Whyte Ave if traffic volumes increase. I assume our traffic issues would be at a smaller scale than that, but there could be periodic times of near deadlock in the future if not planned properly.
- I'm impressed with the vision. I'm more likely to move into this area than i was before. I would strongly consider relocating from a more suburban area of Sherwood Park to Center in the Park if the vision unfolds as presented. This would finally give Sherwood Park the urban core that has been missing. You nailed it as far as I'm concerned.
- Reducing the lanes is going to cause much more congestion. The cyclists around Strathcona County are a nuisance and a danger as they are rude and feel they own the road. Not sure why Sherwood park is trying to do this except that city people have moved out and are trying to ruin going to town. We are a driving County and all this is going to do is stop people from using these areas. Just tired of all the yuppies ruining places.
- Not at this time.
- What a waste of money to reduce the number of lanes that are all ready in place.

- Sherwood Park is filled with unsuccessful business and lacks verity. Using up green space with is next to impossible to replace once gone and has way more value than developing an already popular area. This proposal is a huge waste of time and money and will have huge impacts on all residents if developed for many years.
- I hope that traffic flows will not bottle neck because of the lane reduction on Sherwood Drive.
- Overall I love how the centenary is being developed but please do not screw up a major thoroughfare in the name of developing this site. You don't need to affect traffic flow in order to meet the requirements of centre in the park development!
- as a user of Centre in the Park, I feel that the pedestrian crossing on Sherwood Drive is quite dangerous and difficult. The press to walk doesn't help if I arrive at the intersection when the lights are changing and I have to wait another lengthy cycle (this is the one at the end of the Community Centre crossing Sherwood Drive to the hotel. with the amount of pedestrian traffic I see this should always be a walk sign, not only when pressed. Plus the light is too long there for the n/s traffic. Traffic is so accustomed to motoring through that even when the light is red for them and I can walk I do not feel safe.
- I've lived in the Sherwood Park for almost 30 years. I've watched my kids move into Edmonton so that they could experience urban living, and as I'm almost ready to retire, I'd like to live that lifestyle as well. Sherwood Park doesn't offer anything like that. The housing in the Centre is extremely expensive. I love the ideas being presented, but I'm wary that it will not be affordable for those who want to move away from their Sherwood Park home and into the Centre. I hope that there will be an option for those who don't have pots and pots of money.
- I'm worried about the high level of vacancy in the new retail spaces. As well, things like a nail salon don't really support culture. I think it would be great if those spaces were made a bit more affordable, to give small business owners a chance to occupy the amazing spaces. As well, I think we should loo to areas like Garneau and Whyte Ave for the type of businesses that promote foot-traffic, and fit with the Arts and Culture focus of the area. Florists, boutique clothing stores, locally owned cafes, and art stores would all be fantastic additions to the area. A terrible Mediterranean fast-food place and nail salon don't really support the cultural impact Centre could have, and don't support foot traffic.
- the original County Hall needs to be refaced...with stonework. Please don't use the neopolitan ice cream colours that were put on the New County hall building
- Not sure why we need to reduce the speed and the lanes of a main road to make it feel more 'downtown' Why not keep the traffic flowing and keep people on roads like Festival lane. Sherwood Park is already traffic jammed around the facilities, why make it worse?
- I like the idea of having a downtown core/town square concept. This is similar to what many towns/cities in Europe have, and it seems to work well there to bring people together.
- Do not start a "war on cars" like Edmonton. Leave the street lanes and speed limits as they are.
- Allowing on street parking takes up too much space. Smaller businesses with a more narrow frontage have less curb-side real-estate. Cars parked decrease visibility for pedestrians and are a safety issue. As much as we are trying to make Sherwood Park a much more pedestrian friendly place, let's encourage people to leave their vehicles at home. Slow down the traffic in this area and really make it a friendly spot to shop.
- reducing parking for the Center is fine for residents that live within Sherwood Park and can bike or bus to the area, but for those of us who live outside the boundaries of bussing and too far to bike, this would be off-putting and would probably be less encouraged to visit.

- Parking is a problem
- Looks like a great project. Looking forward to seeing it implemented over the coming years.
- There needs to be a lot of accessible, free or very low cost parking spots available. The underground parking is expensive.
- The opportunity for green space was sacrificed to developers. Very disappointing. Does not encourage me to live in that area when I downsize.
- As the road is reduced from 6 to 4 lanes, consider how the Centre in the Park can be more inclusive of the current mall and franklins inn development as well as the school grounds. I don't want to be able to just walk with the Centre as currently drawn but I want to have a 'downtown' that enables me to walk easily across to the current mall etc. etc. Bring these neighbouring commercial properties into the conversation so they also benefit from and contribute to a walkable, bikable, accessible downtown.
- I notice that 90% of the commercial area in Centre in the Park sits empty. What's is the plan to get businesses to open up in the area if we are planning for more commercial buildings?
- None
- I think if I lived in that area I would really like it but very frustrating as a driving visitor. I used to go to the library weekly but now once a month, I avoid it as much as possible.
- no
- Instead of reducing the lanes for traffic which I don't agree with. You should put a pedway over the road for people to cross like they do in places like Vegas. This way traffic on this major roadway doesn't need to stop all the time just to let people cross. I find I'm not stopped because there's cars at the lights that need to cross but rather lots of people. This is a major roadway to get to the other side of Sherwood park. It's the only middle road that will take you across to the other side. Otherwise you have to use clover bar or Broadmoor. Sherwood drive is smack in the middle and much easier for access for people to get to the other side of town. I think reducing lanes will cause more accidents and way more congestion.
- Needs to also include the strip mall on Sherwood as well as the strip mall on Brentwood.
- Why is this even being considered? With the talk of Bremner is necessary at all. It will ruin the atmosphere it now has. Will cause traffic congestion and a large parking problem for anybody not living in this elitist area. It will make two different living areas in our community which most people in Strathcona County would not find useable. Waste of tax payers money just to make some developers rich. It to mention the noise of unending construction for years. Some ones fantasy?
- The small commercial spaces there now aren't renting. I don't think you need more of these. No end in sight for these space right now.
- Not at this time
- This area of the city is still a traffic thoroughfare so reducing speeds or traffic lanes would be detrimental.
- I think we should really explore the potential to relocate the St Theresa school site to allow for further Centre in the Park development. it is an ideal site to do something special with to further the vision of Centre in the Park, and is not an ideal location for a school in my opinion (most of the recent development, especially for families with children, has been away from the Centre in Park core). the proposed future pedestrian mall (on the east side of the existing Sherwood Park mall) could more appropriately be located where St Theresa's is now and bring the kind of development and amenity density needed to make a vibrant urban core feel and vision. the county could even re-purpose the school as part of that redevelopment. I believe looking at that site would allow the vision for Centre in the Park to

be better realized and better connected rather than hidden behind the existing mall. I know it would take more time, effort, and money to make that happen, but in the end i think it would be a better overall result."

- While redeveloping the area please consider curb appeal and ensure lots of opportunity for increased foliage
- I like the overall project, but it needs to have an engaging atmosphere and one or two major anchor tenants in the future. Even moving the museum to this area could have a positive impact.
- The area is already very congested & making lanes on Sherwood Drive will just mean slower traffic.
- Stop trying to make a "downtown" happen. This concept is a failure, especially due to the expansion of Sherwood Park North of Baseline Road. The area is no longer the "centre" of the community.
- Centre in the park needs to focus on transit, walking, and cycling, not accommodating vehicles. Please also incorporate electric charging stations for EVs
- Reducing road capacity in the area could be a mistake. Right now residents will drive to CITP because it is cold most of the year. We do not have an LRT option and taking transit would increase your travel time by over 20 minutes in a lot of cases. Once the area is congested and driving through here becomes difficult, lots of people will choose to avoid it and support businesses elsewhere.
- put in shops that appeal to Seniors, as they will be a major portion of the traffic during the day - senior fitness classes, doctors, pharmacies, meeting places for card games or speakers, old time movie theatre, special senior coffee houses, etc.
- Please remember that Sherwood Park is primarily an automobile oriented community and if you want people to come into the Centre in the Park project they will need adequate roads to get in and parking while there. Otherwise, only people living in the immediate area will frequent the shops and services.
- I wasn't really happy with the new retail/rental development. It looks too utilitarian--not very inviting. It also serves to make the entrance to Centre in the Park look crowded. Also, some people who paid good money to buy a condo in the Centre now have the unattractive rental building to look at. It doesn't matter that it mostly affects Bedford Village. They also pay good (ie a lot!) of money to be there.
- Park and open spaces should be conserved
- Plans for easy movability need to be considered. Day Cares walk children, people walk dogs, people cycle, jog and skateboard, the elderly use walkers, Keeping the pavers or bricks in the sidewalk must be maintained.
- If these improvements are implemented, there should be an increased police presence, either on foot, or in vehicles.
- This sounds like a great idea for people that would choose to live in the area. Walkability is strong feature. Reducing urban sprawl is good.
- 1. I don't know what the expression "active transportation connections" means and neither do you. 2. Accommodate always has two "M's". Please edit carefully. 3. The notion of "Reduced speed" is meaningless. From what to what? If 80 k/h now then yes, if 30 k/h then no.
- More restaurants with patio seating and live performances.
- This is a once in a generation opportunity to do this right. Make it feel like a downtown core with shops and restaurants etc that bring an energy to the place. Don't make into a seniors centre

- to encourage public transit, has something like the streetcars in Toronto been considered? I'm thinking a bus that just runs between the Bethel and Ordze transit station, through Centre in the Park at 5-10 min frequency, with rides being free or nearly free
- The turn lights at Sherwood Drive and Festival Way need to be activated in all directions. This is necessary turning left onto Festival Way and turning left onto Sherwood Drive from Festival Way.
- The center is a great idea. Your survey questions are spot on. Thank you!!
- Signs prompting cyclists to dismount in crosswalks & obey traffic rules like stopping for stop signs + effective enforcement.
- not at this time
- Sherwood Drive is a major thoroughfare to the across sherwood park, and for access to the mall. Increasing congestion in the area doesn't make it more likely people will come there, it will make it less likely. Just as businesses dislike having ring roads built because traffic increasingly avoids congested streets where the shops are, Sherwood Park council seems to be vested in making it increasingly difficult for anyone but the people who live directly next to county hall, the mall, festival place or the regional parks to access the centre of town.
- Great to see the county moving forward
- Consider accessibility over and above the standard. How can this area be accessible to blind/low vision residents, what would make it a friendly space for people on the autism spectrum? We have a higher than average population of people with special needs in our community and many spaces are inaccessible to them
- Nothing at the present tr
- Consider the elderly and mobility impaired when reducing parking lots. If people generally can't easily access the Centre, they won't come, not matter how pleasing architectural designers think it is. Be practical, not just pretty.
- Love the idea of an attractive walkable downtown core
- Please no more restaurants or junky dollar stores or 'Ardenne's'. These places are just filling our landfills. We need bigger retail stores not tiny ones. How about a Giant Tiger or No Frills?
- Do not take away existing parking lots. they are needed, in addition to handicapped parking. We have many more people requiring handicapped parking.
- Reducing speed and lack of parking (because everyone drives here all the stay at home moms in there suv) roads need to be larger and more lanes to bring the population in not reduce. You are creating a bubble area not a community that is welcoming. I like your idea but don't ruin the concept. More parking. Wider stalls (door dents are a problem and wide trucks) we live in Alberta. That's not changing for a long time
- Don't raise my taxes.
- How does the County plan on creating a 'city centre feel' to this area? Architecture, roads and sidewalks alone will not necessarily accomplish this. Just because you build it doesn't mean they will come. What will attract people to this area in addition to the amenities? The residents of Strathcona County are spread over a large area and require vehicles to get to here. Will there be adequate parking?
- Are there other communities that have tried this that Sherwood Park can learn from? Sherwood Park is unique as it did not have an original downtown core.
- Overall this is a creative idea and will provide a space needed in Sherwood Park.
- I think the idea is great, and like the library and festival place being part of a pedestrian friendly area with other services available. For those who drive to the area, parking is an

important issue, and some have limited their library use because of this. It's important to keep the advantage of a centre in the park accessible to all.

- In order to make it a downtown core, a museum of Strathcona County in this area would round out the cultural offerings and make it an attractive tourist destination
- We would like to have the farmers market be centralized at center in the Park. It is inconvenient to have it spread out at parking lots around Sherwood Park
- The Core of Centre in the park ought not have any vehicle access. Effort should be made to keep vehicles to the "external areas" of the downtown or Centre core. As volume increases and demand for public transportation and other public access the core space will get chewed up for vehicles... these entrance and drop off and parking points should be kept and developed outside of the centre core.
- Would like to see the access to commercial on the south side of Sherwood Drive and east of Brentwood limited and controlled... Access to these areas is quite complicated and difficult to understand. Possibly limit access to and egress from this entire area...
- We were led to believe that the area designated SPMR (in the northeast sector of the project area) was re-defined as a commercial land use area to accommodate SP Mall expansion and parking developments., only a few years ago. Why is this area portrayed as a "primarily residential" classification in the proposed land use presentation?
- The most important consideration for my family is our ability to commute efficiently through Sherwood Park. I already find the traffic controls to be excessive and would NOT support any reduction in speed or lanes. Please find another way to accomplish this. Several construction projects in Edmonton have done a great job of creating temporary, alternate lanes to ensure that traffic can flow normally. Please consider these options.
- I hope the independent businesses continue to move in. I'd hate to see lots of retail chains like every other shopping area in Sherwood Park.
- Reduce commuter traffic through the area.
- The area should be walking and biking streets only. There are very places in Sherwood Park that are easy to navigate without a vehicle, so it would be nice to have an area that is specifically designed for no vehicle use
- none at this time
- When centre in the park started to get SO CONGESTED, I hate having to go to the library for 10 minutes, and to find parking. It's a nightmare and very frustrating. Poor planning for parking.
- The Library needs a much bigger sign, and there needs to be far better parking. Paid parkades pose a barrier to low income people accessing public (tax-funded) services, and free surface and underground parking is absolutely essential to the viability of the Centre. Sherwood Park residents do not often engage in active transport, particularly during the cold months of the year, and without the ability to drive and know they will be able to park there is no hope they will visit.
- If Sherwood Drive is reduced, considering it is one of the main north/south arteries, is the County preparing for additional traffic on Broadmoor Boulevard or other north/south arteries?
- The redevelopment of Centre in the Park should not negatively impact those that are not within or visiting Centre in the Park, i.e. slowing down traffic with new speed limits, tighter lanes, etc.
- If you are reducing traffic lanes, bring in more cycling infrastructure. We need to look at our whole community for active transportation, not just the downtown core. Let's bring in a bike share, we also need places to park bicycles. Don't even put cars in centre in the park - have it people powered only (bikes, walking, running, skateboarding etc.) - stop planning for cars to

be reduced speed and just get rid of them. If you are going to have multiple small shops/restaurants make them local and unique to Sherwood Park - not chains. have as much green space and trees as possible.

- I understand pedestrian importance in the area, but ensure that there is access to parking and be careful not hinder traffic around the area creating bottlenecks. As well, because there are so many services/areas be mindful of pick-up areas (library, recreation facilities, coffee shops). My family can get to the library from school, but still need to be picked up.
- It's all good to try and mimic a 'downtown' area, but do NOT let it affect traffic flow. Sherwood Park is still primarily a transportation (be it bus or vehicle) place and to limit or slow down traffic flow to produce an area that may or may NOT end up how you think it will would be a huge mistake.
- It is beyond the pale, firstly, that someone designed, and Council approved, a residential/commercial/ government office project of this magnitude without allowing for adequate onsite above ground parking. The elimination of the 200 vehicle above ground parking lot adjacent to the Community Centre and the library was absurd. I will never go to the Centre in the Park because there is nowhere to park. This is a winter city. I do not choose to ride a bicycle. I do not ride busses.. Please. for the love of God. Quit trying to slow down traffic in this hamlet!!!
- Ensure three-bedroom RENTAL apartments are built in the new residential developments to accommodate single parents with two or more children.
- Again, I think that large space parking is still needed for easy access to the Centre in the Park. There will be larger numbers of necessary foot traffic for the small shops if there is good parking. I guess I really mean please do not take existing parking areas away to develop the Centre in the Park!
- As a rural resident, parking is very important
- I think it is important to retain the schools in the Centre in the Park to make sure that it is a place that youth go to. It seems that parking is the biggest concern of people and a perceived lack of parking a deterrent to visiting the area. The concepts of placemaking and creating a reason for people to be in the area is essential for developing a critical mass of patrons for the businesses in the area. Virtually all of the existing public park space must be maintained (except the area right along Sherwood Drive across from the mall). Parks will bring people to the area.
- Funding for community leagues and more volunteering opportunities.
- Generally speaking, I believe it is going to be difficult to find small companies to fill the expensive spaces in the city centre. Decreasing the size of Sherwood drive (the primary road in Sherwood Park) is a horrible idea given that the traffic is already busy and the lights are so poorly timed with one another. It would also be nice to see recycling and waste bins available.
- More affordable residential development please. Harmony at the Market was supposed to be affordable --- it is not affordable by any stretch of the imagine.
- With the current speed limit of 30km/hr in the area, I don't think it needs to be reduced further
- Centre in the Park is becoming too congested
- Centre in the park design should keep in mind sufficient space for annual public events such as Canada day and accommodating the public access for those types of events
- Making Sherwood drive smaller will cause many problems as it gets very busy in the mornings and afternoons from people leaving the county hall and school
- Closely keeping an eye on the other available businesses that are right across from Center in the Park also must be ongoing. Businesses across the road from County hall down to the

corner of Granada Blvd I believe encompass the neighborhood and buildings such as the old Hakim optical which has been sitting mostly vacant and in need of attention from an eye appeal point of view also must be addressed. Who likes to see a small complex such as this that it seems the landlord is not really doing anything to improve must be addressed by council.

- I am strongly opposed to lower speed limits. I'd rather see the arterial roadway redirected around the outside of the mall through Glen Allen than have the speed limits reduced. Centre in the Park could have its own little ring road and that section of Sherwood Drive could be converted to green space.
- I think the area is growing nicely but I would set a speed limit at 40 km throughout as a test to do this in all residential areas in the future and keep only the arteries at the higher speeds.
- This is essentially an outdoor mall. Don't forget people need to get there by transit or car. Need to improve / expand transit service and or ensure adequate and inexpensive parking otherwise no-one will use it.
- The streets should not be reduced, especially around Sherwood Drive.
- More trees!
- The area is busy with traffic for residents visiting the community centre or staff working in the building. It is not reasonable to focus only on foot traffic. Reducing lanes and speed limits will only add to an already congested area.
- with the amount of traffic going through the center of Sherwood Park if the reduce the line size and speed limits the congestion will be very high. as it is sometimes it is faster and easier to go to the city to do any shopping... etc.
- An amphitheater
- It would be nice to build taller residential buildings for families; not only for retired or young adults.
- We need boutique shops and lots of covered areas to sit outside to eat have coffee in the sun or rain to extend the season
- Help small businesses be as successful as possible.
- Please try to maintain existing green spaces where possible. Where green spaces, especially near residences, can't be maintained, development should be considerate of surrounding residents
- Should make everything 'walkable' and increase access by public transit
- Reducing the lanes on Sherwood Drive, which are already congested especially during "rush hour", will likely result in less visitors to/from the area, rather than encouraging potential users to check out Centre in the Park.

SurveyGizmo Survey

Additional comments were provided in online surveys in response to the question: "Do you have any additional comments related to the Centre in the Park project?" A full list of unedited comments from the SurveyGizmo survey is below.

- Redevelopment is exciting. Ease of traffic flow is still important and is a major artery through Sherwood park. An alternate artery would be needed. The heavy amounts of residential around the area would make rerouting almost impossible and frustrating. It would make me avoid the area all together.
- The museum should move to centre in the park
- I'd only suggest that communication for areas receiving "traffic calming" on their roads be more detailed. I live on Gatewood Blvd and the new medians put in for this purpose have

made access to our driveway much more difficult. There is now even less space to get around people who ignore the signs and block our path as they turn left into the mall lot. We also have significantly limited space when trying to back our camper trailer into our driveway and find that we have to block this main street for longer periods while trying to do so. Had we known the plan was for medians rather than speed bumps, we would have voiced very loud concerns. I would hope this is better communicated to others during this process.

- Lots of building vacancy in centre in the park. Would be nice to see those filled up with restaurants, 7-11 etc.
- This redevelopment plan should not be allowed to impact older residential subdivisions in the urban core area such as Glen Allan, Brentwood, etc., making it even busier than it presently (Georgian Way, Gatewood Blvd. and Granada). Traffic issues have been a huge problem for many years and would increase hugely if the mall property is allowed to be rezoned as proposed.
- Please give us more parking. We should not be limited to transit. More parking available for the special events that occur there like fireworks, etc. or else have these items elsewhere and have more parking
- What a waste of taxpayers money Originally Center in the Park was to be developed without the building of all those condos but it has been ruined with all those condos and does not appeal as a center in the park
- The road area that is proposed to be narrowed down to 4 lanes is a busy spot! I have concerns about this! I think wider sidewalks are a must for safety, and also because the goal is to have more walking to and from shops and facilities. Please make sure there is ample FREE parking! We live in a small town in Canada, walking outdoors is often not an option for 6 months of the year. There is also a large rural community that travel into Sherwood park on a daily basis-in a vehicle that needs to be parked somewhere! And would be nice to keep parking free as this is a small town/hamlet, not a big city. Perhaps time limits would help?
- Reducing the number of lanes and speed limits in this area will just cause more traffic congestion on already busy streets. The number of vehicles is not going to shrink. In fact, as Sherwood Park grows in population, the number of vehicles will increase. Sherwood Park is not a walkable community and people will continue to drive places no matter how wide the sidewalks may be or how many trees are planted on the boulevards, especially in the winter. The County needs to get this right the first time. So much of the taxpayers dollars have been wasted on traffic calming measures and dual turning lanes that were built and then taken away. Hopefully the powers that be will think this through carefully and possibly have another public consultation before giving these projects the green light.
- Height restriction information would be paramount in respect to neighboring areas that would be and should be consulted. The Sherwood Drive and area south of county hall is a main thoroughfare and should remain so, unless we want more congestion in this area.
- As much programming as possible should be implemented for the re-vamped space, especially in the summertime for kids and young adults. The County does a great job providing programs, but I suspect more would be needed to fill the space.
- There NEEDS to be more free parking within reasonable distances. Parents with young kids, seniors, anyone with mobility issues, and our rural residents all need to drive and be able to park close to the amenities. We need to include everyone in our community. LOVE having green spaces like Broadmoor Park for walking.
- I do like the idea of having a city centre to Sherwood Park. This would allow there to be a hub to a lot of things. However I do not think this needs to come at the expense of parks/trails/parking.

- In addition to improving active transportation within the Centre in the Park I think it's critical to also improve the surrounding infrastructure and bike paths. The current multiuse path systems with stop/dismount signs are impractical. While cyclist should use caution, signage and rules more similar to Edmonton bike lanes should be adopted. Green and/or stripped crossings.
- I am most concerned with the increased motor traffic. Will there be active by-law enforcement regarding speeding, parking in no parking zones, traffic going the wrong way on the one-way Festival Way?
- Since access to the library has become increasingly limited, it's really time for an alternate drop off point for returning library materials.
- Consider the need for additional parking so those who don't walk or bike or take transit are welcome to enjoy the area and events, too.
- The flow of traffic needs to remain the same on Sherwood Drive. It is a major artery of the city and if it is made more narrow, residents will avoid the area which will defeat the purpose of the area. Make it convenient to park. Stop over developing the area so very few parking places are available or accessible. We now avoid the library because the parking is such a pain. I get that parking lots don't pay big taxes but the businesses suffer when no one can park and the traffic is limited to foot traffic. Keep in mind we are Alberta. Not Europe. It is cold here and no matter how environmentally friendly walking is, no one wants to be cold and uncomfortable. Making an area difficult to drive in and park will only succeed in keeping people away and making businesses fail.
- Strathcona county you are not transparent. You want to develop our broadmoor lake park and the fields that have so much park opportunity not buildings. the centre of our community and you should be ashamed. How about you ask that question in your survey, residents have no idea what you are doing. Why did you change the park space in the map? If you want to improve community and social framework we need this park in the centre of sherwood park. Once school Goes make it even better with more park amenities? There's so much opportunity for our community and you're taking it away. Such disappointment.
- Pls do not reduce the lanes on Sherwood Dr. We need the road way. The intersection of Granada and Sherwood Dr. Is already ridiculous.
- Please do not develop our beautiful lake or park around the lake. It's very important to keep these walking trails.
- Need to try and have small business owners rather than chain stores. Need to get some uniqueness to the area to attract people to it.
- With reducing the lanes you will create a traffic pileup. Reducing the speed will be a better idea.
- Do not turn this into another Glenbrook fiasco.
- Speeding on Festival Way is rampant. The your speed sign doesn't seem to have helped. Police presence on occasion would be nice to see. Crosswalk from Prairie Walk to Festival Place needs to be more clearly marked with painted lines on road. It would be nice to see some kind of signage outside of festival place indicating what shows/events are playing. Left hand turn light east bound on festival way/Granada needs to be turned on at all times. The current signal pattern has helped but the left turn is still daunting at times
- The density in this area of town is becoming out of control, and I believe, the area doesn't have the infrastructure to accommodate what is being built there. Ultimately people are going to avoid what used to be a very nice area of Sherwood Park. Many people already have stopped going to the library because parking is such a nightmare. We don't have a streamlined transit system, and as we are an urban municipality, we can't become a

'walking' community. This area of town needs lots of free parking options for those who want to make use of the wonderful facilities in this area of town.

- Leave as much green space as possible with trails. I didn't see anything about accessibility in this survey. Hoping that has been considered.
- With increased pedestrian and bicycle traffic I would like to see Sandpiper Park more user friendly with seating areas and lights
- Increasing walkability will be a huge benefit to this area!
- We need a historic downtown with beautiful brick buildings like Fort Saskatchewan. The ugly orange library design does not appeal to visualization. The new shops are too close to the roadway. We need more independent shops- like coffee shops that are not Vicki's or Starbucks. Exciting restaurants. Lush greenery. Statues. Comfortable wooden benches. Bicycle paths that wind down near water features. Little libraries. Satellite libraries. Surprises along the way.
- With the increase of population, reducing the lanes on Sherwood Drive does not make sense. It would lead to congestion, especially since it was widened to avoid this within the last two decades. Urban is wonderful, but natural areas are extremely important and part of why I choice to live here.
- If we are reducing the number of lanes, are plans in place to accommodate the extra traffic that will undoubtedly happen on residential roads to avoid a potential congestion of turning left and right from Sherwood Drive on to Brentwood Blvd? I'm also concerned about the lack of space that is being proposed for community events. This will not give Canada Day, New Years and other events enough space as most of the community land is a stormwater pond. Why would the institutional policy area (specifically Salisbury) require so much land? That is prime land that can be used for community programming. I also didn't see a lot of information about parking options. The Community Centre parkade and the second parkade a great, but are already close to capacity. Add more services and living accommodations and I'm concerned that parking will be near impossible to find. Consideration for parking options (maybe even allocating some space by the mall) would be a good idea. I am also hopeful that plans are in place to fix up the look of the building where the old Hakim store was. That complex along with Franklin's Inn is an eyesore and in much need of a facelift/greenery/landscaping.
- Changing the speed limit (reducing it) will not change behaviour. Implementing speed bumps that force a vehicle to slow down will be much more effective.
- Please keep the green spaces! It truly is a gem in Strathcona County and a site for community wide festivals.
- For question 8 I'd be concerned about traffic congestion at peak times. If lanes are decreased, please consider other ways to manage traffic control at these times.
- Please don't take away existing green space. The lake is such a lovely draw to the area and the park space is crucial
- Redevelopment plans must not come at the expense of developing green spaces into hard, lifeless, surfaces. Public green spaces are limited in the area and should be top of mind when making decisions.
- We don't personally like the look of all the buildings crammed in there. More parks, events space and green space would have looked much more pleasing to us. Is parking sufficient now when there are community events?
- I love that I can walk or bike there. I use the library all the time and really love the idea of small shops opening up. I used Planet Organic right now as well and common ground cafe. keep making it people friendly and less car oriented.

- There are a few concerns I have. If you reduce the lanes for Sherwood Drive which is one of the main thoroughfares in Sherwood Park currently, do you plan to add another lane one of the other streets (i.e. Broadmoor Blvd and add another lane onto Oak Street) to replace Sherwood Drive? If you reduce the speed on Sherwood Drive and do not replace with an alternate quick route for traffic, there is a potential for traffic nightmares during certain times of the day. Practically we live in a cold climate. The proposed plan is great and very desirable for summer and warm spring and fall days, however somewhat impractical for the rest of the year for the majority of residents. If a driver does not find parking, will he/she be willing to park a distance away and walk from the parking spot to the Centre in the Park Area? There is limited underground parking currently, however will more be developed in enough different areas throughout the redevelopment area to accommodate 'close' parking in during the cold months of the year. Some thoughts as you consider spending a large sum of money on proposal and redevelopment.
- Lane reduction on a major roadway is not practicable, we are a vehicle driven society and for much of the year are not pedestrian friendly due to weather, let the "core" concept grow but not at the expense of practical needs.
- STOP!!!!!!!!!!!!!! Enough trying to bring MORE people to Sherwood park! Our recreational programs are ALWAYS FULL to the point children can't access them! It takes 20 minutes to get from one side of Sherwood park to the other because of ALL THE TRAFFIC LIGHTS and traffic!!! It's NOT enjoyable to walk around CIP anymore because the traffic is brutal, and the stores are even more awful! Really? Another nail salon? Enough of the growth when we can't possibly sustain what we've got!
- There really has to be a joint effort of educating and correcting driver AND pedestrian behaviour in busy core areas. The current traffic conditions moving through the affected areas of Sherwood drive/Granada Blvd already create a cluster and congestion, so if the roads are reduced down even more- signalling HAS to improve to allow for better movement with pedestrian traffic as well. I agree with the cameras for ensuring the right hook drivers get stopped, but what are we doing to educate and correct pedestrian behaviour? Roadways are shared and there should be expectations on ALL users. Just my opinion after travelling to busier foreign centres where there is an understanding of pedestrian and vehicle and cyclist responsibilities.
- Vehicle traffic will increase as our population increases. Please do not reduce the number of lanes. Instead please look at increasing the number to prevent future traffic congestion.
- On-street parking is minimal now. Please provide off-street parking.
- As long as no trees come down!!
- YOU SEEM TO BE SPENDING A LOT OF PEOPLE ON A SMALL PERCENT OF THE POP OF SHERWOOD PARK. ARE YOU TRYING TO BLOCK EVERYTHING AROUND THAT LOCATION FOR A FEW PEOPLE.
- I try to walk everywhere I can, and I am out often with my dog. It is rare I have a walk without a close call. Crossing Sherwood Drive is very daunting and people don't yield at the crosswalk in front of Festival Place. Anything you could do to help this would be appreciated!
- More local businesses
- Why did you open house panels not include the Salisbury playing fields as Broadmoor Lake Park? the community uses this space for more than high school activities? Why is this survey not asking us how we feel about that? It appears the county has something to hide
- Public spaces required which encourage natural gathering spaces, where people organically congregate which creates community and inclusion
- Parking is horrible already. Please increase easily accessible parking. Often the underground parking is full so taking family to the library or going to the county offices is very difficult

- Please provide opportunities for local shops (rent controls? subsidies?) and community gathering spaces (free use of meeting rooms)
- Speed limits on Festival Way don't need to be adjusted. Traffic is well controlled and pedestrians are respected by motorists.
- I feel that the amount of vehicle traffic (including school buses) in the area during peak hours requires the current Sherwood Drive setup. A reduction in lanes feels like it will create additional wait times at the intersections controlled by lights, and create backed up turning lane traffic which will also impede through traffic.
- Without parking, I don't feel it will be accessed by residents, no matter how nice it looks.
- Whose going to pay for all this and what is the cost at a time of cuts from provincial gov.
- Speed limits on arterial roads shouldn't need to be changed, but commercial or residential side streets can be safely lowered to 40kmph if pedestrian safety is a concern. This would accomplish the increased safety where people are most likely to cross frequently when not using intersections/crosswalks that stop traffic. Further to this, strongly in support of gaining more space for smaller, more diverse small business / local shops in order to aid in developing a sense of community as well as giving the downtown area a feeling of more than just another strip mall.
- It's a great area but the cost of living here leaves it open to only the very high income families.
- I suggest those proposing to reduce the number of lanes on a small portion of Sherwood drive, actually take the time to drive it during the school rush hours — between 8:15-9am and 2:45-3:30pm. It gets INSANE. Reducing the number of lanes is a bad idea.
- The struggle is currently to access these areas is there is not enough easily accessible parking. It's hard enough as it is to find a nice spot that isn't underground or paid to visit the library, with more potential shops, where should patrons park when each surrounding lot has signs that you cannot park unless you are visiting a specific spot. For example, I would happily park across the street and walk to the community center but those lots are signed off for the business there or Strathcona county. It's so frustrating to visit this area currently and I can only imagine with more added it will become increasingly frustrating.
- Sherwood Drive and Granada are MAJOR traffic corridors in this community. We DON'T need parking on them. We DON'T need them narrowed, either in the number of lanes or the width of lanes. Our streets are working - leave them alone. The sidewalks are wide enough. Leave them alone. If you want a few trees, shrubs or plants- go carefully so sight lines are not interfered with. Perhaps if someone wants little cafes, patios, etc.; it should have been done long ago down the Festival Way area towards Broadmoor Lake. That kind of thing would have been nicer there than big apartment blocks and newer empty cement buildings built right out to the sidewalk in that one small area called "the Market". If that had been properly designed that's where little shops would have been nice. Too late now. Please do not mess up any more of our roads and streets the way you have Glenbrook and Georgian Way. You do not make streets or areas better; you have a strong history of ruining everywhere you touch. Leave what we have left alone. We Do need to get in and out of are neighbourhoods and our community as safely and easily as possible. Cutesy little things do NOT belong on our major connector streets, collector routes, and thoroughfares. These create nothing but "accident waiting to happen" areas. No thanks. We have lots and lots of empty retail/office space all over the park. I'm not sure what makes you think there will be a rush of small shops to create a nice "market" area. Perhaps there is a place for that kind of shop/cafe district in the Park, but it is NOT in our already developed central area. Sherwood Park is a big place, look around and find a more suitable area. Then create something good that actually works for the community.

- I would love to see an Italian Center Downtown. More patio options for summer. A better connection from biking trails around Broadmoor to the downtown. Boutique type clothing stores or home decor.

APPENDIX A – STAKEHOLDER COMMENTS

Centre in the Park (CITP) Area Redevelopment Plan Update

Position Paper 2 submitted by the Board of Condominium Association #052-3767

July 18, 2019

Background:

Strathcona County is currently undertaking an update of the CITP Area Redevelopment Plan. The County is seeking input from area residents, businesses, institutions and other stakeholders.

Condominium Association #052-3767 is a major stakeholder in the future development of CITP and it is important that the perspective of the condo association be heard and understood by the County. As a condominium association, the nearly 350 owners/residents of Festival Estates, Park Vista and Reflections own 190 suites in three CITP residential buildings. This equates to a collective \$60 million real estate investment in CITP, plus the payment of annual municipal taxes.

This is the second Position Paper submitted by the CITP Condominium Association. An initial Position Paper was previously submitted on March 3, 2019.

Position Paper 2 provides comments on:

1. The County's response to the first Position Paper submitted by the CITP Condo Assoc.
2. The Draft CITP Area Redevelopment Plan Bylaw of June, 2019
3. The Draft CITP Zoning District of June, 2019

Comments:

1. The County's response to the first Position Paper submitted by the CITP Condo Assoc.

It is evident from two meetings with County administration and the County's response to Position Paper 1 that the County has heard and understands the position of the CITP Condo Association in regards to the draft CITP Area Redevelopment Plan.

The Condo Association is pleased that the original vision for the area will still drive future development and that the initial character, form and quality of developments will be maintained at the same high standards.

The Condo Association supports the County's recommendation that, *"The proposed zoning for the Sherwood Care Centre shifts traditional residential forms such as apartments to a discretionary use while ensuring that care centres and assisted living facilities are permitted uses. This is intended to focus the parcel on this form of residential development and streamline the process for potential new or expanded long term care facilities on the parcel."*

The Condo Association understands that the Area Development Plan is a higher level

planning document that does not deal directly with specific traffic and pedestrian issues. The Condo Association appreciates that within both the draft Bylaw and draft Zoning District there are multiple references to the need for enhanced traffic/pedestrian flow and safety within the CITP.

The Condo Association encourages the County to undertake a more comprehensive look at traffic and pedestrian movement in the area.

2. The Draft CITP Area Redevelopment Plan Bylaw of June, 2019

The CITP Condo Association generally supports the overall direction outlined in the Draft Area Redevelopment Plan, but asks for consideration of the following:

- Reflections should be added to the list of existing developments (page 9)
- Public art should be added to the list of Character Defining Elements (page 23)
- Bus pull-in stops should be considered for internal CITP streets. Currently busses stopped to allow passengers to enter or exit the bus block traffic flow and create traffic congestion and safety issues. (page 30)
- The Condo Association does not support the inclusion of community housing as a Discretionary Use in the Public Service Policy Area. (page 54) County Hall, Festival Place, Sherwood Park Arena/Sports Centre and Kinsmen Leisure Centre are key elements to the life-style and attractiveness of CITP and any option to allow these community facilities replaced with community housing should be eliminated. There appears to be abundant opportunity for additional housing identified in other policy areas within the CITP boundaries.

3. The Draft CITP Zoning District of June, 2019

The CITP Condo Association generally supports the overall direction outlined in the Draft Zoning District, but asks for consideration of the following:

- As stated above, under point 2, the Condo Association does not support the inclusion of community housing as a Discretionary Use in UV1 – Area 12. (page 45)

The Condo Board and CITP residents appreciate the opportunity to provide feedback on the proposed plans for CITP. We look forward to the next phase of the Area Redevelopment Plan Update and hope that our insights can positively influence the direction the County is taking with CITP.

Board of Directors
Condominium Association #052-3767

Centre in the Park (CITP) Area Redevelopment Plan Update

**Position Paper 3 submitted by the
Board of Condominium Association #052-3767**

September 24, 2019

Background:

Strathcona County is currently undertaking an update of the CITP Area Redevelopment Plan. The County is seeking input from area residents, businesses, institutions and other stakeholders.

Condominium Association #052-3767 is a major stakeholder in the future development of CITP and it is important that the perspective of the condo association be heard and understood by the County. As a condominium association, the nearly 350 owners/residents of Festival Estates, Park Vista and Reflections own 190 suites in three CITP residential buildings. This equates to a collective \$60 million real estate investment in CITP, plus the payment of annual municipal taxes.

This is the third Position Paper submitted by the CITP Condominium Association. An initial Position Paper was previously submitted on March 3, 2019 and a second on July 18, 2019.

Comments:

The final draft of the CITP Area Redevelopment Plan Update can be supported by the CITP Condominium Association Board of Directors.

The County listened to our concerns and suggestions, gave serious consideration to our comments, and most importantly, included many of the Condo Association's ideas in the final draft of the CITP Area Redevelopment Plan.

In some instances, the County directly added points that had been introduced by the Condo Association, in some cases the County changed parts of the document to reflect the Condo Association's position, and in those instances when our concerns were outside the scope of the plan, the County made reference in the Area Redevelopment Plan for the need to address those specific concerns in the next steps of the planning.

The County used an open and participatory planning process that encouraged input from stakeholders. County staff objectively received and assessed input from the Condo Association, provided clarity around the information contained in the original plan and subsequent drafts, and encouraged discussion so as to gain better insight into the perspective of CITP residents.

Board of Directors
Condominium Association #052-3767

APPENDIX B – COMMENT SHEET/SURVEY QUESTIONS

Centre in the Park Project

Open House #3: October 24, 2019



Thank you for attending the October 24 open house. We'd like to get some feedback from you now that you have seen the information presented.

Your feedback will be summarized in an Engagement Report which will be available online and used to finalize the project documents.

Open house comments (Please circle yes, no or somewhat)

1. Did you find the open house informative?	Yes	No	Somewhat
2. Was the date/time convenient?	Yes	No	Somewhat
3. Were the staff attending approachable and helpful?	Yes	No	Somewhat
4. Was the location/venue convenient?	Yes	No	Somewhat
5. Were the story boards informative?	Yes	No	Somewhat
6. Would you consider coming to the next open house for this project?	Yes	No	Maybe

We'd like to ask a couple of questions about Centre in the Park:

7. Where do you live?

- | | |
|--|--|
| <input type="checkbox"/> Sherwood Park (Centre in the Park) | <input type="checkbox"/> Rural Strathcona County |
| <input type="checkbox"/> Sherwood Park (elsewhere) | <input type="checkbox"/> A hamlet in Strathcona County |
| <input type="checkbox"/> Country residential Strathcona County | <input type="checkbox"/> Outside of Strathcona County |

8. Proposed policies for Centre in the Park are focused on smaller commercial spaces which provide a greater variety of shops and services within the area, as opposed to larger single store spaces.

To what extent do you agree that new commercial uses within Centre in the Park, such as retail and restaurants, should focus on a wide variety of smaller shops and services?

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree
- No opinion/don't know

9. Proposed policies for Centre in the Park are focused on shops and services that are located next to the sidewalk, easily accessible when walking by or from on-street parking, as opposed to shops surrounded by large amounts of surface parking. This is intended to create the look and feel of an urban main street to support the character of Centre in the Park as our downtown core.

To what extent do you agree that this form of development will help to create a more desirable destination for visitors and residents?

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree
- No opinion/don't know



10. Currently, much of Centre in the Park includes public service facilities such as the Community Centre and Library, Festival Place and various recreation facilities. Proposed policies for Centre in the Park maintain this focus within public service areas.

To what extent do you agree that the provision of public services should continue to be a focus within Centre in the Park?

- a. Strongly agree
- b. Somewhat agree
- c. Somewhat disagree
- d. Strongly disagree
- e. No opinion/don't know

11. As redevelopment occurs in Centre in the Park, additional amenity spaces and active transportation connections will be established within redevelopment areas to fill in gaps within the existing trail network and ensure adequate access to open spaces.

To what extent do you agree that new active transportation connections and amenity spaces will increase the desirability of living in or visiting the area?

- a. Strongly agree
- b. Somewhat agree
- c. Somewhat disagree
- d. Strongly disagree
- e. No opinion/don't know

12. Changes to roads within Centre in the Park are proposed when redevelopment or renewal begins to make the area safer for people walking and riding bicycles, accommodate an urban form of retail and services, and help establish the character of a downtown core.

The following elements are proposed to be implemented over time, as redevelopment or renewal occurs on area streets. Which of the following do you feel are important? Please circle all that apply.

- a. Wider sidewalks
- b. Spaces for patio seating
- c. Trees located in street medians and boulevards (next to the sidewalk)
- d. Bicycle facilities
- e. Benches
- f. Lampposts to light the sidewalk
- g. Way-finding signage
- h. On-street parking
- i. Covered transit stops
- j. Other _____

Centre in the Park Project

Open House #3: October 24, 2019



13. As the area redevelops, the number of pedestrians is expected to increase significantly. In order to ensure the safety of these pedestrians and achieve the vision of a downtown core, reduced speed limits throughout the area have been proposed.

Do you feel that reducing speed limits within the area is reasonable in order to accomplish the vision of a downtown core and improve safety within Centre in the Park?

- a. Yes
- b. No
- c. No opinion/don't know

14. In order to improve safety and achieve the vision of a downtown core, a small portion of Sherwood Drive is proposed to be reduced to four lanes in the future, as redevelopment or renewal occurs. This will make this section of the street consistent with existing Sherwood Drive, north of the Sherwood Park Mall site, and south of County Hall. This is also consistent with existing Brentwood Boulevard and Granada Boulevard.

Do you feel that reducing the number of lanes on a small portion of Sherwood Drive, from the Sherwood Park Mall site to County Hall, is reasonable in order to accomplish the vision of a downtown core and improve safety within Centre in the Park?

- a. Yes
- b. No
- c. No opinion/don't know

General Comments

15. Do you have any additional comments related to the Centre in the Park project?
Please do not include any personally identifying information.

Feel free to complete our online survey starting October 25th or complete these questions at home and email your responses to:

Deanna Cambridge, Strathcona County
780-464-8079
deanna.cambridge@strathcona.ca

For more information visit our website at www.strathcona.ca/CITPupdate

APPENDIX C – OPEN HOUSE STORYBOARDS

WELCOME



WELCOME TO THE THIRD CENTRE IN THE PARK
PUBLIC OPEN HOUSE

WHY ARE YOU HERE?

To provide feedback on the draft Area Redevelopment Plan, proposed Zoning and future street design concepts for Centre in the Park

WHAT IS THE PROJECT?

The Centre in the Park Area Redevelopment Plan was first approved in 1990, to consider the development of a community centre for Sherwood Park and the County.

The **current project** is an update of this existing plan and associated documents to align with:

Municipal Development Plan

direction from the **Edmonton Metropolitan Region Board**

current **best practices** in urban design

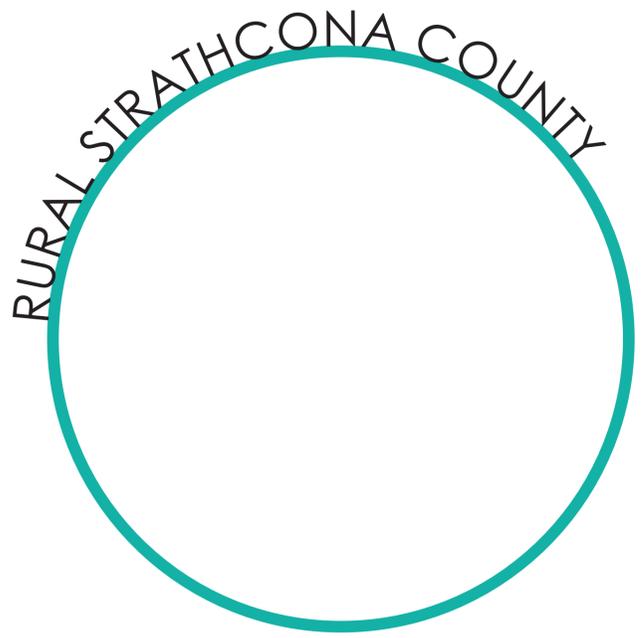
www.strathcona.ca/CITPupdate



WHERE ARE YOU FROM?



Place a sticker
in the circle for
the area where
you live.



STRATHCONA
COUNTY



CENTRE
IN THE PARK



EXISTING FEATURES

- 1** County Hall
- 2** Community Centre and Library
- 3** Festival Place
- 4** Salisbury Composite High School
- 5** Kinsmen Leisure Centre
- 6** Broadmoor Lake Park
- 7** Sherwood Park Arena Sports Centre
- 8** Sherwood Park Care Centre
- 9** St. Theresa Catholic School
- 10** Sherwood Park Mall
- 11** Fire Station 1
- 12** Prairie Walk

WHAT IS CENTRE IN THE PARK?

It is a hub of activity and opportunity within the centre of Sherwood Park. Centre in the Park encompasses a broad area that includes the mall, schools, public parks, county hall, recreation facilities, residential development and more.



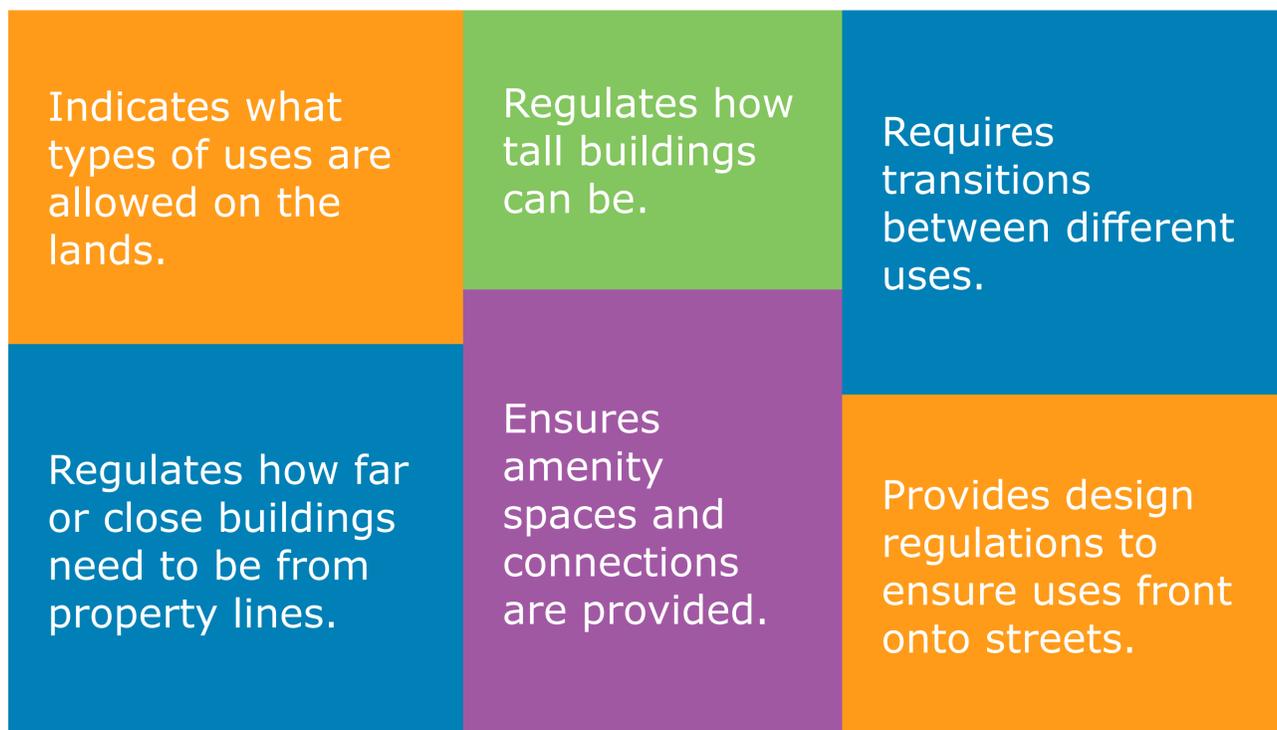
WHAT IS AN AREA REDEVELOPMENT PLAN?

The Area Redevelopment Plan (ARP) provides a framework for the actions necessary to promote a vibrant Centre within Strathcona County including:



WHAT IS A LAND USE BYLAW?

The Land Use Bylaw (LUB) regulates the type and form of development that can occur on individual parcels in order to achieve the objectives of the ARP. The Land Use Bylaw is more detailed than the Area Redevelopment Plan.



ARP POLICY AREAS

LEGEND

- | | | | | | |
|---|----------------------------|---|---|---|--|
|  | Main Street Policy Area |  | Greenways and Amenity Space Policy Area |  | Arterial |
|  | Urban Centre Policy Area |  | Existing Storm Pond |  | Transition Zone |
|  | Neighbourhood Policy Area |  | Main Street Arterial |  | Major Pedestrian Frontage Zone |
|  | Public Service Policy Area |  | Neighbourhood Street |  | Potential Pedestrian Commercial Street |
|  | Institutional Policy Area |  | Commercial Street |  | ARP Boundary |
|  | Community Policy Area |  | Existing Commercial Street | | |



DRAFT

Brentwood Community Area (BC) – Facilitate the existing commercial uses until redevelopment of the site as community service, commercial, residential or mixed-use development.

Broadmoore Lake Area (BL) – Facilitate the ongoing use of the area as a destination for recreational activities, festivals and passive and active uses.

Central Mixed-Use Area (CMU) – Provide for a mix of commercial and residential uses. Development in this area will provide a transition between the residential area and the commercial and civic centre areas. This area includes the Urban Square and the public pathway connecting it to the residential area.

Central Residential Condo Area (CRC) – Provide for multiple housing in the form of apartment housing and/or townhousing. The area includes an integrated linear public open space and walkway, and a minor commercial component.



Civic Centre Area (CC) – Provide for municipal government offices, a library, a museum, an art gallery and other public facilities. Also included are secondary commercial uses and a civic plaza, which provides an open space corridor between the Community Centre and County Hall.

Granada Community Area (GC) – Maintain the existing church site until such time as the site is ready for redevelopment and transition to a primarily medium density residential area with opportunities for neighbourhood commercial uses.

Park Centre Hotel Area (PCH) – Facilitate the redevelopment of the existing hotel to provide for a mixed-use area with opportunities for commercial uses and residential uses.

Park Plaza Area (PP) – Provide the opportunity for existing commercial uses to remain and for future development to transition to a primarily residential area with opportunities for neighbourhood commercial uses.

Sherwood Care Area (SC) – Facilitate the continued use of the existing long term care facility and opportunities for supporting uses or expansions.

Sherwood Drive Commercial Area (SDC) – Facilitate the existing commercial uses until redevelopment of the site as a mixed-use development with street oriented commercial uses and residential uses.

Salisbury High School Area (SHS) – Facilitate the existing educational facility and associated community and recreational uses.

Sherwood Park Mall Commercial Area (SPMC) – Allow for the existing mall to redevelop into a mixed-use urban centre which focuses on larger commercial uses with opportunities for residential uses.

Sherwood Park Mall Main Street Area (SPMMS) – Create a main street with street fronting commercial uses at-grade, and the opportunity for residential uses and office uses above.

Sherwood Park Mall Residential Area (SPMR) – Primarily residential area which provides a transition from the higher density mixed-use urban centre to the existing low density residential zoning district.

St Theresa Area (ST) – Maximize the potential for partnerships between the County, the Catholic School Board and other agencies to enable the creation of a community campus including an education facility and a multitude of compatible uses.

The Market Area (TM) – Provide for a range of commercial uses that help to define the Urban Centre and that service Sherwood Park and beyond. The area includes a pedestrian linkage between the northern Festival Way/Sherwood Drive intersection and the Urban Square.

MAIN STREET POLICY AREA

The Main Street Policy Area is at the heart of the Centre in the Park area and will consist of higher densities with a focus on the provision of dense, mixed-use development oriented toward major pedestrian frontage zones.



MAIN STREET ZONING AREAS

Park Centre Hotel Area (PCH)

- Redevelopment to provide for a mixed use area with opportunities for commercial and residential uses
- Active transportation connection from Sherwood Drive to the Greenway

St. Theresa Area (ST)

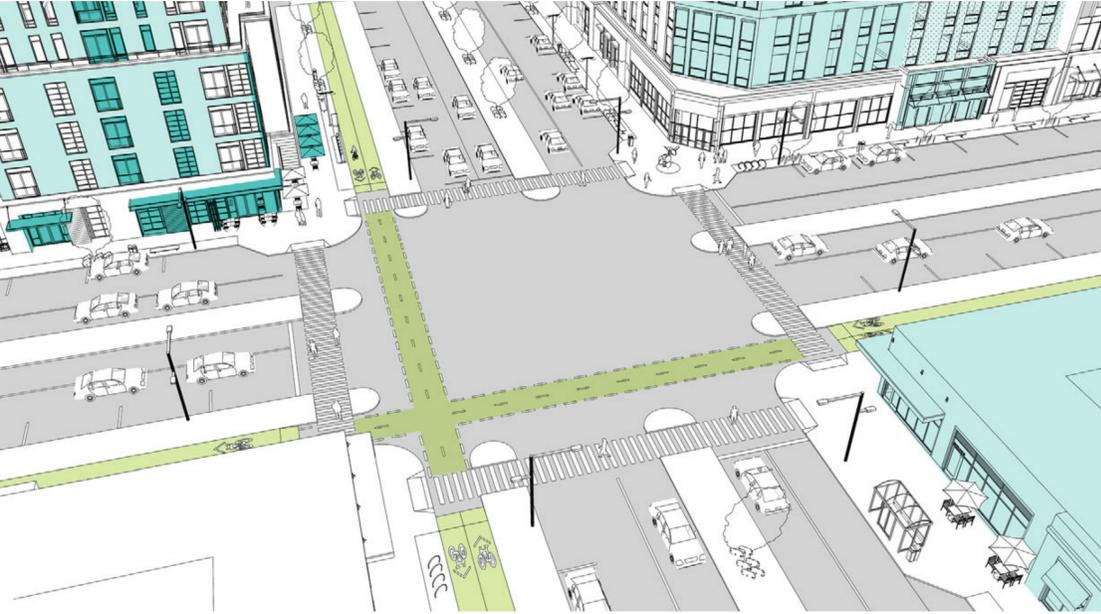
- Partnerships between the County, the Catholic School Board and other agencies
- Community campus including an education facility and a multitude of compatible uses

Sherwood Park Mall Main Street Area (SPMMS)

- Street fronting commercial uses at grade with residential uses and office uses above

The Market Area (TM)

- Range of commercial uses
- Pedestrian linkage between the northern Festival Way/Sherwood Drive intersection and the Urban Square

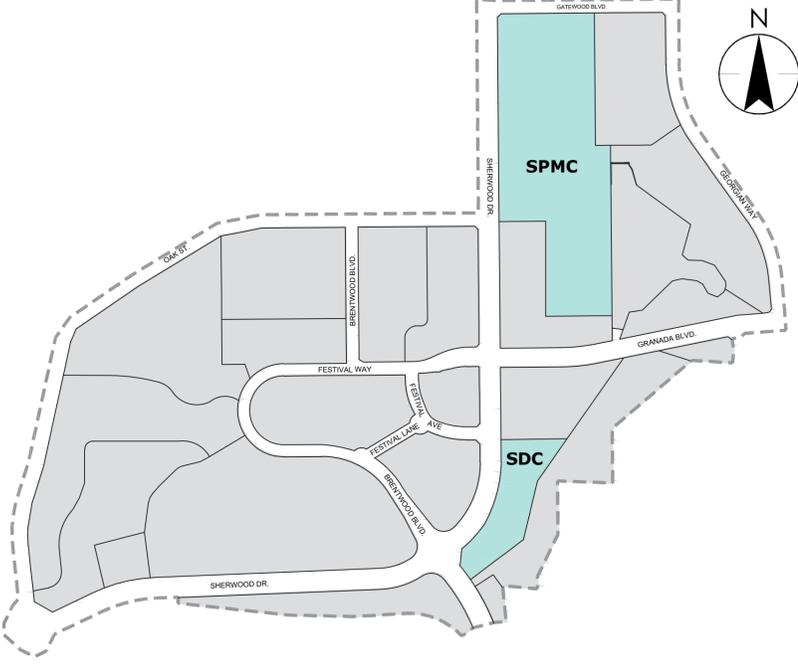


WANT TO KNOW MORE?

More detail is available in the Area Redevelopment Plan and the Land Use Bylaw. Printed copies of both are available here today or online at: www.strathcona.ca/CITPupdate

URBAN CENTRE POLICY AREA

The Urban Centre Policy Area will be a high-density area with a commercial focus that provides opportunity for infill of surface parking and integrates existing development until such time as redevelopment occurs.



URBAN CENTRE ZONING AREA

Sherwood Park Mall Commercial Area (SPMC)

- Existing mall site to redevelop into a mixed-use urban centre
- Larger commercial uses with opportunities for residential uses

Sherwood Drive Commercial Area (SDC)

- Facilitate existing commercial uses until redevelopment of site as mixed use development
- Street oriented commercial uses and residential uses

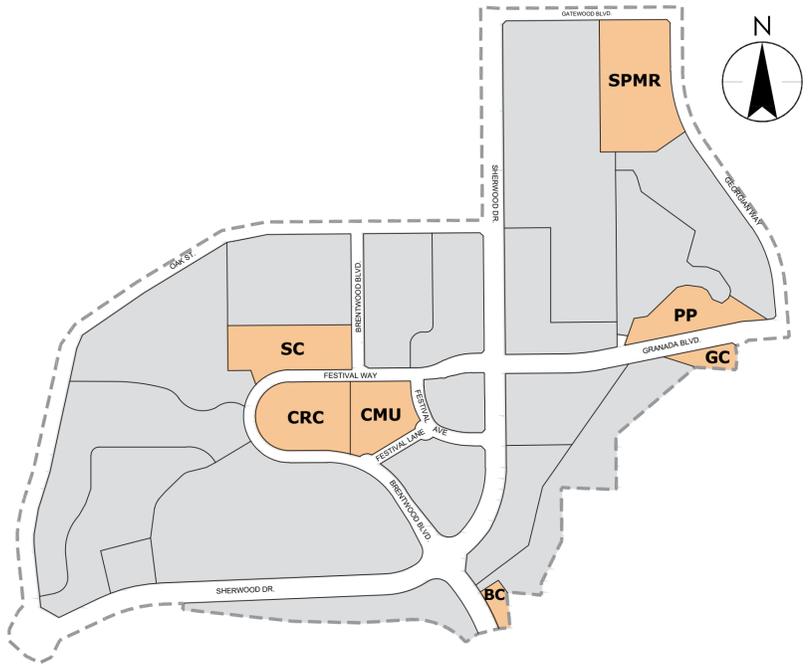


WANT TO KNOW MORE?

More detail is available in the Area Redevelopment Plan and the Land Use Bylaw. Printed copies of both are available here today or online at: www.strathcona.ca/CITPupdate

COMMUNITY POLICY AREA

Provide opportunities for residential uses and supportive commercial and community services that meet the daily needs of residents.



COMMUNITY ZONING AREAS

Brentwood Community Area (BC)

- Facilitate existing commercial uses
- Redevelopment as community service, commercial, residential or mixed-use development

Central Mixed-Use Area (CMU)

- Mix of commercial uses and residential
- Urban Square and the public pathway connecting to residential area

Sherwood Care Area (SC)

- Facilitate existing long term care facility use
- Opportunities for supporting uses or expansions

Central Residential Condo Area (CRC)

- Multiple housing in the form of apartment housing
- Integrated public open space and walkway
- Minor mixed-use component

Park Plaza Area (PP)

- Existing commercial uses remain
- Transition to residential with opportunities for neighbourhood commercial uses

Granada Community Area (GC)

- Maintain existing church site until site ready for redevelopment
- Primarily medium density residential area with opportunities for neighbourhood commercial uses

Sherwood Park Mall Residential Area (SPMR)

- Primarily residential area
- Transition from higher density mixed-use urban centre to existing low density residential

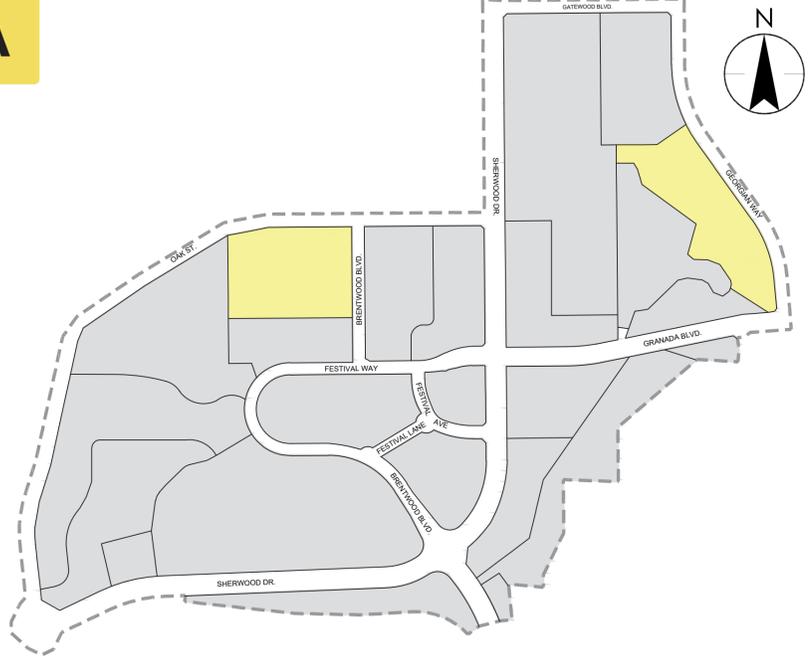


WANT TO KNOW MORE?

More detail is available in the Area Redevelopment Plan and the Land Use Bylaw. Printed copies of both are available here today or online at: www.strathcona.ca/CITPupdate

NEIGHBOURHOOD POLICY AREA

The Neighbourhood Policy Area will provide a variety of residential housing types with accessory live-work and home-based commercial services.



**NEIGHBOURHOOD ZONING AREAS
(EXISTING ZONING DISTRICT)**

The Neighbourhood policy area is not being rezoned as part of the Centre in the Park ARP Process. The existing zoning of R3-Low to Medium Density Multiple Residential will remain in place as it already meets the intent of the Area Redevelopment Plan policies for a primarily residential area. Any applications for redevelopment beyond what is currently allowed for in the existing zoning would require further public consultation.



WANT TO KNOW MORE?

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PUBLIC SERVICE POLICY AREA

The Public Service Policy Area will continue to serve the public service needs of the community and provide opportunities for year-round programmable indoor space and additional sub-regional services.

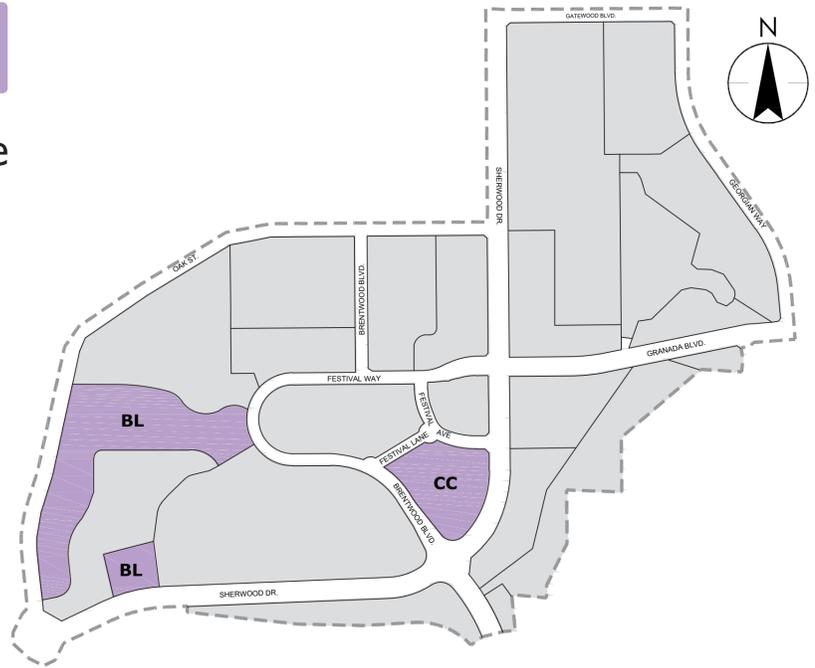
PUBLIC SERVICE ZONING AREAS

Broadmoor Lake Area (BL)

- Ongoing destination for recreational activities, festivals and passive and active uses

Civic Centre Area (CC)

- Municipal government offices, a library, a museum, an art gallery and other public facilities
- Secondary commercial uses
- Civic Promenade, provides an open space corridor between the Urban Square and County Hall



WANT TO KNOW MORE?

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INSTITUTIONAL POLICY AREA

The Institutional Policy Area will continue to accommodate the operations of existing educational facilities and associated green spaces to be used by the educational facilities and the larger community.



INSTITUTIONAL ZONING AREAS

St. Theresa Area (ST)

- Partnerships between the County, the Catholic School Board and other agencies
- Potential for community campus including an education facility and a multitude of compatible uses

Salisbury High School Area (SHS)

- Existing high school and recreational community uses



WANT TO KNOW MORE?

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GREENWAY AND AMENITY SPACES POLICY AREA

The Greenway and Amenity Spaces Policy Area will continue to revitalize and enhance existing amenities and trails to meet the needs of a diverse group of users.



- LEGEND
- Amenity Space
 - Potential Amenity Space Expansions
 - Greenway
 - Existing Storm Pond
 - Green Space
 - Primary Integrated Gathering Space
 - * Landmark Feature
 - ARP Boundary



WANT TO KNOW MORE?

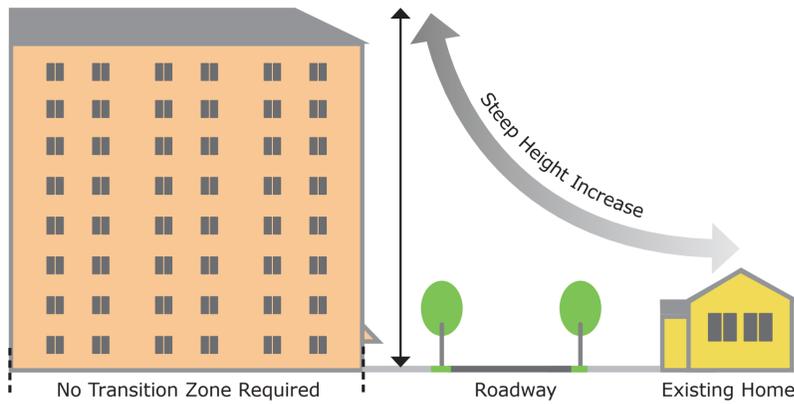
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TRANSITIONS FROM LOW TO HIGHER DENSITIES

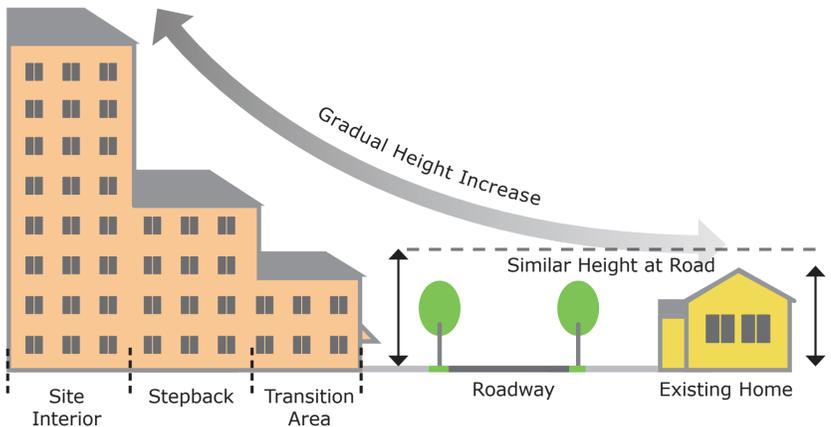
Transition Areas are placed where future higher density development, such as apartments, are located adjacent to existing lower density uses, such as single family homes.

In Transition Areas, buildings provide a shift from low density to higher densities through features such as height and setbacks. Additional setbacks will be used to gradually transition heights.

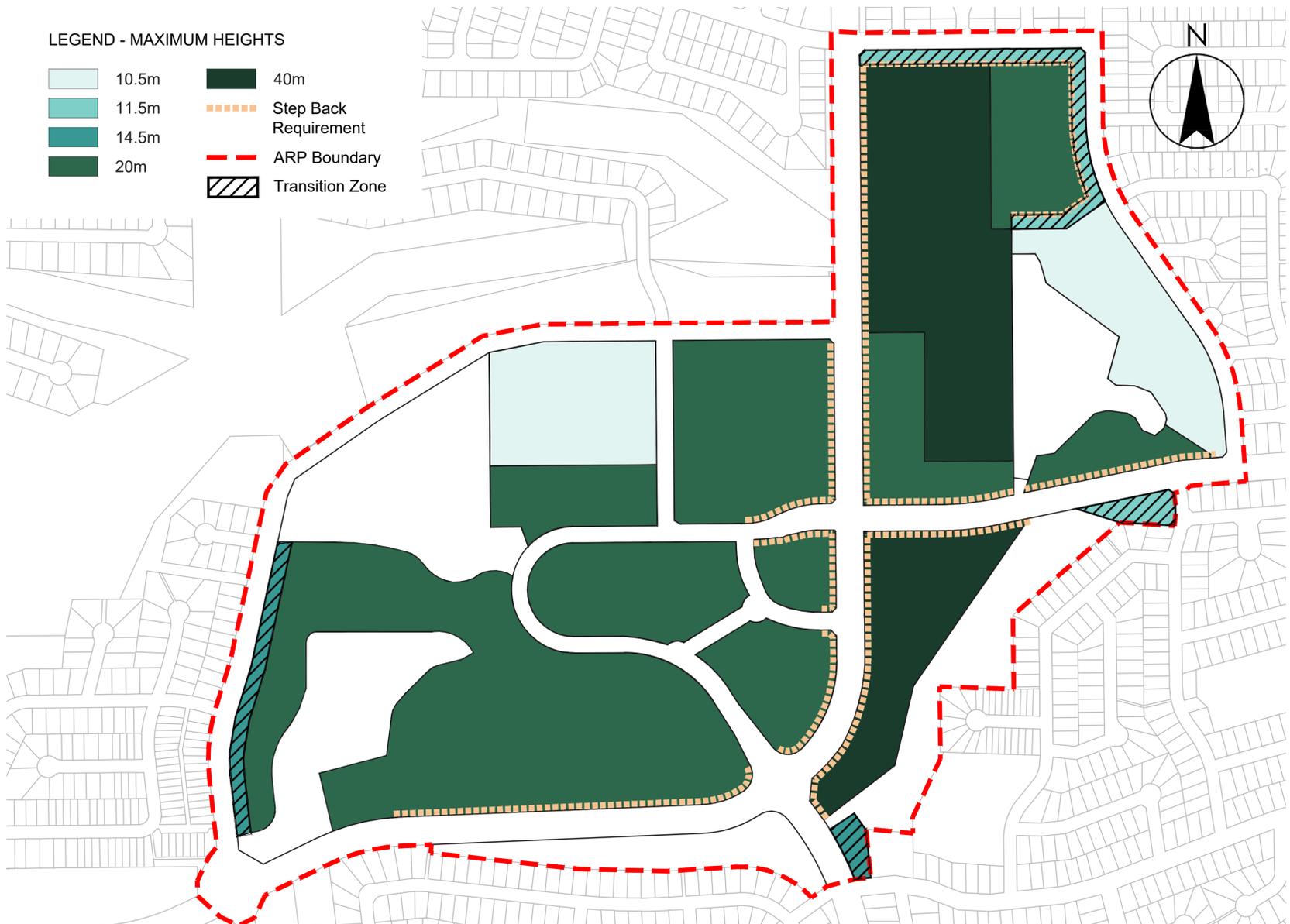
With Current Zoning



With Proposed ARP and Zoning Direction



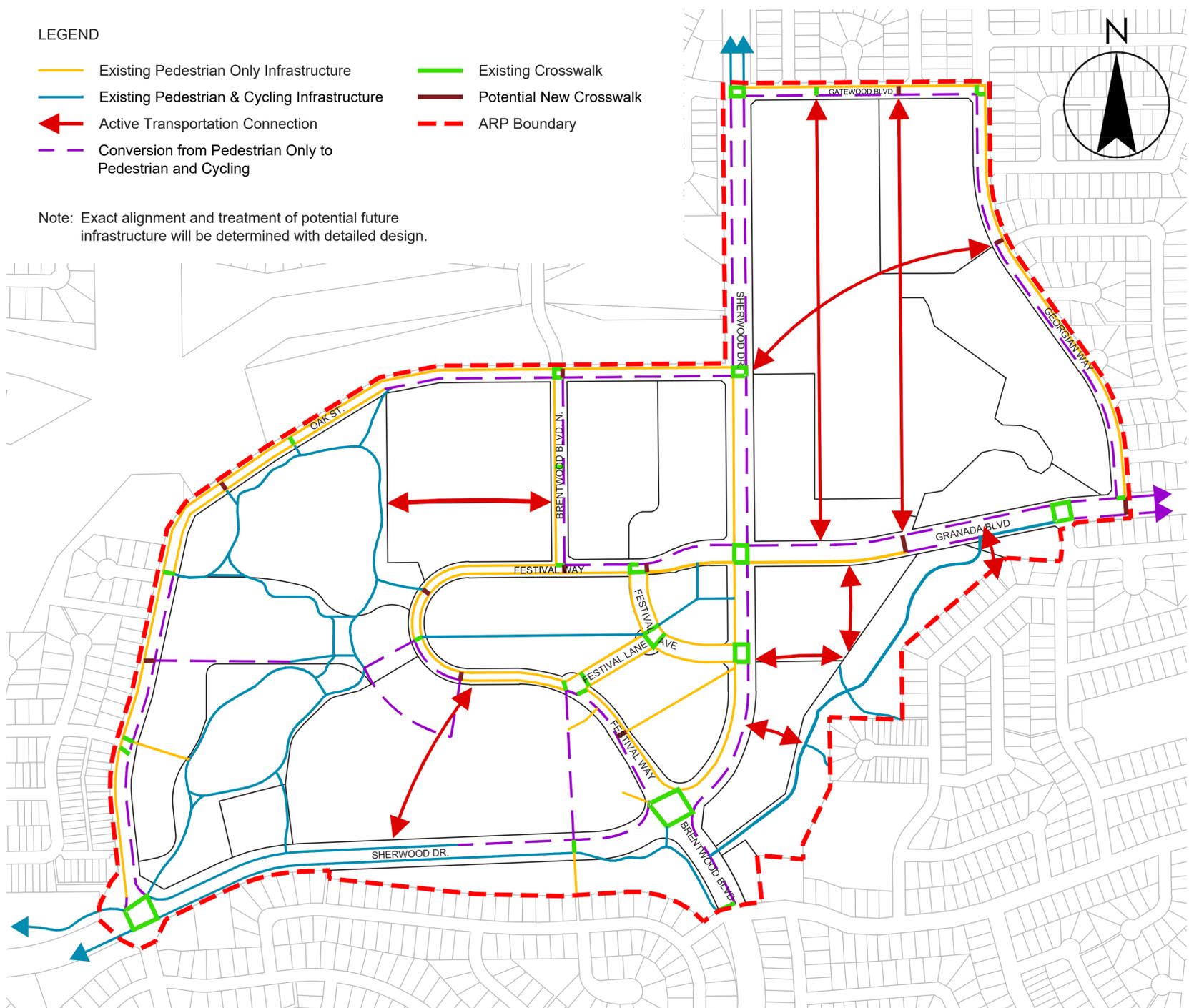
The map below shows the generalized height maximum for the area. Height maximums may vary in select circumstances.



CONNECTIVITY IS A FUNDAMENTAL ELEMENT IN ANY COMMUNITY.

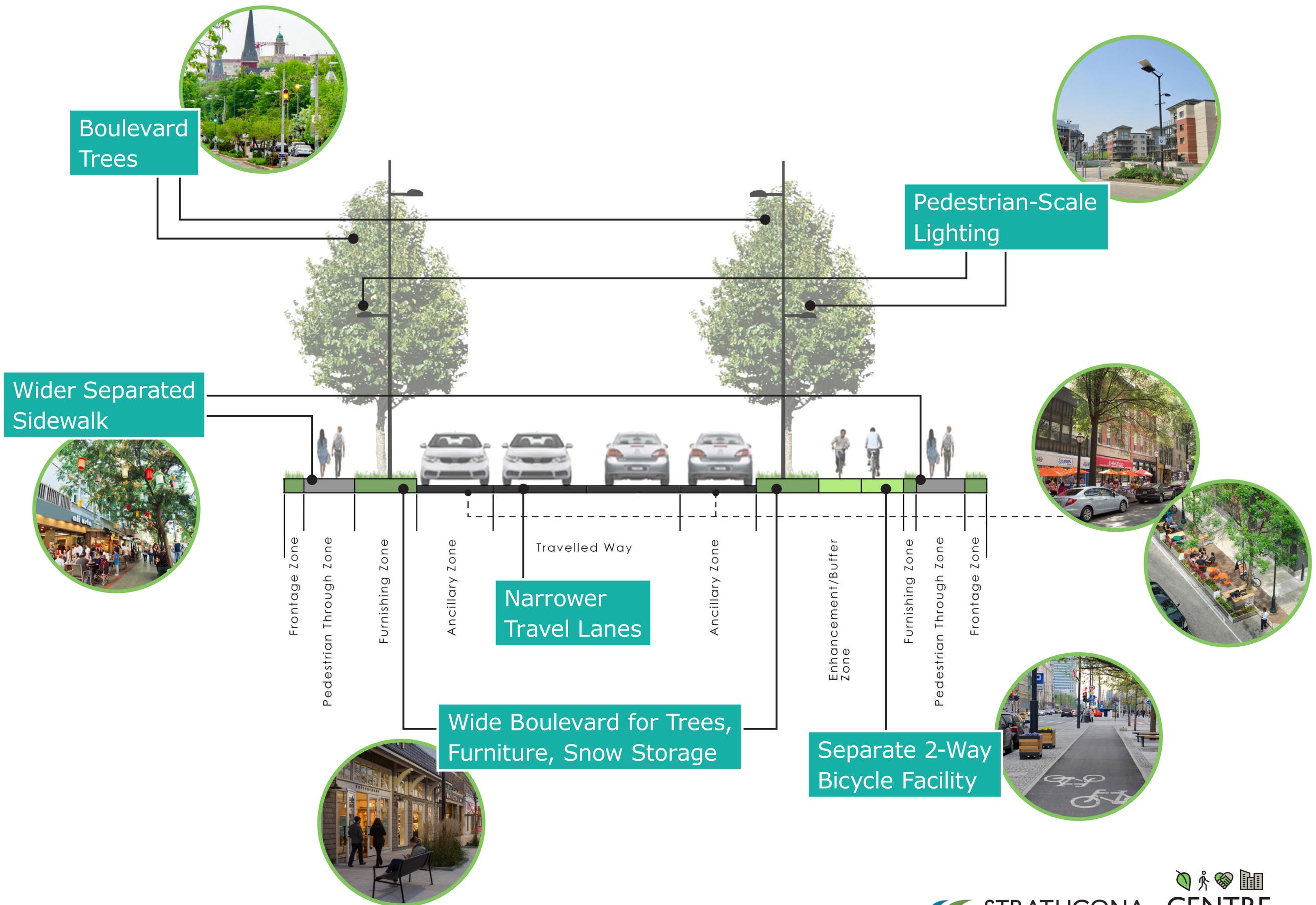
As the area redevelops over time, additional infrastructure will be added to create a walkable community by providing safe pedestrian and cycling modes of travel as well as efficient transit, and easily navigable open spaces.

The existing development within Centre in the Park will be gradually transformed into a compact urban centre. The area will be connected internally as well as with the surrounding community and will be highly accessible by multiple modes of travel.

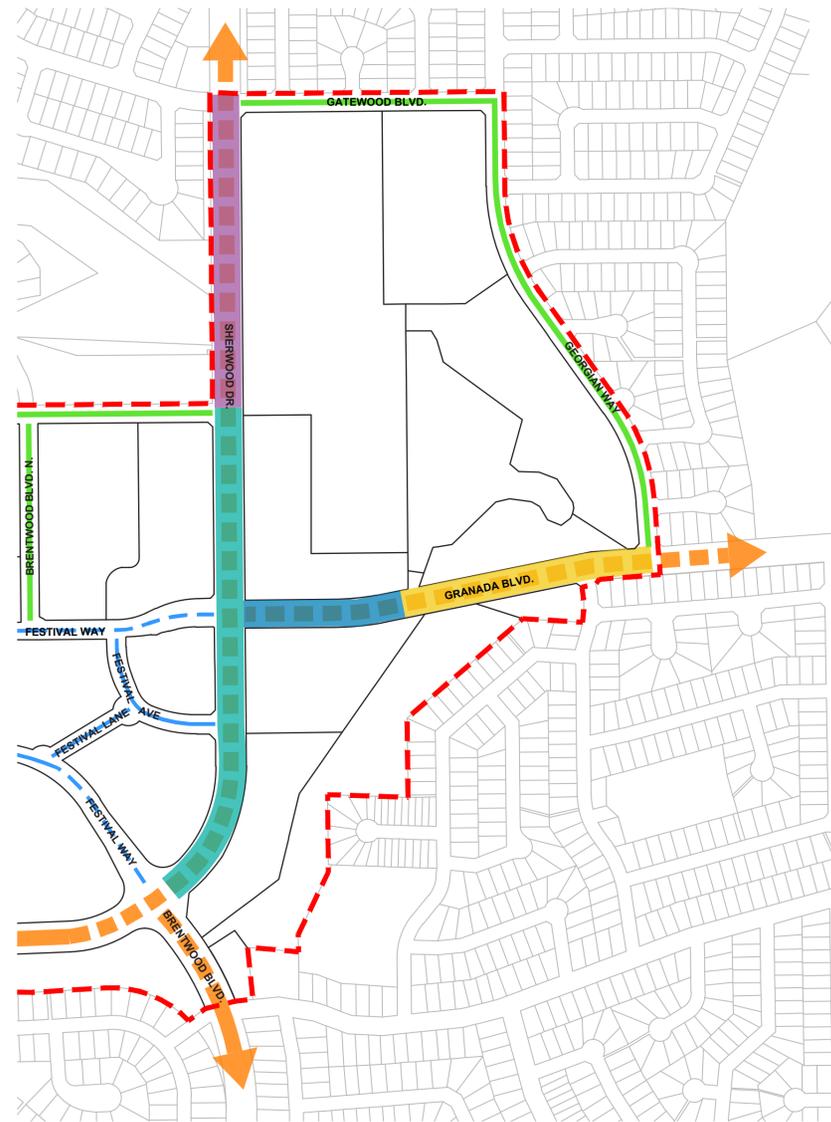


Note: Exact alignment and treatment of potential future infrastructure will be determined with detailed design.

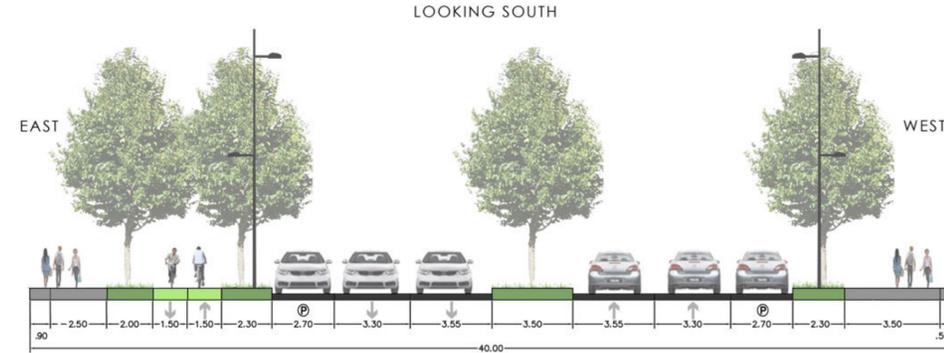
COMPLETE STREET ELEMENTS



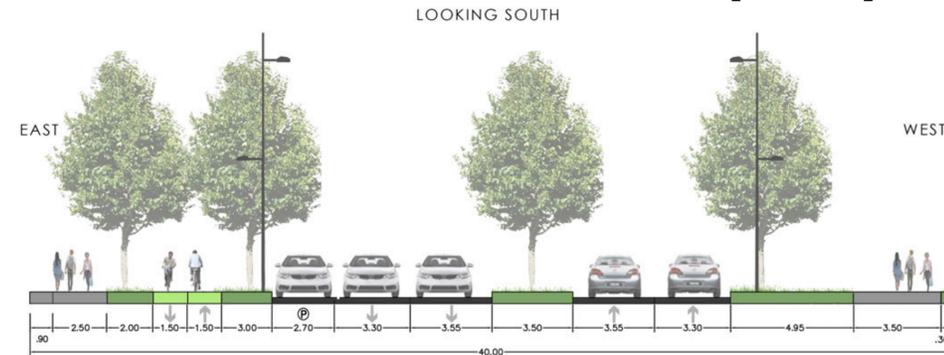
PROPOSED CONCEPTUAL CROSS-SECTIONS (MAIN STREET ARTERIALS)



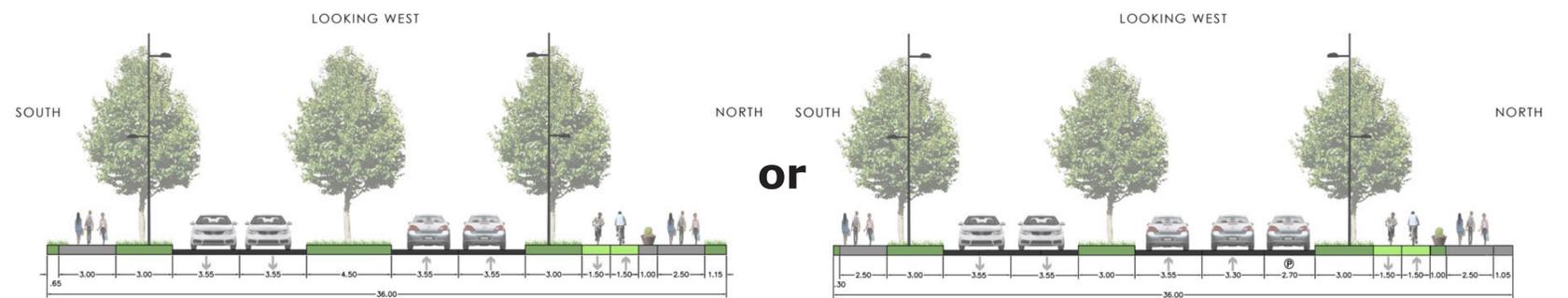
Main Street Arterial (40 m)



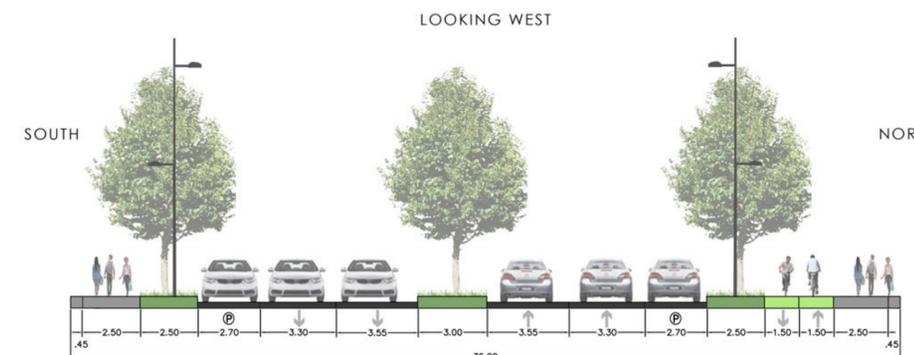
Main Street Arterial (40 m)



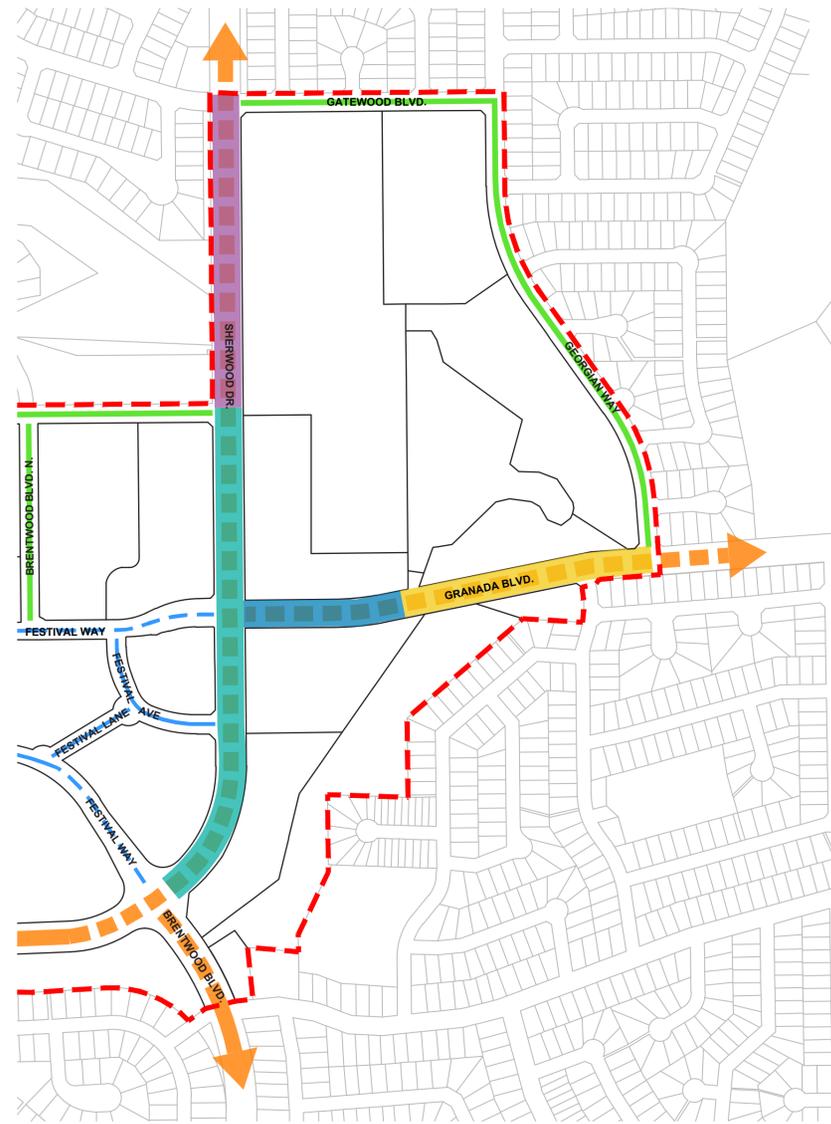
Main Street Arterial (36 m)



Main Street Arterial (36 m)



EXISTING CROSS-SECTIONS (MAIN STREET ARTERIALS)



Main Street Arterial (40 m)



Main Street Arterial (40 m)



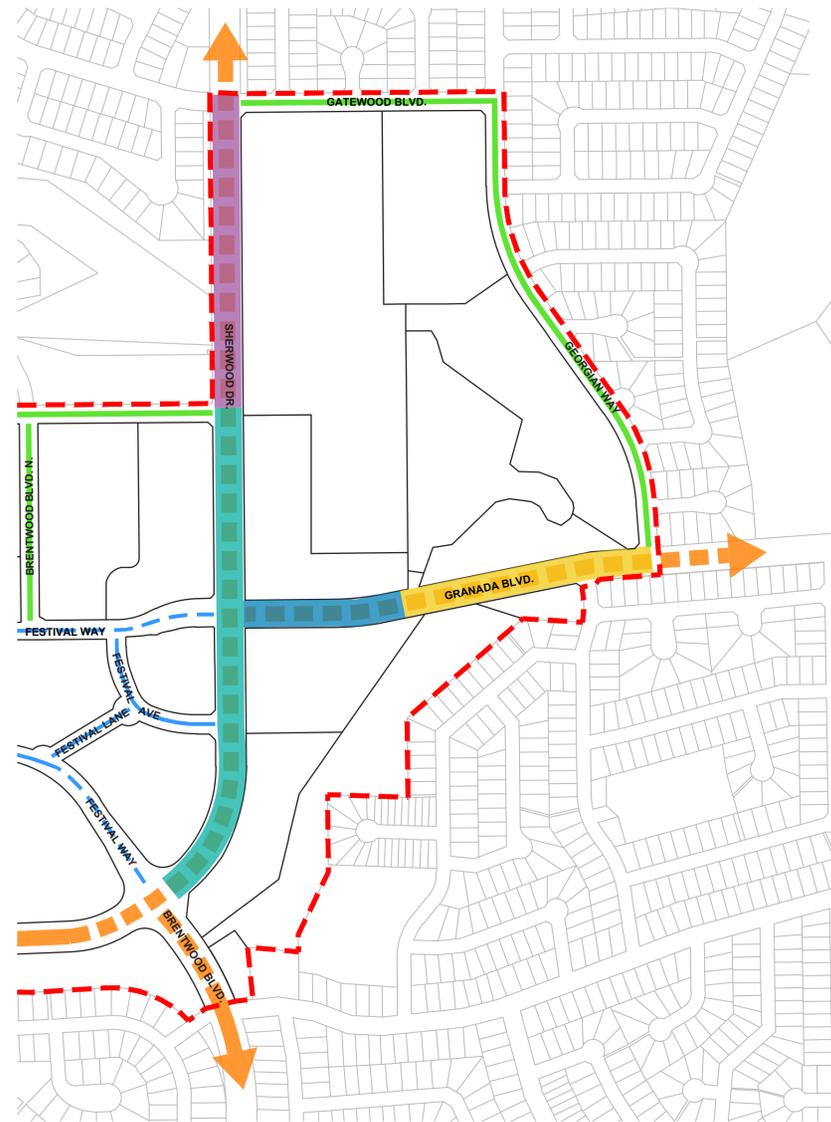
Main Street Arterial (36 m)



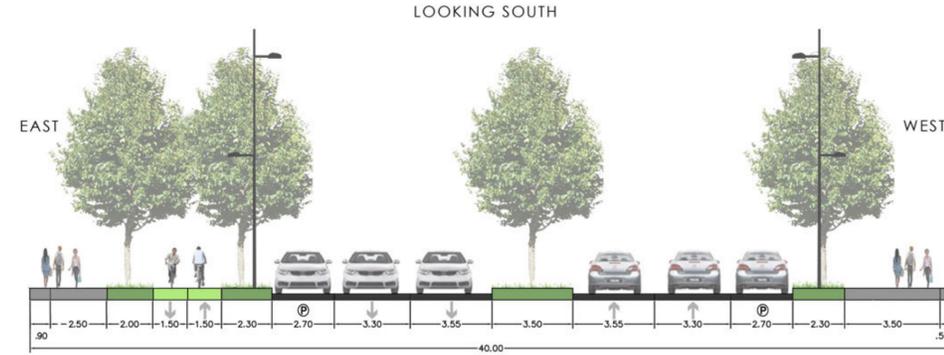
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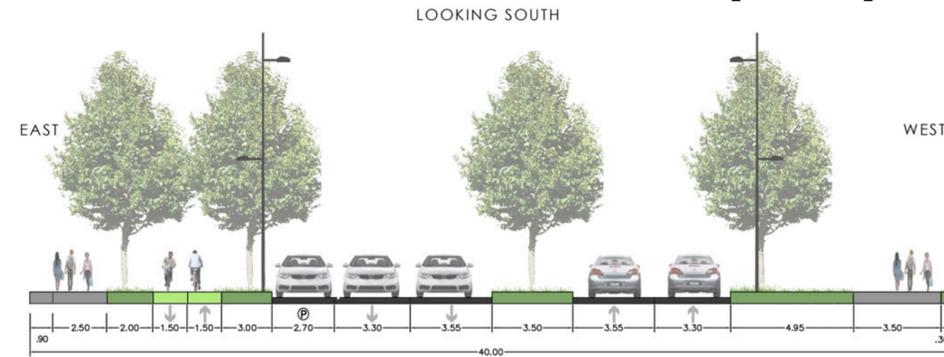
PROPOSED CONCEPTUAL CROSS-SECTIONS (MAIN STREET ARTERIALS)



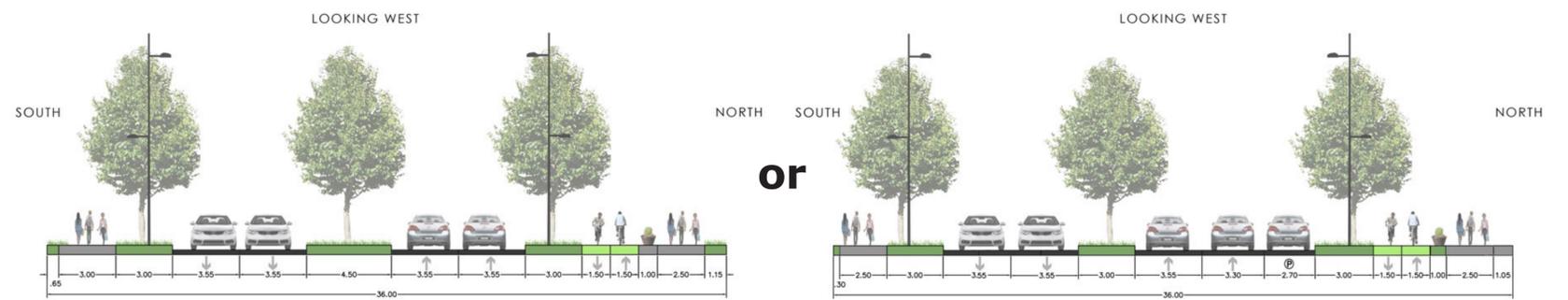
Main Street Arterial (40 m)



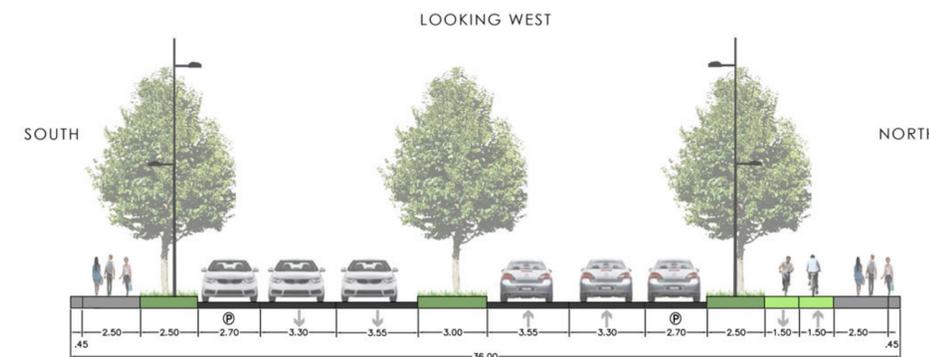
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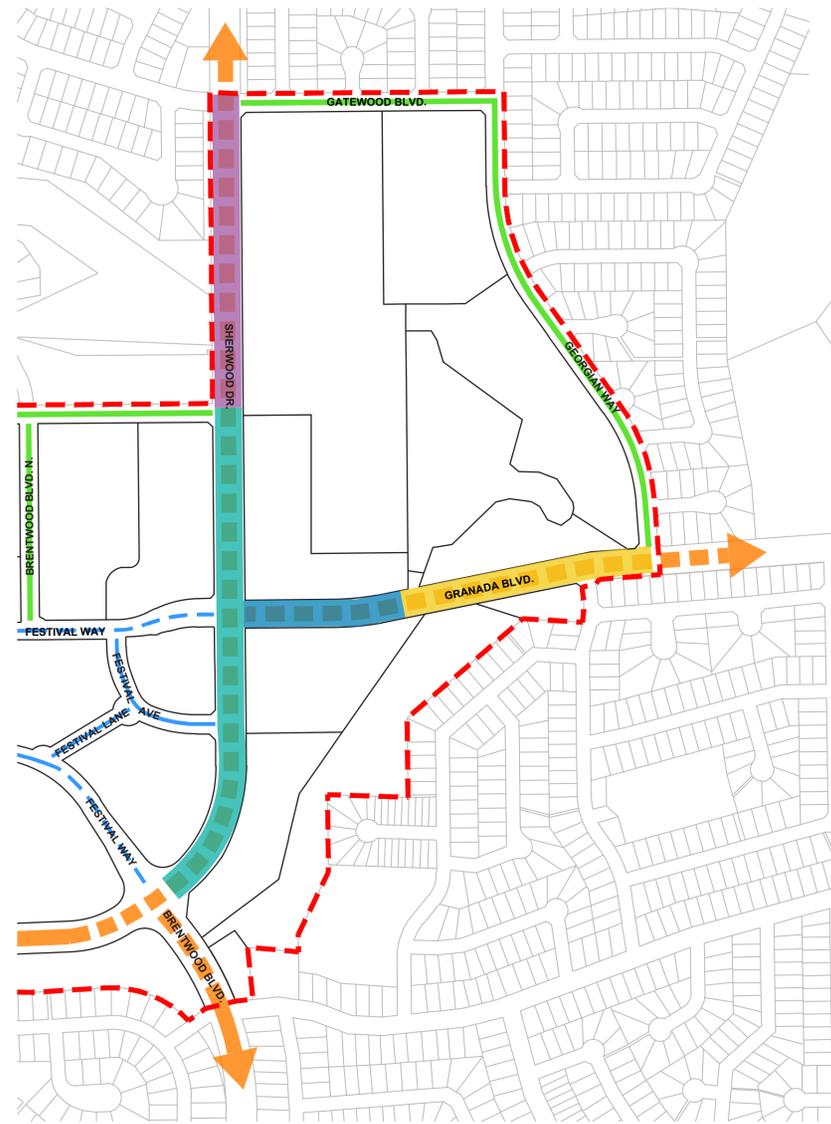
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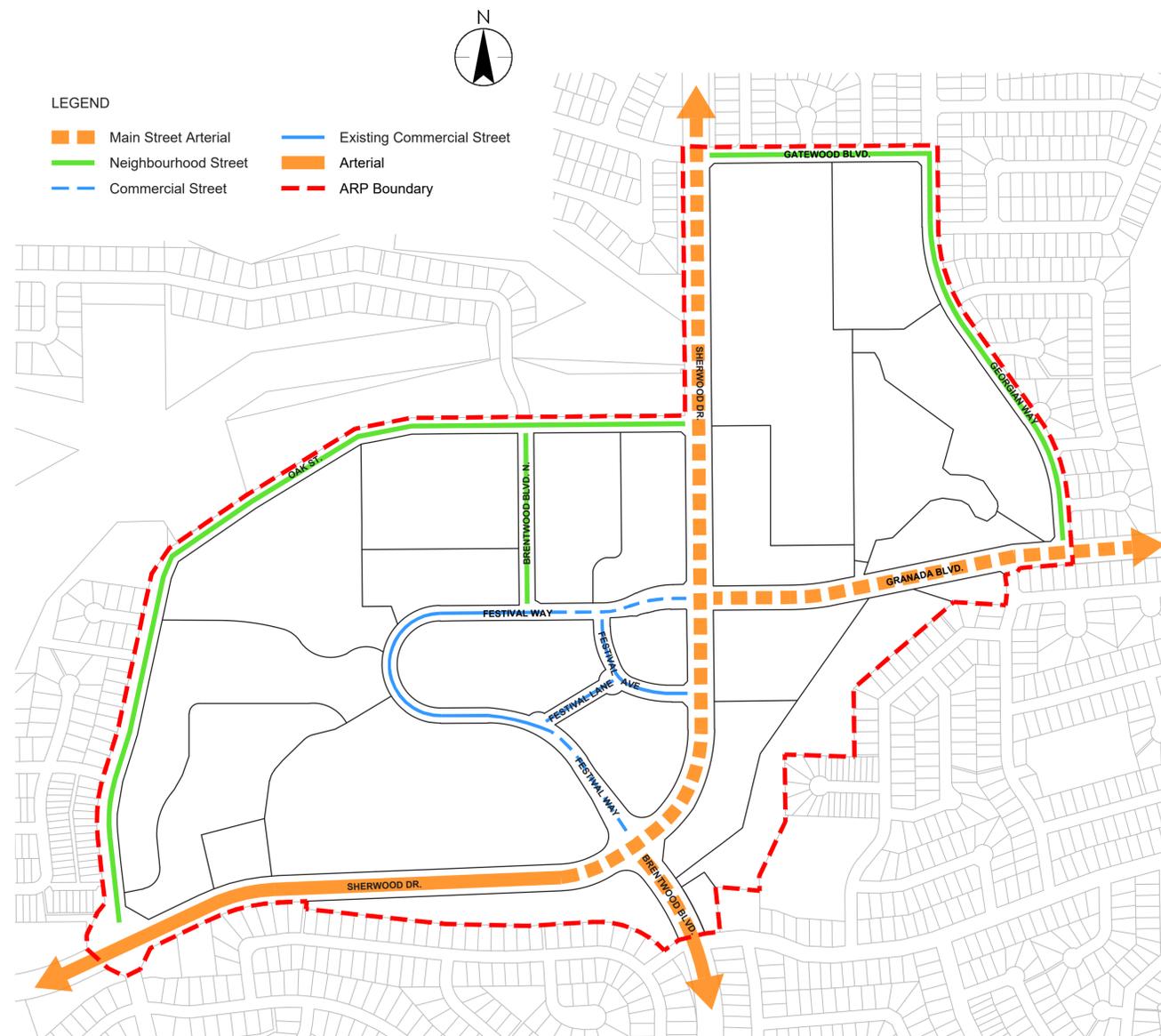
Main Street Arterial (36 m)



Main Street Arterial (36 m)



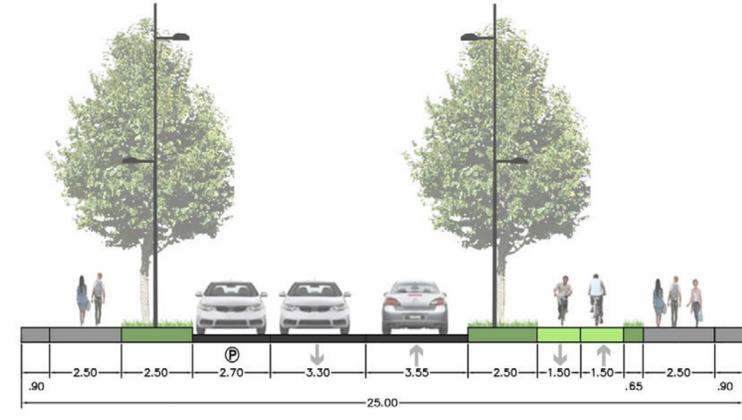
PROPOSED CONCEPTUAL CROSS-SECTIONS (OTHER STREET CLASSES)



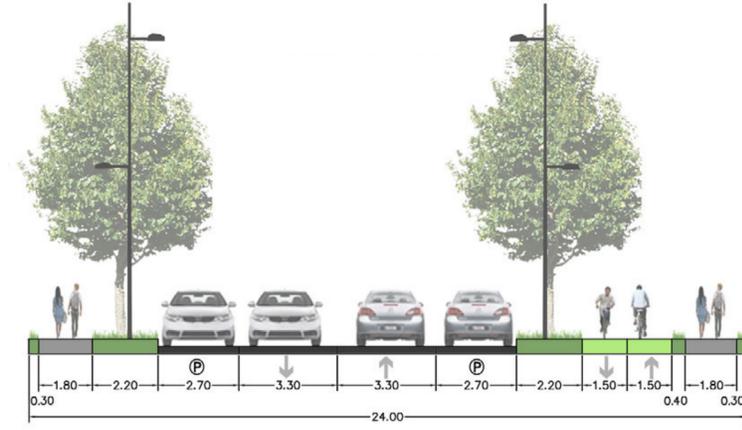
Existing Commercial Street

There are no proposed alterations to the existing cross-sections for existing commercial streets.

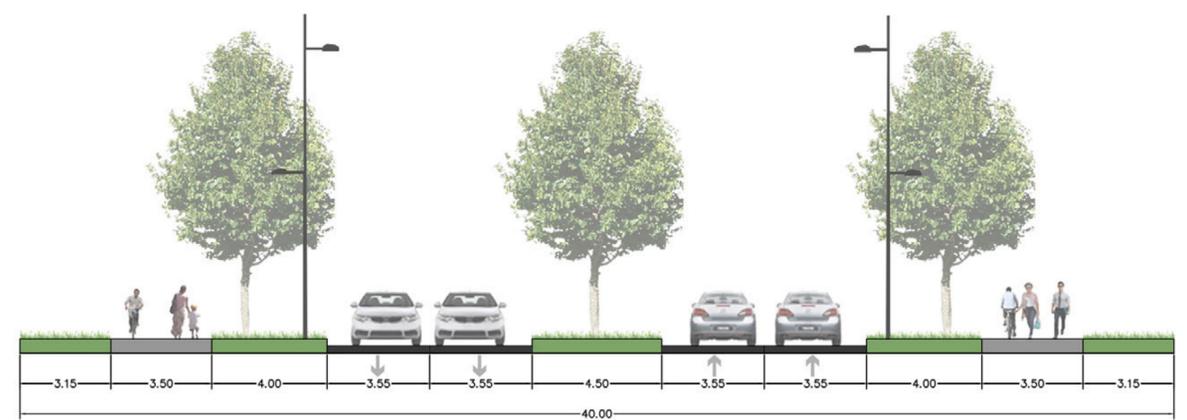
Commercial Street (25 m)



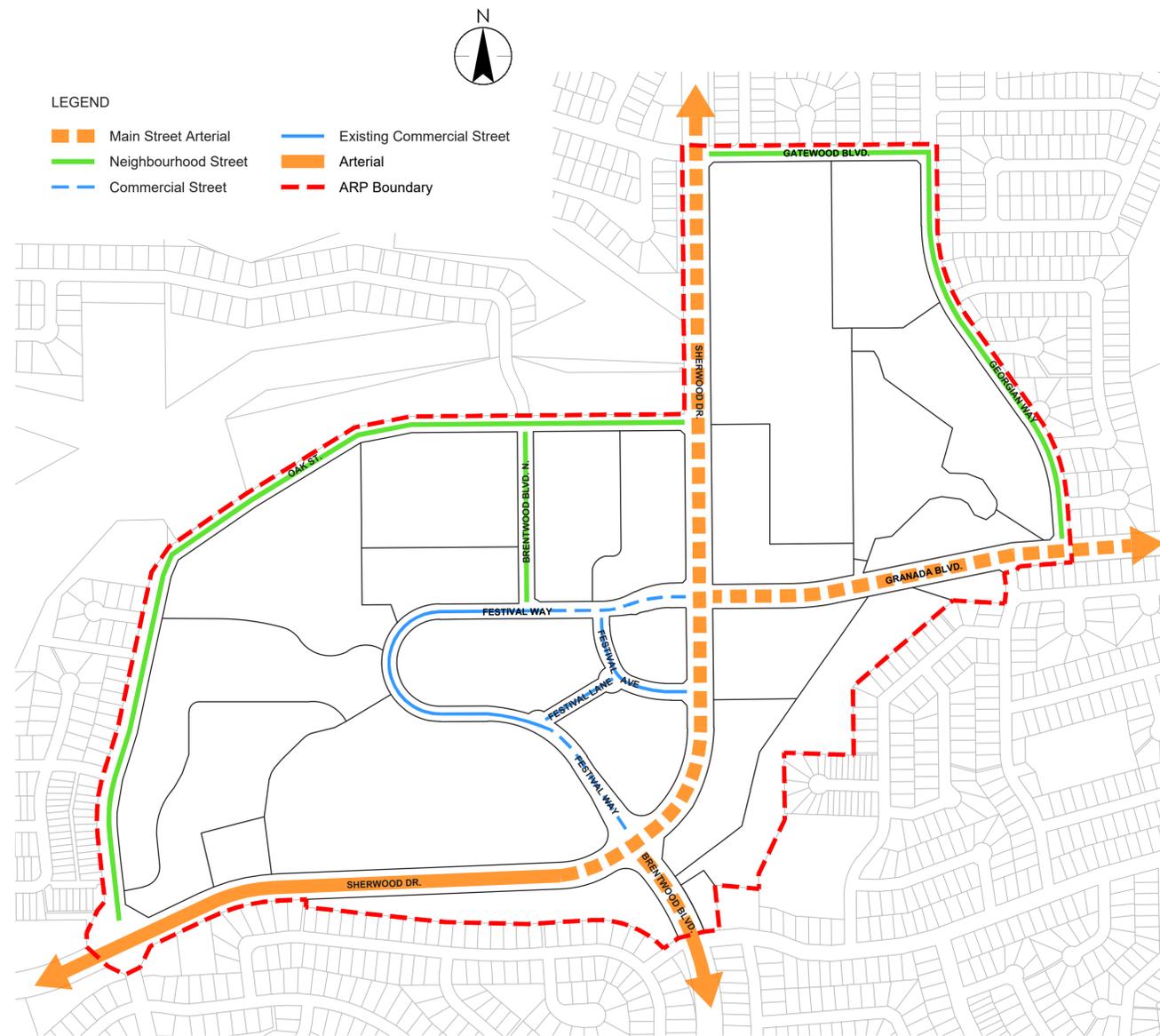
Neighbourhood Street (24 m)



Arterial (40 m)



EXISTING CROSS-SECTIONS (OTHER STREET CLASSES)



Existing Commercial Street

There are no proposed alterations to the existing cross-sections for existing commercial streets.

Commercial Street (25 m)



Neighbourhood Street (24 m)

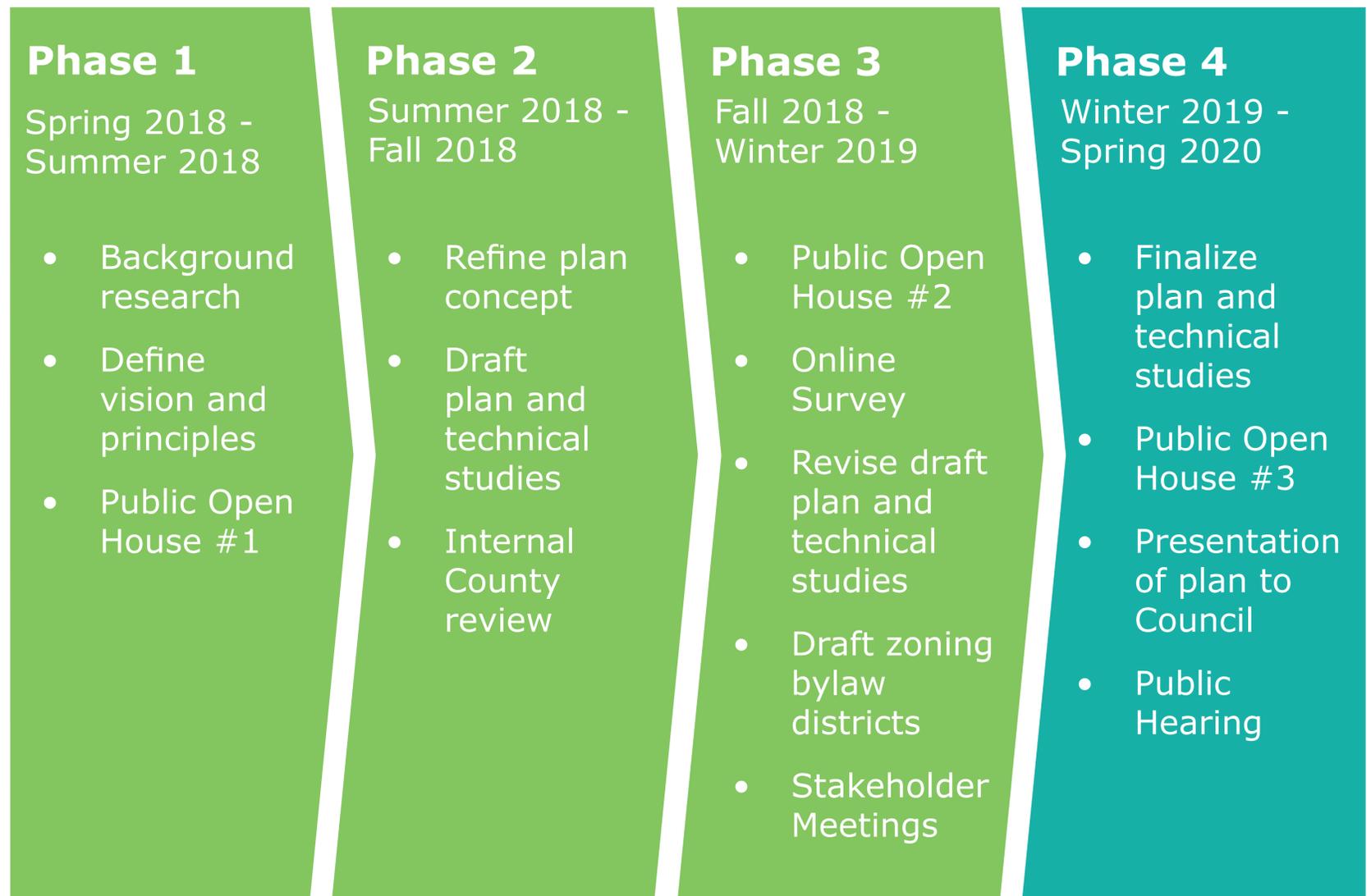


Arterial (40 m)



Thank you for coming!

NEXT STEPS



WE ARE HERE

HAVE COMMENTS? QUESTIONS?

Learn more

www.strathcona.ca/CITPupdate

Talk to our project team

Deanna Cambridge, Strathcona County

phone: 780-464-8079 Deanna.Cambridge@strathcona.ca

Fill out a comment sheet or complete our online survey!