

**City of St. Albert**

**Smart Growth Focus Groups  
Summary Report**

**December 21, 2009**



## TABLE OF CONTENTS

<b>1.0</b>	<b>STUDY BACKGROUND</b> .....	<b>1</b>
<b>1.1</b>	<b>Methodology</b> .....	<b>1</b>
<b>2.0</b>	<b>RESEARCH FINDINGS</b> .....	<b>3</b>

**Appendix A – Moderator’s Guide**

## **1.0 STUDY BACKGROUND**

The City of St. Albert is interested in gathering the thoughts and opinions about the approaches to growth and development in new St. Albert neighbourhoods. Banister Research & Consulting Inc. (Banister Research) was commissioned by the City of St. Albert to conduct this research. In addition to a resident survey (findings under a separate cover), focus groups were conducted to supplement with survey data with populations with low representation in the survey. In December 2009, a total of four (4) focus groups were facilitated with the following populations:

- Seniors (2 groups);
- Persons with physical disabilities (1 group);
- Persons with cognitive disabilities (1 group); and
- Youth aged 16 to 18 (1 group).

The focus groups were used to test various Smart Growth concepts that were a part of the survey in further detail. Responses from these focus groups will be taken into consideration in the development of regulations for future development.

This report outlines the findings from the Smart Growth Focus Groups.

### **1.1 Methodology**

Banister Research was responsible for recruiting the participants for the senior and youth groups, however, due to privacy issues, the City of St. Albert were responsible for recruiting participants with disabilities through Handi Bus and Transitions Programs. Of those contacted, thirty-nine (39) focus group participants were recruited for the four (4) groups.

Each individual recruited received a notice prior to the session that provided the details of the session, including time, date, and the address of the building. Each person also received a reminder telephone call before the session confirming their attendance. Ultimately, thirty-seven (37) individuals participated in the focus groups. Locations for the focus groups were selected based on the population, as such, the sessions were convened at City Hall, St. Albert Seniors Centre and Servus Place. Focus groups were held on December 1<sup>st</sup>, 3<sup>rd</sup>, 8<sup>th</sup> and 9<sup>th</sup> 2009 and lasted for approximately 2 hours each. Client representatives were in attendance at each focus group session and the sessions

were recorded. These recordings were provided to the Client. At the end of the session, each participant was provided with a \$60.00 honorarium as compensation for their time.

The focus group discussions were based on a moderator's guide developed by Banister Research in consultation with the Client. A copy of the moderator's guide is provided in Appendix A.

Readers of this report should be **cautioned** as to the interpretation of results obtained from the focus group process. Focus group research provides qualitative data and while valuable insights were gained through this process, the results cannot be considered statistically representative.

## **2.0 RESEARCH FINDINGS**

The following section provides a summary of the key findings for each of the topic areas investigated.

### **Awareness of Smart Growth**

To begin each group, participants were asked what they had heard or read about Smart Growth St. Albert. The majority of respondents indicated they had heard of the concept, but were not sure what it had meant. A few participants had participated in the resident survey so they were familiar with the concept, while some searched the term on the internet prior to attending their session. There were also a couple of respondents that were unaware of the term prior to attending the session.

All participants were then provided with a definition of Smart Growth St. Albert and were asked for their opinion on the concept. The majority stated they were in favor of the concept overall, but were skeptical on how it would be implemented. A few concerns brought forth were the idea of walkability during the cold winters, or the idea of compact living. Youth were particularly concerned with the idea of compact living and stated they would not want a lot of high-rises, or houses too close together. On the other hand, some of the positive attributes highlighted were a better public transportation system, and the attraction of a variety of people in one area.

## Smart Growth versus Conventional Development

Participants in each group were then shown a variety of images and asked for their personal preferences as well as what they think would be good for St. Albert as a whole. The sentences describing the images have been included in this report. Please note, all Concept A's represent Smart Growth, while Concept B's represent Conventional Development.

### Set 1:

<b>A:</b> Streets encourage social, cultural and retail activity, resulting in less efficient movement of vehicles.	<b>B:</b> Streets efficiently move traffic, with no facilities along them to support social, cultural and retail activity.
---	--

When reviewing the first set of concepts, the majority of respondents preferred the Smart Growth concept. Some of the advantages highlighted by respondents of all three groups were the walkability, the social activity, and the number of people and businesses would be conducive for a better transportation system.

Some of the items brought up by specific groups were as follows.

#### Seniors:

Although seniors were generally favorable towards Concept A, they specifically mentioned a concern about the density of people needed in order for the businesses to be viable. Seniors also desired a mix of people to live in these areas (young, old, families, etc.) and believed Concept A would support that. One item that was mentioned was the need for designated bike lanes. Seniors disliked the idea of having people riding on the sidewalks and thought it would be safer for everyone if bike lanes were incorporated into the design of the streets.

**People with Disabilities:**

Two groups of respondents with disabilities were interviewed. The respondents with cognitive disabilities were in favor of Concept A. They appreciated the social interaction that would be a part of this concept. As they rely heavily on walking or public transportation, the less efficient movement of private transportation was not a concern.

On the other hand, those with mobility issues preferred Concept B. Although they liked the idea of Concept A, they had concerns for their personal safety. The increased number of people limits their mobility as people tend to see their wheelchairs “almost too late” in a crowd. Also, as many depended on private vehicles, the less efficient movement of vehicles was a concern.

**Youth:**

The respondents in the youth group stated a clear preference for Concept B. The majority of youth stated that, although they might like the idea of Concept A, they do not want to live close to it as they felt the streets would be too noisy. A few also mentioned that it looked a bit like their current downtown and there was no need to develop another area similar to what they already have. According to this group, Concept B would efficiently move traffic to where they needed to go and it would be nicer to live closer to an area like that.

*“It would be nice to live close to something like ‘A’, but not in it. Live somewhere like ‘B’.”*

**Set 2:**

<b>A:</b> On commercial streets, buildings form a continuous street front, resulting in alleys and on-street parking.	<b>B:</b> On commercial streets, buildings provide parking between the building and street, resulting in buildings that are separate.
---	---

Both seniors and those with disabilities were presented with this pair of concepts. The vast majority of respondents in both groups preferred Concept A. Many expressed the appeal of the concept stating it represented the ideas of “calm” and “inviting” and they appreciated the addition of greenery. Some concerns however were that it appeared that the stores found in Concept A would be smaller, boutique-type stores, which are not always viable, nor necessary. A few seniors expressed that St. Albert is a “Walmart” society with a love for private cars, and unfortunately, may not support Concept A. Another concern expressed by the disabled respondents was the difficulty in moving around in their wheelchairs in the small boutique stores.

### Set 3:

<b>A:</b> Parks are designed for a variety of uses (sports, concerts, farmers markets), resulting in a variety of park designs.	<b>B:</b> Parks are designed for physical recreational uses, resulting in other uses (concerts, farmers markets) being difficult to accommodate.
---	--

The majority of respondents indicated a preference for Concept A, or recognized there is a need for both types of parks. However, as St. Albert already has a lot of parks similar to what was represented by Concept B, they strongly desired more parks in line with Concept A. They recognized that children probably would prefer Concept B, as there was more space for them to play organized activities, but after reviewing Concept A again, they also realized this could also be incorporated into this type of park.

#### Seniors:

*“I think a variety of uses is good. You have to have a place that everyone will enjoy.”*

All the seniors preferred Concept A as they felt they could personally get most use out of this type of park. As many had grandchildren however, they also expressed the desire for playgrounds to be included. As previously mentioned, it was acknowledged by everyone that there is a need for both types of parks, but as there are currently more parks like B, they desired more parks like A.

#### Persons with Disabilities:

The individuals with mobility issues all preferred Concept A as the multi-use parks included hard surface paths that they could easily move their wheelchairs on. They all expressed a concern with the difficulty in mobility associated with Concept B. Those with cognitive disabilities however, preferred Concept B. To them, parks are meant for playing, and Concept B seemed to be a place where people would walk their dogs or “just hang-out”.

#### Youth:

The youth indicated there was a need for both types of parks, however, they stated Concept B was primarily for physical recreational uses. As the majority of them no longer participated in organized sports, they identified the need for parks like Concept A for activities such as hanging out with friends, picnics, walking their dogs, etc. Some indicated a combination or the two would be ideal, but as there were already parks like “B”, more of “A” would be desired.

## Set 4:

<b>A:</b> Destinations such as shopping, restaurants, schools and libraries are within a few blocks of my home and are close enough that I can either walk or drive, and parking is limited.	<b>B:</b> Destinations such as shopping, restaurants, schools and libraries are within a few miles of my home and are too far to walk to, most must be driven to, and parking is ample.
--	---

There were mixed opinions within and between groups when youth and those with disabilities were presented with this set of concepts.

### People with Disabilities:

Those with cognitive disabilities strongly preferred Concept A. As they currently rely on walking or public transportation, they liked the idea of having all the services and amenities close to their home. The concept of limited parking was not a concern for them. For those with mobility constraints, although they expressed a preference for Concept A, they did not want it to be located in close proximity to their homes due to the noise and number of people. Mobility around these types of areas was also mentioned. Overall, these individuals wanted a combination of the different types of shopping areas, but they didn't desire either of them to be located close to their homes.

*“I don't think it needs to be close to my home, it needs a bus service to this area. I like the idea of the businesses being close together, but I don't necessarily need to walk or roll there.”*

### Youth:

There were more mixed opinions within the youth group. Some individuals associated Concept A with a negative perception of strip malls and indicated that St. Albert didn't need any more strip malls. Other comments included that a neighbourhood is supposed to be somewhere you live, not where you shop. These individuals also indicated Concept B would be easier to get around as you can still park and walk to each store. As a car was necessary for carrying shopping bags, Concept A did not make a lot of sense. On the other hand, there were a few individuals that stated Concept A would be good for those that liked to walk, and stated these destinations needed to be close to neighbourhoods, or else people wouldn't walk, especially in the winter. The remaining individuals stated there was a need and desire for both options.

## Set 5:

<b>A:</b> I can walk to stores, libraries or restaurants, and within 400m of my home there is a mix of single-family detached houses, townhomes, apartments and condominiums.	<b>B:</b> There are only single family houses within 400m of my home, and I must drive to stores, libraries or restaurants.
---	---

### **Persons with Disabilities:**

Participants with the cognitive disabilities indicated a preference for Concept A. As previously mentioned, these individuals are more likely to walk to where they need to go so having stores, libraries and restaurants within walking distance from where they live, is a great advantage for them. Neither respondent minded having a mix of single-detached houses, townhomes, apartments and condominiums all within their neighbourhood.

Opinions were mixed within the mobility disabilities group. Two of the three respondents preferred Concept A, stating the convenience of nearby services and amenities as well as the desirability of a variety of the types of people all within one neighbourhood. The remaining respondent, however, preferred Concept B. She indicated that she had always resided in that type of neighbourhood and enjoyed being surrounded with like-minded people with similar social standards. The respondent also did not like the idea of having multiple high-rises in the City, to which one of the other respondents agreed.

### **Seniors:**

Although the majority of seniors favored Concept A in theory, they were not convinced the concept is actually feasible in St. Albert. The first concern was how many businesses there would be if each home had stores, restaurants or libraries within a ¼ of a mile. They felt the neighbourhood would be inundated with businesses that ultimately wouldn't survive as there wouldn't be enough people to support them. The second concern was the walkability. Although good in theory, many admitted they would not walk in the winter months, nor did they believe the majority of people would walk ever. To do so would require a change in personal habits, such as daily shopping trips instead of weekly shopping trips where a car is required, and respondents were skeptical that this would happen.

## Set 6:

<b>A:</b> Public transit comes every 10-15 minutes, and there is a mix of single-family detached homes, townhomes, apartments and condominiums within 800m of my house.	<b>B:</b> Within 800m of my home there are only single family houses and public transit comes every hour.
---	---

The majority of respondents in all groups indicated they preferred Concept A, the biggest advantage being the frequency of the transportation.

### Seniors:

The majority of seniors were in favor of Concept A. They liked the idea of more frequent transit and were in favor of the mixed housing. When comparing the two concepts, the respondents agreed that Concept A was most practical for seniors, especially older seniors. As many seniors would be moving out of their current houses (similar to Concept B) and eventually losing their ability to drive, having additional housing options, as well as access to regular public transit, would be ideal.

### Persons with Disabilities:

All participants in this group preferred Concept A. The variety of housing options was appealing to some, but for everyone, the frequency of transit was desirable. As well, with the increased population, they felt the buses would actually be full, instead of half empty, like in some current routes.

### Youth:

Although a few youth agreed Concept A may be ideal for a young single person, the majority ultimately desired Concept B, especially as they got older and had families. The

*“If we are talking about St. Albert, Picture B would be the ideal thing. You don’t want it to become too packed; I like the smallness of it.”*

vast majority of respondents did not desire an “urban” lifestyle and would prefer to live in a quiet and calm neighbourhood.

They felt Concept A would be too loud and there would be too many people. As well, they highlighted that the majority of the

residents of St. Albert own a car so don’t rely on public transit. Very few participants saw advantages in Concept A for residents of varying ages.

## Set 7:

<b>A:</b> On a street with sidewalks and treed boulevards faced by porches and the garages are smaller.	<b>B:</b> On a cul-de-sac with a large attached garage at the front and there are no sidewalks or street trees.
---	---

Seniors and persons with disabilities were presented with the above two concepts. Respondents from both groups were able to find advantages and disadvantages to both.

### Seniors:

All of the seniors liked the idea of sidewalks and treed boulevards and many stated the porches would be very inviting (Concept A). When examining the image itself, many could pick out items they really liked. However, if this Concept results in two-story houses, respondents indicated these types of houses are not practical for seniors. Also, a few respondents commented on the garage. One respondent stated that he assumed the smaller garage was a future trend that he they would have to adjust to either by having fewer cars or limiting the amount of storage space they currently use. Other respondents found the smaller garage to be the main drawback. Many still desired at least a double garage either for a second car, or storage.

*“In terms of Smart Growth, there’s an emphasis on economical and sustainable. If we’re going to think long term, we need to get away from the idea of 3-car garages. The writing is on the wall in terms of lifestyle adjustments.”*

### Persons with Disabilities:

Similarly to seniors, the majority of respondents indicated they liked the majority of the items represented in Concept A, but had a few concerns. Especially for those with mobility constraints, sidewalks in the neighbourhood are extremely important to ensure appropriate access. The trees and porches were also favored. Similar to seniors, those with mobility disabilities indicated it was not practical for them to live in a 2-story house. Also, they desired a larger garage so that they could easily get in and out of the car, especially in winter when it only takes moments for the wheels on their wheelchairs to freeze.

### Set 8:

<b>A:</b> In a neighbourhood where I can walk to shops, restaurants or services, and the lot is smaller.	<b>B:</b> On a larger lot, and I have to drive to shops, restaurants or services.
--	---

This concept was only presented to the seniors group. While some still liked the idea of larger lots, the majority of participants thought the smaller lot was preferable, especially for seniors as it would be easier for them to manage. As many seniors also lose their ability to drive as they get older, they also felt it was important to be closer to shops, restaurants and services so that they are able to walk. Many seniors also expressed the concern that the mindset for most people is not to walk. Even when they are able to, as a society that is so dependent on vehicles, walking to services and amenities requires a change in mindset and current behaviours.

### Set 9:

<b>A:</b> Houses are closer to the street with front yards, and parking is to the side or the rear.	<b>B:</b> Houses with garage fronts are further from the street, and there is little or no front yard.
---	--

There were mixed opinions within each group when they were presented with the above concepts. Although most could find advantages to both concepts, the majority were used to living in something similar to Concept B and found it difficult to branch away from what they have come to know.

### Seniors:

The majority of the seniors believed a neighbourhood represented in Concept A would enable interaction between neighbours. With closer houses and front yards, they believed people would use their front yards to get to know their neighbours. One drawback, however, was the long driveway which a few commented on the difficulty of shoveling it during the winter. When a poll was taken for the preference between the two concepts, 8 people preferred Concept B, due to the space and what they are currently used to, and 4 indicated Concept A.

**People with Disabilities:**

The individuals with the cognitive disabilities preferred Concept A. They liked the fact they were closer to their neighbours and there was a front yard for kids to play in. They also indicated they liked the look of the house without the large garage out front.

Those with mobility disabilities differed in their opinions. One respondent preferred Concept A because she thought neighbours would interact more frequently, one respondent preferred Concept B because she liked the openness, and the third respondent wanted a combination of the two. While she liked the idea of people interacting with one another, she also wanted the space in Concept B.

**Youth:**

The majority of the youth preferred Concept B. As many of them indicated, they do not use their front yards, so that was not important to them. The majority of them currently live in a neighbourhood similar to Concept B and to them that represents a “homier” and “nicer” neighbourhood. When explained that there is limited land, a few understood that, although not their preference, something similar to Concept A may be necessary in the future.

**Set 10:**

<b>A:</b> Garage placed at the side or rear of the house, and the front of the house makes up all of the street frontage.	<b>B:</b> Garage placed in front of the house and the garage front makes up most of the street frontage.
---	--

While the majority of those in the seniors group and those with disabilities preferred the concept of “A”, the majority also believed Concept B was more practical.

**Seniors:**

Seniors focused on the attached garage and the vast majority indicated they preferred an attached garage for warmth in the winter as well as for ease of unloading items such as groceries. They also liked the expansive driveway and thought it was a good area for kids to play. Seniors did not like the idea of shoveling the long driveway shown in Concept A. Only one individual in the group indicated they preferred Concept A.

**Persons with Disabilities:**

Of those with cognitive disabilities, one respondent preferred Concept A, while the other preferred Concept B. When asked why they preferred Concept B, the participant indicated they preferred the attached garage and overall, Concept B looked more like a “typical” house.

Two of the three participants with mobility concerns preferred the idea of Concept A. However, when asked about the practicality of the two concepts for them personally, all three indicated Concept B was better in terms of accessibility. The large attached garage enables them to get in and out of their vehicle with less difficulty. They also mentioned going up a ramp to get into the house was easier inside a garage than outside when it may be covered in snow and ice in the winter. Another advantage of the attached garage indicated by a respondent was safety. The respondent stated she felt safer being able to go straight into her house from her garage, as opposed to exiting her garage and having to walk outside to her home.

**Set 11:**

<b>A:</b> Buildings with retail and restaurants located close together and facing wide sidewalks, and retail and restaurants are smaller.	<b>B:</b> Building with larger retail and restaurants and they are spread out and lack sidewalks.
---	---

**Seniors:**

Seniors liked both concepts as they felt there is a need for both. However, they did have some concerns with Concept A. First, although small/independent stores and restaurants are desirable, respondents were unsure if they were sustainable, especially having to compete with the big box stores. They felt viability is key so that it does not become a skeleton community. They were concerned there wouldn't be enough people to sustain the businesses. Also, due to the winter climate, they believed most people would not want to walk to shop in inclement weather.

**People with Disabilities:**

Participants with cognitive disabilities indicated their preference was Concept A. They felt there would be greater social activity with this Concept.

*“Personally, if I wasn’t in a wheelchair, I would prefer A. However, places with small businesses all in a row would be very difficult to get in and out of in a wheelchair.”*

Although those with mobility issues appreciated the smaller stores and restaurants, to them, they weren’t practical. The smaller stores limit their mobility as they find them very difficult to maneuver their wheelchairs or walkers.

**Overall**

**Seniors:**

For the most part, seniors were open to the ideas of Smart Growth however they recognized it would require a change in mind set from what they are used to. Many admitted that although they desired some of the concepts, they wouldn’t necessarily work for them (i.e. walking to services and amenities). They were able to appreciate the concept and saw the need for it and believed it could be adopted, especially with younger generations.

**Persons with Disabilities:**

The individuals with cognitive disabilities grasped and appreciated the Smart Growth concept. As they currently depend on walking and public transit, the elements of the Smart Growth requires less of a behavior change for them compared to other groups. They embraced the smaller houses and the close proximity to all their needed services.

There was no consensus amongst the individuals with the mobility issues. Generalizations of this group as a whole are therefore difficult to make. Preferences between the concepts depended on a lot of other factors including the extent of their disability and their level of independence. One concern that was consistent amongst all members however, was the concern of accessibility. All participants required a bungalow, preferred an attached garage for practicality, and favored larger stores and restaurants so their mobility wasn’t as limited.

**Youth:**

As a group, the youth were the least likely to embrace the Smart Growth concepts. They preferred the conventional development as it is what they are currently used to, and did not accept, nor see the need for, change. There were only a few individuals that embraced the concept, or even though they preferred conventional development, understood the need for and practicality of the Smart Growth concept.

*“We’re the future and ultimately we’ll be the ones deciding and if this is what we want, it’s probably what it will be.”*

# Appendix A

## Moderator Guide



**City of St Albert  
Smart Growth  
Discussion Group Moderator Guide (Seniors 1)**

---

## **Introduction (5 minutes)**

Hello, my name is \_\_\_\_\_ from Banister Research & Consulting. Thank you for this opportunity to speak with you.

The purpose of our discussion today is to **obtain your thoughts and opinions about approaches to growth and development in St. Albert in new neighborhoods.**

Explain process:

- It is an informal discussion that will be about 1.5 to 2 hours in length.
- There are no right or wrong answers.
- You don't have to agree with the others in the room – we want to know what you think.
- There is audio recording to help me complete the report and a note taker. Everything is confidential – no names will be associated with any specific comment.

Participants introduce themselves:

- Quickly go around the table / room to capture everyone's name.

## **Ground Rules (3 minutes)**

- Respect each others' opinions.
- Everyone's opinion is valued.
- Listen carefully to one another (no side conversations).
- No interruptions. Raise your hand and the discussion leader will note that you will speak next.
- Facilitator reserves the right to "direct traffic".

## 1. Smart Growth

1. What have you heard or read about issues related to Smart Growth St. Albert?

**READ:** Smart Growth is an established approach to land use planning and development that is being proposed for new development in the annexed lands.

The intent is to create a more sustainable and economically viable community based on principles such as compact building design, mixing compatible uses, walkability, housing and transportation choices, highlighting the unique local identity, and preserving natural and agricultural areas.

2. What do you think of this concept?

## 2. Smart Growth vs. Traditional Development

Keep in mind that anything we do not refer to specifically in the description (i.e. public safety, costs, house size, etc.) is exactly the same for both of the choices presented.

### **First Set:**

#### **Commercial Streets – Car vs. Pedestrian Street**

*If I were to move, I'd like to find a neighbourhood where...*

A	On commercial streets, buildings form a <b>continuous street front</b> , resulting in <b>alleys and on-street parking</b> .
B	On commercial streets, buildings provide parking <b>between the building and street</b> , resulting in buildings that are <b>separate</b> .

### **Second Set:**

#### **Small Consistent Setbacks vs. Larger/Varied Setbacks**

*If I were to move, I'd like to find a house that is. ..*

A	Houses are <b>closer</b> to the street with front yards, and parking is to the <b>side or the rear</b> .
B	Houses with garage fronts are <b>further</b> from the street, and there is little or <b>no front yard</b> .

**Third Set:**

**Mixed vs. Single Use and Public Transportation**

*If I were to move, I'd like to find a neighbourhood where...*

A	Public <b>transit</b> comes <b>every 10-15 minutes</b> , and there is a <b>mix</b> of single-family detached homes, townhomes, apartments and condominiums within 800m (1/2 mile) of my house..
B	Within 800m (1/2 mile) of my home there are <b>only</b> single family houses, and public <b>transit</b> comes <b>every hour</b>

**Forth Set:**

**Separate vs. Mixed Uses and Walking vs. Driving**

*If I were to move, I'd like to find a neighbourhood where...*

A	I can <b>walk</b> to stores, libraries or restaurants, and within 400m (1/4 mile) of my home there is a <b>mix</b> of single-family detached houses, townhomes, apartments and condominiums.
B	There are <b>only</b> single family houses within 400m (1/4 mile) of my home, and I must <b>drive</b> to stores, libraries or restaurants.

**Fifth Set:**

**Complete vs. Through-Only Street**

*If I were to move, I'd like to find a neighbourhood where...*

A	Streets <b>encourage</b> social, cultural and retail <b>activity</b> , resulting in less efficient <b>movement</b> of vehicles.
B	Streets <b>efficiently</b> move traffic, with <b>no facilities</b> along them to support social, cultural and retail activity.

**FOR EACH SET OF SLIDES**

3. Which photo represents your neighbourhood preference?
4. Why do you prefer A?
5. Why do you prefer B?
6. What are the advantages of A? What are the disadvantages?

7. What are the advantages of B? What are the disadvantages?
8. What would be your preference for new development in St. Albert as a whole?
9. Is there anything else you would like to add?

### **3. Overall**

10. Now that we have reviewed these photos representing traditional development and Smart Growth, what are your overall thoughts on Smart Growth?
11. What are the advantages to Smart Growth?
12. What are the disadvantages to Smart Growth?

### **4. Land Use and Development [ONLY IF EXTRA TIME]**

13. Which statement comes closest to your opinion about **land use regulations**?
  - Land use regulations should ensure that an individual development/building matches or fits with other developments around it, even though it means a new type of regulation.
  - Land use regulations should provide regulations for an individual development only as it relates to its own site, regardless of whether it matches or fits with developments around it.
- 13a. Why?

14. Which statement comes closest to your opinion about **retail/service development**?

- The City is responsible for ensuring buildings and development meet a certain standard of design that reflects a local vision, even though it means some retail/service businesses may choose not to locate here.
- Retail/service businesses should be able to use their own standards of design for buildings and development, even though it means that development looks the same as every other community and buildings don't fit with each other.

14a. Why?

15. Which statement comes closest to your opinion about **land use bylaws**?

- Land use bylaws should contain detailed written descriptions and thorough explanations of regulations
- Land use bylaws should primarily use pictures and diagrams to illustrate the regulations.

15a. Why?

## **Conclusion**

Thank you very much for your input and hard work. Your efforts are very much appreciated.

## **Seniors 2:**

### **First Set:**

#### **Attached Front Garage vs. Mixed Porch/Small Attached Garage**

*If I were to move, I'd like to find a house that is . . .*

A	On a street with <b>sidewalks and treed boulevards</b> faced by <b>porches and the garages are similar</b> .
B	On a cul-de-sac with a <b>large attached garage</b> at the front and there are <b>no sidewalks or street trees</b> .

### **Second Set:**

#### **Multi-Use/Urban vs. Single-Use/Suburban Parks**

*If I were to move, I'd like to find a neighbourhood where...*

A	<b>Parks</b> are designed for a <b>variety of uses</b> (sports, concerts, farmers markets), resulting in a <b>variety of park designs</b> .
B	<b>Parks</b> are designed primarily for <b>physical recreational uses</b> , resulting in other uses (concerts, farmers markets) being <b>difficult</b> to accommodate.

### **Third Set:**

#### **Small vs. Large Lot**

*If I were to move, I'd like to find a house that is . . .*

A	In a neighborhood where I can <b>walk</b> to shops, restaurants or services, and the <b>lot is smaller</b> .
B	On a <b>larger lot</b> , and I have to <b>drive</b> to shops, restaurants or services.

### **Forth Set:**

#### **Main Street vs. Big Box Shopping**

*I prefer shopping areas with. . .*

A	Buildings with retail and restaurants located <b>close together</b> and facing wide sidewalks, and retail and restaurants are <b>smaller</b> .
B	Buildings with <b>larger</b> retail and restaurants and they are <b>spread out</b> and lack sidewalks.

**Fifth Set:**

**Front vs. Rear/Side Garages**

*If I were to move, I'd like to find a house that has a...*

A	Garage placed <b>at the side or rear</b> of the house, and the front of the <b>house</b> makes up all of the <b>street frontage</b> .
B	Garage placed <b>in front</b> of the house and the <b>garage</b> front makes up most of the <b>street frontage</b> .

**Persons with Disabilities:**

**First Set:**

**Separate vs. Mixed Uses and Walking vs. Driving**

*If I were to move, I'd like to find a neighbourhood where...*

A	I can <b>walk</b> to stores, libraries or restaurants, and within 400m (1/4 mile) of my home there is a <b>mix</b> of single-family detached houses, townhomes, apartments and condominiums.
B	There are <b>only</b> single family houses within 400m (1/4 mile) of my home, and I must <b>drive</b> to stores, libraries or restaurants.

**Second Set:**

**Complete vs. Through-Only Street**

*If I were to move, I'd like to find a house that is. ..*

A	Streets <b>encourage</b> social, cultural and retail <b>activity</b> , resulting in less efficient <b>movement</b> of vehicles.
B	Streets <b>efficiently</b> move traffic, with <b>no facilities</b> along them to support social, cultural and retail activity.

**Third Set:**

**Multi-Use/Urban vs. Single-Use/Suburban Parks**

*If I were to move, I'd like to find a neighbourhood where...*

A	<b>Parks</b> are designed for a <b>variety of uses</b> (sports, concerts, farmers markets), resulting in a <b>variety of park designs</b> .
B	<b>Parks</b> are designed primarily for <b>physical recreational uses</b> , resulting in other uses (concerts, farmers markets) being <b>difficult</b> to accommodate.

**Forth Set:**

**Main Street vs. Big Box Shopping**

*I prefer shopping areas where...*

A	Buildings with retail and restaurants located <b>close together</b> and facing wide sidewalks, and retail and restaurants are <b>smaller</b> .
B	Buildings with <b>larger</b> retail and restaurants and they are <b>spread out</b> and lack sidewalks.

**Fifth Set:**

**Mixed vs. Single Use and Public Transit**

*If I were to move, I'd like to find a neighbourhood where...*

A	Public <b>transit</b> comes <b>every 10-15 minutes</b> , and there is a <b>mix</b> of single-family detached homes, townhomes, apartments and condominiums within 800m (1/2 mile) of my house.
B	Within 800m (1/2 mile) of my home there are <b>only</b> single family houses, and public <b>transit</b> comes <b>every hour</b> .

**Sixth Set:**

**Local Destinations Distance – Separate vs. Mixed Use**

*If I were to move, I'd like to find a neighbourhood where...*

A	Destinations such as shopping, restaurants, schools and libraries are within a <b>few blocks</b> of my home and are close enough that I can <b>either walk or drive</b> , and parking is <b>limited</b> .
B	Destinations such as shopping, restaurants, schools and libraries are within a <b>few miles</b> of my home and are too far to walk to, <b>most must be driven to</b> , and parking is <b>ample</b> .

**Seventh Set:**

**Attached Front Garage vs. Mixed Porch/Small Attached Garage**

*If I were to move, I'd like to find a house that is...*

A	On a street with <b>sidewalks and treed boulevards</b> faced by <b>porches and the garages are similar</b> .
B	On a cul-de-sac with a <b>large attached garage</b> at the front and there are <b>no sidewalks or street trees</b> .

**Eighth Set:**

**Commercial Streets – Car vs. Pedestrian Street**

*If I were to move, I'd like to find a neighbourhood where...*

A	On commercial streets, buildings form a <b>continuous street front</b> , resulting in <b>alleys and on-street parking</b> .
B	On commercial streets, buildings provide parking <b>between the building and street</b> , resulting in buildings that are <b>separate</b> .

**Ninth Set:**

**Front vs. Rear/Side Garages**

*If I were to move, I'd like to find a house that has a...*

A	Garage placed <b>at the side or rear</b> of the house, and the front of the <b>house</b> makes up all of the <b>street frontage</b> .
B	Garage placed <b>in front</b> of the house and the <b>garage</b> front makes up most of the <b>street frontage</b> .

**Tenth Set:**

**Small/Consistent Setbacks vs. Larger/Varied Setbacks**

*If I were to move, I'd like to find a house that is...*

A	Houses are <b>closer</b> to the street with front yards, and parking is to the <b>side or the rear</b> .
B	Houses with garage fronts are <b>further</b> from the street, and there is little or <b>no front yard</b> .

**Youth:**

**First Set:**

**Multi-Use/Urban vs. Single-Use/Suburban Parks**

*If I were to move, I'd like to find a neighbourhood where...*

A	<b>Parks</b> are designed for a <b>variety of uses</b> (sports, concerts, farmers markets), resulting in a <b>variety of park designs</b> .
B	<b>Parks</b> are designed primarily for <b>physical recreational uses</b> , resulting in other uses (concerts, farmers markets) being <b>difficult</b> to accommodate.

**Second Set:**

**Complete vs. Through-Only Street**

*If I were to move, I'd like to find a house that is. ..*

A	Streets <b>encourage</b> social, cultural and retail <b>activity</b> , resulting in less efficient <b>movement</b> of vehicles.
B	Streets <b>efficiently</b> move traffic, with <b>no facilities</b> along them to support social, cultural and retail activity.

**Third Set:**

**Mixed vs. Single Use and Public Transit**

*If I were to move, I'd like to find a neighbourhood where...*

A	Public <b>transit</b> comes <b>every 10-15 minutes</b> , and there is a <b>mix</b> of single-family detached homes, townhomes, apartments and condominiums within 800m (1/2 mile) of my house.
B	Within 800m (1/2 mile) of my home there are <b>only</b> single family houses, and public <b>transit</b> comes <b>every hour</b> .

**Forth Set:**

**Local Destinations Distance – Separate vs. Mixed Use**

*If I were to move, I'd like to find a neighbourhood where...*

A	Destinations such as shopping, restaurants, schools and libraries are within a <b>few blocks</b> of my home and are close enough that I can <b>either walk or drive</b> , and parking is <b>limited</b> .
B	Destinations such as shopping, restaurants, schools and libraries are within a <b>few miles</b> of my home and are too far to walk to, <b>most must be driven to</b> , and parking is <b>ample</b> .

**Fifth Set:**

**Small/Consistent Setbacks vs. Larger/Varied Setbacks**

*If I were to move, I'd like to find a house that is...*

A	Houses are <b>closer</b> to the street with front yards, and parking is to the <b>side or the rear</b> .
B	Houses with garage fronts are <b>further</b> from the street, and there is little or <b>no front yard</b> .