



# NORTHEAST RIVER CROSSING

## FUNCTIONAL PLANNING STUDY

## What We Heard

### Public Engagement - Stage 1

#### Background

Early planning is underway for a potential new river crossing over the North Saskatchewan River, in the northeast part of the Edmonton region. The City of Edmonton, The City of Fort Saskatchewan, Strathcona County, Sturgeon County and Alberta Transportation are partners in this project.

The Northeast River Crossing (NERC) Functional Planning Study will develop, and refine, several feasible options for the location of the potential future river crossing and connecting roads. One final recommended plan will identify the approximate bridge and road locations, and the right-of-way requirements, so they can be protected until funding is allocated and construction occurs. The study will also identify the need to update land development plans in the study area. Future development in the study area will be influenced by the study recommendations. Construction is not expected for another 25 to 35 years.

#### Study Stages

Stage 1 (March to July 2017) introduced the project and the study area to stakeholders and the public. Specific alignments were not developed at this time. The objective of Stage 1 was to receive feedback to improve the project teams understanding of the study area, and to identify concerns and opportunities in advance of developing potential alignments. The study team will use public input, along with other criteria such as technical requirements, the environment, and safety, to propose feasible alignments in Stage 2.

Stage 2 (July to November 2017) will focus on developing feasible alignment options. The options will be presented for public discussion and comment in November 2017.

Stage 3 (December 2017 to Spring 2018) will involve further defining the feasible alignments to decide on a final, recommended alignment. This will be presented to the public for feedback in spring 2018.

Study Completion (December 2018) with recommended alignment approval by the five project partners.

#### Public Engagement Activities - Stage 1

In Stage 1 of the public engagement process, stakeholders and the public provided information including their priorities, concerns and suggestions for the study area. This feedback was provided through individual stakeholder meetings, two public meetings (April 19 and 20, 2017) and a survey available at the public meetings and online.

## Public and Stakeholder Communications

Date	Communication
March 2017	Introductory Letter (direct mail) - project introduction & public meeting invitation sent to approximately 315 landowners in the study area.
April 2017	Project Postcard (Unaddressed mail) - project introduction & public meeting invitation sent to approximately 3500 residences in and near the study area
April 19 & 20, 2017	Public Meetings at Bethel Lutheran Church, Sherwood Park (attendance 83 people), and Horse Hill School, rural City of Edmonton (attendance 105 people). Feedback was received through discussions, surveys, and at map tables where feedback/input was given for specific locations.
April 19 - May 6, 2017	Comment Form/Online Survey available at public meetings and online. A total of 158 surveys were received.
April - July 2017	Individual Key Stakeholder Meetings

## Who We Heard From - Survey

### Municipality respondents live in

- City of Edmonton - 68%
- City of Fort Saskatchewan - 5%
- Strathcona County - 14 %
- Sturgeon County - 6%
- Other - 6% (Bruderheim, Lamont County (2), Red Deer County, Lethbridge, Spruce Grove, Parkland County, Prefer not to say)

### Where respondents live

- A farm - 7%
- An acreage in a rural subdivision - 10%
- An acreage not in a rural subdivision - 9%
- An urban area - 74 %
- Other - 1% (home - 23 acres)

### Respondents who live in the NERC Study area

- Yes - 10%
- No - 89%
- Don't know - 1%

### Respondents who work in the NERC Study area

- Yes - 14%
- No - 85%
- Don't know - 1%

## What We Heard Overall

There were no specific alignment options presented at this stage, so feedback was based on the potential bridge and roadway location in general, and the study area overall. Input themes are outlined below. The project team anticipates more specific input and feedback once potential alignment options are presented in November 2017.

### What We Heard within the scope of the Northeast River Crossing project (in alphabetical order):

Topic	Concern/Issues That Were Heard
Agricultural Operations and Lands	<ul style="list-style-type: none"> <li>• Minimize loss of existing agricultural operations and agricultural land</li> <li>• Minimize splitting and isolating land</li> <li>• History of existing agricultural operations</li> </ul>
Community Impacts	<ul style="list-style-type: none"> <li>• Noise from future roadways</li> <li>• Separation of the community with a roadway dividing the land</li> <li>• Minimize length of roadway</li> <li>• Equity and making the alignment fair for all landowners</li> </ul>
Environment, Historical Resources and Indigenous Uses	<ul style="list-style-type: none"> <li>• Minimize and mitigate impacts to the environment including plants, wildlife and the river valley</li> <li>• Preservation of traditional uses by Indigenous peoples</li> </ul>
Future Land Acquisition Plans	<ul style="list-style-type: none"> <li>• Uncertainty of future development plans for the area is affecting land values, the ability to sell land, and is impacting future plans of residents</li> <li>• Timing of future construction will affect land values and the ability to sell land</li> <li>• How and when land will be acquired for construction</li> </ul>
Public Engagement	<ul style="list-style-type: none"> <li>• How much influence the public input will have on the alignment location</li> </ul>
Recreation Impacts	<ul style="list-style-type: none"> <li>• Parks and trails along the river</li> <li>• River usage for boating, fishing and swimming</li> <li>• Continuation of operation for existing sports and recreational clubs</li> </ul>

**What We Heard outside of the scope of the Northeast River Crossing project (in alphabetical order):**

Topic	Concern/Issues That Were Heard
Development in the northeast metropolitan area	<ul style="list-style-type: none"> <li>Support for and against development in northeast Edmonton and in Strathcona County near Fort Saskatchewan</li> </ul>
NERC alignment	<ul style="list-style-type: none"> <li>Suggestions for alignments outside of the project study area</li> </ul>
Over-dimensional roadways	<ul style="list-style-type: none"> <li>NERC should be designated as an over-dimensional river crossing for oversized vehicle movement (this is sometimes also referred to as heavy haul or heavy load)</li> </ul>
Project schedule (when the bridge and roadways will be built)	<ul style="list-style-type: none"> <li>NERC is needed and should be built sooner than 25 to 35 years</li> </ul>

**How Your Feedback Will Be Considered**

Feedback received during Stage 1 (March - July 2017) was very general because specific alignments were not considered. This input will be reviewed along with other factors that the project team must consider in developing potential alignments.

The feasible alignment options will be presented for discussion in November 2017.

**Factors for consideration when developing feasible alignment options (in alphabetical order)**

Factor	Details
Drainage	<ul style="list-style-type: none"> <li>how and where the storm water will drain off the roads and adjacent sites</li> </ul>
Existing development plans	<ul style="list-style-type: none"> <li>how the alignment integrates with existing plans</li> </ul>
Existing facilities	<ul style="list-style-type: none"> <li>cemetery, prison, Department of National Defense land, wastewater treatment plant</li> </ul>
Environmental	<ul style="list-style-type: none"> <li>requirements and permitting for development in and along waterways, natural areas, wildlife habitat, land preservation, potential emissions, etc.</li> </ul>

Economy and Finance	<ul style="list-style-type: none"> <li>costs to construct and maintain, improved travel time, etc.</li> </ul>
Historical Resources	<ul style="list-style-type: none"> <li>current and past historical uses including Indigenous uses</li> </ul>
Landowner, stakeholder, and public input and feedback	<ul style="list-style-type: none"> <li>public priorities, concerns, and suggestions</li> </ul>
Linkage to existing roadways	<ul style="list-style-type: none"> <li>how the roads and bridge connect with existing and future roads</li> </ul>
Maintenance requirements	<ul style="list-style-type: none"> <li>costs and upkeep</li> </ul>
Municipal boundaries	<ul style="list-style-type: none"> <li>city and county boundaries</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>affect on current and future recreational opportunities</li> </ul>
Safety	<ul style="list-style-type: none"> <li>vehicles, pedestrian, cyclists</li> </ul>
Technical issues	<ul style="list-style-type: none"> <li>soil stability, right-of-way required, topography, river crossing location, etc.</li> </ul>
Transportation modes (other than roadway)	<ul style="list-style-type: none"> <li>railway, trails, paths, future LRT</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>oil and gas pipelines, water lines, power lines</li> </ul>
Others as identified in the process	

## Next Steps

**Stage 2 (July to November 2017)** - The NERC project team will develop feasible alignment options.

- November 2017 - Presentation of feasible alignment options for public discussion and input

**Stage 3 (December 2017 to Spring 2018)**

- The NERC project team will further define the feasible alignment options, considering public input received in November 2017. One alignment will be put forward as the recommended alignment.
- Spring 2018 - Presentation of the recommended NERC alignment for public discussion and comment

**Study completion (December 2018)** - Recommended alignment approval by the five project partners