Area Structure Plan, Municipal Development Plan, and Land Use Byland Amendment Application

Speakers:

David Schoor, Dan Zeggelaar, Sean Novak, and Alexandra Morrison

With ISL Engineering and Land Services Ltd.

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DAVID SCHOOR: Good evening, folks. Thanks for coming to this meeting and thanks for coming to the presentation. Just before getting started, I'd like to acknowledge that we're in Treaty Six territory, the homeland of the Métis people of Alberta as well. We acknowledge all, recognize those who are unrecognized, and who have cared for and continue to steward the land.

So my name is David Schoor, I'm a land use planner --

AUDIENCE MEMBER: Thank you. They always do that.

DAVID SCHOOR: I'm land use planner with ISL Engineering, and I'll be your host tonight. I'm joined by Sean from ISL, Dan, also, Alexandra.

ALEXANDRA MORRISON: So we're going to be doing a presentation first, and then we're going to do some question and answer afterwards.

DAVID SCHOOR: Yes. Yes. And you've met Jennifer on the way in. So those are the folks from ISL. We're representing Landrex, who is proudly a St. Albert landowner and developer. They're represented today by Sophie.
and Stephanie. I'd like to welcome Counsellor Ray Watkins. Thanks for coming, Ray.

AUDIENCE MEMBER: And sorry, one more.

COUNCILLOR MACKAY: Third councillor here.

DAVID SCHOOR: Oh, I'm sorry.

COUNCILLOR MACKAY: Ken MacKay.

DAVID SCHOOR: Councillor MacKay.

COUNCILLOR MACKAY: Headed for the cookies.

DAVID SCHOOR: Didn't want to draw attention to that.

COUNCILLOR MACKAY: No problem.

DAVID SCHOOR: And we're also joined by numerous City staff who are here as well. And that's a long list, but certainly not complete. We're joined by a court reporter named Mary. She is recording all of the conversations today which is a requirement of City of St. Albert public consultation processes.

So I'll take care of some administrative items first. I hope you've all signed in at the front. We like to keep track of how many folks are here tonight. Also if we can contact you through email to keep you up to date, we'll do that as well.

We hope you've taken a feedback sheet

SNOW'S COURT REPORTING
Edmonton, Alberta
because we'd like to get your comments about
this session and any questions that you may
have. Also, hope you've had a chance to review
the display boards around the room.

This meeting started at 4 o'clock. Most
of the conversation has been around traffic;
very little has been around land use. In fact
what we heard about land use was, I'm not so
cconcerned if you do residential on this site;
I'm not concerned if you do mixed-use, which is
commercial and residential; or if you're doing
just commercial, just don't push the traffic
into the neighbourhood. That's largely what
we've heard. But you're here, and if you have
different opinions, we're interested to hear
that.

So also, there is a washroom over there.
For some strange reason, it has a shower in it.
I don't know why that is, but there's a
washroom there and there's a couple outside as
well. And if you could, if you could put your
cellphones to mute.

So our agenda for this evening is
organized into three parts. The first part is
this 15 minute -- 10 to 15 minute presentation,
then we'll meet with you after a question and
answer period. We'll take question and answers
between 5:45 and 6:15. We'll meet one-on-one after if you've got questions, and then we have to exit the room at 7 o'clock. But if you want follow-ups after this meeting, that's always a possibility.

So the purpose for tonight's meeting is to provide you with information about a proposed amendment to the City's Municipal Development Plan, the Erin Ridge North Area Structure Plan, and the City's Land Use Bylaw.

Now, for those who aren't familiar with an MDP or an ASP or an LUB, this slide describes them. This is the Alberta planning framework which controls how municipalities grow or administer themselves. It places great importance on regional planning, inter-municipal planning, subdivision, and development.

We draw the inverted pyramid to demonstrate that the most important things of this hierarchy are at the top, and they're the most broad-based, while the more specific planning activities are at the bottom of the pyramid. At the top are acts like the Municipal Government Act, which describes the responsibilities of the municipality and how Council will govern itself going forward.
The next four lines of that pyramid represent documents that are approved by a municipal council, and the bottom level is the subdivision and development process.

So we're not dealing with the top level or the second level or the bottom level, it's these middle -- it's these three right here: An MDP; an ASP; and an LUB. And a bit of a definition is provided on the side.

Now the Municipal Development Plan, or MDP, is a long-range municipal strategy, and it helps Council govern itself and make decisions. The Municipal Development Plan must include a land use concept, and that land use concept is shown on that board right behind Dan's shoulder. It also contains transportation and servicing information and a set of policies.

An Area Structure Plan is the next level down on that hierarchy, and it describes how a neighbourhood is planned, and it must also have a neighbourhood land use concept. It also describes transportation and services, describes population within that neighbourhood.

And then the Land Use Bylaw is a document that controls how buildings and land are used and development in that neighbourhood.

So from time to time, those three
documents have to be changed for a variety of technical or marketing reasons, and those changes are called amendments. So Landrex and ISL are preparing an amendment to the MDP, the ASP, and the Land Use Bylaw.

Now, the City's amendment process is shown here on this slide, and it goes through each of these steps. Now, we're currently in the second step. So we have a long way to go before a decision is made, which means that you have plenty of opportunity to provide comment or ask questions.

The first step was ISL and Landrex met with the City administration to discuss this specific amendment, and we're here right now at this public consultation session. We intend next week to submit an application, the actual application, but we can only do so after we've recorded your comments and considered them and addressed those concerns where we can in the application. City staff is here, Councillors are here to hear your concerns. So they'll be checking back on us. There's an accountability throughout the process.

So after we submit the application, City staff consider and review the proposals, and they will eventually write a recommendation.
That recommendation report will then go to Council for first, second, and third readings, and that's the final step.

So of the site that is the subject of this -- of these amendments is shown here, and it's at the northeast corner of St. Albert Trail and Coal Mine Road. We provided three advertisements in the St. Albert Gazette about this site. There were a few people that came back to us and said they were confused and weren't sure where the site was. We're sorry to create any confusion or inconvenience for you. The fourth advertisement that was in the St. Albert Gazette on Saturday, it contained a coloured map to show where the site is. But to be more specific, it's right here.

The lands consist of 5.18 hectares. It's currently undeveloped and it was formerly developed with the Lutheran Church site. The land surrounding the site, as you probably know more than we do, it's developing out as the Erin Ridge North neighbourhood. We have a wood lot on the northeast, a residential site coming in on the east, and commercial development along the north and to the east.

So this is the City's Municipal Development Plan, and this plan currently
designates the site for commercial and residential use. Our amendment proposes to only allow commercial development on the site. This is a map showing a portion of the Erin Ridge North neighbourhood from the Area Structure Plan. This -- the original plan was approved in 2011. At that time, this site was intended for institutional uses. It contained Lutheran Church lands. And the intent at that time was to allow religious or some kind of academic campus. It was subsequently changed to have commercial and residential on the site, and then it was changed in 2014/2015 to allow mixed-use. Mixed-use is commercial typically on the main floor, with residential above.

Since that time, Landrex -- or at that time, Landrex had a developer that was interested in developing mixed uses on the site. The economy has changed since that time, and there isn't a market for that commercial side -- or sorry, that residential side. But Landrex believes that there is a market for the commercial side, and that's why we're coming forward with an application to change the Area Structure Plan to have this entire site zoned for -- zoned and designated not for commercial and residential use, but just for residential
AUDIENCE MEMBERS: Commercial.


Here's the land use bylaw. This is the land use bylaw as it exists today, and the site is currently zoned direct control mixed-use, or DCMU, and that allows the commercial/residential mix. The intent of this site was to have a grocery store along the west side, residential and commercial along the south, and office buildings in the north and northeast with a parkade underground and a park within the centre portion of the site.

But what -- since that didn't pan out, we're looking at changing the site to commercial corridor. And that commercial corridor would match the commercial corridor to the north and to the west and to the north. So we're proposing a commercial corridor designation that is in line with the adjacent zoning to the north and to the west, and is largely intended to match what the Municipal Development Plan intended, to have a commercial corridor all the way along, or mostly along the St. Albert Trail.
So if this application or these amendments were approved, what it would do is it would change the zoning to commercial, and it would remove the proposed 120 residential dwellings from the site. It would add commercial development to serve the neighbourhood, and you would see a commercial use that is consistent with the adjacent development to the north and to the west.

So with that, that's the end of the presentation -- formal presentation. I'll look forward to your questions. Alexandra will moderate. What we typically do is we open the floor. We'll take five questions. Alexandra with summarize them, or verbatim, and we'll direct the questions to a member of the team who will then respond, whether it's land use, servicing, or transportation.

So with that, I'll say that we'll take questions for about half-an-hour, longer if necessary. Just keep in mind that we have to exit the room at 7 o'clock. So, Alexandra, do you want to direct traffic?

(Questions by audience members)

ALEXANDRA MORRISON: Yeah. I just realized my marker is permanent, so I'm just going to grab a sheet of paper really quickly.
All right. Anyone have questions?

Q Yeah.

ALEXANDRA MORRISON: Here we go. First one.

Q What changes to the Coal Mine Road is going to be [sic]?

ALEXANDRA MORRISON: Coal Mine Road. Any others?

Q What's the -- so -- what would the process -- or what's the timeframe like if this would all be approved? When would construction start and when would the site be finished?

ALEXANDRA MORRISON: So the timeline. Specifically of construction?

Q Yeah, when -- I guess when would the site be fully finished?

ALEXANDRA MORRISON: Any other questions come to mind at the moment?

Q What allowance is there for public walkability?

ALEXANDRA MORRISON: Walkability. And you said allowances for walkability?

Q Yeah.

ALEXANDRA MORRISON: So can you speak to that a little bit more?

Q Well, St. Albert is trying to improve the walkability along the Trail. Like, it's all well and good to have these developments, and
they talk about livability, but often times the
liveability is limited to the use of a vehicle.
ALEXANDRA MORRISON: Okay. Any other
questions? Yes. You first.
Q Where does the LRT fit in?
ALEXANDRA MORRISON: LRT. And then this
fellow at the back.
Q Do you have any tenants for this site yet, or
we're just sort of --
ALEXANDRA MORRISON: Tenants -- sorry, I
missed the end of that question.
Q Just wondering if there's anybody in mind for
the site, or whether or not it's just going to
be kind of general commercial.
ALEXANDRA MORRISON: And I saw another
hand. Yes.
Q In regards to the question on how long for
completion, if it's going to take several
years, where are the construction workers going
to park?
ALEXANDRA MORRISON: Okay. So, like, other
considerations. All right. So --
DAVID SCHOOR: Is that our first
five --
ALEXANDRA MORRISON: One more? A couple
more? All right.
Q Just that there's estate homes right behind
that space that are selling for over a million dollars, so we need to get -- if that's going into consideration for the value of those homes.

ALEXANDRA MORRISON: Okay.

Q And also, I guess, privacy of those homes, too.

ALEXANDRA MORRISON: Okay. And I saw another hand. Yes.

Q Just given the fact that there's going to be an amendment about the mixed residential, will they consider doing an amendment about, or looking at the road for the transportation in that area as well?

ALEXANDRA MORRISON: Okay.

Q And access to the site.

ALEXANDRA MORRISON: And access. All right. So I will take questions again if you -- if anything comes to mind after we go through all of these.

So first one, Coal Mine Road.

SEAN NOVAK: Sorry, I didn't hear the full -- I know Coal Mine Road. What was that questions specifically?

Q Is it going to be closed?

A SEAN NOVAK: You're referring to this section from here to here; is that right?

Q That's right. The rest of it has been closed.
A: Yeah. No, there's no proposal for road closures for Coal Mine there.

Q: Why not?

A: It's been requested at the Area Structure Plan stage by Council to keep that road open to facilitate traffic movement from Erin Ridge Drive through that development, so another access to St. Albert Trail.

Q: You didn't consider that before?

A: That was all discussed at the last Area Structure Plan four years ago. There was four different options that were looked at at that time.

Q: I live right at the corner of the intersection at Coal Mine and St. Albert Trail.

A: Here?

Q: No, further in.

A: Oh, okay.

Q: The point.

A: Yeah.

Q: And Coal Mine Road is noisy. A lot of traffic stopping and starting. Why did -- why did they take out 90 percent of it and leave 10 percent of it?

A: Again, I think it was to do with alleviating traffic on Erin Ridge Drive.

ALEXANDRA MORRISON: All right. So next
question. Timeline, construction, when is completion going to happen, workers, things like that, other considerations.

SEAN NOVAK: That's -- sorry, I just want to address -- was that yourself?

Q Yeah, mine. So obviously there's a process. Maybe it's going to be a year for the final approval to go through if this does change, but do they plan on shovels in the ground right away, is it a -- would the site be completed in 2022, 2023? Is it a one unit -- is one store going in there, is there multiple buildings, like, another three or four more restaurants? Like, what's ... 

A SEAN NOVAK: Those are great questions. It's tough to tell at this stage, because the land hasn't been sold, we're just redistricting it at this point. So we don't know the amenities or what will necessarily go along those lines at this point or what the scheduling looks like. Typically, you know, people or a purchaser will purchase that land and then have their own development plans afterwards.

A DAVID SCHOOR: So to answer that question, we need to be in the development permit subdivision stage where you're actually
getting a development permit application, site
plan, and then with that approval, then all
those schedules start to unfold. But we're
only dealing with these three stages here, so
we can't -- we can't answer that question at
this time.

Q  But in that last part, the subdivision
development, does the public have an
opportunity to input?

A  DAVID SCHOOR:  Well, on the
development permit, appeals can be made to the
subdivision and Development Appeal Board, so
there's always that approach.

Now, does the subdivision and
Development Appeal Board have to hear a
permitted use? That's up to them to decide if
it's a jurisdiction of theirs to hear. If it's
a discretionary use, there's definitely
jurisdiction to hear it. So there is a process
that can always be followed at development
permit stage.

ALEXANDRA MORRISON:  All right.

Walkability along the Trail.

A  SEAN NOVAK:  Yeah, go back to that
figure.

Q  Can you speak up a bit?

A  So there is -- if we're talking about
walkability along St. Albert Trail, there already is a sidewalk along this development here. There isn't in this area currently. I believe City of St. Albert has actually put out a request for proposals for upgrading on St. Albert Trail recently, this area here as well, up here. And I don't know what will be proposed as part of that project, but I know they were looking at upgrades to St. Albert Trail in that area.

Q So that would be part of the municipal reserve then?
A No, there's --
Q Along the road right-of-way?
A There's -- that's road right-of-way right now, so there's no municipal reserve there. That whole thing is dedicated as road. So there is, you know, ditches on that side and potential capabilities for sidewalk, but I don't know when that is occurring, or if that is occurring.

Q Okay. So it isn't part of the development per se?
A No.

ALEXANDRA MORRISON: All right. LRT. Who was that question?
Q I raised that as well. In the long range plans
there was some scoping done about if and when, maybe never, but you know, that there would be sufficient right-of-way and a safeguard of an LRT route that would follow the corridor or the Trail. I'm just wondering if this is figured in any plans, because St. Albert seems to have a bad habit of building multiple accesses off the Trail, which just compounds the traffic problems, and it will create some issues for LRT. But just wondered is [sic], in your scoping here, does the LRT -- potential alignment -- I thought they had kind of safeguarded or tentatively identified a route to follow one side or the other.

A I think they did. Is it on this side of the roadway, the eastside of the roadway?

A DAN ZEGGELAAR: I believe it's on the east side, but I don't have it in front of me --

A SEAN NOVAK: I do know this side of the roadway does have additional area compared to the west side of the road, so there may be potential on the east side. I don't know for sure.

Q Okay.

Q But you're not giving up any road right-of-way?

A No.

ALEXANDRA MORRISON: All right. Are there
any potential tenants in mind?

A None at this time.

ALEXANDRA MORRISON: There we go. Property value, there's an estate home; correct? Who was that -- that question?

Q Just because the houses behind there, the lots are really big. And there are all estate homes, and so we're trying to sell in that area right now. So our biggest question from our clients is What's happening across the way? They want to know before they'll make a commitment on the land because the property taxes are extremely high in that area, so that's a big concern for our clients right now.

A SEAN NOVAK: So other than responding with, you know, the commercial -- proposed commercial corridor zoning, there's not much else we can say in terms of the specific end uses at this stage. It really depends on who's purchasing the lands --

Q Can you speak up, please. A lot of people can't --

A Sorry. So other than commercial -- and the commercial corridor is being proposed for these lands, so other than that, we can't really say who the end user will be at this stage.

Is that better?
ALEXANDRA MORRISON: All right. And then the big one, transportation and access.

SEAN NOVAK: In terms of the site access, I think that was one the questions?

Q Yeah.

A That's typically figured out at a development permit stage submission. So tough to determine where exactly the access points are going to be here. You know, I would suggest that commercial generally requires, or likes, the more access the better. So I would anticipate probably a right-in/right-out being proposed off St. Albert Trail, if I was to hazard a guess. And there's potential for access off Coal Mine Road and Ebony Way.

But at this stage, it's difficult to say exactly where the access points are without a development permit application.

ALEXANDRA MORRISON: All right. Have all of your burning questions been asked? Yes, one more.

Q Final question. Could you just update me, what, if any height restrictions are there with the commercial zoning?

SEAN NOVAK: Good question.

ALEXANDRA MORRISON: All right. Are there any others before we go to answers again?
LENORE MITCHELL: I can answer that if you can't. 15 metres is the height in corridor commercial.

ALEXANDRA MORRISON: Any other questions? Need to clarify any of the answers?

Q Just a comment. The commercial corridor is similar to north and west. There's a lot of big-box store type things there. My understanding of the earlier proposal was that it was going to be more of a neighbourhood concept with restaurants, coffee shops, possibly a library.

This just sounds like a big development that's going to bring a lot of traffic. That's my concern.

ALEXANDRA MORRISON: The traffic and the --

Q The traffic and noise factors.

ALEXANDRA MORRISON: Okay. Do you want a response to that, or was that just a comment?

Q Just a comment, I guess. The commercial corridor, is it big-box stores? Is that what Landrex is looking at putting in?

A SEAN NOVAK: At this stage, we don't know. That is a permitted use.

Q That's a permitted use?

A Yeah, along with other uses into the commercial corridor.
Q That would not have been permitted under the previous, would it?

A DAVID SCHOOR: A -- general retail stores have that type of uses defined [sic]. St. Albert's Land Use Bylaw divides it into square footages below a certain area and above a certain area. So the DCMU wouldn't allow what you would call a big-box store. With that DCMU, there was an intent to put a grocery store in there, there was an attempt to put office space in there. So qualifying it as a neighbourhood, maybe. It was qualified as an urban village, it was a mixed-use development, a neighbourhood hub.

So I mean, you could put different names to it, but it's still a land -- commercial land uses that could be considered. With the commercial corridor, there's a full range of land uses that are provided within there; one could be the big-box. There are -- there are restaurants along the corridor and smaller uses.

So the corridor commercial is, Lenore, I think it's the broadest commercial land use?

LENORE MITCHELL: Yeah, that's correct. Basically, the purpose of it is to provide an area along major arterial for the sale of the
widest variety of goods and services to the community and the surrounding region. So that's what St. Albert Trail -- that is the only place you can put corridor commercial also, is long the Trail.

ALEXANDRA MORRISON: And one last question.

Q I guess I feel a little bit like Columbo here. Just to recap what you're asking us, you're going to change this to commercial. You can't tell us what you're going to put in there. You can't tell us for sure where the access points are going to be. What was -- what you had before was a walkable community. That would not be such a bad thing, looking down on those really expensive homes. Now it's going to all be changed. It's a crap-shoot, basically. You don't know what's going in there. The people who bought their homes must be fearful of what's going to happen there.

It just seems like we're being asked to approve something, and you can't even tell us what it is. I don't know.

A SEAN NOVAK: They're still within the zoning bylaw. There's still permitted uses within that zoning bylaw or zoning -- sorry --

A LENORE MITCHELL: Yeah, so I think something to think about is we get shown pretty
pictures of what's going to go in, exactly, but
that doesn't happen. And I think it's
important you look at the district to know what
is on the list, because we don't ever know the
future until it's there.

So it's more important to understand
what can go in the district. It's huge, the
list, but so is the DCMU; it had quite the list
too. So you, yourselves, would have to look at
the list and go, Oh, those are the types of
things that could go in next door. That would
be the smarter way to look at it.

Q Well, when I first moved in, I had 17 acres of
parkland around me. And things changed
severely. So what I expect the City to do is
to be a good steward on my behalf, because your
largest tax base comes from your residential.
So instead of putting, you know, like these
developments like Landrex first, at least put
them even with us.

A That's something you would write in your
comment card. And the other part that Council
also is looking for, is a tax base. So it
isn't so much onto the residents building on
their nonresidential tax base. So it will be a
balancing act, right? So those are some points
to think about.
Q I would just say as a comment, if you do want to go commercial, which I think is not a bad thing, to take away the multifamily sites, I would just like to see if it could stay on a green side space, like, some more green space, or like someone else had commented, some walkability within that commercial space.

That's the only thing as a comment, for people who are spending that kind of money to purchase a home and spending $14,000 a year in taxes, I think would appreciate that more than looking at the back of a commercial space. I think that's what this committee is trying to get to.

A LENORE MITCHELL: I think it's important to record, however, at this stage, we have no control over that -- what is being developed. It's just putting the district in place to enable development in the future. So you do not know what -- we don't know how it will be developed till they make their application with their designs. You will not know that at this stage.

Q In all fairness, the way it is now, you could have the back side of a Safeway on Ebony Road?

A DAVID SCHOOR: Theoretically, yes.

Q And with the change, you could have the back...
side of a Lowes.

Q: We don't know, right?

A: That's right. So I think, to put a fine point on what Lenore was saying, and maybe to your -- to your comment, is that we're asking three questions: The first one is, do you support the change in the Municipal Development Plan from commercial and residential to commercial, that's the first question; second question is, do you support the change of the Area Structure Plan from commercial -- from mixed-use, which is commercial and residential, to just commercial; the third question is, do you support the change from DCMU, mixed-use, to corridor commercial?

So those are the three questions we can address at this stage. We're putting those out in front of you. The questions about how the site is going to develop in the future is theoretically shown in the zoning bylaw, and is really only confirmed at the time of the development permit application, and we're not coming forward with a development permit application, because we don't have a developer.

Q: I can't see why you'd expect people to agree to
it if that's the case. Like, you can ask those questions, but I can see it only making it worse for the existing homeowners that are there. The change can only make it worse.

Q Last time it was zoned commercial, one of the uses was a ten-storey hotel.

ALEXANDRA MORRISON: Pardon, I didn't hear that? What was --

Q Was there not a hotel proposed for that site at one time?

Q Yeah, when it was commercial last time.

Q Because I was under the assumption it was a hotel five years ago.

A DAVID SCHOOR: When the DCMU was approved by Council, there was a height limit on that, and I believe it was six storeys.

Q 25 metres.

A Yeah. So one of the list of uses was a hotel.

Q I think -- I think the question here for me, given the comments I've been hearing, is you're going for the zoning. You're meeting all the technical boxes. But at the point that the site is going to be developed, I guess I have a question, like, where does the public have an opportunity to understand what the development is, and in turn, do they deal with administration, or do they deal through Council
with regards to setting out things, like maybe that portion right adjacent to Ebony Way, is that in fact, there is a bit of a sound barrier or a green belt that's put in there that minimizes the impact on the residential areas adjacent to it. And that's what I'm wanting to know, is when I can effectively input -- when the developer comes forward and have my comments, the community's comments, incorporated into the development permit approval?

A That's a good question, Ken. I think we've got a couple of takers. I think Lenore and Councillor Watkins want to have a run on that. COUNCILLOR WATKINS: Let me hop on part of that. Through the Land Use Bylaw, you can ask for certain setbacks, you can ask for landscaping requirements in yards, and those may be the types of things that you put on your comment card today, like, you want, you know, a buffer on this side, or you want a berm. And then it's between the planning department and everybody else and City Council who's going to make a vote and decide whether they agree with that or not. You put in that comment right now that you want a three metre setback on that side that's landscaped with trees, so many
trees per every square metre of land. Or put a
berm in there or something like that. Or you
can have screening on the building. You can
ask for architectural control on the building
and things like that. But these are all things
that are -- questions that are asked that could
be put in the zoning that are going to have to
be, you know, put on as a comment, and they're
going to have to be vetted by the developer and
the planning department, and eventually voted
on by Council, I think, unless Lenore wants to
add to that. Because it is DCMU which is --
LENORE MITCHELL: That one, but if they
switch it to a corridor commercial they have
to --
COUNCILLOR WATKINS: Oh, corridor
commercial.
LENORE MITCHELL: Yeah. So corridor
commercial has set rules. So from the
residential point, a 6.5 metre setback is a
requirement from residential. Typically,
though, when -- when it's a permitted use, it
is a right, and you have the right to develop
the land as per the Land Use Bylaw. There is
no negotiating on it, because that is what
someone has been given permission to do, and
that's why we have districts. They have the
rights in them.

So I -- there -- quite honestly, Ken, there is no other opportunity, because at a development permit, if the use is permitted and they meet the regulations, they can develop the site.

Q Good to know.

DAVID SCHOOR: A resident does have the opportunity to appeal. Now, whether they have grounds through the SDAP to support it is a whole other --

LENORE MITCHELL: You have to have grounds, yes. But -- and quite honestly, the corridor commercial is one of the most simplest [sic] zones we have. There's not a lot of rules to it.

Q However, if it was mixed residential, there would be more sensitivity as to what goes on in that area, I would think, in terms of being built.

DAVID SCHOOR: The DCMU is more detailed. It's -- it has for architectural design [sic]. But I would suggest that the planning department and development officers have a keen eye, and they're -- they will try to get as much out of the development as they can.
ALEXANDRA MORRISON: All right. So thank you all for coming today. If you don't have a comment card, there are some at the front. I would recommend you taking one and filling one out in your own words. If you have any other further [sic] questions, you can send it to info@islengineering.com. I will receive that. If you can get the comment cards back to me by Monday the 16th, that would be the best thing ever. Please do that.

Do we have any other final -- final hoorahs?

Q I have just have one.

ALEXANDRA MORRISON: Sure.

Q So Landrex actually said that your developer for your mixed-use, they backed out or whatever. Did you ever check on another developer that would be willing to do a mixed-use development in that area?

LANDREX REPRESENTATIVE: We did spend a number of years going out to the market and meeting with developers everywhere, from Vancouver to here. And unfortunately, our economy in the last few years really hasn't supported it, which is where we encountered some difficulties.

Q Okay. So then -- so then you want us to agree
to change it to corridor or whatever, commercial, so that anything can go in there?

A DAVID SCHOOR: Agreement would be great, but this meeting is intended to solicit your comments and concerns. So --

Q That's what I mean. So you can put anything in there once it's zoned as corridor commercial?

A SEAN NOVAK: Within the zoning regulations.

LANDREX REPRESENTATIVE: We could put a permitted use in there.

LENORE MITCHELL: I have a list if you want to have a glance at what can go in there. It's two pages, but --

Q You said that's the most expansive?

LENORE MITCHELL: Yes.

Q Can I just say one more thing?

ALEXANDRA MORRISON: Sure.

Q I was hoping that our city and our councillors and our planning department had a vision, sort of, for the city, and not just start selling off stuff to get tax dollars. Like, I really hoped with that -- the original drawings that they had for that property, that they were starting to have some vision for the way they wanted the city to be developed. And now, it's like the developers just have to keep coming
back to the trough and they're going to get whatever they want.

COUNCILLOR WATKINS: I guess I beg to differ with that in some ways, because everybody has the right to make an application on their land, to change it to whatever they want anyway. You can make an application to change your land, and they're making an application in the process. Nobody's caved to anything or agreed to anything yet. I'm here to listen, just like you are. So -- and I think the other councillors are here to listen too. I don't think anybody has made up their mind on this, and I don't think we've caved to anybody or done anything yet. I think what we're doing is we're here to listen and to hear what the developer has to say.

And, like, anybody has -- like I say, anybody has the right to make an application to change their property to anything. I live in Regency. I could make an application to change my single family lot to a multifamily site. Will it get approved? Probably not, but I can make the application. And that's where we're at here. And if you look at the chart that's behind Councillor Joly, it says all the things they have to do before we get to the end, and
we're only at the consultation. So that's the step we're at. They haven't even submitted a formal application yet. They're just bringing things.

So I haven't made a decision one way or the other on this yet. I'll tell you that right off the bat. And I haven't caved into anybody one way or the other. I'm here to listen; I'm here to find out. And if you want my personal opinion on what I think about it, I could probably tell you that too, but I think I'll reserve that for a little bit later until I hear more information.

ALEXANDRA MORRISON: And part of that is the comment form.

COUNCILOR WATKINS: Yeah, that's right. That's why we're here.

ALEXANDRA MORRISON: Don't forget your comment form.

COUNCILOR WATKINS: So that's why we're here. We're here to see -- I'm here to listen to what your concerns are, and to hear what this gentleman's concerns are, and hopefully write some down on the comment sheet. And if there's some way we can try to address it and make everybody happy, then it's a win-win for everybody.
Q While it's great to be developer friendly, we all want growth, but it should never come at the expense of the existing community. Never.

COUNCILLOR WATKINS: And I'm not saying it's coming at the expense of the community; I'm just saying I'm here to listen.

Q Well, it has been.

COUNCILLOR WATKINS: You have -- you have a situation here where you could probably put a whole bunch of residential units on here, and a whole bunch of commercial, and generate quite a bit of traffic. You know, my question would be what's the maximum number of residential units and commercial development you could put under the present zoning, and how many trips would that generate versus what you're proposing, and how many trips that could generate.

DAVID SCHOOR: Alexandra, can you write that question down? That's a good one.

COUNCILLOR WATKINS: So if you're concerned about traffic, that's more concerning. If you can put -- I don't know the number -- but if you can put 300 residential units on here, plus commercial, that's going to generate a heck of a lot more traffic, possibly, than one big-box store, if that's what it is, or one strip of commercial.
I don't know the answer to that yet. I haven't been told, so I don't know what decision I'm going to make.

ALEXANDRA MORRISON: All right.

DAVID SCHOOR: So this is good. We can go through another round of questions if people are --

COUNCILLOR WATKINS: But I think that's a question that I would find germane, is like, right now, it does have rights, and they could go in and develop it with residential and commercial. So what is the maximum development associated with that, versus the maximum development that could be allowed under the corridor commercial, and what trips would be generated by both of those options?

DAVID SCHOOR: We will answer that question. It's a good one. Ken, do you have another one?

Q I do. I appreciate what Councillor Watkins brought up there, but I think, if I understood correctly, I heard you say earlier that the intent is next week to file an application?

A DAVID SCHOOR: Yeah.

Q Okay. So that would be an application for an amendment to MDP, IDP and --

A MDP, ASP --
Q Area Structure or Land Use Plan.
A Yeah.
Q Okay. So that's next week. Yeah. One more.
LENORE MITCHELL: But to that, you will then get a letter from Suzanne saying that the application came in, and you can also write again saying -- because now you would have had more time to think about what's been said and what your thoughts are -- so then you write to City staff and say -- because if you have nothing to say tonight, that's fine. Maybe in a few weeks you will.

And then another time you'll get it is we're going to send -- Legislative Services will send you a letter and say the public hearing is on such-and-such a date. Then you get another opportunity to write or even come and talk to Council.

So there's a few times, so you don't have to get it all tonight. You can have time to think about it and put in your comments.

Now, there's one place you guys still have to tell them about that you have to do.
DAVID SCHOOR: Sorry, there's one -- there's a little dangly bit. What's that?
LENORE MITCHELL: EMRB.
DAVID SCHOOR: Can you put EMRB as
another question there, because there was one other piece that was discussed; it was the City's vision. And the City does have a long-range vision, and that's encapsulated in the Municipal Development Plan. The plan, germane to this application, is everything in red along St. Albert Trail is intended to be commercial corridor. There's zoning that matches that land use concept that says into the future we'd like St. Albert Trail to have a commercial corridor. There's economic reasons for that; there's land use reasons for that. But the MDP is intended to put the City's foot forward in terms of a vision, a long-range vision for the future.

KRISTINA PETERS: Yeah, that's exactly what the whole purpose of a Municipal Development Plan is, is to provide Council's vision of what the city is to be as it develops out. And just as a side from this public hearing, we are going through that process again and looking at a new Municipal Development Plan. We are gathering input, we have for the last year, and I hope everyone got to see it. It is going to be entitled Flourish, and please check it out on our website. Because that is -- this is the time
to talk about what kind of community do you want? Do you want it to be walkable? Do you want LRT? Do you want mixed-used nodes? Or do you want things more separate? What's your vision for St. Albert?

So that's my plug, but that's the vision that has been established, and it's been established for quite some time. This map looks very familiar. It hasn't changed that much over the last 20 years.

ALEXANDRA MORRISON: On that note, on September 18th, there is another pop-up event. You can see me again.

DAVID SCHOOR: For the MVP.

ALEXANDRA MORRISON: For the MVP. Yes, sorry, for the new St. Albert MVP, Flourish. September 18th. Put it in your calendars.

Q Well, this is more of a comment on my part, and I appreciate -- and I input it to the Flourish plan that's underway right now, but I think the one thing that's become evident here is that -- can appreciate that, you know, once the zoning is set in place, is that it's almost a development right, provided your permitted uses are allowed for, you can go ahead. But I think what you're hearing is that, you know, St. Albert is really trying to brand itself as...
a botanical city, and liveability and everything else like that. And what's become more evident to me, is that perhaps with the land use zones that we've got, is that we need to incorporate more architectural controls on those zones, because this is a free-for-all. And I can appreciate the developer, they've made the investment, they're wanting to get a return on their investment, and me thinks that they've been, you know, trolling for a perspective builder here. They've got one that might bite if you get this zoning.

I can appreciate you can't tell us too much about what their aspirations might be and the type of development, but I think what you're hearing tonight, and from my -- from my own standpoint is that, you know, I take to heart the botanic part of St. Albert, and I want that corridor to be -- to be used. It's not friendly to mothers with strollers hauling kids down St. Albert Trail.

Things are improving a little bit in that regard, but the fact of the matter is, we're trying to promote other modes of transportation and people moving around. And I think that's why I'm here tonight, is that I saw the -- the original argument to switch this
from a commercial corridor to the DCMU, and I can recall Mayor Crouse in particular being rather exasperated as to, you know, you guys asked for a commercial corridor, now you're asking to bring residential development closer into the St. Albert Trail.

So that was his point, is that, you know, we were trying to create some separation between residential development and the Trail, now you want to bring it in. Now we're hearing a flip. No, we want to go back. So it's the prerogative of the developer, the landowner, to do that. And I can appreciate it. But in a -- we're in a bit of a bind here right now, is that the current Land Use Bylaw and the way it's set out is that those architectural controls and that, it's not going to happen overnight. But it's definitely something that I know in the MDP I'm going to be pushing.

End of comment.

ALEXANDRA MORRISON: And on that note, thank you so much for -- for everybody coming.

DAVID SCHOOR: Two more questions.

ALEXANDRA MORRISON: Oh, we have two more questions.

DAVID SCHOOR: The first one was raised, and then EMRB.
A SEAN NOVAK: So maximum full build-out for residential versus commercial. We don't have the numbers off the top of our heads here, but that can be addressed in the submission to the City, our terms.

Q But is there not, on five hectares of land of mixed-use, got to be -- need to be so many square footage for homes or residential? Like, what's the --

A DAVID SCHOOR: Well, for the last application to go to the DCMU district, it was assumed that 120 residential units would have been allowed on that site. There was a transportation impact assessment done at that time to measure the effect of the -- of that use on the transportation network, just as we have to do with this application.

So the application will assume a certain development footprint, and our transportation impact assessment has to assess that.

Q So on that note, if you had 120 units on five hectares, you'd have to have so much square footage of commercial, correct, as well?

A Yes.

Q Do you know that number, roughly?

A That one, I don't know. Do you?

LANDREX REPRESENTATIVE: I think it was
Okay. So on commercial corridor, how many square footage of commercial space could you have?

LENORE MITCHELL: Well, typically on some of the corridor commercials, they only develop about 20 to 25 percent of the site. The rest is parking.

Q Okay.

DAVID SCHOOR: And landscaping?

LENORE MITCHELL: I don't have that one memorized.

ALEXANDRA MORRISON: All right. And EMRB.

DAVID SCHOOR: EMRB. Okay. That's a process related question.

SEAN NOVAK: Who asked that question?

LENORE MITCHELL: Over here.

DAVID SCHOOR: I think you know the answer to this one, too.

LENORE MITCHELL: I know it. I want you to tell the people.

DAVID SCHOOR: All right. Well, I'll do my best. You might have to provide colour commentary.

Okay. So we have to go through -- this is the MDP, ASP, LUB amendment process that's
required by the City of St. Albert. The Edmonton Metropolitan Region Board, which is the EMRB, is the regional body that reviews planning applications. Through this process, whenever -- through an amendment process, whenever you amend a Municipal Development Plan, the application has to go to the EMRB for review. They have to consider it. The EMRB is represented by the municipalities around Edmonton, including St. Albert, and they provide comments on whether they support this MDP amendment or not. And that process happens just before -- just after first reading.

Do you want to provide any colour to that one?

LENORE MITCHELL: Sort of. So it's the Area Structure Plan that is triggering this to go, because they are within the future L -- or 800 metres of the future LRT; that is what is triggering this one to go to the EMRB. So they will look at it to see if regionally this change is a significant change to the region or not. And it's reviewed and then we get a comment back before third reading so Council has that information before they make a decision.

DAVID SCHOOR: So there's other
checks and balances on this process.
LENORE MITCHELL: Yeah. From a regional perspective. They aren't really looking at it from the land use, they want to know what is the impact like, is there a traffic impact? How -- if this is a future LRT, is this a plus or minus to that LRT? Those are the kinds of checks and whatnot. They don't give us a checklist if you want the truth, but ...
ALEXANDRA MORRISON: All right. Perfect. You folks are welcome to stick around for a little while until 7 o'clock. And if you have any other lingering questions, again, info@islengineering.com, or one of our wonderful technical team will be here to answer any of your questions.
DAVID SCHOOR: Thanks for coming out, everybody.
ALEXANDRA MORRISON: Thank you again.
DAVID SCHOOR: If you have questions, we're happy to chat.
(Presentation Q&A concluded at 6:30 P.M.)

SNOW'S COURT REPORTING
Edmonton, Alberta
Reporter Certification

I, Mary C. McNeely, Court Reporter, hereby certify that I attended at the above proceedings and took faithful shorthand notes, and the foregoing typewritten sheets are a complete and accurate transcript of my shorthand notes to the best of my skill and ability.

Dated at the City of St. Albert, in the Province of Alberta, this 15th day of September, A.D. 2019.

M. C. McNeely, CSR (A) Court Reporter.