

Public Correspondence:

From December 23, 2020 to February 2, 2021, Administration received 170 responses from the public via email and through *Cultivate the Conversation*. Of the responses received by administration, the most prevalent comments are listed below. The percentages provided are the calculation of the number of responses received which included each of the identified concerns. Many of the responses received from the public contained multiple concerns:

- The proposed concept will exacerbate traffic and congestion issues 73.5%
- The heights of the development proposal are too tall 52.3%
- The density of the development proposal is too high for the area 40.6%
- The development will cast excessive shadows on surrounding properties 20.6%
- The development will negatively effect the environmental health and public use of the river and banks 40%
- Property values will be negatively affected 6.5%

25.9% of the correspondence received indicated that the proposal was not sufficiently different from the previous application as to address the concerns raised by the public. Of the correspondence received, 5.3% were in support of the proposed development.

Based on the Public's comments, the concern is that increased traffic will add to existing congestion at the intersection of Boudreau Road and Bellerose Drive. Some of the comments received from the public indicated that heights similar to the existing Botanica development (which is 9 storeys), or less, would be preferable to the proposed 40 and 50 metre towers.

The Sturgeon River and its banks are a prized resource to the residents of St Albert. As such, there were sentiments within the correspondence received that the public would like to see the City obtain the subject lands (230 & 250 Bellerose and 300 Orchard Court), to create park space.

The following pages contain the verbatim correspondence received, both through the *Cultivate the Conversation* platform, and by direct email to the Planner.

	Comments from Cultivate the Conversation
1	Regarding the traffic impact assessment: is it safe to assume that any data used in the assessment or evaluation of the assessment, will consist of information gathered PRIOR to drastic changes in patterns resulting from the onset of COVID-19 in approximately March, 2020? With many people working from home throughout the region since that time, using data from post-March/20 could easily lead one to the wrong conclusions. Anyone who has driven through the Boudreau/Bellerose over the past several years regularly before Mar/20, would have experienced significant delays, especially at peak morning and late afternoon hours. The area is so congested at times that it seems any changes to improve flow in specific directions, will most certainly adversely affect flow in other directions.
2	I have reviewed the proposed amendments to Oakmont ASP and Land Use Bylaw received December 23, 2020 and was pleased to see the changes that have been made to the proposed conceptual site plan. This plan would certainly have our support.
3	What will you do about the significant parking congestion that already occurs multiple times per day
4	How is this proposal any different from the previous high rise complex mr.haut had proposed. We are deadlocked in traffic while he counts his millions overlooking the pacific in Vancouver.
5	I would like to know what has changed since the last submission by this developer to mitigate one of the largest issues brought up at the previous public forum regarding traffic. Traffic issues are already present and this proposal is so similar to the previous one. The city admitted there were few options to mitigate the current traffic issues let alone adding many more residents to the area. How will the city deal with traffic in this area?
6	We worry about the height of the Boudreau development submission, that still hasn't been solved and submitted as single family homes, as the land was designated for. We also worry about the excess volume of people all streaming out onto Bellerose and trying to make a left hand turn, and the only thing that they think will solve this problem is and extra turn lane. That will not solve this, the developer should be made to pay for widening the road, if that is possible. We need the road to be accessible to emergency vehicles in the event that there is an emergency either in Oakmont or the Evergreens of Erin Ridge and beyond. This is the wrong location for this development and the sooner the city council sees this the sooner we can get on and have the development built in an emerging area, where it should be, the better, and we won't have to waste anymore time on this, and the council can get on with more important items.

	<p>How long do we have to beat our heads against the wall and deal with greedy Boudreau Developers, who I must add, bought this land fully knowing that it was single family homes to be built there. They don't care about existing residents. all they care about is getting their huge profits out and taking them back to B.C. where this companies head office is and leaving us in Oakmont and Evergreens of Erin Ridge to deal with the mess they create, which they are not here to experience.</p>
7	<p>Hello Suzanne, I am a resident of Oakmont & having seen the last revised development options, I don't see much change in the original issues, they seem to be only slightly re-shuffled. The issues of zoning, traffic, density, height, and the integrity of the river area. They need to come back with options that justify the concerns of the residents of Oakmont and that they not only listened to our concerns, but and are acting on them in good faith. It's disappointing as we have invested our life savings into homes which we have resided in for over 16 years; we now have to worry about maintaining the integrity of our neighbourhood because of a developers greed - plain & simple.</p>
8	<p>We are currently opposed to the Riverbank Landing development. We are not opposed to the rezoning of the land but we are opposed to this size of development that is going to create so much traffic. Traffic is already a concern for us and Botanic Phase 2 has not been completed yet.</p> <p>We live on Evergreen Drive and are already living with difficulties getting to and from our house onto Bellerose Drive during rush hour. There are nights when we are not able turn into our street, or turn out of our street in order access the southbound left turn lane, because traffic is so backed up the hill on Bellerose Drive. Traffic now is backed up in both directions at the intersection of Bellerose and Boudreau Road. Evergreen Drive is already being used constantly by people who are using it as a U-turn location because traffic is so bad. Creating another interchange on Bellerose Drive between Evergreen Drive and Edward Way/Oakmont Drive, whether it be an intersection or a traffic circle, will only create more issues for everyone who use Bellerose Drive.</p> <p>We believe that Bellerose Drive may need to be widened to allow for any increase in traffic. I would hate to see this because St Albert's trees and green space worth protecting. We already know that the light pattern needs to be changed at Bellerose Drive and Boudreau Road in order to get traffic moving. We would like to see a sound barrier wall built and more trees planted along Bellerose Drive so that our neighbours and ourselves do not have to listen to the amount of traffic that is using Bellerose Drive behind us.</p>
9	<p>Have the TIA recommendations been reviewed to determine if they are viable? An added right turn bay at Boudreau/Bellerose appears like it won't fit without significant impacts to the adjacent boulevard, mature trees, and adjacent properties.</p>

10	<p>I don't have a question, just a comment. We are completely opposed to the latest iteration of the Riverbank landing development. We accept that some development will likely have to happen, but what is proposed is just as objectionable as the earlier submission last Spring. The maximum height of any of these buildings should not exceed that of the existing buildings to the south.</p>
11	<p>The developer for Boudreau completed a public survey and received feedback from a number of community members earlier this year; the latest submission does not address the concerns already submitted that will have permanent implications for this community- not just long term but permanent implications. Is the city prepared to allow such a large change on the landscape, skyline and community members that cannot be undone? How in a time where the current buildings at the site, ask well as numerous other new low rise apartments across the city remain unsold can yet another, larger development be approved and justified— knowing that economic recovery from COVID is suspected to take at least a decade ? I would be prepared to support a low rise apartment at 4 stories maximum, or detached/ semidetached housing that fits with the current community and current approved zoning. I ask that you please decline the rezoning.</p>
12	<p>This project will create even more congestion at the intersection nearby on Boudreau. It is far too high and should be limited to a similar height to Botanica. This development will reduce our property values in Oakmont and have a devastating impact on our river valley. I am not in favor of this development proceeding as planned.</p>
13	<p>I am writing in a very strong opposition to the latest proposal by Boudreau Communities Ltd. (BCL) for the Riverbank Landing Development. The latest proposal is a rehash of the first proposal that thankfully was soundly and unanimously defeated by the City of St Albert Council. It appears to me that BCL is trying to get approval for a minimally modified version of the first attempt that fails to adequately address the original concerns of the residents and City Council. BCL claims to have done sufficient public consultation and has public support for their ideas. I believe there was ever enough information disseminated in layman's terms and then subsequent consultation for the residents to make an informed decision. I have not found evidence of their claim about public support for their proposal.</p> <p>There should be no place for this size of buildings in our picturesque valley. If I had known the final results of Botanica I would have objected to that building. From the road it is not a bad looking complex but from the trails, the building is just another apartment block encroaching on the river. (look at phase two). As I walk our valley trail system almost daily, I am so sadly disappointed that this building decimates the natural area and BCL's new proposal will only add to the marring.</p> <p>The area in question is not zoned for the height and type of density suggested. The local infrastructure has not been keeping on pace with the present normal expansion of the city. There is little to no room to make adjustments in the transportation routes to accommodate this large increase in traffic. The approximately 340 new residences, on-site businesses, shoppers and associated support business would all have to use the extremely limited access points to the proposed site. Traffic patterns already have vehicles backing up at multiple times per day at the intersection of Boudreau and</p>

	<p>Bellerose, and Evergreen and Bellerose. I have witnessed too many near accidents for vehicles trying to turn into Botanica.</p> <p>The increased traffic in this residential neighborhood will result in an escalation of the present hazards for cyclists and pedestrians trying to cross what are already extremely busy access points. I have had close encounters with vehicles exiting or entering Botanica without regard for pedestrians.</p> <p>Re-zoning could allow BCL to be in construction in this restricted area for up to five years to complete all the phases they are proposing. This is not acceptable to any of the residents that paid premium prices for their properties due to their amazing views and the quiet of the river valley. This should not be acceptable to anyone that has to drive by the construction site or walk the river valley trails.</p> <p>Although I don't live directly on the river I enjoy its serenity, wildlife and beauty. The height of the buildings at one to one and one half times the height of Botanica and including the adjacent complexes would not only wall off the valley but would dominate the horizon for everyone. I have calculated these building would be visible from Ray Gibbon Drive and would be visible from the second floor of my house in the north east of Oakmont.</p> <p>St Albert claims to be the "Botanic Arts City". To approve this would be a direct contradiction to the label. Please keep OUR river valley for the enjoyment of all citizens.</p>
14	<p>Again, same as last time I think the scope of this project is not appropriate for this area. I understand this area is going to be developed, however it is not logical, necessary or needed to have building this tall. The current buildings are the max height I believe is appropriate in this area. Furthermore, I find it very disturbing that this has gone this far. The developer and current owner of the land purchased it knowing what the zoning restrictions are. How is it fair that because they don't agree with it they can change it....? The equivalent would be someone buying a house in Woodlands, and asking the city to rezone it so they could grow crops and farm... Take down the existing home, and plant hay... I am being hyperbole, but I believe it was clear last go around that the city does not support this.</p> <p>To recap, yes develop the area WITHIN the parameters and regulations of what it currently zoned for.</p>
15	<p>How do the two taller buildings impact fire fighting? Is new equipment required to reach such heights?</p>
16	<p>We have been residents of Oakmont at the top of the hill for over 25 years. We fear the results of one more high density housing area on the old Holes property.</p> <p>40m and 50m high buildings do not belong in the backyard of residential areas. We certainly would not want that many balconies looking into our "newly shaded" yard if our house was in the shadow. Horrible does not describe how we feel for the people who reside in Orchard Court .</p> <p>and the rest of the lower Oakmont area. We are not against new development for this area, but it must br consistent with what has already been in this Oakmont area for the</p>

	<p>past 25 years. The new Boudreau proposal is far too large for this area and it is obvious that Boudreau is trying to recoup as much livable space in this area that they can, all the while having no respect for the tenants who have chosen to live in this area, some for the rest of their lives.</p> <p>The effects of huge buildings being placed on an already busy road will compound the traffic on Bellerose Drive to a point where our drives to work will double or triple in time. The line-up of traffic at the two sets of lights in front of Botanica and the Police Station are ridiculous in the morning and after work. It often takes 3 or 4 sets of light changes for us to go straight through. The traffic already backs up well past Evergreen Drive on red lights for people waiting to turn left onto Boudreau during rush hour traffic. This new plan will guarantee that there will be many people making U-turns at Edward way /Bellerose Drive. Boudreau has not even begun to address the obvious traffic issues and are wanting to pass the pack when these inevitable (they will happen) traffic issues occur. By the, they will not have the desire to fix anything.</p> <p>This area was not designed for the amount of traffic that it has now, let alone the huge extra surplus of vehicles that Riverbank Landing would bring. Botanica 2 is not even completed yet, and we have been dreading the day when it fills with people and their vehicles. It is dangerous for incoming Emergency vehicles, pedestrians and local traffic to have so much traffic in an area that was not designed to handle such high numbers of vehicles. There is really only one way out and one way in to Oakmont, unless we want to take a "Sunday drive" through the country to get home or to work. Unless the city is planning on taking out sidewalks & trees and adding two more lanes on Bellerose Drive, we are not sure how the traffic can be handled there.</p> <p>Please St. Albert City Council, do not fall into this trap, especially in an election year. You have many residents here that are opposing this scale of development. Again, we are not against putting up development here, but at a scale that represents the balance of the neighborhood.</p>
17	<p>I'm very disappointed that this develop did not make any substantial changes to his proposal. This suggests he does not care what the residents would like and have already voiced but rather cares mostly about profit.</p>
18	<p>I totally oppose Boudreau Communities Limited's application to have changes made to the Oakmont ASP, Land Use Bylaw, and the Direct Control Designation for the subject property. BCL has submitted a design that is not substantially different to the application and development proposal that was unanimously defeated by City Council on June 22, 2020.</p> <p>The developer has received feedback on their various designs at Open Houses over a year ago, at the June 22 Public Hearing, via their Survey (yet they refused to disclose the survey results), in meetings with a small residents' Focus Group, and during a few public information meetings held via Zoom.</p> <p>They basically ignored the public feedback. Instead, they have proposed two high-rise buildings (again) that would result in massive vertical & horizontal sprawl that would</p>

	<p>wall off the Sturgeon river valley and Bellerose Drive.</p> <p>The proposed design offers no meaningful transition to the Oakmont and Erin Ridge communities plus it is not compatible in any manner. It will become a visual eyesore for Oakmont, Erin Ridge, Woodlands, and for anyone using the Red Willow Trail. The existing traffic congestion and safety issues on Bellerose Dr and Boudreau Rd, and the intersections at Evergreen and Boudreau, will be made much worse; not improved as cleverly suggested by their engineer's TIA report.</p> <p>The subject property is "infill" and deserves gentle diversification. The property has extremely limited access points for traffic because it is hemmed in by the Sturgeon river, it has no practical access to Boudreau Rd, and it is adjacent to the existing Orchard Court residential community. The traffic generated by RBL will compete with the Botanica residents, The Shops at Boudreau customers, and the residents of the Evergreen community across the street. The Botanica Towers have already been permitted to encroach on the river valley for the sole purpose of developer profitability. Council needs to protect this land and the surrounding communities from further permanent damage. For these reasons and many more, the subject property needs to remain under Direct Control by Council. The City needs to minimize the density, land use, and building heights & positioning. A low-to-medium density footprint of low-rise residential construction, accompanied by suitable commercial (professional, medical, and retail), would be an asset to St Albert. This type of design would be better aligned to community expectations and would complement the emerging Flourish MDP growth vision and parameters for St Albert. Therefore, I expect the Administration Analysis report to reflect the shortcomings, and for Council to vote down the BCL application. BCL had every opportunity to design a development that would fit St Albert and they failed in all respects.</p>
19	<p>I'm quite happy with the changes we need more density in this city ! this is my neighborhood</p>
20	<p>I am concerned about the scope of the project. I don't believe we have the infrastructure in this area of St. Albert to support the density of housing and people that would occupy this site. The roads that feed into this area are already very busy and congested.</p>
21	<p>Why is the City even discussing this scale of a project with the developer? We live in Oakmont and rush hour as it stands, has a huge bottle neck at Boudreau and Bellerose. What will adding an extra 360 residential units along with businesses going to the congestion that already exists? Where can we see the results of the traffic study? Why do we need 15 and 14 story buildings at that location? Wouldn't we be better off building that in a new residential /commercial subdivision where roadways can be incorporated to handle the volume, say off Ray Gibbon Drive?</p>

<p>22</p>	<p>Hello, my name is [Redacted] and I live on Orchard Court. I am STRONGLY opposed to the Riverbank Landing Bylaws due of the following reasons:</p> <ul style="list-style-type: none"> * Incompatibility: St. Albert while a growing city, we are known for our intimate feel, and these towers will be like nothing we have in our city. They will stick out like a sore thumb, and do NOT contribute to the overall look and feel of our community. The form, mass and character will not compliment the adjacent single family residences in Oakmont and Erin Ridge. The buildings scale and height are incompatible and all neighboring residences will be impacted by shadowing, noise and privacy issues. Our city was not built to be a concrete jungle. * Building 2 as shown on the picture below is far too high and I'm concerned about shadowing. I believe the contour or the rising land elevation makes the building taller increasing my shadowing concern. * Concerns around high density. The overall Environmental concerns, these can NOT be ignored. You can not build a development of this size and scope without there being concerns to the environment, and the surrounding greenspace and river valley density on the site should be reasonable and practical. This is not reasonable for this area. When we bought our home, the area was designated as low density/commercial. If we had been made aware that we would be living beside a high density residential/commercial area, we would have never bought our home here. * Traffic near the Boudreau Road/Bellrose Drive intersection at certain times is ALREADY a serious problem. Already at capacity and needless increased density will choke the intersection. * The traffic bottleneck would impede emergency vehicles stationed beside Boudreau Road/Bellrose Drive intersection. * Environmental concerns, these can NOT be ignored. You can not build a development of this size and scope without there being concerns to the environment, and the surrounding greenspace and river valley <p>To recap concerned about 1)shadowing, 2)traffic Boudreau Road/Bellrose Drive intersection 3) too much density, - it should be reasonable and practical. 4) environmental</p> <p>I ask that council vote AGAINST these bylaws. Council must refuse this unimaginable infill that is incompatible with the surrounding neighbourhoods, as they did on June 22, 2020.</p>
<p>23</p>	<p>I am against the proposed changes to ASP and Land Use Bylaw as stated for this proposed development in Oakmont. My reasons are: I am against any building higher than the Condos already built in this area. I am also for an above 55 residency to cut down the number of people driving to and from work on our crowded streets at this time of day. It will also allow for retirees to travel away from St Albert at various times of the year reducing traffic. I have nothing against restaurants and shops in this area. Traffic will be the biggest problem no matter what they build.</p> <p>I feel no remorse for the developer as he knew what the regulations were before he</p>

	<p>purchased the land. I am sure the city gave him no reason to assume a change if he purchased the property. There is lots of room in St Albert for development, but this is not the location for such a large development.</p>
<p>24</p>	<p>I do not agree with the proposed density or height of the proposed development. Some development is OK but not on the proposed scale.</p>
<p>25</p>	<p>Re: Proposed Amendments to Oakmont ASP and Land Use Bylaw</p> <p>The reasons why I oppose the proposed ASP and bylaw change are as follows:</p> <ol style="list-style-type: none"> 1. First and foremost, Oakmont and surrounding area residents bought properties and live in the area with the expectation of the existing Area Structure Plan. This Plan is now being radically changed. Residents had not expected, and should not be forced to accept, such major changes to the plan. The changes tremendously affect their property values and the level of enjoyment of their properties and surrounding neighbourhoods. Once Area Structure Plans are completed there should be no significant changes but this Council and past Councils have routinely changed them to meet developer wishes with little regard for existing residents, and this is not acceptable. The list of major Area Structure Plan changes throughout the city over the years is very long, and has generally been to the benefit of developers and to the detriment of residents. A list can be provided, if needed, but Council should be aware of these changes. 2. The proposed change has a great effect on infrastructure and negates the good planning designed into the area. Traffic volumes and control, congestion, noise, pedestrian safety and parking will all be major issues. Traffic volume will increase, and despite proposed modified roadways and control, will still increase the level of congestion. Traffic noise will increase. Pedestrian safety will be further compromised even with mitigating measures. Parking at the site will be limited, despite added underground parking, due to the planned commercial additions and this will lead to traffic backups near or on the development. It will not be possible to reduce the impacts of this development to levels even close to those that exist now. 3. The proposed development is adjacent to the Sturgeon River and will reduce the enjoyment of the river and river lands by residents. There will be a major effect on nearby wildlife areas, storm water run-off and other environmental considerations. The City needs to have a river protection policy in place to prevent this type of multistory and commercial development so close to the river. No policy for river and river lands protection has been created to date. 4. The proposed multistory buildings will tower over residential properties some only about a 100 metres away. Not only will the buildings cause shadowing at some times of the day but, more importantly, they will continually loom over the properties and

	residents. The value of those properties and enjoyment of them will both be decreased.
26	There is no need for this development, if anything it will kill any business we have on Perron street. These developers knew what this land was originally approved for and thought they could BS there way through this. The traffic now is crazy and you can't MAKE space thats not there I have disliked this development from the beginning not knowing there might be more than the 2 phases that started it all. This is a river valley that should be available for all residents of St. Albert to enjoy, find another place for this!
27	I am in favour of allowing this development.
28	Hello, what's next a 25m building. The problem here has a lot to do with the roadways. They are capacity already. I understand development helps the cities revenue line and more people help with the whole economy of St Albert. I do live just above this proposed development and I take Bellrose every day multiple times and sometimes I wait forever at these lights. If you were to look at making another bridge, basically making Boudreau Communities ltd pay and build a new bridge to exit their development I then would definitely be open to listen to there pitch. At this time is a absolute NO. Thanks
29	Please don't go ahead with this. As a resident of Oakmont the traffic increase, and the height of the building concerns me a great deal.
30	The issue I have with this development and proposed re-zoning is that this is a dramatic change to the zoning that is in place. Everyone who has purchased property in the area of this proposed development was told about what could possibly be built on this site and that zoning did not include such massive high density buildings. I believe that the city should be respectful of those people and not allow such a large change to the zoning. The builder of the property was also aware of the zoning when they purchased the property and as such should not have any issues with the zoning remaining as is as they purchased the property in this state. This high-rise would adversely impact of the owners of the surrounding properties who purchased their properties with the understanding of what could potentially be built on this site. I also have issue with the impact such a development would have on the already congested traffic flow at the intersection of Boudreau and Bellrose. As well as the look and feel this type of project would have on the rivervalley - both negative in my mind.
31	Stick to the current height limits for Botanica Condominiums.

32	How will existing roads/bridges be impacted by the significant increase in traffic? It's already a disaster!
33	What would you change at the intersection of Bellrose and Beaudreau to make the traffic more fluent? Because it is already congested.
34	Why would we want to stop this project? I live at [Redacted] Orion Close and originally had concerns about traffic. After reading the traffic study I am convinced that the appropriate measures have been taken to minimize traffic congestion. This project appears to address the needs of future St. Albert residents. The city of ST. Albert is a desirable choice for people to live because it has always been a progress community focused on a safe, progressive high-end lifestyle and this project is what the next generation will be looking for. The younger generation is more likely to work and live in the same neighborhood as they will prefer biking, walking or using transit to get to work. I ask that council and the people of ST. Albert don't hold up progress. That they don't shut this project down because it is different than what they are use to. Different is progress!!
35	Why can orchard court road be opened to access this development. It would make sense to reduce traffic issues on Bellerose drive and add easy access for all residents of the oakmont and erinridge north.
36	Why can't orchard court road be opened to access this development. It would make sense to reduce traffic issues on Bellerose drive and add easy access for all residents of the oakmont and erinridge north.
37	<p>This is simply a very unpleasant idea. Not only view related, this would be such a disruption in the functionality of surrounding residential neighbourhoods and the children, teens and families that walk/bike to and from them.</p> <p>Added busyness and less community feel.</p> <p>Unless this is a package deal that comes with a new road and bridge crossing the sturgeon? perhaps east of Oakmont;)</p> <p>I believe the city of St. Albert would be make a distasteful choice to go ahead with this proposal.</p>
38	I am deeply worried that the traffic congestion will become deplorable. The intersection is already very busy and dangerous- the whole area will become a jungle! We chose to move to this neighborhood because of the pace (wasn't too busy) and because of how quiet it was. This proposal is no better than the last.
39	I, and my family, are vehemently opposed to additional condominium towers being built in the proposed area. My primary concern is that the area has already been massively flooded with additional traffic since the Orchard Court homes and other towers that Boudreau Communities Ltd built. The intersection of Boudreau and Bellerose is one of the most heavily used areas in St. Albert. It often takes me 4 sets of lights to just get

	<p>near to the intersection from my home in Oakmont. The road on Bellerose has been under construction and down to one lane for the better part of 3-4 years now. It is already a tremendous community safety concern with the fire station and RCMP as well as ambulance that needs to access that area in emergencies. It is gridlocked from 7:45-9:00 am and 3:15-4:45 pm as it is, adding even more cars and traffic to the area is out of the questions and out of the scope of this particular spot. We already have 3 sets of traffic lights just getting down the hill from Oakmont, and the areas cannot accommodate any more lanes or any more volume of traffic.</p>
40	<p>We are against the Boudreau Communities Ltd. application to amend the Oakmont Area Structure Plan. Having been residents of St Albert since November of 1982, we have seen plenty of changes in our community, some good and some not so good. We have not actively engaged in the public process prior to now BUT this development has motivated us.</p> <p>We love walking along the mighty Sturgeon River(it was lovely this year because of all the rain) and we do not need large, over powering buildings built right beside our river. Botannica is a little too tall already so, at the most, another development can match their height, but no more. Build the tall structures back from the river so we can all enjoy a generous expanse of river valley.</p>
41	<p>'Yes, I have a question and suggestions at the end. How much money has the developer of Riverbank Landing promised to planners and bribable elected officials if they push this boondoggle through? I can see no other reason why council would vote for this project unless they don't have to worry financially if they don't run for office again or risk loosing if they do run. Any resident whose access route is Bellerose Drive will be severely affected every time they go to work, drive their kids to school and back, activities shopping, appointments.... Every time an ambulance is needed there will be a delay because there will be bumper to bumper traffic from 8 am to 8pm. How dare you change the municipal development plan after people purchase and develop their homes only to have their property devalued as soon as the big machines begin the destruction of this piece of history and our little bit of quiet nature along the river. Shame on you. Do the right thing and purchase that last parcel from the developer and sell him a piece of land where they can build to the height they want with room for expansion. This prime location can be so much more for the joke we call the garden city that you are allowing to become the city of shadows and skyscrapers. What a travesty! This is an opportunity to honour the Holes family and bring in commerce from all around, secure some of our food sources, provide jobs, bring in commerce and be a permeant year-round market garden. Use some imagination please and get us on the map:</p> <p>Here are some ideas that don't require anything higher than the Red Barn:</p> <ul style="list-style-type: none"> -extend the Red Willow Trail along the north side of the river to allow walk in shoppers -build a docking/boat launch to ease the pressure on other spots along the river as more and more people are enjoying our water way -have a spot for putting on skates for winter skating -put out tenders for a third party to build a massive organic greenhouse system with solar heating for growing produce to sell with government funding -school kids could walk here to learn about gardening and adult workshops held there too

	<p>-the Red Barn icon can be converted to an indoor market garden so that vendors can be protected from elements on bad weather weekends or a craft studio to for the quilting and pottery guild, wood working classes.... to free up space in St. Albert Place for civic offices</p> <p>-the barn could be multi-use use as a dance hall or indoor tennis or pickle ball court since you squashed the much-needed ACA recreation project</p> <p>-a swimming pool also much needed</p> <p>This is your chance to shine St. Albert and leave not only a legacy for the future but security for our health and happiness instead of skyscrapers for rich people.</p>
42	<p>I am writing as a concerned resident of the oakmont neighbourhood. The concerns raised by our community are no different than the initial development proposal. Traffic is already a serious concern, without the addition of any form of new residential living on that corner. As it stands, it's faster for me to walk to Neil m. Ross school across the pedestrian bridge than it is to drive to pick up my daughter from school. The orchards in particular have a lot of young families where kids are known to ride bikes and play street hockey together on the street. The proposed access points will significantly increase traffic and thus compromise the safety of our children playing in the neighbourhood. Not to mention, these access points typically come with increased crime- something oakmont has not had to deal with on a large scale to date. Lastly, these developments will likely devalue our home and sadly if it goes forward, we will be looking to move. We are definitely not in support of the proposed development.</p>
43	<p>Please find my submission regarding Proposed Amendments to Oakmont ASP and Land Use Bylaw - Schedule A and Direct Control Mixed Use District. I am sending this submission via email as well as through Conversation.StAlbert.ca platform. I trust that my submission will be presented to Council in preparation for First Reading sometime in April 2021.</p> <p>My position has remained unchanged since the first proposal in 2020 which is that any development for the proposed site is to align with the current Oakmont Area Structure Plan and Land Use Bylaw.</p> <p>The Public Hearing on June 22, 2020 was a day like no other for the citizens of St. Albert. It was then we learned that our voices do matter and witnessed as Mayor Heron and Council voted unanimously against any changes to the Oakmont ASP and LUB. It clearly sent a message to the developer that this was not an appropriate development for this small parcel of land.</p> <p>Since 2019, I have remained an active participant and a proud member of a concerned residents group whom have worked tirelessly, sought expertise in several domains, and have stood in solidarity to engage hundreds of concerned residents to speak up and let Boudreau Communities Ltd (BDL), namely Mr. Dave Haut know what we want for our community and not simply accept what he wants us to live with.</p>

Proposal

Unfortunately but not surprisingly, BDL's most recent proposal has done nothing to quell the concerns of St. Albert residents and has willfully neglected to take the citizens of St. Albert seriously. Brittany Gervais a contributor for the Gazette, blazingly reported Dave Haut's claim that this time he "got it right". In my opinion, Dave Haut did not get it right nor did he listen to the concerns of residents, he simply plowed ahead again with the hopes to have our city representatives vote to change the ASP and LUB in order to push this Riverbank Landing (RBL) development forward and thereby shove 400 dwelling units (mixed use) into a mere 9.9 acres. Representing BDL, Mr. Haut is fully aware and had expressed to the public that building on St. Albert's RIVER BANK is the selling point, which implies that our precious and irreplaceable river bank is for sale to the highest bidder.

Traffic:

All area residents and those who work, visit and commute through the intersection of Bellerose/Boudreau already knows that traffic is a significant problem. The City of St. Albert has already declared this intersection at 100 percent capacity. RBL will add hundreds more residential, commercial and construction vehicles daily.

Bellerose Drive is the only access road for the community of Oakmont and for parts of Erin Ridge, namely Evergreen Drive. BDL once again is recommending a right in right out road access half way up Bellerose Drive. At the Public Hearing, June 2020, council members raised valid concerns and questioned where drivers would go once existing the right out on to Bellerose Drive. For those who are familiar with the intersection at Edward Way and Oakmont Drive at the top of the hill, will anticipate a great number of drivers will perform risky U-turns to travel back down Bellerose Drive or may opt to venture into the established community of Erin Ridge, wrought with its own traffic and speed concerns for new area schools, in order to find access to an arterial road. There will be heightened driver and pedestrian safety concerns once Bellerose Drive becomes 60 km/hr.

BDL's recent site plan does not depict open access to Orchard Court, but this idea has appeared in the "options" Haut presented in the public survey and public meetings. I would anticipate that BDL will yet again push for this access. Opening access to Orchard Court which would do nothing to deal with traffic congestion let alone designed for traffic from a high density or mixed-use development. From a historical perspective, former land owner, Lois Hole prevented the "old" Bellerose Road (which would have gone through her property) from opening out of safety concerns for her children, this of course is no different for those children who currently live in Orchard Court. I recommend to close access to Orchard Court permanently.

BDL offers no access to a mass public transit hub which will further intensify traffic congestion and daily grid-lock indefinitely. There are many other traffic issues, but I stress that even "ordinary" traffic is a major, unfixable obstacle for BDL. Traffic

concerns remain ultimately as one of the most restricting factors for a development of this magnitude.

Density and Height

Oakmont has met the former Municipal Development Plan (MDP) density target with the completion of second Botania Condo. The proportion of medium and high density residential dwelling units to total number of dwelling units already meets the City's density target of 30%. Even within the new MDP, a small increase in the density for this site, will also exceed the targeted threshold. RBL will reduce commercial floor space to 5% with an explosive 95% residential burden to city services and resources. RBL promises to cram 6 apartment style buildings including 2 towers with soaring heights of 40 and 50 metres perched on the river valley hilltop.

Orchard Court 300 is low density residential with permitted heights of 11 metres or 2-3 stories (like the homes in Orchard Court). In the notice from the City's Planning Branch, it describes that this development will include "Heights being limited to 15 metres near Orchard Court". By my calculations this would mean a 4-5 story building built snug alongside and dominating the homes in Orchard Court. The conceptual drawing shows height no greater than 11 metres. If the ASP and LUB are amended the developer will choose the higher permitted height and also can choose to build other Direct Control Mixed Use (DCMU) options including; a repair shop, drinking establishment, cinema, community hall, pool hall, etc. Home owners purchased their homes knowing that the adjacent lot was zoned low density residential. Orchard Court 300 at all cost must remain LOW DENSITY RESIDENTIAL and NO change for 'Mixed Use' designation.

RBL is proposing 2 towers 40 and 50 metres or 15 stories - which would be the tallest buildings in St. Albert, and built on a hill, would appear much taller. Lots 230 and 250 are currently zoned commercial - up to 4 stories, yet with BDL's proposal the area will be flooded with building heights of 25-50 metres. These heights also negate any reasonable "transition zone" from the 2 storey homes in Orchard Court and Orion Close in Oakmont, Erin Ridge (Evergreen community), and even with the existing Botanica buildings which are 7 stories (inside court-yard). The proposed heights for this area are entirely unacceptable and will wall off our river. The city must maintain Direct Control of this land and not allow changes for Direct Control Mixed Use

Dave Haut has been asked to show a design that would meet the current ASP and LUB, he refused to do so, claiming it would be "ugly" and that BDL "doesn't build" that type of housing. He says he wants to build something "beautiful", well I am not convinced that this latest proposal is just that. Dave Haut should focus what he can leave behind as a proud legacy not a travesty. Many in the citizens group have also asked Dave for an actual scale drawing for the project that of which he has never provided but rather a conceptual drawing used for advertising purposes which show a lush green forest that surrounds this development. I can't help but to think that if a scale drawing of the current Botanica buildings, especially from the river perspective,

	<p>had been made public, there would have been much more public outcry and likely a change in design would have been demanded. RBL needs to provide a scale drawing for this site.</p> <p>Environment</p> <p>By far the long lasting effects and biggest loss for St. Albert will be further loss of our river valley. This is our city's identity and the reasons why many chose to live in St. Albert and not in other municipalities.</p> <p>The Pandemic has allowed for more citizens to get out of their homes and take in their surroundings; accessing the abundance of walking trails and opportunities to be in nature. This involvement in our community has sharpened are awareness of what matters to us and clearly see the RBL development detrimental to our river valley. It 'kills' me to walk or drive by the current Botanica buildings and I can't help but wonder "how did that happen?" and how did we as a concerned citizens allow for these building wall off our river valley. Protection of the Sturgeon River valley and waterways is in the City's strategic plan.</p> <p>Most importantly, particularly sensitive to over densification in this area poses potential risk to the water, sewer, and surface water drainage capacity. With both Botanica buildings built practically into the Sturgeon River basin, demonstrates the lack of concern for the river eco-system and an environmentally sensitive land reserve; a natural habitat for birds and wildlife. St. Albert prides itself on the contributions to climate change and how we look on the global stage. How will it appear that the very things we stand for will be swallowed up and smothered by RBL.</p> <p>There is a lot of uncertainly for the communities surrounding this RBL proposal. I have thought of selling my home and moving away from Oakmont as well as discouraging my adult children from buying a home in Oakmont and/or Erin Ridge due to this proposed development. One thing is for sure, I can knock down my home in Oakmont but I cannot build a tower on my property because my lot is zoned low density residential. At the end of the public hearing in June, Mayor Cathy Heron discussed and alluded to the "missing middle" and the case for a density transition zone. The reality though is that this small parcel of land may not afford the space to properly incorporate the "missing middle" and this development is more suited for an area in the city that can accommodate the height and density this developer is so insistent on having.</p>
44	<p>I do not believe any amendments should be made to the bylaws for the Oakmont landing development.</p> <p>There is scope for development of a reasonable size for the area as the bylaws currently stand. Altering them to allow higher density population and higher building structure would hinder my enjoyment of my neighbourhood.</p> <p>I bought in this area partially because of its proximity to the river and walking trails. Changing the height restriction to allow taller buildings in this area would change to</p>

	<p>views of the river valley spoiling the ability to enjoy nature. Traffic in the area continues to be an issue. The intersection of Bellerose Drive and Evergreen Drive is the only exit from my neighbourhood and despite reduced traffic with the current lockdown restrictions due to COVID it continues to be backed up daily. There is not enough land area to accommodate the amount of traffic going through this area even if extra turning lanes were added to optimize the flow of traffic. If we are to trust city planners to be able to deal with traffic concerns we should also trust they knew what they were doing with the original zoning plans.</p>
<p>45</p>	<p>I am writing in a very strong opposition to the latest proposal by Boudreau Communities Ltd. (BCL) for the Riverbank Landing Development.</p> <p>The latest proposal is a rehash of the first proposal that thankfully was soundly and unanimously defeated by the City of St Albert Council. It appears to me that BCL is trying to get approval for a minimally modified version of the first attempt that STILL fails to adequately address the original concerns of the residents and City Council. BCL claims to have done sufficient public consultation and has public support for their ideas. These are David Hauts words, not the ones who live next to or near these lands under consideration.</p> <p>There is much opposition to this plan and his assumption that he” now has it right” is nothing but a sales pitch. I trust Council will strike that from any deliberations and focus on the reasons you denied the first proposal and what has really changed to address all those concerns.</p> <p>We were told by Developer that a new zoom meeting was to be arranged to zero in on all the specifics “Related to the Traffic Issues”. That never happened. His focus was to get the submission into the City asap without any more feed-back from the neighbors’.</p> <p>The new proposal</p> <ul style="list-style-type: none"> • There was no change to the density - number of dwelling units remains at 360 • BDL will be requesting the same amendments to the ASP (to mixed use) and LUB (from Direct Control to Direct Control Mixed Use) • BDL is still proposing to amend the LUB with a (different) height schedule, and a reduction in commercial gross floor area from 25% to 6% That seems to go against all the hype about enhancing that area with boutique shops and a gathering area for all SA residences. • The favor is to simply maximize the amount of condo’s to sell. • the L-shaped, tiered building in Option B was replaced by two towers and a "long" building along the river bank. there was also a few other changes to the concept site plan • the new height schedule is as follows: <ul style="list-style-type: none"> o 15 m ht -area adjacent to Oakmont residences including townhouses and a seniors' apartment right beside Orchard Court residences. o If new heights are approved what is to prevent them from increasing the numbers of stories for these buildings? o 20 m ht -area adjacent to Bellerose Drive, the Shops at Boudreau and Botanica II, with commercial or mixed use

	<ul style="list-style-type: none"> o 25 m ht -area adjacent to river valley with mixed use in a long building that is not tiered o 40 m tower in the center of the site o 50 m tower along the river valley beside the 25 m building closer to Botanica II (Note: Botanica II is 37m high from the river valley view) • the buildings along the river valley look like they still make a "wall" <p>The City has commissioned a study to review what needs to be done to extend the north side Oakmont Red Willow Park trails which I am sure we all agree needs doing asap.</p> <p>Given the stated development set-backs, ground stability, drainage, ect.... It is my hope that no decision be made regarding approving BCL submission until the Red Willow Trail North study and approval is complete. Then the BCL plans boundaries can be properly addressed.</p> <p>The issue of the plans density and the slight modification in Rev2 in no way addresses the biggest complaints about this locations development.</p> <p>It shows a complete disregard of an insolvable, currently maxed out traffic issue at the intersections adjacent to these properties. Adding this many more vehicles due to the density and the planned right turn exit up the hill is simply ignorance of the local issue and any approval would be negligent and irresponsible to those Oakmont, Erin Ridge and Sturgeon residents.</p> <p>Riverbank Landing provides and adds to the completely ugly landscape. IE: More walled off and shaded area's of the river bank views from the very river valley trails, Saint Albert residents deeply value.</p> <p>I'm sure Council by now will have seen the Photo shopped renderings of the how these buildings will look from the road and trails and trust most of you will find that more than disturbing way to progress.</p> <p>I am hope full that some further compromises can be made that can satisfy all stake holders regarding this land that I agree is a prime location that "if done right" would enhance the communities.</p> <p>I trust council will conduct its self with a full review of all the details, and do an independent traffic study of it's own along with all engineering studies and resident concerns.</p> <p>We also trust the lure of the potential increased tax dollars this plan offers will not simply be a driving factor for approval.</p> <p>Council needs to remember all the reasons you unanimously voted to disapprove the initial River Bank Landing Submission and honestly ask yourselves what really has been resolved by this revision 2.</p> <p>Your decisions in this election year will be monitored very closely by the voters.</p> <p>Respectfully.</p>
46	<p>We oppose this amendment. We chose Oakmont for its low population density. We believe a higher density population will negatively impact our neighborhood. We enjoy the river valley as is, and feel a high density complex with negatively impact the environment.</p> <p>The intersection of Boudreau and Bellrose is already heavily congested.</p>

	<p>We do not want residential or mixed use towers in our neighborhood. We chose Oakmont because we want to live in a suburb, not a suburb mimicking a city center. We do not want towers in Oakmont.</p>
<p>47</p>	<p>I cannot believe that this proposed project is still being considered for Oakmont!</p> <p>It is too big in size and scope for a residential area! There would be too many additional residences, the buildings would be too tall AND it takes away from the enjoyment of the neighbourhood/river valley by EXISTING residents.</p> <p>Last year the developer proposed an even larger development which was denied and now they come back a reduced proposal. I submit that they NEVER thought the original proposal would pass muster in hopes that a "compromise" such as this latest proposal would succeed and some could claim victory. This is still not acceptable!!!!</p>
<p>48</p>	<p>Good morning, I am writing in to, yet again, oppose this development from taking place as it is proposed. It is almost identical to the first proposal that we all fought so hard to oppose back in mid 2020. The very proposal that the City rejected in the first place. The similar heights, density and change in commercial use is practically the same, except for a couple of building shuffles. Why are you letting them waste your time, again, for the same thing.</p> <p>This "new" plan, still does not address the current traffic issues and doing a study to see how the traffic will be in 2034 doesn't help us with the issues we currently face without this huge development. Its already bad and there is no room to make it better, flow easier or less congested. The current Botanica issue has had Boudreau Road down to one lane for half the year. I can't imagine what this new building site will do to the roads/traffic while it is in construction.</p> <p>The proposed height changes are still an issue as well. They are walling off our beautiful river valley for the whole city to enjoy. When you are walking on the paths in Red Willow Park, the buildings look gigantic and monstrous. These buildings will be way taller and take away more of the natural beauty that St.Albert has to offer. They think they are going to have beautiful views and walkways by the river with this development? All you will see is the height of the buildings around you and concrete for parking.</p> <p>A question I have as well, is the ability for this land to be able to hold such a development. Those who live on the river have been given what seems like a huge book full of can and can't do's with their own land because we live by the river. I believe most of the land that residents by the river live in has had to be filled so that its supported by the river. I am really hoping that this development doesn't cause the land that we live on to weaken and jeopardize the stability.</p> <p>Another issue I have is a somewhat personal issue. They are wanting to build townhomes in 300 Orchard Court. To do this, I imagine, even though they say they aren't going to, is that they will use Orchard Court, hence Oakmont Hill, Oakmont Drive and Orchard Court 100, 200 and Orion Close to access this site. Even if its just for the</p>

	<p>"construction phase" its not going to be done in 6 months. It will cause even more wear and tear on these roadways and then who is going to pay to fix them afterwards. Pedestrian safety will also be compromised and the amount of kids that play on these sidewalks and roads would be in danger. I don't think I need to explain that one any more.</p> <p>This is not what we signed up for when we all built/bought our homes on this prestigious piece of land. We bought here to have gorgeous views of the River Valley (at a premium, might I add) because we were told that the City had no plans to let someone like Boudreau Developments come in and change everything, and that the city would allow it. The reason that there are future land use bylaws is to protect the people living there, is it not?</p> <p>Our beautiful views will be taken away by tall buildings and we will be shadowed and have on lookers into our private yards.</p> <p>I had some lovely moose visitors early this year as I live on the river and it was so nice to see that this little family is able to use our river valley, as we are, and that we still have wildlife in our city. If we continue to build on our river valley, we will no longer be able to enjoy the river valley for all that it has to offer. Wildlife included.</p> <p>Please consider all that we are saying to you. We rely on our city council members to make the right choices for its current and future residents. Only this time, this will mostly be affecting the current ones in a negative way, if the proposal to amend the land use bylaws takes place.</p> <p>I thank you for your time to read my concerns and all others that have been presented as well.</p>
49	<p>The developer has submitted, resubmitted and reviewed their proposal regarding the buildings which will oversaturate the local areas population density and I have not seen any acknowledgment or plan to accommodate the extra traffic load. It is already extremely difficult to get through the intersection of Boudreau Road and Bellerose Drive during peak hours now, one cannot imagine the traffic congestion and frustration that will occur once the new development is inhabited. Without a plan to increase the roadways ability to handle the additional traffic commuters will begin taking alternate routes through parallel neighborhoods which will increase their congestion and make their residents unhappy as well. Essentially, you will be turning a wonderful and admired portion of St. Albert into a undesirable location and force resident such as myself to look for alternative homes outside of the St. Albert city limits.</p>
50	<p>This project is now back again, and I am feeling quite frustrated at needing stand up and speak out a second time. Apologies that I am unable to invest as much energy and time into this message as I would have liked.</p> <p>No matter how many times this builder comes back with this plan revised, this location is not the right one.</p> <p>The heights of the proposed buildings will cast terrible shadows for blocks, it will make</p>

	<p>the river valley ugly. When I think of St. Albert and its lovey river valley, which my family spends a lot of time in, I do not think of massive buildings looming over beautiful nature. I think of glorious trees, wildlife, paths, recreation areas, and families enjoying and sharing the space. I watched the first video meeting where a counselor said "so what, we all have shadows, it is not a big deal" dismissing the reality of what it would be like to have these massive looming structures. The same issue still exists, and "so what" is not a good enough response.</p> <p>I would welcome this build in an area that is not river valley/residential. The builder could push it out to an area just being built so that it makes SENSE and they can build up the infrastructure to support it. I want to see our city grow, but NOT at the expense of our quiet river valley! NOT at the expense of drastically changing our beautiful little family neighborhood with terrible looming buildings, and traffic that will be dangerous, and brutal.</p> <p>The traffic which is already FAR too heavy for Beaudreau/Bellarose would be increased dramatically. This intersection is already a hazard with the entrance to the existing complex, people coming off Beaudreau constantly, narrowly avoid collisions because the traffic flow is heavy and the first driveway is so close to the yield.</p> <p>Rezoning this lot also opens this little family riverside neighborhood to a host of potential future issues around traffic, density, building heights, and resources. With this particular project I also do not trust that this persistent builder, once given the zoning changes, would adhere to any height limit listed in this proposal, as it would open up entirely new, even worse limits for this location.</p> <p>PLEASE reject this plan again. Encourage the builder to find a better location for this development! There are so many areas in St. Albert that a build like this could be fantastic! Just not THIS location.</p> <p>Honestly speaking, if that was already built, I would not have bought my home here. Honestly speaking, if it is built? I will most likely be selling my house and finding one that is (as I thought this was) a nice, quiet residential neighborhood with a lovely river valley beloved by those out in nature.</p> <p>Thank you for doing your best to make decisions for the community. I hope this decision will match the first and that this build will not move forward.</p>
51	<p>Riverbank Landing</p> <p>Not long ago I had written a letter opposing high density housing along the Sturgeon River, particularly at this location. I was surprised to hear that the developers are trying again. I realize that the plan has changed somewhat but many of the issues are the same. There is already a lot of multifamily housing along that section of the river and the amount of traffic at Boudreau and Bellerose is already an issue. I don't live right at that location but I do pass through it on my way into Erin Ridge which already has many traffic issues along Boudreau and Erin Ridge Drive. Please move these multi</p>

	<p>family building proposals to a new area of town where residents purchasing homes will know what type of buildings their neighbours will be.</p>
<p>52</p>	<p>The city needs to abide by the current Oakmont ASP. This is the plan that residents consulted when they bought their properties, which for most is the biggest investment of their lives. Why does the city feel that they can simply change the very facts that underpinned those decisions later at their whim?</p> <p>The builder has simply not listened to the community when they rejected their initial proposal. The consultation they have done with stakeholders has been superficial and they have dismissed residents complaints. They have brought back a plan that has many of the same issues and have in-fact made many of them worse. The project and density they are proposing does not fit in the community.</p> <p>There is no plan for the traffic increases. This was found to be one of the big issues with the original proposal with the intersections around the development already not meeting the grade.</p> <p>The new proposal essentially walls off the river front. In addition to being an eyesore, this will affect the animal migration through the valley and will be a burden on all the users of our river valley. Other cities are voting to protect their river valleys from just this sort of destructive development, but apparently it is okay in St. Albert the botanical city.</p> <p>The impact of the size of buildings and the shadowing on adjacent properties remains. Oakmont already meets the density targets for municipal planning.</p> <p>The city needs to reject the proposed amendments to the ASP and to listen to those of us in the communities that will be impacted.</p>
<p>53</p>	<p>I live in Oakmont, I enjoy the river valley, the trails. My kids learned to ride their bikes on the red willow park trails. I love this area. What I do not love is the continual devastation of the river banks. It has started slowly and I understand why people want to live on a river. However, most communities are trying to decrease the amount of huge buildings on the river banks. It changes the way we interact with our trail system, the very enjoyment that brings us here. I cant help but shake my head every time i see the existing botanica buildings while i am trying to soak up a little urban nature. It is sad really, how our stewards of the city (city council), is so willing to sell off the very thing that brings people to St Albert. I would seriously consider moving if this project goes through for I have no wish to live in the shadow of giant eyesores and no respect for the council that sells off our river.</p> <p>I sat through the 9+ hours of the the public meeting last spring. I heard all the concerns of my follow residents. Out of those hours, there were very few residents in favour in this type of development. The traffic studies failed with the current residents of the area. This will not change. And the development company has done nothing real to deal with this issue. Also we have a development plan, one which this project is definitely in violation of.</p> <p>Please do not allow our river to be soaked up in condos. There are many more concerns voiced by st albert residents. listen.</p>

	<p>One of the main reasons my husband and I moved to St Albert after we retired was because of the "walkability" of this community. We support the Riverbank development plan because of its vision: "Trips to amenities and services within 15 minutes by public transit or an active transportation mode like biking, walking or rolling, is a key element of a smart grow plan. Diverse housing options with in minutes of grocers, entertainment, health care, professional and wellness services. Great for the environment, the economy and for the community." This is the way of healthy living in the future and one that we are hoping the city supports. We are also hoping that the council has the interests of the whole city and its vision in mind when they are making their decision regarding this development - not just a small group of people who are motivated by their own interests. Upon reading about the growth plan for Edmonton - https://www.cbc.ca/news/canada/edmonton/edmonton-city-plan-growth-population-1.5727228 - we wondered if St Albert has a similar vision for the future? This is certainly the vision we have for a healthy community we want to be a part of and the Riverbank Landing Development is a perfect example of this.</p>
54	<p>I am once again writing to oppose the recent application by Boudreaux Communities Ltd. to amend the Oakmont ASP and LUB to develop Riverbank Landing. While the project has been scaled back the majority of the initial concerns still exist regardless of the changes the developer has made. Traffic at the Bellerose/Boudreaux intersection supporting primarily Oakmont and Erin Ridge residents is already at capacity, as noted during the first application. The proposed buildings are also taller than the existing Botanica buildings and will do nothing but create a wall to our river valley and the people and families that enjoy their time there.</p> <p>Possibly the one thing that I find difficult was that the land was purchased with the knowledge of the existing MDP and ASP and the developer just assumed that they would be able to sway City Council and area residents to change them. I suggest that the developer look for another as yet undeveloped neighborhood where this project would be better suited. This is not a case of NIMBY, just a better fit for this project and respect for the existing MDP and ASP and the residents of Oakmont and Erin Ridge. Thank you for your thoughtful consideration.</p>
55	<p>Re: Proposed amendments to Oakmont ASP and Land Use Bylaw - Schedule A and Direct Control Mixed Use District</p> <p>We would like to express our strong opposition to this amended plan as outlined in the January 11, 2021 letter to registered owners.</p> <p>We oppose this plan because it is in direct contravention to the Area Structure Plan, which laid out a good balance between commercial, recreational, residential and environmental concerns. We purchased our property on Otter Crescent in 2005 after examining the Area Structure Plan, and now feel that the trust we placed in St. Alberta's planning processes is in danger of being gravely violated. We moved here from Edmonton largely because of the small town feel, and the beauty of the Sturgeon River Valley.</p> <p>The proposed plan is simply out-of scale for that parcel of land and its location at the edge of the Sturgeon River valley. The proposed development lacks a suitable setback</p>

	<p>from the river valley, which the city has classified as “environmentally sensitive.” It will further squeeze shut this Regional Ecological Corridor.</p> <p>It will greatly impact the character of this lovely part of the city. This is a mature neighbourhood developed in accordance with the ASP and LUB. Council made long-range commitments to the residents of these neighbourhoods. The scope and scale of the proposed development vastly changes the rules for the community and is unfair to property owners. Council owes its duty to current taxpayers/property owners who bought into the neighbourhood in good faith. The proposed changes are simply a betrayal of existing values.</p> <p>The developer’s amended plan is still too large. Structures with heights of 40 and 50 metres have no place in a mature residential neighbourhood.</p> <p>The density of the new proposal puts too much traffic strain on Bellerose and the currently congested intersection with Boudreau. Plans to double the left turn lane from Bellerose to Boudreau will help to deal only with existing traffic congestion. Traffic from the new proposed development would create much greater safety and congestion concerns, a significant issue for residents of Erin Ridge and Oakmont.</p> <p>As property owners and engaged citizens, we ask that council proceed as so much planning literature promises, which is to protect and honour the Sturgeon River Valley corridor and the character of the Oakmont community. We urge you to reject options of the proposed Riverbank Landing proposal.</p>
56	<p>this current proposal is a modified version of the original proposal submitted at the public hearing in June 2020. As the City and the developer make reference to the original proposal it would be helpful to be able to compare the current proposal to the original. Could you please advise where on the city web site the original application documents can be found for comparison.</p>
57	<p>please accept the letter as being AGAINST the proposed amendments to the Oakmont ASP and LUB.</p> <p>I have sent you a email copy with attachments but am also submitting my comments only via Cultivation the Conversation as you are aware it does not allow attachments to be included.</p> <p>I am opposed to this proposal even going to First reading (tentatively April 19) as this proposal is almost exactly the same as the original proposal which was unanimously defeated by Council on June 22, 2020.</p> <p>The attached side by side diagram shows the that the previous application and the current application are almost exactly the same - plus many of the supporting documents provided by the developer contain content significantly the same as previously submitted</p> <p>This land should remain DC so that it can be developed in a reasonable and</p>

responsible manner in keeping with the current neighbourhoods and ASP.

I am also opposed to this actual proposal;

- the developer promised a special meeting would be held with the residents to review traffic issues, after several requests this meeting has NOT happened.
- the developer promised that site / building to scale "elevation" drawings would be provided to residents , after several requests these documents have NOT been provided, this indicates a reluctance by the developer to show Council and residents how tall these buildings really are in relation to the surrounding neighbourhoods.
- density has not been reduced, towers have been reduced in height but increased in foot print size, the actual gross floor area is only 6% less than the original proposal
- the building #2 podium along the river bank has increased significantly in size creating an even bigger walled off area along the river bank.
- the number of dwelling units has only been reduced slightly, therefore the traffic problems have not been addressed
- the commercial space has been reduced to only 5% of the site and only 9% of the tax revenue . This is not aligned with the City's target of 80/20 or long term target of 70/30 of tax base.
- additionally going to a 5% commercial indicates this is NOT a mixed use (DCMU) development, this is clearly a residential development with a small bit of commercial.
- the "proposed" site plan is just that ... it is not a firm commitment from the developer to what exactly will be built, final buildings could change at any time (from initial approve to end of development is 5 to 6 years) and be significantly different from what is currently "proposed"
- for example building #3 shows 11 meters but the zoning change if approved would allow 15 meters
- Building #2 tiered podium shows 18 meters but zoning application height schedule if approved would allow significantly higher at 25 meters,
- in the original proposal this area was to be 20meters, this new proposal is worse in that it is asking for 25meters , enabling a tall mass of building right along the river impacting both 1. river views and 2. any river trail expansion plan as currently contemplated by the City.
- in the original proposal the area where building #1 and #5 was a mix of 10 and 15 meters allowed, this entire area now goes to 20 meters, the proposed building #1 at 6meters could actually be built up to 20 meters .
- The proposed development is projected to generate between 30-50% fewer trips as compared to the current zoning which is commercial however the developer never proposed building this site as commercial , therefore indicating this new proposal is 30-50% fewer peak trips compared to a proposal that was never planned is a totally false comparison.
- this location is not supported by any public transportation corridor (TOD) that should be available to reduce traffic congestion.
- the tax revenue of gross \$1.6 to \$1.8m is the most optimistic extreme of projections and is "forecast" subject to market conditions (?) to be realized only at full build out in 5 to 6 years.

	<p>In summary of my opposition to this proposal (as it is so similar to the original proposal) this quote was taken from the City's planning review meeting of the original proposal ... "There are few MDP policies to guide a proposal of such intensity outside of the Downtown. As such, it can be interpreted that the City Plan did not contemplate such a development for this area, and therefore due to its silence, it is not supported".</p>
58	<p>Why did we move to St Albert from Edmonton? We moved to St Albert in 1967, not for the higher taxes, but for the feel of community, for the access to the beautiful little river that flowed through it and the greenery everywhere, even on boulevards. We brought up our children here. We made a conscious decision. We love to walk The Trail, to enjoy the view and even the wildlife along the way. The river valley is a pathway for wildlife 'passing through'. Just watch the people with their family and pets walking along the frozen river now and along the paths. I watched a duck with her little family, how she taught them to get in a line behind her, then the one in front pulled out and went behind. This is how 'leaders' look after the rest. Please don't destroy the ambience of 'our little river' by building tall buildings along the river bank, blocking out the sun. When Boudreau bought the parcel of land from Holes they knew the restrictions. Once those restrictions are changed it sets a precedence...no turning back.</p> <p>I have spoken about the love of St Albert. I haven't mentioned the heavy traffic already near the proposed development. That you already know about.</p> <p>If you want the property taxes this development would bring, there are other areas within the boundaries of St Albert where they could build, that wouldn't destroy, forever, what we now have.</p> <p>Please, be our leaders and caregivers. Think about your obligations to our future generations.</p>
59	<p>Do we have any guarantees things won't drastically change once the land use is amended? I'm fine with the current proposal, but that's only because it is the current proposal. If it suddenly changes to allow traffic to oakmont or have taller buildings/etc, I'd be concerned.</p>
60	<p>I've read through the traffic study, as that context is the primary area of comment for me. In general, while I'm accepting of a move to greater urban densities, the example of other communities is to support them through addressing transportation infrastructure. Edmonton has a number of examples of high density developments being added along the LRT lines. In the context of Boudreau developments study, where traffic at the development would go down, once the site is fully developed is startling. It's in effect saying that the medical services, stores and restaurants would be primarily supported by the local residents, with few users from other parts of the city. My evaluation of that contention is to look at St Albert's downtown, or Edmonton's downtown. It doesn't take much digging that all these areas rely on a wider geographic area, to draw a sustainable customer volume. So my perspective is the traffic study's conclusion is not correctly evaluating the consumer habits, to sustain the traffic volume conclusion. Further, any development that adds to the density has to be considered in the context of existing and committed planned changes to the supporting infrastructure. The developer is putting that burden on the City, and the city would appear to be</p>

	<p>accepting of the supplied traffic study as sufficient to make more concrete plans. On the whole, the development does not seem as well considered, as one should expect.</p>
<p>61</p>	<p>What about the following issues? The following table identifies some of the common issues and concerns raised by citizens about the proposed Riverbank Landing development.</p> <p>Issues information</p> <p>Residents' expectations The BCL proposal does not meet residents' expectations that the City keeps the current ASP and LUB as is. BCL has yet to propose a development that the majority of residents could support. The proposed Riverbank Landing is identical or very similar in many aspects to the previous proposal. The density is too high, the buildings are too tall and there is a lack of transition (use, height, etc.) with adjacent residences.</p> <p>Trust The Mayor and Councillors are entrusted to act in the best interests of citizens. The Council needs to refuse unimaginable infill developments that are incompatible with the surrounding neighbourhoods. We are depending on them to not breach that trust and accountability.</p> <p>Direct Control (DC) zoning It is crucial to keep the Direct Control zoning, especially for unique properties or developments that may occur over several years. Direct Control zoning gives Council the authority and flexibility to incorporate changes that reflect evolving community and economic needs, and that are in the best interests of St Albertans, especially residents living near a proposed development. And Council can reduce the risk of unintended negative consequences.</p> <p>Location The site is on the former farm site of the Holes' family The site is bounded on three sides by Boudreau Road, Bellerose Drive and the river valley. The site is shoehorned into a corner of Oakmont next to busy roads. A development like those proposed by BCL is better located in the downtown area, along St. Albert Trail or in greenfield (new) neighbourhoods where proper planning and infrastructure can be provided.</p> <p>Scope and scale of development The scope and scale of the proposed development is not suitable for the site or the area. The development does not complement the character of the Oakmont and Erin Ridge communities.</p> <p>Developer's conceptual site plan BCL's conceptual site plan and their proposal for density are not legally binding on the development whatsoever. Administration admits as much in its May 19, 2020 report, "At the redistricting stage where we are now, the exact configuration, size, and heights of the developer's proposed buildings are not known."</p> <p>Density</p>

BCL's proposal indicates a density of 360 dwelling units (du). It is not as many as the 466 du proposed by BDL before, but is still way too high for the area especially with the high density Botanica condos right next door. Riverbank Landing would be "over-densification" of the site and area, which leads to several other issues, such as traffic. The proportion of medium & high density residential dwelling units (du) to total number of du already meets the City's density target of 30%.

Building height – 300 Orchard Court

The maximum height for "low density residential" (R1 or R2) in the LUB is 11 m (2 – 3 stories). The building heights proposed in BCL's proposal are up to 50 m (15 stories) and 40 m (12 stories).

For perspective, Botanica II is 10 stories high (37 m) on the river side and 7 stories high from the Bellerose Drive view. Height is measured from the lowest point of finished grade. The lowest point on the Riverbank Landing site appears higher than the lowest grade level of Botanica II (nearest the river), so a 50 m building in the middle of the RBL site will seem even more taller compared to Botanica II

Building height – 230 & 250 Bellerose Drive

The maximum height for "commercial" (assuming C2) in the LUB is 15 m (4 stories).

The building height proposed by in BCL's is up to 50 m (15 stories)

Transition – use, height and density

There is a lack of proper transitioning from buildings nearest the development site (i.e., residences in Oakmont, residences in the Evergreen community and some Botanica units) to the buildings in the proposal.

Set backs

Depends on final development plans. See transition

Compatibility with adjacent properties

The proposed Riverbank Landing development is not compatible with residential properties in Erin Ridge and in Oakmont, particularly Orchard Court

Building mass

Buildings in the proposal are out of scale and out of character for the area. The gross floor area of the 15-storey high-rise is 37% more than the previous proposal's 26-storey tower in the same spot

Traffic congestions and flow

Major issue. Bellerose Drive is the only arterial road for Oakmont and parts of Erin Ridge. Transportation department recognizes that the Bellerose/Boudreau intersection is at its capacity and that safety improvements need to be made.

The Bellerose/Boudreau intersection and the roadways cannot be widened therefore it almost impossible to make any significant or long-lasting improvements to the.

Increased density at RBL will compound the existing traffic congestion problem on Bellerose.

Pedestrian safety

An issue at the Boudreau Road/Bellerose Drive intersection, the Bellerose Drive/Evergreen Drive intersection, on the site and in residential areas (e.g., if Orchard Court road is accessed). Also, children getting on/off school buses will have to cross the roads.

Access through Orchard Court

This road is not designed for traffic from medium/ high density or mixed use

development. There are children in the area. Recommendation is to close this access permanently.

Right-in/right-out access on the Bellerose Drive

This will be an issue. There is no viable route for vehicles exiting the site. Traffic may be doing U-turns on Bellerose Drive, or be forced to cut through residential neighbourhoods where traffic calming is in effect. A right-in/right-out access point must not be placed next to Oakmont residences. Because of the slope and visibility this could be a high accident location.

Green space

Cited by BCL as a benefit. The amount of green space depends on building placement and overall design. Any design will have some green space

“Wall of buildings” view from river side

BDL’s proposal will create the “great wall” of buildings along the river valley. The buildings will be a permanent eyesore from the river valley and public trail system.

Protection of river valley and wildlife corridor

Environmental issues. Development in the river valley should be minimized. Cities like Edmonton do not allow tall buildings in its river valley

Access to mass public transit

Mass public transit is not within walking distance

Diverse housing options

Not apparent in BCL’s proposal. 86% of the housing units are condominiums located in the two high rises.

Family oriented housing

Not probable in BCL’s proposal, except for 13 townhomes

Emergency services

Lost time for fire and EMT vehicles due to traffic. Cost of new equipment for taller buildings.

Construction dust, noise and traffic

5 – 7 years is too long after having to live with the Botanica construction. Also, construction affects traffic

Shadowing and privacy

With 15-storey buildings, shadowing will still be a significant issue for some nearby residences. The buildings are bulkier so the shadows will stay longer closer to the site.

Privacy is a concern.

Noise

Higher density more noise; also from construction and commercial vehicles

Reduced home values

People purchased property and built their homes based on the current ASP and LUB.

A development of this scale will reduce the market value of nearby homes.

Access to trail system

Cited by BCL as a benefit. Access already exists; there’s no additional benefit to residents outside the site

Pet friendly areas

Cited by BCL as a benefit. there’s no additional benefit to residents outside the site

In the Oakmont Area Structure Plan (ASP), 300 Orchard Court (2.12 ha or 5.2 acres) is described as “low density residential” use, and 230 and 250 Bellerose Drive (1.87 ha or 4.6 acres) are described as “commercial” use. Boudreau Communities Ltd (BCL) wants to amend the ASP for these three parcels to “mixed use”.

In the Land Use Bylaw (LUB), low density residential is somewhat straight forward – it can be designated as R1, which is typically single family detached dwellings; or R2, which are typically duplex or semi-detached dwellings. However, the options in the LUB for commercial development are less obvious; but General Commercial (C2) is the most likely designation (same as Shops at Boudreau). Residential dwellings above commercial are listed as a discretionary use under C2 (and under most commercial designations).

The three properties are currently designated as Direct Control (DC) in the LUB, which enables Council to control the use and development of land or buildings within the area so designated. BCL wants to amend the LUB for these three parcels to Direct Control Mixed Use (DCMU), which fits with the “mixed use” ASP amendment. The types of uses include apartments, commercial, institutional, office, retail, public service etc. The following table identifies some of the common issues and concerns raised by citizens about the proposed Riverbank Landing development.

Issues

information

Residents’ expectations

The BCL proposal does not meet residents’ expectations that the City keeps the current ASP and LUB as is.

BCL has yet to propose a development that the majority of residents could support. The proposed Riverbank Landing is identical or very similar in many aspects to the previous proposal. The density is too high, the buildings are too tall and there is a lack of transition (use, height, etc.) with adjacent residences.

Trust

The Mayor and Councillors are entrusted to act in the best interests of citizens. The Council needs to refuse unimaginable infill developments that are incompatible with the surrounding neighbourhoods. We are depending on them to not breach that trust and accountability.

Direct Control (DC) zoning

It is crucial to keep the Direct Control zoning, especially for unique properties or developments that may occur over several years. Direct Control zoning gives Council the authority and flexibility to incorporate changes that reflect evolving community and economic needs, and that are in the best interests of St Albertans, especially residents living near a proposed development. And Council can reduce the risk of unintended negative consequences.

Location

The site is on the former farm site of the Holes’ family

The site is bounded on three sides by Boudreau Road, Bellerose Drive and the river valley. The site is shoehorned into a corner of Oakmont next to busy roads. A development like those proposed by BCL is better located in the downtown area, along St. Albert Trail or in greenfield (new) neighbourhoods where proper planning and infrastructure can be provided.

Scope and scale of development

The scope and scale of the proposed development is not suitable for the site or the area. The development does not complement the character of the Oakmont and Erin Ridge communities.

Developer's conceptual site plan

BCL's conceptual site plan and their proposal for density are not legally binding on the development whatsoever. Administration admits as much in its May 19, 2020 report, "At the redistricting stage where we are now, the exact configuration, size, and heights of the developer's proposed buildings are not known."

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5 – 7 years is too long after having to live with the Botanica construction. Also, construction affects traffic

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Privacy is a concern.

Noise

	<p>Higher density more noise; also from construction and commercial vehicles Reduced home values People purchased property and built their homes based on the current ASP and LUB. A development of this scale will reduce the market value of nearby homes. Access to trail system Cited by BCL as a benefit. Access already exists; there's no additional benefit to residents outside the site Pet friendly areas Cited by BCL as a benefit. there's no additional benefit to residents outside the site</p>
<p>62</p>	<p>Re: Riverbank Landing Proposal</p> <p>We currently live at [Redacted] Evergreen Close, which backs onto the corner of Bellerose Drive and Boudreau Road. We have written to the city before with our concerns about the noise and traffic, requesting that a sound wall should be installed. Noise is extremely loud in our back yard, to the point that conversation is almost impossible. This request was long before the Riverbank Landing proposal, to which we strongly disagree with building. The location for this type of development is all wrong. A better location for high rise apartments, walk up style apartments, more shops, convention center, etc - would be opposite Lois Hole Park in Real Park. I see in the new proposal that the height restriction has changed for 100 meters to 50 meters, this is still at least a 16 story building, which is very high for this area.</p> <p>Bellerose is quickly changing into a major artery like the St Albert Trail! Even large semi trucks have been using both Boudreau and Bellerose increasing the sounds and smells and vibrations like the St Albert Trail. This has always been a nice quiet residential neighbourhood. The Botanica Condos and the Shops of Boudreau already have increased the traffic and the noise. During rush hour traffic it is almost impossible to exit Evergreen Dr onto Bellerose, especially if you need to turn left onto Boudreau. We can't imagine what the traffic would be like with the addition of two more large towers and more shops. We urge the Mayor and all the City Councillors to please consider how this Riverbank Landing development proposal would negatively effect out lovely St. Abert neighborhood.</p> <p>We have lived in St. Albert for 38 years and at 9 Evergreen for the past 16 years. St Albert is a wonderful place to live. We do hope council does the right thing and rejects this proposal application by the developer.</p>
<p>63</p>	<p>Honorable Mayor Heron and St. Albert City Councilors</p> <p>On behalf of the concerned residents near the Riverbank Landing development, we wish to convey our sincere appreciation for your modifications to this proposed development. However, we continue to object to this development proposal due to the substantial increase in density and the ensuing traffic noise that will be generated.</p> <p>Many of us have been long term St. Albert residents who purchased our single residential dwellings in this area because of the pleasant ambiance and sense of community we have enjoyed over the years. This area has always been designated a combined low density residential area with light commercial-retail development. Since</p>

	<p>the completion of the Botanica condominium development, we have experienced an unprecedented increase in traffic volume and associated traffic noise.</p> <p>As a resident of Evergreen Close, we have personally experienced noise levels to a point that normal conversation in our backyard has become impossible. We brought this to the attention of the City of St. Albert Transportation Department over 2 years ago and we were informed a Transportation Noise Monitoring Study was underway. According to the Noise Monitoring Study, completed by GHD Engineering in April of 2019, the closest noise monitoring location to our home was Number 4 shown on the Receiver Location Table (figure 1 of the report). That monitoring location is shown as 10 Inverness Crescent which is off Boudreau Road and west of Bellerose Drive. The noise level at that point was 56.01 decibels. Our residence is close to the corner of Boudreau Road and Bellerose Drive, so we have substantially increased exposure to traffic noise levels as a result of traffic idling, braking and accelerating on Bellerose Drive.</p> <p>The Traffic Impact Assessment in Boudreau Communities Ltd. proposal prepared by Bunt & Associates goes into great detail on the anticipated traffic generated by the development but it makes no mention of the noise generated by the increased volume. Since the noise pollution is not considered in the proposal, it appears there is no plan given to mitigate the noise for the nearby residential property owners. The limiting factor to all this is the fact there are very few options to improve traffic flow due the existing road infrastructure.</p> <p>In the event council decides to go forward with no significant amendments to the Oakmont ASP and Land Use Bylaw for the Riverbank Landing Development, we request consideration of compensation for our loss of property value and quality of life. We humbly request a significant reduction in our property taxes during the entire construction period, in compensation for enduring the increased commercial vehicle traffic and construction noise. In addition, we would appreciate a perpetual reduced tax rate to reflect our expected decreased property values and tolerance for the elevated traffic and associated noise. Finally, perhaps council could request the City Manager to investigate the cost of installing options for noise mitigation measures in the area along Bellerose Drive to alleviate some of the noise pollution levels and in turn convey the costs to the developers.</p> <p>We thank you for your consideration of our concerns and requests.</p>
64	<p>Council made the right decision on Boudreau Developments 1st proposal, voting it down 7 – 0.</p> <p>Our Mayor told Mr. Haut that if he was coming back with a 2nd proposal, to make sure the community was in support of it.</p> <p>The 2nd proposal is essentially the same as the 1st; it does not comply with the ASP. The community does not support it, nor do the bordering communities. The existing infrastructure will not support it, without the City spending millions of dollars on upgrades. The traffic problems that will be created can not be resolved due to location.</p>

	<p>The developer purchased the property and has every right to develop it in compliance with the ASP. If he does not wish to comply, he can sell the property to another developer and move on.</p> <p>CEO Haut (at a Zoom meeting for his 2nd proposal) told attendees- neither before he purchased the property or since, has he ever considered building a project that complied with the existing ASP.</p> <p>Our council has to make a decision. They have to send a message. Do they want to be developer friendly at the expense of the existing communities, or do they want to be developer fair and existing community fair? Say an individual wants to purchase a lot and build a house. This individual does not want a 2 storey house he wants a 4 or 5 storey house. Will he get approved? Of course not! So why do developers feel that they do not have to comply with the ASP. Why do they feel that they are so special? There will be an election this fall. Voters are looking for people who will represent the people that live here, not the developers or administration.</p> <p>Covid has taught us that density is not our friend when it comes to Viruses. Increasing Global populations mean increased viruses. Realtors tell us, that since Covid, people are looking to move from high density to less densified areas. Do you really want to ride in an elevator with someone with flu like symptoms every time you enter or leave your residence?</p> <p>St Albert had a reputation as one of the best places to live if you were looking for a “family-oriented community”. We are destroying our Brand when it comes to all this densification nonsense. No business would choose to destroy their Brand.</p> <p>Developers make increased profits when it comes to densification – that’s why they push for it . . . greed.</p> <p>Just one mans opinion</p>
65	<p>Dear Council</p> <p>We have a duty to maintain a balance between existing taxpayers and Developers. At the end of the first public hearing, for the Botanica Development in Oakmont, a change to the ASP was unanimously turned down by council.</p> <p>Clearly, at the last public hearing people felt the development was not suitable for the Area. The plan was in violation of the existing ASP. The existing ASP was the guide book used to purchase property by both home owners and the developer.</p> <p>Mayor Kathy Heron cautioned the developer to only bring another plan forward that would be acceptable to the community.</p> <p>The Developer changed the look of the plan and refused to reduce the density. Why is this proposal even being considered? It violates the current ASP.</p> <p>We need a strong council that will consider the impact on the city if this is approved. What happens now will affect the entire City forever.</p> <p>We need a strong leadership that will treat all parties fairly.</p> <p>Please do not allow a change to ASP to allow greater density, it means greater and unmanageable traffic that a small turn lane will not solve.</p>
66	<p>Please don't ruin the Oakmont community with a development that just doesn't fit.</p>

67	<p>The intersection of Boudreau and Bellerose, specifically a dual advance left turn signal from Bellerose to Boudreau, needs to be addressed before any further development, in any form, can be considered.</p>
68	<p>I am writing about the development proposal submitted by Boudreau Communities Ltd. (BCL) in December, 2020, which BCL purports to be a new proposal.</p> <p>It is my contention that this proposal is so similar to the proposal debated at the June 22, 2020 public hearing, that it is NOT new and deserves the same treatment.</p> <p>That is, I am calling on city administration to recommend AGAINST this proposal.</p> <p>Short of that occurring, city council must unanimously VOTE AGAINST the ensuing bylaws that would otherwise allow this proposal to proceed.</p> <p>On December 22, 2020, I observed on the City of St Albert website, that city administration wisely declared this so-called new proposal to be too similar to the June 22, 2020 proposal and was, therefore, not eligible for processing.</p> <p>“...applicant cannot re-apply for an amendment to the Land Use Bylaw on the same site for the same or a similar proposed use of land within 6 months...”</p> <p>That is, HAD the proposal been DIFFERENT, city of St Albert administration could have commenced processing the application before Dec 22nd.</p> <p>Conclusion: The same proposal being presented a second time, should be struck down a second time.</p> <p>On December 23, 2020, one day past the allowed 6 month window, City of St Albert administration suddenly approved for the proposal to be processed.</p> <p>Therefore, we must once again explain how this proposal does not benefit the City of St Albert and her citizens.</p> <p>1) Still high density, having 360 dwelling units</p> <p>The excessive density and its detrimental effects are obvious. BCL proposes to add about 360 more multi-family dwelling units, with an approximate population of 634. It is not as many as the 466 units previously proposed by Boudreau Developments Ltd. in 2020. However, this newly proposed density is still way too high for the area, especially when combined with the 252 units in Botanica I and II, in one small corner of Oakmont with its restricted traffic access. Riverbank Landing would become “over-densification” of the site and area, leading to several other issues, including an unsolvable traffic nightmare. The proportion of medium & high density residential dwelling units (du) to the total number of du, already meets the city’s density target of 30%. To make matters worse, if the requested bylaw changes were approved, BCL or any other developer</p>

could build as many as 400 – 500 units on the site, depending on the average unit size.

2) Still represents 450 more cars and still offers NO SOLUTION to traffic congestion and flow.

Bellerose Drive is the only arterial road for Oakmont and parts of Erin Ridge. The St Albert Transportation Department recognizes that the Bellerose/Boudreau intersection is at its capacity and that safety improvements need to be made. However, the Bellerose/Boudreau intersection and the roadways cannot be widened. Therefore, it is almost impossible to make any significant or long-lasting improvements to the traffic flow. Increased density at Riverbank Landing would compound the existing traffic congestion problem on Bellerose.

3) Still unsafe for pedestrians and school children

This proposal provides no improvements for pedestrian safety at the Boudreau Road/Bellerose Drive intersection, the Bellerose Drive/Evergreen Drive intersection and on the development site. Children getting on/off school buses would have to cross the roads.

4) Still unsafe intersection at Bellerose/Boudreau and Still U-turns in Erin Ridge and Oakmont

The proposed new right-in/right-out access on Bellerose Drive provides no viable route for vehicles exiting the site. Traffic must do U-turns on Bellerose Drive, or be forced to cut through residential neighbourhoods where traffic calming is in effect. A right-in/right-out access point must not be placed next to the existing Oakmont residences as the road curve and slope, with limited visibility would become a high vehicle crash location.

5) Still no access to mass public transit

Mass public transit is required for a development of this magnitude but no such transit exists within walking distance.

6) Still 2 towers, Still an eyesore, Still a walled off river

BCL's proposal would create the "great wall" of buildings along the river valley. The buildings would be a permanent eyesore from the river valley and public trail system. Attempts to view the river valley from Erin Ridge would be stymied.

7) Still a plan to disrupt the river valley wildlife

Development in the river valley should be minimized. Cities like Edmonton do not allow tall buildings in its river valley. Protection of our precious river valley asset and its

	<p>wildlife should not be sold off for this development.</p> <p>8) Still the wrong location</p> <p>The site is on the former farm site of the Hole family. The site is bounded on three sides by Boudreau Road, Bellerose Drive and the river valley. The site is shoehorned into a corner of Oakmont next to busy roads. This development proposed by BCL would be better located in the downtown area, along St. Albert Trail or in greenfield neighbourhoods where proper planning and infrastructure can be provided. The scope and scale of the proposed development is not suitable for the site or the area. The development does not complement the character of the Oakmont and Erin Ridge communities. There is a lack of proper transitioning from buildings nearest the development site (i.e., residences in Oakmont, residences in the Erin Ridge community and some Botanica units) to the buildings in the proposal.</p> <p>This proposal is Déjà vu within a 7 month period. One definition of insanity is doing the same thing over and over again, expecting different results.</p> <p>This proposal deserves no further debate.</p> <p>City of St. Albert, REJECT the proposal.</p>
69	<p>My husband and I are Erin Ridge residents and are still concerned with the Riverbank Landing proposed plan. The developer did not adequately address traffic concerns raised in the public hearing in June 2020. Bellerose Drive is the main access to our home and the traffic now is already bad. Adding another 360 residential units would only make the traffic problems significantly worse.</p> <p>Amending the height schedule is also concerning and can't be un-done once amended. 50m and 40m towers on this site are still very high and will sit up higher than the current Botanica complex due to the slope of Bellerose Drive. Our home would be impacted by the shadows that will be cast by this complex. These towers are way too high to be built in between two established neighbourhoods (Erin Ridge and Oakmont).</p> <p>We are, however, in favour of townhouses, lower condo buildings, green spaces and pathways, and more shops, restaurants and medical offices.</p>
70	<p>Over the last 5 years there have been a significant number of changes/developments made to Erin Ridge and Oakmont. The traffic going through Erin Ridge in order for people to get to Costco has made Erin Ridge drive unsafe to be on. there is not sufficient parking to any of the shops, hospitals, schools, and for any of the workers on the sites to park, so our streets are being flooded with people parking in them. I understand the need for change but our river trails and eco system are being changed so much yet where is the infrastructure to make it all work properly? Adding Street lights every 5 seconds down the road isn't enough nor is it the right thing to do. You cannot just put in more and more condo buildings without sufficient room and access</p>

	<p>for all the cars and space they will need. As a long term resident of Erin Ridge I am really frustrated by the development issues that are being proposed in the Boudreau/Oakmont developments because of not only the disruption to the homes close by if the buildings are built, but because of the collective impact that it has throughout my neighbourhood where I don't even feel safe walking with my kids anymore. There is trickle down effect that needs to be considered the more you add to our small section of the city.</p>
<p>71</p>	<p>How does the city plan to deal with added traffic when that is clearly such a struggle already? Why are we suddenly allowing these intrusive structures to be built on our rivers edge? My opinion, this is an awful cash grab and destructive project. I support expansion but not destruction. Please make the right decision here or you will have countless disappointed residents. Keep the buildings low and protect our riverbanks.</p>
<p>72</p>	<p>If the city allows the project to proceed it should be with tight restrictions including but not limited to, a full traffic study paid for by the developer & full implementation of the results of said study at the expense of the developer, when and only if these conditions can be met should this development see an approvals</p>
<p>73</p>	<p>I am shocked!! Alarmed because I relied on the two-dimensional presentations by Dave Haut about the new BCL proposal. Lack of skill in two-dimensional design limited my perspective. When viewing digital guesstimates (sent to SBennett@stalbert.ca)I cannot believe I was part of the discussion to understand the new proposal.</p> <p>In the future people will look with surprise and astonishment at the buildings wondering what city planners, council members, developer and local residences were thinking, when giving approval to such an eye sore on a beautiful river valley. St. Albert is privileged to have a green belt at its center, building without integrating the structures into the scenic view of valley and harmonizing with the existing homes adjacent to the property is insensitive, inconsiderate, and tactless.</p> <p>Concrete wall alone is alarming enough yet, added to this upsetting phenomenon is shadowing. To my surprise at the first official consultation, I met a couple from Woodlands who complained how shadowing from the 37-meter Botanica 1 impacts negatively the enjoyment of their home. Can you imagine how distressed they will be when the shadowing of 40 meter and 50-meter proposed buildings adds to their dissatisfaction with life in our city? At my home I expect shadowing will be as dramatic as that shown on Jan 8th photo (sent to SBennett@stalbert.ca). I showed the Jan 8th picture to friends in Deer Ridge. Here is the email response: “Wow that shadow covers a lot of ground. Hopefully, someone listens.”</p> <p>Surely the City Planners in Canada, USA and Europe have listened by developing best practice principles for interface of high rise, residential and green spaces. I would appreciate a comment from you about what these best practices principles are. Your response would be much appreciated. These principles I hope influenced determining ASP and LUB for Botanic 1 and the adjacent land. So, my assessment is the recent</p>

proposal challenge best practice principles. Please comment, if I am mistaken. My concerns might seem artsy with focus on an unattractive 40- and 50-meter concrete wall situated on a beautiful river valley and annoyance living with shadowing for along as the buildings exist, more than one half a century. How buildings present or impact of shadowing on quality of life should not be considered trivial and put aside. While important there are still others concerns, including zoning, traffic, pedestrian safety, high density, and many others. Traffic and density are a major infrastructure concern I want to address.

Traffic implication of the BCL proposal were discussed with my St. Albert zoom group and one member said:

“Oh no, even now I use Ironwood Dr. to avoid the line up at Boudreau and Bellerose during busy times of the day.”

Already it appears residential streets are used to relieve pressure on Boudreaux and Bellerose, inconveniencing drivers and risking the safety of pedestrian's, without mentioning aggravation of finding alternate routes. Seven to ten years construction period of the proposed site is excessive amount of safety risk and personal aggravation of line ups, increased commute time with residence paying extra vehicle operating costs (a hidden City of St. Albert tax) to finance BCL's new proposal.

Increased density of the proposal is also significant. There is no fore thought to increased density, even though the city plan had anticipated lower density with the existing ASP and LUB. Squeezing many people in an existing zoning plan can only bring extra work and expense to the City. Unplanned density in a City like St. Albert can be very disruptive, amazing there is no mention of higher density and how to manage it in the new proposal, also, with no traffic plan and costs. The city or neighboring residence are being left with the exceedingly difficult task to find solutions.

This proposal is substantively the same as the proposal unanimously City Council voted down last time. The existing ASP and LUB are sufficient. The property is in a beautiful setting and given the existing zoning the possibilities are endless to build a tasteful, profitable, people friendly fit with the surrounding area with no need for major disruption of traffic and increased density.

How does a unanimous decision of council get reversed by a consultation by a well-intentioned developer who does not address heartfelt and thoughtful concerns brought up during the consultation?

The 21st century demands a social dialogue that respects all points of view. Many have a contribution to make, and it is desirable they should articulate their positions for the sake of a fruitful public debate. This can only occur to the extent there is genuine dialogue and openness to others – nothing should be excluded. This kind of dialogue cannot happen unless there is a skillful honest broker without a specific agenda thus, allowing attentiveness to all deeply felt concerns. Remember differences are creative; they create tension and in the resolution of tension can emerge a peaceful, tasteful, and profitable solution.

In a 21st century pluralistic society, dialogue is the best way to realize what ought to be

	<p>affirmed and respected apart from any ephemeral consensus, such as tall buildings are a good solution to a need for density. A pluralistic dialogue enriched by clear thinking, rational arguments, a variety of perspectives and the contribution of different fields of knowledge (i.e., best practice principle for city planning), other disciplines and a variety of points of view will bring a creative solution. This proposal is not creative, not substantively different than last submission voted down unanimously and lacks attention to many of the concerns brought forward for the first council vote, so my recommendation is to deny this proposal.</p>
<p>74</p>	<p>We would like city Council to honor the current municipal development plan and the long-range planning of both the Oakmont and Erin Ridge neighborhoods by denying the proposed development of River Bank Landing. High density housing does not belong here!</p> <p>We should be conserving our beautiful river valley and not destroying it by over developing. Is there really that much of a demand for small-business space in the area when many of the current businesses have had to close their doors, not to mention the fact that our own downtown is an absolute vacant disappointment.</p> <p>The traffic volume in the area pre-Covid is at peak times absolutely ridiculous and the logic of adding several hundred more vehicles to the mix is mind-boggling, not to mention dangerous. We do not support this development.</p>
<p>75</p>	<p>The current proposal looks beautiful and would be something to start really bringing St. Albert into the 21st century. Building up and not out is something that has been necessary for a very long time. St Albert also desperately needs to try and diversify the population and improve our tax base. A city of nothing but single family homes is unsustainable, and not everyone can afford or even want a house and lot. University graduates, singles people, double income no kids, those demographics don't really have a lot to draw them to or keep them in St. Albert.</p> <p>As it sits, this site currently has no value to residents, or the city. 15 more expensive houses would offer no value to residents or the city. The north end is already being developed with strip malls and fast food places and the last thing we need is a Tim Horton's and Dollarama on that site. The new proposal is really the only thing that make sense, and the effort that the developers are making to have it truly be part of the community is fantastic.</p> <p>The city absolutely should not bend to the will of a very small number of people who just happen to be very loud when they make the same two or three arguments over and over. There is definite support for the project. We just don't plant to sit on the sidewalk all day with picket signs. I'd also venture to say that the vast majority of the city really doesn't care that much because they don't see any negative, or maybe any effect on their lives whatsoever. But, they will probably appreciate the area when it is finished.</p>
<p>76</p>	<p>Dear members of St. Albert City Council:</p> <p>Re: Comments on Oakmont ASP/Riverbank Landing</p> <p>We write again almost a year later (our previous letter was January 22, 2020)</p>

	<p>respecting the intentions of Boudreau Communities to attempt, a second time, to build high-rise residential towers in our area that are ill suited in many ways.</p> <p>Thank you for considering the voices of residents in voting down Boudreau’s application the first time. But like any private business that has clearly profited immensely from the Botanica development, Boudreau has returned with another application which is not substantially dissimilar than the first one that they proposed.</p> <p>Like good citizens, we participated in Boudreau’s survey as per their commitment to community outreach and was alarmed to discover that there were “forced choices” contained throughout in which participants were asked which design they preferred. In addition, Boudreau asked which amenities were important to participants which furthered their predetermined outcome for the survey. We ask that you view the survey results with its intended goal in mind – to gather support for the residential towers.</p> <p>In review of the Land Use Bylaw, our understanding is that any concepts that Boudreau recently proposed are not required to be built, meaning that the same heights Boudreau proposed before can be brought back for development. This is concerning as it evidences Boudreau’s continued intent, regardless of residents and transparency, to place the same proposal back on the table, and we expect, they will do so again and again, until you approve it. As our representatives, we expect you to continue to stand by your previous decision and only allow the towers to be 11 stories as originally proposed. Please do not allow Boudreau to pull a “bait and switch” on you and on us; we are counting on you to represent our interests and protect the river valley.</p> <p>In addition, traffic continues to be a huge problem in the area, which will undoubtedly worsen as Botanica 2 is occupied. Please consider solutions to problems that already exist before allowing Boudreau to exacerbate them.</p> <p>Again, we support condensed residential with multi-use development, but we oppose higher towers than what is currently permitted. We also need traffic solutions now, not later.</p>
77	<p>Please consider developement with low height buildings with shops and offices - the rezoning that would allow building taller than those already on the sight is unfair to residents already living in the area.</p>
78	<p>I am writing to you to express my total opposition to this development project: The developer is not bound to follow the proposed design. I believe green-lighting any development at the Riverbank Landing site will cause major traffic issues, affect negatively the natural environment of the river valley, and disturb the neighboring dwellings.</p> <p>TRAFFIC ISSUES</p> <p>The current state of traffic at the corner of Boudreau and Bellerose is already alarming. The roads weren't planned to sustain the current flow of traffic -- the bottleneck effect</p>

	<p>can be see every day at rush hour. Adding hundreds of residences will mean adding hundreds of vehicles using the same roads. This will not only create important delays and air pollution, but I will add that the RCMP and Fire station on Boudreau will be further impacted, further slowing down response time in critical situations. The way this intersection was planned cannot support such development.</p> <p>RIVER VALLEY St. Albert is known for its Botanical arts. We have the privilege to enjoy a beautiful river valley, which houses a variety of fauna and flora. The quality and rarity of this natural environment must be protected from urbanization.</p> <p>NEIGHBORHING DWELLINGS The Oakmont community was developed in its entirety with single-family homes. Many of the owners have selected this area for the abundant nature, quality of the land and access to the river valley. The proposed development will disturb all of those. Furthermore the altered skyline and will plunge many of the neighboring homes into semi-permanent shade. It is simply unacceptable to impose such drastically different developments to take shape in this area. I want to express my strong opposition to the rezoning and proposed development of this site, and would much rather that Boudreau Communities Ltd. develop a project that reflects and enhances the existing natural environment, for example as a park that would celebrate St. Albert as the Botanical Arts City.</p>
79	<p>To Whom it may concern, My name is [Redacted] and I live at [Redacted] Oxford Place. I am writing you today to voice my concerns over the renewed application by Boudreau Communities to develop 230 & 250 Bellerose Drive, and 300 Orchard Court.</p> <p>My continued primary concern centres around the growing problem of traffic congestion and pedestrian safety. Day after day it's clear to see that traffic is an ever increasing issue at the intersection of Boudreau and Bellerose and particularly during higher flow hours. As vehicles cross Boudreau to head northward towards Oakmont, many choose to make a right turn into the shops at Boudreau. This definitely impedes the already slow traffic flow and has led to numerous close calls as drivers suddenly need to slow to avoid striking the vehicles ahead of them. If the Boudreau development were to be approved, that intersection would explode with excess traffic and this would lead to increased accidents. Not just vehicular accidents but collisions between pedestrians and vehicles!</p> <p>It's clear that there's no realistic solution to mitigate the significantly increased numbers of vehicles if the development were to proceed. There is NOWHERE for the traffic to go! You cannot widen Bellerose drive and you will never be able to do so. All the tweaking and adjusting to the lights will only make marginal positive impacts at best. The majority of impact will be seen in the form of fender benders and pedestrian injuries!</p>

	<p>The increased traffic issues will only balloon during construction as residents and others confront the inevitable delays brought about by 5-7 years of a seemingly endless construction quagmire.</p> <p>I urge St. Albert City Council to quash this development a second time. Insignificant alterations have been put forward by Boudreau. Their proposal is simply inappropriate for this location. We all recognize that development will take place on this parcel of land. However, a more suitable and SAFE proposal can and must be created.</p>
80	<p>My name is [Redacted] and I live at [Redacted] Oxford Place. I am writing to you this evening to share my thoughts regarding the second proposal by Boudreau Communities to develop 230 & 250 Bellerose Drive, and 300 Orchard Court.</p> <p>My main concern is regarding the health and well being of the Sturgeon River and the many plant and animal species which rely on it for survival. Across North America these days it appears that many municipalities are striving to protect their local waterways. They choose to limit development in order to strive to maintain pristine ecosystems and watersheds. St. Albert is well known for incorporating several lovely parks and trails. Residents of the area and others recognize the incalculable value these green features have. It's such a pleasure to be able to stroll through the river valley and witness Great Blue herons, muskrats, beavers and Downy woodpeckers to name just a few.</p> <p>Without a doubt, five to seven years of commercial construction on the banks of the Sturgeon would wreak significant environmental damage. There's simply no effective method to properly mitigate the pollution and erosion concerns that would arise from a project of this scale. The two Botanica developments have placed far too much stress on the banks of the Sturgeon as it is and this will continue for the life of the buildings.</p> <p>I strongly urge you to reject this second application and quash it unanimously a second time. Development may occur on this property but it should not be this particular project.</p>
81	<p>My name is [Redacted] and I have been a resident of St. Albert for 35 years. I currently live in The Evergreens of Erin Ridge. My husband and I chose our house because of the mature neighbourhood, access to trails, quiet streets, excellent schools and proximity to our families. Before we purchased our home in 2011, we researched what the land previously owned by the Holes would be developed into as we knew any development going there would directly affect us. We were satisfied that whoever owned the land would follow the current ASP and develop it accordingly.</p> <p>Although this second proposal by BCL has already been accepted by the city to be reviewed, many of my concerns are the same as they were with the first proposal.</p> <p>Traffic:</p>

	<p>There are no significant changes to the traffic plans from the first proposal, possibly because there aren't many options in the area. The development can only be accessed on one side by one road. Countless times I have witnessed vehicles leave the Shops of Boudreau from the right in/right out exit only to turn left into the Evergreens and make a u turn to go back down Bellerose Drive. Not only have I witnessed this but I have had several close calls as these drivers are not aware there is a stop sign and go right through it.</p> <p>The intersection of Boudreau and Bellerose is already running at almost max capacity and there isn't much room to add lanes. I have witnessed several close calls and a few accidents at this intersection and I can only imagine what adding traffic to the area will do.</p> <p>Protecting our river valley: Botanica II has made a very impactful visual statement on the river valley which can be seen for several kilometers away. It is especially prominent when driving on Boudreau toward Bellerose Dr. It almost appears to be in the river. The land in the proposal by BCL is significantly higher than the land under Botanica 1 and II. If the proposal is accepted the buildings will loom along the river valley further blocking it off. I also believe the environmental impacts of disturbing the land so close to the river need to be considered.</p> <p>Lack of transition: The building heights proposed which are so close to the existing residences of Oakmont do not allow for any type of transition. They will essentially tower over those homes.</p> <p>Direct Control to Direct Control Mixed Use It is imperative that the land remained zoned as direct control. Council should be allowed the flexibility to incorporate changes that reflect our changing community. If it is changed to DCMU, council is giving that up and allowing the developer to put in whatever type of commercial they would like.</p> <p>Location: The Holes family should be honoured in some way as they do so much for our community. It would be so wonderful to preserve Louis' house and allow future generations to learn more about Lois and her family.</p> <p>I am urging you strongly to listen to the residents of St. Albert. Yes the land will be developed, but it needs to follow the current ASP. Don't wall off the river valley.</p>
82	<p>I am commenting in favour of Riverbank Landing. As a 40 resident and business owner of St Albert I have seen our city grow and expand into the surrounding farmland. Growth is inevitable and so far our growth has not seen any walkable communities. I understand there is some resistance to this change as the initial plan of 26 story buildings was very bold. The changes made I believe strike a balance and will be a benefit to St Albert. Botanica is a good start for this parcel of land but to really turn it</p>

	<p>into a walkable community I would like to see Riverbank Landing completed. There are very few quality developments for those looking to downsize and stay in St Albert and the taxes earned for the city from this currently empty property would be a bonus.</p>
83	<p>Greetings. Writing in response to the proposed changes to the Riverbank Landing by BDL. Concerns remain unchanged. Traffic at present remains a major issue due to congestion and ongoing safety concerns. BDL was to hold a public meeting in November to discuss traffic concerns, this did not happen. Our city culture of 2 to 4 storey buildings in established residential areas is what a lot of citizens moved here for. Not towering buildings that will diminish sunlight in our backyards and pose a negative impact on our cherished Sturgeon River where if you can afford \$680.00 price tag you can enjoy the views. Please respect the feedback and hardwork and research concerned citizens of Oakmont and Erin Ridge have voiced since the inception of this plan and do not allow this most current submission to proceed. Thanks for the opportunity to provide feedback.</p>
84	<p>We are writing to respond to the application made by Boudreau Development Ltd. (BDL) to amend the Oakmont Area Structure Plan (Oakmont ASP) and the Land Use Bylaw (LUB) for the proposed Riverbank Landing development. We do not support the amendments or the proposed development in its most current form. We have a number of issues that we have detailed below.</p> <p>Although BDL at first seemed willing to work with the community to find a mutually acceptable solution, discussions with community members indicated that most responses from BDL have shown no real movement and no willingness to make significant density adjustments more in line with current zoning and the Oakmont ASP. First, a lot of time and effort went into creating the Oakmont ASP. Many residents made important, longterm, personal and financial decisions based on what this plan says. Significantly modifying that plan to meet the requirements of a developer means that no Area Structure Plan in St. Albert can be trusted to hold any value into the future. It makes one question why the City of St. Albert creates any Area Structure Plan if they can be changed so drastically anytime a developer wants to modify it. The residents of St. Albert put our trust in the City Council and the City Planning Department to uphold and enforce these plans. If this plan is changed solely to accommodate a development, the trust we have will be broken and the only commitment that City Council will be showing is their commitment to developers and not to residents and voters.</p> <p>In our specific case, the existing Botanica Development, already very large and very close, is 300 metres from our property. The impact can be seen in the attached photo. If the proposed Boudreau Landing development, which is much larger and closer, is approved and built, we will no longer have sun exposure on our property for most the winter and very little privacy anymore inside our own home. In the past, I have lived beside a large development and you really have no privacy inside and outside your home. We bought this property specifically because we wanted to have a chance to live somewhere where we could go into our backyard without neighbours from high buildings peering into our yard all the time. The proposed Boudreau development would take that away from us once again.</p>

	<p>Next, the proposed reduction of the commercial footprint to only 5% of the Boudreau Landing Development severely limits the benefits to the surrounding communities and St. Albert as a whole. For the commercial part of this development to be of benefit, it needs to be a larger percentage so that there are opportunities for a number of small businesses that the community can use, similar to the existing development at the corner of Boudreau Road and Bellerose Drive.</p> <p>Last, we have great concerns with putting a utility corridor on existing parkland. As a city, St. Albert should be working to preserve natural wilderness where we can. This is a benefit that all citizens of St. Albert can appreciate and experience. If a utility corridor is required by BDL's development, it should be on the properties already owned by BDL.</p> <p>Our issue is not that the Oakmont ASP can never be changed. The issue is the amount of change and the lack of transition required to meet these changes. There is no room for a reasonable transition to large 12 or 15 storey buildings from an existing mature neighbourhood consisting of two storey residential properties. We look forward to having a vibrant development created on lots 230, 250 and 300 that can benefit all of the surrounding communities and all of St. Albert residents. Unfortunately, this proposed development and associated amendments are not the right one for these properties and do not fit in with the character of the existing neighbouring communities.</p> <p>The photo referenced in the above will be emailed with a copy of this comment</p>
85	<p>To whom it may concern,</p> <p>I am writing this letter in response and unequivocal opposition to the proposed Riverbank Landing development as it has been presented and proposed. My family and I live in the vicinity of the proposed development and share many of the concerns that my fellow neighbours and fellow Oakmont/Erin Ridge residents have. My family and I are deeply opposed to this development for numerous reasons including the increase in traffic and density on our roads that are already over-capacity (and this is not including all traffic from the 2nd Botanica building as well as a return to pre-covid traffic levels), the loss of privacy and the eye-sore(s) that will be towering over our river valley (for everyone in St. Albert to enjoy, not just a select few who will be lucky enough to live in the proposed residences), increase in shade due to the height of the towers, how it will affect the property value of our home (that we have only lived in for just over 3 years) as well as losing the small-town feel that our community currently enjoys and is the envy of other communities across Canada.</p> <p>I grew up in St. Albert and have lived here for over 25 years. My wife and I have always felt St. Albert was the place we wanted to raise our children (schools, playgrounds, activities, traffic and overall small-town feel were the main factors). We have always justified the higher prices and property taxes by the lifestyle and amenities we enjoy in St. Albert. It is abundantly clear the Riverbank Landing development being proposed in the area along the river between Oakmont and Erin Ridge is 100% out of</p>

	<p>touch and out of scope with the values and reputation that St. Albert has as being family-friendly and consistently a top ranked community in Canada.</p> <p>While my family and I do enjoy the amenities and overall existing Botanica development (no 10+ story high-rises), we feel the proposed Riverbank Landing development is not consistent and does not abide by the existing zoning (low density residential) that is currently in place. This development and its scale are something that belongs somewhere like the Ice District in Edmonton or downtown, not in the middle of an established residential area that simply cannot support or sustain any substantial increases in density or traffic.</p> <p>The new proposal from the developer simply does not and has not meaningfully addressed any of the concerns that were brought forward in 2020 by concerned residents. Lowering the towers by a few stories does not address any of the core problems with the increased traffic, density and having the river valley “walled off”.</p> <p>I hope you will take into consideration the concerns raised by myself, my neighbours and fellow residents when considering this development and its impact on not only our area, but the entire river valley and the reputation of St. Albert as a whole.</p>
86	<p>Plain and simple, the proposed site is NOT suitable for what the developer is proposing. The Botanica buildings are tall enough - don't wall off our river valley with taller buildings. As for the traffic, I have seen nothing indicating a way to alleviate the inevitable traffic problems a project of this magnitude would cause. Traffic at Bellerose and Boudreau is already congested and the addition of so many residential units, plus commercial, would create a nightmare. We hope City Council will do the right thing and, once again, reject this latest proposal.</p>
87	<p>This proposal is the same high rise proposal as previous. The traffic and congestion at the belle rose road makes this an unsuitable development for the location. It couldn't be more farther from what is designed to be thee based on the asp. This is disappointing that a developer is still only thinking about profit.</p>
88	<p>My family and I live at [Redacted] Orchard Crt and oppose the new proposed plan and amendments to the Oakmont area structure plan and land use bylaw. We do not feel that the new proposal put forth by Boudreau Communities Ltd. addresses any of the concerns raised with the previous proposal. We are still very concerned about the density that is proposed for this area, especially with regards to traffic on a very busy, already problematic road/intersection. The height of the proposed buildings continues to be too high in our opinion for the area. While we agree that some development is great for the area there must be a third alternative to what has been proposed that will satisfy both the developer and the neighbouring community members and be of benefit to the city.</p>
89	<p>This proposal will leave the developer with full pockets of cash but a nightmare of traffic, will negatively impact the environment and the overall livability of those in this area. Did the developer really make any changes to his original proposal. It's questionable why he would feel that this is going to be approved and why this is not</p>

	<p>rejected since the application has NOT changed substantially. Do your job councillors and city planners.</p>
<p>90</p>	<p>We have lived in StA for just over 3 years. The traffic issues on Bellerose have grown steadily worse. We never dreamed that the city would entertain an eye sore of a tower in the center of the city, like a giant middle finger. Oakmont is a beautiful neighborhood that has already met the city's density requirements with its 2 Botanica condos. Don't forget that the Canadian Tire condo is just down the road.. Let it remain the beautiful community we love, please only approve a low density plan. Towers need to be in areas accessible by all sides, not relying strictly on one single road (Bellerose). It is irresponsible to add to the burden by approving a monstrosity of a development. A beautiful park area, like Lions Park, with accessible workout equipment would help create a balance between the east and west sides of the city. Please do not make us regret our choice, we chose St Albert for a reason, and eyesores weren't one of them.</p>
<p>91</p>	<p>'We write to you today in continual opposition to the re-application for bylaw changes to allow a development at Riverbank Landing by Boudreau Communities'. Though the developer would like to make residents and the City/City Council believe that they have improved the proposal and listened to residents, many of the same issues remain, including:</p> <ul style="list-style-type: none"> - Traffic - Density Targets/Zoning - Environmental Impact - Lack of diversity and affordability <p>Furthermore, the new proposal will likely have a further impact on the Sturgeon river valley by encroaching on the river valley and using adjacent parkland as a utility corridor. Our opposition is based on the following;</p> <p>TRAFFIC</p> <p>The developer has made weak recommendations to address the traffic on Bellerose Drive and Boudreau Road, which remains an already serious problem. These traffic issues are well document and would impact surrounding communities, including Erin Ridge and Erin Ridge North. It likely that Boudreau Communities' does not have a good solution for these issues, and they continue to demonstrate that this development continues to be a way of jamming a square peg in a round hole; just another indication that this development is not the right fit for this community. The overspill of traffic problems along Bellerose and Boudreau will be borne by the residents of Erin Ridge and Erin Ridge North, which already have well-documented traffic issues of their own.</p> <p>DENSITY TARGETS/ZONING</p> <p>The re-application proposed by Boudreau Communities continues the effort to densify the property with the same issues as the previous proposal. Council must choose to work through the process of the Municipal Development Plan (MDP) re-write to align with higher density target and not jump the gun on approving projects before this process is completed, essentially putting the cart before the horse. Ken Crutchfield in his letter to the Editor (January 27th edition of the St. Albert Gazette -</p>

<https://www.stalberttoday.ca/opinion/letter-respect-the-municipal-development-plan-reject-riverbank-landing-3232796>) outlines the issues that Council faces and states that “Council (must) honour the intents of the current MDP”, rather than approving bylaw changes to allow projects like Riverbank Landing. Approving projects that have significant impact to existing mature communities like Oakmont and Erin Ridge.

Council must further consider why it continues to flip flop on development requests while ignoring the residents of these communities in the name of densification. In the case of the Encore at Erin Ridge, located at 50 Edinburgh Court, Council and the City of St. Albert decried they must honour the existing MDP and Area Structure Plan (ASP) thereby allowing the development to proceed.

The land in question was never intended nor approved for this type of use. The developer has re-applied to allow this development to proceed, yet the residents of Oakmont purchased their homes because it was in a low-density residential area. As Mr. Crutchfield eloquently writes “it is hypocritical to go on about the importance of the MDP when Council continue to embrace developers who choose to re-write it to satisfy their interests at the expense of other landowners who have relied on the MDP and associated Area Structure Plan (ASP) to make their investments”. Massive projects like Riverbank Landing should be well planned and properly located in new areas where the City can ensure that proper infrastructure is built, like roads and utilities, and where new residents can invest in homes actually knowing the long-term intentions of their neighborhoods and by extension the value of their largest investments.

ENVIRONMENTAL IMPACT

This development will be yet another superstructure along the banks of our river valley. The viewscape of our river valley is literally disappearing from many neighborhoods. Even the ability to see across the valley, a flagship component of St. Albert’s intrinsic character and topography, is gone; replaced by condo towers. The natural quality of our valley trails has been replaced with built environment. In response to the Braeside Condo opposition where you saw an entire community oppose a similar development, many of you (including administration staff) incorrectly claimed the Braeside condos was the “only remaining development along the river” and you even tabled the idea of a river valley conservation plan, yet acted on nothing. Since your election, all of which had evident residential opposition. Repeatedly you have prioritized St. Albert’s real estate value and property taxes as higher than its natural environment. Under your watch, our river valley has been fundamentally altered and the natural environment of this city has declined.

TRUST IN COUNCIL

With a fall election looming, the Mayor and City Council must consider the potential impact of another decision that falls to the side of the developer over the area residents. During your tenure, residents have witnessed the construction of Careadon Village Inglewood (next to Canadian Tire), the Riverside Commercial landing, new developments adjacent to Lois Hole Provincial Park, and a 6-ft+ rail-way fence built through our city and across our river (among other developments). The coalition of

	<p>residents in Oakmont, Erin Ridge, Erin Ridge North and Braeside, among others, will seek accountability from those seeking re-election for projects like the Braeside Condos, 50 Edinburgh Court, and potentially Riverbank Landing. These are examples where you have facilitated projects within the context of broad resident opposition. The voters in St. Albert depend on Council to act on their behalf, not to be told their concerns make you want to vomit, not to debate and argue with them, not to accuse them of being vocal minorities or NIMBY-ist, not to incessantly challenge residents for iron-clad evidence only to be dismissed in favor of your own subjective opinions, and not to facilitate administrative debates (with the CAO of the City, no less), followed by Mayoral apologies. Residents expect and demand more from their elected representatives.</p> <p>We expect that Council will show willingness to actually listen to and act on behalf of concerned residents versus acting with impunity in the face of residential opposition. This is not simply NIMBY-ism, but rather an expectation from St. Albert residents for transparency and accountability over how the City approaches densification. It is a push for Council to consider density projects in a smarter, evidence-based way. The voters in Oakmont, Erin Ridge, Erin Ridge North, Braeside, and other communities are watching closely and we will ensure they answer with their judgment at the polls this fall.</p>
92	<p>The following is my submission regarding the proposed Riverbank Landing development:</p> <p>There are several important issues surrounding the proposed Riverbank Landing development including over density, the traffic problems that currently exist, environmental issues and putting up a wall of buildings along the river valley.</p> <p>For the record, I strongly oppose the development and advise Council to reject the application to amend the Area Structure Plan and Land Use Bylaw.</p> <p>I would like to add my personal opinion on a few matters.</p> <p>First of all, I would like to comment on articles in the Gazette and online that question the motives of residents who oppose the proposed Riverbank Landing development. I do not know anyone who is against St Albert growing and developing responsibly. We are not NIMBYs. This scale of development should concern all residents of St Albert. I take great exception to some residents who claim we just don't want apartments in our neighborhood. Or from one person who suggested that we should move to Vimy if we don't like high rises. They are entitled to their opinions, but when they do so it should be based on facts and information about the development and the issues affecting nearby residents.</p> <p>It really has little to do about having apartments in our area. It's about having a development that respects scale and height of the residential properties next to it. We already have 2 large condominium complexes on the corner, with the large Shops at Boudreau. This corner just can't handle excessive density. It's obvious why the</p>

developer wants to build there – it's the river valley views that will give them the biggest return on investment.

And where's their outcry for responsible development in the river valley? Where is their outrage with regard to Jensen Lakes where good farmland is turned into a lake for only a few residents – talk about urban sprawl! And, why not encourage the developer to build Riverbank Landing along Ray Gibbon Drive or at least a main artery with good access. Most residents I talk to are not opposed to development on the Hole's farm site, we just expect the City will ensure that any development will respect the scale and heights of the existing homes.

Recently I read that the city is looking at lowering the speed limit to 40 km in residential neighbourhoods. This is the direct result of years of poor traffic planning and design. Neighborhoods should have proper routes for good traffic flow, especially through residential areas and around schools. The whole city is becoming a logjam trying to get from one end to the next. Case in point is Erin Ridge North. Bellerose Drive has had a significant increase in traffic due to the development in Erin Ridge North. It's faster for residents to cut through neighborhoods rather than travel on St Albert Trail. This is only going to get worse over the years. Adding a dense development at the corner of Boudreau and Bellerose is going to add to the future nightmare.

It seems like developers are calling the shots instead of the City's planning department. That is what it feels like with Riverbank Landing because they come back with the same type of proposal. To allow a massive development on this corner beside our beautiful river valley is beyond irresponsible.

The only people that this residential complex will "benefit" are the developer and the residents that buy a condo. The developer consistently pushes the idea of work, play and walkability. Who outside the complex wants to stroll around a parking lot or minor green space if they don't live there? I certainly don't want to walk down to this complex to sit below a high-rise outside someone's balcony. The current Botanica condos are snugged right up to the river valley, so access there is poor and you're almost in the units of the condo when you walk by.

The developer is using a sales pitch for people to buy a condo, it's not a sales pitch to enhance living in St Albert in any way at all. Seriously, walkability in St. Albert is great on the Red Willow paths but it's a different story when you want to access businesses off the path. We walk regularly and have to step over curbs and walk along the road and weave through parking lots to get to shops either in St Albert center area or the Shops at Boudreau. The only sidewalk into the complex right now is from the lights at Evergreen Drive. That's it! A person walking from the south or west cannot walk into the Shops of Boudreau on a sidewalk. Getting from the river valley to go to Canadian Tire or heaven forbid going to the shops at Inglewood are death defying at the least. Zero sidewalks!

Ok, back to "walkability" at the Riverbank Landing. Walk where? Who's walking? Oh

	<p>right, the new condo owners apparently. Are these the same people the developer is saying will be able to walk to work when the City's own studies show that most full time employees work outside St Albert? Maybe the shops at Boudreau must pay really well if staff can afford to live in \$600,000 plus condos. If that's not who they are referring to, then they need to explain where the condo owners are walking to work. Or that this development is going to be the "fun" place to be. Why would I walk from my house and yard to go sit outside some else's apartment? There is little retail or commercial proposed in this new development. So why would I wander down there to sit at a fake fire pit? Then there's the pet space the developer is marketing. Wow! I'm sure condo owners will love to see people from other neighbourhoods bring their dogs to pee and poop outside their balcony. I'm not sure how that entices people to the complex. The developer has made more of a sales pitch to sell condos than showing how this development will enhance the lives of the citizens across St Albert. Plain and simple - this development will ruin the river valley and once it is built it cannot be undone! The damage is done.</p> <p>I think we were told in one of the public presentations that there would be affordable housing. According to one of the developer's studies, the average price of a condo would be \$600,000 plus. Obviously everyone has a different version of affordable.</p> <p>And last but not least, this will be up to 10 years of construction on this site if the developer gets approval to build what they want. Our spring, summer and fall days will be filled with nonstop construction noise and traffic.</p> <p>I was so happy when I purchased my property and built my home over 25 years ago here in Oakmont. I truly chose this area based on the land use in the current Area Structure Plan. I feel the City is breaking its promise with residents.</p> <p>I used to tell everybody how lucky I was to live in a beautiful city like St Albert. It once called itself the Botanical Arts city because of the greenery and river valley. It's sad to see all of that deteriorate away.</p>
93	<p>My family is opposed to the application to amend the Oakmont Structure Plan and LUB to allow extended development of Riverbank Landing.</p> <p>In addition to the obvious and numerous concerns re-zoning will cause to traffic congestion, construction parking, community safety, construction noise, and limiting of access to the river valley, it is evident re-zoning is not supported by our community.</p> <p>When the land was purchased by the applicant the current zoning was known. Arguments by the applicant that re-zoning will enhance the community is not supported by my family, or our community. It is apparent re-zoning will benefit only the applicant. If we wanted to live in a high-density urban living community we would move to an urban setting...something St. Albert should avoid becoming. Please choose to leave the current zoning in place for the betterment of our community.</p>

	<p>This proposal does nothing to fix the traffic issues that are already in this area. If this proposal goes through it will make traffic so much worse. I think the only option that is suitable for this land is to keep it as it is currently zoned.</p>
94	<p>Once again I wish to convey my opposition to the proposed amendments to the Oakmont ASP and LUB made by Boudreau Communities Limited (BCL)</p> <p>After careful review, this application is very similar in many ways to the original application for amendments that was defeated by council on June 22, 2020. BCL has not addressed the concerns or feedback that has been given by concerned citizens through a number of different forums.</p> <p>The density, and thereby the resulting traffic, proposed in this development is beyond what this area is able to support.</p> <p>The traffic at this major intersection is already at capacity. There appears to be few viable options available to try to improve traffic flow, even without taking into account any additional traffic from this proposed development. The developer had committed to a public meeting specifically addressing the traffic concerns, which has yet to be fulfilled. With emergency services located at this intersection, any further traffic congestion is of great concern for the entire city of St. Albert.</p> <p>While the heights of two of the proposed buildings are lower than the original proposal, they are still significantly taller than any buildings currently built in St. Albert and are completely out of scale with the surrounding residential neighbourhoods. With the rise in topography of the land in question, the 40m and 50m buildings will tower over all existing buildings and negatively alter our skyline from all directions. In addition, the proposed height limit of a 15m building next to the current Oakmont neighbourhood is also beyond what would be acceptable and would not be considered an appropriate transition to the existing neighbourhood. Recognizing that the BCL proposal suggests that this building would be 11m in height, there would be nothing to prevent them from building a 15m building, next to the existing single family homes in Oakmont, which would be completely unacceptable.</p> <p>As proposed, this development would in effect completely “wall off the river” and be available only to the elite with average unit prices (\$758,000 for Building 2 and \$660,000 for Building 4) well above the price of an average home in St. Albert. BCL has suggested that they would not “wall off the river” as both Botanica I and II have done, but their current proposal suggests otherwise. This is, in effect, selling our most precious asset, the Sturgeon River Valley, to the wealthy. With no plans to build any units with more than 2 bedrooms, this would suggest that this is neither a family friendly development nor an affordable housing option for most families in our city.</p> <p>BCL’s request to change the designation to Direct Control Mixed Use (DCMU) is particularly concerning. It is my understanding that there is no guarantee that the</p>

	<p>developer will build what is actually being proposed if the proposed ASP and LUB amendments are approved. The list of potential allowable permitted land uses and discretionary land uses under DCMU is too great to be left solely to the discretion of the developer with no oversight by city council or city administration. This area must remain under Direct Control to ensure that the right development is built with respect to the surrounding neighbourhoods, current infrastructure, and what is best for the city as a whole.</p> <p>While we must be good stewards of our land and resources within our city boundaries, this is not the place for such a high-density development as proposed. This type of development would be most successful and best suited to the downtown area or in a new undeveloped area where the proper infrastructure (roadways, transit, etc.) can be built to support the residents of this development.</p> <p>It is accepted within our community that this land will be developed. However, it is believed that a successful development can be achieved within the current ASP and LUB. I believe that buildings with commercial space on the ground levels and 2-4 stories of residential units above are very acceptable. Allowing for townhomes, duplexes or other examples of the “missing middle” would also be deemed acceptable and a good use of the land in question.</p> <p>We are relying on city administration, the mayor and councilors to protect this small but sensitive piece of property in our city due to all of the underlying issues that would occur as a result of this proposed development. Please respect the current Oakmont ASP and LUB and reject this application for these proposed amendments.</p>
95	<p>Opposition to Boudreau Communities Development for the Riverbank Landing Development</p> <p>My family and I have resided in Oakmont for over 25 years and are opposed to the development submitted by BCL.</p> <p>We have had the opportunity to review the subsequent proposal to develop the Riverbank property. In our opinion, several previously identified issues needed to be addressed. Upon evaluation of the newest submission, we do not see the concerns mitigated.</p> <p>We are concerned that BCL has not appropriately nor adequately proposed a remedy for the extensive burden that the increased vehicular density and volume will place on the existing infrastructure. Significant transportation bottlenecks already exist, this will compound them.</p> <p>The existing ingress and egress of the property already pose safety concerns for pedestrians, cyclists and other vehicles. The additional traffic anticipated at the project’s completion, yet alone the potential of a construction development cycle that may expand to 5 years, would further compromise this community’s safety.</p> <p>The sheer height and mass of the proposed structures are also too intrusive. The City of St Albert has already worked the appropriate development of these sensitive sites and put in the appropriate safeguards. There is no need to amend any current</p>

	<p>standards so as to allow additional density. We are not against progress, however, we are for the proper planning & development of our community. BCL has appeared to engage in an opportunistic approach to community development without proper regard to the existing rules of engagement.</p>
96	<p>I live in braeside area and I don't like this plan. It will make an area that is not built for already crazy traffic unusable, especially for people in Oakmont. Those people pay a lot of taxes to the city and I know many are opposed to this. Thank you</p>
97	<p>Riverbank Landing Proposal: Comments</p> <p>While the revised proposal reduces the building height and the number of units, this remains an over-intensive development on this sensitive site overlooking the river. There are also many issues that are not resolved. The proposal does not conform to the MDP nor does it align with the vision, draft goals nor growth scenarios of the forthcoming new MDP. The MDP directs higher density growth to central locations with good access to transit and services. The proposal would create a new centre of concentrated residential development that exceeds the density and built form planned for this area by the MDP. This site was not identified in the MDP growth scenarios as the location for new growth.</p> <p>The revised layout of the site has less impact on adjacent neighbourhoods but the tallest building looms over the river valley and continues the wall of development that is Botanica 2. 50m is too high for this location. There is significant impact on views along the Red Willow Trail particularly from the opposite bank. Also, part of Building 2 appears to be over the setback line on the drawings.</p> <p>The reduction in the number of units is insufficient to remove issues concerning traffic congestion in the vicinity, especially at the intersection of Boudreau Road and Bellerose Drive. It is important to consider that this proposal will add to an already congested situation and traffic is likely to increase from other sources beyond this site. Bellerose Drive is a major route to Sturgeon County and development in other parts of St Albert generates great pressure on Boudreau Road. Boudreau Road is a very important route for emergency services and any increase in congestion would be highly detrimental to citizens.</p> <p>The zoning allows for mixed use with many uses that could result in more traffic and greater impact on neighbourhoods if the proposed site design is changed at the next stage, since Council is not involved after approving the ASP and Land Use Bylaw amendments.</p> <p>Although the developer talks about a variety of housing, the proposal is for mainly higher priced condos and does not contribute to greater affordability in St Albert. There is also reference to walking trails and connections to the river valley trails but nowhere are trails shown on any plans. A continuous trail extending the Red Willow path on the north side of the river was part of the original Red Willow Plan and</p>

	<p>residents have waited a long time for the full route to be constructed.</p> <p>The revised proposal does not fully address all of the concerns raised by Council and residents .</p>
<p>98</p>	<p>I oppose the Riverbank Landing project, again as it is very similar to the previous proposal. I live in Erin Ridge and feel that my concerns have not been addressed with this new proposal.</p> <p>This proposal still does not address the key concerns brought up during the previous public meeting. Some of these issues (and in no order) are:</p> <p>Traffic: increased traffic causing increased congestion and decreased flow; especially concerning access and mobility for emergency services (fire, EMS, police).</p> <p>Access into/out of Erin Ridge: will become more frustrating, especially left-hand turns from the Erin Ridge neighbourhood onto Bellrose in attempts to travel south and turn east (left), onto Boudreau Rd. due to congestion.</p> <p>Pedestrian Safety: wide road R/W widths where no traffic calming can be achieved for pedestrian safety when attempting to cross Bellrose Drive from the Botanica side of the street, or vice versa. This is a particular concern with school busses dropping off kids to cross this wide roadway even with lights at the crossing as traffic is so heavy at the intersection of Bellrose and Boudreau just a few meters away.</p> <p>Density: The revised 360 residential units from the new proposal, instead of the previous 466 units is only a minor decrease (23%). RBL has also requested the reduction of commercial floor space from the minimum of 25% to 5% of the development.</p> <p>Protection of the River Valley: difficult to ensure continuous efforts for maintaining the River Valley embankment, preservation of wildlife and waterfowl and of the river Sturgeon River itself.</p> <p>Shadowing: The change from 2 tall towers to 2 wider, bulkier buildings will cause broader shadowing and affect even more residences for longer durations during a day/year/season.</p> <p>Continuation of trail system: The new plan still does not provide/uphold a continued trail system for pedestrians, nor does it support more current modes of transportation such as e-bikes and e-scooters or combinations of these.</p> <p>Public Transit: no accommodation for close mass public transit, nor ease to access to future LRT.</p> <p>Servicing Impact: will citizens of St. Albert be held fiscally liable for added servicing impacts to the road systems or to utility servicing during development or in the future? BDL has proposed the City lot 200 ER located behind their proposed development and in between the Sturgeon River to become a utility corridor (mostly for them). Is this viable to have utilities, maintenance of these utilities and any future maintenance equipment to be mandated with utilizing lot 200 ER to perform maintenance here? Concerns are with space for maintenance equipment, noise, impact to adjacent residences and to the River (including embankment, wildlife, and waterfowl). Probability of increased incidences for maintenance are greater with the RBL concept than would be from the original</p>

	<p>zoning concept. Zoning concerns: setbacks to the river(?), compatibility with surrounding properties(?), complimentary with St. Albert's vision for growth, balance, and preservation of green spaces (?), resulting property value losses(?) This project does not seem suited for the location proposed. If developed, some of the key points also identified in the City's "Cultivating our Future" or the Red Willow Master plan and further are compromised especially for the next generation. Key points such as the importance of green spaces, easy access (ie. mobility to/from this site utilizing various modes of transportation such as scooters, etc. or a combination of modes) and the preservation of the surrounding environment.</p>
<p>99</p>	<p>As a resident of Erin Ridge, I have been following the conversations around the Riverbank Landing proposals. I was very encouraged following the public meeting when the council unanimously rejected the two-tower proposal due to many of the concerns that were raised by the St. Albert's citizens. I was optimistic that the developer was going to address the issues raised by their initial public hearing. I realize that the developer has made some compromises. However, the new proposal will not address many of the raised concerns from the first public hearing. I am writing to encourage you not to lose sight of the original issues and to vote against the revised plan as it does very little to address the following concerns:</p> <ul style="list-style-type: none"> Density in the area Traffic Congestion and flow Pedestrian Safety Shadowing Access in and out of the property Emergency Services Lengthy construction consequences to residents <p>The developer should submit a proposal that is compliant with the current zoning for the property. Rezoning the site will not ensure the development will be built as proposed. The current site has been correctly zoned, given the proximity to existing homes.</p> <p>I trust you have the local citizens' concerns at heart and will do the right thing for our city.</p>
<p>100</p>	<p>We are writing in strong opposition to the proposal of Boudreau Communities Ltd.'s application and their request for amendments to the ASP and the LUB. We are not in favor of more high buildings blocking our view, the shading that will occur, the high density and condensed residential impact with the added 340 people, and all that goes with it, more vehicles, more traffic delays, more pollution which will waft into the river valley and trails. Enjoying the walks in our St. Albert Botanic City will be like walking on Jasper Avenue, which is what many of us wanted to get away from. Away from the concrete jungle, high-rise upon high-rise, traffic jams, accidents, significantly higher risk to cyclists and pedestrians. Privacy of the current residences is impacted, in particular the safety and security of the surrounding homes that can be monitored from the higher units, a birds eye view, to know when the people come and go and the best time to invade someone's home or watch someone's children.</p>

	<p>The fact remains that the majority of the residents who researched prior to buying land and building in Erin Ridge and Oakmont, bought and built with the promise from the developer, in our case Landrex, and the City of St. Albert, that this whole area was zoned for family dwellings and that the height of the homes would not be any higher than two (2) stories. My family built on the top of a hill, to have the view we were buying into and the quality of life that was different than a larger City, such as Edmonton. There are two existing buildings already impeding our view within that developed space. Boudreau Communities Ltd.'s request to add more high buildings to this area, dominating the horizon for all the residents and the addition of 340 more people plus businesses, should be defeated. It is obvious from each submitted plan that Boudreau Communities Ltd. has a specific profit margin in mind, as the height of the building decreases so does the green space as more housing or buildings are put in. Boudreau Communities Ltd. continually express that it will be a place for people to "Work, Live and Play" however looking at costs of the current buildings, the people working in most of the businesses in that area would not be able to afford to live there. As for the Senior's complex, again, this will only be affordable to higher income senior's, not the average senior.</p> <p>History from several similar complexes in Edmonton, has proven that in 15-20 years they will be abandoned by the developer and the financial responsibility will be left to the City and its taxpayers. During my [Redacted] years of work I have personally seen places similar to this, that were high priced and highly sought after, but over time have become low income housing and devalued that area significantly.</p> <p>These structures that are being proposed are not appropriate for this area. Perhaps by Costco or a non single-family dwelling residential area. High-rises do not belong in the middle of a residential area.</p> <p>Our family have all the same concerns as we had with the previous proposal and we ask that Council and the City of St. Albert oppose this development.</p>
101	<p>Please do not approve the Riverbank Landing re-zoning application, which appears to only benefit the applicant. There are many reasons to decline the re-zoning application, but top of mind is that unless there is a comprehensive, approved and funded plan for the improvement of the Bellerose-Boudreau traffic intersection and surrounding roadways the proposed re-zoning will make what is currently a traffic nightmare even worse post Covid-19. Layer on top of this the noise, congestion, lack of parkland access, and safety issues...the approval of the re-zoning proposal will only encourage our decision to move from St. Albert to a different less high-density urban community. Thank you for your consideration.</p>
102	<p>I would like to express my opposition to the Riverbank Landing development. I, along with my family, am a resident of Kingswood/Regency Heights. My family and I enjoy the use of Red Willow park multiple times a week. We enjoy the access to nature, wildlife, x-country ski trails and walking paths. I am specifically concerned with how the buildings will close in the river valley. The second Botanica building is an excellent example of a gross encroachment on the beauty of the valley. Every time we walk the path, we comment on how that building has walled off the valley, created an eyesore and blocked natural light. Adding additional buildings on the valley will certainly just create a corridor of massive buildings without regard for the natural setting. It is the natural beauty of St. Albert and family friendly feel that initially drew us to this</p>

	<p>community. I ask that you seriously consider the detrimental effects of a project of this capacity in this location. Specifically, the negative impact to those that enjoy our beautiful valley and rely on it for access to nature and wellness.</p>
103	<p>I would like to address the Riverbank Landing project proposed by Boudreau Communities Limited (BCL) for parcels 230 & 250 Bellerose Dr. and 300 Orchard Crt. I was very disheartened to see that BCL's most recent submission for the Riverbank Landing project mirrors the original application and not anything like what was presented at their October 6, 2020 public meeting. The step-down building replacing the tall tower boxy buildings was in response to their own survey of September 6, 2020. This switcheroo, unfortunately, does not make me very confident that they will hold to what is approved.</p> <p>By allowing BCL's requested changes to the ASP & LUB, are we really doing right by our river valley, green spaces, what we love about our City and what it is known for. Is it not the City's responsibility to protect these areas and the wildlife that live there? I have concerns with the size of buildings being proposed so close to the riverbank when Edmonton and other cities do not permit tall buildings in their river valleys. They are already digging next to Botanica I for more than a year. Why?? Shifting earth, stronger supports for the building, dealing with runoff sediment and watershed issues?? No one seems to know. We need to protect our resources and be environmentally responsible by saying "No" to these huge monolith type buildings.</p> <p>One of the major and consistent issues with this project is the increase in traffic it will bring. Bellerose Dr is the only arterial road servicing Oakmont, Evergreens of Erin Ridge, and parts of Erin Ridge. Everyone can agree that traffic in the immediate area as well as the main intersection (Boudreau & Bellerose) that is already over capacity. With this being a mature neighbourhood, increasing or redesigning the roadways is not an option. Modest improvements to the timing of the lights at peak times are appreciated but will they be able to keep up with the increased traffic that a development of this nature and the proposed 360 dwelling units will bring. Additionally, the people that BCL are hoping to attract with all its new shops and amenities will also increase traffic to the area as not everyone taking advantage of them will be a resident of their development or will be walking there.</p> <p>I understand that St. Albert, like many other cities, cannot continue to grow outward - that higher density housing is the future. I am not opposed to development in general and would support a project like Riverbank Landing being incorporated in the plans for a new area of St. Albert where it can be adequately planned for.</p> <p>I do hope that the Mayor and City Council will hear the residents whom this development directly effects. Please uphold your standards and hold BCL to the height restrictions of 5 stories as per the current ASP & LUB and keep Direct Control zoning or at the minimum the current height of the Botanica residential buildings on the parking lot elevations. We love our city, what it is and what it stands for.</p>

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With regards to Bylaw 12/97 and the "Amendment to the Area Structure Plan in Oakmont to re-designate an area to Mixed Use Land Use", I do not support this amendment.

With regards to Bylaw 9/2005 and the "Amendment to the Land Use Bylaw in Oakmont to redistrict an area from Direct Control (DC) to Direct Control Mixed Use (DCMU)", I do not support this amendment.

With regards to Bylaw 9/2005 and the "Direct Control Mixed Use Amendments for Riverbank Landing; and amendment to include a "Proposed Height Schedule", I do not support this amendment.

I have been a resident in the Greater Edmonton area for 14 years and have recently made the decision to make the City of St. Albert my home for my family and myself. This comes with a great financial investment and strong personal commitment to continue to make our community a premiere place to live and work. St. Albert takes its place in Canada as one of the top communities to live because it already has the services & amenities of a large population urban city, but still retains the small town characteristics and charm.

In order to maintain the needed progression in terms of development, St. Albert and the local area of Oakmont have a brilliant Area Structure Plan that provides the framework for necessary growth and development. What is very apparent is that the Riverbank Landing Development that is being proposed by Boudreau Communities LTD. and consultant group is grossly disproportionate to the nature of the neighbouring communities and is misaligned to the immediate and future needs of those neighbouring communities. The proposed development is certainly ambitious and alluring at the surface; however, when one steps back and considers the proposal objectively and much more holistically, it is very clear that the development concept is fatally flawed for the specific location. The Infill development proposal for the 3 parcels of land located along Bellerose Drive is akin to "trying to put a square peg in a round hole"; both are fine on their own but are totally incompatible. The proposed development is trying to do too much in the small space and thereby clashing with the immediate neighboring communities. In order to better meet the vision, developments need to be better interlaced within the communities and strategically located across the city. This strategy will represent a more improved and comprehensive way of living up to the City's vision and mission.

In addition to obvious location misplacement, the development most certainly is beyond what the existing utility and traffic infrastructure can support, and extends beyond what the additional tax revenues can fund for required improvements to these utility and infrastructure systems in order to accommodate the development's demand. In time, the development will prove to be very costly which will be a burden to the community and City as a whole and will represent a permanent problem that cannot be undone.

	<p>Included in my family’s decision to invest and make St. Albert our permanent home were the existing bylaws and Oakmont Area Structure Plan set forth for the progression of the community. Having said that, what was the overall governing reason was the alignment of our family’s values and goals with the City of St. Albert’s vision and mission to make our home city “a vibrant, innovative and thriving City that we all call home, that sustains and cherishes its unique identity and small town values. We are the Botanical Arts City.” As a resident of St. Albert, I ask that the Planning & Development, Mayor and Councillors objectively review the development proposal in conjunction with the City’s guiding vision and desires of the current residents, and appropriately act on behalf of the residents of St. Albert and reject the amendments as proposed. I entrust that the Planning & Development, Mayor and Councillors of St. Albert live out the Council’s Mission “to represent the residents of St. Albert, make decisions in the best interests of the entire community and ensure the corporation delivers results that will help sustain a high quality of life for St. Albertans.” This will ensure that St. Albert continues to hold its place as being one of the best places to live in the world.</p>
<p>105</p>	<p>With regards to Bylaw 12/97 and the “Amendment to the Area Structure Plan in Oakmont to re- designate an area to Mixed Use Land Use”, I do not support this amendment. The proposed amendment to municipal address 300 Orchard Court, legal land description, Plan 102 1490, Block 1, Lot 2A, is a significant change that should not be taken lightly. The surrounding neighborhoods, city infrastructure and services were built and established using the current ASP as a basis. If changes are made to the ASP. In addition, this amendment to the bylaw does not fully support the intent of the Municipal Development Plan (MDP). Per the MDP, “St. Albert’s low-rise, tree-lined neighbourhoods are a defining feature of the city.” Understanding that development is important, the current location of the proposed development significantly detracts from this defining feature. A suggested proposal is to develop medium or high density resident</p> <p>With regards to Bylaw 9/2005 and the “Amendment to the Land Use Bylaw in Oakmont to redistrict an area from Direct Control (DC) to Direct Control Mixed Use (DCMU)”, I do not support this amendment. The proposed Riverbank Landing is a significant change to the ASP and the overall vision of the City of St. Albert, and as such should be included in a rigorous development permitting process.</p> <p>With regards to Bylaw 9/2005 and the “Direct Control Mixed Use Amendments for Riverbank Landing; and amendment to include a “Proposed Height Schedule”, I do not support this amendment. The building height comes with increased density. Increased building heights create significantly undesirable shadowing on several established residential neighbourhoods, greenspaces, playgrounds, and recreational areas. In addition to not fitting with aesthetic of the City, significant periods of shadowing on these established areas can pose a mental health issue with regards to lack of sunlight during hours of “after school/work” play and recreation.</p> <p>In addition to the above, I request that you consider the City of St. Albert’s Environmental Master Plan (EMP) and protect the Sturgeon River Valley, as a notable</p>

	<p>Environmentally Sensitive Area. Protection of the existing area should be prioritized over relocation of wetlands and/or wildlife via a “wildlife corridor”. There is a marked difference between doing what is acceptable via an Environmental Impact Assessment and what fits in with what the overall goals of the City are.</p> <p>I urge you to take this, as well as the feedback of other residents, into consideration when making your decisions and ask that you vote against amending these bylaws. Overall, the proposed amendments under consideration conflict with the current ASP and its original intent, the MDP, and the overall vision of St. Albert. As such, support of these proposed amendments may result in a public perception of an unfortunate measure to “keep up” and not act in keeping with the established plan for growth in the region, and the historic long term respectful relationship between Mayor, Council, and The City of St. Albert residents. As residents of St. Albert, we are trusting you to act in the best interest of the citizens of St. Albert.</p> <p>My family and I chose St. Albert as a place to live based on the like-minded people in the community, the safety of neighbourhood in which I live, the commitment to the environment and natural resources, and the breathtaking beauty of the Sturgeon River Valley. Thank you for your consideration of comments presented herein.</p>
106	<p>Dear Mayor Heron and City Council, RE: Proposed amendments to the ASP and LUB for 300 Orchard Court, 230 and 250 Bellerose Drive, submitted by BDL.</p> <p>I would like to start by stating I am pro development, pro economic stimulus and growth. I am also in favour of increased densification with thoughtful urban planning. I would like to point out the importance of the City of St. Albert showing developers that we are open for business. The process should invite development, growth and progress for our City. I believe the City does this well. Unfortunately, it comes at a great expense to our residents’ wallets, stress, anxiety, time, and energy. When a developer submits an almost identical proposal for the second time to the City that has been defeated once, unanimously, it should come with added requirements. The hours of work our residents have put in AFTER the June 22, 2020 public meeting to consult, participate and research possibilities, at the Mayor’s request, is worth so much, but considered so little. BCL’s second proposal laughs in the face of residents. The “public consultation” was a complete charade. I participated in almost every single type of public consultation available after the June 22, 2020 public meeting, official and unofficial. After all the meetings and feedback, to see a near carbon copy submitted to the City is laughable. City Council should consider additional requirements of the developer in these situations. Possibly, a requirement for a developer to pay for equal advertising so the community can present a balance to the developer’s propaganda. For the first submission, I am okay with the current process. It works and is fair. After that, the City’s process is ineffective. BCL’s plan to wear down the residents is working and the City of St. Albert’s process is allowing it to happen.</p> <p>Now, to my argument against these proposed amendments. The current ASP and LUB allow for City Council to oversee the land and its use to ensure it fits within the</p>

community. There is an opportunity for brownstone development, single family duplexes, town homes and low rise development within the current zoning. BCL's proposal creates the problem of the Missing Middle that cities have fought against for over 2 decades. High rises do not fit in this four hectare parcel. Any development should be transitioned down from the heights of the current Botanica II to the current homes in Orchard Court. Specifics become even more important on the proposed site as the ground elevation increases as one moves from Botanica II north along Bellerose Drive and into Orchard Court. The ground level at Botanica II is at 655m elevation and the Botanica II building rises 37m to an elevation of 692m. The current proposed amendments show building heights of 50m starting at elevations of 664m and 666m. Even if the maximum height requested was 26m, it would end up being to a height elevation of the SAME height of Botanica II. The CURRENT ASP and LUB puts the maximum height of any building in 230 and 250 Bellerose Drive at 15m. Maximum heights are 10m or 11.5m for a walkout in 300 Orchard Court. The current ASP and LUB heights should NOT be changed.

In the June 22, 2020 public hearing, Dave Haut of BDL stated he did not want to make the same mistake twice. He felt BCL walled off the river with Botanica and Botanica II. I agree with this statement. Unfortunately, his second submission walls off the river even more than both his first proposal and the current Botanica I and II. BCL has "lowered" proposed building heights from almost 7x what is currently zoned to still being 3.33x higher than what is currently zoned on Bellerose Drive and 5x higher than what is allowed on Orchard Court. Do not get sucked in by BCL stating they have cut the height down to 50%! Heights are still 500% higher than they should be. BCL has also kept the volume of the buildings the same. While they are shorter than previously submitted, they are much wider and block all views of the river from anyone in Evergreen or on the west side of the development. Walling off the river MORE than the previous proposal.

With our address being so close to the development, we are already in the shadows. I have attached a picture taken January 8, 2021 at 4pm showing our house in the shadows of Botanica II. The shadow study presented by BDL on June 22, 2020 was flawed and fiction. The proposed buildings will reach almost twice as high as Botanica II already reaches. They will be seen from everywhere in the City. See picture attached taken from Liberton Park. We have made a significant investment in St. Albert, our community and our home. It upsets me that we will lose the enjoyment of our backyard in the mid to late afternoon and evening. It also upsets me that we will lose the energy production we have invested in with the solar panels on our roof. A crazy thing about BCL's proposal and their conceptual site plan: Neither are legally binding. If City Council votes in favour of the proposed bylaw amendments, BCL is not restricted to their site plan and can build many more units, higher density and higher heights than proposed. City administration cannot prevent that and can only work within the amended bylaw. Please consider this very important point when voting. All of this seems out of touch with an established community within St. Albert. The proposed higher density will bring more traffic. St. Albert's own head of transportation stated the intersection of Bellerose and Boudreau is already over capacity. Proposed safety enhancements, while welcome, will only further slow down the flow of traffic in the area. Adding greater density will make an overburdened

intersection even more difficult to get through. The roads cannot be widened. Capacity cannot increase. The infrastructure cannot handle further increases to density beyond what the area is zoned for. A right in, right out has been proposed for the Evergreen exit onto Bellerose Drive north bound. I am not certain that makes sense, especially on a curve and on a hill. Especially with a proposal to increase speed limits of 60km/hr on this road.

For these reasons listed above and many more listed by other residents, I am imploring City Council to vote against the proposal to amend the ASP and LUB for this site.

Riverbank Landing - Public Comments received by email

1	<p>The riverbank landing proposal is very disappointing. It's the same application that the constituents of St Albert were very vocal in rejecting already. Go back to Vancouver Mr Haut.</p>
2	<p>I am writing to you on behalf of the Riverbank Landing development application. I am a new Oakmont resident and I recently bought in the Oakmont area based on the current environment and layout of the neighborhood. Oakmont is a beautiful neighbourhood and I think this massive development would ruin the surrounding communities. I am concerned with the traffic as it is already congested on Boudreau and Bellerose Drive. I haven't seen enough information from the Traffic Study Report that gives me confidence that it won't be greatly affected.</p> <p>As I walk along the river I believe we have already created the "wall" with the existing condo developments that are built and can't imagine creating more tall buildings along the "gem" of St Albert. People move to St Albert because of the beautiful landscape and nature in the community. I already know people who have moved out of Oakmont due to this proposed development. I believe this type of development will drive current St Albert residents to leave the area and even move outside of the city.</p> <p>I believe a development like this would be great for the city but not in this location. I believe this would be a great development to have in our downtown core of St Albert. The downtown of St Albert is a great gathering location and with the farmers market I believe businesses would thrive downtown. I think it would make the most sense to have the "urban" environment and architecture to be consolidated in the downtown area. St Albert is a beautiful city with lots of nature and green spaces and I don't believe us creating these "pockets" of "urban style centres" spread out all over St Albert is beneficial. I think consolidating it into the core would create a much more desirable urban environment which would create a special appeal for urban dwellers. St Albert is known for its beautiful landscape and greenery. I think we need to respect our reputation and stop building these random "urban centres" and work towards eliminating urban sprawl. If we consolidate the "urban centres" into the downtown core we would be creating a downtown appeal which would create a unique gathering space for residents and visitors. We already have visitors coming to our downtown weekly for the farmers market and this would just create more appeal to our downtown area. Our city appeals to the suburban style family but a consolidated urban downtown would appeal to the urban dwellers.</p> <p>It also important we look at the environmental impact of consolidating the urban centres into the downtown core. If this centre was located in the downtown core, we would eliminate the need for residents to drive to these multiple "urban centres" and have one consolidated location that is walkable and eliminates the requirement to drive to the multiple locations.</p> <p>Thank you for taking the time to read my email. Please respect the concerns of the St Albert residents. I think this kind of development would drive a lot of long term residents to</p>

	<p>move away from St Albert which would be heartbreaking to see. I am not against the development as I think it would be great for the local economy BUT I don't believe the Riverbank Landing is the appropriate location. I believe downtown is the only reasonable location.</p>
<p>3</p>	<p>I wish to express my concerns regarding the latest proposal by Boudreau Communities Ltd.(BCL) for the Riverbank Landing development.</p> <p>I do not support this proposal! The concerns that resulted in St.Albert City Council unanimously rejecting BCL's previous application for bylaw changes at the June 2020 public hearing still remain.</p> <p>Traffic congestion, safety of pedestrians and cyclists, and excessive density for this site continue to be issues with this second BCL proposal.</p> <p>I live in the Botanica condo complex which is adjacent to the proposed Riverbank Landing development. We are already experiencing traffic congestion exiting the adjacent Shops of Boudreau onto Bellerose Drive and also long delays going through the Boudreau/Bellerose intersection.</p> <p>Also, BCL remains adamant in building two high-rises: one at 50 meters in height (15 storeys) and another at 40 meters (12 storeys.) These building heights are excessive for this site and should be located where the City of St. Albert designates higher density developments with appropriate roads, infrastructure, etc. This Riverbank Landing proposal is inappropriate for the Sturgeon river valley and is incompatible with the adjacent Oakmont communities.</p> <p>I trust that St. Council will carefully consider these concerns and issues and hear the voices of many St. Albert residents who are not supportive of this proposal. I ask that Council again, reject this latest BCL Riverbank Landing proposal!</p>
<p>4</p>	<p>I live in St. Albert, on Sturgeon Rd., and I have a big problem with the proposed changes to our river front. It will forever spoil the natural setting of the best part of this City. I already think the Botanicas have done major damage. Please vote no to the proposals,</p>
<p>5</p>	<p>We moved into Botanica in July and have been following the proposed development plans for the Riverbank Landing Site with interest. While we recognise that development will occur on the site the real concerns are the density of the development and the associated effects on the existing developments in Oakmont and the traffic congestion that will result.</p> <p>In a past life I was involved in several transportation studies including two for the City of St Albert and I am always interested on the impacts of development on the adjacent transportation network and neighbourhoods.</p> <p>After reviewing the documents for the proposed development my observations are as follows:</p> <ul style="list-style-type: none"> • I have watched the movement of vehicles out of the present Botanica and commercial area and the vast majority (80%?)of the vehicles turn left out of the

development at the traffic signal controlled intersection at Evergreen Drive, very few turn right. At certain times of the day there are up to 10 vehicles waiting to turn left at the Evergreen intersection.

- The proposed development of Riverbank Landing has a residential/commercial loading approximately twice that of the current development with the equivalent increase in vehicle trips.
- The new proposal does not include an additional all turns intersection so it is proposed that all left turning traffic from the existing development and the new proposal will have to use the existing intersection at Evergreen Drive.
- This will create significant back up of vehicles within the development and will encourage vehicles to use the right turn access in the Riverbank development and make U-turns at Edward Way which is not desirable.

It is obvious that with the current dead end road at Orchard Court that this area was mean for a much lower density that is being proposed. In my experience I have not seen a development of this scale with only one full turns intersection. The development is too dense for this site and, even with a lower density development, a second all turns signal controlled intersection towards the east end of the development should be provided. While I recognise that there would be three signalised intersections in a relatively short length it should be possible to develop some level of synchronisation in the peak travel direction.

Yesterday, January 8, I watched the shadow progression towards Oakmont and took a photo at 4pm and have attached it. As you can see the shadow from the current Botanica development reaches Oakmont. The new development, as proposed with its much higher buildings, and with it being significantly closer to Oakmont than the current development, the shadow impact on the existing Oakmont development will be extreme and will definitely negatively affect the existing residents' enjoyment of their homes and garden.



While I recognise that some development will take place on this site, the current proposal is too dense and the heights of the buildings will have a significant negative impact on the existing Oakmont development. I strongly request that Council reject this proposal.

- 6 As you must be aware of: All of you are entrusted to act in the best interests of St. Albert citizens.
- Our voices mattered at the Public Hearing on June 22nd when Council voted 7 –0 to refuse BCL’s application. We are now confronted with BCL re-submitting an application for bylaw changes that will open the door for them to build a massive development on the Holes’ family farm site located on Bellerose Drive, next to the Botanica condos and the Shops at Boudreau.
- After Council unanimously rejected BCL’s previous application for bylaw changes, we are shocked to be confronted with another proposal of a similar development – and again, your fellow citizens feel forced to present the same objections as at the Public Hearing in June 2020. While you are being paid your salaries by the tax payers who entrusted you to act in their best interests, it appears that you feel entitled to ignore the citizens. But you may not wish to ignore the fact that this year 2021 brings a municipal election. As we remember, one councillor cursed at a resident during a presentation, another councillor left the country for a fancy Christmas vacation while the citizens stayed put and showed discipline and respect for the hardships endured by so many during the Covid pandemic.

If the citizens' voices (and they are becoming irate) matter to you, then you should once more listen to their objections:

Zoning: The land is currently zoned Direct Control, which gives Council authority and control over the use and development of the land and buildings. BCL has again applied to have the land rezoned to a mixed use designation – effectively removing Council's control.

This land was never intended nor approved for the type and scale of infill development proposed by BCL. Should we remind you that Mr. Haut of BCL is not a citizen of St. Albert; so his development plans are in his business interests – and in his business interests alone.

River Valley Landscape: **Our river valley is the crown jewel of St. Albert.** Botanica condos and the Shops at Boudreau are already a permanent eyesore for those living nearby or using the park and trail system. How could the City truly brand itself as the **Botanical Arts City** by walling off the river valley even more!

Density: Oakmont has already met the City's density target of having 30 % multi-family residential dwellings. BCL's latest proposal would add about 360 more multi-family dwelling units, with an approximate population of 634. When combined with the 252 units in Botanica I and II, the total density will be excessive for this small part of Oakmont. Developments with such density should clearly be located near mass transit centres – and not in a cherished natural habitat and wildlife corridor.

To make matters worse, if the bylaw changes are approved, BCL or any other developer could build up to 500 units on the site. **Mayor and Councillors, are you listening?**

Building Height: BCL is still proposing to build two high-rises, one at 50 m in height and the other at 40 m. These heights are more than twice the current allowable height in the Land Use Bylaw and up to twice higher than the Botanica condos. Buildings of this height should clearly be located in areas designated by the City for higher density.

Transition: The types of buildings for any infill development on this site should have proper transition between existing structures. Building heights should transition *downwards* from Botanica II towards residences in Orchard Court and Erin Ridge.

Traffic (last, not least): Traffic near the Boudreau Road/Bellerose Drive intersection is already a serious problem. As has already multiple times been pointed out to the Mayor and Council, the traffic volume has long reached capacity. To increase density beyond the zoning at this location will choke the intersection, impact adjacent roadways, and make it more dangerous for pedestrians and cyclists in the area. Also Emergency vehicles would be restricted by additional traffic.

Citizens do not want to be confronted with any other application for bylaw changes on the Holes' family farm site.

	<p>Do ask yourselves whether you have the best interests of St. Albert citizens at heart. After all, you are employed by them!</p>
7	<p>I am writing in a very strong opposition to the latest proposal by Boudreau Communities Ltd. (BCL) for the Riverbank Landing Development.</p> <p>The latest proposal is a rehash of the first proposal that thankfully was soundly and unanimously defeated by the City of St Albert Council. It appears to me that BCL is trying to get approval for a minimally modified version of the first attempt that fails to adequately address the original concerns of the residents and City Council. BCL claims to have done sufficient public consultation and has public support for their ideas. I believe there was ever enough information disseminated in layman's terms and then subsequent consultation for the residents to make an informed decision. I have not found evidence of their claim about public support for their proposal.</p> <p>There should be no place for this size of buildings in our picturesque valley. If I had known the final results of Botanica I would have objected to that building. From the road it is not a bad looking complex but from the trails, the building is just another apartment block encroaching on the river. (look at phase two). As I walk our valley trail system almost daily, I am so sadly disappointed that this building decimates the natural area and BCL's new proposal will only add to the marring.</p> <p>The area in question is not zoned for the height and type of density suggested. The local infrastructure has not been keeping on pace with the present normal expansion of the city. There is little to no room to make adjustments in the transportation routes to accommodate this large increase in traffic. The approximately 340 new residences, on-site businesses, shoppers and associated support business would all have to use the extremely limited access points to the proposed site. Traffic patterns already have vehicles backing up at multiple times per day at the intersection of Boudreau and Bellerose, and Evergreen and Bellerose. I have witnessed too many near accidents for vehicles trying to turn into Botanica.</p> <p>The increased traffic in this residential neighborhood will result in an escalation of the present hazards for cyclists and pedestrians trying to cross what are already extremely busy access points. I have had close encounters with vehicles exiting or entering Botanica without regard for pedestrians.</p> <p>Re-zoning could allow BCL to be in construction in this restricted area for up to five years to complete all the phases they are proposing. This is not acceptable to any of the residents that paid premium prices for their properties due to their amazing views and the quiet of the river valley. This should not be acceptable to anyone that has to drive by the construction site or walk the river valley trails.</p> <p>Although I don't live directly on the river I enjoy its serenity, wildlife and beauty. The height of the buildings at one to one and one half times the height of Botanica and including the adjacent complexes would not only wall off the valley but would dominate the horizon for</p>

	<p>everyone. I have calculated these building would be visible from Ray Gibbon Drive and would be visible from the second floor of my house in the north east of Oakmont.</p> <p>St Albert claims to be the “Botanic Arts City”. To approve this would be a direct contradiction to the label. Please keep OUR river valley for the enjoyment of all citizens.</p>
<p>8</p>	<p>I live in Botanica, the condominiums built on the old Hole's Greenhouses site. I have written to Council previously regarding the new Riverbank Landing Development being planned by Boudreau Developments and which Council will be deliberating on.</p> <p>I am very much in favour of this development and recently three days of articles in the Globe and Mail on the future of cities and the discussions and 'thinking' of city designers and planners has confirmed for me that Riverbank Landing is the type of development that St. Albert should consider.</p> <p>Here's why:</p> <ul style="list-style-type: none"> • The future of urban life is being looked at through the lens of 15 minute cities. This means that a person's 'daily needs can be met, on foot or bike within a quarter hour of home' (Globe and Mail). At this time, while living in Botanica I am less than a 15 minute walk from groceries (Mercato and Safeway), a pharmacy (London Drugs and Safeway), my doctor (The Hope Clinic in London Drugs), restaurants and Red Willow Trails. It certainly makes for easy living and decisions on whether one should take the car out for a short errand. • The future of urban living is also encouraging more green spaces and a limit on the North American mindset of single family dwellings and the annexation of farmland to build these dwellings. • This pandemic has shown us that fewer people are driving and more are working from home. It has also shown us that people are getting out to walk in green spaces and to their shops. Several cities have turned over main streets to become walking lanes instead of car lanes. • St. Albert has often been in the forefront of forward thinking ideas. A complex like Riverbank Landing will not only be favourable for the City where tax revenue is concerned, but also provide living accommodations for different age demographics and space for businesses that Botanica residents, Riverbank Landing residents, neighbouring subdivisions such as Oakmont and Erin Ridge, Woodlands and Braeside can 'walk' to. <p>It is my hope that Council will not be afraid to take this giant step forward to vote in favour of the Riverbank Landing development with its recent changes, and keep in mind that decisions being made this year, will impact the lifestyle of future St. Albertans.</p>
<p>9</p>	<p><u>We do not want any Zoning Change for Riverbank Landing – BCL</u></p> <p>Dear Ms. Bennett, Mayor and City Council,</p> <p>On June 22nd when Council voted 7 – 0 to refuse BCL’s application we believed that Mayor and Council were on the side of its (Oakmont) citizens. We are now confronted with</p>

BCL re-submitting an application for bylaw changes that will open the door for them to build a massive development on the Holes' family farm site located on Bellerose Drive, next to the Botanica condos and the Shops at Boudreau. We all know, what Lois Hole's opinion to all of this would have been.

If the citizens' voices (and they are becoming irate) matter to you, then you should finally and permanently listen to their objections:

Zoning: The land is currently zoned Direct Control, which gives Council authority and control over the use and development of the land and buildings. BCL has again applied to have the land rezoned to a mixed use designation – effectively removing Council's control. This land was never intended nor approved for the type and scale of infill development proposed by BCL. Should we remind you that Mr. Haut of BCL is not a citizen of St. Albert; so his development plans are in his business interests – and in his business interests alone.

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Density: Oakmont has already met the City's density target of having 30 % multi-family residential dwellings. BCL's latest proposal would add about 360 more multi-family dwelling units, with an approximate population of 634. When combined with the 252 units in Botanica I and II, the total density will be excessive for this small part of Oakmont. Developments with such density should clearly be located near mass transit centres – and not in a cherished natural habitat and wildlife corridor. To make matters worse, if the bylaw changes are approved, BCL or any other developer could build up to 500 units on the site. **Mayor and Councillors, are you listening?**

Building Height: BCL is still proposing to build two high-rises, one at 50 m in height and the other at 40 m. These heights are more than twice the current allowable height in the Land Use Bylaw and up to twice higher than the Botanica condos. Buildings of this height should clearly be located in areas designated by the City for higher density.

Transition: The types of buildings for any infill development on this site should have proper transition between existing structures. Building heights should transition *downwards* from Botanica II towards residences in Orchard Court and Erin Ridge.

Traffic (*last, not least*): Traffic near the Boudreau Road/Bellerose Drive intersection is already a serious problem. As has already multiple times been pointed out to the Mayor and Council, the traffic volume has long reached capacity. To increase density beyond the zoning at this location will choke the intersection, impact adjacent roadways, and make it more dangerous for pedestrians and cyclists in the area. Also emergency vehicles would be restricted by additional traffic.

	<p>Citizens do not want to be confronted with any other application for bylaw changes on the Holes' family farm site.</p> <p>Do ask yourselves whether you have the best interests of St. Albert citizens at heart. After all, you are employed by them!</p> <p>When will the Mayor and Councillors finally listen to their fellow citizens?</p>
10	<p>Hi. I want to let you know I am opposed to any new multifamily buildings beside the existing Botanica but if they must be built then the height of these new buildings should not exceed that of the existing Botanica buildings. Thank you.</p>
11	<p><u>Re: Proposed Amendments to Oakmont ASP and Land Use By-Law – Riverbank Landing</u></p> <p>The purpose of this letter is to state our firm opposition to the application submitted by Boudreau Communities Ltd (BCL) to attempt a second try at amendments to the Oakmont ASP and Land Use Bylaw that would open the door for them to build a massive development on the Holes' family farm site located on Bellerose Drive next to the Botanica condos and the Shops at Boudreau. The site is next to the Sturgeon River abutting the Environmentally Sensitive Area adjacent to the river, on top of a mature community and on a site where two large structures and a commercial development have already been built. The context of our concerns is that this attempt at a second try comes after Council has already unanimously rejected BCL's previous application for bylaw changes at the June 22, 2020 Public Hearing after residents raised many issues and concerns with the development proposed at that time. This current application has essentially not dealt with the majority of the concerns that led to the Council's rejection of BDL's initial attempt. The simple fact is that development that BCL is now proposing is the same or similar in many ways to the previous one and the same major issues remain. The current application is simply an unbelievably arrogant attempt by BDL to press forward with a development that ignores and/or fails to address most all of the fundamental concerns that led City Council to unanimously reject the previous development plan they had put forward.</p> <p>We purchased our home in Oakmont some 14 years ago. We retired from Ft. McMurray and our selection of The City of St. Albert and the Oakmont area were very purposeful. We did not want to live in Edmonton.....we wanted to live in St. Albert. The "small town" feel attracted us as did the surrounding natural environment including the Red Willow Park system, River Lot 56 and the Sturgeon River Valley. We were comforted by what we read in the Cities statements back then....."The Botanic Arts City" told us it valued, and sought to protect and improve, the Sturgeon River and its valley. We were not bothered by the significantly higher taxes we would be paying in St. Albert versus, for example, Edmonton.....we chalked that up to the cost of our being able to live in this beautiful small town adjacent to a lovely river valley that was promised to be protected and improved. Over the years we have paid many tens of thousands of INCREMENTAL dollars in taxes to maintain that privilege.</p>

Indeed, Mayor Heron, in the Introduction to the city's most recent "Strategic Plan" stated that everything in that plan would be accomplished "...**while protecting the natural environment that is such an important part of our heritage and our character as the Botanical Arts City.**" Our reading of that commitment reassured us that protection of the character of St. Albert, its "small town feel", and of the natural environment surrounding it and running through it, was the overriding caveat on all of the City's planning.

In our view, the proposed "Riverbank Landing" development makes a mockery of the cities past planning commitments. The Hon. Lois Hole is, no doubt, rolling in her grave. Others have commented at length about the significant list of development issues with Riverbank Landing impacting upon existing property Owners.....from forcing an entire, large section of the city to endure at least 10 years of construction, the addition of a significant volume of traffic to an already overcapacity roadway, the huge buildings looming over homes that citizens bought based upon their understanding of the then approved development plans, the lack of supporting infrastructure – especially with regards to emergency services, the "vertical sprawl" of the proposed oversized towers which "wall off" the Sturgeon River and which are overwhelmingly out of proportion to not just the human scale but to everything around them (especially the existing developments and the river valley), the impact to the Sturgeon River and its environs to the fact that this proposal is simply out of character with St. Albert. Each of these issues deeply concern us.

We, however, wish to particularly highlight three matters to you:

1. Lack of "good faith" on the part of the City. People, including ourselves, who bought property in St. Albert did so, in part, because of the planning and strategic commitments the city made to us with respect to the future development of the lands surrounding our properties as well as matters such as preservation of the "small town" feel and the "natural environment" that supports it. "Riverbank Landing" flies totally in the face of those commitments....no one can honestly say that this project will not negatively impact the character of the city and the Sturgeon River Valley. No one can say with a straight face that this project is consistent with commitments made in Area Structure Plans and planning documents. In our view, the City Council owes its fiduciary duty to the **CURRENT** taxpayers/property Owners of the city....not to the future ones or land developers. **It is patently unfair to property Owners to change an Area Structure Plan this far after the fact.**

Simply put, allowing this degree of change would remove the future ability of anybody to rely on past guidelines like Area Structure Plans and Land Use Bylaws and would demonstrate a lack of good faith by this council to its current taxpayers.

As current taxpayers/property Owners, we are requesting you show your good faith to all of the existing impacted property Owners by rejecting this proposal.

2. Impacts to the abutting Environmentally Sensitive Area and Sturgeon River Landscape

Of all the environmentally attractive areas and significant natural scenic landscapes crowning St. Albert, one stands out....the Sturgeon River Valley. Anchored by Big Lake and Lois Hole Centennial Provincial Park in the west and River Lot 56 in the east, the Sturgeon River Valley effectively bisects the city...**it is clearly the environmental and scenic landscape backbone of our heritage and our character as the Botanical Arts City.**

The Cities Strategic Plan promises to protect, embrace and treasure our deeply-rooted connections with the natural environment through championing environmental action as well as to ensure the vitality of our natural resources for future generations. Indeed, the Cities Recreation Master Plan (2016) states that “We stand united to preserve, protect and enjoy our Sturgeon River Valley, natural areas and ravines and their contribution to biodiversity.”

This proposal is right adjacent to, if not in, the Sturgeon River corridor.....the boundaries of Riverbank Landing literally touch the boundary of an area the City has classified as “Environmentally Sensitive”.

Surely no one could truly accept that the scale of development being proposed will not permanently adversely impact, and have negative environmental consequences on, the local ecosystem of the Sturgeon River corridor. Beyond this, the magnitude of the proposed development will visually overwhelm the river valley and create a substantive impact to the visual quality of the Sturgeon River Valley for some distance both upstream and downstream of the development. To place this in context, one only needs to imagine the *R.M.S. Titanic* (**269 m in length with a total height, measured from the base of the keel to the top of the bridge of 32 m**) dry docked on the bank of the Sturgeon River!! **Simply put, the proposal is grossly out of character with the Sturgeon River Valley if not of the City as a whole.**

Moreover, the Sturgeon River Valley is regionally environmentally important since central St. Albert is located between two regional core conserved natural areas, Lois Hole Centennial Provincial Park to the west and River Lot 56 to the east, which are connected by the Sturgeon River Valley.

The Sturgeon River Valley is therefore a valuable ecological corridor allowing for nutrient flow, seed dispersal, and wildlife movement for a wide variety of small and large species including wide-ranging species such as coyote, deer and moose. Many species of birds migrate through the Sturgeon River Valley and use it in their daily travels. Together, the areas around Big Lake and the downstream Sturgeon River function as a Regional Core Area, supporting entire populations of smaller species and contributing to sustainable populations of all species at the landscape scale. Since the Sturgeon River, both upstream and downstream of Big Lake extends for many kilometers and across municipal boundaries it functions as a Regional Ecological Corridor.....**impacts to the Sturgeon River corridor will thus extend downstream all the way to the North Saskatchewan River.**

Rather than pinching in upon and squeezing further shut the Environmentally Sensitive areas of the Sturgeon River corridor, the responsible thing to do would be to ensure the continuing integrity of the small remaining portion of the valley in the proposed

	<p>development area. Skyscrapers and high-rises simply do not belong in the Sturgeon River corridor.</p> <p><i>As current taxpayers/property Owners, we are requesting you to do as your strategic and planning documents say you will do and protect, embrace and treasure our deeply-rooted connections with the natural environment of the crown jewel of our city – the Sturgeon River corridor - by rejecting this proposal.</i></p> <p>3. Traffic</p> <p>The Boudreau Road/Bellerose Drive intersection is already overcapacity and a serious problem to residents. The development proposal is to dump even more traffic volume (i.e., 100% of the incremental volume it generates) upon this roadway/intersection and to do so very close to the intersection itself. This will clearly seriously exacerbate an already serious problem and make this area more dangerous for pedestrians and cyclists and a challenge for Emergency Vehicles.</p> <p><i>As current taxpayers/property Owners, we are requesting you to reject this development.</i></p> <p>Conclusion</p> <p>The proposed Riverbank Landing development creates many significant negative issues for the affected property Owners. We have chosen to highlight only three.....the lack of good faith that this council would exhibit towards the impacted property Owners were this development to be allowed to proceed, the impacts that would result to the environmental integrity of the Sturgeon River Valley and the abutting Environmentally Sensitive Area and Sturgeon River Landscape and traffic safety/volume concerns.</p> <p><i>As current taxpayers/property Owners, we are requesting you to show your good faith to the existing property Owners, and to do as you say you will do and protect the crown jewel of our city - the Sturgeon River corridor - by rejecting this proposal.</i></p>
12	<p>I hope this email finds you well. I would just like to voice my concern in adding now a third densely populated building to an extremely densely populated area. I've grown up across the street from Botanica and the traffic that I have seen an increase is to be a reason I would never live in the northern side of St. Albert again.</p> <p>Along with the cityscape and the view of the river valley it is of my opinion that the zoning restrictions should be stringent.</p>
13	<p>My name is [Redacted] and I am a St Albert resident in the community in Oakmont. I write this letter on behalf of myself and my family (wife and 2 children). I write this in regards to the Riverbank Landing Development in Oakmont being proposed by Boudreau Communities Ltd.</p> <p>First - I would like to thank you again for unanimously rejecting BCL's previous application for bylaw changes at the June 22, 2020 Public Hearing after residents raised several issues and concerns with the development proposed at that time. You listened to us and made the</p>

correct choice for your citizens. I see that BCL has proposed a new development for the area and I continue to have huge concerns with what they plan to build. See below for a list of all of my concerns.

1) Zoning – The land is currently zoned Direct Control (DC), which gives Council authority and control over the use and development of the land and buildings. BCL has applied to have the land rezoned to a mixed use designation, effectively removing Council’s control. **This land was never intended nor approved for the type and scale of infill development** proposed by BCL.

2) Traffic – Traffic near the Boudreau Road/Bellerose Drive intersection is already a serious problem; the volume has already reached capacity. To needlessly increase density beyond the current zoning at this location will choke the intersection, impact adjacent roadways, and make it **more dangerous for pedestrians and cyclists** in the area. Emergency vehicles stationed beside the Boudreau Road/Bellerose Drive intersection may be restricted by traffic when time is crucial. As it is, during high traffic times cars can sit at the Bellerose and Boudreau intersection for 3-4 sets of lights just to turn with traffic backed up into the straight lanes from the turning lanes.

3) River Valley Landscape – Don’t wall off the river valley! **Our river valley must be protected** – it is a cherished natural habitat and wildlife corridor to be enjoyed by all citizens. **Riverbank Landing will be a permanent eyesore** for those living nearby or using the park and trail system. How could the City truly brand itself as the *Botanical Arts City* if a “wall of buildings” is allowed to be built in the river valley? The proposed infill development is simply not suitable for the site or the area.

4) Density – Oakmont has already met the city’s density target of having 30% multi-family residential dwellings. BCL’s latest proposal will add about 360 more multi-family dwelling units, with an approximate population of 634. When combined with the 252 units in Botanica I and II, **the total density will be excessive for this one small corner of Oakmont** with its restricted traffic access. Developments with this much density should be located near mass transit centres. To make matters worse, if the bylaw changes are approved, BCL or any other developer could build as many as 400 – 500 units on the site, depending on the average unit size.

5) Building Height – BCL is still proposing to build two high-rises – one at 50 m in height (approx. 15 storeys); the other at 40 m (approx. 12 storeys). These **heights are more than 2 times the current allowable height in the Land Use Bylaw and 1½ to 2 times higher than the Botanica condos**, depending on the elevation. Buildings of this height should be located in areas designated by the City for higher density. And, why is BCL seeking approval for a height schedule that has *higher* buildings with more density than those shown on the application’s site plan next to existing residential properties in Oakmont, and along the river valley?

Thank you for your support. I hope that you continue to make the right decision and stop this BCL proposal.

14	<p>After looking at the "amended" proposal for Riverbank Landing, I find it very similar to the last proposal. It's almost as if BDL has just moved the same number of Lego blocks around - taking a few stories off here, adding a few stories somewhere else, moving some buildings a little but never changing the total number of blocks. BDL did hold public Consultations but they seem to have only paid lip-service to the concerns raised during those meetings.</p> <p>The few changes presented will produce the same problems as the first proposal. It is still too dense and too tall. It will snarl traffic till another bridge is built across the river (25-30 years from now), it will present a tall wall of buildings bordering the river and make it difficult to extend the Red Willow Trail along the North side of the river from Boudreau road to the Oakmont bridge, it will impede emergency access to many parts of the city.</p> <p>Along with the Mayor, it is City Council's responsibility to preserve all the good things about our Botanic city, as you have called it, to protect and expand the Red Willow trails along the river, to not allow walls of tall buildings to border the river, to ensure that traffic flows smoothly, to ensure that there is timely emergency access to all parts of the city. There is zoning that has been put in place to preserve these important things. BDL knew what that zoning was when they purchased the land. Homeowners in Oakmont and Erin Ridge bought their houses counting on the Zoning to remain as it is presently. Please reject any zoning changes proposed by BDL and let all the citizens of our city enjoy our beautiful river.</p>
15	<p>I totally oppose Boudreau Communities Limited's application to have changes made to the Oakmont ASP, Land Use Bylaw, and the Direct Control Designation for the subject property. BCL has submitted a design that is not substantially different to the application and development proposal that was unanimously defeated by City Council on June 22, 2020.</p> <p>The developer has received feedback on their various designs at Open Houses over a year ago, at the June 22 Public Hearing, via their Survey (yet they refused to disclose the survey results), in meetings with a small residents' Focus Group, and during a few public information meetings held via Zoom.</p> <p>They basically ignored the public feedback. Instead, they have proposed two high-rise buildings (again) that would result in massive vertical & horizontal sprawl that would wall off the Sturgeon river valley and Bellerose Drive.</p> <p>The proposed design offers no meaningful transition to the Oakmont and Erin Ridge communities plus it is not compatible in any manner. It will become a visual eyesore for Oakmont, Erin Ridge, Woodlands, and for anyone using the Red Willow Trail. The existing traffic congestion and safety issues on Bellerose Dr and Boudreau Rd, and the intersections at Evergreen and Boudreau, will be made <u>much worse</u>; not improved as cleverly suggested by their engineer's TIA report.</p> <p>The subject property is "infill" and deserves gentle diversification. The property has extremely limited access points for traffic because it is hemmed in by the Sturgeon river, it has no practical access to Boudreau Rd, and it is adjacent to the existing Orchard Court residential community. The traffic generated by RBL will compete with the Botanica</p>

	<p>residents, The Shops at Boudreau customers, and the residents of the Evergreen community across the street. The Botanica Towers have already been permitted to encroach on the river valley for the sole purpose of developer profitability.</p> <p>Council needs to protect this land and the surrounding communities from further permanent damage. For these reasons and many more, the subject property needs to remain under <u>Direct Control</u> by Council. The City needs to minimize the density, land use, and building heights & positioning. A low-to-medium density footprint of low-rise residential construction, accompanied by suitable commercial (professional, medical, and retail), would be an asset to St Albert. This type of design would be better aligned to community expectations and would complement the emerging <i>Flourish</i> MDP growth vision and parameters for St Albert.</p> <p>Therefore, I expect the Administration Analysis report to reflect the shortcomings, and for Council to vote down the BCL application. BCL had every opportunity to design a development that would fit St Albert and they failed in all respects.</p>
16	<p>We are residents of the Oakbay Homeowners Association at [Redacted] Oakbay Ptr. We have lived here for 21 years and lived in St. Albert for the past 46 years. As before we are opposed to the second Riverbank proposal.</p> <p>The concept of high rise buildings and density levels for this small piece of land on the river valley are inappropriate. In the last while we have spent many hours along with hundreds of other people enjoying the natural beauty of the Red River Trail and the riverbank. Crossing the Oakmont walkway bridge and seeing 2 towers on the riverbank is not what we envisioned when we moved to this area, nor does it fit with the Botanica Art Centre vision for St. Albert.</p> <p>The infrastructure for traffic, police, ambulance, sever weather conditions and safety has not been addressed. Common sense would solve these issues first before starting to build such a complex.</p> <p>We are urging City Council to reject the Riverbank Landings proposal. Thank you for your consideration.</p>
17	<p>I am opposed to the city approving the bylaw changes for Boudreau Communities Ltd. (BCL) on the Holes' family farm site.</p> <ul style="list-style-type: none"> a) The city puts zoning bylaws in place for a reason, so that Developers can not exceed planned population Growth for the area, which can also effect the traffic patterns which now exist and cannot be changed without major cost to the City. b) I have lived in Oakmont for 30 years and have watched the Community grow and certainly would hate to see (BCL) come in and Screw it all up. c) If (BCL) wants to build a high-rise why not go build it next to the Enjoy Centre Greenhouse area where others are building Large Developments, “ makes more sense “ and having room for expansion. Otherwise adhere to the existing guidelines! d) The river corridor has always been an enjoyable natural habitat - try walking the trails along the river and you will see as I have done for many years, so lets not screw it up! <p>I HOPE City Council will refuse this application and all others of this Magnitude !</p>

<p>18</p>	<p>I wish to register with the city my opposition to the proposed Riverbank Landing development, for the following reasons:</p> <p>Traffic - currently traffic is already congested in this area. Adding another 1000 residents will make the situation much worse, especially as the roads are already built out.</p> <p>ASP - yet again the city is being asked to deviate from an area structure plan....in this case very significantly. Surrounding homeowners, who bought their properties after doing due diligence, are now being faced with the prospect of having their property values decline because they will be next to high rises and high density.</p> <p>Environmental - what will the impact be of this kind of density right on the banks of the Sturgeon River? Is there an independent study being done? Once something like this is built, there will be no going back.</p> <p>Downtown - I thought the city wanted to encourage our downtown area? It doesn't make sense to essentially create another downtown by building this kind of complex far from the city centre.</p> <p>Height restrictions - there should be height restrictions for buildings on the Sturgeon River. And if there are, <i>they should be enforced</i>. It sets a bad precedent to ignore height restrictions, or to allow variants "just this one time". Frankly, the current Botanica buildings are already too high. Again, once something like this is built, there will be no going back. And developers will be lining up to ask for more.</p> <p>And finally: Aesthetics - all of us in St. Albert love our little river valley. During the height of this pandemic it has been the escape valve for all residents. I walked there yesterday and saw dozens of people out walking, running, skiing, pushing strollers and walking dogs. In the summer add in bicyclists and skateboarders, plus many people kayaking and canoeing on the water. We all enjoy watching the ducks and muskrats and the odd beaver. The trails are lovely and allow us all to reconnect with nature. It's truly something St. Albert can treasure and be proud of. That is why city council needs to say No to this proposal. The development as proposed is not appropriate for the site and would ruin forever the look of our river valley.</p>
<p>19</p>	<p>Hello, my name is [Redacted] and I live on <u>Orchard Court</u>. I am STRONGLY opposed to the Riverbank Landing Bylaws due of the following reasons:</p> <ul style="list-style-type: none"> • Incompatibility: St. Albert while a growing city, we are known for our intimate feel, and these towers will be like nothing we have in our city. They will stick out like a sore thumb, and do NOT contribute to the overall look and feel of our community. The form, mass and character will not compliment the adjacent single family residences in Oakmont and Erin Ridge. The buildings scale and height are incompatible and all neighboring residences will be impacted by shadowing, noise and privacy issues. Our city was not built to be a concrete jungle.

	<ul style="list-style-type: none"> • Building 2 as shown on the picture below is far too high and I'm concerned about shadowing. I believe the contour or the rising land elevation makes the building taller increasing my shadowing concern. • Concerns around high density. The overall Environmental concerns, these can NOT be ignored. You can not build a development of this size and scope without there being concerns to the environment, and the surrounding greenspace and river valley density on the site should be reasonable and practical. This is not reasonable for this area. When we bought our home, the area was designated as low density/commercial. If we had been made aware that we would be living beside a high density residential/commercial area, we would have never bought our home here. • Traffic near the Boudreau Road/Bellrose Drive intersection at certain times is ALREADY a serious problem. Already at capacity and needless increased density will choke the intersection. • The traffic bottleneck would impede emergency vehicles stationed beside Boudreau Road/Bellrose Drive intersection. • Environmental concerns, these can NOT be ignored. You can not build a development of this size and scope without there being concerns to the environment, and the surrounding greenspace and river valley. <p>To recap concerned about 1) shadowing, 2) traffic Boudreau Road/Bellrose Drive intersection 3) too much density, - it should be reasonable and practical. 4) environmental</p> <p>I ask that council vote AGAINST these bylaws. Council must refuse this unimaginable infill that is incompatible with the surrounding neighbourhoods, as they did on June 22, 2020.</p>
20	<p>We live at [Redacted] Otter Crescent and would like to go on record as 100% against this project.</p> <p>We voiced our concerns at the last go round and find that most all of the concerns expressed by ourselves and all the others still exist.</p> <p>In another more suitable location this could be an excellent project. In this location it just does not fit.</p> <p>We trust that you will make the right decision here and listen to the voters who elected you and felt that you would stand up for them when needed.</p>
21	<p>This is the third time that we have written to St. Albert City Council regarding the proposed amendments to the Proposed Area Structure Plan and Land Use Bylaw at the River Landing site in Oakmont.</p> <p>We continue to be opposed to this development.</p> <p>This grandiose project would result in as many as 800 new residents plus businesses and all of the associated vehicular traffic being squeezed into a small, primarily, residential area. The Boudreau-Bellerose intersection is already congested; minor alterations to the traffic light sequence will not resolve this problem. There will still be only 2 lanes of traffic</p>

	<p>going in each direction on these roads; they are not being widened. What northeast St. Albert really requires is a road and bridge that connects to 127th Street and the Anthony Henday thus diverting traffic from the Boudreau-Bellerose intersection.</p> <p>Increasing the amount of traffic where the RCMP, St. Albert Fire Department, and EMT's are located is clearly not wise. Boudreau is also a route to the Sturgeon Hospital. Evacuating the community, in event of an emergency, would be all but impossible. The developer does not appear to have taken this into account.</p> <p>Large developments with highrise buildings should be located on the St. Albert Trail not in an already overburdened residential area. Indeed, the stalled development in Grandin raises the question of the need or economic support for such developments in St. Albert. As we have previously noted, based on past experience with this development company the proposed project will not be completed on time and will subject the neighbourhood to at least another 5 years of construction.</p> <p>As can be observed from Woodlands Park the two phases of Botanica already form a wall or "fortress" on the north bank of the Sturgeon River. The 5 story river front condos plus 50 metre high building will dominate the river valley and north-east St. Albert if they are allowed to be imposed on the community. A walk along the Red Willow Park Trail through Woodlands Park should make this clear.</p> <p>This project will not enhance St. Albert. Any further development in this area should consist of low rise residential buildings and shops for which it is zoned. The high-rise, high-density proposal is unacceptable.</p> <p>In summary, we urge City Council to reject the amendments. The developer can sell the property or enter into meaningful negotiations with the community to produce an acceptable plan.</p>
22	<p>Yes, I have a question at the end and suggestions. Do the right thing and purchase that last parcel from the developer and sell him a piece of land where they can build to the height they want with room for expansion. This prime location can be so much more for the joke we call the garden city that you are allowing to become the city of shadows and skyscrapers. What a travesty! This is an opportunity to honour the Holes family and bring in commerce from all around, secure some of our food sources, provide jobs, bring in commerce and be a permeant year-round market garden. Use some imagination please and get us on the map:</p> <p>Here are some ideas that don't require anything higher than the Red Barn:</p> <ul style="list-style-type: none"> • extend the Red Willow Trail along the north side of the river to allow walk in shoppers • build a docking/boat launch to ease the pressure on other spots along the river as more and more people are enjoying our water way • have a spot for putting on skates for winter skating • put out tenders for a third party to build a massive organic greenhouse system with solar heating for growing produce to sell with government funding

	<ul style="list-style-type: none"> • school kids could walk here to learn about gardening and adult workshops held there too • the Red Barn icon can be converted to an indoor market garden so that vendors can be protected from elements on bad weather weekends or a craft studio to for the quilting and pottery guild, wood working classes.... to free up space in St. Albert Place for civic offices • the barn could be multi-use use as a dance hall or indoor tennis or pickle ball court since you squashed the much-needed ACA recreation project • a swimming pool also much needed <p>This is your chance to shine St. Albert and leave not only a legacy for the future but security for our health and happiness instead of skyscrapers for rich people. My question is how much money have the developers of Riverbank Landing promised to planners and bribable elected officials if they push this boondoggle through? I can see no other reason why council would vote for this project unless they don't have to worry financially if they don't run for office again or risk loosing if they do run. Any resident whose access route is Bellerose Drive will be severely affected every time they go to work, drive their kids to school and back, activities shopping, appointments.... Every time an ambulance is needed there will be a delay because there will be bumper to bumper traffic from 8 am to 8pm. How dare you change the municipal development plan after people purchase and develop their homes only to have their property devalued as soon as the big machines begin the destruction of this piece of history and our little bit of quiet nature along the river. Shame on you.</p>
23	<p>As a long time proud and loyal resident of St. Albert, I have become increasingly disturbed by the continual attacks by BCL to get their insidious plans for ruining a great portion of our city, namely our Sturgeon River Valley.</p> <p>1. TRAFFIC One of my biggest concerns is the horrific impact on an already disgusting lack of planning for the existing traffic issues. Whether someone lives in this vicinity or not, EVERYONE who uses one of the busiest roads, Boudreau, will be impacted by the constant congestion. This also applies to all visitors who come from out of town for purpose of shopping, medical reasons or just plain visiting. Now just add several hundred/thousand more vehicles to this debacle and you have enough reason with just this #1 problem!!</p> <p>2. ZONING This land was NEVER intended or approved for the incredible size and type of infill development that BCL continues to bully its way with the Mayor and Council and all the citizens. Whatever citizens are in approval are most likely new to the city and have ZERO appreciation for the history of our fine city. Is the Mayor and Council going to favour this sector and turn their back on the very BACKBONE that built this city? I sure hope NOT because election time is when we remember loyalties.</p> <p>3. BUILDING HEIGHT Shadowing is the biggest concern for any residents in the area. When residents bought</p>

	<p>their properties, this area was considered more valuable and so properties were more expensive to build or buy. There was no potential future nightmare of having to fight a bully developer intent on getting zoning squashed so that they could do whatever they wanted. The height of their intended buildings is more than twice the allowable height specified in the Land Use Bylaw and almost twice the height of the Botanica condos. How extremely arrogant of any developer to continue to assault the city and its citizens!! There are plenty other areas that have been designated for higher density but I am going to be so bold as to publicly declare that it would not fit into their mandate! BCL knows full well what is meant by that statement!</p> <p>4. PUBLIC CONSULTATION This developer has had ZERO interest in listening to the residents unless the residents, who have no ties or loyalties to our history, could care less because moving to other jurisdictions is a form of lifestyle today. The “old time” residents are the ones who have demonstrated loyalty and have paid for a Mayor and Council to respect that attribute and ensure that the bully BCL does NOT sway their obligation to fiercely protect this area rather than bow to the demands of an unscrupulous developer.</p> <p>5. TRUST The Mayor and Council have been elected by the citizens to act in the best interests of the citizens. That means that they NEED to REFUSE unimaginable infill developments that are incompatible with the surrounding neighbourhoods! By the very fact that we have to continually fight this monster of a bully tells me that the bully detects weakness and waffling within the Mayor and some Councillors. If the Mayor and Council had demonstrated strength and integrity in the very beginning, we might NOT be continually having to beat the beast down!</p> <p>AMEN!</p>
24	<p>I wish to reiterate my feelings on the 'new' Riverbank Landing Plan. There appears to be little change from their initial plan. With all due respect, I think they should have done a deeper and more thorough due diligence before purchasing the land. As a business, they will want to recover the costs of purchase. But.....PLEASE not in this location.</p> <p>Currently, this is designated as a riparian area where trees and grasses help stabilize the riverbank. As well, riparian areas are stopping points between habitats for a variety of wildlife. I am of the opinion this slow destruction is already occurring. Deer, moose, mink, beaver, muskrats are rarely to be seen. Mallard ducks appear to be plentiful. At one time the rare Buffleheads were relatively common. This is no longer the case.</p> <p>Traffic congestion is a problem now. I think it will get worse. It will be particularly perilous for police and firefighters.</p> <p>Zoning should not be changed. Density and building heights are completely incompatible with the surrounds.</p>

	<p>Please pass this letter on to all council members and the Mayor. I trust you will put a stop to RBL's plans. However, there no doubt must be another area where they can locate.</p> <p>As it was voted down once, I am hopeful your vision aligns with we the residents.</p>
25	<p>Thank-you to the city of St. Albert for the opportunity to provide feedback regarding the second proposal for the Riverbank Landing development.</p> <p>My wife and I request that Council vote <u>NO</u> to this proposal, not because we are against the development per se but because it is directed to the wrong location. Many legitimate reasons have been identified why this development at this site is wrong, the massive buildings, their heights, increased population density, congested traffic, and a potential eyesore in the beautiful river valley. There is no further need to go on and on about these. We dare say that if Council has a headache now, they are setting up for a migraine if they rezone and allow this development to proceed as proposed.</p> <p>What may be a solution to all of this is for the City of St. Albert to swap land with Boudreau Development Ltd. at another location where this development would not be an "infill" project and, therefore, would not generate so many issues.</p>
26	<p>The reasons why I oppose the proposed ASP and bylaw change are as follows:</p> <ol style="list-style-type: none"> <li data-bbox="280 930 1572 1423">1. First and foremost, Oakmont and surrounding area residents bought properties and live in the area with the expectation of the existing Area Structure Plan. This Plan is now being radically changed. Residents had not expected, and should not be forced to accept, such major changes to the plan. The changes tremendously affect their property values and the level of enjoyment of their properties and surrounding neighbourhoods. Once Area Structure Plans are completed there should be no significant changes but this Council and past Councils have routinely changed them to meet developer wishes with little regard for existing residents, and this is not acceptable. The list of major Area Structure Plan changes throughout the city over the years is very long, and has generally been to the benefit of developers and to the detriment of residents. A list can be provided, if needed, but Council should be aware of these changes. <li data-bbox="280 1476 1572 1843">2. The proposed change has a great effect on infrastructure and negates the good planning designed into the area. Traffic volumes and control, congestion, noise, pedestrian safety and parking will all be major issues. Traffic volume will increase, and despite proposed modified roadways and control, will still increase the level of congestion. Traffic noise will increase. Pedestrian safety will be further compromised even with mitigating measures. Parking at the site will be limited, despite added underground parking, due to the planned commercial additions and this will lead to traffic backups near or on the development. It will not be possible to reduce the impacts of this development to levels even close to those that exist now.

	<p>3. The proposed development is adjacent to the Sturgeon River and will reduce the enjoyment of the river and river lands by residents. There will be a major effect on nearby wildlife areas, storm water run-off and other environmental considerations. The City needs to have a river protection policy in place to prevent this type of multistory and commercial development so close to the river. No policy for river and river lands protection has been created to date.</p> <p>4. The proposed multistory buildings will tower over residential properties some only about a 100 metres away. Not only will the buildings cause shadowing at some times of the day but, more importantly, they will continually loom over the properties and residents. The value of those properties and enjoyment of them will both be decreased.</p>
27	<p>We voiced our concerns at the last go round and find that most all of the concerns expressed by ourselves and all the others still exist.</p> <p>In another more suitable location this could be an excellent project. In this location it just does not fit.</p> <p>We trust that you will make the right decision here and listen to the voters who elected you and felt that you would stand up for them when needed.</p>
28	<p>This is in regards to the Oakmont/Boudreau proposed development that has come back a second time. Last time I wrote a thoughtful email, this time I am tired and frustrated that it has come back again.</p> <p>No matter how many times this builder comes back with this plan revised, the location is not the right one!</p> <p>The heights of the proposed buildings will cast terrible shadows for blocks, it will make the river valley ugly. When I think of St.Albert and it's lovey river valley which my family spends a lot of time in, I do not think of massive buildings looming over the beautiful nature. I think of glorious trees, wildlife, paths, recreation areas, and families. I watched the first meeting where a counselor said "so what, we all have shadows" dismissing the reality of what it would be like to have these massive looming structures. The same issue is still there, and "so what" is not a good enough response.</p> <p>I would not oppose this in an area that is not butted up against the river, in a super residential area. The builder could push it out to one of the areas just being built up so that it makes SENSE both in infrastructure, support, and surroundings. I would support it! Of course I want to see our city grow! NOT at the expense of our quiet river valley! NOT at the expense of drastically changing our beautiful little family neighborhood with terrible looming buildings, and traffic that will be dangerous, and brutal.</p> <p>The traffic which is already FAR too heavy for Beaudreau/bellerose would be increased dramatically, this intersection is already a hazard with the parking lot to the complex,</p>

	<p>people coming off of beaudrea have near misses constantly because the traffic flow is heavy and the first driveway is so close to the yield.</p> <p>Rezoning opens up this little family riverside neighborhood up to a host of potential future issues around traffic, density, building heights, and resources.</p> <p>PLEASE reject this plan again. Encourage the builder to find a better location for this development! There are so many areas in St. Albert that a build like this could be fantastic in! Just not THIS location.</p> <p>Honestly speaking, if that was already built I would not have bought my home here. Honestly speaking, if it is built? I will most likely be selling my house and finding one that is (as I thought this was) a nice, quiet residential neighborhood with a lovely river valley beloved by those out in nature.</p> <p>Thank you for your time.</p> <p>Thank you for doing your best to make decisions for the community. I hope this decision will match the first and that this build will not move forward.</p>
29	<p>We are writing you today to state our opposition to the second application for amending the ASP and land use bylaw from direct control to direct control mixed use.</p> <p>The developer has made some positive changes but still much larger then the community can handle for many obvious reasons including, our largest concern, <u>shadowing</u>. Yes, less height, but substantially wider buildings.</p> <p>In conclusion, the land was purchased knowing of the current ASP and bylaws, don't allow BDL guilt or grind you down, a development with less height/width and density is still possible to satisfy all parties.</p>
30	<p>Please find my submission regarding Proposed Amendments to Oakmont ASP and Land Use Bylaw - Schedule A and Direct Control Mixed Use District. I am sending this submission via email as well as through Conversation.StAlbert.ca platform. I trust that my submission will be presented to Council in preparation for First Reading sometime in April 2021.</p> <p>My position has remained unchanged since the first proposal in 2020 which is that any development for the proposed site is to align with the current Oakmont Area Structure Plan and Land Use Bylaw.</p> <p>The Public Hearing on June 22, 2020 was a day like no other for the citizens of St. Albert. It was then we learned that our voices do matter and witnessed as Mayor Heron and Council voted unanimously against any changes to the Oakmont ASP and LUB. It clearly sent a message to the developer that this was not an appropriate development for this small parcel of land.</p>

Since 2019, I have remained an active participant and a proud member of a concerned residents group whom have worked tirelessly, sought expertise in several domains, and have stood in solidarity to engage hundreds of concerned residents to speak up and let Boudreau Communities Ltd (BDL), namely Mr. Dave Haut know what we want for our community and not simply accept what he wants us to live with.

Proposal

Unfortunately but not surprisingly, BDL's most recent proposal has done nothing to quell the concerns of St. Albert residents and has willfully neglected to take the citizens of St. Albert seriously. Brittany Gervais a contributor for the Gazette, blazingly reported Dave Haut's claim that this time he "got it right". In my opinion, Dave Haut did not get it right nor did he listen to the concerns of residents, he simply plowed ahead again with the hopes to have our city representatives vote to change the ASP and LUB in order to push this Riverbank Landing (RBL) development forward and thereby shove 400 dwelling units (mixed use) into a mere 9.9 acres. Representing BDL, Mr. Haut is fully aware and had expressed to the public that building on St. Albert's **RIVER BANK** is the selling point, which implies that our precious and irreplaceable river bank is for sale to the highest bidder.

Traffic:

All area residents and those who work, visit and commute through the intersection of Bellerose/Boudreau already knows that traffic is a significant problem. The City of St. Albert has already declared this intersection at 100 percent capacity. RBL will add hundreds more residential, commercial and construction vehicles daily.

Bellerose Drive is the only access road for the community of Oakmont and for parts of Erin Ridge, namely Evergreen Drive. BDL once again is recommending a *right in right out* road access half way up Bellerose Drive. At the Public Hearing, June 2020, council members raised valid concerns and questioned where drivers would go once existing the *right out* on to Bellerose Drive. For those who are familiar with the intersection at Edward Way and Oakmont Drive at the top of the hill, will anticipate a great number of drivers will perform risky U-turns to travel back down Bellerose Drive or may opt to venture into the established community of Erin Ridge, wrought with its own traffic and speed concerns for new area schools, in order to find access to an arterial road. There will be heightened driver and pedestrian safety concerns once Bellerose Drive becomes **60 km/hr**.

BDL's recent site plan does not depict open access to Orchard Court, but this idea has appeared in the "options" Haut presented in the public survey and public meetings. I would anticipate that BDL will yet again push for this access. Opening access to Orchard Court which would do nothing to deal with traffic congestion let alone designed for traffic from a high density or mixed-use development. From a historical perspective, former land owner, **Lois Hole** prevented the "old" Bellerose Road (which would have gone through her property) from opening out of safety concerns for her children, this of course is no different

for those children who currently live in Orchard Court. I recommend to close access to Orchard Court permanently.

BDL offers **no access to a mass public transit hub** which will further intensify traffic congestion and daily grid-lock indefinitely. There are many other traffic issues, but I stress that even "ordinary" traffic is a major, unfixable obstacle for BDL. Traffic concerns remain ultimately as one of the most restricting factors for a development of this magnitude.

Density and Height

Oakmont has met the former Municipal Development Plan (MDP) density target with the completion of second Botania Condo. The proportion of medium and high density residential dwelling units to total number of dwelling units already meets the City's density target of 30%. Even within the new MDP, a small increase in the density for this site, will also exceed the targeted threshold. RBL will reduce commercial floor space to 5% with an explosive 95% residential burden to city services and resources. RBL promises to cram 6 apartment style buildings including 2 towers with soaring heights of 40 and 50 metres perched on the river valley hilltop.

Orchard Court 300 is low density residential with permitted heights of 11 metres or 2-3 stories (like the homes in Orchard Court). In the notice from the City's Planning Branch, it describes that this development will include "Heights being limited to 15 metres near Orchard Court". By my calculations this would mean a 4-5 story building built snug alongside and dominating the homes in Orchard Court. The conceptual drawing shows height no greater than 11 metres. If the **ASP and LUB are amended** the developer will choose the higher permitted height and also can choose to build other Direct Control Mixed Use (DCMU) options including; a repair shop, drinking establishment, cinema, community hall, pool hall, etc. Home owners purchased their homes knowing that the adjacent lot was zoned low density residential. Orchard Court 300 at all cost must remain **LOW DENSITY RESIDENTIAL and NO change for 'Mixed Use' designation.**

RBL is proposing 2 towers 40 and 50 metres or 15 stories - which would be the tallest buildings in St. Albert, and built on a hill, would appear much taller. Lots **230 and 250** are currently zoned **commercial** - up to 4 stories, yet with BDL's proposal the area will be flooded with building heights of 25-50 metres. These heights also negate any reasonable "transition zone" from the 2 storey homes in Orchard Court and Orion Close in Oakmont, Erin Ridge (Evergreen community), and even with the existing Botanica buildings which are 7 stories (inside court-yard). The proposed heights for this area are entirely unacceptable and will **wall off** our river. The city must maintain **Direct Control of this land and not allow changes for Direct Control Mixed Use**

Dave Haut has been asked to show a design that would meet the current ASP and LUB, he refused to do so, claiming it would be "ugly" and that BDL "doesn't build" that type of housing. He says he wants to build something "beautiful", well I am not convinced that this latest proposal is just that. Dave Haut should focus what he can leave behind as a proud legacy not a travesty. Many in the citizens group have also asked Dave for an **actual**

scale drawing for the project that of which he has never provided but rather a conceptual drawing used for advertising purposes which show a lush green forest that surrounds this development. I can't help but to think that if a scale drawing of the current Botanica buildings, especially from the river perspective, had been made public, there would have been much more public outcry and likely a change in design would have been demanded. **RBL needs to provide a scale drawing for this site.**

Environment

By far the long lasting effects and biggest loss for St. Albert will be further loss of our river valley. This is our city's identity and the reasons why many chose to live in St. Albert and not in other municipalities.

The Pandemic has allowed for more citizens to get out of their homes and take in their surroundings; accessing the abundance of walking trails and opportunities to be in nature. This involvement in our community has sharpened our awareness of what matters to us and clearly see the RBL development detrimental to our river valley. It 'kills' me to walk or drive by the current Botanica buildings and I can't help but wonder "how did that happen?" and how did we as a concerned citizens allow for these building **wall off our river valley**. Protection of the Sturgeon River valley and waterways is in the City's strategic plan. Most importantly, particularly sensitive to over densification in this area poses potential risk to the water, sewer, and surface water drainage capacity. With both Botanica buildings built practically into the Sturgeon River basin, demonstrates the lack of concern for the river eco-system and an environmentally sensitive land reserve; a natural habitat for birds and wildlife. St. Albert prides itself on the contributions to climate change and how we look on the global stage. How will it appear that the very things we stand for will be swallowed up and smothered by RBL.

There is a lot of uncertainty for the communities surrounding this RBL proposal. I have thought of selling my home and moving away from Oakmont as well as discouraging my adult children from buying a home in Oakmont and/or Erin Ridge due to this proposed development. One thing is for sure, I **can knock** down my home in Oakmont but I **cannot build** a tower on my property because my lot is zoned low density residential. At the end of the public hearing in June, Mayor Cathy Heron discussed and alluded to the "missing middle" and the case for a density transition zone. The reality though is that this small parcel of land **may not afford** the space to properly incorporate the "missing middle" and this development is more suited for an area in the city that can accommodate the height and density this developer is so insistent on having.

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Riverbank Landing Project

Good day to Mayor Heron and Councilors.

My name is [Redacted] and my family and I have been residents of Oakmont for 24 years. While I am not opposed to development of the city in general, I am opposed to the location of this development for many of the reasons already brought forward.

It seem like this was put to rest not too long ago (Q2, 2020) and yet here we are again. The differences between the original submission and this new proposal do not make any sense

to those of us living in the Oakmont and Erin Ridge subdivisions. There is a desire to add 360 new units to an area that is neither designed nor can accommodate that many people in this area. The original arguments regarding traffic are still as valid with the new design as with the original. One access point using Evergreen Drive as the only outlet towards Boudreau Rd is unacceptable. This design still will allow for an excess of 400 vehicles and maybe significantly more. Bellerose Dr cannot handle that much traffic nor can the intersections of Evergreen Dr and Bellerose Dr as well as Boudreau Dr and Bellerose Dr. Traffic is an issue now and will only get much worse from the start of construction and forward to resident usage.

Curious that the developer in the minutes of the October 6, 2020 meeting Mr. Ken Crutchfield asked a very simple and straight forward question regarding the timeline for build out for the development that should have received a straight forward answer but instead got the typical developer non-committal answer (from the transcript online by acereporting.ca):

KEN CRUTCHFIELD: What is the anticipated build-out date for this development? If it's accepted as 16 proposed, what do you anticipate given current market conditions for the eventual build-out?

MR. HAUT: Good question. We would like to start in the spring. We do have a waiting list of people that want the river-view units. Traditionally we're absorbing about 75 to 80 units a year. So if we go 75 into -- I'll go 80 units into 360. You'd think I would have this answer for you, Ken. My apologies.

KEN CRUTCHFIELD: Four to five years?

MR. HAUT: Yeah. Yeah, four to five years. Five years probably. Four years, it's going to be a little quick for that.

So this development will take 4 to 5 years to construct according to Mr. Haut. Being that they were involved in the original development of Botanica does anyone of sound mind believe this? This is at minimum an 8 to 12 year build out in real time terms based upon other project like this in the Edmonton and St Albert areas. Also given the delivery of the response, the developer has no clue regarding construction and has not consulted with construction companies for advice. This alone puts the Boudreau Developments organization in a very bad light and untrustworthy and should be considered by the City to be only operating in their own best interests which is to maximize the return on their investment.

Another red flag in this design and counter to the selling points for the proposal is the reduction of commercial space to 5%. Keeping that in mind this new proposal is NOT of benefit to the residents of Oakmont and Erin Ridge as there is nothing being built to attract outsiders into the development. Make no mistake this is a residential development making money only for Boudreau Developments.

In reading that transcript it was very clear that this concept is very much in flux and if approved the developer will build whatever they can get away with in the newly approved rezoning which is unacceptable. They display a very unprofessional attitude towards the City Council and residents with their lack of clarity and transparency.

Several points I would like to bring forward on the logistics of the construction phase still valid with the "redesign":

- At present access to the site is solely off of Bellerose Drive. There is no changing this fact.
- A new access point will have to be built to the north of the existing access at Evergreen Drive to allow for residents of Botanica as well as the Shops of Boudreau to continue.
- There currently exists no access to the southbound lanes of Bellerose Dr once north of Evergreen Drive. Which means that heavy loads and large trucks will have to exit to the north and cut through residential in order to turnaround to head out of the area. In the initial phase the removal of the overburden and excavation which will be required for site preparation how many trucks will be required and for what duration? Also has consideration been given to the massive amounts of heavy equipment required during the pre-construction and construction phases.
- Access to the construction site will require that traffic lighting and other considerations will need to be moved – multiple times – due to clearance height limits for heavy equipment such as pile drivers, earth movers and crane requirements. This will be required all through the access routes. Routes for heavy equipment will be determined by such technical details as height and turning radius of long heavy loads.
- I would like to ask council to consider the following. If re-zoning is approved to “Multi Use” based upon the type of development proposed by Boudreau Developments, temporary infrastructure changes will be required for the duration of the 8 to 10 year construction period which will likely include changes such as the removal of the median on Bellerose Dr to enable access to the southbound lanes of Bellerose Dr from the construction site. Once re-zoning is approved the City will lose control of the development of the MU area and the construction will take precedence over the community. This will happen if you let it.
- There will be alterations to the traffic patterns on Bellerose Dr such as diverting traffic to bi-directional on the southbound lanes of Bellerose and closing Bellerose Dr northbound to all but construction traffic. This also will happen!
- Current noise bylaws within the city allow construction from 7:00 am to 10:00 pm which will compound the construction period timeline.

Considerations for council:

1. Have there been any presentation by Boudreau Developments on the constructability and/or construction schedule or logistics with hard timelines or does it still look like it was put into the presentation by the developer without input from a professional construction and planning agency?
2. Boudreau Developments has approached this as a multi-phase development but clearly have no idea how this can be phased while allowing access and egress to the Botanica residents as well as having occupancy of a phased development with one access route. Evergreen Drive is about to become the new under designed Ray Gibbon disaster.

	<p>3. All the presentations by Boudreau Developments only speak of a very small section of roadways on Boudreau Rd as well as Bellerose Dr that will be impacted. Is council prepared to cover the cost of road repairs required both during and after construction for damages caused by heavy truck traffic on all the major arteries leading to and from the construction site?</p> <p>4. Has there been any discussion regarding the easement of the noise bylaw time enforcement?</p> <p>5. Who is liable for damages to properties in the unforeseen event of damages caused by and not solely by pile driving, excavations near properties, ground disturbances and material falling or blowing around?</p> <p>If this rezoning request is approved there will be no stopping Boudreau Developments from executing any way they see fit (read: profitable). I am sure these items have not even been discussed at this stage of the process but they are absolutely critical to have answers to, prior to making decisions of this scope because the cost of not getting clarity will be on all the tax payers of St Albert for many years into the future.</p>
32	<p>To the City of Saint Albert Council and Planning Department.</p> <p>I am writing in a very strong opposition to the latest proposal by Boudreau Communities Ltd. (BCL) for the Riverbank Landing Development.</p> <p>The latest proposal is a rehash of the first proposal that thankfully was soundly and unanimously defeated by the City of St Albert Council. It appears to me that BCL is trying to get approval for a minimally modified version of the first attempt that STILL fails to adequately address the original concerns of the residents and City Council.</p> <p>BCL claims to have done sufficient public consultation and has public support for their ideas. These are David Hauts words, not the ones who live next to or near these lands under consideration.</p> <p>There is much opposition to this plan and his assumption that he” now has it right” is nothing but a sales pitch. I trust Council will strike that from any deliberations and focus on the reasons you denied the first proposal and what has really changed to address all those concerns.</p> <p>We were told by Developer that a new zoom meeting was to be arranged to zero in on all the specifics</p> <p>“Related to the Traffic Issues”. That never happened. His focus was to get the submission into the City asap without any more feed-back from the neighbors’.</p> <p>The new proposal</p> <ul style="list-style-type: none"> • There was no change to the density - number of dwelling units remains at 360

- BDL will be requesting the same amendments to the ASP (to mixed use) and LUB (from Direct Control to Direct Control Mixed Use)
- BDL is still proposing to amend the LUB with a (different) height schedule, and a reduction in commercial gross floor area from 25% to 6% That seems to go against all the hype about enhancing that area with boutique shops and a gathering area for all SA residences.
- The favor is to simply maximize the amount of condo's to sell.
- the L-shaped, tiered building in Option B was replaced by two towers and a "long" building along the river bank. there was also a few other changes to the concept site plan
- the new height schedule is as follows:
 - 15 m ht -area adjacent to Oakmont residences including townhouses and a seniors' apartment right beside Orchard Court residences.
 - If new heights are approved what is to prevent them from increasing the numbers of stories for these buildings?
 - 20 m ht -area adjacent to Bellerose Drive, the Shops at Boudreau and Botanica II, with commercial or mixed use
 - 25 m ht -area adjacent to river valley with mixed use in a long building that is not tiered
 - 40 m tower in the center of the site
 - 50 m tower along the river valley beside the 25 m building closer to Botanica II (Note: Botanica II is 37m high from the river valley view)
- the buildings along the river valley look like they still make a "wall"

The City has commissioned a study to review what needs to be done to extend the north side Oakmont Red Willow Park trails which I am sure we all agree needs doing asap.

Given the stated development set-backs, ground stability, drainage, ect.... It is my hope that no decision be made regarding approving BCL submission until the Red Willow Trail North study and approval is complete. Then the BCL plans boundaries can be properly addressed.

The issue of the plans density and the slight modification in Rev2 in no way addresses the biggest complaints about this locations development.

It shows a complete disregard of an insolvable, currently maxed out traffic issue at the intersections adjacent to these properties. Adding this many more vehicles due to the density and the planned right turn exit up the hill is simply ignorance of the local issue and any approval would be negligent and irresponsible to those Oakmont, Erin Ridge and Sturgeon residents.

Riverbank Landing provides and adds to the completely ugly landscape. IE: More walled off and shaded area's of the river bank views from the very river valley trails, Saint Albert residents deeply value.

	<p>I'm sure Council by now will have seen the Photo shopped renderings of the how these buildings will look from the road and trails and trust most of you will find that more than disturbing way to progress.</p> <p>I am hope full that some further compromises can be made that can satisfy all stake holders regarding this land that I agree is a prime location that "if done right" would enhance the communities.</p> <p>I trust council will conduct its self with a full review of all the details, and do an independent traffic study of it's own along with all engineering studies and resident concerns.</p> <p>We also trust the lure of the potential increased tax dollars this plan offers will not simply be a driving factor for approval.</p> <p>Council needs to remember all the reasons you unanimously voted to disapprove the initial River Bank Landing Submission and honestly ask yourselves what really has been resolved by this revision 2.</p> <p>Your decisions in this election year will be monitored very closely by the voters.</p>
33	<p>We are opposed to this proposed amendment.</p> <p>We do not want towers in Oakmont. We moved to Oakmont for its low population density. We feel that a development of this size will strain the existing infrastructure. We feel that a development of the area near the river valley will negatively impact the environment.</p> <p>As a resident of Oakmont, I am opposed to this proposal.</p>
34	<p>We live in the Erin Ridge Ridgemont area and are in close proximity to the proposed Riverbank Development.</p> <p>We are not in favour of this development proposal for the following reasons:</p> <ol style="list-style-type: none"> 1. A development proposal and a Public Hearing were held on June 22, 2020 and following the hearing Council unanimously defeated the proposal at that time. A revised development proposal is being submitted again requesting that the Oakmont Area Structure Plan (ASP) be changed from Commercial and Low Density Residential designation to Mixed-Use designation. We strongly believe that Council should not change the ASP designation to accommodate the Developer. The Developer should develop plans based on the current designated ASP designated rules - not the other way around. 2. The Developer has not made any significant changes or improvements from the first proposal to the second proposal. The tall buildings have been reduced slightly but additional buildings are now spread over a larger area giving a larger footprint with additional environment problems in closer proximity to the River. 3. Traffic is currently a major problem especially at Boudreau and Bellrose. We fail to see how increased traffic problems for this proposal will be solved. In addition to the increased traffic at the Boudreau and Bellrose intersection there are also other traffic

	<p>problems leading to these roads. Bellrose Drive is the main feeder road and there are currently heavy traffic problems at each of the major intersections exiting from all of the residential areas in Oakmont, Erin Ridge, Erin Ridge North, etc. As these areas are still developing traffic will continue to be a major problem. The traffic problem is accumulative.</p> <p>4. The Development proposal is wrong for the current site. There are other more suitable opportunities for the Developer to build elsewhere in St. Albert and they should be encourage do do so.</p>
35	<p>I am writing to state my disapproval of the Beaudreau Development proposal for Riverbank Landing.</p> <p>Here is my common sense view of the proposal.</p> <ul style="list-style-type: none">• First and foremost traffic is a big problem at the intersection of Beaudreau and Bellrose as it is and still don't have the full effects of Botanica II and Careadon Village buildings filled up with more traffic to this intersection. Also we have no idea of the type of density for the area the City is annexing to the east of Erin Ridge which will add more traffic and still will have no idea how much more traffic will come from Sturgeon County . Because the developer hires a traffic study consultant i guarantee they are not looking at all the possible added traffic for 10 years plus. Anyone with common sense will realize that adding a turning lane and extending a turning lane to accommodate 2 or 3 more cars will not fix this problem.• The density from the 2 Botanica buildings is more than enough to satisfy the City's idea of more density for this area. <p>The original proposal for 26 storey highrises was just short of lunacy for a city like St. Albert which i applaud Council for rejecting it unanimously.</p> <p>The new proposal is still too high and would require changes to existing zoning. This is in a mature residential setting which was developed based on existing zoning. This is not downtown St. Albert where if anywhere this high density highrise buildings should start or in a new area that is zoned for it so all developers and all citizens know up front what to expect before they make the largest investments of their lives.</p> <p>All the pretty pictures of the buildings and green space with a couple walking their dog on a nice day is just fluff that is very far from reality.</p> <p>If this proposal is what City Council is looking for in the future they should set aside the land near main public traffic routes to accommodate the density.</p> <p>It's called planning ahead and when it comes to traffic its the only smart thing to do, Build the roads and infrastructure first and you will have no problem getting developers to build on it.</p>

	<p>At the last public meeting with council one of the councillors said in his remarks why he was voting against it and mentioned traffic will be a major problem and he even said he did not see a solution to that with any proposal with this density.</p> <p>The only possible solution is more bridges across the sturgeon river to divert traffic in numerous ways but i don't see the developer offering to build these.</p> <p>Tax paying citizens of this City rely on City Council to make informed proper decisions for our communities and not to jeopardize the future based on quick increase in tax revenue today.</p> <p>Hopefully Common Sense will prevail.</p>
36	<p>I am opposed to this proposal <u>even going to First reading</u> (tentatively April 19) as this proposal is almost exactly the same as the original proposal which was unanimously defeated by Council on June 22, 2020.</p> <p>The attached side by side diagram shows the that the previous application and the current application are almost exactly the same - plus many of the supporting documents provided by the developer contain content significantly the same as previously submitted</p> <p>This land should remain DC so that it can be developed in a reasonable and responsible manner in keeping with the current neighbourhoods and ASP.</p> <p>I am also opposed to this actual proposal;</p> <ul style="list-style-type: none"> - the developer promised a special meeting would be held with the residents to review traffic issues, after several requests this meeting has NOT happened. - the developer promised that site / building to scale "elevation" drawings would be provided to residents , after several requests these documents have NOT been provided, this indicates a reluctance by the developer to show Council and residents how tall these buildings really are in relation to the surrounding neighbourhoods. - density has not been reduced, towers have been reduced in height but increased in foot print size, the actual gross floor area is only 6% less than the original proposal - the building #2 podium along the river bank has increased significantly in size creating an even bigger walled off area along the river bank. - the number of dwelling units has only been reduced slightly, therefore the traffic problems have not been addressed - the commercial space has been reduced to only 5% of the site and only 9% of the tax revenue . This is not aligned with the City's target of 80/20 or long term target of 70/30 of tax base. - additionally going to a 5% commercial indicates this is NOT a mixed use (DCMU) development, this is clearly a residential development with a small bit of commercial. - the "proposed" site plan is just that ... it is not a firm commitment from the developer to what exactly will be built, final buildings could change at any time (from initial approve to

end of development is 5 to 6 years) and be significantly different from what is currently "proposed"

- for example building #3 shows 11 meters but the zoning change if approved would allow 15 meters

- Building #2 tiered podium shows 18 meters but zoning application height schedule if approved would allow significantly higher at 25 meters,

- in the original proposal this area was to be 20meters, this new proposal **is worse** in that it is asking for 25meters , enabling a tall mass of building right along the river impacting both 1. river views and 2. any river trail expansion plan as currently contemplated by the City.

- in the original proposal the area where building #1 and #5 was a mix of 10 and 15 meters allowed, this entire area now goes to 20 meters, the proposed building #1 at 6meters could actually be built up to 20 meters .

- The proposed development is projected to generate between 30-50% fewer trips as compared to the current zoning which is commercial however the developer never proposed building this site as commercial , therefore indicating this new proposal is 30-50% fewer peak trips compared to a proposal that was never planned is a totally false comparison.

- this location is not supported by any public transportation corridor (TOD) that should be available to reduce traffic congestion.

- the tax revenue of gross \$1.6 to \$1.8m is the most optimistic extreme of projections and is "forecast" subject to market conditions (?) to be realized only at full build out in 5 to 6 years.

In summary of my opposition to this proposal (as it is so similar to the original proposal) this quote was taken from the City's planning review meeting of the original proposal ...

"There are few MDP policies to guide a proposal of such intensity outside of the Downtown. As such, it can be interpreted that the City Plan did not contemplate such a development for this area, and therefore due to its silence, it is not supported".

JUNE 22, 2020 SITE PLAN



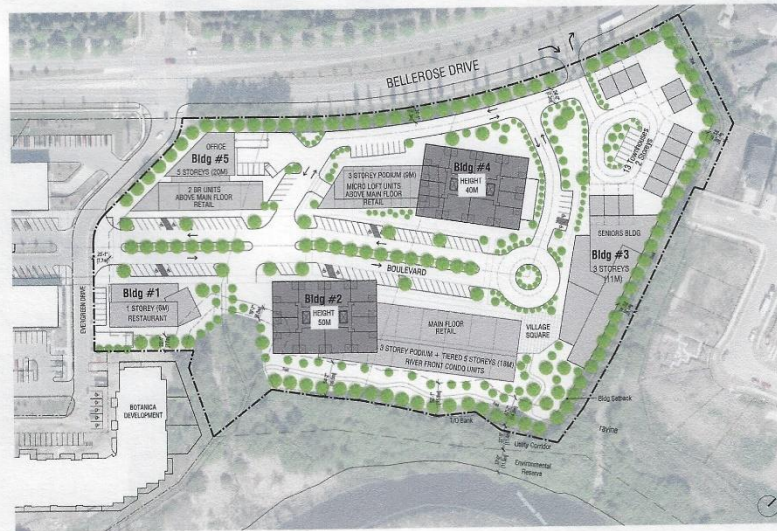
RIVERBANK LANDING - Proposed Site Plan

St Albert, Alberta

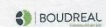
Date: FEB. 19, 2020
Scale: NTS



2021 REVISED SITE PLAN



SITE PLAN / 2020-10-26



37

I am shocked!! Alarmed because I relied on the two-dimensional presentations by Dave Haut about the new BCL proposal. Lack of skill in two-dimensional design limited my

perspective. When viewing digital guesstimates (sent to SBennett@stalbert.ca) I cannot believe I was part of the discussion to understand the new proposal.

In the future people will look with surprise and astonishment at the buildings wondering what city planners, council members, developer and local residences were thinking, when giving approval to such an eye sore on a beautiful river valley. St. Albert is privileged to have a green belt at its center, building without integrating the structures into the scenic view of valley and harmonizing with the existing homes adjacent to the property is insensitive, inconsiderate, and tactless.

Concrete wall alone is alarming enough yet, added to this upsetting phenomenon is shadowing. To my surprise at the first official consultation, I met a couple from Woodlands who complained how shadowing from the 37-meter Botanica 1 impacts negatively the enjoyment of their home. Can you imagine how distressed they will be when the shadowing of 40 meter and 50-meter proposed buildings adds to their dissatisfaction with life in our city? At my home I expect shadowing will be as dramatic as that shown on Jan 8th photo (sent to SBennett@stalbert.ca). I showed the Jan 8th picture to friends in Deer Ridge. Here is the email response:

“Wow that shadow covers a lot of ground. Hopefully, someone listens.”

Surely the City Planners in Canada, USA and Europe have listened by developing best practice principles for interface of high rise, residential and green spaces. I would appreciate a comment from you about what these best practices principles are. Your response would be much appreciated. These principles I hope influenced determining ASP and LUB for Botanic 1 and the adjacent land. So, my assessment is the recent proposal challenges best practice principles. Please comment, if I am mistaken.

My concerns might seem artsy with focus on an unattractive 40- and 50-meter concrete wall situated on a beautiful river valley and annoyance living with shadowing for along as the buildings exist, more than one half a century. How buildings present or impact of shadowing on quality of life should not be considered trivial and put aside. While important there are still others concerns, including *zoning, traffic, pedestrian safety, high density, and many others. Traffic and density are a major infrastructure concern I want to address.*

Traffic implication of the BCL proposal were discussed with my St. Albert zoom group and one member said:

“Oh no, even now I use Ironwood Dr. to avoid the line up at Boudreau and Bellerose during busy times of the day.”

It appears residential streets are used to relieve pressure on Boudreaux and Bellerose, inconveniencing drivers and risking the safety of pedestrians, without mentioning aggravation of finding alternate routes. Seven to ten years construction period of the proposed site is an excessive amount of safety risk and personal aggravation of line ups,

increased commute time with residents paying extra vehicle operating costs (a hidden City of St. Albert tax) to finance BCL's new proposal.

Increased density of the proposal is also significant. There is no forethought to increased density, even though the city plan had anticipated lower density with the existing ASP and LUB. Squeezing many people in an existing zoning plan can only bring extra work and expense to the City. Unplanned density in a City like St. Albert can be very disruptive, amazing there is no mention of higher density and how to manage it in the new proposal, also, with no traffic plan and costs. The city or neighboring residence are being left with the exceedingly difficult task to find solutions.

This proposal is substantively the same as the proposal unanimously City Council voted down last time. The existing ASP and LUB are sufficient. The property is in a beautiful setting and given the existing zoning the possibilities are endless to build a tasteful, profitable, people friendly fit with the surrounding area with no need for major disruption of traffic and increased density.

How does a unanimous decision of council get reversed by a consultation by a well-intentioned developer who does not address heartfelt and thoughtful concerns brought up during the consultation?

The 21st century demands a social dialogue that respects all points of view. Many have a contribution to make, and it is desirable they should articulate their positions for the sake of a fruitful public debate. This can only occur to the extent there is genuine dialogue and openness to others – nothing should be excluded. This kind of dialogue cannot happen unless there is a skillful honest broker without a specific agenda thus, allowing attentiveness to all deeply felt concerns. Remember differences are creative; they create tension and in the resolution of tension can emerge a peaceful, tasteful, and profitable solution.

In a 21st century pluralistic society, dialogue is the best way to realize what ought to be affirmed and respected apart from any ephemeral consensus, such as tall buildings are a good solution to a need for density. A pluralistic dialogue enriched by clear thinking, rational arguments, a variety of perspectives and the contribution of different fields of knowledge (i.e., best practice principle for city planning), other disciplines and a variety of points of view will bring a creative solution. This proposal is not creative, not substantively different then last submission voted down unanimously and lacks attention to many of the concerns brought forward for the first council vote, so my recommendation is to deny this proposal.

Taken on Red Willow Trail at Boudreau Bridge

Botanica 1

Botanica 2

Building 2

Sturgeon River



38	<p>Hi, my name is [Redacted] and I am a resident of the Oakmont area here in St. Albert. Since I have moved to Canada and Edmonton, I always dreamed of moving to St. Albert. I fell in love with this city because St. Albert is a small, quiet and family friendly city without the hustle and bustle of big cities.</p> <p>Building up those high rises will totally destroy the image of the warm and cosy place we have now.</p> <p>This isn't the only reason why it is unacceptable to have that kind of development in this area. The intersection of Boudreau Rd. and Bellerose Dr. is already bad, especially during the rush hour. Adding so many vehicles from new residents and businesses will totally block it because that would be the only way in and out for that new developed area. That is a huge safety issue in the case of emergency and potential evacuation. Also, our fire station doesn't have equipment for those high buildings. Those are just a few reasons against this development.</p> <p>Last year, St. Albert's counselors unanimously decided NO to this project. No still means no, and any kind of changes of proposal that the developer is trying to sell to us are not acceptable simply because this isn't in any way a place to build up those buildings, now or ever. The best place for this kind of development is downtown like in every other city.</p> <p>Thank you for your time and consideration.</p> <p>You have three definite NOs to this project from [Redacted] family.</p>
39	<p>Council made the right decision on Boudreau Developments 1st proposal, voting it down 7 – 0.</p> <p>Our Mayor told Mr. Haut that if he was coming back with a 2nd proposal, to make sure the community was in support of it.</p> <p>The 2nd proposal is essentially the same as the 1st; it does not comply with the ASP. The community does not support it, nor do the bordering communities. The existing infrastructure will not support it, without the City spending millions of dollars on upgrades. The traffic problems that will be created can not be resolved due to location.</p> <p>The developer purchased the property and has every right to develop it in compliance with the ASP. If he does not wish to comply, he can sell the property to another developer and move on.</p> <p>CEO Haut (at a Zoom meeting for his 2nd proposal) told attendees- <i>neither before he purchased the property or since, has he ever considered building a project that complied with the existing ASP.</i></p> <p>Our council has to make a decision. They have to send a message. Do they want to be developer friendly <u>at the expense of the existing communities</u>, or do they want to <u>be developer fair and existing community fair?</u> Say an individual wants to purchase a lot and build a house. This individual does not want a 2 storey house he wants a 4 or 5 storey house. Will he get approved? Of course not! So why do developers feel that they do not have to comply with the ASP. Why do they feel that they are so special?</p> <p>There will be an election this fall. Voters are looking for people who will represent the people that live here, not the developers or administration.</p> <p>Covid has taught us that density is not our friend when it comes to Viruses.</p> <p>Increasing Global populations mean increased viruses. Realtors tell us, that since Covid, people are looking to move from high density to less densified areas. Do you really want to</p>

	<p>ride in an elevator with someone with flu like symptoms every time you enter or leave your residence?</p> <p>St Albert had a reputation as one of the best places to live if you were looking for a “family-oriented community”. We are destroying our Brand when it comes to all this densification nonsense. No business would choose to destroy their Brand. Developers make increased profits when it comes to densification – that’s why they push for it . . . greed.</p>
40	<p>We have a duty to maintain a balance between existing taxpayers and Developers. At the end of the first public hearing, for the Botanica Development in Oakmont, a change to the ASP was unanimously turned down by council.</p> <p>Clearly, at the last public hearing people felt the development was not suitable for the Area. The plan was in violation of the existing ASP. The existing ASP was the guide book used to purchase property by both home owners and the developer.</p> <p>Mayor Kathy Heron cautioned the developer to only bring another plan forward that would be acceptable to the community.</p> <p>The Developer changed the look of the plan and refused to reduce the density. Why is this proposal even being considered? It violates the current ASP.</p> <p>We need a strong council that will consider the impact on the city if this is approved. What happens now will affect the entire City forever.</p> <p>We need a strong leadership that will treat all parties fairly.</p> <p>Please do not allow a change to ASP to allow greater density, it means greater and unmanageable traffic that a small turn lane will not solve.</p>
41	<p>Project documents are very impressive. Love the 3D visuals. my husband and I support this project.</p>
42	<p>I am writing about the development proposal submitted by Boudreau Communities Ltd. (BCL) in December, 2020, which BCL purports to be a new proposal.</p> <p>It is my contention that this proposal is so similar to the proposal debated at the June 22, 2020 public hearing, that it is NOT new and deserves the same treatment.</p> <p>That is, I am calling on city administration to recommend AGAINST this proposal.</p> <p>Short of that occurring, city council must unanimously VOTE AGAINST the ensuing bylaws that would otherwise allow this proposal to proceed.</p> <p>On December 22, 2020, I observed on the City of St Albert website, that city administration wisely declared this so-called new proposal to be too similar to the June 22, 2020 proposal and was, therefore, not eligible for processing.</p> <p><i>“...applicant cannot re-apply for an amendment to the Land Use Bylaw on the same site for the same or a similar proposed use of land within 6 months...”</i></p> <p>That is, HAD the proposal been DIFFERENT, city of St Albert administration could have commenced processing the application before Dec 22nd.</p>

Conclusion: The same proposal being presented a second time, should be struck down a second time.

On December 23, 2020, one day past the allowed 6 month window, City of St Albert administration suddenly approved for the proposal to be processed.

Therefore, we must once again explain how this proposal **does not benefit the City of St Albert and her citizens.**

1) Still high density, having 360 dwelling units

The excessive density and its detrimental effects are obvious. BCL proposes to add about 360 more multi-family dwelling units, with an approximate population of 634. It is not as many as the 466 units previously proposed by Boudreau Developments Ltd. in 2020. However, this newly proposed density is still way too high for the area, especially when combined with the 252 units in Botanica I and II, in one small corner of Oakmont with its restricted traffic access. Riverbank Landing would become “over-densification” of the site and area, leading to several other issues, including an unsolvable traffic nightmare. The proportion of medium & high density residential dwelling units (du) to the total number of du, already meets the city’s density target of 30%. To make matters worse, if the requested bylaw changes were approved, BCL or any other developer could build as many as 400 – 500 units on the site, depending on the average unit size.

2) Still represents 450 more cars and still offers NO SOLUTION to traffic congestion and flow.

Bellerose Drive is the only arterial road for Oakmont and parts of Erin Ridge. The St Albert Transportation Department recognizes that the Bellerose/Boudreau intersection is at its capacity and that safety improvements need to be made. However, the Bellerose/Boudreau intersection and the roadways cannot be widened. Therefore, it is almost impossible to make any significant or long-lasting improvements to the traffic flow. Increased density at Riverbank Landing would compound the existing traffic congestion problem on Bellerose.

3) Still unsafe for pedestrians and school children

This proposal provides no improvements for pedestrian safety at the Boudreau Road/Bellerose Drive intersection, the Bellerose Drive/Evergreen Drive intersection and on the development site. Children getting on/off school buses would have to cross the roads.

4) Still unsafe intersection at Bellerose/Boudreau and Still U-turns in Erin Ridge and Oakmont

The proposed new right-in/right-out access on Bellerose Drive provides no viable route for vehicles exiting the site. Traffic must do U-turns on Bellerose Drive, or be forced to cut through residential neighbourhoods where traffic calming is in effect. A right-in/right-out access point must not be placed next to the existing Oakmont residences as the road curve and slope, with limited visibility would become a high vehicle crash location.

	<p>5) Still no access to mass public transit Mass public transit is required for a development of this magnitude but no such transit exists within walking distance.</p> <p>6) Still 2 towers, Still an eyesore, Still a walled off river BCL's proposal would create the "great wall" of buildings along the river valley. The buildings would be a permanent eyesore from the river valley and public trail system. Attempts to view the river valley from Erin Ridge would be stymied.</p> <p>7) Still a plan to disrupt the river valley wildlife Development in the river valley should be minimized. Cities like Edmonton do not allow tall buildings in its river valley. Protection of our precious river valley asset and its wildlife should not be sold off for this development.</p> <p>8) Still the wrong location The site is on the former farm site of the Hole family. The site is bounded on three sides by Boudreau Road, Bellerose Drive and the river valley. The site is shoehorned into a corner of Oakmont next to busy roads. This development proposed by BCL would be better located in the downtown area, along St. Albert Trail or in greenfield neighbourhoods where proper planning and infrastructure can be provided. The scope and scale of the proposed development is not suitable for the site or the area. The development does not complement the character of the Oakmont and Erin Ridge communities. There is a lack of proper transitioning from buildings nearest the development site (i.e., residences in Oakmont, residences in the Erin Ridge community and some Botanica units) to the buildings in the proposal.</p> <p>This proposal is Déjà vu within a 7 month period. One definition of insanity is doing the same thing over and over again, expecting different results. This proposal deserves no further debate. City of St. Albert, REJECT the proposal.</p>
43	<p>My husband and I are concerned with the development proposed by Boudreau Developments at the Riverbank Landing site. Almost three years ago we purchased our forever home on a quiet culdesac in old Erin Ridge, just off of Bellerose Drive. We did not intend to have our home covered in shadows from high-rise condominium towers based on the zoning we were presented with when we purchased our home in a very established neighbourhood.</p> <p>Boudreau Developments' proposed new plan for the Riverbank Landing site does not adequately address the concerns that were raised in the public hearing in June 2020. The density proposed will have a significant impact on the traffic in the area. There have been no good traffic solutions presented by the developers. The solution on the Riverbank Landing website is to lengthen the left turn lane and time the lights better. I don't believe that this is a real solution to deal with 360 proposed new residential units, visitors to shops, etc. With the access to our home being off of Edward Way or Eldorado via Bellerose, the</p>

	<p>five-years of construction on the site and increased traffic would have a significant impact on us.</p> <p>Another concern of ours is the proposed height amendment of the land use bylaw. Once the height schedule is amended, it can't be un-done. The current heights are proposed at 40 and 50 m. This is not appropriate in between two fully established residential neighbourhoods. Not to mention this is significantly higher than any other buildings in St. Albert. Due to the slope of Bellerose Drive, these buildings will sit higher up out of the river valley as well and will not be as "built-in" to the river valley as the current Botanica complex. The number of higher towers in this proposal will block off this section of the river valley for residents and infringe on all of the residents of Erin Ridge and Oakmont who enjoy their gardens and yards without the shade of buildings that were never zoned in the first place.</p> <p>We like the idea of more shops and restaurants, even doctors offices and townhomes. We just do not want it to be even more difficult than it already is to drive on the main access route to our home, and do not want what we thought would be our forever home to be covered in shadows.</p>
44	<p>As a concerned Oakmont resident I oppose proposed Riverbank Landing development project.</p> <p>It is very disappointing that the developer has made no real changes or listened to the many residents that opposed this project with thoughtful, well researched arguments.</p> <p>This development does not belong in a bedroom community for the many reasons voiced by Oakmont residents during city council earlier this year.</p> <ul style="list-style-type: none">• Current infrastructure doesn't support a development of this size.<ul style="list-style-type: none">○ Traffic volume has not been addressed. Current infrastructure cannot handle hundreds more residents in this area. If at all possible, I have to avoid when leaving my neighborhood going southbound on Bellerose to Boudreau as it can take me 4 or 5 lights before I can turn left. This means going out the Northside of St. Albert and going around to highway 28 to proceed south of St. Albert.• The shadowing survey that was done and will greatly affect many residents.• The potential eroding of our riverbank and ecosystem. Shouldn't we be protecting this?• Emergency services – there are requirements that cannot be met by our existing fire department should there be a fire in this area. The ratio of firefighters to people in this area is grossly understaffed, in addition to the number of firetrucks required.• There is no city outside of Edmonton or Calgary that has a development of this magnitude, let alone in a residential area. Towers of this height do not belong in residential. St. Albert is a population of 65k plus, not a million plus.<ul style="list-style-type: none">○ The 7 to 10 years of construction planned residents will have to endure will be more than just an inconvenience.

The development would be great for a different metropolis or the outer limits but not for what this parcel of land in Oakmont was zoned for.

The reason so many people migrate to St. Albert and surrounding areas is to not have access to amenities of this magnitude. I would have stayed in Edmonton if that was the case. Since moving here 9 years ago, the traffic volume has increased exponentially with no changes to our infrastructure.

We residents of Oakmont are not opposed to development, quite the opposite, we were happy to see the Shops of Boudreau come to fruition.

However, Council continues to embrace developers who choose to rewrite it to satisfy their interests at the expense of other landowners who have relied on the MDP and associated Area Structure Plan (ASP). Let's challenge the integrity of Council to uphold the principals and intents of the MDP as a key guidance document for development in the city.

We are opposed to this particular development that has no right in a mature residential neighborhood.

Please take this into consideration when preparing for City Council.

45 Re: Proposed Amendments to Oakmont ASP and Land Use Bylaw

The following is my submission regarding the proposed amendments to the Oakmont Area Structure Plan and the Land Use Bylaw. I understand my comments and the attachments to this document will be taken into consideration when preparing the report for City Council. For the record, I strongly oppose the proposed amendments for the reasons set herein. Accordingly I recommend that Council refuse the amendments unanimously as it did on June 22, 2020.

[Redacted]

Trust and Expectations

Citizens expect that Councillors will be well informed and understand major issues before making everlasting decisions on zoning and development that adversely affects residents. The Mayor and Councillors are entrusted to act in the best interests of citizens. The Council needs to refuse unimaginable infill developments that are incompatible with the surrounding neighbourhoods. We are depending on them to not breach that trust and accountability.

Boudreau Communities Ltd (BCL) – the same application

"The definition of insanity is doing the same thing over and over again, but expecting different results." (Albert Einstein)

At a Public Hearing on June 22, 2020 Council unanimously refused an application from Boudreau Communities Ltd to amend the Oakmont Area Structure Plan (ASP) and the Land Use Bylaw (LUB). BCL has made another application that is identical or very similar in every aspect to the previous one (see attached: application comparison). And, all of the major issues raised by concerned citizens remain, including traffic, density, building heights

and transition, and location. There is absolutely no reason for Council to justify a different decision this time.

In the Planning Branch's December 23, 2020 letter to homeowners, it says, "This application has several differences from the previous application, including a reduced number of dwelling units, reduced building heights, and a different development concept." One might assume from the statement that the differences are noteworthy, but let's put them into context:

- Reduced number of dwelling units – the number of units is less than previously proposed but the number is still high density and concentrated in the two high-rises. Furthermore, the proposal for 360 housing units is conceptual only; the eventual number of units could actually exceed the previous proposal.
- Reduced building heights – in this case using the term "reduced" leaves a false impression. The fact is the proposed heights for the two high-rises are a request to **increase the allowable building heights** in the LUB by a large margin – about 3½ times higher than the current land use allows and twice as high as Botanica II. Furthermore, the proposed total gross floor area (indication of mass) of all buildings is only about 6% less while the gross floor area for high-rise building #2 has **increased** by almost 37%.
- Different development concept – in this case the term "different" leaves a false impression. At first glance at the conceptual site plans – previous and current – they (see attached: site plans) appear similar: the high-rises and other buildings and roadways are situated in approximately the same locations, etc. In the current proposal the foot prints of the high-rises are much larger, the seniors building is smaller and there are 13 townhouses. But, the site plan is conceptual only; applications for a development permit may paint a different picture.

Council must note that neither the conceptual site plan nor the developer's proposal for density is legally binding on the development whatsoever. Administration admits as much in page 7 of its May 19 report, "At the redistricting stage where we are now, the exact configuration, size, and heights of the developer's proposed buildings are not known." Council is not being asked to vote on a concept plan; they are being asked to amend the ASP and LUB.

In its May 19, 2020 report, administration identified several areas of the BCL's application that was deficient in support of the EMRB Growth Plan or policies in the Municipal Development Plan. Since this application is identical or very similar to the previous application, one would reasonably assume that the MDP policies reviewed by administration are equally as applicable, making the shortcomings of this BCL proposal the same.

It would be incredulous to believe that the MDP policies that were not met before are somehow suddenly acceptable with this application. For example, proposed heights for the high-rises are still nowhere close to the allowable heights in the LUB. Just because the maximum heights being asked for are lower doesn't make them less ridiculous – they're still ridiculous for the area and the river valley. For example, say a car is worth \$15 K but the first asking price is \$100 K, which is refused, and then lowered to \$50 K. The car has not

suddenly become reasonable price-wise. For the proposed height schedule just replace car with building and “\$” and “K” with metres.

It is important to note that, for the June 22 Public Hearing, administration recommended that Council defeat bylaw 13/2020, which was

- the Land Use Bylaw text amendments to the Direct Control Mixed Use (DCMU) District increasing allowable building heights, and
- the addition of a schedule to specify building height locations.

Some of the MDP policies that were not supported by the previous application, according to administration’s review, are included in the addendum. Riverbank Landing was, and still is, deficient for several reasons, and supports the position of why Council must keep the Direct Control designation.

Oakmont Area Structure Plan (ASP)

Council should refuse the amendment to change the land uses in the Oakmont ASP. Administration’s May 19, 2020 report to Council stated, “A 1990 Area Structure Plan *designated the properties as single-family residential and commercial.*”, and then “*...the eventual development of these lands would be expected to conform to the ASP listed above.*”

The ASP tells all stakeholders how undeveloped land can be expected to develop in well-planned and contiguous manner. The City also uses the ASP to ensure that proper infrastructure is in place, like utilities and roads.

Don’t feel sorry for BCL. BCL purchased the property based on the current land use and zoning, just like all the homeowners who live next to the site did. However, if Council supports the proposed amendments they will be handing the developer a gift – an immediate and significant increase in property value; unfortunately it will have the opposite effect on the homeowners. And, the developer can then profit by flipping the property to another developer, who in turn might propose an entirely different multi use concept.

Direct Control (DC) designation

Council should refuse the amendments to the Land Use Bylaw

- To change the zoning from Direct Control (DC) to Direct Control Mixed Use (DCMU), and
- To change the text and add a height schedule as described in the application.

As described in administration’s May 19, 2020 report, the current districting of 230 & 250 Bellerose Drive and 300 Orchard Court is Direct Control, which is a very special land use classification, intended to “enable Council to exercise particular control over the use and development of land or buildings within the area so designated”. As such, land uses as well as development standards and conditions for development applications are totally within the control and authority of Council.

Council must not change the zoning for these properties. Retaining the Direct Control designation is crucial, especially for unique properties or developments that may occur over several years. Direct Control zoning gives Council the authority and flexibility to incorporate changes that reflect evolving community and economic needs, and that are in the best interests of St Albertans, especially residents living near a proposed development. Direct Control can help Council reduce the risk of unintended negative consequences in development approval.

On the other hand, as administration's report explains, the proposed redistricting to Direct Control Mixed Use District (DCMU) would have significant implications for the process of development approval. Although the district has the words "direct control" in its name, it operates more like a normal land use district so long as a proposed land use falls within the list of permitted or discretionary uses. For any such use Council has no involvement in the development approval process, which is delegated to the development officer.

If Council approves the zoning change from Direct Control to DCMU, the developer could apply for a development permit for any of the permitted uses, anywhere on the site, and the development officer would be compelled to issue a permit, subject only to compliance with development regulations such as set-back requirements. Permitted uses can't be appealed unless the land use bylaw is relaxed, varied or misinterpreted. Just as obviously, discretionary uses would have to be seriously considered.

Since the conceptual plan is not binding on the developer, any of the permitted uses listed in the DCMU designation could apply to the whole of the site without the removal of any of them or without any restriction as to location. The permitted uses in the DCMU include apartment buildings, town housing, and a range of commercial uses such as general retail store, grocery store, liquor store, restaurant up to 100 seats, take-out restaurant and shopping centre. For example, BCL could apply to build a 4-storey apartment where the townhouses are shown on the site plan. An unintended consequence is that some undesirable uses could be built within close proximity to the existing residences – another reason to keep the zoning as DC.

Once a development permit is issued it's a forever decision. The zoning must stay as Direct Control to protect the best interests of citizens. Design elements where Council can influence and affect the development include

- Building heights and types of buildings
- Permitted uses
- Transition between buildings
- Compatibility with surrounding residential
- density

I believe that Direct Control has a very important function to fulfill. For the Riverbank Landing site, it is critical that Direct Control be maintained to ensure that any infill development on this property is well controlled, with no future "surprises" over time for the citizens or for Council. Indeed, residents across the City have expressed dissatisfaction with planning decisions, some of which were made by previous Councils and led to poor outcomes and unintended negative consequences. For example

- The closure of Coal Mine Road which led to unforeseen traffic problems, including people cutting through neighbourhoods and additional traffic on Bellerose Drive.
- Erin Ridge North where a direct condo access onto an arterial road was refused, with some Councillors expressing sympathy and regret that they were boxed in by previous Council decisions which gave them no option, and others expressing that people who purchased property in the area should have been aware of the existing statutory plans for the neighbourhood.

- The Riverside School decision where once again a majority of Councillors expressed sympathy and support for existing residents, but once again, felt boxed in by previous decisions.
- The South Riel Area C decision where it was felt that there was no option but to impose an extremely high density on the residents given the ASP requirements and previous decisions regarding the remainder.

The City of St. Albert can benefit from the experience of other municipalities. For example, Edmonton has an initiative underway regarding the use of **Direct Control**. The following narrative from the report on Edmonton's initiative could very well apply to the Hole's land and any future infill development on that site:

"Direct Control zones can also be used to sensitively integrate development with surrounding properties. They allow for additional community consultation during the rezoning process to help identify and mitigate potential impacts of development. Direct Control zones are appropriate in the following circumstances:

- to accommodate development that does not fit within the regulations of a standard zone;
- to develop a site with unique character, such as a comprehensively planned or major redevelopment site, or a site with an irregular shape or physical constraint;
- to ensure integration and mitigate land use conflicts with surrounding properties;
- to establish, preserve or enhance areas of environmental concern; or
- to establish, preserve or enhance areas of significant cultural or historic interest"

Traffic

Traffic near the Boudreau Road/Bellerose Drive intersection is already a serious problem; the volume has already reached capacity. Approving this unsuitable infill development will make traffic congestion at Boudreau Road and Bellerose Drive a logjam causing havoc for commuters and emergency vehicles while increasing risks of collisions and jeopardizing pedestrian safety.

The Boudreau Road/Bellerose Drive and Bellerose Drive/Evergreen intersections were not designed for traffic from high density developments. To cram high density beyond the current zoning at this location will choke the intersections and impact adjacent roadways. The Transportation Department recognizes that the Boudreau Road/Bellerose Drive intersection has reached its capacity and it is a high collision location. The City prepared a Safety Analysis Report to recommend improvements for this intersection, and the City has since issued a Request for Proposal (RFP) to address the recommendations. However, the intersections and roadways cannot be physically widened, therefore it is almost impossible to make any significant or long-lasting improvements to the Boudreau Road/Bellerose Drive intersection to accommodate more traffic volume. The capacity limit is "fixed".

There is no mass transit near the Riverbank Landing site and likely never will be. Since a majority of fully employed people work outside of St. Albert., it is reasonable to conclude that residents from the development will use their vehicles to commute to work and other destinations. The Riverbank Landing development proposes a population of 638.

Increased density means increased traffic that will compound the existing traffic congestion problem on Bellerose Drive and the intersections.

The grades of the site's internal roadways are fairly steep – 7% up towards the northwest corner of the site and 3% up to the sidewalk at the new proposed right-in/right-out access point. The roadway up to the sidewalk is also curved making poor visibility and traction in the winter a major issue. **Prediction:** the proposed right-in/right-out access will be a high collision location.

Furthermore, the traffic study does not

- recognize that Bellerose Drive is the ONLY arterial road for the entire Oakmont neighbourhood and for some Erin Ridge communities;
- trace the flow of traffic from the site's right-in/right-out access points. This traffic must head northwards on Bellerose Drive then either do an illegal u-turn at Oakmont Drive; navigate through traffic-calmed residential areas and school zones in Oakmont and/or Erin Ridge; or drive out to Sturgeon County. Furthermore, the right-in/right-out access is way too close to existing residences;
- analyze the impact of heavy construction equipment and vehicles during the 5 year or more construction period. Also, construction vehicles will either have to exit the site at the Evergreen Drive/Bellerose Drive intersection or follow the same route(s) described in #2;
- consider pedestrian and cyclist safety. Boudreau Road is a primary access route to the trail system, skateboard park or water park for Oakmont, Erin Ridge and Inglewood residents. Elderly people and children will require more time to cross the wide roads; school bus and public transit pick up/drop off zones may impact traffic flow and affect passenger safety.

Density

With the addition of the high density Botanica condos, the number of medium and/or high density residential dwelling units in Oakmont is slightly above the MDP's minimum requirement of 30% density. With the proposed Riverbank Landing development the number of medium/high density residential units soars to 43.5% of the total housing units in Oakmont.

Riverbank Landing and the Botanica condos combined represents over 110 du/ha, which is over densification. This level of density was not contemplated or planned for this site.

A possible bait & switch: The developer is proposing a total of 360 housing units but the number is conceptual only. Based on an average housing unit size of 1,500 square feet, the developer could build over 500 housing units, resulting in a projected population of 880 residents, more than the previous application. Another reason not to change the Direct Control designation

BCL is seeking an amendment to change the land use to "mixed-use". But BCL is also seeking to reduce the minimum commercial floor space to 5% of the total. Riverbank

Landing is residential intensive; 86% of the housing units are concentrated in two high-rises. This is not a mixed use infill development – it is a massive condominium complex with a “corner store”.

Transition and Compatibility

Administration’s May 19, 2020 report to Council in the previous application stated there are *aspects of the conceptual design of the proposed site that would not pass muster in respect of accepted best practices of urban planning, particularly related to height and transition.*(page 10). The new proposal is much the same as before and the same issues remain. The developer is seeking building heights much higher than what is allowed in the LUB and there is no transition between the high-rises and the adjacent residences.

The number of dwelling units that can be built on this site is key factor for BCL. After all, the more units they can build on Riverbank Landing; the more they will profit. The City must keep the Direct Control designation to help ensure:

- That the number of dwelling units are limited, to avoid over-densification and any worsening of the traffic congestion problem,
- Appropriate transitions in height, scale, and design exist with other buildings and residences in the immediate surroundings;
- Heights of buildings are stepped down from Botanica II to the heights of adjacent residences with appropriate separation distances between buildings; and
- A consistent and attractive streetscape design is incorporated.

The City’s new Municipal Development Plan, *Flourish*, includes the establishment of Infill Design Guidelines that recognize the need maintain the character of existing neighbourhoods. These guidelines should be established before any infill development is considered for this site.

Why does BCL want to build on this site? Because of the river valley and views it offers, of course. In exchange for a money grab by BCL, Riverbank Landing with the two Botanica condos could become “the Great Wall of Condos” and a permanent blemish on our most cherished natural resource.

People make major investments when they buy their homes, doing so based on the land uses and zoning set out in the City’s planning documents. These homeowners expect that development near their homes will be compatible, and any changes to the land use will not be extreme and drastic. BCL’s proposed Riverbank Landing is completely incompatible and out of character with the surrounding communities and should not be allowed.

Council - don’t let development wall off the river valley! Our river valley must be protected – it is a cherished natural habitat and wildlife corridor to be enjoyed by all citizens.

Riverbank Landing will be a permanent eyesore for those living nearby or using the park and trail system. How could the City truly brand itself as the *Botanical Arts City* if “the Great Wall of Condos” is allowed to be built in the river valley? The proposed infill development is simply not suitable for the site or the area.

Heights and Mass

Stop the towers! The proposed Riverbank Landing high-rises will easily be the tallest buildings in St Albert. And with the Botanica condos, this small corner of Oakmont surrounded by mature neighbourhoods and the river valley could have the four tallest buildings in the city and it may become a destination to see “the Great Wall of Condos”. Even in St Albert’s “new” neighbourhoods, like Riverside, Erin Ridge North and Jensen Lakes, one seldom sees medium density residential buildings more than 3-4 stories in height. Yet, here we have an infill area bounded by mature neighbourhoods and next to the river valley, and we get a proposal to build 12-storey and a 15-storey high-rises right beside the two 10-storey Botanica condos. Why is the City even considering amendments for this scale of development?

Based on the slope of the land, it appears the grade level of the 15-storey high-rise will be 3 m or more higher than the lowest grade of the Botanica condos; the higher grade level is even more pronounced for the 12-storey high-rise. This means that the relative height of proposed high-rises will appear even higher in proportion to the height of the Botanica condos.

The developer has already built two high density Botanica condos next to the Sturgeon river and one of the city’s busiest intersections. Now they want to change the land use and zoning to cram two more high rises onto a small parcel of land that is left of Hole’s farm and was never approved for the proposed type of use.

Even though the high-rises are not as high as in the previous proposal they are still ridiculously high for the area and too close to existing homes. Because the high-rises are “bulkier” shadows may not stretch as far but the shadows will be wider and will linger for much longer periods of time. Houses closest to the site could be cloaked in shade for much of the day.

The proposed high-rises are not as “tall” as the previous proposal but their building footprint and mass is considerably larger – the gross floor area for the proposed 15-storey high rise is almost 37% more than the GFA for the previous 26-storey tower; and for the proposed 12-storey high rise the GFA is about 4.5% more than the other previous tower.

The 12-story high-rise is extremely close to existing homes, which will affect the privacy of the residents.

A possible bait & switch: BCL’s conceptual site plan for Riverbank Landing shows an 11 m (3 storey) seniors building and two-storey townhouses adjacent to existing Oakmont homes. BCL is not obliged to follow this concept. If BCL gets the amendments to the Land Use Bylaw they want, they could apply for a development permit to **instead** build 15 m (4 storey) buildings, including apartments and a variety of non-residential uses, right next to those homes.

A possible bait & switch: BCL’s conceptual site plan for Riverbank Landing shows the buildings along the river valley as 18 m (5 stories). BCL is not obliged to follow this concept. If BCL gets the amendments to the Land Use Bylaw they want, they could apply for a development permit to **instead** build 25 m high (7 – 8 stories) buildings.

Shadowing

Shadowing is an incurable physical issue that will adversely affect numerous residential properties in Oakmont and Erin Ridge. Homeowners in Oakmont and the Evergreens will face shadowing constantly from the proposed 50 m and 40m high rises.

Furthermore, the height and the mass of the two high-rises will be an eyesore for anyone who lives near or uses the river valley. The landscape of the area will be dramatically altered forever.

The 15-storey high-rise is a massive building that will cast shadows over nearby houses for longer periods of time. Its gross floor area is 37% more than the previous 26-storey building's gross floor area.

Housing Diversity

BCL's conceptual site plan includes a total of 360 housing units. Of the total, there are 309 condo units planned to be located in the two high-rises, which represents 86% of the total housing stock. The remainder of the housing units are a token attempt to show the City some housing diversity. No matter how you slice it, this infill development is a massive condominium complex.

The consumer market for this development appears to be geared to singles, urban professionals and couples in their mature income earning years given the average estimated assessment values, unit sizes, the number of proposed bedrooms, and estimated number of persons/dwelling. None of the proposed housing stock has more than 2 bedrooms, which indicates that housing other than 13 townhouses would not be suitable for families.

Public Consultation and Engagement

Following the June 22 Public Hearing regarding the Riverbank Landing development, Mayor Heron met with Dave Haut of Boudreau Communities Ltd and suggested engagement with the community would be an important step for them. Mayor Heron then asked some residents who opposed the development to attend a meeting with BCL, which happened soon after.

A charrette process was suggested as a means to gather feedback from the community. BCL then contracted a consultant to facilitate the charrettes and gather and process the data. However, the idea of a charrette was abandoned by BDL and the consultant largely due to COVID-19 risks and restrictions. The idea of a virtual charrette, or a virtual process that incorporated key charrette principles, was summarily dismissed.

Instead, BCL decided that a survey would be the method used to engage the public and receive their input. The residents group felt the survey did not adequately or in a balanced manner address the major issues raised by residents in submissions to the City and at the June 22 Public Hearing, such as traffic congestion, over-densification, building height, and whether this development is right for the site and area.

BCL unilaterally put forward two development options for the public's consideration. Both options proposed between 360 to 399 dwelling units and building heights up to 50 metres. The residents group felt the survey was structured in a way to try to produce a predetermined outcome towards either one of the options. In other words, it appeared BCL was only interested in getting feedback on their options rather than trying to gather open and honest feedback from the public for what could be considered an appropriate development.

The residents could not endorse a survey that only focused on BCL's option and decided not to proceed further along a path where meaningful public engagement was neither effective nor productive. BCL has never made the survey results public or provided any substantive findings supported by data.

BCL claimed that they listened to residents. But had BCL really listened to the public they would not be seeking approval **again** to increase the heights of buildings more than is currently allowed. And they would not be proposing a design concept with high-rise buildings and densities that are out of line with the characteristics of adjacent communities, and which are inappropriate for the river valley.

At the October 6 public meeting residents asked to see to-scale 3D renderings of Riverbank Landing from the river valley view and the Bellerose Drive view to get a more accurate perspective of what the proposed buildings, particularly the high-rises, might look like compared to the mass and height of existing structures such as Botanica II and adjacent residences. The developer agreed to provide those renderings. Why hasn't it happened?

BCL held an information session on November 10 that was not an "official" public meeting according to the City's public consultation policy. At this session BCL introduced its current conceptual site plan and other changes. The general public was not aware or informed of BCL's latest proposal until the City deemed BCL's application complete on December 23. At the November 10 information session, the developer told residents that a public meeting would be arranged to focus on traffic issues. Why hasn't it happened?

Addendum

Source: the City of St Albert Legislation Text regarding Bylaws 11/2020, 12/2020 and 13/2020. Report date: May 19, 2020. Emphasis to some text has been added.

EMRB Growth Plan

It should be noted that Oakmont's ASP was established in 1990, well before the EMRB Growth Plan came into effect. As such, *the Oakmont ASP is grandfathered within the Growth Plan*, which exempts it from the "application of the Growth Plan's guiding principles, objectives and policies".

Guiding principle #4 – The subject site of this proposal is outside of the planned LRT alignment 800m radius. The LRT alignment runs along the St. Albert Trail, which is prioritized for high-density infill development. The proposal does not fully support this guiding principle. (page 4)

Objective 3.2 – Plan for and promote a range of housing options. (*opinion: In the report administration surprisingly said the proposal supported this objective because the proposal provided a "type of high-density housing not widely available in St. Albert at this time". In my view this conclusion stretches the intent of this objective. First, the proposal was **not** "planned for". Second, the proposal arguably did **not** "promote a range of housing options". Nor does this application promote housing options when 86% of the dwelling units are concentrated within two high density high-rises.)*

Municipal Development Plan – City Plan

Policy 3.2.3 - The greatest density and diversity of housing in terms of type, form and availability, including row housing and low, mid and high-rise buildings, will be directed to

centres and areas with existing or planned regional infrastructure, transit and amenities, at a scale appropriate to the community. The proposal does not fully support this policy due to the location being outside of current MDP intensification zones such as the downtown core and TOD centre. (page 4)

Policy 4.2.2 - Intensification will be directed to rural centres, sub regional centres, urban centres, TOD centers, the metropolitan core and downtown Edmonton, brownfield sites and along transit corridors at a form and scale appropriate to the community and corresponding level of service. The subject project site is not located within the St Albert downtown (urban centre), or within proximity of a TOD centre, which does not support this policy. (page 5)

Map 2 of the Municipal Development Plan (MDP), Future Land Use, depicts the area to which built form intensification should be directed. These points of intensification are categorized as Transit Oriented Developments, Regional Shopping Centres, District Shopping Centres, and Urban Village Centres. Per section 4.12 of the MDP, these nodes are where medium and high-density residential should be centralized. The subject site of the proposed amendment is not identified as an intensification point on the Future Land Use map. (page 5)

Policy 4.12 Locations for Medium and High-Density Residential

The MDP identifies evaluation criteria for medium-density residential sites within Section 4.12. The City is to consider the criteria when recommending locations for medium density residential locations. The MDP is silent on the criteria for high-density residential development. (page 5)

When applying the criteria, it should be noted that the application does not support some aspects of policy 4.12 criteria, such as:

- Proximity to public transportation
- Dispersal of density throughout the neighbourhood
- Compatibility with the existing low-density residential community in Oakmont, and,
- Location in downtown, urban village centres, and neighbourhood activity centres (page 6)

Administration believes there are aspects of the conceptual design of the proposed site that would not pass muster in respect of accepted best practices of urban planning, particularly related to height and transition.(page 10)

“St. Albert Public Schools had some concerns on how the increased traffic may affect the efficiency of school bus transportation.” (page 11)

Taken on Red Willow Trail at
Boudreau Bridge



Proposed Amendments* - Previous Application vs Re-submitted Application

*Amendments to the Oakmont Area Structure Plan and the Land Use Bylaw proposed by Boudreau Communities Ltd in applications submitted to the City of St. Albert

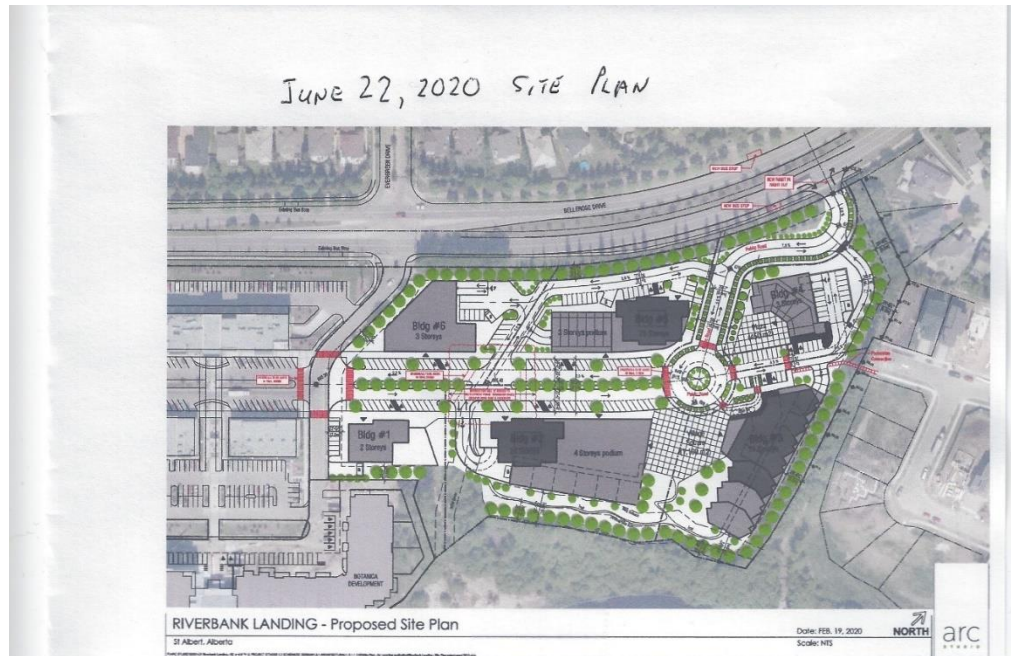
Proposed amendments - previous application¹ Submitted December 2, 2019	Proposed amendments - new application² Submitted about November 21, 2020
Subject land – 230 and 250 Bellerose Drive, and 300 Orchard Court	Same
Creation of mixed-use designation within the Oakmont ASP	Same
Amendment of the Oakmont ASP Future <i>Land Use</i> at 230 and 250 Bellerose Drive (from commercial), and 300 Orchard Court (from low density residential), to a mixed-use designation. There are corresponding textual changes to the ASP	Same
Amendment of the Land Use Bylaw, Schedule A (<i>Land Use</i> Districts Map) to redistrict 230 and 250 Bellerose Drive, and 300 Orchard Court, from Direct Control (DC) District to Direct Control Mixed Use (DCMU) District	Same
Land Use Bylaw text amendment to the Direct Control Mixed Use (DCMU) District increasing maximum allowable building height from 25 m to 100 m for this site only	Same amendment to increase allowable building heights – different maximum height proposed. Increase maximum allowable building height in DCMU from 25 m to 50 m for this site only. However, the footprint of the high-rises has increased substantially casting wider shadowing
Land Use Bylaw amendment to create Map 2 of Schedule F to allow for increased heights, and to restrict the locations of those increased heights for this site only	Same amendment – map illustration is somewhat different to reflect different increased heights and some different locations of those increased heights
Land Use Bylaw text amendment to the DCMU district to lower the minimum commercial floor area from 25% of the total gross floor area to 5% for this site only	Same
Conceptual total gross floor area = 78,330 m ²	New Land Use Bylaw text amendment to the DCMU district to lower the maximum gross floor area factor from 3.21 to 1.9 for this site only Conceptual total gross floor area = 73,421 m ²
Proposed density of 466 dwelling units. The number of du is conceptual only; the number of units could be higher	Proposed density of 360 dwelling units. The number of du is conceptual only; the number of units could be higher

June 22, 2020 Public Hearing: Council's decision – proposed amendments unanimously refused

May 2021 Public Hearing: Council's decision???

¹ Source: Planning Department Legislation Report to City Council. May 19, 2020

² Based on information presented by Boudreau Communities



46 Please consider the importance of our river valley when determining whether to support the new request to develop the old Holes property. I am a long term resident of St Albert and

	<p>hope council supports the value of our river valley. Please keep high rises away from the river.</p>
<p>47</p>	<p>We are writing in strong opposition to BCL's latest proposal on their River Bank Landing development.</p> <p>Nine years ago, we moved to St Albert, Oakmont community, from SW Edmonton Riverbend because of 'St. Albert, Alberta's Botanical Arts City' known for it's small-community feel and the beautiful river valley. We chose the Oakmont community because of it's proximity to the river valley.</p> <p>We are totally surprised that the City of St Albert would ever consider BCL's application, which will require a major re-zoning to accommodate two high rise towers "shoe horned" with 340 units as well as town houses and commercial buildings. The beautiful river valley should never allow high rise buildings to hang off the edge of the river banks, disturbing wild life and the environment. We use the valley trail system almost daily. Looking across the river from the baseball diamonds, it is unbelievable what this development would look like with two high rise buildings looking like a cement wall hanging off the high river bank.</p> <p>In the 2nd Public Meeting last November, I had asked Dave Haut about how traffic exiting the development using the right turn (in and out) half way up Bellerose would make a u-turn at the traffic lights at Oakmont Dr. to proceed back down Bellerose to Boudreau. Dave said this issue would be addressed in the TIA study. This issue is still outstanding. As well Dave indicated that he would convene another meeting that would be dedicated to Traffic Issues. This hasn't happened. We believe the traffic issue will be a serious concern with this development.</p>
<p>48</p>	<p>I am writing this letter as a resident of St. Albert in Woodlands to express that I am not in support of the revised Riverbank Landing proposal. The changes made were not significant enough to address the major concerns that exist with any future development going ahead on the last parcels of land in Oakmont.</p> <p>Major concerns include:</p> <p>1) Traffic Congestion.</p> <p>Traffic volumes in the Boudreau Rd/ Bellerose Dr intersection have already reached maximum capacity throughout the day and this specific intersection is already one of the most traffic-congested intersections in the entire city. I drive through this intersection at least 4 times every weekday between 8:30-9:00am and 3:00-3:30pm and it's consistently backed-up and congested. There isn't room for approximately 800 new residents and their vehicles in this area- it would result in complete grid lock.</p> <p>2) Enough High-Rise Towers Already Exist in This Area.</p> <p>When driving along Boudreau Rd (from Woodlands Rd towards Bellerose Dr) and waiting on the bridge that crosses the Sturgeon River, an 8-storey high-rise building can be seen on the left along the river, near the Canadian Tire, and two 10-storey high-rise Botanica buildings can be seen on the right along the edge of the river. To allow any further high-rise towers to be built beside Botanica will make it look like this city is</p>

interested in nothing short of creating a giant wall of high-rises along its river. The two Botanica buildings are already too obtrusive and how or why such massive towers were approved in the first place is beyond me! The city needs to stop allowing developers to destroy our beautiful skyline along the river.

3) The Scale of This Development Does Not Fit with the Established Surrounding Community. It is disappointing and frustrating to see this developer continue to submit proposals that do not provide respectful or tasteful transitions with the established homes that exist in this area. This photo of the developer's initial Riverbank Landing proposal was presented at the June 22, 2020 public hearing, indicating that the developer was more than willing to shove a slice of Las Vegas into St. Albert, even though it looked so incredibly out of place with the surrounding community.



The most-recent proposal continues to be too aggressive in scale- too much height and too many units. Reducing the suite count by 20% isn't nearly enough. This developer's bait and switch tactic is getting tiresome. The current MDP, the current residents and the current city council have made it clear that any further development in this area needs to integrate with the surrounding established community.

Yet the developer continues to not listen and to see how far this city council can be pushed in order to ensure their profit margins are maximized.

Due to the previously-mentioned major concerns, I continue to support the current Oakmont ASP and feel no zoning changes should be made. Furthermore, I feel confident that the majority of St. Albertans agree with me. This area is extremely special and popular with thousands of St. Albertans, so please do not fall for this developer's brainwashing tactics with their misleading/ incomplete information, as they continue to insist that rezoning this area is the best thing to do with this land. If this developer cannot submit a proposal that adequately addresses the facts that in this area 1) traffic is already congested, 2) enough high-rise towers already exist and 3) any future developments must be cohesive with the surrounding established neighbourhoods, then the remaining parcels of land in Oakmont should be left to develop as planned, with the low-residential and commercial zoning in place, so that all residents (current and new) can enjoy the area.

49	<p>Greetings. We are submitting our feedback regarding the latest proposal by BDL. Will keep it brief.</p> <p>Traffic remains a major concern around congestion and safety risk. BDL was too hold a public hearing in November to address traffic concerns and this never happened. We live directly across the street and experience this daily.</p> <p>The cost of the proposed units of \$660.000 does indicate that people who can pay this price are to have the views of our cherished Sturgeon River. This does not speak of diverse and affordable housing for the average family who resides here. Not developers but citizens. What about the environmental impacts this proposal will have. All those people?? We are a Botanical City.</p> <p>Please do not allow wider structures take away from the sunlight in our yards. We moved here and saved very hard for a small town residential city. We have all read the everything around this proposal and attended all the meetings to stop this massive development. Not opposed to change, but not in an established area, a residential area.</p>
50	<p>Boudreau Developments has big plans to invest in St. Albert, but these plans hinge on the public and City Council to support their vision. As a resident of St. Albert, I for one have no intent to support any changes to the current ASP and hope that the city will listen to the large majority of residents that feel the same way. We all know that Boudreau Developments has had many interactions with residents, and they have chosen to: 1) not listen or work with residents, 2) disregard recommendations, 3) lie about surveys results, 4) puts out surveys that limit options to reflect actual opinions. Boudreau Developments second attempt at putting forth a proposal is a clear indication of their unwillingness to work with the community. This behavior is unacceptable and should be met with a clear message form City to reject their proposal.</p> <p>In order to allow for the development of Botanica 1 & 2, the previous City Council modified the zoning that was in place. In my opinion, erecting two 10-story condo buildings was not in the best interests of residents, the surrounding neighborhoods, the Sturgeon river and the environmental reputation that this city is known for. Approving the Riverbank Landing application, which adds an additional 1000 residents along with commercial shops in such a compact area is ludicrous! I do not support the Riverbank Landing application for the following reasons: 1) there should be no further high-rises along the Sturgeon river, 2) the shadows created by high-rises will not only impact the residents, but I'm deeply concerned about the possible environmental impacts as well, 3) the traffic in this area is already beyond capacity (this being said when Botanica 2 is not yet fully occupied), and 4) the parking around the shops of Boudreau is already difficult, if not impossible at times. And lastly, I don't support the Riverbank Landing application as 5) the proposal is incompatible with the surrounding neighborhoods and will have a very negative impact on the current residents. Approving such a development in an already established community will cause a huge degree of mental and financial stress for them. I can only imagine the number of sleepless nights these residents have had since the developer initially shared their vision for Riverbank Landing, thinking about loss of property value, loss of privacy, over a decade of dust, dirt, pollution and noise due to construction and unavoidable shadows.</p> <p>My vote is to leave the ASP and the LUB he way it is. Additional low-density housing and commercial shops would enable all St. Albert residents to enjoy this area. The developer purchased the land with full knowledge of the zoning in place, so it should not come as a</p>

	<p>surprise if it remains unchanged. It is my hope that the Mayor and City Council carry out their fiduciary obligation to represent the residents of St. Albert by standing up to this developer. Furthermore, I would also like to hear from the City as to what their long term vision is for the river valley. Residents shouldn't be kept in the dark about what lies ahead for St. Albert's prized river valley. Lastly, as we move into 2021, I hope City Council remains focused on what has allowed it to gain the reputation as botanical and environmentally-conscious, and what has allowed it to earn the distinction of being one of the best cities in Canada to live in.</p>
51	<p>I am concerned about the weak response from the developer of this proposed project in a vital part of our river valley. As a 43 -year resident in Lacombe Park, my family and I have thoroughly enjoyed used the Red Willow trail system.</p> <p>I was disappointed that no trail continues along the river behind Botanica and we now are faced with riverbank repairs.</p> <p>I know the developer must have a big investment in that property and the challenge is to arrive at a compromise to provide a financial return the investor and address citizen's concerns. It appears that the initial proposal has only been scaled back slightly in terms of density and traffic issues. I am suggesting the developer be encouraged to focus on high-end luxury condos / townhouses to decrease these concerns. It seems this is the best way forward to lower density.</p> <p>At the same time, preservation of our green space is essential as a "botanical city".</p> <p>I also do not see "pet friendly " as a priority. The costs to the city and residents of the dogs and cats is high already and we haven't fully felt the effects of the recent explosion in pet ownership.</p>
52	<p>We write today in opposition to the current application by Boudreau Communities because:</p> <ol style="list-style-type: none"> 1) the density continues to be excessive and the roadway infrastructure is at or near capacity with the current traffic volumes 2) Allowing development along the banks of the Sturgeon River is contrary to the Sturgeon River Watershed Plan. Continuing to allow this type of massive development will result in a significant impact to the preservation of St. Albert's river valley and the Sturgeon River. 3) Allowing this massive development along the banks of the Sturgeon River is contrary to the governing principles contained in the new MDP, Flourish. 4) City Council has been charged with the stewardship of our river and the river valley to ensure it is preserved for this generation and generations to come and that can't be achieved by allowing this type of development to continue to be built along the river. This mass development infringes on both the river and the river valley. Anyone who has enjoyed a kayak or canoe ride along the Sturgeon River or a walk down the trails in Red Willow Park knows that Botanica has effectively blocked off the river. If developments like this continue to be allowed, St. Albert will lose this precious resource to the highest bidder. If that stewardship is not upheld, one of our most precious resources cannot be recovered. 5) On the issue of height, Boudreau has created this false impression of a 50% reduction. The heights on 2 of the 5 buildings might have been reduced 50% but the density has been reduced by Just slightly more than 20%. And at 50% or 15 stories, those towers are still too high for any type of transition to existing neighbourhoods and will cause excessive shadowing of the river valley and the neighbouring homes and an invasion of privacy for

those that bought their homes believing that the principles of the current ASP would be upheld.

Governance

6) The ability of current and future residents to rely on any MDP, ASP or Land Use Bylaw fails at every turn if this Council and future councils continue to allow these significant changes to the foundational documents and guidelines that are the premise of building communities in St. Albert.

7) Present and future residents should not have to spend years defending the principles of the communities they chose to purchase their homes in simply on the basis of a developer's greed to want more financial benefit from a potential development. Due diligence was done by those in this community and that due diligence should be the foundation to which people can rely upon.

8) If councils are willing to throw ASPs and LUBs out on the whim of a developer, St. Albert will garner a reputation as being unreliable to its residents, proceeding without reasonable governance, common sense or reliability.

9) This property was purchased by BCL on the basis that it was low density and commercial. Any dreams or expectations of the Developer should have been tempered with realistic proposals not extremes that have taken this project from a maximum of 84 allowed dwelling units to potentially 360 plus dwelling units and limited commercial development.

Traffic

10) Height drives density and density drives traffic

a) Traffic is an issue - there are no viable solutions to fix the traffic issues at Evergreen and Bellerose or at Bellerose and Boudreau

b) One of the proposed solutions put forth by Boudreau is to have a right in; right out Vx way up the hill on Bellerose on an arterial roadway with a proposed speed limit of 60 km/h, on a bend, on a hill but

i) City administration stated at a Governance, Priorities and Finance Committee meeting on August 12, 2019 that:

(1) while not guidelines, best practices indicate that direct residential development access onto an arterial roadway is not recommended due to safety and operational considerations;

(2) This is not a viable solution and is further complicated by the curve, hill, issues with sight lines, stopping distances and the anticipated increase in traffic volumes along Bellerose Drive into Sturgeon County and to Neil Ross Road, once completed;

(3) Allowing this would have long term Impacts that renders this proposed right-in; right-out an untenable solution.

(4) The implications will mean U-turns at Oakmont Drive and Bellerose Drive, short-cutting through Oakmont and increased traffic volumes through Erin Ridge and Erin Ridge North.

(5) Financial implications to the City of hundreds of thousands of dollars because of the closure of Old Coal Mine Road are still being felt as a result of the requirement for traffic calming measures in Erin Ridge and Erin Ridge North. The approval of a right in/right out would exacerbate an already untenable traffic situation in those communities.

(6) City administration has stated that "developments should not be connected to an arterial road unless there is no other viable option." The only viable option is to develop this land using the current Oakmont Area Structure Plan and Land Use Bylaw.

c) Another proposed solution by the Developer to the traffic issue is to "steal" part of the northbound, left turn lane to increase the length of the southbound left turn lane on

Bellerose. That will simply move the traffic issues and gridlock to the northbound lanes and cause congestion and further gridlock for anyone northbound into Oakmont and Erin Ridge, reducing the northbound traffic to one through-put lane. With the proposed "protected left turn lanes" southbound on Bellerose, the effects will be one single lane of through-put traffic on this stretch of roadway, which will cause a different type of traffic gridlock.

d) This property is built on the corner of two arterials but because of poor planning and design by the Developer, only a small portion of the site can access one of the arterials (Boudreau Road) and only if they chose to. The bulk of the existing development as well as this future development only has vehicular access through Bellerose and Evergreen. This is a direct result of poor planning by the Developer and the effect of that poor planning should not shoulder by the community.

e) This development is not a transit hub and is not within walking distance of a transit hub, which is one of three core foundational requirements of any urban village. Wikipedia (see attached) defines urban village as an urban development typically characterized by medium-density housing, mixed use zoning, good public transit and an emphasis on pedestrianization and public space (see attached). The BDL development, while touted by the developer as an "urban village" fails on at least three of the five components of meeting the definition of urban village. The developer has also characterized this proposed development as similar in nature to Granville in

Vancouver but Vancouver has recently completed a 20-year plan because that Vancouver development is failing in particular because of its lack of sufficient transit and is deemed unsustainable in its current state. That will cost significant Vancouver tax-payer dollars to rectify. The Developer is asking St. Albert to follow this same path, which is unacceptable.

Densification

11) The new MDP, Flourish, indicates that in this type of mixed use node, a maximum of medium density would be allowed. Medium density according to the City's Land Use Bylaw is townhomes, with the possibility of low rise apartments. Medium density is the greatest densification the Flourish MDP would allow on this site and that would only be subject to many other considerations such as traffic, accessibility, appropriate transitions, etc., which could be managed through a Direct Control designation but would be lost if this amendment is granted.

12) This type of densification is not appropriate for this site nor can it be supported by the roadway infrastructure.

13) In consultation with Boudreau, residents expressed that they may be able to support more than single family homes so long as the transitions and density were significant considerations in any type of proposed development. There were suggestions for 84 duplexes or brownstones with secondary suites on the 300 Orchard Court site, which would allow for "mortgage helper" rentals within the secondary suites or in these Covid times, a separate work/office space for work-from home/ at-home schooling scenarios. This would also provide reasonable and appropriate transitions to the neighbouring community as well as potentially providing housing for the "missing middle". It was indicated that residents may support low rise buildings on the two

remaining commercial properties, with commercial on the first floor and apartment style residences (as a discretionary use) on the upper floors to no more than the current 15 meter building height. A maximum densification should be no more than 150 - 200 dwelling units in total.

Commercial Footprint

14) The developer is requesting a reduction in commercial from the required 25% in mixed use zoning to 5%. The result is that while they claim they are asking for an amendment to mixed use, they are in fact asking for and intending to build R4 High Density apartments with the equivalent of a 7-11 or a Mac's convenience store on the main floor. A far cry from the current low density designation and does not align with the mixed use designation the Developer claims is their intention.

Shade vs Shadowing

15) There is a direct and significant impact on those homes shaded and shadowed by potential development.

16) It will also have a significant detrimental effect on the flora and fauna surrounding the river valley, the banks and slope stability of the Sturgeon River and the microbalance of the river itself.

a) In a case study on the impacts of overshadowing by tall buildings on greenspaces completed in Toronto in relation to tall buildings and structures and the impacts of overshadowing by tall buildings on nearby vegetation and tree canopies, the Executive Summary of that study reports several findings including but not limited to; "1) Planning and development activities should account for the heating and cooling effects of the sun and interactions between buildings, adjacent trees, and greenspaces; 2) Tall buildings have a significant impact on surrounding greenspaces and microclimates; 3) The benefits provided by greenspaces and urban trees must be assessed through a holistic, ecosystem based lens rather than using a narrow definition of utility."

b) It goes on to state:

"Shade" versus "shadow" Among planning, architecture and design professionals, the term "shadow" has come to be understood as the deleterious absence of sunlight caused by a building while among health promoters "shade" is understood to be beneficial shelter from the sun's harmful rays tall-building shade is unyielding and indiscriminate by its nature, with an impact that is both longer lasting, seasonally unvarying, and spread over a larger area. The impact of tall building shade on urban trees, public greenspaces and human comfort public greenspaces are of great significance as places for physical activity and urban health. The urban forest is important heat mitigation, carbon reduction Providing consistent access to sunlight is essential to maintaining healthy trees in urban greenspaces.

With increasing urbanization, a tall building placed between an existing treed area and the sun has the potential to have a deleterious effect on existing trees, both on their long-term health and the concomitant value they have in mitigating an otherwise harsh urban environment. "

The same study goes on to indicate that in areas shaded and shadowed by tall buildings, buildings block the sun and channel the wind, which can make temperatures feel 10 degrees cooler (see attached).

On page 10 of the Shelby Engineering Slope Stability and Building Setback Assessment dated November 2019 as part of this application by BCL states at paragraph 3 (see attached), "Vegetation along the slope is a key element in preventing erosion and maintaining the stability of the embankment. The vegetation currently existing on the face of the slope should not be disturbed."

If this development is allowed to proceed, the impact and resulting consequences of the shadows of the proposed buildings will be that the vegetation along the banks and shoreline of the Sturgeon River will have limited ability to survive in the long-term. As noted by Shelby Engineering's report, failure to sustain the vegetation along the Sturgeon's banks will create the potential for slope erosion and instability. This can't be fixed after towering buildings are built.

BCL's Failures

1) The BCL Shadow Study does not indicate the impact to the community during the "non-working" hours of any day, that being 3 p.m. - 11 p.m. There is a failure on the part of the Developer to show the shadows that will encompass the river and those homes in Oakmont directly to the north and east of this proposed project after 3 p.m. when the majority of St. Albertans are enjoying their backyards, parks, trails and the river valley.

2) the Applicant admitted that:

a) At 1 hour and 27 minutes into the June 22 public hearing

i) they made mistakes,

ii) promised not to wall off the river

iii) said they should have done better

iv) promised not to infringe on the river valley

v) indicated that the river is an asset for all of St. Albert

But contrary to their promises, the current concept plan/application continues to wall off the river and infringe on one of St. Albert's most precious resources, the Sturgeon River valley.

b) In the June 22 hearing Boudreau states that they want to work with the community, and yet the current application continues to propose excessive heights, excessive density, doesn't address traffic gridlock, and fails to ensure transition to the neighbouring homes.

c) At 2 hours and 1 minute into the June 22 public hearing Boudreau acknowledged that the river "is a resource for everyone" but they continue to use it as an asset to promote the saleability of this development to a select few.

d) The two towers, which account for 309 of the 360 proposed dwelling units have an average selling price of \$660,000 - \$738,000 - hardly affordable or diverse nor does it meet the targets for the "missing middle". Only 17 units are potentially under \$400,000. The estimated rental cost for the senior's facility is \$2,800 per month.

Mandate of City Council

In the STURGEON RIVER, STATE OF THE WATERSHED REPORT, MAY 2012 commissioned by the City of St. Albert, Department of Environment, at page 24 (see attached), it states under the heading "Protection of the Sturgeon River Valley"

"Many municipalities have adopted policies or bylaws to protect the natural areas around the Sturgeon River and its tributaries. The Town of Gibbons has designated a 300 metre buffer along both sides of the Sturgeon River and is committed to acquiring all lands in the river valley for future generations. Similarly, there is a designated 50 metre buffer along Carrot Creek in the City of St. Albert. The City of Edmonton's Top of Bank Policy restricts development along rivers or ravines for a distance equal to eight times the slope height of the feature."

That begs the question, why does the City of St. Albert have a defined policy designating a 50 meter buffer along Carrot Creek and NOT a similar or more stringent buffer around the Sturgeon River. This Council would be remiss in allowing this application given the unique and difficult circumstances surrounding this particular parcel of land. Giving carte blanche

to this developer or any future developer opens the City of St. Albert and all of its residents to unreasonable, unsustainable development on this property with significant impact. City Council needs to retain the direct control designation and the current land uses on this property in order to manage any and all future development on this site.

This Council is charged with the responsibility of ensuring that their decisions on this application are in the best interests of ALL ST. ALBERTANS not just the select few who will ultimately reside at Riverbank Landing.

This Council is also charged with the stewardship of the Sturgeon River, within the city limits, and must, in full acknowledgement of its responsibilities within the Sturgeon River Watershed Management Plan, move forward with denying the current request for amendment of the Oakmont Area Structure Plan and associated land use bylaws and give clear, concise direction to this developer that any development in excess of the current ASP and LUB will not receive approval.



actions, the City of Toronto supports a healthy tree canopy on both public and private property.

2.2 The value of sunlight

The infra-red radiation of the sun creates heat, which sometimes is valued and at other times avoided. In summer, the sun's heat can cause discomfort, relieved by a parasol or refuge in an arcade or under a shade tree. In winter, the heat of solar radiation is welcome. Pockets of sunshine create places of warmth, especially in the depths of winter. Therefore, any discussion of the value of sunlight and shadow, particularly in Canadian cities, must recognize the particularities of the climate in a temperate region and the necessity to differentiate seasonal issues of "solar access" and "solar protection". The dual nature of this question is diagrammed in Figure 1.

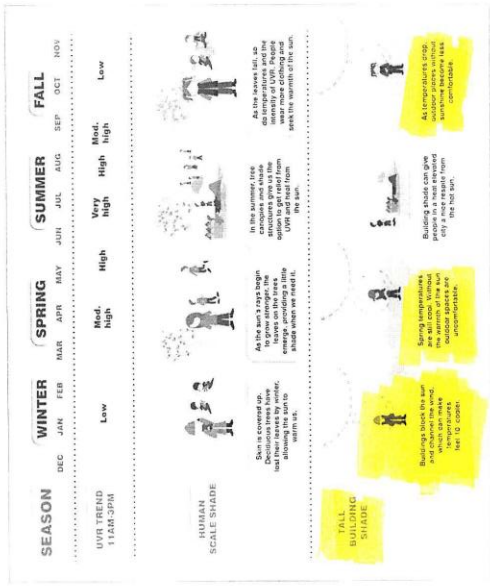


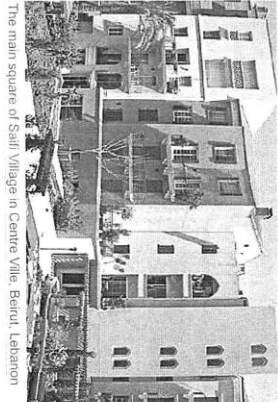
Figure 1. Climate Variations in Toronto (source: Forest and Field Landscape Architecture Inc.)

On Shade and Shadow: a case study on the impacts of overshadowing by tall buildings on Toronto's greenspaces
File name: On Shade and Shadow s00a feb 2019.docx

Urban village

1/21/2021
WIKIPEDIA

Urban village - Wikipedia



Urban villages are seen to provide an alternative to recent patterns of urban development in many cities, especially decentralization and urban sprawl. They are generally purported to:

- Reduce car reliance and promote cycling, walking and transit use
- Provide a high level of self-containment (people working, recreating and living in the same area)
- Help facilitate strong community institutions and interaction

The concept of urban villages was formally born in Britain in the late 1980s with the establishment of the Urban Villages Group (UVG).^[2] Following pressure from the UVG, the concept was prioritized in British national planning policy between 1997 and 1999.^[3] Urban villages also come in the form of suburbs of metropolitan areas that are politically designated as villages.

Contents

- Application
- Influences and Impetus
- Criticism
- Examples
- See also
- Suburbs classified as "villages"
- References
- External links

Application

https://en.wikipedia.org/wiki/Urban_village



GRANVILLE ISLAND 2040: BRIDGING PAST & FUTURE

A Final Report on Comprehensive Planning and
Vision for the Future of Granville Island

PRESENTED TO CMHC – SPRING 2017



OVERVIEW

This is the final report of Granville Island 2040, a planning project commissioned by Canada Mortgage and Housing Corporation (CMHC) to produce a comprehensive vision for Granville Island for the next quarter century. The report draws largely on the findings of four separate and concurrent studies conducted as part of Granville Island 2040:

- Land use plan (HCMA Architects and Design, with partners)
- Arts and culture plan (AMS Research and Design)
- Transportation plan (Bunt and Associates)
- Economics analysis and governance review (Flatbush Consulting).

In the recommendations made to CMHC throughout this report, the objectives of this project have been to capture the genius of the past, which transformed a former industrial site into an internationally acclaimed model of urban redevelopment to address the challenges of the present, and to shape the future with imagination and bold ideas.

The report begins by acknowledging the leadership, vision, principles and planning guidelines that informed the redevelopment and success of Granville Island after 1972. Granville Island was planned as an "urban opportunity place" to be characterized by a diverse land use mix, the preservation of historical character and authenticity, a commitment to arts and crafts and to on-site production and experimentation in all areas of activity, and the priority of the public realm including attractive public spaces, waterfront access and a pedestrian-friendly environment.

Those principles and guidelines are reaffirmed with the following modifications. First, Granville Island should make the promotion of innovation – in arts, crafts, food, urban design, and other areas – a fundamental criterion in its approach to all future development and programming. Second, Granville Island should make its commitment to environmental and social sustainability more explicit, by attaining higher levels of environmental performance, and deepening its commitment to social inclusion. Most importantly, in relation to social inclusion, Granville Island should commit to fostering a culture of open and ongoing dialogue and collaboration with local First Nations. Discussions between CMHC–Granville Island and leaders of the three local Coast Salish Nations have begun as part of the Granville Island 2040 public engagement process, and should continue in order to further identify shared interests and partnership opportunities.

Reaffirmation of the foundational principles is not, however, a commitment to the status quo. The past forty years have seen massive changes in Vancouver caused by population growth, immigration, increasing cultural diversity, and the economic disruptions of global trade, new technology and climate change. Challenges and opportunities arising from these changes must be addressed if Granville Island's success is to be sustained.

There are also internal organizational challenges that must be addressed. Granville Island has operated for forty years on a model of financial self-sufficiency, but the last decade has been characterized by a static equilibrium. No new programs are possible without new

2

Overview

revenue streams. Additional revenues are not possible without growth and development to attract a greater number of visitors. New development opportunities and increased visitation are only possible by overcoming the impasse of automobile traffic congestion and parking, and expanding alternative means of transport to the Island. Dramatic improvements in alternative transport infrastructure are critical.



Granville Island 2040 presents a vision, and recommendations, for the future in which these challenges are met, initiating an exciting new phase of growth and development, sustaining a passion for creativity and innovation, and rekindling the love affair with the Island for new generations. In this vision, transformational changes in transportation infrastructure decrease private automobile traffic and parking and restore the pedestrian-friendly public realm. New developments in the Market District create one of North America's leading food and restaurant destinations. New facilities and programs establish an internationally important arts and innovation district. The increasing scale and variety of activity, day and night, reflects the rich diversity of the Island's surrounding community, and its privileged location at this important gateway to Asia.

This report is organized around four multidimensional Strategies for Success:

Strategy 1: Improve Access

Build an elevator from the Granville Street bridge to the heart of Granville Island and a new bridge across Alder Bay, creating two iconic architectural features

that have destination value in themselves; increasing public transit, pedestrian, cycle and ferry access to the Island; reducing the dominance of private vehicle traffic; liberating parking space to enhance the public realm and alternative land-use opportunities.

Strategy 2: Expand the Public Market & Create a Market District

Reinvigorate the Public Market by expansion and integration within a Market District, creating a major food destination with new opportunities in sustainable food, local food production and processing, and innovative culinary arts and programming; expand independent business in the non-food sector specializing in local design and manufacturing.

Strategy 3: Embrace Arts & Innovation

Create a more dynamic, risk-enabling and resilient arts, crafts and culture community; establish a new Art and Innovation Hub for work in cross-disciplinary fields linking art, design and technology; build a flexible performance space to showcase contemporary, multi-media art practice and performance; reinforce festival programming; explore the establishment of a First Nations' cultural centre; upgrade existing facilities and shared services in support of cultural partners; foster robust stewardship of the arts.

Strategy 4: Restore & Sustain the Public Realm

Create a central plaza at the heart of the Island; replace parking by public spaces at the west and east ends of the Island; naturalize the south shore of Alder Bay; develop exciting new opportunities island-wide; promote environmental and urban sustainability.

Implementation of recommendations of this scope and complexity will require the political imagination, leadership and effective management that were critical to the Island's early success. Accordingly, the report concludes with recommendations and considerations for effective implementation, including a preliminary phasing schedule, order-of-magnitude cost estimates, and anticipated financing possibilities. However, financing the implementation of proposed infrastructure requires further research and consideration as additional engineering and feasibility studies are conducted in the short term. In terms of governance, the report recommends that CMHC establish an interim Granville Island 2040 Implementation Committee as soon as possible following the release of the Granville Island 2040 Plan. This Implementation Committee should include representatives from CMHC, the City of Vancouver, the Granville Island Trust, the on-Island community, key subject matter experts, and members of the wider Vancouver community. Looking long term, CMHC should continue to explore options for renewal of Granville Island's formal governance structure with a redefined role that further strengthens local authority, autonomy and decision-making, while remaining accountable to the Government of Canada through CMHC. The report acknowledges that staffing in the CMHC-Granville Island office will require reinforcement in order to effectively carry out the expanded mandate outlined by this report.

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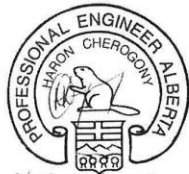
- All buried water and/or sewer lines shall be constructed with watertight connections to manholes and catch basins to ensure that excessive seepage into the ground does not occur.
- No geothermal system should be installed on the property. A geothermal system could consist of buried horizontal pipes and/or drilled vertical pipes of 30m to 100m in length. By nature of the system, any water leakage from the system would have negative effect on subsurface groundwater conditions and slope stability.
- **Vegetation along the slope is a key element in preventing erosion and maintaining the stability of the embankment. The vegetation currently existing on the face of the slope should not be disturbed.**

All construction debris shall be removed off-site. Dumping of any type of fill, grass cuttings or construction debris adjacent to or on/over the crest of the slopes shall not be permitted.

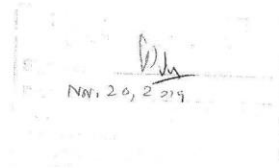
5.0 CLOSURE

All services provided by Shelby Engineering Ltd. are subject to our Standard Terms and Conditions, which are attached in Appendix I.

Respectfully Submitted,
SHELBY ENGINEERING LTD.
APEGA Permit to Practice P3580



Nov 20/2019
Haron K. Cherogony, P.Eng.
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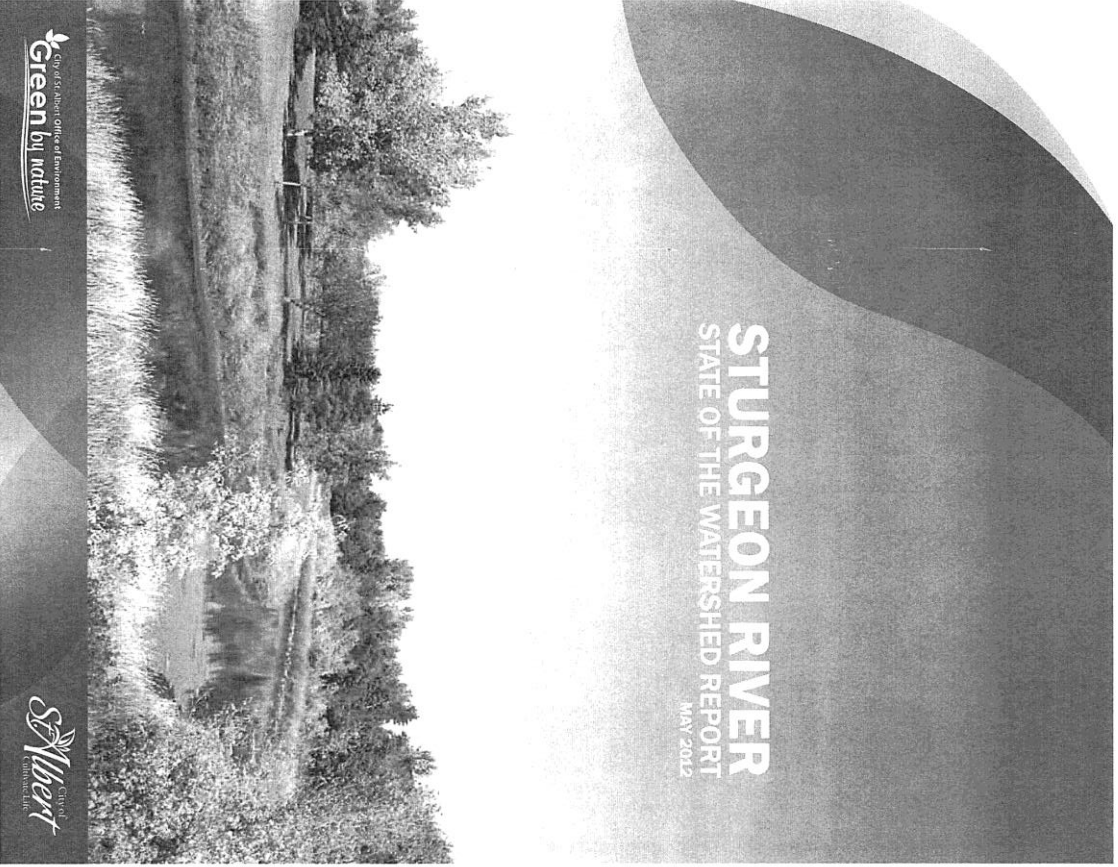


Encl.

File No. 1-21737-01
November 2019



Geotechnical, Environmental and Materials Consultants
www.shelbyeng.ca



STURGEON RIVER

STATE OF THE WATERSHED REPORT

MAY 2012

City of St. Albert, Office of Environment
Green by Nature

St. Albert
CITY OF ST. ALBERT
ALBERTA

STEWARDS OF THE LAND

For many agricultural producers throughout the Sturgeon River Watershed, best management practices are just part of the way they do business. Many producers work tirelessly to improve their land management practices to reduce their footprint as much as possible. A simple action like restricting access to water by animals is an important practice which helps to protect our water bodies and riparian areas.

Sturgeon County has partnered with Westlock County, Athabasca County and the County of Barrhead to create Highway Two Conservation, which is a partnership partly funded by a grant from Alberta Agriculture and Rural Development. Highway Two Conservation works on projects that promote the adoption of sustainable agricultural practices. Farming is an innovative industry that is connected to the land. The soil, water, and ecological resources of the land are needed by agriculture for the industry to succeed and thrive. Highway Two Conservation seeks to increase the balance between agriculture and these resources to ensure a long and prosperous future for the adults of today and the children of tomorrow.

PROTECTION OF THE STURGEON RIVER VALLEY

Many municipalities have adopted policies or bylaws to protect the natural areas around the Sturgeon River and its tributaries. The Town of Gibsons has designated a 300 metre buffer along both sides of the Sturgeon River and is committed to securing all lands in the river valley for future generations. Similarly, there is a designated 50 metre buffer along Carver Creek in the City of St. Albert. The City of Edmonton's Top of Bank Policy restricts development along rivers or ravines for a distance equal to eight times the slope height of the feature.

RED WILLOW PARK TRAIL SYSTEM

In the 1980s, political leaders, City of St. Albert staff, community members and residents created a plan for a city-wide urban park situated along the Sturgeon River. Years later, their dreams were realized with multi-use trails, natural areas, naturalized areas, and open park spaces and playgrounds throughout the city. The trail system provides residents with the opportunity to enjoy the great outdoors, and also ensures that the river is protected from development, and in some cases, returned to a more natural state. The urban park also allows residents to connect with the river through access points along the trails.

ENVIRONMENTAL ADVISORY BOARDS

The Cities of Edmonton and St. Albert, and Parkland County, have environmental advisory committees which include representatives from the community and municipal, provincial and federal governments that provide advice to municipal councils on environmental initiatives, such as natural area protection, water conservation and sustainable urban development.



53	<p>I am writing this email in support of all of the voices against the Riverbank Landing development in Oakmont. An overwhelming majority of residents do not support this development because it doesn't make sense in our neighbourhood.</p> <p>First of all, the intersection of Bellerose and Boudreau can barely handle the traffic as it is; how can this intersection adapt to more traffic in the morning and afternoon hours with the additional high density residences? Importantly, how will emergency vehicles — those which are supposed to rescue life and those in danger — get through the muddle of cars in that area?</p> <p>Secondly, and very importantly, a good urban developer will compose buildings that align with the existing natural landscape. St. Albert is known as the Botanical City, we have beautiful architecture, lovely parks, trails and spaces, and this development is a protruding eyesore. Riverbank Landing belongs in the downtown core, not along the riverbank mixed in with low density housing. Not only is the building robbing people of their views, it is destroying the natural landscape in the area.</p> <p>Like my neighbours, I am vehemently against Riverbank Landing and I hope that council will listen to our voices and not go through with this project.</p>
54	<p>Once again I wish to convey my opposition to the proposed amendments to the Oakmont ASP and LUB made by Boudreau Communities Limited (BCL)</p> <p>After careful review, this application is very similar in many ways to the original application for amendments that was defeated by council on June 22, 2020. BCL has not addressed the concerns or feedback that has been given by concerned citizens through a number of different forums.</p> <p>The density, and thereby the resulting traffic, proposed in this development is beyond what this area is able to support.</p> <p>The traffic at this major intersection is already at capacity. There appears to be few viable options available to try to improve traffic flow, even without taking into account any additional traffic from this proposed development. The developer had committed to a public meeting specifically addressing the traffic concerns, which has yet to be fulfilled. With emergency services located at this intersection, any further traffic congestion is of great concern for the entire city of St. Albert.</p> <p>While the heights of two of the proposed buildings are lower than the original proposal, they are still significantly taller than any buildings currently built in St. Albert and are completely out of scale with the surrounding residential neighbourhoods. With the rise in topography of the land in question, the 40m and 50m buildings will tower over all existing buildings and negatively alter our skyline from all directions. In addition, the proposed height limit of a 15m building next to the current Oakmont neighbourhood is also beyond what would be acceptable and would not be considered an appropriate transition to the existing</p>

neighbourhood. Recognizing that the BCL proposal suggests that this building would be 11m in height, there would be nothing to prevent them from building a 15m building, next to the existing single family homes in Oakmont, which would be completely unacceptable.

As proposed, this development would in effect completely “wall off the river” and be available only to the elite with average unit prices (\$758,000 for Building 2 and \$660,000 for Building 4) well above the price of an average home in St. Albert. BCL has suggested that they would not “wall off the river” as both Botanica I and II have done, but their current proposal suggests otherwise. This is, in effect, selling our most precious asset, the Sturgeon River Valley, to the wealthy. With no plans to build any units with more than 2 bedrooms, this would suggest that this is neither a family friendly development nor an affordable housing option for most families in our city.

BCL’s request to change the designation to Direct Control Mixed Use (DCMU) is particularly concerning. It is my understanding that there is no guarantee that the developer will build what is actually being proposed if the proposed ASP and LUB amendments are approved. The list of potential allowable permitted land uses and discretionary land uses under DCMU is too great to be left solely to the discretion of the developer with no oversight by city council or city administration. This area must remain under Direct Control to ensure that the right development is built with respect to the surrounding neighbourhoods, current infrastructure, and what is best for the city as a whole.

While we must be good stewards of our land and resources within our city boundaries, this is not the place for such a high-density development as proposed. This type of development would be most successful and best suited to the downtown area or in a new undeveloped area where the proper infrastructure (roadways, transit, etc.) can be built to support the residents of this development.

It is accepted within our community that this land will be developed. However, it is believed that a successful development can be achieved within the current ASP and LUB. I believe that buildings with commercial space on the ground levels and 2-4 stories of residential units above are very acceptable. Allowing for townhomes, duplexes or other examples of the “missing middle” would also be deemed acceptable and a good use of the land in question.

We are relying on city administration, the mayor and councilors to protect this small but sensitive piece of property in our city due to all of the underlying issues that would occur as a result of this proposed development. Please respect the current Oakmont ASP and LUB and reject this application for these proposed amendments.

My family and I have resided in Oakmont for over 25 years **and are opposed** to the development submitted by BCL.

	<p>We have had the opportunity to review the subsequent proposal to develop the Riverbank property. In our opinion, several previously identified issues needed to be addressed. Upon evaluation of the newest submission, we do not see the concerns mitigated.</p> <p>We are concerned that BCL has not appropriately nor adequately proposed a remedy for the extensive burden that the increased vehicular density and volume will place on the existing infrastructure. Significant transportation bottlenecks already exist, this will compound them.</p> <p>The existing ingress and egress of the property already pose safety concerns for pedestrians, cyclists and other vehicles. The additional traffic anticipated at the project's completion, yet alone the potential of a construction development cycle that may expand to 5 years, would further compromise this community's safety.</p> <p>The sheer height and mass of the proposed structures are also too intrusive. The City of St Albert has already worked the appropriate development of these sensitive sites and put in the appropriate safeguards. There is no need to amend any current standards so as to allow additional density.</p> <p>We are not against progress, however, we are for the proper planning & development of our community. BCL has appeared to engage in an opportunistic approach to community development without proper regard to the existing rules of engagement.</p>
56	<p>I oppose the Riverbank Landing project, again as it is very similar to the previous proposal. I live in Erin Ridge and feel that my concerns have not been addressed with this new proposal.</p> <p>This proposal still does not address the key concerns brought up during the previous public meeting. Some of these issues (and in no order) are:</p> <ul style="list-style-type: none">• Traffic: increased traffic causing increased congestion and decreased flow; especially concerning access and mobility for emergency services (fire, EMS, police).• Access into/out of Erin Ridge: will become more frustrating, especially left-hand turns from the Erin Ridge neighbourhood onto Bellrose in attempts to travel south and turn east (left), onto Boudreau Rd. due to congestion.• Pedestrian Safety: wide road R/W widths where no traffic calming can be achieved for pedestrian safety when attempting to cross Bellrose Drive from the Botanica side of the street, or vice versa. This is a particular concern with school busses dropping off kids to cross this wide roadway even with lights at the crossing as traffic is so heavy at the intersection of Bellrose and Boudreau just a few meters away.• Density: The revised 360 residential units from the new proposal, instead of the previous 466 units is only a minor decrease (23%). RBL has also requested the reduction of commercial floor space from the minimum of 25% to 5% of the development.

	<ul style="list-style-type: none"> • Protection of the River Valley: difficult to ensure continuous efforts for maintaining the River Valley embankment, preservation of wildlife and waterfowl and of the river Sturgeon River itself. • Shadowing: The change from 2 tall towers to 2 wider, bulkier buildings will cause broader shadowing and affect even more residences for longer durations during a day/year/season. • Continuation of trail system: The new plan still does not provide/uphold a continued trail system for pedestrians, nor does it support more current modes of transportation such as e-bikes and e-scooters or combinations of these. • Public Transit: no accommodation for close mass public transit, nor ease to access to future LRT. • Servicing Impact: will citizens of St. Albert be held fiscally liable for added servicing impacts to the road systems or to utility servicing during development or in the future? BDL has proposed the City lot 200 ER located behind their proposed development and in between the Sturgeon River to become a utility corridor (mostly for them). Is this viable to have utilities, maintenance of these utilities and any future maintenance equipment to be mandated with utilizing lot 200 ER to perform maintenance here? Concerns are with space for maintenance equipment, noise, impact to adjacent residences and to the River (including embankment, wildlife, and waterfowl). Probability of increased incidences for maintenance are greater with the RBL concept than would be from the original zoning concept. • Zoning concerns: setbacks to the river(?), compatibility with surrounding properties(?), complimentary with St. Albert's vision for growth, balance, and preservation of green spaces (?), resulting property value losses(?) <p>This project does not seem suited for the location proposed. If developed, some of the key points also identified in the City's "Cultivating our Future" or the Red Willow Master plan and further are compromised especially for the next generation. Key points such as the importance of green spaces, easy access (ie. mobility to/from this site utilizing various modes of transportation such as scooters, etc. or a combination of modes) and the preservation of the surrounding environment.</p> <p>I hope that the Mayor and City Council gives deep thought to the concerns identified.</p>
57	<p>RE: APPLICATION TO AMMEND OAKMONT AREA STRUCTURE PLAN & LAND USE BYLAW PROPERTY SITE: 230, 250 BELLEROSE DRIVE & 300 ORCHARD COURT ST. ALBERT, AB.</p> <p>Please consider this document my formal submission of concerns regarding the application submitted by Boudreau Communities Ltd (BCL) to amend the Oakmont Area Structure Plan (ASP) and the Land Use Bylaw (LUB) to allow for a development referred to as 'Riverbank Landing'. My intention within this submission to briefly discuss selected concerns as they impact the adjacent and surrounding communities in the area of the proposed development.</p>

My 1993 property located at [Redacted] Orion Close within Oakmont, along with numerous other community properties in proximity will be profoundly impacted by the development due to the following concerns listed below. Please note that again, this past year, the City of St. Albert Mayor and the Council has again decided to review the subject land outlined above allowing the developer to request that the Municipal Development Plan (MDP) be changed to satisfy the developers profit interests at the expense of the existing tax payers who previously utilized the MDP and Area Structure Plan (ASP) that was one of the important elements in deciding to invest in their residential properties.

As you may be aware, the development that BCL is now proposing is the same or similar in many ways to the previous one. Note that the same major issues still remain. Here are only a few of the many issues that concern my residency:

Zoning - the land is currently zoned Direct Control (DC), which gives Council authority and control over the use and development of the land and buildings. BCL has applied to have the land rezoned to a mixed use designation, *effectively* removing Council's control. This land was never intended nor approved for the type and scale of infill development proposed by BCL.

Traffic - *traffic* near the Boudreau Road/Bellerose Drive intersection is already a serious problem; the volume has already reached capacity. To needlessly increase density beyond the current zoning at this location will choke the intersection, impact adjacent roadways, and make it more dangerous for pedestrians and cyclists in the area. Emergency vehicles stationed beside the Boudreau Road/Bellerose Drive intersection may be restricted by elevated *traffic* when time is crucial.

River Valley Landscape - don't *wall off* the river valley! Our river valley must be protected - it is a cherished natural habitat and wildlife corridor to be enjoyed by *all* citizens. Riverbank Landing will be a permanent eyesore for those living nearby or using the park and trail system. How could the City truly brand itself as the *Botanical Arts City* if a "*wall of buildings*" is allowed to be built in the river valley? The proposed infill development is simply not suitable for the site or the area.

Density - Oakmont area / community has already met the city's density target of having 30% multi-family residential dwellings. BCL's latest proposal will add about 360 more multi-family dwelling units, with an approximate population of 634. When combined with the 252 units in Botanica I and II, the total density will be excessive for this one small corner of Oakmont with its restricted traffic access. Developments with this much density should be located near mass transit centres. To make matters worse, if the bylaw changes are approved, BCL or any other developer could build as many as 400 - 500 units on the site, depending on the average unit size.

Building Height - BCL is *still* proposing to build two high-rises - one at 50 m in height (approx. 15 storeys); the other at 40 m (approx. 12 storeys). These heights are more than 2 times the current allowable height in the land Use Bylaw and 1 to 2 times higher than the Botanica condos, depending on the elevation. Buildings of this height should be located in areas designated by the City for higher density. Also, why is BCL seeking approval for a height schedule that has *higher buildings* with more density than those shown on the application's site plan next to existing residential properties in Oakmont, and along the river valley?

Transition - the uses and types of buildings for any infill development on this site should have proper transition between existing structures. Building heights should transition *downwards* from Botanica II towards residences in Orchard Court and Erin Ridge.

Public Consultation - BCL claimed that they listened to residents. But had they really listened to the public they would not be seeking approval to increase the heights of buildings more than is currently allowed. And they would not be proposing a design concept with high-rise buildings and densities that are out of line with the characteristics of adjacent communities, and which are inappropriate for the river valley.

Trust - The Mayor and Council are entrusted to act in the best interests of citizens. They need to refuse unimaginable in-fill developments that are incompatible with the surrounding neighbourhoods. We are depending on the mayor and councillors to not breach that trust and accountability.

I am citizen who is very concerned with this development writing to voice my opposition to the proposed amendments to the Oakmont ASP and the Land Use Bylaw, which if approved would pave the way for the proposed Riverbank Landing development.

In summary, The City of St. Albert must focus on what this property initially was zoned and later advertised to the community when they purchased their properties. The subsequent development of this site then should follow in the direction to a finish line that maintains the uniquely interesting and vibrant small town living we call St. Albert. This development, as it is proposed, will destroy the Sturgeon River Valley as we know it.

58 **I DO NOT support Boudreau Communities Ltd. (BCL) proposed amendments to the Oakmont Area Structure Plan and Land Use Bylaw – Schedule A and Direct Control Mixed Use Districting.**

The current Direct Control zoning places direct responsibility on Council to specify conditions, permitted and discretionary uses. Council should not accept Boudreau Communities Ltd. proposed zoning changes. On rejecting the proposal, **Council should outline zoning details that better conforms with the interests of St Albert residents as generally outlined in the feedback to the BCL proposal.** Those details should align with the current Municipal Development and Oakmont Area Structure plans. The proposal from BCL provides an unacceptable range of development choices that are inconsistent with the design and character of the surrounding community that was developed under the current Municipal Development and Area Structure Plans.

A consequence of the approach Council has endorsed for amendment of existing plans and Land Use Bylaw results in Administration only outlining where the BCL proposal conforms or exceeds the intent of current plans and Land Use Bylaw prior to the start of a Public Hearing. Consequently, the task rests with Council to set and/or negotiate outcomes.

Council should be advised on the content of the public feedback to reject the BCL proposal as outlined and/or after completion of the Public Hearing. Further, Council should be obliged to detail elements of the Land Use Bylaw that would be pre-requisite to any development proceeding.

Issues	Statement - Recommendation
Zoning change from Direct Control (DC) to Direct Control Mixed Use (DCMU)	The scope and scale of zoning changes are unacceptable. Requested allowances in building heights and location are excessive.

		<p>Inadequate building setbacks from top of bank result in buildings overshadowing public utilization of Red Willow Park and environmental reserve adjacent to the Sturgeon River.</p> <p>While within the rights of a landowner to seek zoning changes, the proposed changes are inconsistent with the current Municipal Development (MDP) and Area Structure (ASP) plans. Suggested development plans used to illustrate the zoning request reveal the inappropriateness of the scope and scale of development that could proceed should the zoning request be accepted.</p> <p>The proposed rezoning undermines decades of public and municipal Council efforts to safeguard a meaningful, publicly accessible green corridor, parallel to the Sturgeon River.</p> <p>Botanica I and II stand out as anomalies to the natural continuity of Red Willow Park. They should not be accepted as precedence to support the scale of development outlined in the zoning request.</p> <p>The transition in land use and building height to adjacent residences is inadequate.</p>
	<p>Zoning Precedence</p>	<p>Earlier investors (residents of Oakmont and Erin Ridge) have relied on the MDP and associated ASP to make their investments. Those investments carry a cumulative value in the hundreds of millions dollars that are already paying taxes. What fairness exists when those earlier investments are forsaken by Council for present day financial gain?</p> <p>Council should uphold the principals and intents of the MDP as a key guidance document for development in the city. Processes are in place that obligate Council to publicly air the merits and benefits of any rezoning request. The continuing insistence by Boudreau Communities Ltd. to significantly alter the use, scope and scale of development are troublesome without Council elaborating on what it considers appropriate use of the lands currently zoned Direct Control.</p> <p>The lands under consideration for rezoning are one of the few remaining land tracts in St Albert that offers exceptional vistas of the river valley.</p> <p>Even the current DRAFT MDP - <i>flourish</i> recognizes the potential of the current site for Mixed Use albeit with a recommendation that a minimum 50 m setback</p>

		<p>should exist between <u>property lines and the Sturgeon River break.</u></p> <p>Council has been entrusted to do what is in the best interests of St Albert. This carries an accountability for adherence to the benefit of long-range planning that has successfully governed the development of Erin Ridge and Oakmont.</p> <p>Council should deny the scope, scale of the rezoning request because of its implications to the existing community and adjacency to Red Willow Park.</p>
	<p>Direct Control (DC) zoning obligates Council to set out expectations, standards and Conditions</p>	<p>IAs stated in the Land Use Bylaw, “the purpose of the Direct Control District is to enable Council to exercise particular control over the use and development of land or buildings within the area so designated” It is <u>Council</u> and not the Development Officer who “shall determine the land uses that may be allowed in a DC district, and may impose such standards and conditions it considers appropriate to regulate that use.”</p> <p>To be consistent with the intents of the DC zone, Council should set out its expectations, including standards and conditions, for any public hearing into a zoning change.</p> <p>Retention of the current zoning offers to this and successive Councils the opportunity and flexibility to incorporate changes that reflect evolving community and economic needs. Additionally, it ensures that Council can be acutely aware of the best interests of residents, especially those residents living near a proposed development.</p> <p>The lands under consideration remain as the last large undeveloped area within Oakmont. Their siting and proximity within and adjacent to mature communities and parkland offers much potential for all forms of development. Council’s prudence to set out expectations for development need to be clear so as to reduce the risk of unintended negative consequences.</p>
	<p>Parkland should not be used for utility corridor</p>	<p>290 Orchard Court is currently identified as Park according to Schedule A of the Land Use Bylaw [Sec 10.1 (1)] Boudreau Communities Ltd. (BCL) has identified use of 290 Orchard Court as a utility corridor. According to the LUB, use of land zoned as Park for a utility corridor is not permitted.</p>

		<p>The ASP Technical Report submitted by BCL makes specific mention (pg.22) of the need to “It is also recommended that vegetation along the slope, south of the site, be maintained to prevent erosion and maintain the stability of the embankment”</p> <p>290 Orchard Court is situated along Top of Bank (TOB). Its northern edge essentially follows TOB and slopes at 24- 33 degrees to the Sturgeon River.</p> <p>The submitted ASP Technical report specifically identifies the need to leave the slope vegetated in an undisturbed state. Surface disturbance would heighten risk of erosion, slumping from soil disturbance and removal of existing cover vegetation. NO ACTIVITY SHOULD BE PERMITTED EXCEPT FOR DEVELOPMENT OF POSSIBLE PUBLIC TRAIL.</p>
	<p>Clarify role of Concept plans</p>	<p>It is critical that Public Hearing documents clearly distinguish concept plans from development plans. Much attention is focused on the BCL conceptual site plan. However, there is nothing obligating BCL to a development timeline and/or building as per concept. Consequently, it is critical that public hearing documents clearly identify that the role of a concept plan is to illustrate the potential choices for development within a designated land use zone. Further, Council would be remiss in not setting out its expectations, standards and conditions for a Direct Control and/or Direct Control Mixed Use Zoning.</p>
	<p>Development Density</p>	<p>Oakmont, unlike St Albert Trail is not prioritized for high-density infill under the Municipal Development Plan. The City of St. Albert’s Municipal Development Plan (MDP) encourages low density residential redevelopment in Established Neighbourhoods as it can “provide a greater housing choice” (Section 3). The Oakmont neighborhood is not identified as one of the 8 communities for which the 2006 Design Guidelines for Compatible Development in Established Neighbourhoods: Low Density Residential (C442-2006 September 5, 2006) should apply.</p> <p>The targeted lands and potential scale of proposed development fall outside the intensification zones identified in the current St Albert Municipal Development Plan as well as the Transportation Master Plan. The intensification zones are associated with the downtown core and Transit Orientated Development</p>

		<p>nodes. The Municipal Development Plan – Future Land Use map clearly delineates that intensification should be directed to Regional /District Shopping Centers, Transit Orientated Development, and Urban Village. The targeted lands and associated Botanica and Shops at Boudreau commercial development are not identified as a site for intensification of residential units.</p> <p>Changes to land use zoning will have community wide effects. Continual development of St Albert to the north of the targeted lands has resulted in a significant escalation of traffic volume issues at the intersection of Boudreau Road and Bellerose Drive. Any development of the targeted lands would have added to the challenges, but the expanded scale of development has the potential to exponentially increase these.</p>
	<p>Building height – 300 Orchard Court</p>	<p>Present zoning for “low density residential” (R1 or R2) in the Land Use Bylaw is 11 m (2 – 3 stories). This height provision allowance would enable an increase density without compromising the intents of the MDP and ASP. Retain current zoning and adherence to height allowances for low density residential. The BCL proposal promotes a level of development that places untenable demands especially on vehicle infrastructure and first responder capability.</p>
	<p>Building height – 230 & 250 Bellerose Drive</p>	<p>The MDP and ASP set out expectations for commercial development for these two parcels. BCL proposes to deviate from development of commercial property in favor of high-density residential units. The rezoning as proposed is unacceptable. Alternatively, Council has the latitude to under a Direct Control to advance an alternative expectation, however it should be limited to conform to the current building height limitations.</p> <p>The adjacent commercial property, Shops at Boudreau, adhere to the 15m height constraint for C2 zoned commercial lands. This height provision can be part of a Direct Control Mixed Use zone that would enable an increase residential unit density without compromising the intents of the MDP and ASP. Retain current zoning and adherence to height allowances for commercial C2 zoned lands. The BCL proposal promotes a level of development that places untenable demands especially on vehicle infrastructure and first responder capability. Alternatives need to be examined that would limit the additional</p>

		demand on existing infrastructure that also recognizes the limitations that exist to deal with additional demand.
	Setbacks	<p>BCL’s rezoning request has direct consequences to adjacent residences and indirectly those that fall within the shadow of taller buildings. Setbacks should be increased with progressive building height to safeguard resident rights to unobstructed daylight.</p> <p>Increased minimum setbacks between property lines and buildings when adjacent to Public Reserve (290 Orchard Court) are needed. The LUB allows for the designation of wider setbacks when in proximity to Park and Environmental Reserves, and especially along the Sturgeon River.</p> <p>The planned completion of a public trail along the north side of the Sturgeon River to afford public access to this portion of Red Willow Park should be identified in the Oakmont ASP.</p>
	Transit	<p>The subject lands are outside of the 800 m radius of a potential future Light Rail Transit (LRT) alignment along St Albert Trail and do not conform to present MDP plans for Transit Orientated Development.</p> <p>BCL did not investigate the public transit aspects as part of their rezoning requests so it is disingenuous to proclaim adherence to the Edmonton Metropolitan Regional Board – Growth Plan guiding principle No. 4 . No evidence is provided to justify how the rezoning will result in a capitalization on existing and planned infrastructure, e.g., LRT, Transit Orientated Development.</p>
	Traffic congestions and flow	<p>The St Albert Transportation department already recognizes the Bellerose/Boudreau intersection is at capacity. Aside from commitment to investigate options, no recommendations are made to address concerns over the current egress point from Botanica to Bellerose Drive. Similarly, Improvements can be made to the Bellerose-Boudreau intersection, but little or no options exist for increased volumes from a higher density development of the lands under consideration for rezoning, especially during high traffic periods.</p>
	Access through Orchard Court	<p>Road network built to standard for low density residential use. Utilization of connection to Orchard Court elevates traffic levels and raises risk to residents.</p> <p>This road is not designed for traffic from high density or mixed-use development. Rezoning for other development should result in permanent</p>

		closure of the road access except for emergency use.
	Right-in/right-out access on the Bellerose Drive	There are limited options for exiting the lands as evidenced by the documented challenges of exiting the adjacent Shope at Boudreau and Botanica development. There is a heightened likelihood of traffic exiting at the proposed right-in-right-out will undertake U-turns at Bellerose and Oakmont drives. Further, road grade slopes and visibility limitations heighten risk of accidents from vehicles egressing onto Bellerose Drive from development lands.
	Emergency services – Fire-First Responders	Rezoning to permit heighten population density will present challenges to delivery of emergency services. BCL has provided no data and analysis on current and projected response time for fire and first responders. Constrained vehicle access especially during peak vehicle use will negatively affect response times to access these lands as well as adjacent communities of Oakmont and Erin Ridge. As proposed by BCL, the changes to building height provisions and siting does present challenges in the deployment of fire response equipment necessitating the acquisition of assets and personnel. These additional demands are inadequately addressed in the Financial Impact Analysis.
	Fiscal Impact Analysis	The analysis utilizes 2013 values, yet construction is staged to occur over a 7-10 year term. The analysis only pertains to that point in time when full build out is achieved. Consequently, the analysis is inadequate in light of escalating costs known today and into the future at the time of full build out.
59	<p>I DO NOT with the request by Boudreau Communities Ltd. to rezone 230 and 250 Bellerose Drive and 300 Orchard Court. Council needs to state that the targeted lands ARE NOT suitable for the kind of development associated with the application for a zoning change, including proposed maximum building heights.</p> <p>The targeted lands are situated on the headlands overlooking the Sturgeon River, Red Willow Park and associated recreational lands. Consequently, these lands offer a much sought-after vista for commercial and residential development adjacent to Red Willow Park. St Albert residents would benefit from a muted expansion of commercial and residential development complementary to the continued use of the green space known as Red Willow Park..</p> <p>A change in zoning to accommodate development WOULD NOT BE IN THE BEST INTERESTS OF ST ALBERT. In particular:</p>	

1. **Present Zoning** – retain current Direct Control land use zoning. The present zoning enables Council to set out specific directions on the type, location, and height of building development. Similarly, the retention of Direct Control Residential zoning for 300 Orchard Court affords an opportunity to develop a suitable transition between the single residential development and the planned commercial development of 230 and 250 Bellerose Drive. Council should deny the request to adjust proposed building heights and rezoning of residential lands.
2. **Transit** – the subject lands are outside of the 800 m radius of a potential future Light Rail Transit (LRT) alignment along St Albert Trail and do not conform to present MDP plans for Transit Orientated Development.
3. **Development Density** - St Albert Trail is prioritized for high-density infill under the Municipal Development Plan. Further,
 - a. **The proposed development runs counter to the Edmonton Metropolitan Regional Board – Growth Plan guiding principle No. 4** to capitalize on existing and planned infrastructure, e.g., LRT, Transit Orientated Development.
 - b. The targeted lands and potential scale of proposed development fall outside the intensification zones identified in the current St Albert Municipal Development Plan as well as the Transportation Master Plan. The intensification zones are associated with the downtown core and Transit Orientated Development nodes. **The Municipal Development Plan – Future Land Use** map clearly delineates that intensification should be directed to Regional /District Shopping Centers, Transit Orientated Development, and Urban Village. **The targeted lands and associated Botanica and Shops of Boudreau commercial development are not identified as a site for intensification.**
4. **Changes to land use zoning will have community wide effects.** Continual development of St Albert to the north of the targeted lands has resulted in a significant escalation of traffic volume issues at the intersection of Boudreau Road and Bellerose Drive. Any development of the targeted lands would have added to the challenges, but the expanded scale of development has the potential to exponentially increase these.
5. **Land use changes to adjacent communities** - the scale of proposed development, as presented by the Boudreau Communities Ltd., **will affect not only the landowners immediately adjacent to the targeted lands, but also the larger communities of Oakmont, Erin Ridge, and neighboring Woodlands and Ironwood.** It has the potential to influence many residents should the planned development be limited to providing only minimum set backs from the adjacent Public Reserve (290 Orchard Court) and Environmental Reserve that are part of the Red Willow Park green space that also embrace the 1/100 Floodway.

Concluding remarks:

I am not opposed to expansion of the Shops at Boudreau nor development of residential buildings provided they have proper setbacks from the adjacent Red Willow park and ravine green space as well as fitting the scale of development in the surrounding community. The traffic volume issues at the intersection of Boudreau Road and Bellerose Drive deserve rectification regardless of development because of increasing city growth.

Boudreau Communities Ltd. proposed concept of development significantly deviates from the existing Oakmont Area Structure Plan, which is the basis of the surrounding Oakmont community. This developer has been clear in stating the current commercial and residential land use zoning is not good enough for it's proposal. Regrettably, it is the extent and scale of the planned development that fundamentally challenges the compatibility of the proposed development with the existing affected residents and communities. Amendment of existing land use zoning and acceptance of height schedule allowances should not proceed.

From my perspective the current zoning is appropriate. Two of the target properties are presently zoned for commercial use while the third property can be developed for a range of residential use. The latter property affords an opportunity to build a transition between commercial and single use residences. Superimposing an expansion of development possibilities for all three properties is not in the best interests of St. Albert. A projected increase in residential tax revenue may on the surface appear to be positive, however it does not come without obligation. Those obligations include: site specific matters such as resolving traffic management issues resulting from a significantly increased number of vehicles accessing the targeted lands, the need to greatly expand the capability of the fire protection service to handle fires in buildings outside the reach of current equipment, and wastewater management; city wide implications in the delivery of service, involving transit, recreation lands, facilities, and traffic management.

Any decision on this matter should include clear provision for a wider setback from the slopes of the Sturgeon River comprised of 290 Orchard Court and the present Environmental Reserve that constitutes Red Willow Park. **The planned completion of a public trail along the north side of the Sturgeon River to afford public access to this portion of Red Willow Park should be identified in the Oakmont ASP.**

Council should not/cannot come into addressing this matter from a vacuum. There has been a very public response by the residents of St Albert to the location and scope of development. Council has been the recipient of resident input in addition to what has been published for the forthcoming public hearings. On balance, Council is duty bound to ensure that residents and Boudreau Communities Ltd. both have an opportunity to formally express their advice, and a public hearing is a regulatory duty. However, Council also has an over-riding duty to honor the long-standing direction it has previously set out for the development of the Oakmont neighborhood. This is again being echoed in the current update process for the Municipal Development Plan, *Flourish*. Council needs to safeguard the trust that residents put into elected officials and the staff that support them to ensure St Albert is developed in a fair and pragmatic way that will benefit residents and businesses into the future.

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We are writing in response to your letter of December 12, 2019 in which you request comments and questions regarding the proposed amendments to the Oakmont ASP – Bylaw 12/97, and Land Use Bylaw 9/2005.

Summary of this presentation: We are not in favour of the proposed amendments to either/both the above Bylaws for the following reasons:

1. **Traffic** : The Boudreau/Bellerose intersection is at its capacity and safety improvements are urgently required. Increasing traffic to or from Botanica will only compound the problem. The proposed BCL development stands to significantly increase the number of vehicle trips through the Bellerose/Evergreen intersection. It cannot handle any significant increases and there is little scope for adding additional capacity. Nearby transit stops add an element of concern for vehicle and pedestrian safety.

The proposed secondary access to the development, a right in/right out onto Bellerose Drive, is dangerous. There is no viable route for vehicles exiting the properties. Some may be doing U-turns on Bellerose Drive or be forced to cut through residential neighbourhoods where traffic calming is in effect. Locating it next to Oakmont residences in the sloping Bellerose Drive could make it a high accident location. A suggested roundabout at that slope location is even more hazardous. (inhibited flow, especially for large vehicles, buses, etc.)

Any way it is sliced, with four intersections in such a short distance along Bellerose, this cannot but have a major detrimental impact on a development the size and scope of what is proposed. (Increased density = Increased traffic).

2. **Density**: With 360 dwelling units, BCL's proposal is significantly "over-densified" for the site and the area. The proportion of medium and high density residential to total number of dwelling units already meets the City's density target of 30% (essentially Botanica with its estimated 520 residents) without taking into consideration what would be added by this latest proposal (another 600+ additional residents). To make matters worse, should the bylaw changes be approved, BCL or any other developer could build as many as 400/500 units on the site, depending on the unit size.

As presented, this proposal negatively impacts the City's future development goals in targeted locations such as downtown and the St Albert Trail transit corridor, locations which are much better suited than BCL's which was never intended nor approved for this type and scale of infill development. (Increased density = Increased traffic).

3. **Building Heights and Mass**: Buildings in the proposal are totally out of scale and out of character for the area. The gross floor area for the 15-storey Building #2 is 37% greater than what was previously proposed for the 26-storey tower in the same location. It would be more than double the current allowable height in the Land Use Bylaw, two times higher than the Botanica condos, depending on the elevation. The other high rise tower, Building #4, will be roughly 50% higher than Botanica 2 and both towers will be visible to residents for hundreds of meters from the site, in all directions.

Should this development be allowed to proceed, the tiny property will have the dubious honor of having the four tallest buildings in St Albert.

(Increased density = Increased traffic)

Ever since the aborted redevelopment in Grandin some 15 years ago, the City established and emphasized a maximum limit of 25m throughout the City (with but a very few minor exceptions allowed). These have been reviewed many times, most recently in 2017 and again in September 2019 when the height limits were re-confirmed. I bring this up only because the developer keeps quoting the Grandin file as a way of justifying their request for a ridiculous height schedule.

While doing research for the original Riverbank application a year ago, we came across a report dated 4/5/17 (File # PH-17-011) prepared by your Planner R. Beukens which provides a detailed overview of the situation and appears to have been the basis for the City's ongoing re-confirmation of the limits then approved.

Among those observations/recommendations: (a) Regulations specific to Grandin Park regarding building heights, etc., are NOT applicable to other locations in the City. (b) DCMU districts which were originally created to apply city-wide, should be relatively compact, attractive, pedestrian friendly and **reasonably compatible with surrounding areas.**

Q. If the Riverbank proposal is approved, and 50 m condo buildings become the norm for all DCMUs, will those structures become standard in all quadrants of the City?

4. Wall of Buildings View from Riverside: As a general comment, we feel the injection of such high-rise, high-density buildings have no place in the magnificent Sturgeon River Valley adjacent to Red Willow Park. The view of the river will be spoiled for almost all nearby residents, ourselves included among the most severely- impacted, in a radius extending far beyond Oakmont). Privacy will be compromised for many. Worse still, the wall of concrete will become a permanent eyesore that must not be allowed.

5. Transition: the uses and types of buildings for any infill development on this site should have proper transition between existing structures. Building heights should transition downwards from Botanica II towards the residences in Orchard Court and Erin Ridge.

6. Reduced Property Values: Residents purchased property and built their homes based on the current ASP and LUB. A development of this scale and density in such a small land area is bound to have a negative impact on the market value of nearby homes including those of the Botanica condos. There are no winners.... Everyone loses except the developer.

7. Risk Assessment: Given the current economic climate and outlook for the future, post-Covid-19 and all its fallout on businesses, individuals and institutions, how might the developer be affected? And what is their financial strength? The demographics of the development appear to be reliant on singles and couples in their mature income earning years. The average unit price for a condominium in the 50m Building #2 is projected by BCL to be almost \$758,500 and almost \$600,000 per unit in in the proposed 40m building #4. Penthouse units are targeted to have a market price of about \$1,600,000 per unit. These prices include one parking stall.

Nothing in the units proposed would be affordable to St Albert households earning less than \$90,000 per annum.

The developer's argument that these buildings need such height (read density) in order

	<p>to be economically feasible are outweighed in my humble opinion by the risks to the developer, the city as a whole and the rest of the development area, including Botanica, of a partially complete/eternal construction site.</p> <p>Final Summation</p> <p>Despite the developer’s protestations that it has to be their way or the highway and their refusal to consider a reduced density, we maintain that something reasonable can and must be accommodated without changing the existing zoning; i.e. DC throughout and the ASP and LUB remaining as is.</p> <p>Thank you very much for your consideration of our submission and for your requesting our input.</p> <p>Respectfully</p>
61	<p>I would like to start by stating I am pro development, pro economic stimulus and growth. I am also in favour of increased densification with thoughtful urban planning.</p> <p>I would like to point out the importance of the City of St. Albert showing developers that we are open for business. The process should invite development, growth and progress for our City. I believe the City does this well. Unfortunately, it comes at a great expense to our residents’ wallets, stress, anxiety, time, and energy. When a developer submits an almost identical proposal for the second time to the City that has been defeated once, unanimously, it should come with added requirements. The hours of work our residents have put in AFTER the June 22, 2020 public meeting to consult, participate and research possibilities, at the Mayor’s request, is worth so much, but considered so little. BCL’s second proposal laughs in the face of residents. The “public consultation” was a complete charade. I participated in almost every single type of public consultation available after the June 22, 2020 public meeting, official and unofficial. After all the meetings and feedback, to see a near carbon copy submitted to the City is laughable. City Council should consider additional requirements of the developer in these situations. Possibly, a requirement for a developer to pay for equal advertising so the community can present a balance to the developer’s propaganda. For the first submission, I am okay with the current process. It works and is fair. After that, the City’s process is ineffective. BCL’s plan to wear down the residents is working and the City of St. Albert’s process is allowing it to happen.</p> <p>Now, to my argument against these proposed amendments. The current ASP and LUB allow for City Council to oversee the land and its use to ensure it fits within the community. There is an opportunity for brownstone development, single family duplexes, town homes and low rise development within the current zoning. BCL’s proposal creates the problem of the Missing Middle that cities have fought against for over 2 decades. High rises do not fit in this four hectare parcel. Any development should be transitioned down from the heights of the current Botanica II to the current homes in Orchard Court. Specifics become even more important on the proposed site as the ground elevation increases as one moves from Botanica II north along Bellerose Drive and into Orchard Court. The ground level at Botanica II is at 655m elevation and the Botanica II building rises 37m to an elevation of 692m. The current proposed amendments show building heights of 50m starting at elevations of 664m and 666m. Even if the maximum height requested was 26m, it would</p>

end up being to a height elevation of the SAME height of Botanica II. The CURRENT ASP and LUB puts the maximum height of any building in 230 and 250 Bellerose Drive at 15m. Maximum heights are 10m or 11.5m for a walkout in 300 Orchard Court. The current ASP and LUB heights should NOT be changed.

In the June 22, 2020 public hearing, Dave Haut of BDL stated he did not want to make the same mistake twice. He felt BCL walled off the river with Botanica and Botanica II. I agree with this statement. Unfortunately, his second submission walls off the river even more than both his first proposal and the current Botanica I and II. BCL has "lowered" proposed building heights from almost 7x what is currently zoned to still being 3.33x higher than what is currently zoned on Bellerose Drive and 5x higher than what is allowed on Orchard Court. Do not get sucked in by BCL stating they have cut the height down to 50%! Heights are still 500% higher than they should be. BCL has also kept the volume of the buildings the same. While they are shorter than previously submitted, they are much wider and block all views of the river from anyone in Evergreen or on the west side of the development. Walling off the river MORE than the previous proposal.

With our address being so close to the development, we are already in the shadows. I have attached a picture taken January 8, 2021 at 4pm showing our house in the shadows of Botanica II. The shadow study presented by BDL on June 22, 2020 was flawed and fiction. The proposed buildings will reach almost twice as high as Botanica II already reaches. They will be seen from everywhere in the City. See picture attached taken from Liberton Park. We have made a significant investment in St. Albert, our community and our home. It upsets me that we will lose the enjoyment of our backyard in the mid to late afternoon and evening. It also upsets me that we will lose the energy production we have invested in with the solar panels on our roof.

A crazy thing about BCL's proposal and their conceptual site plan: Neither are legally binding. If City Council votes in favour of the proposed bylaw amendments, BCL is not restricted to their site plan and can build many more units, higher density and higher heights than proposed. City administration cannot prevent that and can only work within the amended bylaw. Please consider this very important point when voting.

All of this seems out of touch with an established community within St. Albert.

The proposed higher density will bring more traffic. St. Albert's own head of transportation stated the intersection of Bellerose and Boudreau is already over capacity. Proposed safety enhancements, while welcome, will only further slow down the flow of traffic in the area. Adding greater density will make an overburdened intersection even more difficult to get through. The roads cannot be widened. Capacity cannot increase. The infrastructure cannot handle further increases to density beyond what the area is zoned for. A right in, right out has been proposed for the Evergreen exit onto Bellerose Drive north bound. I am not certain that makes sense, especially on a curve and on a hill. Especially with a proposal to increase speed limits of 60km/hr on this road.

For these reasons listed above and many more listed by other residents, I am imploring City Council to vote against the proposal to amend the ASP and LUB for this site.



62 **As an Oakmont resident, the additional RBL development to the existing the Botanica condos and The Shops at Boudreau, will create over density and extreme concern with the following areas.**

Density Proposed – Greatest Issue

As the Municipal Development Plan density targets have been met in the Oakmont district.

The two design Options in the recent Survey, and shown in the RBL website, are not workable. The density of residential dwelling units is far too excessive combined with the Botanica I, II & the Shops of Boudreau, already present at this location, adding to current Bellrose traffic turning congestion and inadequate road site access.

An additional 360 units plus commercial unit's density proposed will impact all the following areas of concern.

Traffic Congestion – Greatest Issue

Bellrose Drive IS AN ARTERIAL road providing access to Botanica I, II & the Shops of Boudreau. It is in question that the 2 access roads will support an additional 360 residential units adding an estimated 2900-3600 daily trips in and out onto Bellrose Drive. Adding to the Botanica day trip estimate of 2400–3000-day trips.

The Evergreen/Bellrose intersection will increase to a 5300–6600-day trip load & impact the Evergreen residents day trips, in addition to the other traffic from Erin ridge, Oakmont, Sturgeon County. The school bus lane change over to the east Boudreau turn will increasingly be impacted & most likely increase potential for a school bus collision.

The RBL properties & proposed RBL development will over-load the intersection at Bellrose & Evergreen roadways that were never designed to handle excessive local traffic.

It is doubtful the dual left turning lanes intersection at Bellrose & Boudreau redesign & upgrades will meet the increased daily load in all seasons.

An additional RBL development to Botanica I, II, & Shops of Boudreau appears to be a restricting factor for the size of this proposed development at this site. Looking out 10 – 20 years with the development of the 127 Street bypass, & further residential development in the Sturgeon county does not side with local traffic of Riverbank Landing access off an ARTERIAL Bellrose Drive.

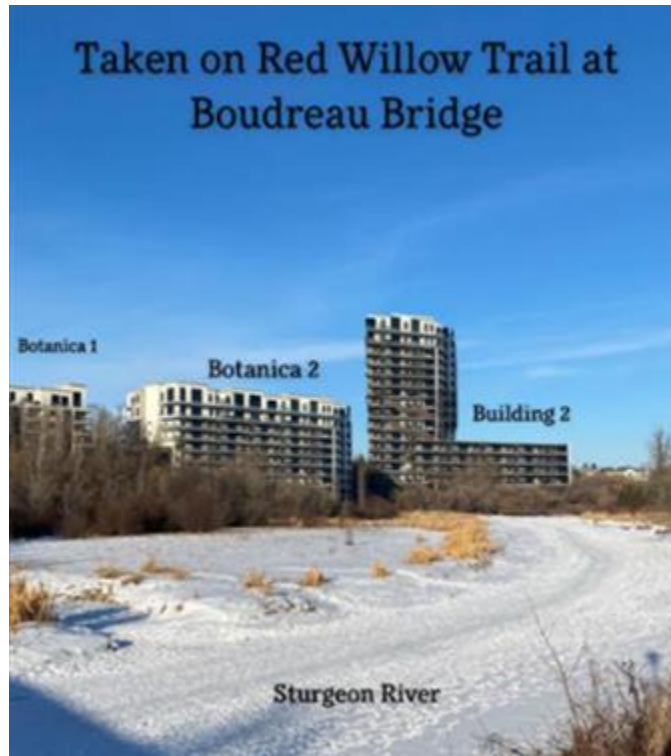
Shadowing Towers– Greatest Issue



The photo was taken on January 8, 2021 at 4:00 pm by [Redacted]. Clearly, the proposed high-rises will cast a much broader & longer shadow than above picture of the Botanica shadow shown. The shadow studies can be manipulated to show the least impacts possible by showing limited times of year and limited times of year. The higher the buildings, the more the shadowing and sightline impairment. Homeowners in Oakmont, Erin Ridge and Woodlands chose to buy homes in these areas because they are low density residential communities. If they wanted to live in medium to high density, surrounded by towers and high rises, they would have selected downtown Edmonton. There is **NO APPETITE** for more towers built in this part of St Albert at the Old Holes site. The Botanica I, II, towers were a surprise, there is no tolerance for taller Towers at the Old Holes site.

Sightlines

Walking to the top of the Sturgeon North Riverbank to stand at the Sarasota & Landrex line to view the Botanica & visualizing the 2 RBL (14 & 15) story joined towers reveals a lack of FIT. A visual disruption with not enough transition to single family Oakmont homes. The view of the river valley will be corrupted by the proposed 14 & 15 story towers. City of St. Albert Business Development promised single family development of Oakmont & Erin Ridge.



This is a simulation of the Riverbank Landing development.

These proposed towers will impact my privacy with residents being able to have line of site into my Back and Front yard. In addition, I can look out my front windows, and currently have a view of the river valley, that would be turned into a wall of windows with noses pressed to them as the Riverbank residents check out how my garden is growing, & with Telescopes check out the bird count in our back yards.

The Sight line of the Botanica II height should be transitioned DOWN across lots 230, 250 & 300 to the Oakmont residences, not upward as the above simulated photo shows.

Privacy

Towers are privacy invaders of a St. Albert single family lifestyle, & will cause a Loss of my backyard Privacy, mine & many Oakmont & Evergreen neighbors.

As a back-yard vegetable gardener we spend many hours in our very private backyard. The proposed towers residents will invade my peace of heaven that we only share with one neighbor not 200 – 300 or more Tower dwellers.

Site Access

The Botanica & RBL proposed development site access leaves Bellerose Drive, an Arterial roadway already at its maximum capacity during peak volume times. It is not reasonable to expect a large portion of St Albert residents to put up with an avoidable traffic nightmare for 10 – 15 years or longer, in the hope that alternative roadways such as the 127 St extension is approved, funded, and built. Development of 127 St. bypass may further impact St. Albert inbound traffic on Bellrose Drive.

Orchard Court road remains CLOSED to RBL development.

The other issue is the proposed top of hill right-in/right-out access from the RBL site onto Bellerose Drive. The “right-in” might work but the “right-out” will create a U turn safety hazard at the lighted intersection at the top of the hill.

The extremely poor site access is a major restricting factor for the size of development at RBL.

Safety for Emergency Services

The 2 access roads to the 360 residential unit Botanica & proposed 360 units RBL development would pose a serious safety issue if ever a significant evacuation was required. Emergency vehicles could be choked off by exiting residents off this Botanica/RBL site. Two access roads are insufficient for safety reasons.

Parking

The Botanica I, II, & Shops of Boudreau **limited** parking combined with the RBL additional development will further make this development less accessible for enough public to financially support the existing Shops.

The two design Options in the recent Survey, and shown in the RBL website, are not acceptable. The density of residential dwelling units is far too excessive considering what is already present at this location, and the restrictions & limitations with parking, traffic congestion and site access.

Spill over parking from the proposed RBL development into the Oakmont & Erin Ridge residential areas will occur due to over unit build of Riverbank Landing combined with Botanica I, II & Shops of Boudreau.

Compatibility & Transitioning

BDL conceded that the first proposed development was a mistake and that BDL misread the community’s tolerance for a large development at RBL. Our research shows that it is essential that a developer ensure their proposed development is compatible with the surrounding communities and that there is responsible transitioning in height, design, and density to these communities.

We examined the two Options BDL used in the Survey and illustrated on the RBL website, and we passionately believe that neither of these Options are acceptable. Botanica I & II fail to even come close to meeting reasonable, responsible, compatibility and transitioning to Oakmont & Erin Ridge.

Environmental

There is a potential risk to the water, sewer, and surface water drainage capacity. More construction along the river valley seems excessive and risky for river valley water shed and wildlife.

Walkable

The current Bellrose east sidewalk from top of Oakmont down to Evergreen intersection is wintertime dangerous due to the road snow cleared onto the narrow sidewalk. This sidewalk should be buffered with 2-3 meters from the Bellrose curb.

The opportunity is to increase walkability on the north side of the Sturgeon Riverbank, by a combined design with the City of St. Albert, & RBL North Sturgeon River Red Willow TRAIL.

Area Structure Plan/Bylaws

RBL purchased the Old Holes site knowing the current zoning. It is obvious that land is surrounded by the river valley, Boudreau Road, and the quiet communities of Oakmont and Erin Ridge. It would have been impossible not to anticipate there would be serious issues and resistance to changing the Area Structure Plan (ASP) and Bylaws.

The BDL vision for a development might be a good one for a downtown location, or in a virgin greenfield location where the roadways and infrastructure could be designed and built to handle the density and traffic. Alternatively, it might be a suitable development directly along St Albert Trail, in anticipation of a future mass transit/LRT.

However, it is not acceptable that the ASP and Bylaws be changed just to allow for medium to high density, nor to allow building heights any higher than what is allowed with the current ASP and Bylaws for the RBL land. We believe this is consistent with the feedback BDL has received from the community time after time, going well back into 2019.

Commercial/Business

To credit Botanica & the Shops of Boudreau have been very well designed, & of a higher quality development all of St Albert is PROUD OF.

We understand RBL needs to support the population numbers to ensure successful shops with sustainable business revenues. Part of a solution is to increase patron numbers would be to improve the Oakmont walkability with building of a North side Sturgeon River Red Willow River Trail.

Oakmont will need medical offices & supplies, physiotherapy, pharmacy, coffee shops, boutique food services, professional services.

Other Issues

There are many other serious issues and concerns such as:

- 5 Years of construction noise, traffic, dust & dirt,
 - Mud dropped on Bellrose during groundwork,

	<ul style="list-style-type: none"> • Construction parking – RBL plan size questionable • Suitable setbacks from Orchard Court and Evergreen/Erin Ridge homes, and Botanica II, • Traffic and pedestrian safety, • Post-construction noise, • Reduced enjoyment of homeownership, • Reduced home values, <p><u>Conclusion</u> We are accepting that development is going to take place at the Old Holes property, but our position is that it must be lower density than the current proposed RBL development, to minimize the adverse impacts. “Cities need to insist Developers to design projects that integrate well into the surrounding neighborhoods and respect the interests of the community with properly planned density.”</p> <p><u>Density Matters...</u></p>
63	<p>I am opposed to the proposed ammendments to the LUB and ASP for Oakmont. I am not opposed to a development that complies with the current ASP and LUB.</p>
64	<p>Hello, I am writing you today to continue to express my concern regarding the Boudreau / Oakmont development proposals. I reached out back in June when the initial consultations with the City and proposed bylaw changes were deliberated. Then, I was satisfied with the outcome that the City continued to uphold the bylaws in their current form, restricting the heights of any new developments in the Oakmont area. I am reaching out again, to voice my concerns about the newest proposal, which still would go against the current City bylaws. I am against the proposed Boudreau development, and do not believe the original, nor the revised proposal, is a good fit for the Oakmont Boudreau community. A number of my concerns with the proposal have remained the same since the spring, which I will discuss in more detail below. However, what concerns me the most now, is that even after Council voted to keep the bylaws the same, and not allow the original development proposal to move forward, Boudreau Developments, in their revision, came back with a new proposal that would still require a change in the City’s bylaws. It is concerning to me that the Boudreau Development continues to try and change the shape of our community with proposals that will, ultimately only affect their bottom line, but will affect the way our community lives, moves and works together. My family continues to be concerned regarding the proposed change to the bylaws in our neighbourhood, as well as the revised proposals for developments. Asking for the bylaws to be increased from 25 m to 50 m, this would allow for 15 storey buildings to be built right next to the river – casting shadows over the river ecosystems, increasing population density, and adding strain to our community traffic and already existing congestion problems. Additionally, our issues with the proposed bylaw changes do not end with the bylaws themselves, rather, the development itself proposes other issues for our Oakmont community. The proposal includes years of construction and development in the area. With construction comes increased noise and pollution from vehicles and building equipment. Once the developments are completed, there would be an increase in in population density, meaning an additional strain on our</p>

traffic, and additional resources (shops, etc) that would need to be built in order to provide supply to these individuals. We recognize that St. Albert is a growing city – this is evident through the continued expansion of Erin Ridge, and the new communities popping up in the city (i.e Jensen Lakes). We ask the city to consider the necessity of two towers into an already established community, when there is a variety of other housing developments that may either be better suited to this project, or would allow for the diversity of housing the city may be looking for. Further, our family continues to be concerns regarding the impact on the value of our home, and our property. The views from our home have recently been impacted through the recent Botanica developments, which we can now see as we walk down the street. If the proposal is approved, this view will be dampened further, staring instead at concrete buildings and glass windows. While we understand that the project is still in the proposal stage, it is easy to imagine that the developments will impact the property value of our home - yet offer no decrease in municipal taxes. Finally, we have a continued concern regarding the potential impact of the river, and the surrounding ecosystem. Regularly, we see moose and deer outside our home. Beavers swimming through the river. Increased construction in the area will likely drive these animals away. Additionally, what will the increase in close proximity populations do to the river itself? If the bylaw changes are approved, and with those approvals, the development goes forward, we would expect that the city conduct a comprehensive environmental impact assessment, to limit the impacts on the river and its surrounding areas. In conclusion, we are against the proposed amendments to the bylaw, and the revised development proposals. We believe that the revised proposals did not take into consideration the very legitimate concerns of our community that arose during the last hearing process, considering the revisions continue to require a amendment to the current city bylaws. We ask for council to reject the amendments, and continue to uphold the bylaws in their current form.