

Summary of Potential Changes

As proposed in the March 15, 2021 version of <i>Flourish</i>	Potential Change (as per comments made at March 15 public hearing)	Is Additional Engagement recommended?	Is another REF Submittal to the EMRB required for the change? (Note that collectively, the changes would result in a new REF submittal)	Planning and Development's Response and Position
6.2.4 Ensure Employment Areas contain parcels of widely varying sizes to accommodate a diversity of businesses.	<i>The word "ensure" is replaced with "encourage"</i>	No	No*	This policy is required as written to achieve the associated goal and principle and was in response to feedback heard from the Chamber of Commerce, the wider business community and end users. The intent of this policy is to have development-ready land, enabling a variety of employment uses. A variety of development-ready parcel sizes will help to attract a variety of new businesses to St. Albert. Further details will be outlined through subsequent City planning documents (like Area Structure Plans). P&D does not support the potential change.
8.2.2 Require street networks to be designed with high interconnectivity and small block sizes for new development and major redevelopment plans so that they support connectivity, walkability, and transit use.	<i>The words "and small block sizes" is removed</i>	Yes	Yes*	This policy as written achieves associated goals and principles. Improving connectivity was a community priority raised throughout the engagement process and within Edmonton Metropolitan Region Growth Plan policy. Specifically, St. Albert's current low walkability level was identified as an opportunity for significant improvement. In addition, this policy goes beyond enabling mobility choices by supporting greenhouse gas emission reduction and promoting public health, which is in keeping with national policy direction. This is especially important within the context of a TOD or rapid transit node. Further details regarding block size will be outlined through subsequent planning & engineering documents. P&D does not support the potential change.

<p>8.4.3 Prioritize pedestrian safety, comfort, and convenience by:</p> <p>a) Providing either sidewalks or multi-use trails on both sides of all roadways, designed and built to the satisfaction of the City;</p>	<p><i>Amend 8.4.3a to remove the reference to sidewalks both sides of the street everywhere</i></p>	<p>Yes</p>	<p>Yes*</p>	<p>This policy is required as written to achieve the associated goal and principle. Active transportation infrastructure such as sidewalks and trails were identified as a key priority. During the November 2020 engagement this policy was specifically referenced in response to a resident's inquiry about areas in St. Albert that lack complete active transportation infrastructure networks (e.g. areas with no sidewalks or gaps in connectivity). This action-oriented policy aligns with direction in the City's Complete Streets Guidelines. Council adopted and approved the associated principles for Complete Streets on October 18, 2018, which included the following:</p> <ol style="list-style-type: none"> 1. Streets should safely accommodate users of all ages and abilities. 2. The street network should be well-connected, provide direct paths of travel, and not act as barriers. 3. Streets should provide mobility, access to homes, businesses and schools, civic space for leisure, recreation and other activities. <p>Best practices dictate offering greater infrastructure for walking and cycling, not less. Plans at the neighbourhood level should be designed to avoid constraints. A sidewalk on one side of the street is reflective of a rural, not an urban condition. As the city grows to 100K and with an aging population, active transportation infrastructure on both sides of the street will become increasingly important and is warranted for any growing city. Allowing development without double sided infrastructure will have significant impacts on the mobility impaired creating inequity. It would be a poor policy decision to enable neighborhoods to be built without this infrastructure on both sides of the street. P&D does not support the potential change.</p>
---	---	------------	-------------	---

<p>11.1.2 Require municipal reserve requirements to be satisfied through land dedications for new residential development. For non-residential development, cash-in-lieu of land dedication or land exchanges may be considered at the discretion of the Subdivision Authority.</p>	<p><i>Amend 11.1.2 to allow cash in lieu</i></p>	<p>Yes</p>	<p>No*</p>	<p>This policy is required as written to achieve the associated goal and principle. The provision of a sufficient and responsive park system was identified as a key priority by the growing community of St. Albert. The concept behind cash-in-lieu (CIL) of parkland is that such payments would enable the City to purchase parkland to address identified community needs. City practice has been to generally not take CIL for residential purposes, except in rare circumstances. This has resulted in a limited CIL reserve that does not enable land purchases. It is in the City's best interest to require land instead of CIL for residential development and this should be appropriately addressed through neighbourhood plans (Area Structure Plans). P&D does not support the potential change.</p>
<p>11.4.5 Encourage new school sites to be planned, serviced, and developed in an orderly and appropriate manner. Where any school site is to be provided, school sites will be subdivided and serviced with utilities to the property line prior to subdivision of 30% of the gross residential land in Area Structure Plan areas.</p>	<p><i>the last sentence is removed.</i></p>	<p>Yes</p>	<p>No*</p>	<p>This policy is critical to ensure that neighbourhoods are built with a school site, to avoid what happened with Kingswood. The Kingswood neighbourhood has been without a school site for over 30 years. This negatively impacted not only young families, but school boards as well. Schools are an important component to a growing neighbourhood and complete community. As such, this policy direction was added to the City's current MDP (CityPlan) in 2017, as the result of the challenges and arduous process associated with Kingswood. All three school boards supported the introduction of this policy. Subdividing and servicing school sites early in the development of the neighbourhood also keeps residents and stakeholders informed as to where future schools will be located as the neighbourhood builds out. P&D does not support the potential change.</p>
<p>14.6.9 Require each phase of residential development in new Neighborhoods to include a mix of low- and</p>	<p><i>Section 14.6.9, replace "each phase" with</i></p>	<p>Yes</p>	<p>No*</p>	<p>The proposed amendment would change the intent of the policy and result in policy duplication as the intent of the proposed wording is already captured under policy 7.1.2 - "Require all new statutory plans with a</p>

<p>medium-density housing forms, in accordance with the housing diversity objectives and minimum unit requirements of the applicable Area Structure Plan.</p>	<p><i>"the Area Structure Plan"</i></p>			<p><i>residential component to include a variety of housing forms."</i></p> <p>The intent of 14.6.9 as worded, is to ensure that a mix of housing types are constructed as new neighbourhoods are built, as this has not been the case in St. Albert. For example, within our developing neighbourhoods, 85% of the housing units built to date are low density units. Throughout the engagement process, housing variety was a key priority identified by the community and is also Council's #5 Strategic Priority. Whether it was seniors looking to downsize into smaller homes or younger St. Albertans looking for their starter home, there was strong support for an increase in housing options. It has also been identified that by having a policy like this in place, regulations within the Land Use Bylaw may be amended to enable flexibility.</p> <p>Stages are typically associated with subdivisions. A phase could include multiple stages of development or capture a specific size area. The details would be determined through future ASPs. To note, should the City move to larger ASP areas, having this policy would be even more critical to ensuring a variety in housing options for St. Albertans. P&D does not support the potential change.</p>
<p>Same as above</p>	<p><i>Remove section 14.6.9, "each phase" with "the Area Structure Plan"</i></p>	<p>Yes</p>	<p>No*</p>	<p>Same as above</p>
<p>14.6.10 Require phasing plans for new Neighbourhoods to include multi-unit buildings in early phases, within 400 metres</p>	<p><i>Replace "require" with "encourage"</i></p>	<p>Yes</p>	<p>No*</p>	<p>This policy outlines a requirement of future phasing plans to ensure that a mix of housing types are constructed as new neighbourhoods are built out – specifically higher density development. Typically, the construction of higher density development is deferred</p>

of an existing or planned transit stop.				to later stages of development. For example, in our developing neighbourhoods, 85% of housing built to date are low density units. This policy is important to mitigate the problem of built density being lower than planned density. Also, having higher density buildings located in the last phase of neighbourhood build out is problematic as they have typically are furthest away from amenities and services. Throughout the engagement process, housing variety was a key priority identified by the community. Whether it was seniors looking to downsize into smaller homes or younger St. Albertans looking for their starter home, there was immense support for an increase in housing options. This policy also facilitates achieving the EMRBGP's density targets for greenfield development and development around transit nodes. The 400 m reference aligns with City standards regarding the provision of transit service. P&D does not support the potential change.
Same as above	<i>Replace "require" with "encourage"</i>	Yes	No*	Same as above
Land use designation is identified as "Employment Area"	<i>Amend the small strip designated Employment Area lands south of Meadowview Drive to Major Open Spaces</i>	Yes	Yes*	The subject lands are developable and are privately owned. Currently, the City has no plans to purchase these lands. This general area, west of Ray Gibbon Drive has been identified for employment purposes in the EMRBGP and is planned to be included as part of Lakeview Business District. From a servicing and cost efficiency perspective, it strongly desirable to have development along both sides of Meadowview Drive in this area. Having development only on the north side would result in costly servicing implications and may deter economic development, which is Council's #2 Strategic Priority. potential. Through the development of the Lakeview Area Structure Plan (ASP), the exact limits of development will be determined through

				<p>appropriate studies. The ASP provides opportunity to address environmental considerations such as setbacks, development standards and mitigation measures. It will also outline the limits of Environmental Reserve (ER) and any Municipal Reserve (MR) that the City wishes to acquire, including lands along Carrot Creek. The ASP will also address and outline trail connections in keeping with the conceptual maps included in the RWPW plan</p> <p>If Council is interested in purchasing these lands, it is anticipated that it would cost approximately \$16,000,000.00 (2020 values), exclusive of associated park development works and the loss in future non-residential tax assessment. Using Municipal Reserve dedication requirements through the Lakeview Business District ASP to acquire the subject lands would result in the following:</p> <ul style="list-style-type: none"> • Little opportunity to acquire lands along Carrot Creek for park and trail purposes, beyond ER. • Potential economic development disadvantage as many municipalities in the region collect cash-in-lieu of parkland for this type of non-residential development. <p>Amendments to any of the planned employment areas will impact the ability of <i>Flourish</i> to achieve the 70:30 residential to non-residential goals. As such, Administration would need to identify additional lands for non-residential development within St. Albert. P&D does not recommend the potential change.</p>
--	--	--	--	---