

ADDITIONAL PUBLIC INPUT (June 26, 2017)

From: [Robin Beukens](#)
To: [Betty Gaskarth](#); [Cheryle Wong](#); [Shelley Wywal](#)
Subject: FW: Bylaw 8/2017: Public Hearing Process
Date: May-23-17 9:05:29 AM
Attachments: [ErinRNorthASP-Amend001.pdf](#)
[image002.png](#)

Hi Betty, Cheryle, and Shelley,

The Mayor requested this be entered into the public hearing for June 26. Not sure if Chris Belke forwarded this on or not for inclusion, just checking to make sure it will be included.

Thanks,

Robin Beukens, RPP, MCIP, MCP

Planner, Planning Branch

Development Services Division

P: 780-418-6629 | F: 780-458-1974

City of St. Albert | 2nd Floor, 5 St. Anne Street | St. Albert, AB | T8N 3Z9

rbeukens@stalbert.ca | www.stalbert.ca |



Please consider the environment before printing this e-mail.

From: Mayor of St. Albert
Sent: Tuesday, May 16, 2017 4:47 AM
To: kvcrutch@telus.net
Cc: Kevin Scoble <kscoble@stalbert.ca>; Robin Beukens <rbeukens@stalbert.ca>; Chris Belke <CBelke@stalbert.ca>; Cam MacKay <cmackay@stalbert.ca>; Cathy Heron <cheron@stalbert.ca>; Robert Russell <rrussell@stalbert.ca>; Sheena Hughes <shughes@stalbert.ca>; Tim Osborne <tosborne@stalbert.ca>; Wes Brodhead <wbrodhead@stalbert.ca>
Subject: FW: Bylaw 8/2017: Public Hearing Process

Mr. Crutchfield

Thank you for this and allow me to share 3 things

1. Since we are in the midst of a public hearing, I will offer no comment
2. By copy of this to Mr Beukens and Mr. Belke, I duly request that your comments be entered by them into the public hearing June 26th
3. I copy all of Council on your comments since you had only shared with 4 of 7

Regards,

Mayor Nolan Crouse

City of St. Albert, The Botanical Arts City

P: [780-459-1606](tel:780-459-1606) / F: [780-459-1591](tel:780-459-1591) / T: www.twitter.com/Nolan_Crouse

City of St. Albert | 5 St. Anne Street | St. Albert, AB | T8N 3Z9

mayor@stalbert.ca | www.stalbert.ca

www.facebook.com/cityofstalbert | www.twitter.com/cityofstalbert



The information contained in this e-mail is intended for the person named above only. Any other distribution, copying or disclosure in whole or in part to others, shall include providing copy by e-mail to the Mayor for thorough record keeping purposes.

From: CRUTCHFIELD FOIP Sec 17

Sent: May 15, 2017 10:12 PM

To: Mayor of St. Albert <mayor@stalbert.ca>; Cathy Heron <cheron@stalbert.ca>; Sheena Hughes <shughes@stalbert.ca>; Robert Russell <rrussell@stalbert.ca>

Subject: Bylaw 8/2017: Public Hearing Process

Mayor Crouse – Councillors Russell, Hughes and Heron.....I appreciated the opportunity to speak to Council as I believe too much attention has been made by administration in accommodating a developer at the long term expense of St. Albert rate payers. Your line of questioning was pertinent and deserving of forthright answers from an administration who have spent months interacting with the developer and public. I admire your efforts to understand what has changed since the original ASP was approved in 2009. From my perspective there is much confusion attributed to the developer seeking to gain benefit at the expense of St. Albert rate payers. I am not opposed to the development of Erin Ridge North lands, however it should be done for the benefit of St. Albert. The TIA referred to by Councillor Hughes was not readily available to residents to peruse (refer to the following Sept26/16 email on this matter). As a long term resident of St. Albert, who has witnessed various clashes play out before Council on transportation matters, I fail to understand why administration would encourage Council to adopt an amendment to the ASP that will aggravate transportation issues. I look forward to further discussion on this matter and would welcome an opportunity to better present a case for abandoning any connection involving Ebony Way.

Ken Crutchfield
1 Wakefield Place
St. Albert, AB T8N 3K7

FOIP Sec 17

"When nothing goes right.....turn left" - Unknown

From: CRUTCHFIELD **FOIP Sec 17**
Sent: Monday, September 26, 2016 12:57 PM
To: 'cheron@stalbert.ca'; 'tosborne@stalbert.ca'
Cc: 'shughes@stalbert.ca'; Marie-Renaud MLA (marie.renaud@assembly.ab.ca);
'minister.municipalaffairs@gov.ab.ca'
Subject: Community Engagement Committee

Councillor Heron and Osborne.....subsequent to completing the Community Engagement Survey I encountered another facet of “public consultation” that needs to be addressed. It concerns legal advice given to city planners concerning the release of information pertaining to matters warranting a public hearing. In particular, that advice directs planners to allow the public to view, but not to receive digital copies of information filed by a developer in support of a matter scheduled for a public hearing. **The forth coming public hearing on Erin Ridge North Area Structure Plan Amendment** is the most recent example of this issue (attachment). The city planner for this project advised me that **the documents the developer submitted in support of the application were “proprietary” and therefore not available to me in digital form.** From my perspective all material in support of a public hearing matter is public information and should not be limited to just viewing at City Hall. These documents should be available digitally as it is more in keeping with today’s reality and technology. The current practice is neither convenient nor realistic. To expect St. Albert residents to visit city hall only during business hours to view the documents is not reasonable for a suburban community where a majority of the adult residents are themselves working elsewhere during the only hours appointed for viewing. I believe the advice and procedures being applied by St. Albert are non compliant with the intent of public hearing process as set out under the Municipal Government Act. I believe this short coming of present practices needs to be rectified sooner than later. Also, the present practices are not within the spirit and intent of the changes that Council recently directed to the Public Hearing process as championed by yourselves and Councillor Hughes. I would like to know what can be done to rectify this matter. Thank you.

Ken Crutchfield
1 Wakefield Place
St. Albert, Alberta T8N 3K7

"When nothing goes right.....turn left" - Unknown

From: [David Schoor](#)
To: [Hearings](#)
Cc: [Jim Shaesgreen \(jim@landrex.com\)](#); [stephanie@landrex.com](#); [Sean Novak](#); [Daniel Zeggelaar](#)
Subject: ERN_ASP_LUB_PublicHearing_170515_Landrex_ISL_Comments
Date: June-16-17 3:02:49 PM
Attachments: [ERN_ASP_LUB_PublicHearing_170515_Landrex_ISL_Comments.pdf](#)

Good afternoon, on behalf of Landrex we submit the following information in response to the discussion at the May 15, 2017 Public Hearing (Bylaw 9/2017). The Public Hearing resumes on June 26, 2017.

David Schoor, MCP, RPP, MCIP | *Senior Planner*

ISL Engineering and Land Services Ltd.

7909 - 51 Avenue

Edmonton, AB T6E 5L9

T: 780.438.9000 F: 780.438.3700

dschoor@islengineering.com islengineering.com

2017 is a year to celebrate!

30 years in business | New Kamloops Office | Aon Best Employer, Platinum Level

Please consider the environment before printing this email.

This communication is intended for the sole use of the recipient to which it was addressed and may contain confidential, personal, and/or privileged information. Please contact the sender immediately if you are not the intended recipient of this information and do not copy, distribute, or take action relying on it. Any communication received in error should be deleted or destroyed.



Comments from Council to Administration and ISL	Landrex and ISL Response
<ul style="list-style-type: none"> Residential potentially up against the highway in the Direct Control Mixed Use District? Is it possible to have residential right up against St. Albert Trail? 	<p>There are regulations in the DCMU District, planning best practices, marketability, and walkability and sustainability which would direct residential development to not be right up against St. Albert Trail. While the DCMU allows residential development it would be preferable and best practice to have it set back from St. Albert Trail within the site.</p> <p>The purpose of the DCMU is to create a relationship where commercial development is the priority. In addition...</p> <ul style="list-style-type: none"> Commercial development must comprise a minimum of 25% of the total gross floor area. The conceptual plan for the DCMU site (12.8 ha) proposes a total floor area of 32,801 m² (353,080 ft²), and a commercial floor area of 22,154 m² (240,000 ft²) or 67% of the total gross floor area. The amount of commercial development being proposed is similar to what would be developed in the CC District. Building setbacks in the DCMU are determined by the development officer (DO) and are case sensitive to adjacent land uses. We won't speculate what the City's DO would do in this case, but we anticipate there may be a residential development setback from St. Albert Trail. <p>Land use planning best practices encourages residential development setbacks from the street to:</p> <ul style="list-style-type: none"> mitigate noise and traffic nuisances, and locate residential development within close proximity to amenities <p>The conceptual plan for the DCMU site applies these best practices by locating residential development on the east side of the site, which is further away from St. Albert Trail and closer to amenities in the neighbourhood (a green space, school and walkways).</p> <p>Market conditions dictate that commercial development rather than residential development is located where it will receive the greatest visibility. The conceptual plan for the DCMU site places low rise commercial development on the west side of the site adjacent to St. Albert Trail. This siting allows visibility further into site where additional commercial uses will be located. Mixed commercial and residential development will be</p>



	<p>located on the east side. This arrangement of land uses better serves the developer, retailers and residents.</p> <p>A future LRT stop is located 800 m west of the site. Best land use planning practices, walkability indexes and sustainable transportation measures indicates the subject site is an optimal location for mixed use development.</p> <p>These four factors indicate that commercial development would be adjacent to St. Albert Trail.</p>
Comments from Council to Administration and ISL	Landrex and ISL Response
<ul style="list-style-type: none"> Future of Coal Mine Road and Ebony Way? Is traffic calming being considered at corner of Coal Mine Road and Ebony Way? 	<p>Coal Mine Road and Ebony Way are both designated as collector roadways in their perspective ASPs. The ASP amendment does not recommend any changes to these roadways from their original designation as collector roadways. Refer to the following:</p> <p>Ebony Way: Ebony Way is designated as a major collector road, between Everitt Drive and Erin Ridge Road. Refer to the Erin Ridge ASPs. https://stalbert.ca/uploads/PDF-reports/ErinRidge_ASP.pdf https://stalbert.ca/uploads/legislative/BL6_ERN_ASP_FINAL.pdf</p> <p>Coal Mine Road: Coal Mine Road is designated as a major collector roadway in the Erin Ridge North ASP. https://stalbert.ca/uploads/legislative/BL6_ERN_ASP_FINAL.pdf</p> <p>The City and proponent indicated their willingness to consider traffic calming at the intersection of Ebony Way and Coal Mine Road and this will be explored at development permit/subdivision.</p> <p>We recommend adding a policy statement to the ASP to account for traffic calming requirements. i.e. "Traffic calming measures shall be considered for Ebony Way and the intersection of Ebony Way/Coal Mine Road to mitigate shortcutting traffic. These options will be considered at development permit/subdivision"</p>



<ul style="list-style-type: none"> Traffic Impact Assessment of this area, and when will the detailed design of the intersection be done for Coal Mine Road and Ebony Way? 	<p>TIA: A Traffic Impact Assessment is completed to assess the impact of the development traffic on the adjacent roadway network. A TIA was completed for the proposed ASP amendment and considered the traffic impacts of the development at the 5 year and 20 year horizon using the travel demand modelling information based on the City's Transportation Master Plan.</p> <p>Coal Mine/Ebony: Detailed design will occur at development permit/subdivision.</p>
Comments from Council to Administration and ISL	Landrex and ISL Response
<ul style="list-style-type: none"> Why Coal Mine Road closure was only discussed in TIA? TIA options explained. Was Ebony Way considered? 	<p>The TIA explored more than just the closure of Coal Mine Road. The TIA explored four different network alternatives, including:</p> <p>Option 1: Coal Mine Road closed (from SAT to Ebony Way). Ebony Way, south of Coal Mine Road, transit only road.</p> <p>Option 2: Coal Mine Road closed (from SAT to Ebony Way).</p> <p>Option 3: Coal Mine Road open (from SAT to Ebony Way). Ebony Way, south of Coal Mine Road, transit only road.</p> <p>Option 4: Existing situation (Coal Mine and Ebony Way open)</p> <p>The TIA concluded that traffic is redistributed due to the closure of Coal Mine Road or conversion of Ebony Way to a transit only route did not adversely affect any of the study intersections. However, neither closure is being considered with the ASP amendment.</p>
<ul style="list-style-type: none"> Area exempt from paying levies? Cash-in-lieu paid to the County, so no levies? 	<p>The City's administration is reviewing levy requirements for the subject site. However it should be noted that the levies are in not related to this process for the ASP and LUB Amendments. Levy requirements will be determined with the Development Agreement process.</p>



<ul style="list-style-type: none"> Land expected to be sold to St. Alberta Honda dealership, land transaction did not proceed due to future/current infrastructure needs? 	<p>Landrex has no intention of entering into a sales agreement to purchase lands adjacent St. Albert Trail. We understand these lands are reserved for a future LRT right-of-way.</p>
Comments from Council to Administration and ISL	Landrex and ISL Response
<ul style="list-style-type: none"> After reading DCMU LUB, is the museum a permitted use? Is it private or public? Why is there a plan for a museum that Council is unaware of? 	<p>The DCMU allows a “Government Service”, which is a permitted use. A “Government Service” may be a library or museum, or any other similar government use. The “Government Service” use is also allowed in the Corridor Commercial District.</p> <p>At this stage, the redistricting stage, we are simply showing a concept of what land uses are possible. There is no sales agreement for a library or a museum. The concept plan added the word museum on the site plan to simply show what is possible, not what will happen.</p> <p>The rezoning application in front of Council is about changing the site from Urban Reserve District to DCMU District. It is about creating a mixed use development that could include any of the uses in the District. The application is not about a specific use, like a museum, because we are not that far down the development stream. The approval of uses occurs at the development permit stage, which comes after rezoning.</p> <p>To reiterate, there is no agreement for a library or a museum on this site.</p>
<ul style="list-style-type: none"> R4 District density and height versus DCMU District height? What is the difference and why different applications? Concerns are still the same about the density and height, how to deal with it? Maximum building height for the DCMU site? Four stories or 25m in height? Four stories or higher? 	<p>CC allows –</p> <ul style="list-style-type: none"> - Density: Not included - Height 15m <p>R4 allows –</p> <ul style="list-style-type: none"> - Density: 94 – 141 dw/un per ha - Height 25m to 35m <p>DCMU allows –</p> <ul style="list-style-type: none"> - Density: Not included - Height: 25m <p>If the DCMU zoning is approved for this site development could be built to 25m.</p>



	<p>Transition of building height is important. On this site you would see low rise (one/two storey) commercial buildings adjacent to St. Albert Trail and the north portion of the site. Taller buildings are located at the back of the site, which backs onto Ebony Way and Coal Mine Road.</p> <p>If the site is rezoned to DCMU the DO will consider adjacent land uses, and separation between those uses.</p> <p>To address building height concerns the City of St. Albert Land Use Bylaw requires applicants, at the time of development permit application to provide:</p> <ul style="list-style-type: none"> - Traffic impact analysis to mitigate transportation network concerns and designing complete streets; - Architectural renderings to demonstrate building materials and colors; - An urban design review; - A building height impact assessment to mitigate issues of privacy, shadowing and land use transition, and - Meet additional performance and design standards, provide weather protection and additional amenity space <p>The DCMU regulations effectively ensure integration with existing/adjacent development, or what we call context sensitive design.</p>
Comments from Council to Administration and ISL	Landrex and ISL Response
<ul style="list-style-type: none"> • Impact of hotel beside existing residential apartments? 	<p>Limited to none. As evidenced by locations around St. Albert and other municipalities where residential apartments or single family dwellings are located beside one another.</p> <p>In St. Albert, the CC District (which allows a hotel) is located adjacent to the R3 District or R4 District. For example, this occurs on the southwest corner of Everitt Drive and St. Albert Trail, along east and west side of St. Albert Trail between Giroux Road and McKenney Avenue, and along east and west side of St. Albert Trail between Gate Avenue and the Anthony Henday. Also occurs north of Neil Ross Road, between St. Albert Trail and Element Drive.</p>



	<p>The conceptual plan for the DCMU site shows that hotel and residential are not in the same building. However hotels and residential development can coexist on the same site or within the same building. Examples of these developments include...</p> <p>The proposed Quarters Hotel and Residence, Edmonton AB Brickell City Centre, Miami FL Comcast Innovation and Technology Centre, Philadelphia Pa Seaport Square, Boston Ma Capitol Riverfront, Washington DC Wiltshire Grande Centre, Los Angeles CA Asbury Park Waterfront, New Jersey</p> <p>The hotel use is compatible with residential apartments and provides options for future commercial development and should be included in the DCMU.</p>
Comments from Council to Administration and ISL	Landrex and ISL Response
<ul style="list-style-type: none"> Has St. Albert ever managed stormwater in stormwater pipes as recommended here? 	<p>Stormwater will not be stored in storm pipes within City roads. Stormwater is being conveyed through storm pipes, as per City standards.</p>
<ul style="list-style-type: none"> St. Albert Honda Dealership own any land in the area? 	<p>No. Honda owns lands to the north of the site.</p>
<ul style="list-style-type: none"> Does DCMU require commercial on the main floor, or is it highly encouraged? Is there a requirement in the DCMU to have 100% commercial on the main floor? 	<p>DCMU requires the following...</p> <ul style="list-style-type: none"> - In a mixed use building residential must be located above commercial - Apartments without commercial on the main floor are allowed <p>The conceptual plan for the DCMU site shows mixed use buildings with commercial on the main floor and residential above</p>

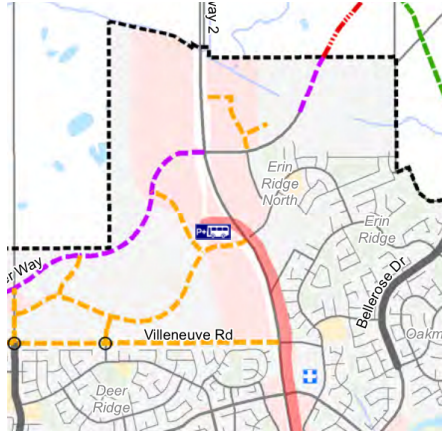


Comments from Council to ISL + Landrex	Landrex and ISL Response
<ul style="list-style-type: none"> Landrex owns all 20+ acres of land? 	<p>The total site is 23.3 ac (9.46 ha). This includes the DCMU and R1 lands. Landrex owns all of the lands.</p> <p>The DCMU site is 12.85 ac (5.2 ha).</p>
<ul style="list-style-type: none"> Plan to do anything about the wetlands on site? 	<p>The entire site was the subject of a biophysical assessment. Alberta Environment and Parks has confirmed there is no Water Act approval required for the site.</p> <p>Migratory bird studies may be required at the time of construction, which is typical to all developments as per provincial legislation.</p>
<ul style="list-style-type: none"> What is the vision for the plan? 	<p>With the absence of the Lutheran Church and its proposed future residential/university campus to the east, a redesign of the site is necessary.</p> <p>We see the site as a mixed use development. We see the site transcending the conventional concept of a shopping centre. Instead, the inspiration is an activity centre: with a grocery store, office space, residential development, restaurants, hotel, and underground parking. This activity prioritizes connection and interaction among people as the main consideration. The central park is the focus of the development.</p> <p>The new design creates a green connection from the central portion of the site outward, an office building, low rise commercial, and mixed commercial and residential in the south and east.</p> <p>The rationale for this development is based on:</p> <ul style="list-style-type: none"> - The MDP designation for the site - A logical arrangement of land uses given their location next to a major collector road, a future LRT right-of-way, commercial and residential development, and a trail, park and school. - The proposed designations are compatible with the adjacent designations, and residential uses are separated from the DCMU site by a collector roadway and/or 37.25 m wide trail.



	<ul style="list-style-type: none"> - Northeast of Ebony Way, there will be 32 residential lots, which back onto the existing ER/MR Spaces and Coal Mine Trail and are complementary to the existing residential development.
Comments from Council to Administration and ISL	Landrex and ISL Response
<ul style="list-style-type: none"> Long-term goals for Coal Mine road? 	<p>Coal Mine Road: Coal Mine Road is designated as a major collector roadway in the Erin Ridge North ASP. At the development permit/subdivision stage, Coal Mine Road will be improved to an urban road cross section as per City of St. Albert Engineering Standards. There are no changes being proposed to the alignment of Coal Mine Road. https://stalbert.ca/uploads/legislative/BL6_ERN_ASP_FINAL.pdf</p>
<ul style="list-style-type: none"> Some residents in favor of a portion of Ebony Way closed, or future Ebony not fully connected to Everett Drive and Coal Mine road? 	<p>This would require an ASP amendment.</p>
<ul style="list-style-type: none"> Ebony was designed to be a collector? 	<p>Yes, Ebony Way was designated as a collector roadway, in the previously approved Erin Ridge ASP.</p> <p>It has also been identified in the Erin Ridge ASP as a connecting road between Erin Ridge and Erin Ridge North. The other road connecting the two areas is at Everitt Drive and Erin Ridge Drive. From a transportation network system it is advantageous to have more than one connection point between the two neighborhoods. Additional to this Ebony Way is proposed as a future bus route.</p> <p>Refer to the Erin Ridge ASPs. https://stalbert.ca/uploads/PDF-reports/ErinRidge_ASP.pdf https://stalbert.ca/uploads/legislative/BL6_ERN_ASP_FINAL.pdf</p>



Residents to Council Comments	Landrex and ISL Response
<p>Main issue(s): (1) Transportation connections; (2) Roundabouts</p> <ul style="list-style-type: none"> Concerned ERN ASP Ebony Way connection to Everett Drive North is not recognized in the Master Plan ("Short-cutting neighbourhood streets is a concern"). Traffic flow and volumes will negatively impact residents on Erin Ridge Drive. 	<p>The ASP is statutory therefore supersedes the TMP, which is non-statutory</p> <p>TMP: The connection of Ebony Way between Coal Mine and Everitt Drive is not shown in the TMP. (Figure 4-1, Proposed roadway network shown in dashed orange colour)</p>  <p>The Ebony Way connection between Coal Mine Road and Everitt Drive should have been included in the TMP as it is shown in the ASP. The ASP is statutory therefore supersedes the TMP, which is non-statutory</p> <p>Traffic Flows: Ebony Way has been designated to function as a collector roadway to accommodate movement between the subject area and the Erin Ridge neighbourhood.</p>
<ul style="list-style-type: none"> Proposed connection for Everett Drive North and Coal Mine Road a major concern, recommends: (1) roundabout accessing Everett Drive North and Coal Mine Road into commercial property; (2) roundabout at intersection of Ebony Way and Coal Mine Road; (3) planned extension and roundabout of Ebony Way and Coal Mine Road. 	<p>A policy statement should be added to the ASP to cover the need for traffic calming measures. The statement is written as follows:</p> <p>"Traffic calming measures shall be considered for Ebony Way and the intersection of Ebony Way/Coal Mine Road to mitigate shortcutting traffic. These options will be considered at development permit/subdivision."</p>



<ul style="list-style-type: none"> Lives on Erin Ridge Drive, further development impacting traffic in the area is a major concern. Traffic mitigation or calming required, but prefers to see Ebony Drive connection closed outright. 	<p>The collector roadway is designed to accommodate traffic. Ebony Way is a collector roadway.</p> <p>The City should work with the Erin Ridge Traffic calming committee and other stakeholders while considering options for traffic calming.</p>
	Landrex and ISL Summary
	<p>We recommend approval of the ASP amendment and LUB amendment because it will allow the creation of a development that:</p> <ul style="list-style-type: none"> - meets the intent of the Capital Region Board intensification strategies, - meets Municipal Development Plan land use policies (i.e. Policy 4.18), - is located within 800 m of a future LRT stop, - is compatible with adjacent land uses, - is context sensitive, and - has been encouraged by adjacent land owners. <p>In addition, the proposed amendments are not transferring a commercial land use designation to a residential land use designation. The amendments allow a mixed use development. This means that a residential land use will be added to the commercial land use designation. The residential component contributes to the sustainability/viability of the commercial use, and the amount of commercial development on the site will be equal to that seen on a commercial site. There is no intent to reduce commercial square footage or opportunities on this site.</p>