Phase 4 Engagement Report

St. Albert's New Municipal Development Plan - *Flourish*

PHASE 4 – ENGAGEMENT REPORT

Introduction

Throughout Phase 4 of engagement, the focus was on presenting and gathering feedback on the draft Municipal Development Plan (MDP). The engagement can be categorized into two parts – Phases 4A and 4B. In Phase 4A, the draft plan was shared with the Project Champions Team (external advisory board) and UDI St. Albert in April 2020. The project team engaged with the Project Champions and UDI St. Albert through online presentations, meetings, and an on-line course platform.

In Phase 4B, the draft plan was launched to the public on November 10, 2020. The project team engaged with the community through a live on-line webinar and an on-line questionnaire. This part of the phase also involved formal circulation of the draft plan to intermunicipal neighbours, utility companies, school boards, provincial agencies, and other key stakeholders who are typically notified of proposed statutory planning documents.

Phase 4A Engagement Purpose and Overview

Level of engagement: Inform and consult

In Phase 4A, the purpose of engagement was to gather feedback on the draft MDP document to help advance finalization of its content. On April 22, 2020, the draft plan was shared with the Project Champions Team for their review and comment. This dedicated team was created at the onset of the project and consisted of representatives from select city committees, boards, and key stakeholder groups. Specifically, it included members from the:

- Environmental Advisory Committee
- Youth Advisory Committee
- Seniors Advisory Committee
- Heritage Advisory Committee
- Subdivision and Development Appeal Board
- Economic Sustainability Advisory Board
- Chamber of Commerce
- Alberta Health Services and
- Urban Development Institute (UDI) St. Albert

Members of the Project Champions Team were encouraged to share the draft with their respective groups for additional feedback. The draft plan was also shared with members of UDI St. Albert, as they had expressed keen interested in reviewing the draft. In light of the COVID-19 pandemic, the project team utilized on-line engagement sessions and an on-line course platform (*Thinkific*) to share content and facilitate gathering feedback.

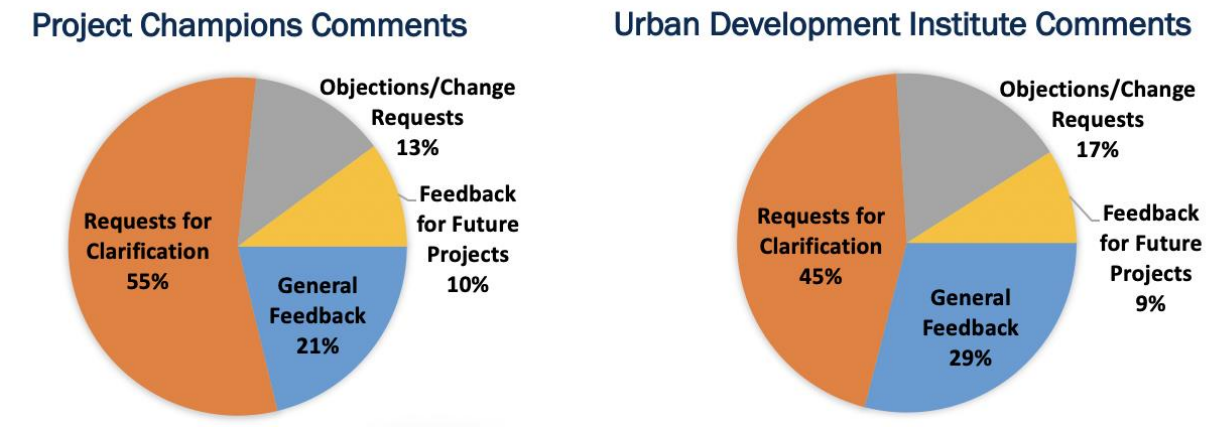
Phase 4A Engagement Activities

Event/Activity	Date	Location	Participants (approximate)
UDI St. Albert Presentation and Discussion	April 30, 2020	Online – Zoom Session	15
Project Champions Team Presentation and Discussion	June 2, 2020	Online – Zoom Session	10
Chamber of Commerce Governance Committee Meeting	July 8, 2020	On-line Zoom Session	25
Individual Meetings (Melcor, Strata, J. Sheasgreen)	May 14, June 11 & 17, 2020	On-line Zoom Session	10
		Approximate Total:	**60**

What We Asked and What We Heard

During Phase 4A, the project team was generally asking for feedback on the draft policies from the Project Champions Team and UDI St. Albert. All written comments submitted by stakeholders were collected and analyzed. Comments received generally fell into 4 categories: General Feedback, Requests for Clarification, Objections/Requests for changes, and Feedback on MDP Implementation, process changes, or municipal initiatives.

The project team tracked feedback received from UDI and the Project Champions, providing a written response for each comment as well as classifying the Comment Category and Response Type from the project team. The Response Type for each comment was used to track whether changes were made to the MDP draft as a result of the comment. Spreadsheets detailing the comments tracking and analysis are included as Attachment 1 – Phase 4A UDI Feedback Tracking, and Attachment 2 – Phase 4A Project Champions Feedback Tracking.



Phase 4A – Breakdown of Comment Types

In total, the project team received over 650 written comments during Phase 4A. The largest percentage of comments from both the Project Champions and UDI were Requests for Clarification. This indicated a focus on policy interpretation and questions about how their groups would be impacted. A number of positive comments were submitted and the proportion of Objections and Change Requests from both groups was low. The *Robust Economy, Mobility Choices, and Resilient Infrastructure* chapters received the most comments.

In tracking the response to each comment, the project team found that for the Project Champions, 73% of Objections/Change Requests generated a change to the plan and 38% of Requests for Clarification triggered wording updates to policies. For UDI, 54% of Objections/Change Requests generated a change to the plan and 68% of Requests for Clarification triggered wording updates to policies.

Overall, the comments analysis completed during Phase 4A showed that a high percentage of comments from each stakeholder group were actioned through revisions to the draft *Flourish* document. The analysis also highlighted some policies for which careful consideration was necessary to balance competing needs and conflicting stakeholder feedback. While implementing 100% of Objections/Change Requests received from each stakeholder was not possible, high percentages of overall comments were actioned resulting in revisions that moved the plan forward substantially during this phase.

Phase 4B Engagement Purpose and Overview

Level of engagement: Inform and consult

Phase 4B included formal circulation of the draft plan to intermunicipal neighbours, satisfying the notification requirements outlined in the City's current MDP *CityPlan* and further satisfying *Municipal Government Act* requirements. The draft plan was also formally circulated to utility companies, school boards, provincial agencies, and other key stakeholders who are typically notified of proposed statutory planning documents.

The purpose of public engagement in Phase 4B was to gather specific feedback -- what *Flourish* goals excite St. Albertans the most about the city's future and if there were any policies that were missed that are essential to achieve the goals and principles of *Flourish*. Feedback received helped inform the final MDP.

Phase 4B Engagement Activities

Event/Activity	Date	Location	Participants (approximate)
Intermunicipal Session	October 14, 2020	Online Zoom	10
Live Webinar Presentation and Q & A Session	November 17, 2020 6:30-7:30 p.m.	Online – Zoom Webinar	13
Online Questionnaire #4	November 10 to November 30, 2020	Online – City of St. Albert website	17
Individual Meetings (CHBA, BLESS, UDI St. Albert)	December 9, 2020, January 21, 2021 & February 3, 2021	Online – Zoom	12
		Approximate Total:	**52**

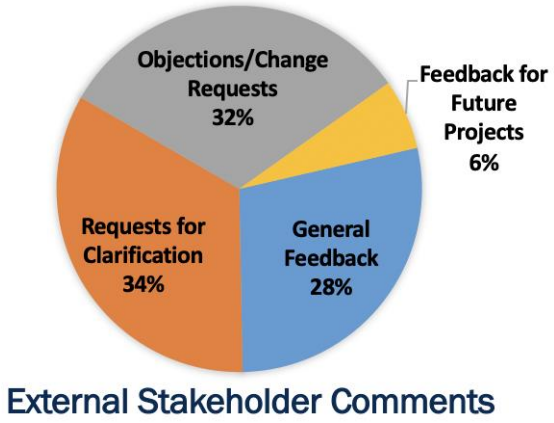
Public engagement in Phase 4B included a live webinar and an online questionnaire. The live session was held on Tuesday, November 17, 2020. The session included a high-level overview of the project and the draft MDP policy highlights followed by an opportunity for participants to ask questions of the project team. The online questionnaire was used to gather specific feedback from the broader community for the City to consider as the MDP was finalized.

The draft MDP, a recording of the online session, and link to the questionnaire were available on the project website.

What We Asked and What We Heard

During Phase 4B, the project team was seeking feedback resulting from the formal circulations to inform changes to the document prior to finalization. The team was also looking for specific feedback from the public as part of the fourth round of engagement. Particularly, if there were any policies missing that were required to achieve the goals and principles of the Plan.

All written comments submitted by stakeholders were collected and analyzed using the same methodology as Phase 4A. Groups who submitted comments included BLESS, Alberta Health Services, ATCO, the Canadian Homebuilders' Association (CHBA Edmonton), KOTA Contracting, UDI, the City of Edmonton, Sturgeon County, Parkland County, and interested citizens. The spreadsheet detailing the comments tracking and analysis is included as Attachment 3 – Phase 4B External Stakeholder Feedback Tracking.



Phase 4B – Breakdown of Comment Types

In total, the project team received 113 comments from external stakeholders during Phase 4B. Most groups that provided feedback during this phase were commenting for the first time while UDI submitted feedback in both Phase 4A and 4B.

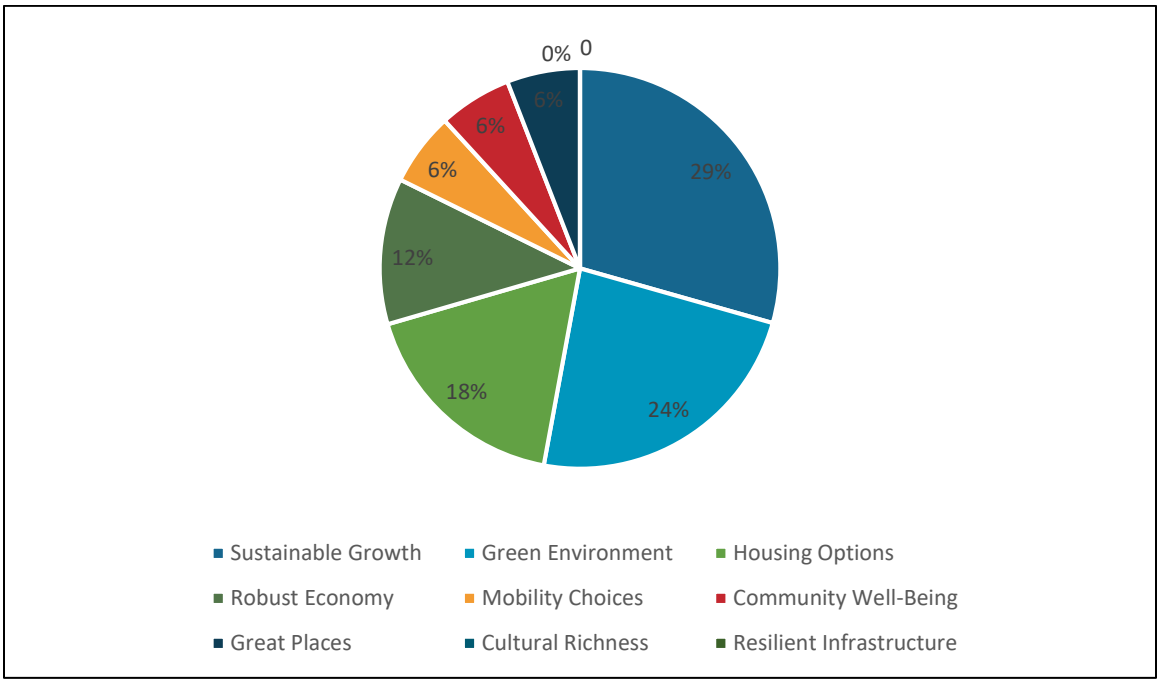
Comments were more or less evenly split between General Feedback, Requests for Clarification, and Objections/Change Requests with a small percentage of Feedback for Future Projects. While a broad range of stakeholders were invited to comment during Phase 4B, the volume of comments submitted represented a decrease from Phase 4A. Given the high proportion of supportive comments received during Phase 4B, the lower total comment volume may be an indicator that the edits and revisions completed during Phase 4A were well received by stakeholders.

The maps section received the most comments from stakeholders during Phase 4B. This feedback triggered updates to clarify the Urban Structure and General Land Use Map, and Priority Areas for Growth Map. Almost all commenters expressed support for policies and initiatives advancing housing diversity. Overall, 36% of

Objections/Change Requests were made as requested and about 10% of Requests for Clarification triggered text updates to the Plan in Phase 4B. In cases where implementing an Objection/Change Request would run contrary to the Growth Strategy or overall goals of *Flourish,* the project team provided a written response explaining why the change was not supported.

Below is a summary of the questions and what we heard from the questionnaire and webinar participants.

Q1 *What is the Flourish goal that excites you the most about St. Albert's future?*



Flourish Goal	Response
Sustainable Growth - St. Albert optimizes its land, infrastructure, and financial resources to support intensification and outward growth that together attract a diverse range of residents and businesses	5
Green Environment - St. Albert values and protects the natural environment, conserving and enhancing its features and functions for the well-being of our community and our planet	4
Housing Options - St. Albert accommodates a full and balanced mix of housing choices, meeting the needs of everyone, at all stages of life	3
Robust Economy - St. Albert has a thriving, diverse economy that offers a range of opportunities to work and invest, thereby supporting a sustainable tax base	2
Mobility Choices - St. Albert supports a safe and efficient transportation network, providing a full range of attractive and healthy options for moving around	1

Flourish Goal	Response
Community Well-Being - St. Albert supports the physical, mental, and social well-being of residents through community services and neighbourhoods that support healthy lifestyles.	1
Great Places - St. Albert cherishes a sense of place and community, designing built environments that create lively spaces and instill civic pride	1
Cultural Richness - St. Albert celebrates its heritage, promotes the arts, and provides residents and visitors with opportunities for cultural enrichment	0
Resilient Infrastructure - St. Albert's infrastructure systems are resilient, efficient, adaptable, and embrace innovative technologies	0

Q2 *Are there any policies we've missed that you think are essential to achieve the goals and principles of Flourish?*

- Yes, equity! A principle focused on uplifting women, LGBTQ2S+, Indigenous residents and other minorities. An overarching section to support overall goals would help. I can't believe there is no mention of equity in this document and that Indigenous policies are buried under 'Culture' – very concerning.
- I didn't realize there are only two questions. I also wanted to state that this plan doesn't respond to the challenges our community is facing. How are we growing? What do we want to achieve? This is still auto-oriented and business as usual plan. Disappointed. I was hoping for a more innovative plan.
- Public ownership of revenue generating operations that are low risk such as grocery stores to set
  St. Albert apart and allow residents to spend capital that goes back into the community instead of a corporation.
- As part of sustainable growth there must be diversification of industry and other options to increase the tax base without increasing property taxes.
- Transit efficiency and consistent service to key areas as use dictates

Online Presentation and Question and Answer Session

- Summary of questions asked and comments provided by session participants:
- Since you are transitioning commercial away from St. Albert Trail, where are the new opportunities for locating commercial uses?
- As the City grows, we will need other areas for commercial uses.
- Why is the City growing to 100,000 people? Does the City need to grow?

- I have attempted to use transit in the past in St. Albert and found it extremely inefficient. Are we merging as a regional transit system with other municipalities?
- As you densify St. Albert Trail, how do you plan to transition as to not impact residential that is next to St. Albert Trail?
- Concern about the employment areas and industrial uses proposed on the west side of St. Albert and the impact that would have on adjacent landowners.
- Will there be changes to the transit system and transit routes?
- Are there any plans for the annexation lands?
- Will future land use and development plans need to align and conform with the new MDP?
- Will Bill 48 impact the MDP?
- Like that the housing options to provide options for younger residents to stay in St. Albert and the future economic development areas.
- Did the City consider the 2015 report that went to Council for that indicated potential areas for future employment opportunities?

Attachment 1

Urban Development Institute Comments

Commenter	Comment	Response from Planning	Comment Type	Comment Action
Courtney Jensen	There seems to be an increase in infrastructure requirements overall. This will work towards achieving a number of the municipal priorities (supporting active transportation, supporting environmental goals), but will work against the goal of affordable housing. If new requirements add value, are there places where traditional infrastructure can be decreased to help balance these priorities more?	Some of these details are included in the Municipal Engineering Standards (currently being updated). Generally, Flourish encourages redevelopment and infill to help fully utilize existing infrastructure.	Feedback for Future Projects	Comment to inform future initiatives
Courtney Jensen	A number of new reports are being required at the ASP level. The development industry needs to better understand what these reports will entail, and how much additional cost this will create for ASP creation. This will work against affordable housing, as ASP costs are spread over the cost of lots.	Details will be provided through the ASP Process Improvement work that is currently underway.	Feedback for Future Projects	Comment to inform future initiatives
Courtney Jensen	The development industry was expecting more detail to be included in the draft ASP about how larger areas would be consolidated as ASPs, with current sized ASPs being treated as NSPs so that planning could be done at a more appropriate scale.	This is part of the ASP Process Improvement work, which may result in changes to the ASP Terms of Reference.	Feedback for Future Projects	Comment to inform future initiatives
Sue Monson	it should be understood that the landscape of commercial and employment is changing and less space is, and will be, required. This MDP should address that changes to the size and look of commercial and employment lands on a map may not constitute a reduction in overall commercial activity.	While user needs for commercial and employment space may change in the coming years, the City of St. Albert has been limited in its ability to attract large employers in the past by a lack of shovel-ready employment land. Designating employment land in the MDP is critical to the goal of moving toward a sustainable balance of employment and residential tax revenue. Draft policy 6.1.2 has been added to reflect the changing commercial landscape.	Objection/Request for Change	Response provided + text changed
Stephanie Fossen	The MDP is a high level planning document which should provide guidance to the more detailed statutory plans. It should also be a living, breathing document that can adapt to the ever changing needs of the City, its residents and the market which dictates how the City grows and how fast development happens. It the MDP is too prescriptive it will discourage development and growth of the City.	The ability to establish a growth strategy and associated land use designations will provide more certainty for developers regarding where development and intensification are most appropriate to benefit current and future residents. Periodic updates to the plan, along with amendments brought forward as necessary will keep the plan up to date	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
Community Vision	[Built Environment] We build our community towards the future to sustain balanced development, with a reverent eye to the past, honouring our unique settlement history and distinct identity.	Courtney Jensen	[Built Environment] mentions "balanced development," and I am not sure what balance this refers to. Is it residential/non-residential? Balancing other priorities?	The community vision is a high level document that reflects residents' vision for the future. This pillar refers to planning for and managing growth while respecting and minimizing the impact on the natural environment	Request for Clarification	Response provided
1.1 What is Flourish	The trend of steady growth in our city is expected to continue, with forecasts from the Edmonton Metropolitan Region estimating the addition of almost 1,000 new residents and 500 new jobs to the city every year on average.	Courtney Jensen	Will the estimated addition of 1000 residents and 500 jobs per year be a goal that the City wants to meet annually, or is it just an estimate?	This is the estimate that the Edmonton Metropolitan Region Board relies on in the Growth Plan. Some fluctuations may occur depending on economic and demographic trends.	Request for Clarification	Response provided
2.1 Legislative and Policy Context	Where there is any inconsistency between one or more municipal statutory plans, the provisions of the higher-order plan shall prevail.	Courtney Jensen	Last sentence in the second paragraph, how will this impact ASPs that are already in progress if the new MDP creates an inconsistency? Will this create risk for plans currently in place or in the process of being updated?	If a major ASP amendment is brought forward, it will need to be brought into compliance with the MDP	Request for Clarification	Response provided
2.2 Drivers of Change	Cities and their citizens also need mitigate and reduce climate change impacts and human contributions, in particular by adopting renewable energy resources, ensuring buildings are energy efficient, embracing low impact development practices, and reducing reliance on private vehicles.	Courtney Jensen	the word "to" is missing between "need" and "mitigate."	Wording updated.	Objection/Request for Change	Changes made
2.2 Drivers of Change	As baby boomers continue to move into their retirement years, and with many of them expected to live well into their eighties and nineties, there is a need to grow and adapt our cities to meet their needs. Many people in this age cohort are seeking to downsize to affordable smaller homes within their neighbourhoods.	Courtney Jensen	downsizing to affordable smaller homes withing their neighborhoods is mentioned. Current LUB requirements regarding lot sizing and coverage make it challenging to produce market affordable adult duplex bungalows.	The MDP is supportive of increasing housing diversity and options for residents. This is reflected in concurrent work on LUB updates that enable a broader range of housing products	Feedback for Future Projects	Comment to inform future initiatives
2.2 Drivers of Change	More broadly, planning processes need to engage Indigenous communities in meaningful ways and planning policies should support reconciliation by promoting connections between people, the land, and government.	Courtney Jensen	there is wording about the "planning processes need[ing] to engage Indigenous communities in meaningful ways." Without more detail this creates significant risk for landholders. We did a consultation with a member of the indigenous community, and it became very evident that all land in this region will contain vegetation that is significant culturally to Indigenous cultures, as these cultures are deeply rooted in their connection to the land. Everything from plants naturally occurring through the brush to thistles were identified for their uses. We were able to satisfy the needs of the representative by allowing for a one time harvest of any plants that were desired for use, but if that had not been satisfactory, City representatives did not have any information about what impact demands might have on limiting our development. I think a lot more detailed understanding is required to support a statement like this. When we discussed transplanting material, we were told that moving a plant from its original location was not at all acceptable.	Concurrent work has been undertaken by the City to identify future steps toward reconciliation. For additional detail on these recommendations, please see the City of St. Albert's Payhonin Reconciliation report. Current planning staff will be available to provide feedback on public participation plans for future applications	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
3	The goals and related principles should be considered comprehensively and holistically, none taking precedence over another.	Courtney Jensen	Goals and Principles states none of the goals or principals take precedence over another. What happens when goals and principals are not aligned? Do there not have to be priorities to establish where the appropriate balance lies?	The MDP has been structured so that each principle and the policies that follow support a broader goal. Should a conflict arise between different goals as part of a planning application, the applicant would identify which goals they are able/not able to meet with the ultimate decision resting with council	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
5.0 Citywide Policies	The city-wide policies presented in this part of this plan will guide growth and change throughout the city. This part of the plan is organized by the nine goals of Flourish to reinforce linkages between city-wide policies and the goals and principles they support. Since the goals are interconnected, however, the policies in one section will often support the goals and principles in other sections.	Courtney Jensen	notes that policies in one section will often support the goals and principals in other sections, but does not indicate that sometimes they will be in conflict or give any indication of how conflicts will be balanced.	Section 1.4 provides some direction on the policy hierarchy within the plan. If a conflict between policies arises in the course of a planning application, the decisionmaker (whether Council or the Subdivision Authority) will weigh the application and determine whether the proposal meets the overall goals and intent of the plan	Request for Clarification	Response provided
5.1 Natural Features	The following policies are meant to ensure that the ecological benefits of Natural Areas and potential adverse effects to these areas are understood and avoided or mitigated where avoidance is not possible.	Courtney Jensen	the last sentence indicates mitigation of potential adverse effects to Natural Areas will be undertaken where avoidance is not possible. What will constitute "not possible" and what mitigation will be acceptable?	To be assessed case by case based on applicable studies for the subject area	Request for Clarification	Response provided
		Stephanie Fossen	Would like clarity on how MAP 5 was determined and how the natural features on land was determined. What environmental report was used to verify these natural features are to be preserved.	The City's latest Natural Area Survey data (Spencer) was used.	Request for Clarification	Response provided
		Stephanie Fossen	It can be very difficult for a development to include and incorporate natural features due to grade constraints and each neighbourhood includes a storm water management feature that adds a new green feature to each neighbourhood.	Noted - the policies have been drafted to enable flexibility depending on the site specific circumstances.	General Feedback	Response provided
		Stephanie Fossen	Is the City prepared to maintain the natural features that are preserved and incorporated into the neighbourhood as it can be costly overall to tie a wetland for example into the neighbourhood's drainage plan.	Draft policy 5.1.5 has been added which provides the direction for the City to prepare an acquisition strategy.	Request for Clarification	Response provided + text changed
5.1.2.	Enhance the ecological network over time by: a) Encouraging and supporting the protection, conservation and restoration of natural areas in addition to the Natural Features identified on Map 5, through the preparation and amendment of statutory plans; b) Encouraging and supporting the naturalization of open spaces not required for recreation or infrastructure; and c) Prioritizing opportunities to create links within the local and regional ecological network when supporting the conservation and restoration of natural areas and the naturalization of open space.	Courtney Jensen	Does this mean all MR not actively programmed is to be naturalized? How will recreation "requirements" be determined? Different people will have different ideas about the appropriate balance between recreation needs and naturalized spaces.	Wording has been updated to read: b) Encouraging and supporting the naturalization of open spaces	Request for Clarification	Response provided + text changed
		Stephanie Fossen	How will the City balance out MR or ER dedication with preservation of natural features for the City's active park planning needs in MR space?	While the MDP provides high level direction, further direction will be needed through complementary plans and strategies.	Request for Clarification	Response provided
5.1.5.	Require that conserved lands, including dedicated Environmental Reserve, Conservation Reserve, or Environmental Reserve Easement, primarily serve an ecological function and generally remain in their natural state.	Courtney Jensen	States ER and CR will "generally remain in their natural state." In what circumstances would they not if they are sensitive enough to warrant being dedicated?	The intent of this policy would enable some type of development to occur such as trails and utilites.	Request for Clarification	Response provided
5.1.7.	Require that development and construction areas that are adjacent to Natural Features be separated by physical barriers during construction, protected through erosion control measures, and after construction is complete, be clearly demarcated from adjacent properties, as deemed appropriate by the City.	Courtney Jensen	What can we expect in terms of how we will need to clearly demarcate natural features from adjacent properties?	This would refer to fencing.	Request for Clarification	Response provided
5.1.11.d	Require that all lands considered unsuitable for development, including required setbacks from these areas, be dedicated as Environmental Reserve, in accordance with the provisions of the Municipal Government Act. These areas include, but are not limited to the following: a) Ravines, including all lands below the top-of-bank; b) Natural slopes equal to or steeper than 15 per cent; c) Land that is subject to flooding; d) Semi-permanent marshes and semi-permanent and permanent shallow open water wetlands, classified in accordance with the Alberta Wetland Classification System, and a 30-metre buffer around all such wetland features.	Jim Killoh	what is the basis for a 30 m buffer to be dedicated as ER around all wetlands? This is 5 times the minimum buffer identified in the MGA and seems to assume that all wetlands will warrant a 30 m buffer.	Wording has been updated to clarify: Require that all lands considered unsuitable for development, including required setbacks from these areas, be dedicated as Environmental Reserve, in accordance with the provisions of the Municipal Government Act.	Request for Clarification	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
5.1.12	Require that lot boundaries maintain a minimum 50 metre setback from the top of the bank of the Sturgeon River and Carrot Creek, unless another setback is approved by the City or is required for environmental and flood protection.	Sue Monson	Please confirm if this set back is required (MGA) or necessary. We own land on Carrot Creek and intend to develop this amenity rich land.	Wording has been updated for clarity and flexibility: Require appropriate setbacks for development from designated Natural Features and lands considered unsuitable for development, to be established as follows: a) Based on the greater of: i)A minimum 50-metre setback from the top-of-bank of the Sturgeon River or Carrot Creek to lot boundaries; ii)A minimum 30-metre setback from conserved waterbodies to lot boundaries; iii)The application of an ecologically appropriate tool, such as a Riparian Setback Matrix Model or Slope Stability Analysis. b)Or as determined through appropriate studies and plans, as deemed satisfactory by the City. All supporting studies and plans will be at the cost of the applicant.	Request for Clarification	Response provided + text changed
		Stephanie Fossen	50m setback from Sturgeon and Carrot Creek - what is this based on?		Request for Clarification	Response provided + text changed
5.2.2.	Support the protection, restoration and enhancement of wildlife habitats and movement corridors within the Natural Features identified on Map 5 – Natural Features.	Courtney Jensen	Through what means and to what degree? In other regional municipalities there have been some very expensive undertakings to achieve this without the desired effect when it comes to movement corridors. There need to be cost benefit considerations and reasonable limits.	The details would be addressed in complementary plans and strategies.	Feedback for Future Projects	Comment to inform future initiatives
5.3.1.	Encourage the use of Low Impact Development (LID) principles and best practices in greenfield development and redevelopment, such as green roofs, permeable pavement, and bioswales, subject to the City's standards and guidelines for such features.	Sue Monson	Does St. Albert currently have LID standards? Has this been an area that many are looking to incorporate to their developments? How would this be encouraged? Have operations been consulted on this?	No, the City doesn't currently have LID standards. There are many different designs and new technologies emerging for Low Impact Development. The City acts as an approver of the use of LID and evaluates every application individually based on its merit and long term potential, including maintenance and cost. This enables innovation and best practice	Request for Clarification	Response provided
5.4.1.	Incorporate existing tree stands into parks, other public open spaces, and private amenity spaces, where feasible and appropriate.	Courtney Jensen	"where feasible and appropriate" leaves a lot of subjectivity. At what cost is this declared "unfeasible," and who decides if it is appropriate? Our land has a section of brush that Map 5 identifies as a Natural Area. Parks has been very clear that they do not want MR used to protect it. Is this going to be a risk for my ASP when the MDP comes into effect?	Policy is written to enable discussion between City staff and developer to determine what would be feasible and appropriate for the particular situation.	Request for Clarification	Response provided
5.4.4.	Ensure that new development, redevelopment and site alteration will not adversely affect City trees through requirements such as tree preservation plans, hoarding, and securities.	Courtney Jensen	I don't understand what hoarding means in this context. Will there be some consideration of the value of the trees? Some brush growth doesn't represent a significant value to the City's tree inventory.	The intent of these policies is to protect trees on City land during the land development process (e.g. boulevard trees and infill development). The UFMP provides more detail regarding St. Albert's urban forest.	Request for Clarification	Response provided
		Stephanie Fossen	what is the City of St. Albert Urban Forest Management Plan? Landscape standards for new development needs to consider the densification being imposed upon developments and the difficulty in locating trees within the streetscape		Request for Clarification	Response provided
5.4.8.	Establish a process to require a cash-in-lieu compensation payment where City tree replacement cannot be accommodated on-site, based on a satisfactory tree valuation submitted to the City.	Courtney Jensen	I'm just concerned about how trees will be valued, and if trees planted elsewhere in a new neighborhood will count when considering tree replacement. MR trees should count if existing trees are being taken for development where MR wasn't desired that could have protected them.	Policy establishes intent to require compensation when City trees (as defined in the Glossary) are damaged and/or removed. Details to be identified through implementation of compensation payment process following MDP approval	General Feedback	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
7.1.1.	Address housing needs by monitoring changes in the local housing market and encouraging and enabling housing forms that respond to emerging and housing needs.	Courtney Jensen	Engineering standards and LUB policy would need to be able to be updated in a timely enough manner to facilitate keeping up with emerging changes in housing needs.	Engineering standards are currently being updated. LUB revisions to support housing diversity are ongoing.	General Feedback	Response provided
7.1.2.	Encourage a diverse and inclusive range of housing through: a) incentives; b) identifying and acquiring land for affordable housing projects; c) encouraging infill development; and d) alternative planning and engineering standards, as deemed appropriate by the City.	Courtney Jensen	d) Currently it is very risky and expensive (in terms of time and cost) for a developer to consider alternative planning and engineering standards. The current system disincentivizes this for developers.	The City's LUB and Engineering Standards are a good option for applicants who prefer to work within existing regulations	General Feedback	Response provided
7.1.5.	Encourage the inclusion of purpose-built rental housing within all new neighbourhoods.	Courtney Jensen	This depends on how a neighborhood is defined. Some small neighborhoods may not be suited for purpose-built rental if there are not services nearby to support it.	Inclusion of purpose-built rental housing is encouraged, but not required	General Feedback	Response provided
7.1.8.	Accommodate a greater mix of housing forms in existing neighbourhoods that respect the existing scale and character of the area.	Courtney Jensen	Having been through infill consultation, I know that the public has very different views on what constitutes "respecting the existing scale and character" of their neighborhood.	This will be a balance between housing renewal and maintaining neighbourhood function. It will be implemented through LUB updates	General Feedback	Response provided
7.1.10	Require high- and medium-density, multi-unit housing to provide common private amenity spaces, in addition to Municipal Reserve dedications. Amenity space requirements shall be identified through neighborhood plans, ASPs, and ARPs and regulated through the Land Use Bylaw.	Stephanie Fossen	Additional amenity space in high/medium/multi-unit development or parcels/lots should not be identified at the ASP level. This should be specific to and developed within the site/parcel/lot to create the additional amenity space needed with the site plan and the target market. Asking the land developer who is required to meet certain density targets to add extra MR to the already required 10% will discourage development and growth within St. Albert and will negatively impact affordability	The draft policy has been updated to be more general and provide direction for future LUB updates.	Objection/Request for Change	Changes made
7.2 Affordable Housing	Limited affordable housing is a barrier to many who may want to make St. Albert home. While a greater diversity of housing options has the potential to contribute to more affordable housing, it must be paired with appropriate policy and incentives to succeed in this regard. The following policies are intended ensure an adequate supply of appropriate and affordable housing for all residents, regardless of income.	Courtney Jensen	There is acknowledgement that greater diversity of housing options will contribute to more market affordable housing (which should be the first goal in achieving affordable housing), but many other efforts can help lead to more market affordable housing, such as keeping the development process efficient and affordable, and working towards the most efficient possible infrastructure.	This chapter addresses housing diversity. Process efficiency and efficient infrastructure are covered under 5.1.10 and 9.1 respectively. 5.1.10 Develop regulations and processes that are efficient, streamlined, and straightforward to continuously improve St. Albert's attractiveness to businesses. 9.1 Principle: Facilitate the provision of essential infrastructure to all areas of St. Albert, in a logical, efficient, and sustainable manner	General Feedback	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
6	Much of the city's employment growth will be accommodated in the Lakeview Business District. The City will also continue to support business retention, entrepreneurship, and proactively seek post-secondary educational opportunities within St. Albert. The goal, principles, and policies in this section support a robust economy within St. Albert and the broader region.	Stephanie Fossen	The City's Economic Development group should partner and work more closely with land developers/owners that have commercial/industrial land identified in their ASPs to promote the development and sale of commercial/industrial land. Bring or identify potential end users/purchasers to the table to help this sector grow.	Thank you for sharing your thoughts.	Feedback for Future Projects	Comment to inform future initiatives
6.2.11	Ensure retail and service uses in employment areas primarily serve employees and businesses in the area.	Jim Killoh	Policy 6.2.11 seems unduly restrictive?	This policy would apply to "employment lands" shown as purple on Map 3. The intent of this policy is to limit commercial development in these areas.	Request for Clarification	Response provided
6.2.6.	Protect lands identified for employment purposes from being converted to other land uses, including residential, subject to the provisions of Policy 14.7.9.	Courtney Jensen	This could actually disincentivize developers from putting commercial in their ASPs. For example, I am currently showing a commercial parcel in hopes that I can develop it is such. If I can't change it to residential if the market doesn't support this commercial, I would show it as a multi-family site instead seeing as I could rezone it more easily in that direction if needed. Ideally, you would want developers showing commercial in mixed use nodes so that it can be actively marketed as such, rather than showing it as multi-family to be safe.	The intent of this policy was that it would apply to "employment lands" as shown in purple on Map 3. Given the misinterpretation, the policy has been removed. The same intent is now captured under 14.7.8, which provides flexibility. It is noted that a short supply of employment lands has been a major barrier to the City in achieving its goal of shifting the residential/commercial tax split to decrease the tax burden on residents.	General Feedback	Response provided
		Sue Monson	We would like to see a softening of the language in this clause including a reference to market conditions and demands. This section is too definitive for an aspirational document.		Objection/Request for Change	Changes made
		Stephanie Fossen	Policy 6.2.6 is unclear. Often ASPs need to be flexible to change and adapt to the ever changing market demand. Having the MDP identify potential commercial/industrial nodes can act as a guidance to development. But the ASP or even a neighborhood design study then further details how development will occur. Often changes are needed and if commercial land in one ASP is "reduce" or replaced with residential land it should not necessarily be used or measured against the City's overall commercial and industrial development and seen or viewed as negative for that particular ASP. The last ASP amendment for the ERN neighbourhood met the policies and guidelines of the MDP by planning commercial land adjacent St. Albert Trail however the ASP was chastised when there was a reduction in the amount or width of the commercial area when the MDP clearly states the MAP is a high-level conceptual plan and is subject to change with the detailed development of the land.		Request for Clarification	Response provided + text changed
6.2.9.1.	An Area Structure Plan that includes urban design guidelines shall guide development of the Lakeview Business District, ensuring edges and areas with high public visibility are defined by high-quality buildings and landscaping. Public streets in the district generally shall be lined with trees and designed to a high standard.	Sue Monson	From our experience in the development of industrial and business parks, it is critical to find a balanced approach with respect to the standards. It is not possible to be successful using high standards as the end users will not see the value in the costs of these standards and or services (walking paths etc.).	The Lakeview Business District ASP will include more detail on design guidelines for the area, achieving a balance between cost effectiveness and higher standards along edges and in locations that maximize public benefit	General Feedback	Response provided
6.3.2.	Require an Agricultural Impact Assessment to be submitted with all new Area Structure Plan (ASP) applications and for any newly proposed greenfield development associated with Area Structure Plan (ASP) amendments.	Courtney Jensen	Requiring an AIA for every ASP rather than at the MDP level for all land that is already shown as future development land is downloading an unnecessary cost onto every developer that will just impact housing affordability in a negative way.	The requirement for an AIA has been mandated by the EMRB Growth Plan and the City's MDP needs to be in alignment with its directives. At this time, the City has no plans to undertake a Citywide AIA for lands within its current municipal limits.	Objection/Request for Change	Changes not recommended
		Sue Monson	As all of the land in the MDP is deemed developable, we would like you to remove the requirement for an Agricultural Impact Assessment. If the City feels this is truly necessary, please consider initiating it yourselves on a City wide basis so that one report is prepared and satisfies any requirement by the EMRB.	Same comment as above	Objection/Request for Change	Changes not recommended
		Stephanie Fossen	What are the terms of reference for an AIA? This should be a City lead report or assessment of all the land within the City's boundary. Land owners and developers should be stakeholders in the assessment. This report should not be part of the ASP process. This is a larger, higher level study the City should undertake. This is also an unnecessary cost to put onto every developer that will impact housing affordability in a negative way.	Same comment as above	Objection/Request for Change	Changes not recommended
6.3.3.	Require appropriate buffers and any other measures that may be recommended in an Agricultural Impact Assessment in order to minimize conflicts between agricultural uses and urban development.	Courtney Jensen	What kind of buffers would be needed between standard urban development and the farming operations in the vicinity of the City limits?	Buffers will be based on recommendations from the Agricultural Impact Assessment	Request for Clarification	Response provided
		Stephanie Fossen	On what basis is a buffer needed and what determines what the appropriate buffer needs to be?	Same comment as above	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
8.0 Mobility Choices	Greater attention to urban design and the integration of land use and transportation will also be fundamental to achieving the MDP's mobility objectives. The principles and policies in this section will ensure future street networks and land use development patterns facilitate walking, cycling and efficient transit service, enabling greater mobility choices.	Courtney Jensen	While I support facilitating all of the transportation choices listed in the last sentence of the pre-amble, I am very concerned about the cost-benefit represented by the current complete streets requirements. I honestly don't think that the increased cost of growing hard surface infrastructure for active transport is always in line with the increased benefit. Widening sidewalks along most of the road profiles leads to significant cost increases, additional non-permeable land coverage, and the current FAC process sees close to half of it torn out and replaced two years after installation. It then feeds into RMR budgets years down the road at a higher cost. Living in an older area where sidewalks are only 1 m wide, I don't see challenges with active transportation. I think that the real value is ensuring that links are made, not in increasing the widths of the sidewalks. Overall if width is seen as being a high priority, perhaps consideration should be given to different construction for active transport infrastructure – something hard but lower cost and more permeable. Could gravel be used in some applications on it's own or as part of a widened fringe? What if more was done with asphalt? Would people like to see more rear yard trails, and less front yard sidewalks which put them beside cars?	Better accomodating various modes of travel was a raised as an important issue by many residents during the MDP engagment process. Complete Streets also resulted in reduced ROW widths in for several road types, increasing the amount of land available for private development.	General Feedback	Response provided
		Stephanie Fossen	I am very concerned about the cost-benefit represented by the current complete streets requirements. Widening sidewalks along most of the road profiles leads to significant cost increases, additional non-permeable land coverage, and negatively impacts affordability. Connectivity between neighborhoods and major development nodes is important. However I am concerned about the high focus to complete streets to allow for other modes of transportation. Are these realistic goals for the community of St. Albert where most people work in Edmonton everyday and drive their cars to work verses biking into downtown Edmonton. We also live in a climate where it is winter 6 months of the year. I think more research and data is needed to analyze what residents in St. Albert are actually doing, how they get around and where they are going. This could identify specific locations in St. Albert that would benefit from complete streets being implemented	Same comment as above	General Feedback	Response provided
8.1.1.	Plan and develop Complete Streets to help ensure safe, comfortable travel for pedestrians, cyclists, transit riders, and motorists, and support multi-modal travel, in alignment with the City's Complete Streets Guidelines and Implementation Strategy.	Courtney Jensen	Genstar serviced a stage with complete street profiles last year and have a number of the increased cost for the larger sidewalks. It has real data in terms of the cost per lot that increased as a result. I think that the City should be looking at this and future stages to see if they truly think the added benefit towards walkability is appropriately balanced by the negative cost to housing affordability.	Both implementation of Complete Streets and housing affordability are priorities for the City. In some cases, new standards from Complete Streets reduce the overall road width while increasing sidewalk width. Other initiatives (such as Land Use Bylaw updates enabling a variety of housing products on smaller lots) have been completed advancing housing diversity and affordability	General Feedback	Response provided
8.1.2.	Balance the needs of all travel modes in all transportation decisions, including decisions regarding investment, street design, and infrastructure and service improvements, in alignment with the hierarchy in Figure x.	Courtney Jensen	Given the concerns I have about costs, I would very much like to see the Figure this refers to.	The reference to the Figure has been removed.	Request for Clarification	Response provided + text changed
8.2.	The street network has a profound impact not only on how people move around the city, but also the ease of movement. An interconnected street network disperses traffic and provides more options for moving around by walking, cycling and transit within neighbourhood. As St. Albert grows, a well-connected street network will be essential to enabling mobility choices.	Courtney Jensen	Taking into consideration the needs of pedestrians and cyclists is important however prioritize their needs over vehicle transport is difficult when vehicle transportation is still the primary use of roads. Maybe balance, but not necessarily prioritize.	Supporting more multi-modal transportation options throughout the City will give everyone more options for how to move around. The section speaks to balancing needs of users. More investment into pedestrian and cycling infrastructure will likely be needed in the coming years to achieve that balance. The principle has been reworded to reflect this.	Objection/Request for Change	Changes made
8.2.1.	Design street networks with high interconnectivity and small block sizes for new development and major redevelopment plans to support connectivity, walkability, and transit use.	Courtney Jensen	Again, i think there needs to be more balance represented here. High interconnectivity is good, but it needs to be balanced with the need to limit non-permeable surfaces, and the safety of local roads that don't encourage short cutting.	This policy is important to achieving the goal and principle. Improving connecivity was an important theme that was raised throughout the engagment process.	Objection/Request for Change	Changes not recommended
8.2.5.	Ensure street design is aligned with the intended speed limit to discourage speeding and enhance safety.	Courtney Jensen	Currently roads are all built to higher speed limits to increase the safety of vehicular traffic, is this suggesting truly building to the intended speed limit?	Policy wording has been updated for clarity	Request for Clarification	Response provided + text changed
8.2.7.	Promote and inclusive community by ensuring connectivity and access between public and private streets.	Courtney Jensen	the second word should be an, not and.	Wording changed	General Feedback	Response provided + text changed
8.3.3.	Ensure that new development and redevelopment facilitates the use of public transit through highly interconnected street networks, and by locating all new dwelling units within 400 metres walking distance of an existing or planned transit stop.	Jim Killoh	Should consider revising the wording of Policy 8.3.3 that requires all dwellings to be located within 400 m of transit in order to add a degree of flexibility. "Where feasible" or "should" or "strive to locate all dwellings within 400 m" are phrases that come to mind. As presently worded, if say only a few dwellings were slightly > 400 m from transit, it reads as though complete re-design of a few blocks would be required.	Noted - wording has been changed to enable flexibility.	Objection/Request for Change	Changes made
8.4	Walking and cycling provide environmental, community, and individual benefits by helping to reduce traffic congestion and overall greenhouse gas emissions, supporting cleaner air and physical activity. While the relationship between the built environment and health is complex, a community can be designed to facilitate healthy choices.	Courtney Jensen	Enabling more people to choose walking and cycling can be done in many ways with many different cost implications. Given the reality of our climate, the kind of jobs people have here, and the existing built form, I think we need to be realistic about how far this will get us and where the cost-benefit makes sense.	The intent of this intro statement is to raise awareness regarding the relationship between built form and health, as demonstrated through emperical research. There are also cost implications in treating diseases such as Type 2 diabetes and obesity.	General Feedback	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
8.4.1.	Consider opportunities to support cycling and pedestrian needs in all street and transportation infrastructure projects, including, but not limited to: dedicated cycling infrastructure, improved and widened sidewalks as appropriate, street lighting and bicycle parking.	Courtney Jensen	Dedicated cycling infrastructure and widened sidewalks are very costly to build and maintain. Caution should be exercised to only construct them where they will actually be used to a level that justifies these costs.	Same comment as above	General Feedback	Response provided
8.4.3.	Prioritize pedestrian safety, comfort and convenience, including for those with reduced mobility by: a) Providing either sidewalks or multi-use trails on both sides of all roadways, designed and built to the satisfaction of the City; b) Ensuring all pedestrian crossings are universally accessible, safe, and comfortable for pedestrians, with preference given to at-grade crossings; c) Providing trees, street furniture and lighting to create a comfortable, walkable environment in areas with a high anticipated volume of pedestrians, including Downtown, Trail Corridor Areas, and Mixed-use Nodes; and d)Including an Active Transportation Connectivity Plan, as part of a Traffic Impact Assessment completed by a qualified professional, for all new or amended statutory plans, as well as all major development proposals, as deemed necessary by the City.	Sue Monson	Is an Active Transportation Connectivity Plan currently required? As car usage reduces, changes to road standards should be considered to ensure we are not overbuilding roads to offset the maintenance and construction costs of accommodating more bikes on the road, and to encourage bike usage (if that is the end goal).	This would be a new requirment as desired by both by Planning and Transportation Branches.	Request for Clarification	Response provided
8.4.4.	Support the ongoing development and enhancement of a continuous and interconnected cycling network in all new development and redevelopment, which may include: a) Re-allocating road space and vehicle parking space to provide cycling facilities where appropriate; and b) Separated cycling facilities on high-volume roads, or on-street facilities on low-volume roads, in accordance with the City standards.	Sue Monson	Asphalt multi-use trails were removed from our Jensen Lakes plan because operations was not interested in managing asphalt walkways.	Comment is noted	General Feedback	Response provided
8.5.3.	Consider the establishment of a dedicated cash-in-lieu of parking reserve fund to be used for municipally owned parking area maintenance or upgrades.	Courtney Jensen	Would want more information about how this would be offered and managed.	The details regarding this program would be established through a future Parking Strategy.	Feedback for Future Projects	Comment to inform future initiatives
8.5.9.	Promote electric vehicle use by incorporating charging infrastructure provisions in Land Use Bylaw regulations.	Courtney Jensen	How would this be funded? Would developers be required to install them where no users had been confirmed? What if technology pivots? Who would be responsible for maintaining these?	Supporting electric vehicle use is part of overall GHG reduction goals. Full details regarding location and requirements to be provided as part of a future LUB update.	Request for Clarification	Response provided
8.6.6	Require noise and vibration studies for all proposed development.	Courtney Jensen	Vibration studies for all new developments?	Wording updated to reflect requirement for noise or vibration studies or both for residential or sensitive lands uses along goods movement corridors	Request for Clarification	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
9.3.3.	Incorporate Indigenous place names and cultural and historic interpretive elements in new development and redevelopment, as appropriate and through active engagement with the Métis and First Nations communities.	Courtney Jensen	Learning elsewhere has advised that ease of pronunciation by people and by GPS needs to be considered for the sake of wayfinding, especially for emergency services.	Perceived difficulty of pronunciation has posed a barrier to more inclusive and representative naming practices in the past for Canadian cities. While St. Albert carefully considers dispatch and first response needs (ie. excluding a proposed new name that sounds similar to an existing place), perceived difficulty of pronunciation isn't grounds for exclusion. Public education can be undertaken when a new area/facility is named to mitigate any difficulty.	General Feedback	Response provided
9.4.2.	Require capital projects to contribute a portion of the total construction budget to public art on site or to a fund for public art managed by the City, in accordance with the City's Public Art Policy.	Courtney Jensen	Will a public art contribution be charged on leviable projects? This works against keeping levies in the area reasonable.	The City funds public art based on a percentage of the total municipal capital project budget	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
10.1.4.	Base utility servicing standards, including stormwater management standards, on projections that account for climate change impacts.	Courtney Jensen	How will climate change impacts be predicted?	This will be determined through future projects and initiatives.	Request for Clarification	Response provided
		Stephanie Fossen	What are the impacts to the cost of development to design for climate changes?	Same comment as above.	Request for Clarification	Response provided
10.1.5.	Consider the use of alternative development standards for municipal infrastructure where the effectiveness and efficiency of the service is fully retained, and when development cost savings and energy efficiencies may be realized.	Courtney Jensen	Why will different development standards be allowed for the City but not developers?	Policy 10.1.4 has been revised so it is clear it would apply to developers .	Request for Clarification	Response provided + text changed
10.2.1	Conduct a Climate Change Vulnerability Assessment that includes an assessment of current risks, as well as those expected to impact the city in the coming years and decades. The assessment should consider past and current weather trends and projected changes in climatic conditions, identifying sensitivity to those anticipated changes and estimating adaptive capacity in terms of available financial recourses, human resources and adaptation options.	Courtney Jensen	What will these new Assessments and Strategies entail? Will the assessment add significant cost to ASP preparation? Will the strategies significantly change servicing standards? Should this be done at a municipal level?			
10.2.2.	Develop a Climate Change Mitigation and Adaptation Strategy designed to minimize the risks identified in the Vulnerability Assessment and respond to potential impacts.			These two policies have been combined into 10.8.1 and would be a City initiative.	Request for Clarification	Response provided + text changed
10.2.4.	Require new statutory plans to incorporate climate change adaptation tools and mitigation strategies for development and redevelopment to ensure resilience to the potential impacts of climate change, including innovative solutions to floodway or wetland management, prolonged periods of drought and extreme temperatures.	Stephanie Fossen	What does this mean and how does it impact new development? This appears to add an additional layer of bureaucracy, regulation and cost to development.	This is an opportunity for developers to demonstrate innovation, creativity and leadership in climate change adaption and mitigation.	Request for Clarification	Response provided + text changed
10.2.6.	Support the function of the natural environment in both adapting to and mitigating climate change impacts, including through carbon sequestration, reducing the urban heat island effect, stormwater retention and filtration, and other Low Impact Development and green infrastructure standards and practices.	Jim Killoh	With respect to LID, the use of "encourage" (rather than "shall") is welcome. We (Rohit) have incorporated LID features into our Starling neighbourhood in Edmonton and certainly have some 'lessons learned' that we could share with you.	Thank you for the offer - that would be great. The draft wording has been revised for flexibility.	Objection/Request for Change	Changes made
10.3.1.a)	Facilitate energy efficiency, adoption of renewable energy sources, and resource conservation by: a)Adopting Green Development Standards and related Performance Checklist(s) with qualitative and quantitative requirements that all development should be encouraged to meet or exceed. The Green Development Standards should include, but not be limited to: energy efficiency; water conservation; building materials; waste reduction; renewable energy; natural heritage preservation; active transportation; cultural heritage; public health and safety; and climate change adaptation.	Courtney Jensen	Will the development industry be engaged in setting the Green Development Standards if they will become requirements that we will need to meet or exceed?	Yes, UDI would be engaged.	Feedback for Future Projects	Comment to inform future initiatives
		Stephanie Fossen	Aspirations of having new development meet Green Development Standards seems quite high. How will this impact new development and the cost to develop new subdivisions and houses and impacts to affordability?	The policies have been drafted to support achieving the goals and principles of Flourish. The creation of new standards will be done in consultation with industry stakeholders. To note, there are typically cost savings for the home owner/tenant associated with lower bills associated with heating/cooling and water.	Request for Clarification	Response provided
10.3.1.c)	Develop terms of reference for Community Energy Plans, which will be required in conjunction with new Area Structure Plans (ASPs);	Courtney Jensen	This is another Plan to be added to the list of ASP requirements. The development community needs to know more about what this would entail, and the cost it will likely add to ASP preparation.	Noted - Further research regarding this is needed and it will likely be incorporated as a requirement in future MDP updates.	Request for Clarification	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
		Sue Monson	What is a Community Energy Plan? Is this currently required? Generally, we would like the revised MDP to not require a series of additional reports for Developers to invest in. Perhaps some of the content you are looking for can be incorporated into the plethora of already required reports. Could reports such as these be required within standards and not within and MDP, which is less flexible and longer term. Additionally, builders adhere to current building codes which already has robust energy targets.	Same comment as above	Objection/Request for Change	Changes made
10.3.3.	Promote net-zero development by: a) Facilitating the implementation of technologies and practices such as renewable energy, district energy systems, and passive solar building design;b)Exploring funding partnerships with other government and non-government agencies to encourage the establishment of district energy; c)Encouraging the exploration of new technologies and innovative practices supporting net-zero development not specifically addressed in this Plan. These practices and technologies will be evaluated on an individual basis; d) Encouraging the adoption of Net Zero Energy Ready (NZER) codes in advance of National Building Code adoption; and e) Requiring that all new commercial buildings are net-zero by 2030.	Sue Monson	How is this intended to be promoted?	Policy has been revised for clarity.	Request for Clarification	Response provided + text changed
		Courtney Jensen	e) It is hard to commit to all new commercial buildings being net zero when we don't know how to get there yet. It is a goal, but what happens if we can't do it?	The intent is to align with federal direction and this will be monitored.	Request for Clarification	Response provided
10.3.4.	Require new multi-unit residential, industrial, institutional, and commercial development and redevelopment to support electric vehicle use by including electric vehicle charging infrastructure.	Sue Monson	Please remove this section. It should not be a requirement. Perhaps, just an item that is encouraged.	This policy has been removed as it was deemed too detailed for the MDP	Objection/Request for Change	Changes made
		Courtney Jensen	What kind of cost does this represent? What if there is no one interested in using it?	See comment above	Request for Clarification	Response provided + text changed
		Jim Killoh	consider having the word "require" instead as "encourage". The provision of electric vehicle charging infrastructure should be market-driven rather than a prescribed requirement in the MDP.	See comment above	Objection/Request for Change	Changes made
10.4.	Infrastructure Costs section	Sue Monson	We would like to see stronger language around input from the private development industry. Developers are the key stakeholder and should be on a steering committee to help prioritize and decide on the projects that initiated. Currently, St. Albert's levies are significantly higher than any other's in the region and the basic servicing requirements are not even in place for the areas that are developing.	Policy 16.6.2 has been drafted to capture the intent of your request.	Objection/Request for Change	Changes not recommended
10.4.3.	Investigate cost sharing agreements over and above the Off-site Levy Bylaw for new and upgraded infrastructure required for development, to ensure proportionate contributions from benefiting landowners.	Courtney Jensen	The levies are already very high, adding additional costs will make it difficult for St Albert to compete in the region.	Policy 10.2.3 has updated for clarity.	General Feedback	Response provided + text changed
		Stephanie Fossen	Levies are already quite high in St. Albert. Adding additional levies or costs will make it difficult to develop in St. Albert and St. Albert as a municipality will lose market shares and competitiveness.	Same comment as above	General Feedback	Response provided + text changed
10.4.5.	Consider levy options and arrangements for intermunicipal and provincial infrastructure projects.	Courtney Jensen	Downloading additional costs to the developer/new home buyer works against housing affordability. Choosing this as a funding stream for projects that benefit the larger population is an unfair tax on the new home buyer, and it will eventually push the price of new housing up to a point where this disappears as a funding source and nothing gets built.	The intent of this policy (now 10.2.6) is to position the City to utilize funding tools available through regulation.	General Feedback	Response provided
10.5.6.	Require utility right-of-ways to be located and designed to promote the long-term viability of street trees.	Courtney Jensen	Boulevard compaction in the new standards works against the viability of boulevard trees.	The intent of this policy is to balance utility provision and boulevard plantings.	General Feedback	Response provided
10.6.3.	Require a Wastewater Servicing Study for new commercial and industrial development and residential developments consisting of six or more residential units at the Redistricting stage to ensure adequate servicing provisions, at the City's discretion.	Courtney Jensen	How would this differ from existing servicing studies?	Policy has been reworded for clarity - 10.4.3	Request for Clarification	Response provided + text changed
10.6.7.	Encourage drought-tolerant and/or native landscaping where appropriate in new and redeveloped parks, other publicly accessible open spaces, and private common outdoor amenity areas.	Courtney Jensen	Will the parks department support this on a large scale as compared to the more traditional focus on manicured park space?	This policy has been removed as the intent is captured under 10.5.6.	Request for Clarification	Response provided + text changed
10.7.1.	Require the submission of a Stormwater Management Plan, prepared by a qualified professional, for all new Area Structure Plans (ASPs), as well as for proposed commercial, industrial, institutional and multi-unit residential development be prepared according to City of St. Albert standards.	Courtney Jensen	Will this differ from the current reporting in ASPs?	This maintains current Stormwater Management Plan requirements	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
10.7.5.	Require that the design of landscaped areas in neighbourhoods limit the amount of impervious material coverage to protect the stormwater management system.	Courtney Jensen	I assume this doesn't mean limiting multi use trails? Are there specific situations this is steering developers away from?	This policy has been removed as the intent is captured under 10.5.6.	Request for Clarification	Response provided + text changed
10.8.4.c)	Encourage new development and redevelopment that incorporates sustainable planning and building practices by utilizing best practices in building construction and demolition, with emphasis on: c) Design practices that reduce construction waste; and	Courtney Jensen	Will the City be considering the surface CCC/FAC inspection and replacement procedures? Currently a very large amount of concrete gets replaced due to cosmetic imperfections.	This would need to be reviewed by the Engineering Department.	Feedback for Future Projects	Comment to inform future initiatives

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
11.1.2.	Require that Municipal Reserve requirements be satisfied through land dedications, in accordance with the Municipal Government Act provisions, for new residential development. For non-residential development, cash-in-lieu of land dedication may be considered, at the discretion of the Subdivision Authority.	Jim Killoh	should add that cash in lieu of reserve land, in accordance with the MGA, may be considered.	The intent of this policy is to ensure that land dedications satisfy MGA MR requirements for residential development.	Objection/Request for Change	Changes not recommended
11.1.3	Require that Municipal Reserve lands be purposely planned in their location, size and configuration to address City recreation, school site, and conservation priorities, ensuring efficient provision of Municipal Reserve lands.	Courtney Jensen	Is there a master parks plan in place now that clearly prioritizes the MR uses/needs by area to direct how individual parks are distributed and planned?	The City does not currently have a Parks Master Plan which addresses this.	Request for Clarification	Response provided
11.1.6.	Ensure that linear open space at the edges of stormwater management facilities that accommodates amenities such as trails is not be accepted as Municipal Reserve, unless the City is satisfied that such open space significantly enhances the usability of connected parkland.	Courtney Jensen	We do not support this change. If developers are required to build trails around the edges of storm ponds to be used by residents for recreation, the land needed to do so should be credited as MR. I don't see how trails wouldn't enhance the connectivity and usability of green spaces	This draft policy has been reworded (10.5.5)	Objection/Request for Change	Changes made
		Sue Monson	Please ensure that the open space and trail network that is provided in SWMFs is used in the required 10% MR. This is a well-used and critical neighborhood amenity and if they are not included as MR dedication, they will not be invested in.	Same comment as above	Objection/Request for Change	Changes made
		Stephanie Fossen	Trails are used for passive recreation and are incorporated and encouraged for connectivity through neighborhoods. Residents enjoy active and passive use of trails around SWMF and the area that is used for trail networks should be considered as MR.	Same comment as above	Objection/Request for Change	Changes made
11.2.2.	Ensure there is a municipal park or other public open space within 400 metres of most residences.	Courtney Jensen	This really depends on how the parks department wants MR distributed. If developers are asked to consolidate MR space into large parks and school sites, with no smaller pocket parks and linear parks, this goal may be difficult to achieve.	The policy includes other public space as well which provides for flexibility.	General Feedback	Response provided
11.2.3.	Maintain a minimum parkland provision of 2.4 hectares per 1,000 people in neighbourhoods which experience redevelopment and infill development.	Courtney Jensen	Might this disincentivize higher density development in these cases?	The policy has been drafted so it would apply to "Neighbourhoods" as identified on Map 3 and not prevent higher density development from proceeding in areas planned for such growth.	Request for Clarification	Response provided + text changed
11.2.4.	Ensure new parks are highly visible and accessible to all residents in the surrounding neighbourhood, by requiring that at least half of the boundary of a new park be adjacent to a public street or public open space.	Courtney Jensen	This is a significant increase from what I believe the current standard is (30%). It creates inefficient development as lots fronting onto roads is what pays for those roads. This change will have a large impact on the cost effectiveness of development.	Park frontage is important for visibility and to enable the siting of park facilities which minimizes conflicts between land uses. The policy has been reworded to capture the importance of municipal frontage and to provide flexibility.	Objection/Request for Change	Response provided + text changed
		Jim Killoh	how was the requirement for one-half of a new park to be adjacent to a road or public open space determined? This appears excessive.	Same comment as above	Objection/Request for Change	Response provided + text changed
11.4.5.	Ensure new school sites are planned, serviced and developed in an orderly and appropriate manner. Generally, school sites will be subdivided and serviced with utilities to the property line prior to subdivision of 30 per cent of the gross residential land in ASP areas where any school site is to be provided.	Courtney Jensen	How does this compare to existing requirements? Is it realistic based on when schools are actually building out?	This is a continuation of a requirement in the existing MDP. Identifying school sites early lets residents know what to expect as the neighbourhood builds out	Request for Clarification	Response provided
11.4.6.	Ensure school site planning considers pedestrian and cyclist access and safety in their location and design, to encourage walking and cycling to school. Preference shall be given to school site locations that are within a 400 metre distance of medium- and high-density housing.	Courtney Jensen	Creating good pedestrian and cycling access to schools can have a significant impact on getting children to use active transport to get to them. Linear parks with trails help to achieve this, however there has been significant reluctance from the parks department to allow for linear parks (their minimum width is now 20m I believe). There needs to be some alignment on the value of linear parks to be able to achieve safe connectivity to the best of our ability as developers.	The City will review ASPs for pedestrian and cycling access to schools. This includes complete streets implementation and proximity of residential areas to schools as well as potential connections through MR areas	General Feedback	Response provided
11.4.9.	Require parkland adjacent to school sites for complementary programming and shared use, as deemed necessary by the City. Adjacent parks shall be developed at the time of subdivision of the school site and consistent with City objectives and standards regarding the provision of recreation and parks services.	Courtney Jensen	I was under the assumption that school sites are sized appropriately for their needs. If additional park space is required to be adjacent to school sites, it makes it difficult to distribute park space through an entire neighborhood such that each residence meets the 400m proximity requirement.	Policy has been revised to capture higher level intent.	Request for Clarification	Response provided + text changed
11.6.1	Encourage community food initiatives that support local food security, environmental objectives, community well-being, economic opportunities, and community gathering.	Courtney Jensen	Will the City take ownership of community initiatives or will they require HOAs. If HOAs are required, it becomes discriminatory on a socio-economic basis, as communities focusing on affordability will not put HOAs in place, and thus those with lower home purchasing power will not have the same opportunities.	If located on private property, a community food initiative would be managed by the owner or HOA	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
11.6.6.	Allow the use of City land for community gardens and edible landscapes, through community organizations, where appropriate, subject to prior permission from the City.	Courtney Jensen	Yes! Allowing community gardens and edible landscapes must not require HOAs though for the reason above. They can not only benefit the wealthy neighborhoods in the City.	Agreed. Allowing use of City land for community gardens and edible landscapes removes a barrier to access	General Feedback	Response provided
11.6.7.	Support the harvest of traditional foods and plant materials by Métis and First Nations people within St. Albert.	Courtney Jensen	It would also be good to see the City support the harvest of food and plant material by an organization such as Operation Fruit Rescue in partnership with the Food Bank so that all those in the community that do not have food security have the opportunity to benefit from a greater supply of fresh produce grown locally, while minimizing waste.	Thank you for your thoughts.	Feedback for Future Projects	Comment to inform future initiatives
11.7.2.	Ensure that new development facilitates appropriate fire and police response. Sites for additional fire halls and other emergency services, where required, shall be identified and protected in ASPs and ARPs.	Courtney Jensen	Should emergency service needs not be identified at the MDP level as opposed to at the ASP level?	Good question - for the time being, such community facilities will be identified at the ASP level.	Feedback for Future Projects	Comment to inform future initiatives

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
13.1	Outward Growth	Stephanie Fossen	Growth is the north should not be discounted and is equally important to St. Albert as the west. St. Albert Trail is a major arterial road that brings people into the City from Sturgeon County, Morinville etc. and will have an eventual connection to 127th street, Anthony Henday and directly into Edmonton. North St. Albert Trail is used to connect to Ray Gibbons Drive and people will drive past Erin Ridge North which is continuing to grow at an equal rate to Jensen Lakes and Riverside. Infrastructure funding to support this development and growth should be consider on an equal level to those other developing communities. People chose where they live, and the City cannot drive or encourage development to other part of the City from others. The market dictates where growth will happen and the marketing of a neighbourhood is often developer driven. The City should be able to support all areas of growth equally and provide equal funding for infrastructure needs. Erin Ridge North is also in close proximity to a future rapid transit station node which will provide residents with even more choices of mobility.	The inclusion of a growth strategy provides clear direction for where growth is envisioned over the next 25-30 years. This also supports the City in planning for associated infrastructure and services, resulting in a more proactive and sustainable approach to growth and development. Notwithstanding the existing servicing constraints in the north end, wording in the preamble and policy 13.1.9 have been drafted to enable flexibility, subject to Council approval.	General Feedback	Response provided + text changed
13.2	Intensification Principles: •Encourage the development or redevelopment of underutilized land within the built-up city.	Jim Killoh	The currently ongoing 'Increasing Housing Diversity' project, with it's proposed housing forms that hopefully come to fruition through amendments to the LUB, will be a key to seeing some of the policies under this chapter successfully implemented.	Thank you for your thoughts.	General Feedback	Response provided
13.2.1.	Manage growth through amendments to the Land Use By-law, the preparation of Area Redevelopment Plans (ARPs) and the approval of development applications to support a minimum annual intensification target beginning at 20% (of all residential units) and increasing to 30% within 10 years of adoption of this plan.	Courtney Jensen	Just to gauge the possibility of achieving this, what have we seen in terms of intensification over the last 5 years. I assume not close to 20%? What does the City see changing to get to 20% and then eventually 30%?	Redevelopment of Trail Corridor Areas and Downtown along with rapid transit investment along St. Albert Trail are envisioned over the time horizon of the MDP. The wording has been amended to reflect this long term vision and aspirational component of the targets.	Request for Clarification	Response provided + text changed
13.2.3.	Focus high-density development with up to 200 units per net hectare within 800 metres of existing or planned rapid transit stations, as generally shown on Map 4, to further support a minimum density target of 200 people and jobs per gross hectare for the station areas.	Sue Monson	Will these areas be designated as TODs? Could this clause indicate that future intensification could be used to achieve these densities in the event that the rapid transit is planned for well into the future?	The intent of this policy is to direct the city's highest density development to areas within 400 metres of a rapid transit station and prevent such development from occurring elsewhere in the city. These is effectively transit oriented development. Rapid transit could also include a BRT.	Request for Clarification	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
12.2.	Streets are typically associated with facilitating vehicular movement and accommodating most underground utilities. However, they also serve as important public spaces where much of the pedestrian life in the city happens. While the mobility policies for St. Albert's street network are provided under Section 8 of this plan, the following streetscape policies provide direction to ensure that streets contribute to great places as well. Designing streets for people will encourage more walking, more social interaction and foster a sense of community. This will help enable neighbourhoods to feel safe, comfortable and support businesses along a street. The following policies are intended to support designing streets for people.	Courtney Jensen	While streets certainly serve more than just vehicular traffic, and the needs of people engaging in active transportation are certainly of some importance, given our climate and the impact of the current built environment on our transportation practices, I think that vehicular traffic still is and will continue to be the primary users of roads for the foreseeable future. I have concerns that focusing only on secondary and tertiary users will result in roads that don't function optimally for primary users. There needs to be more balance noted.	The purpose of this section is to highlight and provide direction for streets to become great places for people. Your comments about balance are well taken and updates have been made to the mobility chapter accordingly.	General Feedback	Response provided
		Jim Killoh	St. Albert Trail does not come to mind as a highly-used pedestrian corridor as it serves as a major vehicular arterial but, perhaps under Streetscapes there could be a policy that a long-term strategy/plan to create a more pedestrian-friendly environment that is safer and more attractive. As it currently is, sidewalks are intermittent and some are immediately adjacent to traffic that is going by at 60-70 km. The new noise attenuation wall and shared use path (moved away from curbside) along part of the Sturgeon neighbourhood is a positive.	Great comment. Work has been completed on addressing such gaps through the Active Transportation Plan Development Strategy and Gaps Assessment. This could be an item for a future TMP update or other complementary strategy.	Feedback for Future Projects	Comment to inform future initiatives
12.2.5.	Support the integration of public art into the design of streetscapes, such as through the design of street furniture, paving and tree grates.	Courtney Jensen	Developers currently face challenges in incorporating pubic art into the design of streetscapes due to the reluctance on the part of the City to take over the ownership and maintenance of public art after FAC. If HOAs are required to support the maintenance of public art, it will create a scenario where only neighborhoods that can support a hefty HOA fee on top of regular home ownership costs will be able to have public art. It will create economic inequity between neighborhoods.	The intent of this policy is that it would apply to City projects as well.	General Feedback	Response provided
12.2.6.	Ensure development is oriented to public streets and rear-lotting is minimized.	Sue Monson	Please clarify what this clause means. What is meant by '…oriented to public streets and rear lotting is minimized.'?	Wording has been changed for clarification	Request for Clarification	Response provided + text changed
12.2.8.	Minimize surface parking areas adjacent to public streets and, where required, ensure they are buffered and screened from sidewalks through setbacks and appropriate landscaping.	Courtney Jensen	Would this require commercial parking to be behind buildings so as not to be adjacent to the street or would additional setbacks and landscaping be required from the current standards?	Wording has been changed. Intent is to support active streetscapes. Setbacks and landscaping to be determined through LUB.	Request for Clarification	Response provided + text changed
12.3.2.	Ensure appropriate built form and density transitions between low-rise residential areas and areas planned for intensification. These transitions, which may include the stepping of building heights and/or appropriate separation distances, should be sensitive to the scale, form, and character of surrounding areas, and protect privacy and sun exposure.	Courtney Jensen	There are not currently many height options that fall between the height of single family residences and 4+ story walk ups. Would these transitions be dealt with using increased separation distances based on this wording?	Building height transitions and/or separation distances are both options based on the policy. The specifics about transitions are now in a pop-up text box and not part of the policy.	Request for Clarification	Response provided + text changed
12.3.3.	Encourage apartment, office and institutional buildings within existing or planned commercial areas to include commercial or public uses on the ground floors adjacent to public streets.	Courtney Jensen	It has been difficult to find businesses to fill ground floor commercial spaces in all apartment buildings.	Noted - the policy has been drafted for flexibility.	General Feedback	Response provided
12.3.5.	Consider and limit the shadow impacts of proposed new mid-rise and high-rise buildings on public open spaces and private amenity spaces in adjacent properties and neighbourhoods.	Courtney Jensen	How can shadow impact be minimized on open spaces? Will they be limited to being located to the north of open spaces? Will they require the pedestal level to cover more area than the upper floors which are set back? These measures will have economic feasibility impacts on projects.	Shadow studies will be evaluated to determine the length and severity of shading on adjacent properties and advise applicants how impacts can best be mitigated.	Request for Clarification	Response provided
12.3.10.	Encourage the use of durable, high-quality building materials, such as stone, brick, decorative concrete, laminated timber, and non-coloured glass.	Courtney Jensen	Encouraging is fine, as long as this doesn't become a requirement that drives building and maintenance costs too high.	This is written as a permissive policy to give builders some flexibility.	General Feedback	Response provided
12.3.11.	Encourage prominent public buildings, such as schools and government buildings, to reflect a high standard of architecture, engineering and landscape architecture.	Courtney Jensen	As above, this may become costly to build and maintain at the cost of tax payers.	This is written as a permissive policy rather than mandatory	General Feedback	Response provided
12.4.	Signage section	Sue Monson	We would like to ensure that temporary way-finding signage is permissible.	Yes, temporary signage will continue to be regulated through the Land Use Bylaw. Policy 12.5.6 has been added to promote wayfinding signage.	General Feedback	Response provided + text changed
12.4.2.	Consider opportunities to enhance the pedestrian experience and public realm through Land Use Bylaw updates regarding signage.	Courtney Jensen	What kind of measures would enhance the pedestrian experience in regard to signage? Is this in relation to wayfinding?	Reviewing regulations regarding pylon signs. Policy 12.5.6 has been added to address wayfinding.	Request for Clarification	Response provided + text changed
12.5	St. Albert's public spaces are meant for all residents, and should be accessible to everyone, regardless of age or ability. Universal access refers to creating environments, programs, and services that respond to the needs of the widest population range possible, enabling persons with varying abilities and ages to access the physical environment on an equitable basis. The following policies are intended to reduce barriers to access in municipally-owned buildings and public spaces to create a city that is comfortable for all, while also encouraging private development to enhance accessibility and comfort.	Courtney Jensen	The first sentence following the principle says public spaces "should be accessible to everyone." It just isn't possible to have all spaces accessible to all people (like not all playgrounds will be fully accessible to those in wheelchairs or that are blind – even if components are). I just find the statement too strongly worded. Maybe there should be park features in every neighborhood that are accessible to people regardless of age or ability?	Wording changed	Objection/Request for Change	Changes made

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
12.6	Downtown is St. Albert's cultural, commercial, and civic heart. It is a place shared by the whole city, and a destination for visitors from the region and afar. Downtown's major attractions include restaurants and shops, Red Willow Park along the Sturgeon River, and St. Albert Place, an architectural landmark that houses numerous civic and cultural facilities.	Courtney Jensen	Just thought the Farmer's Market might be listed in the major attractions given the number of people that attend?	Wording has been changed to remove references to specific attractions and to tighten up the wording.	General Feedback	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
14.1.1.	Ensure development on lands adjacent to the Sturgeon River or Carrot Creek corridors faces the natural feature river while having a sensitive relationship to adjacent streets, neighbouring properties and any natural characteristics of the property.	Sue Monson	Please clarify sections 14.1.1 and 14.1.2. What does it mean to 'face the natural feature'? Also, what is intended with the statement to separate the private amenity space adjacent to the Major Open Space with a landscape buffer? Lands that are deemed developable should be free for development. This clause could/should speak to the how the city will acquire additional land as natural areas if they do not qualify as ER?	Wording has been modified for clarity	Request for Clarification	Response provided + text changed
14.1.2.	Separate private amenity space adjacent to the Major Open Space with a landscape buffer and/or by elevating the amenity space by at least one metre.				Request for Clarification	Response provided + text changed
14.2.6.	Require land dedications as per applicable Municipal Government Act requirements, to support the development of Red Willow Park West, along Carrot Creek. Lot boundaries shall maintain a minimum 50 metre setback from the top-of-bank of Carrot Creek.	Sue Monson	Again, please clarify the 50m setback. Is this MR? We intend to develop our lands with lots backing onto this amenity. Will this buffer be part of the ER? Lands above the top of bank are deemed developable so any additional area past this top of bank would need to be purchased or included in the MR calculation.	Wording has been modified for clarity. Lot boundaries must be setback a minimum of 50m from the top of bank or as determined through appropriate studies and plans. Policy has been drafted to enable flexibility.	Request for Clarification	Response provided + text changed
14.4.4.	Ensure that future development within 800 metres of a planned rapid transit station generally has a minimum height of four storeys and supports a minimum density of 200 people and jobs per hectare for the station area.	Courtney Jensen	This seems more intense than other regional municipalities are targeting.	Same comment as above	General Feedback	Response provided + text changed
		Sue Monson	Please try your best to update this with the (hopefully) changed EMRB guidelines. This is not a reasonable expectation and should be significantly softened in this document. Should speak instead to "planned future intensification" so that these areas can develop in the current market environment and be intensified if and when transit is realized in these areas.	Wording has been modified to remove specific reference to built form, but the intent of the policy is still met. This policy is required to meet the objectives of the EMRB GP.	Objection/Request for Change	Response provided + text changed
		Stephanie Fossen	This seems more intense than other regional municipalities are targeting.	Target has been modified to 140 pp + jobs per hectare	General Feedback	Response provided + text changed
14.6.	Parks often serve as important gathering places and will be designed to be highly visible and accessible, with frontages on public streets. Streetscapes will reinforce St. Albert's green character with street trees and landscaped front yards. In addition, the street networks will encourage walking and cycling, while facilitating convenient access by public transit, private vehicles and emergency vehicles.	Courtney Jensen	The second last sentence in the preamble mentions landscaped front yards. Will the City also encourage xeriscaping for the environmental benefit even though it is not part of St Alberts traditional character?	Good point - the MDP doesn't define what landscaping entails, as the LUB covers this. This can be reviewed with the future LUB update.	Feedback for Future Projects	Comment to inform future initiatives
14.6.2.e)	Regulate neighbourhood development through the Land Use Bylaw to achieve the following: e) Appropriate soft landscaping and preservation of existing vegetation and grades.	Courtney Jensen	I am confused about preservation of existing grades. Isn't the key to have grades that work for each site and prevent drainage onto other sites? Having done an infill home, I can attest that in the past these lots didn't do anything to prevent cross lot drainage, and often some fairly significant grading is required to adhere to current lot drainage guidelines.	Policy has been updated to remove specific reference to grades.	Request for Clarification	Response provided + text changed
14.6.9.b)	Ensure new Neighbourhoods are designed and developed to be complete, inclusive, walkable, and well serviced by: b) Maintaining tree stands, watercourses, wetlands, ravines, and other natural features to the greatest extent possible;	Courtney Jensen	Indicates features are to be maintained to the greatest extent possible. I don't think that is a reasonable expectation. The financial burden of maintaining them needs to be reasonable and appropriate.	This policy has been worded as is to enable flexibility. This section should be read in conjunction with Chapter 5.	General Feedback	Response provided
14.6.9.k)	Ensure new Neighbourhoods are designed and developed to be complete, inclusive, walkable, and well serviced by: k) Using laneways to service medium-density housing to provide adequate space for parking and maximize the opportunities for front yard landscaping, street trees and on-street visitor parking; l) Accommodating centrally-located school sites adjacent to community parks;	Courtney Jensen	I have previously raised a concern about school sites being adjacent to community park in terms of appropriate distribution of green space throughout a neighborhood.	Noted - this section should be read in conjunction with 11.1 & 11.2.	General Feedback	Response provided
14.6.10.	Ensure Area Structure Plans (ASPs) for new Neighbourhoods include a broad spectrum of housing choices for households of all sizes, incomes, and composition, including both affordable ownership and rental housing.	Courtney Jensen	I assume this wording was meant to ensure entry level housing is always represented, but will it also create the requirement for every neighborhood to have estate level housing? Given the size of the market for the highest priced housing, I am not sure it should be represented in every area.	No, there is no requirement for estate level housing in every neighbourhood. The LUB regulates maximum lot sizes.	Request for Clarification	Response provided
14.6.11.	Require each phase of residential development in new Neighbourhood areas to include a balance of low- and medium-density forms of housing. Area Structure Plans (ASPs) shall establish minimum unit requirements for both low- and medium-density housing forms within each phase.	Courtney Jensen	Isn't each phase a single stage? It is not feasible for developers to include low and medium density in each stage. Why wouldn't it be balanced appropriately for each ASP?	A phase can be broken into multiple stages. Ie. subdivision Phase 3 stage a, Phase 3 stage b etc. This prevents medium density from being deferred to the final phase.	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
15.2.4.	Circulate other relevant non-statutory plans to the Edmonton Metropolitan Region Board for review and comment.	Courtney Jensen	Why would non-statutory plans need to be circulated to the EMRB? That is an additional unnecessary procedure.	Plans that may impact other jurisdictions are often circulated as a courtesy and this has been requested by the EMRB.	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
16.2.6.	Explore the use of more detailed plans in support of ASPs, such as outline plans or neighbourhood plans, to provide more specificity on street configuration and land use for lands subject to ASPs.	Courtney Jensen	This is a very low level of detail on how the future sizes of ASPs will evolve to be larger.	As this work is currently underway, the draft policy has been removed.	General Feedback	Response provided + text changed
16.3.2.	Consider establishing an urban design review panel or peer review process, including specific criteria, rules and procedures, to assist in the review of significant development proposals for lands in the Downtown, Mixed Use Nodes, Trail Corridors, and for capital projects.	Courtney Jensen	I am concerned about the requirement for an urban design review panel having to review plans in mixed use nodes. This seems like something that could introduce risk that is unnecessary for future commercial and multi-family land purchasers, as well as add to development timelines.	The policy has been drafted as an action item for the City to explore. The scope and timing of this project have not yet been determined.	General Feedback	Response provided
16.6.3.	Undertake a comprehensive review and update of this plan every five years to maintain relevant and contemporary policy directions.	Courtney Jensen	Does the update every five years include updating the UMP and TMP?	Good question - that may depend on the types of amendments made at those 5 year intervals.	Request for Clarification	Response provided

Policy Number	Commenter	Comment	Response from Planning	Comment Type	Comment Action
Glossary	Courtney Jensen	Need to see the rest of the definitions.	Glossary has been completed	General Feedback	Response provided
Map 4	Courtney Jensen	Priority Areas for growth. I am surprised there is no Rapid Transit station around the overpass where St Albert Trail meets Sir Winston Churchill. There are stairs there, and the higher density areas downtown and in Braeside could walk to it.	This location has not been identfied as a rapid transit station in the LRT alignment plan and would be too close the proposed Downtown station. While there is some redevelopment opportunity in this immediate area, it does not have the same potential as other identifed rapid transit station areas.	General Feedback	Response provided
Map 5	Courtney Jensen	Natural Features identified the brush to the NW of the Hogan/V. Rd. intersection. The City has made it clear to us that this area is not one that provides benefit to the interconnectivity of the other natural areas nearby, and that there is no desire to protect it using MR. Showing it may cause problems in terms of how the ASP directs for this area to be treated as a result of this identification.	Noted - this map reflects current conditions and the City's Natural Area Survey data. A disclaimer has been added to the map.	General Feedback	Response provided + text changed
	Sue Monson	Please consider moving TOD site to the north side of Fowler Way	The TOD site has been shifted north from its current location, as previously requested. It is important for the node to extend south of Fowler Way.	Objection/Request for Change	Changes not recommended

Attachment 2

Project Champions Comments

Commenter	Comment	Response from Planning	Comment Type	Comment Action
Courtney Jensen	There seems to be an increase in infrastructure requirements overall. This will work towards achieving a number of the municipal priorities (supporting active transportation, supporting environmental goals), but will work against the goal of affordable housing. If new requirements add value, are there places where traditional infrastructure can be decreased to help balance these priorities more?	Some of these details are included in the Municipal Engineering Standards (currently being updated). Generally, Flourish encourages redevelopment and infill to help fully utilize existing infrastructure.	Feedback for Future Projects	Comment to inform future initiatives
Courtney Jensen	A number of new reports are being required at the ASP level. The development industry needs to better understand what these reports will entail, and how much additional cost this will create for ASP creation. This will work against affordable housing, as ASP costs are spread over the cost of lots.	Details will be provided through the ASP Process Improvement work that is currently underway.	Feedback for Future Projects	Comment to inform future initiatives
Courtney Jensen	The development industry was expecting more detail to be included in the draft ASP about how larger areas would be consolidated as ASPs, with current sized ASPs being treated as NSPs so that planning could be done at a more appropriate scale.	This is part of the ASP Process Improvement work, which may result in changes to the ASP Terms of Reference.	Feedback for Future Projects	Comment to inform future initiatives
Jennifer McCurdy	There are some areas that seem too detailed and perhaps shouldn't be included in an MDP	Edits have been made by rewording some of the more detailed policies into a higher level statement. The details are now presented through a pop-up text box, rather than emedded in policy (e.g. 10.5.6 & 10.8.1).	Request for Clarification	Response provided + text changed
Jennifer McCurdy	How does Annexation of Sturgeon County and Edmonton lands play into this MDP.	Annexation lands will be incorporated through an MDP amendment once the annexation has been finalized	Request for Clarification	Response provided
Jennifer McCurdy	What adjustments have been made (if any with the onset of COVID-19 and the way that we now (and may continue) to do business?	While quite a few short and medium term operational changes have been made in response to COVID-19, the Flourish Plan sets the long term, high level policies for our future city. As a public health emergency, the pandemic is a good test of the objectives and policies in Flourish. Policies addressing walkable and safe neighbourhood design as well as community well-being and urban design innovation are some examples that would assist the City in responding to a pandemic	Request for Clarification	Response provided
Jennifer McCurdy	Has the fact that we are a "winter" city been taken into account in all of the pillars?	The community vision and pillars set the high level vision and values of residents. Winter City design and programming are certainly a priority within more detailed plans, which is reflected in the MDP (12.4.6) as well as the Universal Accessibility Plan	Request for Clarification	Response provided
Jennifer McCurdy	Are the identified demographic trends applicable to St. Albert?	The drivers of change are likely to impact many municipalities across Canada. St. Albert will be especially impacted by an aging population. Like most Canadian cities, much of St. Albert's future growth will be fuelled by international migration.	Request for Clarification	Response provided
St. Albert Seniors	There is a focus on the new Lakeview Business Park (50% of employment in the future) – with this large focus on one area, will it detract from the rest of city – particularly from the downtown core?	The plan envisions employment growth both within Lakeview Business District and in other areas of the city. The servicing and development of Lakeview is necessary to unlock larger parcels of land suitable for large employers where employment growth in built up areas of the City may be more incremental.	Request for Clarification	Response provided
Economic Sustainability Advisory Board	Overall, the MDP is well-written and considerate of the issues that matter most to the City and its residents	Thank you for the supportive comments	General Feedback	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
Community Vision	[Built Environment] We build our community towards the future to sustain balanced development, with a reverent eye to the past, honouring our unique settlement history and distinct identity.	Courtney Jensen	[Built Environment] mentions "balanced development," and I am not sure what balance this refers to. Is it residential/non-residential? Balancing other priorities?	The community vision is a high level document that reflects residents' vision for the future. This pillar refers to planning for and managing growth while respecting and minimizing the impact on the natural environment	Request for Clarification	Response provided
Community Vision	"We are the botanical arts city."	Jennifer McCurdy	What concrete action in the MDP is there to promote this statement? It does not seem to be referred to in the plan other than in this sentence.	The City's botanical arts focus is embodied throughout the plan, particularly through policies that support overall health and community well-being, provision of parks and open space in developing areas, and environmental protection.	Request for Clarification	Response provided
1.1 What is Flourish	The trend of steady growth in our city is expected to continue, with forecasts from the Edmonton Metropolitan Region estimating the addition of almost 1,000 new residents and 500 new jobs to the city every year on average.	Courtney Jensen	Will the estimated addition of 1000 residents and 500 jobs per year be a goal that the City wants to meet annually, or is it just an estimate?	This is the estimate that the Edmonton Metropolitan Region Board relies on in the Growth Plan. Some fluctuations may occur depending on economic and demographic trends.	Request for Clarification	Response provided
2.1 Legislative and Policy Context	Where there is any inconsistency between one or more municipal statutory plans, the provisions of the higher-order plan shall prevail.	Courtney Jensen	Last sentence in the second paragraph, how will this impact ASPs that are already in progress if the new MDP creates an inconsistency? Will this create risk for plans currently in place or in the process of being updated?	If a major ASP amendment is brought forward, it will need to be brought into compliance with the MDP	Request for Clarification	Response provided
2.2. Drivers of Change	Climate Change – "… and reducing reliance on private vehicles…"	Jennifer McCurdy	How? Is this addressed in the MDP?	St. Albert Trail has been identified in regional plans and in the MDP growth strategy as a rapid transit corridor. With the associated land use that enables redevelopment of the trail corridor areas, the plan sets up St. Albert to decrease dependence on single occupant vehicles in the future	Request for Clarification	Response provided
2.2 Drivers of Change	Cities and their citizens also need mitigate and reduce climate change impacts and human contributions, in particular by adopting renewable energy resources, ensuring buildings are energy efficient, embracing low impact development practices, and reducing reliance on private vehicles	Courtney Jensen	the word "to" is missing between "need" and "mitigate."	Wording updated.	Objection/Request for Change	Changes made
2.2. Drivers of Change	Economic Diversification - "… St. Albert can build on its many assets to become an innovation and economic hub within the region …."	Jennifer McCurdy	Is this built upon further in the MDP …. Other than NABI are there other opportunities identified?	The MDP addresses economic diversification both through the growth strategy and through targeted economic development policies. The identification and policies for the future Lakeview Business district advances planning for this area and is one major opportunity	Request for Clarification	Response provided
2.2 Drivers of Change	Aging Society	Jennifer McCurdy	Appears to be the focus of the MDP (which is important) but is there an opportunity to see more emphasis on the importance of attracting and retaining a younger demographic	This section outlines some of the major national and global trends that are likely to impact municipalities in the coming years. St. Albert has an aging population and will need to adapt with housing and services to support these residents. Attracting and retaining young people is certainly a priority for the City as well. The provision of urban amenties, a postsecondary institution, good jobs, and diverse housing forms will all help retain younger residents.	Request for Clarification	Response provided
2.2 Drivers of Change	As baby boomers continue to move into their retirement years, and with many of them expected to live well into their eighties and nineties, there is a need to grow and adapt our cities to meet their needs. Many people in this age cohort are seeking to downsize to affordable smaller homes within their neighbourhoods.	Courtney Jensen	downsizing to affordable smaller homes withing their neighborhoods is mentioned. Current LUB requirements regarding lot sizing and coverage make it challenging to produce market affordable adult duplex bungalows.	The MDP is supportive of increasing housing diversity and options for residents. This is reflected in concurrent work on LUB updates that enable a broader range of housing products	Feedback for Future Projects	Comment to inform future initiatives
		Economic Sustainability Advisory Board	St. Albert has an aging population and seniors will continue to the be largest segments of the population, and the City needs to address this head on	Responding to an aging society is a key driver of change reflected throughout the MDP. Sections 7.2 and 12.4 are examples containing policies that support diverse housing options for all ages and accessible environments	Objection/Request for Change	Changes made
2.2 Drivers of Change	Migration	Jennifer McCurdy	It gives the impression that the majority of migrants coming to Canada are working poor where many are highly skilled, well educated and are looking for diverse and welcoming communities.	Wording updated.	Objection/Request for Change	Changes made
2.2 Drivers of Change	More broadly, planning processes need to engage Indigenous communities in meaningful ways and planning policies should support reconciliation by promoting connections between people, the land, and government.	Courtney Jensen	there is wording about the "planning processes need[ing] to engage Indigenous communities in meaningful ways." Without more detail this creates significant risk for landholders. We did a consultation with a member of the indigenous community, and it became very evident that all land in this region will contain vegetation that is significant culturally to Indigenous cultures, as these cultures are deeply rooted in their connection to the land. Everything from plants naturally occurring through the brush to thistles were identified for their uses. We were able to satisfy the needs of the representative by allowing for a one time harvest of any plants that were desired for use, but if that had not been satisfactory, City representatives did not have any information about what impact demands might have on limiting our development. I think a lot more detailed understanding is required to support a statement like this. When we discussed transplanting material, we were told that moving a plant from its original location was not at all acceptable.	Concurrent work has been undertaken by the City to identify future steps toward reconciliation. For additional detail on these recommendations, please see the City of St. Albert's Payhonin Reconciliation report. Current planning staff will be available to provide feedback on public participation plans for future applications	Request for Clarification	Response provided
2.2. Drivers of Change	Truth and Reconciliation	Jennifer McCurdy	AHF, Musee Heritage (with the Michif Museum) has done a lot of work and brought forward indigenous education over the years and has been considered a leader in this. The statement "The First Nations and Metis history of the St. Albert area ….." negates the work that has been done over the years. Can it be reworded?	Wording updated to refect TRC actions and connection to the planning process.	Objection/Request for Change	Changes made

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
3	The goals and related principles should be considered comprehensively and holistically, none taking precedence over another.	Courtney Jensen	Goals and Principles states none of the goals or principals take precedence over another. What happens when goals and principals are not aligned? Do there not have to be priorities to establish where the appropriate balance lies?	The MDP has been structured so that each principle and the policies that follow support a broader goal. Should a conflict arise between different goals as part of a planning application, the applicant would identify which goals they are able/not able to meet with the ultimate decision resting with council	Request for Clarification	Response provided
4	Urban Structure	Jennifer McCurdy	Downtown - Is the current footprint large enough to achieve a critical population mass to support a successful business district?	Downtown has great residential and commercial redevelopment potential, which will be guided by the MDP and the DARP. Various factors may impact the rate of redevelopment, including servicing capacity and the amount of greenfield land.	Request for Clarification	Response provided
4	Urban Structure	Jennifer McCurdy	Neighbourhoods - Do the statements conflict with higher density transportation nodes?	Higher density transition nodes will typically be located within Trail Corridor Areas or Mixed Use Nodes	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
5.0 Citywide Policies	The city-wide policies presented in this part of this plan will guide growth and change throughout the city. This part of the plan is organized by the nine goals of Flourish to reinforce linkages between city-wide policies and the goals and principles they support. Since the goals are interconnected, however, the policies in one section will often support the goals and principles in other sections.	Courtney Jensen	notes that policies in one section will often support the goals and principals in other sections, but does not indicate that sometimes they will be in conflict or give any indication of how conflicts will be balanced.	Section 1.4 provides some direction on the policy hierarchy within the plan. If a conflict between policies arises in the course of a planning application, the decisionmaker (whether Council or the Subdivision Authority) will weigh the application and determine whether the proposal meets the overall goals and intent of the plan	Request for Clarification	Response provided
5.1 Natural Features	The following policies are meant to ensure that the ecological benefits of Natural Areas and potential adverse effects to these areas are understood and avoided or mitigated where avoidance is not possible.	Courtney Jensen	the last sentence indicates mitigation of potential adverse effects to Natural Areas will be undertaken where avoidance is not possible. What will constitute “not possible” and what mitigation will be acceptable?	To be assessed case by case based on applicable studies for the subject area	Request for Clarification	Response provided
5.1.2.	Enhance the ecological network over time by: a) Encouraging and supporting the protection, conservation and restoration of natural areas in addition to the Natural Features identified on Map 5, through the preparation and amendment of statutory plans; b) Encouraging and supporting the naturalization of open spaces not required for recreation or infrastructure; and c) Prioritizing opportunities to create links within the local and regional ecological network when	Courtney Jensen	Does this mean all MR not actively programmed is to be naturalized? How will recreation “requirements” be determined? Different people will have different ideas about the appropriate balance between recreation needs and naturalized spaces.	Wording has been updated to read: b) Encouraging and supporting the naturalization of open spaces	Request for Clarification	Response provided + text changed
5.1.5.	Require that conserved lands, including dedicated Environmental Reserve, Conservation Reserve, or Environmental Reserve Easement, primarily serve an ecological function and generally remain in their natural state.	Courtney Jensen	States ER and CR will “generally remain in their natural state.” In what circumstances would they not if they are sensitive enough to warrant being dedicated?	The intent of this policy would enable some type of development to occur such as trails and utilites.	Request for Clarification	Response provided
5.1.6.	Allow public access to conserved lands, including those dedicated as Environmental Reserve, Conservation Reserve, or an Environmental Reserve Easement through the City’s open space and trail system, where appropriate, where those areas have capacity to sustain human uses without adversely affecting and degrading the functional integrity of the Natural Feature and overall health of the ecosystem.	Jennifer McCurdy	Is Riverlot56 being taken into consideration with the city taking on new responsibility? Does this need to be addressed?	Riverlot 56 is currently not located within St. Albert's municipal boundaries. It has been shown on maps for contextual purposes. Should the City annex these lands in the future, the policies of the MDP would apply to this area.	Request for Clarification	Response provided
5.1.7.	Require that development and construction areas that are adjacent to Natural Features be separated by physical barriers during construction, protected through erosion control measures, and after construction is complete, be clearly demarcated from adjacent properties, as deemed appropriate by the City.	Courtney Jensen	What can we expect in terms of how we will need to clearly demarcate natural features from adjacent properties?	This would refer to fencing.	Request for Clarification	Response provided
5.2.2.	Support the protection, restoration and enhancement of wildlife habitats and movement corridors within the Natural Features identified on Map 5 – Natural Features.	Courtney Jensen	Through what means and to what degree? In other regional municipalities there have been some very expensive undertakings to achieve this without the desired effect when it comes to movement corridors. There need to be cost benefit considerations and reasonable limits.	The details would be addressed in complementary plans and strategies.	Feedback for Future Projects	Comment to inform future initiatives
5.2.6.	Consider acquiring ecologically sensitive lands or other lands that will contribute to the ecological network and that will support enhancing biodiversity.	Jennifer McCurdy	Does this not already occur when land is developed or is this an issue of gaining public access to areas such as Carrot Creek?	This policy contemplates acquiring lands over and above those which would be acquired during the development process. Wording has been updated to read: Explore acquiring ecologically sensitive lands or other lands that will contribute to the ecological network and that will support enhancing biodiversity for future generations.	Request for Clarification	Response provided + text changed
5.4.	Urban Forest	St. Albert Seniors	Should ensure that types of trees that are selected for planning do not have other negative long-term implications, such as roots under sidewalks that later require the sidewalks to be subject to ongoing grinding to avoid hazards	Situating new tree plantings further away from sidewalks (if possible) can help to mitigate this issue to a certain extent. However, space for sidewalks, trees, driveways, and utility infrastructure is tight. While tree species is important, specifying the types is too detailed for the MDP.	Request for Clarification	Response provided
5.4.1.	Incorporate existing tree stands into parks, other public open spaces, and private amenity spaces, where feasible and appropriate.	Courtney Jensen	“where feasible and appropriate” leaves a lot of subjectivity. At what cost is this declared “unfeasible,” and who decides if it is appropriate? Our land has a section of brush that Map 5 identifies as a Natural Area. Parks has been very clear that they do not want MR used to protect it. Is this going to be a risk for my ASP when the MDP comes into effect?	Policy is written to enable discussion between City staff and developer to determine what would be feasible and appropriate for the particular situation.	Request for Clarification	Response provided
5.4.4.	Ensure that new development, redevelopment and site alteration will not adversely affect City trees through requirements such as tree preservation plans, hoarding, and securities.	Courtney Jensen	I don’t understand what hoarding means in this context. Will there be some consideration of the value of the trees? Some brush growth doesn’t represent a significant value to the City’s tree inventory.	The intent of these policies is to protect trees on City land during the land development process (e.g. boulevard trees and infill development). The UFMP provides more detail regarding St. Albert's urban forest.	Request for Clarification	Response provided
		Liam Kachkar	really great comments in 5.4.4 regarding tree canopy protection with regards to new development. Protecting existing tree stands and wildlife corridors are excellent additions in this section. I think tree canopy protection and wildlife corridor integration through our city are the two most important sections to me.	Thank you for sharing your thoughts.	General Feedback	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
5.4.8.	Establish a process to require a cash-in-lieu compensation payment where City tree replacement cannot be accommodated on-site, based on a satisfactory tree valuation submitted to the City.	Courtney Jensen	I'm just concerned about how trees will be valued, and if trees planted elsewhere in a new neighborhood will count when considering tree replacement. MR trees should count if existing trees are being taken for development where MR wasn't desired that could have protected them.	Policy establishes intent to require compensation when City trees (as defined in the Glossary) are damaged and/or removed. Details to be identified through implementation of compensation payment process following MDP approval	General Feedback	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
6	Much of the city's employment growth will be accommodated in the Lakeview Business District. The City will also continue to support business retention, entrepreneurship, and proactively seek post-secondary educational opportunities within St. Albert. The goal, principles, and policies in this section support a robust economy within St. Albert and the broader region.	Jennifer McCurdy	Should Digital Infrastructure be mentioned somewhere in this section?	New policies added under Business Innovation	Objection/Request for Change	Changes made
			Much of the city's employment growth will be accommodated in the Lakeview Business District Should we be identifying other areas? How does the annexation play into this?	The growth strategy and future land use also support employment growth in other parts of the City such as the north end of St. Albert Trail as shown on the map. Employment growth is also anticipated to occur within redevelopment areas along St. Albert Trail and Downtown. Lands proposed for annexation are not within the scope of Flourish.	Request for Clarification	Response provided
			...seek post-secondary educational opportunities ... Will the MDP / City put land aside to accommodate this?	The MDP provides high level direction regarding post-secondary educational opportunities or a "starting point".	Request for Clarification	Response provided
		Economic Sustainability	The MDP has a chance to be far more assertive about the role of digital infrastructure to support the growth of St. Albert into the preeminent Smart City in the region. The MDP should include the	Policies supporting the growth of digital infrastructure have been added under 6.4 Business Innovation and 10.2 Infrastructure Costs.	Objection/Request for Change	Changes made
6.1	Business Retention and Attraction	Jennifer McCurdy	Are we getting too prescriptive in terms of types of businesses and co-location. We don't want a repeat of the issues that Campbell Park had when it was too specific and ended up turning away good potential development.	Supporting co-location of synergistic businesses is good practice, but wouldn't be a requirement for Lakeview or other employment areas. Wording has been updated to read: Support the co-location of synergistic industrial businesses and related services.	Request for Clarification	Response provided + text changed
		Economic Sustainability Advisory Board	ESAB believes that above all, there is a need for timeliness, flexibility and certainty in the development approval process. The MDP is the City's greatest tool to be able to achieve this, through clear policy, informing strategy and direction for all levels of City Administration. There is a clear need to continuously improve on a business-friendly investment climate to support business retention and new investment.	Section 6.1 provides policies supporting business retention and attraction including 6.1.10. Develop efficient, streamlined, and straightforward regulations and processes that continuously improve St. Albert's attractiveness to business.	General Feedback	Response provided
6.1.4.	Support the development of eco-industrial parks which co-locate synergistic industrial businesses and related services.	Jennifer McCurdy	Is this the plan for Lakeview or will the MDP/City anticipate designating more areas for non-residential?	Lakeview, along with other areas of the city have been identified for employment purposes or non-residential land uses. They are the purple areas shown on the Map 3.	Request for Clarification	Response provided
6.1.6.	Explore and support Indigenous economic development initiatives within St. Albert.	Jennifer McCurdy	Should this not be broadened to be inclusive of other cultures .... as we bring in immigrants to our community should we not be embracing and developing their cultures as well?	Overall policies have been drafted with the intent of encouraging entrepreneurship and growth for all businesses. Indigenous economic development is a particular focus area.	Request for Clarification	Response provided
6.1.7.	Facilitate home-based businesses in neighborhoods, when appropriate.	Jennifer McCurdy	Define appropriate?	Wording has been updated to read: Facilitate home-based businesses, which are complementary to the neighbourhood and built form.	Objection/Request for Change	Changes made
6.2.	Employment Growth	Jennifer McCurdy	the Principle mentions "New Employment Areas" - Are these being identified in the plan? Will they be eco-industrial parks or is that just one type?	New employment areas are shown in the future land use map in purple. A variety of employment uses would be enabled in these areas	Request for Clarification	Response provided
		Economic Sustainability Advisory Board	There is an opportunity to be more specific about integration of Land Use Plans with other major economic, social and environmental plans. As an example, Lakeview is specifically mentioned in the MDP, and while its servicing and development is certainly key to the long-term goals of the City's non-residential growth, it should be considered alongside an economic development plan. In order to encourage the development of the Lakeview ASP and other ASPs, staff and council might need to consider creative solutions to support development, rather than simply wait for it to happen.	The development of an ASP for the Lakeview Business District will be one of the implementation items arising from the MDP. This is a good suggestion for the Lakeview Business District or other business focused ASPs, but too detailed for the MDP.	Feedback for Future Projects	Comment to inform future initiatives
6.2.5.	Explore and consider incentives to facilitate attracting major employers.	Jennifer McCurdy	What type of incentives?	Incentives TBD through MDP implementation and complementary strategies. For example, reduced application fees or tax incentives may be possibilities	Request for Clarification	Response provided
6.2.6.	Protect lands identified for employment purposes from being converted to other land uses, including residential, subject to the provisions of Policy 14.7.9.	Courtney Jensen	This could actually disincentivize developers from putting commercial in their ASPs. For example, I am currently showing a commercial parcel in hopes that I can develop it is such. If I can't change it to residential if the market doesn't support this commercial, I would show it as a multi-family site instead seeing as I could rezone it more easily in that direction if needed. Ideally, you would want developers showing commercial in mixed use nodes so that it can be actively marketed as such, rather than showing it as multi-family to be safe.	The intent of this policy was that it would apply to "employment lands" as shown in purple on Map 3. Given the misinterpretation, the policy has been removed. The same intent is now captured under 14.7.8, which provides flexibility. It is noted that a short supply of employment lands has been a major barrier to the City in achieving its goal of shifting the residential/commercial tax split to decrease the tax burden on residents.	General Feedback	Response provided
		Jennifer McCurdy	There is an error in the pdf saying "Reference not found"	Reference removed	Request for Clarification	Response provided + text changed
6.2.7.	Encourage the redevelopment and intensification of established employment areas to facilitate new employment opportunities.	Jennifer McCurdy	Would this apply throughout St. Albert or is it mainly on the Trail (especially with the concentration of transportation hubs)	This would apply to employment areas such as Campbell Park and Riel.	Request for Clarification	Response provided
6.3.	Agriculture Section	Jennifer McCurdy	Any consideration to supporting and encouraging secondary industry / Value add-ons to the Ag Industry?	Yes, a policy has been added under 6.3	Objection/Request for Change	Changes made
		Liam Kachkar	The Robust Economy section touches on assessing agricultural lands (particularly on the west side of our City) as new development occurs. I would like to see something more specifically address areas in our City that we may decide to maintain agricultural uses as areas nearby develop. A second food forest such as the one near the Grain Elevators? An area of Lakeview Business District dedicated to food production via greenhouses or experimental farming? While farming is generally incompatible with urban uses, it may be of interest to your team to include a policy outlining protection of agricultural land within St. Albert's boundaries as the city grows.	Several draft policies have been added to section 6.3, which help address the intent of your comments.	Objection/Request for Change	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
6.3.2.	Require an Agricultural Impact Assessment to be submitted with all new Area Structure Plan (ASP) applications and for any newly proposed greenfield development associated with Area Structure Plan (ASP) amendments. Require an Agricultural Impact Assessment to be submitted with all new Area Structure Plan (ASP) applications and for any newly proposed greenfield development associated with Area Structure Plan (ASP) amendments.	Courtney Jensen	Requiring an AIA for every ASP rather than at the MDP level for all land that is already shown as future development land is downloading an unnecessary cost onto every developer that will just impact housing affordability in a negative way.	The requirement for an AIA has been mandated by the EMRB Growth Plan and the City's MDP needs to be in alignment with its directives. At this time, the City has no plans to undertake a Citywide AIA for lands within its current municipal limits.	Objection/Request for Change	Changes not recommended
6.3.3.	Require appropriate buffers and any other measures that may be recommended in an Agricultural Impact Assessment in order to minimize conflicts between agricultural uses and urban development.	Courtney Jensen	What kind of buffers would be needed between standard urban development and the farming operations in the vicinity of the City limits?	Buffers will be based on recommendations from the Agricultural Impact Assessment	Request for Clarification	Response provided
6.4.	Business Innovation	Liam Kachkar	Smart Cities section is incredibly bold and forward thinking. I'm a fan!	Thank you for sharing your thoughts.	General Feedback	Response provided
		Economic Sustainability Advisory Board	In reference to innovation and economic diversification, the MDP may very well intend to pilot City-led initiatives over the long term, but the reality is that innovation and diversification will be led by the private sector, and this reality should be included in Economic Development's long-term strategy.	Policies in this section are intended to enable ongoing work with partners. Future initiatives will be identified as part of MDP implementation	Feedback for Future Projects	Comment to inform future initiatives
6.4.2.	Support the establishment of a multi-sector innovation centre where entrepreneurs, business, academic, social, culture, and public innovators collaborate to create shared value.	Jennifer McCurdy	What is planned here? Beyond NABI ...	The MDP provides high level direction regarding such opportunities and can been used as a "starting point". Further details need to be established through complementary plans, strategies, and policies.	Request for Clarification	Response provided
6.5	Tourism Section	Economic Sustainability Advisory Board	Tourism as part of the City's economic diversification is another element that the Board feels warrants greater inclusion in the MDP	The MDP recognizes Tourism as an important economic driver. Section 6.5 sets out policies to support and leverage St. Albert's unique assets, attractions, and events	Objection/Request for Change	Changes made
6.5.2.	Encourage the growth of tourism in St. Albert by: b) Continuing to revitalize Downtown as a focus for tourism;	Jennifer McCurdy	should it include "Focus for tourism and gatherings or events?	This is captured under e)	Request for Clarification	Response provided
	e) Developing new tourist attractions, events, services and accommodation, in keeping with the identified tourism strategy.	Jennifer McCurdy	Is it really the city's job to develop new events? or accommodation? Would facilitate be a better word?	Wording changed: Developing and facilitating new tourist attractions, events, services and accommodation, in keeping with the identified tourism strategy.	Objection/Request for Change	Changes made

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
7.1	Housing Options	Liam Kachkar	Bang on with affordable housing spectrum. You gave a very comprehensive overview of how both market afordable and non-market affordable housing through the provided policies. The comment came up in a Project Champions Meeting about ensuring politicians now and in the future understand the difference. Many get scared at the idea of "social housing" breaking into pristine St. Albert, but thankfully more and more citizens understand the spectrum of housing includes more than that. If there are ways to continue educating the public on what different kinds of housing fit into the spectrum of affordable housing as the MDP roles out, then I think the policies will feel right at home.	Thank you for sharing your thoughts.	General Feedback	Response provided
		Economic Sustainability Advisory Board	Housing is a means to diversify the demographic makeup of the City. The Board feels this warrants greater inclusion in the MDP	This section has been revised and updated with new housing diversity policies	Objection/Request for Change	Changes made
7.1.1.	Address housing needs by monitoring changes in the local housing market and encouraging and enabling housing forms that respond to emerging and housing needs.	Courtney Jensen	Engineering standards and LUB policy would need to be able to be updated in a timely enough manner to facilitate keeping up with emerging changes in housing needs.	Engineering standards are currently being updated. LUB revisions to support housing diversity are ongoing.	General Feedback	Response provided
7.1.2.	Encourage a diverse and inclusive range of housing through: a) incentives; b) identifying and acquiring land for affordable housing projects; c) encouraging infill development; and d) alternative planning and engineering standards, as deemed appropriate by the City.	Courtney Jensen	d) Currently it is very risky and expensive (in terms of time and cost) for a developer to consider alternative planning and engineering standards. The current system disincentivizes this for developers.	The City's LUB and Engineering Standards are a good option for applicants who prefer to work within existing regulations	General Feedback	Response provided
		Jennifer McCurdy	c) encouraging infill development ...." - Not necessarily a proven path to "affordable" housing .... does more need to be said?	Infill housing comes in a variety of forms and helps to increase housing diversity, however some are less affordable than others. For the City to mandate the provision of non-market affordable units, higher order plans and legislation would need to provide such direction.	Request for Clarification	Response provided
7.1.5.	Encourage the inclusion of purpose-built rental housing within all new neighbourhoods.	Courtney Jensen	This depends on how a neighborhood is defined. Some small neighborhoods may not be suited for purpose-built rental if there are not services nearby to support it.	Inclusion of purpose-built rental housing is encouraged, but not required	General Feedback	Response provided
7.1.7.	Identify opportunities for City-led Land Use Bylaw updates, including redistricting, to support neighbourhood renewal, aging in place, and diversification of existing housing stock through incremental redevelopment.	Jennifer McCurdy	This can be very contentious ... how can it be done successfully in the future?	The growth strategy includes a citywide map indicating approximately how much growth is anticipated in different areas. This should provide more certainty both for developers and residents. The intent of this policy is to enable infill development, in appropriate locations and to streamline the approval process for infill builders.	Request for Clarification	Response provided
7.1.8.	Accommodate a greater mix of housing forms in existing neighbourhoods that respect the existing scale and character of the area.	Courtney Jensen	Having been through infill consultation, I know that the public has very different views on what constitutes “respecting the existing scale and character” of their neighborhood.	This will be a balance between housing renewal and maintaining neighbourhood function. It will be implemented through LUB updates	General Feedback	Response provided
7.2 Affordable Housing	Limited affordable housing is a barrier to many who may want to make St. Albert home. While a greater diversity of housing options has the potential to contribute to more affordable housing, it must be paired with appropriate policy and incentives to succeed in this regard. The following policies are intended ensure an adequate supply of appropriate and affordable housing for all residents, regardless of income.	Courtney Jensen	There is acknowledgement that greater diversity of housing options will contribute to more market affordable housing (which should be the first goal in achieving affordable housing), but many other efforts can help lead to more market affordable housing, such as keeping the development process efficient and affordable, and working towards the most efficient possible infrastructure.	This chapter addresses housing diversity. Process efficiency and efficient infrastructure are covered under 5.1.10 and 9.1 respectively. 5.1.10 Develop regulations and processes that are efficient, streamlined, and straightforward to continuously improve St. Albert’s attractiveness to businesses. 9.1 Principle: Facilitate the provision of essential infrastructure to all areas of St. Albert, in a logical, efficient, and sustainable manner	General Feedback	Response provided
7.2	Affordable Housing Section	St. Albert Seniors	Can seniors housing/affordable housing be integrated with all age groups and family types (rather than having these types of housing separated from others) Should have wording to address need for integration to avoid isolation for seniors and others (include seniors in the community)	A new policy has been added: Enable specialized accommodation and care facilities within all Neighbourhoods, Trail Corridor Areas, and Mixed Use-Nodes, to support creating an inclusive community.	Objection/Request for Change	Changes made
7.2.4	Encourage and support collaboration between developers, non-governmental agencies, other levels of government, and other partners for affordable housing within new development and redevelopment.	St. Albert Seniors	Should the language be stronger – should there be a certain number or percentages when referencing requirements for affordable housing in new developments?	Details regarding location and number of affordable housing units to be provided within the Housing Affordability Strategic Plan. Requiring a percentage of new units to be affordable may be feasible in some cases, but MDP policy should not preclude other options such as acquiring a large site and providing all units as affordable rentals.	Feedback for Future Projects	Comment to inform future initiatives
7.2.6.	Develop a Housing Affordability Strategic Plan that will identify issues and gaps in the housing supply, objectives to meet current and projected housing needs, and develop associated implementation tools.	St. Albert Seniors	Question: there is reference to a Strategic Plan for housing – who will be involved in the development of this Plan? Will there be a committee – what are next steps?	The Housing Affordability Strategic Plan will be one of the implementation items after the MDP is approved. Stay tuned for more details.	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
8.0 Mobility Choices	Greater attention to urban design and the integration of land use and transportation will also be fundamental to achieving the MDP's mobility objectives. The principles and policies in this section will ensure future street networks and land use development patterns facilitate walking, cycling and efficient transit service, enabling greater mobility choices.	Courtney Jensen	While I support facilitating all of the transportation choices listed in the last sentence of the pre-amble, I am very concerned about the cost-benefit represented by the current complete streets requirements. I honestly don't think that the increased cost of growing hard surface infrastructure for active transport is always in line with the increased benefit. Widening sidewalks along most of the road profiles leads to significant cost increases, additional non-permeable land coverage, and the current FAC process sees close to half of it torn out and replaced two years after installation. It then feeds into RMR budgets years down the road at a higher cost. Living in an older area where sidewalks are only 1 m wide, I don't see challenges with active transportation. I think that the real value is ensuring that links are made, not in increasing the widths of the sidewalks. Overall if width is seen as being a high priority, perhaps consideration should be given to different construction for active transport infrastructure – something hard but lower cost and more permeable. Could gravel be used in some applications on it's own or as part of a widened fringe? What if more was done with asphalt? Would people like to see more rear yard trails, and less front yard sidewalks which put them beside cars?	Better accomodating various modes of travel was a raised as an important issue by many residents during the MDP engagment process. Complete Streets also resulted in reduced ROW widths in for several road types, increasing the amount of land available for private development.	General Feedback	Response provided
		Jennifer McCurdy	Infrastructure can't easily be changed and comes at a high cost. How will the city ensure that future transportation infrastructure will be looking beyond the current requirements as they move forward.	The direction in Flourish and Complete Streets is to balance the needs of all roadway users. This will enable greater mobility choices for all residents. The Transportation Master Plan also provides a long term vision for mobility in the city. New and retrofitted mobility infrastructure will be designed within the context of these policy documents.	Request for Clarification	Response provided
8.1	Multi-Modal Transportation	St. Albert Seniors	References to cycling and walking – however, we are a winter city – need to ensure mobility is addressed for all seasons	A winter City approach including maintenance is important for multi-modal transportation. The Accessibility and Comfort section of the Great Places chapter has draft policies regarding year-round use	Request for Clarification	Response provided + text changed
			Given the current experience with Covid and social distancing, should there be references to allocating more walking space (for example, closing roads to accommodate walking, etc.)	Complete Street currently guides providing more space for pedestrians. The City will continue to monitor changing needs for road space and adapt over time.	Request for Clarification	Response provided
			Is there accommodation for charging stations for use in mobility devices (for example, scooters)	This level of detail is too specific for the MDP, but it will noted for future projects.	Feedback for Future Projects	Comment to inform future initiatives
			Good to address need for furniture on walking trails, etc. – but, also need to address need for public washroom facilities	Same comment as above.	Feedback for Future Projects	Comment to inform future initiatives
8.1.1.	Plan and develop Complete Streets to help ensure safe, comfortable travel for pedestrians, cyclists, transit riders, and motorists, and support multi-modal travel, in alignment with the City's Complete Streets Guidelines and Implementation Strategy.	Courtney Jensen	Genstar serviced a stage with complete street profiles last year and have a number of the increased cost for the larger sidewalks. It has real data in terms of the cost per lot that increased as a result. I think that the City should be looking at this and future stages to see if they truly think the added benefit towards walkability is appropriately balanced by the negative cost to housing affordability.	Both implementation of Complete Streets and housing affordability are priorities for the City. In some cases, new standards from Complete Streets reduce the overall road width while increasing sidewalk width. Other initiatives (such as Land Use Bylaw updates enabling a variety of housing products on smaller lots) have been completed advancing housing diversity and affordability	General Feedback	Response provided
8.1.2.	Balance the needs of all travel modes in all transportation decisions, including decisions regarding investment, street design, and infrastructure and service improvements, in alignment with the hierarchy in Figure x.	Courtney Jensen	Given the concerns I have about costs, I would very much like to see the Figure this refers to.	The reference to the Figure has been removed.	Request for Clarification	Response provided + text changed
8.2.	The street network has a profound impact not only on how people move around the city, but also the ease of movement. An interconnected street network disperses traffic and provides more options for moving around by walking, cycling and transit within neighbourhood. As St. Albert grows, a well-connected street network will be essential to enabling mobility choices.	Courtney Jensen	Taking into consideration the needs of pedestrians and cyclists is important however prioritize their needs over vehicle transport is difficult when vehicle transportation is still the primary use of roads. Maybe balance, but not necessarily prioritize.	Supporting more multi-modal transportation options throughout the City will give everyone more options for how to move around. The section speaks to balancing needs of users. More investment into pedestrian and cycling infrastructure will likely be needed in the coming years to achieve that balance. The principle has been reworded to reflect this.	Objection/Request for Change	Changes made
		St. Albert Seniors	Should also consider pedestrian traffic lights when discussing mobility – are the pedestrian lights long enough for seniors to cross (I.e. scooters)	MDP policy supports increased connectivity for pedestrians. While length of lights is more of a data driven decision, implementation of complete streets standards and traffic calming measures throughout the City will reduce the distance of some crossings for a more pedestrian friendly environment	Request for Clarification	Response provided
		St. Albert Seniors	In general, not sure if enough focus on better flow of traffic	Improving traffic flows is an ongoing priority. Residents should see improvements in the next few years stemming from projects such as adaptive signalization and the first phases of twinning Ray Gibbon Drive. In the long term, a focus on enabling active modes of transportation will improve flows for all users	Request for Clarification	Response provided
8.2.1.	Design street networks with high interconnectivity and small block sizes for new development and major redevelopment plans to support connectivity, walkability, and transit use.	Courtney Jensen	Again, i think there needs to be more balance represented here. High interconnectivity is good, but it needs to be balanced with the need to limit non-permeable surfaces, and the safety of local roads that don't encourage short cutting.	This policy is important to achieving the goal and principle. Improving connecivity was an important theme that was raised throughout the engagment process.	Objection/Request for Change	Changes not recommended
8.2.5.	Ensure street design is aligned with the intended speed limit to discourage speeding and enhance safety.	Courtney Jensen	Currently roads are all built to higher speed limits to increase the safety of vehicular traffic, is this suggesting truly building to the intended speed limit?	Policy wording has been updated for clarity	Request for Clarification	Response provided + text changed
8.2.7.	Promote and inclusive community by ensuring connectivity and access between public and private streets.	Courtney Jensen	the second word should be an, not and.	Wording changed	General Feedback	Response provided + text changed
8.3.5.	Ensure all future commercial destinations, major community facilities, and schools are located along an existing transit route. In areas without existing transit provision, transit routes should be planned to service such amenities.	St. Albert Seniors	Public transport is be available near all major facilities and schools – is this for future developments only? Is there a plan to ensure public transit accessibility to existing facilities? For example, directly to Servus Place, as there are people (including seniors) with mobility issues who cannot make the journey from the bus stop to the entrance to Servus Place. Similarly, there is not general public transportation access to the doors of Red Willow Place to accommodate Seniors.	This policy would apply to new development. There are other policies under section 8.3 which have been drafted to support transit and accessibility through redevelopment (8.3.7, 8.3.9, and 8.3.11). Policy 12.6.2 has also been added to the Downton section re: transit.	Request for Clarification	Response provided + text changed
8.3.6.	Ensure that new or retrofitted transit services and associated infrastructure is universally accessible, where possible.	St. Albert Seniors	Need to ensure that there is a reference to "low curbs" for mobility access. Plan is future looking – is there a plan for going back and retrofitting areas with problematic access issues	The St. Albert Universal Access Plan identified a prioritization for implementing universal access in new areas and retrofits. Updating standards for new a retrofitted sidewalks was identified for Phase I of the implementation	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
8.4	Walking and cycling provide environmental, community, and individual benefits by helping to reduce traffic congestion and overall greenhouse gas emissions, supporting cleaner air and physical activity. While the relationship between the built environment and health is complex, a community can be designed to facilitate healthy choices.	Courtney Jensen	Enabling more people to choose walking and cycling can be done in many ways with many different cost implications. Given the reality of our climate, the kind of jobs people have here, and the existing built form, I think we need to be realistic about how far this will get us and where the cost-benefit makes sense.	The intent of this intro statement is to raise awareness regarding the relationship between built form and health, as demonstrated through emperical research. There are also cost implications in treating diseases such as Type 2 diabetes and obesity.	General Feedback	Response provided
8.4.1.	Consider opportunities to support cycling and pedestrian needs in all street and transportation infrastructure projects, including, but not limited to: dedicated cycling infrastructure, improved and widened sidewalks as appropriate, street lighting and bicycle parking.	Courtney Jensen	Dedicated cycling infrastructure and widened sidewalks are very costly to build and maintain. Caution should be exercised to only construct them where they will actually be used to a level that justifies these costs.	Same comment as above	General Feedback	Response provided
8.5.3.	Consider the establishment of a dedicated cash-in-lieu of parking reserve fund to be used for municipally owned parking area maintenance or upgrades.	Courtney Jensen	Would want more information about how this would be offered and managed.	The details regarding this program would be established through a future Parking Strategy.	Feedback for Future Projects	Comment to inform future initiatives
8.5.9.	Promote electric vehicle use by incorporating charging infrastructure provisions in Land Use Bylaw regulations.	Courtney Jensen	How would this be funded? Would developers be required to install them where no users had been confirmed? What if technology pivots? Who would be responsible for maintaining these?	Supporting electric vehicle use is part of overall GHG reduction goals. Full details regarding location and requirements to be provided as part of a future LUB update.	Request for Clarification	Response provided
		Jennifer McCurdy	Will Alberta's electrical energy infrastructure support St. Albert's vision? If not, what needs to occur and become part of this document?	This policy is intended to support a gradual shift to more electric vehicles in the city. With car manufacturers already making this transition, it is important for the City to have high level direction regarding the provision of electric vehicle charging infrastructure. Details will be explored through complementary documents such as the Land Use Bylaw.	Request for Clarification	Response provided
8.6.6	Require noise and vibration studies for all proposed development.	Courtney Jensen	Vibration studies for all new developments?	Wording updated to reflect requirement for noise or vibration studies or both for residential or sensitive lands uses along goods movement corridors	Request for Clarification	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
9.1 & 9.2	Cultural Development and Programming; Heritage Conservation	Jennifer McCurdy	Can there be more emphasis on “work with Partners”	References to working with partners have been included under 8.1.1 and 8.2.3.	Objection/Request for Change	Changes made
9.1.7.	Support the development of St. Albert’s artistic, cultural and creative industries to grow economic development opportunities.	Jennifer McCurdy	Define "Support" is it financial?	There may be some financial support through grants from Council. Other supports could include land use planning for cultural areas and/or use of municipal facilities for the arts	Request for Clarification	Response provided
9.3.3.	Incorporate Indigenous place names and cultural and historic interpretive elements in new development and redevelopment, as appropriate and through active engagement with the Métis and First Nations communities.	Courtney Jensen	Learning elsewhere has advised that ease of pronunciation by people and by GPS needs to be considered for the sake of wayfinding, especially for emergency services.	Perceived difficulty of pronunciation has posed a barrier to more inclusive and representative naming practices in the past for Canadian cities. While St. Albert carefully considers dispatch and first response needs (ie. excluding a proposed new name that sounds similar to an existing place), perceived difficulty of pronunciation isn't grounds for exclusion. Public education can be undertaken when a new area/facility is named to mitigate any difficulty.	General Feedback	Response provided
9.4.2.	Require capital projects to contribute a portion of the total construction budget to public art on site or to a fund for public art managed by the City, in accordance with the City’s Public Art Policy.	Courtney Jensen	Will a public art contribution be charged on leviable projects? This works against keeping levies in the area reasonable.	The City funds public art based on a percentage of the total municipal capital project budget	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
11.1.3	Require that Municipal Reserve lands be purposely planned in their location, size and configuration to address City recreation, school site, and conservation priorities, ensuring efficient provision of Municipal Reserve lands.	Jennifer McCurdy	This can be a challenging task when 10% land dedication fail to meet minimum parcel sizes for the amenities. How can that be addressed?	The clustering of MR lands within 2 ASPs or a larger ASP area may help with identifying larger sites when needed. The draft policies under section 11 enable the optimal land use of MR for the benefit of the City and residents.	Request for Clarification	Response provided
		Courtney Jensen	Is there a master parks plan in place now that clearly prioritizes the MR uses/needs by area to direct how individual parks are distributed and planned?	The City does not currently have a Parks Master Plan which addresses this.	Request for Clarification	Response provided
11.1.6.	Ensure that linear open space at the edges of stormwater management facilities that accommodates amenities such as trails is not be accepted as Municipal Reserve, unless the City is satisfied that such open space significantly enhances the usability of connected parkland.	Courtney Jensen	We do not support this change. If developers are required to build trails around the edges of storm ponds to be used by residents for recreation, the land needed to do so should be credited as MR. I don't see how trails wouldn't enhance the connectivity and usability of green spaces	This draft policy has been reworded (10.5.5)	Objection/Request for Change	Changes made
11.2.2.	Ensure there is a municipal park or other public open space within 400 metres of most residences.	Courtney Jensen	This really depends on how the parks department wants MR distributed. If developers are asked to consolidate MR space into large parks and school sites, with no smaller pocket parks and linear parks, this goal may be difficult to achieve.	The policy includes other public space as well which provides for flexibility.	General Feedback	Response provided
11.2.3.	Maintain a minimum parkland provision of 2.4 hectares per 1,000 people in neighbourhoods which experience redevelopment and infill development.	Courtney Jensen	Might this disincentivize higher density development in these cases?	The policy has been drafted so it would apply to "Neighbourhoods" as identified on Map 3 and not prevent higher density development from proceeding in areas planned for such growth.	Request for Clarification	Response provided + text changed
11.2.4.	Ensure new parks are highly visible and accessible to all residents in the surrounding neighbourhood, by requiring that at least half of the boundary of a new park be adjacent to a public street or public open space.	Courtney Jensen	This is a significant increase from what I believe the current standard is (30%). It creates inefficient development as lots fronting onto roads is what pays for those roads. This change will have a large impact on the cost effectiveness of development.	Park frontage is important for visibility and to enable the siting of park facilities which minimizes conflicts between land uses. The policy has been reworded to capture the importance of municipal frontage and to provide flexibility.	Objection/Request for Change	Response provided + text changed
		Jennifer McCurdy	Is this realistic? Could it be 1/4 with additional access points?	Park frontage is very important for visibility and results is more regular parcel shapes. This facilitates the siting of park facilities in locations which minimize land use conflicts. The wording has been updated to highlight the importance of park frontage, while allowing some flexibility.	Objection/Request for Change	Response provided + text changed
11.4.5.	Ensure new school sites are planned, serviced and developed in an orderly and appropriate manner. Generally, school sites will be subdivided and serviced with utilities to the property line prior to subdivision of 30 per cent of the gross residential	Courtney Jensen	How does this compare to existing requirements? Is it realistic based on when schools are actually building out?	This is a continuation of a requirement in the existing MDP. Identifying school sites early lets residents know what to expect as the neighbourhood builds out	Request for Clarification	Response provided
11.4.	Schools	Jennifer McCurdy	There doesn't seem to be anything in here addressing Multi-use facilities (11.5.8 could include schools)	The intent of draft policy 11.3.3 is capture multi-use facilities.	Request for Clarification	Response provided + text changed
11.4.6.	Ensure school site planning considers pedestrian and cyclist access and safety in their location and design, to encourage walking and cycling to school. Preference shall be given to school site locations that are within a 400 metre distance of medium- and high-density housing.	Courtney Jensen	Creating good pedestrian and cycling access to schools can have a significant impact on getting children to use active transport to get to them. Linear parks with trails help to achieve this, however there has been significant reluctance from the parks department to allow for linear parks (their minimum width is now 20m I believe). There needs to be some alignment on the value of linear parks to be able to achieve safe connectivity to the best of our ability as developers.	The City will review ASPs for pedestrian and cycling access to schools. This includes complete streets implementation and proximity of residential areas to schools as well as potential connections through MR areas	General Feedback	Response provided
11.4.9.	Require parkland adjacent to school sites for complementary programming and shared use, as deemed necessary by the City. Adjacent parks shall be developed at the time of subdivision of the school site and consistent with City objectives and standards regarding the provision of recreation and parks services.	Courtney Jensen	I was under the assumption that school sites are sized appropriately for their needs. If additional park space is required to be adjacent to school sites, it makes it difficult to distribute park space through an entire neighborhood such that each residence meets the 400m proximity requirement.	Policy has been revised to capture higher level intent.	Request for Clarification	Response provided + text changed
11.6.	Urban Agriculture Section	St. Albert Seniors	Should the plan specifically address the need for long-term food security – such as increased garden plots (I.e. in new developments or vacant lots) – or other methods, such as public gardens, public orchards, etc.	Flourish provides high level direction regarding long-term food security under section 11.6. Further details or metrics such as garden plots would be addressed in a complementary plan or strategy.	Feedback for Future Projects	Comment to inform future initiatives
11.6.1	Encourage community food initiatives that support local food security, environmental objectives, community well-being, economic opportunities, and community gathering.	Courtney Jensen	Will the City take ownership of community initiatives or will they require HOAs. If HOAs are required, it becomes discriminatory on a socio-economic basis, as communities focusing on affordability will not put HOAs in place, and thus those with lower home purchasing power will not have the same	If located on private property, a community food initiative would be managed by the owner or HOA	Request for Clarification	Response provided
11.6.6.	Allow the use of City land for community gardens and edible landscapes, through community organizations, where appropriate, subject to prior permission from the City.	Courtney Jensen	Yes! Allowing community gardens and edible landscapes must not require HOAs though for the reason above. They can not only benefit the wealthy neighborhoods in the City.	Agreed. Allowing use of City land for community gardens and edible landscapes removes a barrier to access	General Feedback	Response provided
11.6.7.	Support the harvest of traditional foods and plant materials by Métis and First Nations people within St. Albert.	Courtney Jensen	It would also be good to see the City support the harvest of food and plant material by an organization such as Operation Fruit Rescue in partnership with the Food Bank so that all those in the community that do not have food security have the opportunity to benefit from a greater supply of fresh produce grown locally, while minimizing waste.	Thank you for your thoughts.	Feedback for Future Projects	Comment to inform future initiatives
11.7.2.	Ensure that new development facilitates appropriate fire and police response. Sites for additional fire halls and other emergency services, where required, shall be identified and protected in ASPs and ARPs.	Courtney Jensen	Should emergency service needs not be identified at the MDP level as opposed to at the ASP level?	Good question - for the time being, such community facilities will be identified at the ASP level.	Feedback for Future Projects	Comment to inform future initiatives

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
10.1	Resilient Infrastructure	Jennifer McCurdy	Would like to see a section on Digital Infrastructure (just like the other utilities)	Digital infrastructure policies have been added	Objection/Request for Change	Changes made
10.1.4.	Base utility servicing standards, including stormwater management standards, on projections that account for climate change impacts.	Courtney Jensen	How will climate change impacts be predicted?	This will be determined through future projects and initiatives.	Request for Clarification	Response provided
10.1.5.	Consider the use of alternative development standards for municipal infrastructure where the effectiveness and efficiency of the service is fully retained, and when development cost savings and energy efficiencies may be realized.	Courtney Jensen	Why will different development standards be allowed for the City but not developers?	Policy 10.1.4 has been revised so it is clear it would apply to developers .	Request for Clarification	Response provided + text changed
10.2.1	Conduct a Climate Change Vulnerability Assessment that includes an assessment of current risks, as well as those expected to impact the city in the coming years and decades. The assessment should consider past and	Jennifer McCurdy	When would Climate Change Vulnerability Assessment be done and how often? Climate Change Mitigation and Adaption Strategy...When would it be reviewed? and how often?	This would be an implementation project to be completed in the future. The exact scope of this project needs to be determined.	Request for Clarification	Response provided
10.2.2.	Develop a Climate Change Mitigation and Adaptation Strategy designed to minimize the risks identified in the Vulnerability Assessment and respond to potential impacts.	Courtney Jensen	What will these new Assessments and Strategies entail? Will the assessment add significant cost to ASP preparation? Will the strategies significantly change servicing standards? Should this be done at a municipal level?	These two policies have been combined into 10.8.1 and would be a City initiative.	Request for Clarification	Response provided + text changed
10.3	Resource Conservation and Greenhouse Gas Reduction	Jennifer McCurdy	Is this aggressive enough to survive the time horizon 25-30 year out?	Great question - Flourish is one document the City can use to support reducing its overall carbon footprint and the scope is targeted to the land use planning and development process. Other city plans, strategies, projects can be also utilized to achieve this goal (e.g. Environment Master Plan)	Request for Clarification	Response provided
10.3.1.a)	Facilitate energy efficiency, adoption of renewable energy sources, and resource conservation by: a)Adopting Green Development Standards and related Performance Checklist(s) with qualitative and quantitative requirements that all development should be encouraged to meet or exceed. The Green Development Standards should include, but not be limited to: energy efficiency; water conservation; building materials; waste reduction; renewable energy; natural heritage preservation; active transportation; cultural heritage; public health and safety; and climate change adaptation.	Courtney Jensen	Will the development industry be engaged in setting the Green Development Standards if they will become requirements that we will need to meet or exceed?	Yes, UDI would be engaged.	Feedback for Future Projects	Comment to inform future initiatives
10.3.1.c)	Develop terms of reference for Community Energy Plans, which will be required in conjunction with new Area Structure Plans (ASPs);	Courtney Jensen	This is another Plan to be added to the list of ASP requirements. The development community needs to know more about what this would entail, and the cost it will likely add to ASP preparation.	Noted - Further research regarding this is needed and it will likely be incorporated as a requirement in future MDP updates.	Request for Clarification	Response provided + text changed
10.3.3.	Promote net-zero development by: a) Facilitating the implementation of technologies and practices such as renewable energy, district energy systems, and passive solar building design;b)Exploring funding partnerships with other government and non-government agencies to encourage the establishment of district energy; c)Encouraging the exploration of new technologies and innovative practices supporting net-zero development not specifically addressed in this Plan. These practices and technologies will be evaluated on an individual basis; d) Encouraging the adoption of Net Zero Energy Ready (NZER) codes in advance o	Courtney Jensen	e) It is hard to commit to all new commercial buildings being net zero when we don't know how to get there yet. It is a goal, but what happens if we can't do it?	The intent is to align with federal direction and this will be monitored.	Request for Clarification	Response provided
10.3.4.	Require new multi-unit residential, industrial, institutional, and commercial development and redevelopment to support electric vehicle use by including electric vehicle charging infrastructure.	Courtney Jensen	What kind of cost does this represent? What if there is no one interested in using it?	See comment above	Request for Clarification	Response provided + text changed
10.4.3.	Investigate cost sharing agreements over and above the Off-site Levy Bylaw for new and upgraded infrastructure required for development, to ensure proportionate contributions from benefiting landowners.	Courtney Jensen	The levies are already very high, adding additional costs will make it difficult for St Albert to compete in the region.	Policy 10.2.3 has updated for clarity.	General Feedback	Response provided + text changed
10.4.5.	Consider levy options and arrangements for intermunicipal and provincial infrastructure projects.	Courtney Jensen	Downloading additional costs to the developer/new home buyer works against housing affordability. Choosing this as a funding stream for projects that benefit the larger population is an unfair tax on the new home buyer, and it will eventually push the price of new housing up to a point where this disappears as a funding source and nothing gets built.	The intent of this policy (now 10.2.6) is to position the City to utilize funding tools available through regulation.	General Feedback	Response provided
10.5.6.	Require utility right-of-ways to be located and designed to promote the long-term viability of street trees.	Courtney Jensen	Boulevard compaction in the new standards works against the viability of boulevard trees.	The intent of this policy is to balance utility provision and boulevard plantings.	General Feedback	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
10.6.3.	Require a Wastewater Servicing Study for new commercial and industrial development and residential developments consisting of six or more residential units at the Redistricting stage to ensure adequate servicing provisions, at the City's discretion.	Courtney Jensen	How would this differ from existing servicing studies?	Policy has been reworded for clarity - 10.4.3	Request for Clarification	Response provided + text changed
10.6.7.	Encourage drought-tolerant and/or native landscaping where appropriate in new and redeveloped parks, other publicly accessible open spaces, and private common outdoor amenity areas.	Courtney Jensen	Will the parks department support this on a large scale as compared to the more traditional focus on manicured park space?	This policy has been removed as the intent is captured under 10.5.6.	Request for Clarification	Response provided + text changed
10.7.1.	Require the submission of a Stormwater Management Plan, prepared by a qualified professional, for all new Area Structure Plans (ASPs), as well as for proposed commercial, industrial, institutional and multi-unit residential development be prepared according to City of St. Albert standards.	Courtney Jensen	Will this differ from the current reporting in ASPs?	This maintains current Stormwater Management Plan requirements	Request for Clarification	Response provided
10.7.5.	Require that the design of landscaped areas in neighbourhoods limit the amount of impervious material coverage to protect the stormwater management system.	Courtney Jensen	I assume this doesn't mean limiting multi use trails? Are there specific situations this is steering developers away from?	This policy has been removed as the intent is captured under 10.5.6.	Request for Clarification	Response provided + text changed
10.8	Minimizing waste generation, through reduction, re-use and recycling, is integral to the overall success of St. Albert's solid waste management program. While recycling has been a cornerstone of this program, changes to global markets provide opportunity for the City to explore alternative practices and innovative solutions.	Jennifer McCurdy	Is this better served at a regional or provincial level/scale? If it is part of the MDP, should there be more specifics in this document.	The solid waste and diversion program is a municipal/local service. The intent of this section is to provide high level direction as it pertains to this service and development. It does not preclude the City from participating in future partnerships with other levels of government.	Request for Clarification	Response provided
10.8.5.	Maximize efficiency in the solid waste management process by exploring waste to energy models and enabling the harvest of alternative energy in new facilities where feasible.	Jennifer McCurdy	Is the intention for developers to be required to take this into account as part of the approval process for development? Is this something the city is committing to do for future public buildings?	The intent of this policy is to provide the City high level direction regarding exploring alternative energy models. It could also apply to developers who were interested in exploring such models.	Request for Clarification	Response provided
10.8.4.c)	Encourage new development and redevelopment that incorporates sustainable planning and building practices by utilizing best practices in building construction and demolition, with emphasis on: c) Design practices that reduce construction waste; and	Courtney Jensen	Will the City be considering the surface CCC/FAC inspection and replacement procedures? Currently a very large amount of concrete gets replaced due to cosmetic imperfections.	This would need to be reviewed by the Engineering Department.	Feedback for Future Projects	Comment to inform future initiatives

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
12.1	Great Places – Parks and Squares	Jennifer McCurdy	Is there opportunity to move St. Albert Place parking to an adjacent location or underground and utilize the space for a large gathering place? This is too critical a space to have a gravel parking lot.	The Downtown ARP identifies a project that would redevelop the public square in front of St. Albert Place using some space from the existing parking lot. This would require construction of a structured parking lot. A an update to the DARP plan and reevaluation of parking assumptions with new technology in mind will be completed and inform the future direction of downtown projects.	Feedback for Future Projects	Comment to inform future initiatives
12.2.	Streets are typically associated with facilitating vehicular movement and accommodating most underground utilities. However, they also serve as important public spaces where much of the pedestrian life in the city happens. While the mobility policies for St. Albert's street network are provided under Section 8 of this plan, the following streetscape policies provide direction to ensure that streets contribute to great places as well. Designing streets for people will encourage more walking, more social interaction and foster a sense of community. This will help enable neighbourhoods to feel safe, comfortable and support businesses along a street. The following policies are intended to support designing streets for people.	Courtney Jensen	While streets certainly serve more than just vehicular traffic, and the needs of people engaging in active transportation are certainly of some importance, given our climate and the impact of the current built environment on our transportation practices, I think that vehicular traffic still is and will continue to be the primary users of roads for the foreseeable future. I have concerns that focusing only on secondary and tertiary users will result in roads that don't function optimally for primary users. There needs to be more balance noted.	The purpose of this section is to highlight and provide direction for streets to become great places for people. Your comments about balance are well taken and updates have been made to the mobility chapter accordingly.	General Feedback	Response provided
12.2.5.	Support the integration of public art into the design of streetscapes, such as through the design of street furniture, paving and tree grates.	Courtney Jensen	Developers currently face challenges in incorporating pubic art into the design of streetscapes due to the reluctance on the part of the City to take over the ownership and maintenance of public art after FAC. If HOAs are required to support the maintenance of public art, it will create a scenario where only neighborhoods that can support a hefty HOA fee on top of regular home ownership costs will be able to have public art. It will create economic inequity between neighborhoods.	The intent of this policy is that it would apply to City projects as well.	General Feedback	Response provided
12.2.8.	Minimize surface parking areas adjacent to public streets and, where required, ensure they are buffered and screened from sidewalks through setbacks and appropriate landscaping.	Courtney Jensen	Would this require commercial parking to be behind buildings so as not to be adjacent to the street or would additional setbacks and landscaping be required from the current standards?	Wording has been changed. Intent is to support active streetscapes. Setbacks and landscaping to be determined through LUB.	Request for Clarification	Response provided + text changed
12.3.1.	Ensure there is general consistency in the scale of development within St. Albert's residential neighbourhoods of low density, low-rise built form, while encouraging a greater range of medium to high density built form in areas planned for intensification, including Downtown and along St. Albert Trail.	Jennifer McCurdy	Should the phrase "but not limited to" be added into the "Including Downtown and along St. Albert Trail	Wording has been changed for clarification	Objection/Request for Change	Changes made
12.3.2.	Ensure appropriate built form and density transitions between low-rise residential areas and areas planned for intensification. These transitions, which may include the stepping of building heights and/or appropriate separation distances, should be sensitive to the scale, form, and character of surrounding areas, and protect privacy and sun exposure.	Jennifer McCurdy	How does a development such as the Boudreau Development on the old Hole's Site fit into this?	This policy would give potential developers direction on how to design their site to minimize impacts on adjacent landowners. Ultimately, planning provides a professional recommendation to Council on whether approval is recommended based on the proposal with Council acting as the final decision maker	Request for Clarification	Response provided
		Courtney Jensen	There are not currently many height options that fall between the height of single family residences and 4+ story walk ups. Would these transitions be dealt with using increased separation distances based on this wording?	Building height transitions and/or separation distances are both options based on the policy. The specifics about transitions are now in a pop-up text box and not part of the policy.	Request for Clarification	Response provided + text changed
12.3.3.	Encourage apartment, office and institutional buildings within existing or planned commercial areas to include commercial or public uses on the ground floors adjacent to public streets.	Courtney Jensen	It has been difficult to find businesses to fill ground floor commercial spaces in all apartment buildings.	Noted - the policy has been drafted for flexibility.	General Feedback	Response provided
12.3.5.	Consider and limit the shadow impacts of proposed new mid-rise and high-rise buildings on public open spaces and private amenity spaces in adjacent properties and neighbourhoods.	Courtney Jensen	How can shadow impact be minimized on open spaces? Will they be limited to being located to the north of open spaces? Will they require the pedestal level to cover more area than the upper floors which are set back? These measures will have economic feasibility impacts on projects.	Shadow studies will be evaluated to determine the length and severity of shading on adjacent properties and advise applicants how impacts can best be mitigated.	Request for Clarification	Response provided
12.3.10.	Encourage the use of durable, high-quality building materials, such as stone, brick, decorative concrete, laminated timber, and non-coloured glass.	Courtney Jensen	Encouraging is fine, as long as this doesn't become a requirement that drives building and maintenance costs too high.	This is written as a permissive policy to give builders some flexibility.	General Feedback	Response provided
12.3.11.	Encourage prominent public buildings, such as schools and government buildings, to reflect a high standard of architecture, engineering and landscape architecture.	Courtney Jensen	As above, this may become costly to build and maintain at the cost of tax payers.	This is written as a permissive policy rather than mandatory	General Feedback	Response provided
12.4.	Signage section	St. Albert Seniors	Need to ensure that lettering/symbols on signage are large enough to be read while driving – especially during the shorter days in winter months (ensure clear visibility)	Policies 12.5.5 and 12.5.6 have been drafted to address the high level intent of this comment. A reference to font size would be too specific for an MDP document.	Objection/Request for Change	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
12.4.2.	Consider opportunities to enhance the pedestrian experience and public realm through Land Use Bylaw updates regarding signage.	Courtney Jensen	What kind of measures would enhance the pedestrian experience in regard to signage? Is this in relation to wayfinding?	Reviewing regulations regarding pylon signs. Policy 12.5.6 has been added to address wayfinding.	Request for Clarification	Response provided + text changed
12.5	St. Albert's public spaces are meant for all residents, and should be accessible to everyone, regardless of age or ability. Universal access refers to creating environments, programs, and services that respond to the needs of the widest population range possible, enabling persons with varying abilities and ages to access the physical environment on an equitable basis. The following policies are intended to reduce barriers to access in municipally-owned buildings and public spaces to create a city that is comfortable for all, while also encouraging private development to enhance accessibility and comfort.	Courtney Jensen	The first sentence following the principle says public spaces "should be accessible to everyone." It just isn't possible to have all spaces accessible to all people (like not all playgrounds will be fully accessible to those in wheelchairs or that are blind – even if components are). I just find the statement too strongly worded. Maybe there should be park features in every neighborhood that are accessible to people regardless of age or ability?	Wording changed	Objection/Request for Change	Changes made
12.6	Downtown is St. Albert's cultural, commercial, and civic heart. It is a place shared by the whole city, and a destination for visitors from the region and afar. Downtown's major attractions include restaurants and shops, Red Willow Park along the Sturgeon River, and St. Albert Place, an architectural landmark that houses numerous civic and cultural facilities.	Courtney Jensen	Just thought the Farmer's Market might be listed in the major attractions given the number of people that attend?	Wording has been changed to remove references to specific attractions and to tighten up the wording.	General Feedback	Response provided + text changed
12.6	As St. Albert continues to grow, Downtown's role as the city centre will be reinforced and expanded to meet the needs of a larger and more diverse population. New businesses will be encouraged to locate Downtown, and cultural facilities and programming will be enhanced. At the same time, there is expected to be a significant amount of new housing built. This will bring more people to Downtown, making it a more exciting and vibrant place to be throughout the day, the week and	St. Albert Seniors	To accommodate more people living downtown, should think about providing more access to groceries and/or other food amenities that could be easily accessed (currently no grocery stores in the downtown core) Or alternatives, such as produce/grocery trucks (pop-up grocery stores)	Draft policy 12.6.2 has been added to improve connectivity to existing grocery stores/services around the Downtown area. The intent of draft policy 12.6.4 could enable something like a pop-up grocery store/truck.	Objection/Request for Change	Response provided + text changed
			Parking will continue to be an issue if there is increased activity/housing in the downtown core – even if fewer people driving in the future, need an interim plan to address	A new draft policy - 8.5.2 has been added which speaks to a Parking Strategy.	Objection/Request for Change	Changes made
			To attract more residents downtown, there should be a plan on addressing the number of vacant businesses/buildings in the downtown core	While Flourish provides high level direction regarding this, further details will need to be established through complementary plans and strategies.	Feedback for Future Projects	Comment to inform future initiatives

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
13.1	Pop-up: Why Grow West? Significant provincial and municipal investments are planned for Ray Gibbon Drive	Jennifer McCurdy	Are there still plans to upgrade Ray Gibbon eventually to highway status?	When complete, Ray Gibbon will be a four lane arterial road, built to a municipal standard, with sidewalks, trails, curbs, and lights and intersections.	Request for Clarification	Response provided
13.2	Intensification Principles: •Encourage the development or redevelopment of underutilized land within the built-up city.	Jennifer McCurdy	Is the city willing to use its reserves to purchase and resell land or expropriate lands?	The intent of this principle is to generally encourage underutilized lands to be developed or redeveloped. The MDP does not get into details regarding specific sites or land transactions.	Request for Clarification	Response provided
13.2	Intensification section	Economic Sustainability Advisory Board	Infill development will play an ever-important role in how the City is able to achieve its density targets, and policy that supports and guides the direction that infill takes will be key to the effectiveness of the MDP's land use discussions. The biggest hurdles to infill development are both the introduction of evolving land use, and the certainty over infrastructure improvements, and the MDP needs to support both.	The intensification policies in Section 13.2 as well as the Urban Structure and Growth Strategy (Maps 3 and 4) provide more certainty for the development community by identifying strategic locations for intensification throughout the City.	General Feedback	Response provided
13.2.1.	Manage growth through amendments to the Land Use By-law, the preparation of Area Redevelopment Plans (ARPs) and the approval of development applications to support a	Courtney Jensen	Just to gauge the possibility of achieving this, what have we seen in terms of intensification over the last 5 years. I assume not close to 20%? What does the City see changing to get to 20% and then eventually 30%?	Redevelopment of Trail Corridor Areas and Downtown along with rapid transit investment along St. Albert Trail are envisioned over the time horizon of the MDP. The wording has been amended to reflect this long term vision and aspirational	Request for Clarification	Response provided + text changed

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
14.4.4.	Ensure that future development within 800 metres of a planned rapid transit station generally has a minimum height of four storeys and supports a minimum density of 200 people and jobs per hectare for the station area.	Courtney Jensen	This seems more intense than other regional municipalities are targeting.	Same comment as above	General Feedback	Response provided + text changed
14.6.	Parks often serve as important gathering places and will be designed to be highly visible and accessible, with frontages on public streets. Streetscapes will reinforce St. Albert's green character with street trees and landscaped front yards. In addition, the street networks will encourage walking and cycling, while facilitating convenient access by public transit, private vehicles and emergency vehicles.	Courtney Jensen	The second last sentence in the preamble mentions landscaped front yards. Will the City also encourage xeriscaping for the environmental benefit even though it is not part of St Alberts traditional character?	Good point - the MDP doesn't define what landscaping entails, as the LUB covers this. This can be reviewed with the future LUB update.	Feedback for Future Projects	Comment to inform future initiatives
14.6.2.e)	Regulate neighbourhood development through the Land Use Bylaw to achieve the following: e) Appropriate soft landscaping and preservation of existing vegetation and grades.	Courtney Jensen	I am confused about preservation of existing grades. Isn't the key to have grades that work for each site and prevent drainage onto other sites? Having done an infill home, I can attest that in the past these lots didn't do anything to prevent cross lot drainage, and often some fairly significant grading is required to adhere to current lot drainage guidelines.	Policy has been updated to remove specific reference to grades.	Request for Clarification	Response provided + text changed
14.6.9.b)	Ensure new Neighbourhoods are designed and developed to be complete, inclusive, walkable, and well serviced by: b) Maintaining tree stands, watercourses, wetlands, ravines, and other natural features to the greatest extent possible;	Courtney Jensen	Indicates features are to be maintained to the greatest extent possible. I don't think that is a reasonable expectation. The financial burden of maintaining them needs to be reasonable and appropriate.	This policy has been worded as is to enable flexibility. This section should be read in conjunction with Chapter 5.	General Feedback	Response provided
14.6.9.k)	Ensure new Neighbourhoods are designed and developed to be complete, inclusive, walkable, and well serviced by: k) Using laneways to service medium-density housing to provide adequate space for parking and maximize the opportunities for front yard landscaping, street trees and on-street visitor parking; l) Accommodating centrally-located school sites adjacent to community parks;	Courtney Jensen	I have previously raised a concern about school sites being adjacent to community park in terms of appropriate distribution of green space throughout a neighborhood.	Noted - this section should be read in conjunction with 11.1 & 11.2.	General Feedback	Response provided
14.6.10.	Ensure Area Structure Plans (ASPs) for new Neighbourhoods include a broad spectrum of housing choices for households of all sizes, incomes, and composition, including both affordable ownership and rental housing.	Courtney Jensen	I assume this wording was meant to ensure entry level housing is always represented, but will it also create the requirement for every neighborhood to have estate level housing? Given the size of the market for the highest priced housing, I am not sure it should be represented in every area.	No, there is no requirement for estate level housing in every neighbourhood. The LUB regulates maximum lot sizes.	Request for Clarification	Response provided
14.6.11.	Require each phase of residential development in new Neighbourhood areas to include a balance of low- and medium-density forms of housing. Area Structure Plans (ASPs) shall establish minimum unit requirements for both low- and medium-density housing forms within each phase.	Courtney Jensen	Isn't each phase a single stage? It is not feasible for developers to include low and medium density in each stage. Why wouldn't it be balanced appropriately for each ASP?	A phase can be broken into multiple stages. Ie. subdivision Phase 3 stage a, Phase 3 stage b etc. This prevents medium density from being deferred to the final phase.	Request for Clarification	Response provided
14.7.9.a)	Protect land in Employment Areas for employment purposes. Conversion to another land use will only be considered where it will not adversely affect the viability of adjacent employment lands and the broader Employment Area, where: a) It has been demonstrated that there is adequate vacant land to meet the City's forecasted need for employment land;	Jennifer McCurdy	How has this been demonstrated? Whose opinion is this? The 80/20 tax split has been addressed by moving to a split mill rate that keeps increasing nonresidential tax rates to keep their share at 20% of the total	Policy refers to reviewing applications for which employment land is proposed to be converted to another use. In particular, residential. Bullet a) must be read along with the rest of 14.7.9.	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
15.2.4.	Circulate other relevant non-statutory plans to the Edmonton Metropolitan Region Board for review and comment.	Courtney Jensen	Why would non-statutory plans need to be circulated to the EMRB? That is an additional unnecessary procedure.	Plans that may impact other jurisdictions are often circulated as a courtesy and this has been requested by the EMRB.	Request for Clarification	Response provided

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
16.3.2.	Consider establishing an urban design review panel or peer review process, including specific criteria, rules and procedures, to assist in the review of significant development proposals for lands in the Downtown, Mixed Use Nodes, Trail Corridors, and for capital projects.	Courtney Jensen	I am concerned about the requirement for an urban design review panel having to review plans in mixed use nodes. This seems like something that could introduce risk that is unnecessary for future commercial and multi-family land purchasers, as well as add to development timelines.	The policy has been drafted as an action item for the City to explore. The scope and timing of this project have not yet been determined.	General Feedback	Response provided
16.6.3.	Undertake a comprehensive review and update of this plan every five years to maintain relevant and contemporary policy directions.	Courtney Jensen	Does the update every five years include updating the UMP and TMP?	Good question - that may depend on the types of amendments made at those 5 year intervals.	Request for Clarification	Response provided

Policy Number	Commenter	Comment	Response from Planning	Comment Type	Comment Action
Glossary	Courtney Jensen	Need to see the rest of the definitions.	Glossary has been completed	General Feedback	Response provided
Map 4	Courtney Jensen	Priority Areas for growth. I am surprised there is no Rapid Transit station around the overpass where St Albert Trail meets Sir Winston Churchill. There are stairs there, and the higher density areas downtown and in Braeside could walk to it.	This location has not been identfied as a rapid transit station in the LRT alignment plan and would be too close the proposed Downtown station. While there is some redevelopment opportunity in this immediate area, it does not have the same potential as other identifed rapid transit station areas.	General Feedback	Response provided
Map 5	Courtney Jensen	Natural Features identified the brush to the NW of the Hogan/V. Rd. intersection. The City has made it clear to us that this area is not one that provides benefit to the interconnectivity of the other natural areas nearby, and that there is no desire to protect it using MR. Showing it may cause problems in terms of how the ASP directs for this area to be treated as a result of this identification.	Noted - this map reflects current conditions and the City's Natural Area Survey data. A disclaimer has been added to the map.	General Feedback	Response provided + text changed

Overall Feedback

Commenter	Comment	Response from Planning	Comment Type	Comment Action
Gilbert Davis (City of Edmonton)	The City of Edmonton supports the proposed MDP, and appreciates that St. Albert is seeking to exceed the Edmonton Metropolitan Region Growth Plan density and intensification targets, including within the Downtown, the Trail Corridor Areas, Mixed Use Nodes, and new residential development areas. Within Flourish, a number of collaboration opportunities have been identified between St. Albert and the City of Edmonton and/or with its regional partners and organizations. The City expects that its positive working relationship with St. Albert will continue, which may include collaborative work within areas identified, such as the protection of environmental features, investment attraction, transit network planning, the establishment of intermunicipal levies and joint infrastructure projects.	Thank you for the supportive comments	General Feedback	N/A
Martin Frigo (Parkland County)	Further to the discussion with City staff on October 14, 2020, can the City confirm that the new MDP (if adopted) will be amended following the completion of the City of St. Albert/Sturgeon County annexation?	Flourish will be amended as necessary following an MGB decision regarding the annexation.	Request for Clarification	Response provided
Grant Miner	Density - It is great to see that the MDP defines density in terms of building type. There may still be a problem of infill or greenfield development being "over-densified" with these types of residential building types.	Thank you for your feedback. Developers/landowners may proposes changes to statutory plans, which are considered by Council.	General Feedback	N/A
Grant Miner	Dwelling Units Per Hectare – I believe that in some places the MDP refers to "dwelling units per hectare" but in other places the term "Net dwelling units per hectare" is used. A consistent use, and associated definitions, would eliminate ambiguity. I assume that the net metric allows for roadways, sidewalks, trails, parks, signage, etc. In a residential area does that City use a set number to reduce the undeveloped hectare to a net hectare, like 20%?	The density calculations used in Flourish are consistent with the EMRB growth plan. For new greenfield growth, the minimum target is 40 du/nrha. For the aspirational targets of 140-160/jobs+people for the TOD, it is gross, not net.	Request for Clarification	Response provided
Grant Miner	Existing Communities – I get the sense from various parts of the MDP that the City would be respecting the existing communities and using a "gentle" approach towards any increase in densification in those existing communities, while listening to the communities expectations and concerns. If that is the case, the MDP will create a base to enable future growth with less friction. Planning with the citizen's needs placed ahead of developers' profit goals, is respectful and responsible urban growth planning.	Thank you for your feedback.	General Feedback	N/A
Grant Miner	I see that the "Missing Middle" design concept is referenced in the draft MDP. I did more research and found multiple articles that described the history of "Missing Middle" in urban design for municipalities. The history goes back to WWII, and how cities moved away from it. The result has been a high undesirable pattern of high-rises structures being built beside single family dwelling neighbourhoods. The emerging trend municipalities seems to be pointing very strongly towards moving back to urban design policies that incorporate "transition and compatibility between neighbourhoods". In that regard I see several sections in Flourish that align to this more gentle and reasonable approach. Here is part of an article that was in the Congress for the New Urbanism CNU website: "Missing Middle Housing" With walkable, mixed-use real estate now in high demand as an economic engine for cities, metropolitan governments are re-examining how to build productive, resilient urban places to attract young talent, aging demographics, and new employment sectors. Missing Middle Housing, developed by CNU member Dan Parolek and Opticos Design, is an initiative designed to confront and help remedy a serious market gap in many walkable urban places. Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. These types provide diverse housing options along a spectrum of affordability, including duplexes, fourplexes, and bungalow courts, to support walkable communities, locally-serving retail, and public transportation options." The more I learn about the design idea, the more I see it as an effective policy in Flourish as a way to help the City grow, while respecting established neighbourhoods and landowners in new greenfield developments. I have been following local development matters like South Riel, North Erin Ridge and Riverbank Landing. I can see the Missing Middle design playing an important role in those and other developments as the City grows to 100K.	Thank you for the supportive comments	General Feedback	N/A
Canadian Home Builders' Association	The Plan...emphasizes the need to ensure housing is available to everyone and meets the needs of residents in varying life stages, specifically by supporting a greater diversity of housing forms, sizes, and tenures through new development and redevelopment opportunities. CHBA-ER fully supports the principles and subsequent policies that are intended to meet the Plan's goal of accommodating a full and balanced mix of housing choice.	Thank you for the supportive comments	General Feedback	N/A
Canadian Home Builders' Association	Caution against including metres to dictate where intensification must occur. Ex: Encourage intensification to occur within 400 metres of existing and planned station areas... etc. This level of detail seems more appropriate for subsequent level plans (ARP's, ASP's, etc.).	This policy direction is required for alignment with the EMRB growth plan.	Objection/Request for Change	Changes not recommended

Canadian Home Builders' Association	It would be useful to highlight earlier in the document what housing forms are typically associated with varying levels of density. Taking information from the glossary regarding the housing typologies that correspond with low-, medium-, and high-rise development and putting this upfront would be helpful for readers when analyzing the proposed policies.	Thank you for the suggestion. We can see if this can be incorporated with final design work.	Objection/Request for Change	Comment to inform future initiatives
Koreen Anderson, AHS	Alberta Health Services supports these strategies for municipal development as it helps residents to make healthy choices. Providing safe pedestrian infrastructure and improving a neighbourhoods'walkability increases active travel. Increasing physical activity will decrease the rates of chronic health diseases in the community and help decrease costs of social programs and supports. Parks and open spaces provide both active and passive recreation opportunities for all ages which have both physical and mental benefits for users. Promoting transit, complete neighbourhoods with a variety of housing options and active transportation creates social connections, reduces vehicular air pollution and decreases cost of road maintenance. Healthy local food systems provide healthy food choices and connect community residents.	Thank you for your feedback.	General Feedback	N/A
ATCO Operations Engineering	The Engineering Department of ATCO Transmission, (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above named plan and has no objections subject to the following conditions: 1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties. 2. ATCO Transmission requires a separate utility lot for its sole use. 3. A pipeline alteration may be required in this area.• All costs associated with any alterations to ATCO Transmission facility(s) and/or appurtenances to accommodate development will be borne by the developer/owner.• This process can take up to 18 months to complete. 4. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Transmission before commencing any work.• Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter.• Contact ATCO Transmissions Land Department at 1-888-420-3464 or landadmin@atco.com for more information. 5. Road crossings are subject to Engineering review and approval.• Road crossing(s) must be paved and cross at a perpendicular angle.• Parallel roads are not permitted within ATCO Transmission right(s)-of-way.• If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete. 6. Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way. 7. Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way. 8. ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings. 9. Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.• If alterations are required, the cost will be borne by the developer/owner. 10. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Transmission for further review.	Noted	General Feedback	N/A
ATCO Engineering Design	The Engineering Design Department of ATCO Gas has reviewed the above named plan and has no objections to the proposed work.	Thank you for your feedback.	General Feedback	N/A
Courtney Jensen, UDI	In general, Complete Streets cross-sections are causing significant struggles for our contractors and consultants. The engineering standards review is happening right now, and we are tied by the Complete Streets requirements, but in the field they are not working well for the industry. Industry gave extensive feedback a couple of years ago, and most of it was not taken. It is separate from the MDP, but extensively referenced.	As previously stated, better accomodating various modes of travel was a raised as an important issue by many residents during the MDP engagment process. Complete Streets also resulted in reduced ROW widths in for several road types, increasing the amount of land available for private development.	General Feedback	N/A

Green Environment

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
5.1	Preamble: The following policies ensure that the ecological benefits of natural features are conserved, and potential adverse effects are understood and avoided, or mitigated where avoidance is not possible.	Courtney Jensen, UDI	Could the wording be amended so that the final sentence reads "…ensure that the ecological benefits of natural features are conserved, and potential adverse effects are understood and avoided, or mitigated where avoidance is not reasonable." Having it currently worded "is not possible" is problematic, because avoidance is always possible by not developing.	No wording change recommended. There may be situations or proposals for which the overall goals and objectives of Flourish are met but avoidance is not possible	Objection/Request for Change	Changes not recommended
5.1.6.	Require Environmental Reserve, Conservation Reserve, and Environmental Reserve Easements to maintain ecological function(s), while contributing to the City's open space and trail system, where appropriate.	GIlbert Davis (City of Edmonton)	Policy 5.1.6 promotes collaboration with neighbouring municipalities to protect and conserve environmental features and ecosystems within and connected to the City of St. Albert (as does policy 15.3.7 under 15.3 Intermunicipal Planning). Policy 5.1.3 (c) prioritizes "opportunities to create links with the local and regional ecological network when supporting the conservation and restoration of natural areas and the naturalization of open spaces." With regard to potential linkages near Big Lake and the major open spaces identified in Map 3: Urban Structure and General Land Use, there may be potential for future trail connections between the City of St. Albert and the City of Edmonton that would benefit citizens of both municipalities and the region. This includes potentially increased access from trails within the City of Edmonton to Lois Hole Centennial Provincial Park, Big Lake and St. Albert's open space network. A policy could be added in Section 8.4 - Active Transportation, and/or 11.2 - Parks, Open Spaces, and Trails that could promote joint planning for such trail connections.	Policy has been added under 8.4.5	Objection/Request for Change	Changes made
5.1.9.	Require development and construction areas that abut natural features to be separated by physical barriers during construction, protected through erosion control measures, and, after construction is complete, be clearly demarcated from abutting properties.	Martin Frigo (Parkland County)	We suggest replacing the word "demarcated" with another that is more easily understood by the general public	In light of the definition for demarcated, this is the best word to use in this context, as the intent of the policy is fencing.	Objection/Request for Change	Changes not recommended
		Canadian Home Builders' Association	Will specific acceptable solutions laid out in further bylaws, guidelines, or plans provided as requirements as part of development permit process? Can builders develop their own strategies for addressing this?	Yes - further details will be outlined through bylaws and guidelines.	Request for Clarification	Response provided
5.1.12.	Identify relevant environmental studies as part of the statutory plan and developmentapplication submission requirements, as determined by the City. Such studies may include, but are not limited to: a) Environmental impact assessments b) Environmental site assessments c) Biophysical assessments d) Wetland assessments e) Natural Area assessments f) Traditional ecological knowledge studies g) Traditional land-use studies h) Environmental construction operation plans	Canadian Home Builders' Association	Does this policy apply to development permit applications? Environmental studies, particularly as they require professional services to produce, introduce added time and cost to applicant. There must be clear criteria and consistency which outlines what studies are required, during which stage of development process (rezoning, DP, etc.), and for which scales and types of projects.	Yes - required studies will be determined by the City through the LUB/permit process.	Request for Clarification	Response provided
5.1.13	Require appropriate setbacks from identified natural features and lands considered unsuitable for development, to be established as follows:a) Based on the greater of: i. A minimum 50-metre setback from the top-of-bank of the Sturgeon River or Carrot Creek to lot boundaries;ii. A minimum 30-metre setback from conserved waterbodies to lot boundaries;iii. The application of an ecologically appropriate tool, such as a Riparian Setback Matrix Model or Slope Stability Analysis. b) Or as determined through appropriate studies and plans, as deemed satisfactory by the City. The cost of supporting studies and plans are the responsibility of the applicant.	Courtney Jensen, UDI	Regarding setbacks from wetlands/natural features, this could result in excessive setbacks. If an appropriate tool indicates a lesser setback is sufficient, then a 30/50 m setback should not be required.	There is flexibility in how the setback is determined. The greater applies to i,ii, & iii, not b. For example,if the greater of i,ii & 3 is 50 m, this can be reduced through a City approved study/plan, prepared by the applicant.	Objection/Request for Change	Change not recommended
		Canadian Home Builders' Association	CHBA-ER supports the direction to incentivize, rather than regulate, the use of LID principles in new development and redevelopment.	Further details/direction can come from complementary plans (environmental) and policies.	General Feedback	N/A
5.3.1.	Encourage the use of Low Impact Development (LID) principles and best practices…	Courtney Jensen, UDI	There was no response to the question previously posed as to whether the City has LID standards?	No, the City doesn't currently have LID standards. There are many different designs and new technologies emerging for Low Impact Development. The City acts as an approver of the use of LID and evaluates every application individually based on its merit and long term potential, including maintenance and cost. This enables innovation and best practice	Request for Clarification	Response provided
5.3.2.	Support the use of LID principles and best practices through incentives	Canadian Home Builders' Association	In order for incentives to be meaningful adopted, the time and cost required for applicants to employ LID principles and practices must be considered, such that the time and cost to applicants does not exceed the value of the incentives.	Thank you for your feedback.	General Feedback	N/A

5.4.4.	Protect City trees through requirements such as tree preservation plans, hoarding, and securities.	Canadian Home Builders' Association	What type of policy, according to the four policy types, would this be classified as? Will these requirements apply at the development permit stage? CHBA-ER supports the protection of City trees, however tree protection requirements must be reasonable. Tree preservation plans and hoarding are reasonable, however requiring securities, particularly depending upon the amount, and duration for which they are held, may be unreasonable due to the added cost incurred to the applicant.	Specific tree preservation requirements will be captured through future bylaws and regulations.	Request for Clarification	Response provided
5.4.5.	Require satisfactory "on-site" replacement planting when City tree removal is unavoidable, as deemed necessary by City Administration.	Canadian Home Builders' Association	More clarity is required to understand this policy. Does "on-site" refer to public or private property? In what scenarios does this apply? For example, if a City tree is required to be removed for construction on private property, does a new tree need to be planted on the private property? How will replacement be "deemed necessary by City Administration"? (i.e. Will there by a clear bylaw, guidelines, etc. to guide this decision?)	The specifics regarding tree replacement requirements will be captured through future bylaws and regulations.	Request for Clarification	Response provided
5.4.8.	Establish and implement compensation payment in situations where City tree replacements cannot be accommodated on site, based on a satisfactory tree valuation submitted to the City.	Canadian Home Builders' Association	More clarity is required. Who is required to pay for the tree replacement? In what scenarios does this apply to? Does "on-site" refers to public or private property? Who is responsible for preparing a "satisfactory tree valuation"? A private consultant? Is this process City-initiated and led?	Same comment as above	Request for Clarification	Response provided

Robust Economy						
Policy Number	**Draft Policy Text**	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
6.1.9.	Encourage the development of live-work housing in planned mixed-use areas.	Canadian Home Builders' Assocation	Would this include conversion of secondary suites to include home-based businesses? (i.e. Hair salon in basement suite)	The intent of this policy is to encourage the development of live/work housing in new mixed-use areas.	Request for Clarification	Response provided
6.2.2.	Establish an Area Structure Plan for Lakeview Business District, identified on Map 3, that accommodates a range of light and medium industrial uses, office uses, and complementary commercial, service, and institutional uses. An Area Structure Plan that includes urban design guidelines will guide development in the Lakeview Business District, ensuring edges and areas with high public visibility are defined by high-quality buildings and landscaping	Martin Frigo (Parkland County)	The County support the development of the Lakeview Area Structure Plan (draft MDP Policy 6.2.2) and policy statements related to development of the district (Policy 14.7.9). The County requests to be involved as a stakeholder in the development of this plan.	Parkland County will be invited as a stakeholder for this project.	Feedback for Future Projects	Response provided
		KOTA Contracting	Suggest that policy 6.2.2. be revised to read: Establish Area Structure Plans for Lakeview Business District, identified on Map 3, that accommodate a range of light and medium industrial uses, office uses, commercial, service and institutional uses.	No change recommended. The primary focus of the Lakeview Business District will be employment uses with complementary commercial	Objection/Request for Change	Changes not recommended
6.2.4.	Ensure Employment Areas contain parcels of widely varying sizes to accommodate a diversity of businesses.	Courtney Jensen, UDI	This may be a good business practice to encourage, but as an “ensure” statement it is too restrictive. What size is an “area?” How much variation between sizes is required?	The intent of this policy isn't to be restrictive, but enable a variety of employment uses. A variety of parcel sizes will help to attract new businesses to the City. Further details to be outlined through Area Structure Plans and the Land Use Bylaw	Request for Clarification	Response provided
6.2.9.	Ensure retail and service uses in Employment Areas primarily serve employees and businesses in the area.	Courtney Jensen, UDI	Encourage may be more appropriate than ensure here as well. Existing employment areas, such as Campbell and Riel, have a large variety of businesses, including retail businesses that don’t just serve businesses in the area. Consider a doggie daycare.	As the policy contains the word "primarily" there is some flexibility within the application of the policy. Further details regarding uses would be addressed through future ASPs and LUB updates.	Objection/Request for Change	Changes not recommended
6.3.4.	Require an Agricultural Impact Assessment for all new Area Structure Plan applications and for any newly proposed greenfield development associated with Area Structure Plan amendments, to help sustain the continuation of agricultural operations.	Courtney Jensen, UDI	The industry understands that an AIA being required for every ASP is based on EMRB direction, but given the size of the City, it seems to make more sense for the City to do an overall AIA if it provides value. Those developers that have provided this report with ASP Amendments recently have not felt it added value, only added time and cost to the ASP process. The industry will continue to pursue this through the EMRB.	Thank you for your feedback. As part of the ASP Improvment Process project, should the City move to larger ASP areas in the future, this may help address concerns regarding the requirement.	General Feedback	Response provided

Housing Options						
Policy Number	**Draft Policy Text**	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
Section 7	n/a	Courtney Jensen, UDI	In the region, demand has gone up for “suites” both in new communities and as an infill product. Basement, Garage, and Garden suites are all housing forms that might align well with the goals of the MDP, and may want to be encouraged more explicitly. Our builder customers have been asking for increased options to add suites. Perhaps the MDP might contain some verbiage that supports this if the City agrees that it is a desirable housing option.	This is covered generally under section 7.1 with references in policies 7.1.2 and 7.1.7. to updating the Land Use Bylaw for more diverse housing forms, sizes, and tenures - which include suites	General Feedback	N/A
7.1	Housing Diversity Section	Grant Miner	Missing Middle – I was happy to see the concept added to the MDP.	Thank you for your feedback	General Feedback	N/A
7.1	Housing Diversity Section	Canadian Home Builders' Association	CHBA-ER requests that the City of St. Albert explore opportunity via the MDP and subsequent Land Use Bylaw amendments to permit secondary suites in townhomes.	A comprehensive review of the LUB will follow adoption of the MDP.	Feedback for Future Projects	Comment to inform future initiatives
7.1	Principle: Support a greater diversity in housing forms, sizes, and tenues through new development and redevelopment opportunities.	Canadian Home Builders' Association	CHBA-ER strongly supports opportunities to introduce a greater diversity of housing typologies to the City of St. Albert.	Same comment as above. In addition, the City has recently initated changes to the LUB that enable a greater variety of housing types.	Feedback for Future Projects	Comment to inform future initiatives
7.1.2.	Monitor contemporary housing practices and trends and respond to these through updates to the Land Use Bylaw, as appropriate, to achieve a more diverse range of housing forms, sizes, and tenures	Canadian Home Builders' Association	Through discussions between CHBA-ER and Administration to date, it was highlighted that a series of Land Use Bylaw amendments may be anticipated to allow for new housing types. Will the City be conducting comprehensive amendments to multiple zones to facilitate various housing forms? Ex: How the City of Edmonton completed a “Missing Middle” amendment to facilitate medium-density housing forms. Are certain housing types prioritized over others to be considered for land use amendments first?	Same comment as above	Request for Clarification	Response provided
7.1.5.	Encourage the inclusion of purpose-built rental housing in all neighbourhoods	Canadian Home Builders' Association	Some of the most attractive products for purpose-built rental currently on the market are townhomes with secondary suites.CHBA-ER suggest revisiting the moratorium on secondary suites in townhomes. Passing a land use bylaw amendment to enable these housing forms, among others, will assist the City in achieving their goal of providing diverse housing types and tenures that align with the needs of residents and market demand.	Same comment as above	Feedback for Future Projects	Comment to inform future initiatives
7.1.6.	Encourage partnerships that promote the co-location of market affordable and non-market affordable housing with municipal facilities and services.	Koreen Anderson, AHS	Incorporating healthy housing principles into land use planning encourages social inclusion and sense of community belonging. Market and non-market housing is essential to preventing lower income households from being pushed out of desirable neighbourhoodswith nearby amenities and walkability.	Thank you for your feedback	General Feedback	N/A
7.2.4.	Encourage a diverse and inclusive range of housing by: a) offering incentives...	Canadian Home Builders' Association	CHBA-ER is in favour of development incentives that off-set any costs incurred by the residential construction industry for the provision of market affordable housing	Thank you for your feedback	Feedback for Future Projects	Comment to inform future initiatives

Mobility Choices

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
8.2	Street Network Section	Michael Klassen (Sturgeon County)	Recommend additional policy: '*Collaborate with neighboring municipalities on the planning and implementation of roads serving the subregion'*	policy has been added under 8.2.4	Objection/Request for Change	Changes made
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	Canadian Home Builders' Association	The word require is too strong. CHBA-ER suggests that should not be a mandatory policy type, rather a permissive policy type. Regulating the minutia of subdivision design may result in a major loss of land efficiencies and could add significant costs to development, and consequentially the cost of the lot. This is somewhat counterintuitive to the goals of increased affordability outlined in this Plan.	This policy is required to fulfil the goal of Chapter 8 and the principle of 8.1 and provides direction for neighbourhood planning and major redevelopment projects.	Objection/Request for Change	Changes not recommended
		Courtney Jensen, UDI	This requirement feels overly prescriptive for an MDP. The industry supports interconnectivity, but requiring it to be achieved through small block sizes seems too rigid when framed as a required statement. It isn't clear what constitutes a "small block," and walkways might be a preferable way provide multi-modal connectivity in many instances.	This policy is important to achieving the goal and principle. Improving connecivity was an important theme that was raised throughout the engagment process. As it relates to small blocks, this component was drafted with commerical development in mind, in an effort to avoid large blocks of private development, without any public roads.	Objection/Request for Change	Changes not recommended
8.2.3.	Ensure that street, pedestrian, and cycling networks in new developments and redevelopment connect directly with corresponding networks in existing and proposed adjacent development.	Courtney Jensen, UDI	If this is to be an "ensure" statement, industry would expect the connections to be based on TIA results and traffic patterns.	The expectation is that proposed street networks in new developments and redevelopment will be supported by TIA results and also provide direct connections to corresponding networks	Request for Clarification	Response provided
8.3	Public Transit section	Koreen Anderson, AHS	Transit will be encouraged to develop into neighbourhoods as well as industrial andcommercial areas. Public transportation increases healthy lifestyles as residents tend towalk more when they take transit versus private vehicles.	Thank you for your feedback.	General Feedback	N/A
8.3.2.	Work with Regional and Provincial partners toadvance the planning and implementation of rapidtransit facilities linking St. Albert to the planned LightRail Transit (LRT) extension from Edmonton	Michael Klassen (Sturgeon County)	Recommend amendment 'Work with Municipal, Regional, and Provincial partners on the planning and implementation of local services and rapid transit facilities linking St. Albert to the planned Light Rail Transit (LRT) extension from Edmonton'.	Wording has been updated.	Objection/Request for Change	Changes made
8.4	Active Transportation section	Koreen Anderson, AHS	Providing transportation networks with safe, accessible and well-maintained infrastructureentices residents to make healthier movement choices	Thank you for your feedback.	General Feedback	N/A
8.4.3.	Prioritize pedestrian safety, comfort, and convenience, by: a) Providing either sidewalks or multi-use trails on both sides of all roadways, designed and built to the satisfaction of the City; b) Designing all pedestrian crossings to be universally accessible and enhance safety and comfort for pedestrians, with preference given to at-grade crossings; c) Providing trees, street furniture, and lighting to create a comfortable, walkable environment in areas with an anticipated high volume of pedestrians, including Downtown, Trail Corridor Areas, and Mixed-use Nodes; and d) Including an Active Transportation Connectivity Plan, completed by a qualified professional, for all new or amended statutory plans and major development proposals, as deemed necessary by the City.	Courtney Jensen, UDI	Sidewalks should not be required on both sides of all roads. Cul-de-sacs are an example of where this represents overbuilt infrastructure.	No change recommended. Providing a full range of attractive and healthy options for moving around is a key goal of the plan.	Objection/Request for Change	Changes not recommended
8.5.1.	Update parking requirements for vehicles and bicycles in the Land Use Bylaw...	Canadian Home Builders' Association	CHBA-ER encourages the City of St. Albert to amend Policy 8.5.1. such that it explicitly states considering eliminating parking minimums. This change aligns with the intent of this policy by reflecting contemporary practices, emerging trends, and current data. Data suggests that there is no correlation between parking requirements and actual land uses' needs for parking. Removing parking requirements will introduce more choice into the marketplace and help make housing more affordable, which aligns with the principles of this MDP.	The intent of the policy is to provide high level direction acknowledging the need to update parking requirements. The details of how parking requirements are updated will be determined through a comprehensive review of the LUB.	Objection/Request for Change	Changes not recommended
8.6	Goods Movement section	Michael Klassen (Sturgeon County)	Recommend additional policy: 'Work with municipal, regional and provincial partners on the planning and implementation of regional goods movement corridors'	Policy has been added under 8.6.7	Objection/Request for Change	Changes made

Resilient Infrastructure						
Policy Number	**Draft Policy Text**	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
			Since there is no specific sub-section of 'Transportation/Roads' in this section, recommend the addition of specific complementary policy in 8.6 Goods Movement to emphasize the importance of subregional transportation consideration. For example, Policy 10.2.6 in the "Resilient Infrastructure' section states: 'Establish levy options and arrangements between benefitting municipalities for intermunicipal, regional, and provincial infrastructure projects, where mutual benefit is determined' - it is unsure if this policy could also apply to transportation related items as well (as this section only speaks to utility, water, wastewater, stormwater, solid waste, etc.). For clarity, recommend adding same policy 'Establish levy options and arrangements between benefitting municipalities for intermunicipal, regional, and provincial infrastructure projects, where mutual benefit is determined' to section 8.2 and/or 8.6.	This levy policy has been moved to Chapter 15 under, 15.3.7 to clarify that the intent of this policy would capture transportation related items as well.	Objection/Request for Change	Changes made
10	Resilient Infrastructure Chapter	Michael Klassen (Sturgeon County)	Should there also be a policy statement that speaks to alignment with Transportation Systems of the EMRGP and the IRTMP? There are similar statements in this section that speak to EMRSP, EMRB Infrastructure Corridors, etc. If yes, should those be included in Section 8 as well?	The intent to align with regional transportation plans is captured under 8.2.1.	Request for Clarification	Response provided
10.1.6.	Evaluate and implement incentives that incorporate renewable energy sources into development and redevelopment	Canadian Home Builders' Association	CHBA-ER supports incentivizing incorporating renewable energy sources into development and redevelopment	Thank you for your feedback.	General Feedback	N/A
10.4.5.	Require the implementation of water conservation strategies and initiatives, such as drought tolerant landscaping, rainwater harvesting technologies, an wastewater reuse for all new development and redevelopment in order to reduce per capita water consumption	Canadian Home Builders' Association	CHBA-ER suggests that water conservation should not be a mandatory policy type, rather a permissive policy type. What specifically is being proposed on water conservation strategies? What is the potential impact to building design? Are these requirements intended to be captured within landscaping and/or lot grading requirements? How will this policy translate into a requirement in subsequent documents, such as the Land Use Bylaw? These strategies may incurred added cost for builders. The residential construction industry should be consulted prior to requiring water conservation strategies.	This policy has been drafted for flexibility as it does not define or limit what water conservation strategies are required. Further details would be addressed in subsequent plans and could even include water efficient appliances.	Request for Clarification	Response provided
10.5	Stormwater Management	Michael Klassen (Sturgeon County)	Recommend additional policy: 'Work with municipal, regional and provincial partners to ensure that any new developments do not create adverse impacts related to drainage and stormwater management'	Policy has been added as 10.5.9	Objection/Request for Change	Changes made
10.7.1.	Resource Conservation and GHG Reduction	Canadian Home Builders' Association	CHBA-ER opposes a regulatory approach to achieving reduced energy consumption and GHG emissions. We strongly encourage the City of St. Albert to pursue incentives and specifically focus opportunities for energy efficiency on retrofits of the existing housing stock. A typical newly built home is 47% more energy efficient than a home built in 1985, creating incentives will bolster interest in energy efficiency and participation without negatively impacting housing affordably.	Thank you for your feedback.	General Feedback	N/A
10.7.1.	Facilitate energy efficiency, adoption of renewable energy sources, resource conservation, and net-zero development…	Canadian Home Builders' Association	CHBA-ER supports reductions to greenhouse gas emissions, however we strongly opposes regulation of any of the measures outlined within this policy. Regulating such measures would incur significant costs and threaten housing affordability.The greatest opportunity for energy efficiency lies in energy retrofits. Creating incentives will bolster interest in energy efficiency and participation without negatively impacting affordability. CHBA-ER is eager to work with the City of St. Albert to achieve energy efficiency goals in an accessible and affordable way.	This policy is required to fulfil the principle for 10.7 and over-arching goal for chapter 10. The policy has been designed to enable flexibility and provides the foundation for future policies. guidelines, and regulations.	General Feedback	N/A
10.7.1.a)	Adopting Green Development Standards and related Performance Checklists with qualitative and quantitative requirements for all development to meet or exceed. The Green Development Standards should include, but not be limited to: Energy efficiency Water conservation Building materials Waste reduction Renewable energy Natural feature conservation Active transportation Cultural heritage Public health and safety Climate change adaptation	Canadian Home Builders' Association	Green Development Standards, if tied to a meaningful and proportional incentive, may be effectively utilized. However, Green Development Standards should not be regulated requirements that development must meet or exceed to obtain a permit.	Thank you for your feedback.	General Feedback	N/A
10.7.1.b)	Facilitate the installation of renewable energy sources and energy efficiency improvements in existing buildings through changes to the Land Use Bylaw and permit processes	Canadian Home Builders' Association	Is the intention to require or enable the installation of renewable energy sources and energy efficiency improvements in existing buildings through changes to the LUB and permit processes? CHBA-ER supports amending the LUB and permit process to enable the installation of renewable energy sources and energy efficiency improvements in existing buildings, provided that the installation is optional and not required. CHBA-ER strongly supporting incentivizing retrofits to existing buildings in addition to the changes to the LUB and permit process.	The intent of the policy is to enable or remove any existing barriers (subject to code compliance).	Request for Clarification	Response provided
10.7.1.c)	Incentivize the use of renewable energy sources in new development and redevelopment	Canadian Home Builders' Association	Incentivizing, rather than regulating, renewable energy sources is appropriate and supported by CHBA-ER	Thank you for your feedback	General Feedback	N/A
10.7.1.e)	Encouraging the exploration of new technologies and innovative practices that support net zero development	Canadian Home Builders' Association	Provided that net-zero development is encouraged rather than regulated, CHBA-ER supports this policy	Thank you for your feedback	General Feedback	N/A

10.7.1.f)	Update the land use Bylaw to support renewable energy source ready development, such as solar photovoltaic and solar hot water heating	Canadian Home Builders' Association	Is the intention to require or enable development to be “renewable energy source ready” via the Land Use Bylaw? CHBA-ER supports Land Use Bylaw amendments which remove barriers to implementing renewable energy in if the builder or homeowner chooses to implement these energy sources. CHBA-ER does not support the requirement for new homes to be “renewable energy source ready” via regulations in the LUB.	The intent of the policy is to enable or remove any existing barriers (subject to code compliance).	Request for Clarification	Response provided
10.7.1.g)	Encouraging the adoption of Net Zero Energy Ready (NZER) codes in advance of the National Building Code adoption	Canadian Home Builders' Association	The National Building Codes is continuously being update and the path to energy efficiency is well established through each iteration of the code. Codes are reviewed and tested to ensure that the impact of unintended consequences are mitigated. It is crucial that the City of St. Albert is not duplicating these efforts.	Thank you for your feedback	General Feedback	N/A
10.7.1.h)	Support all new commercial buildings to be net zero by 2030.	Canadian Home Builders' Association	Provided that this policy supports, rather than requires new commercial buildings to be net zero – this policy is acceptable. Incentives are critical to supporting this goal.	Thank you for your feedback	General Feedback	N/A

Community Well-Being

Policy Number	Draft Policy Text	Commenter	Comment	Response from Planning	Comment Type	Comment Action
11.1.2.	Require that Municipal Reserve requirements 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.	Courtney Jensen, UDI	This should be revised to recognize that cash in lieu of MR land may be considered as an option in residential development, at least in limited circumstances. As currently worded, it must be land dedication only. There may be times when the City would rather get cash in lieu and by MR elsewhere to consolidate large parcels.	While cash in lieu may be supported for some non-residential developments, there is high need for MR land within residential areas. Cash in lieu of land dedication for new residential development typically would not be supported. As the MDP is a high level document, further details and direction regarding MR can be addressed through forthcoming master plans and corporate policies.	Objection/Request for Change	Changes not recommended
11.2	Parks, Open Spaces, and Trails section	Koreen Anderson, AHS	Planning for natural environments, open spaces, parks and playgrounds will increase social inclusion and active lifestyles. Being able to view and experience natural spaces reducesstress and improves social well-being.	Thank you for your feedback.	General Feedback	N/A
11.2.3.	Support highly visible, accessible new parks by maximizing appropriate frontage through a public street or other public open space.	Courtney Jensen, UDI	Will the interpretation of "maximizing appropriate frontage" continue to be applied at the current requirement of 30%?	New proposed parks will need to comply with the goals, principles, and policies in the MDP. Frontage may vary depending on park type and context. Please See the Parks and Open Space Standards and Guidelines for further details regarding frontage.	Request for Clarification	Response provided
11.3.1.	Design and provide programming for inclusive community facilities that accommodate a range of social, cultural, and recreational needs.	Koreen Anderson, AHS	Inclusive community areas that cultivate social, cultural and recreational enhancement will promote connectedness. Those connections and activities increase mental and physical well-being.	Thank you for your feedback.	General Feedback	N/A
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.	Courtney Jensen, UDI	Timing still seems too prescriptive. We don't mind identifying them early, but what is the benefit of servicing them when 30% of the community is built out if it creates leapfrogging development?	Identifying, subdividing and servicing school sites early in the development of the neighbourhood keeps residents and stakeholders informed re. where future schools will be located as the area builds out.	Request for Clarification	Response provided
11.4.6.	Promote school-site planning that facilitates pedestrian and cyclist access and safety. School sites located within 250 metres of medium- and high-density residential developments are preferred.	Courtney Jensen, UDI	If more pedestrian and cyclist access to schools is desired, some support in the MDP allowing for linear parks to achieve that could go a long way. Regardless of street/sidewalk design, moving children away from the roads will always be preferred to having them travel along one, especially with schools being along collectors. Many parents create visibility issues with parking during pick up and drop off. Currently few linear parks are being built because of minimum width requirements.	Municipal initiatives such as Complete Streets and Safe Journeys to School will continue to improve connectivity and access to schools. Policies optimizing MR quantity and quality are provided in Section 11.1. Linear parks can contribute to connectivity but prioritizing them over other park types is too specific for the MDP. This issue is better addressed through a complementary plan.	General Feedback	Response provided
11.6	Urban Agriculture and Local Food Production section	Koreen Anderson, AHS	Healthy food systems incorporated into land use planning can improve access and affordability to healthy foods as well as gather community members together and improve social inclusion.	Thank you for your feedback.	General Feedback	N/A

Great Places						
Policy Number	**Draft Policy Text**	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
12.1.3.	Work with landowners and developers to develop publicly accessible gathering places…	Canadian Home Builders' Assocation	What policy type does this fall within? Is this something that will be encouraged or required? More clarity is required. Is the City asking for privately owned open spaces to be accessible to the general public?	It is an action item intented to get landowners/builders thinking about these types of spaces for planned high density/mixed-use development areas. For example, the outdoor seating area/fireplace at Botanica.	Request for Clarification	Response provided
12.4	Accessibility and Comfort section	Koreen Anderson, AHS	Universal design will be utilized to meet the needs of all abilities and ages, creating safe and comfortable environments. Winter design principles will also be applied to encourage the year-round use of active transportation modes and enjoyment of neighbourhood areas. A sense of personal safety and inviting design is necessary for social inclusion and uptake for active lifestyles.	Thank you for your feedback.	General Feedback	N/A

Sustainable Growth						
Policy Number	**Draft Policy Text**	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
13	Sustainable Growth Chapter	Michael Klassen (Sturgeon County)	It was understood from the presentation that Map 4 is a combination of 3 presented growth scenarios (scenario 1 west focus, scenario 2 north focus and scenario 3 intensification focus). Additional clarity in the document would be appreciated to better understand the future role of lands to the north/northeast (hatched areas listed as 'Other Areas for Residential Growth' and 'Other Areas for Employment Growth').	Map 4 has been updated to clarify priority locations and densities for intensification and outward growth	Request for Clarification	Response provided
13.1	Outward Growth	Michael Klassen (Sturgeon County)	Within 13.1. Outward Growth, it is noted that 'Landowners may propose incremental residential and commercial growth at the northern edges of the city, beyond approved Area Structure Plans' and that 'these proposals will be considered by the City on a case-by-case basis in light of the following policies….' Should additional policy be added in section 13.1 to provide more clarity for the 'other areas for residential and employment growth' listed on Map 4? There is 'pop-out text' which speaks to reasons on 'why grow west' and the 'benefits of intensification' but there is no context of 'other areas for residential and employment growth' as part of growth scenario north focus.	The wording in the preamble has been changed to refer to residential and non-residential growth. The priority area for greenfield growth and development is to the west.	Request for Clarification	Response provided + text changed
13.1.4.	Encourage a minimum density in the range of 50-60 units per net residential hectare in Mixed-use Nodes.	Courtney Jensen, UDI	The industry is still very concerned about the 30-70 split and how it will be achieved, even though it is currently worded as an aspiration. Specifically we wonder how the 40-60 in the annexation area will be applied to individual ASPs. Will it be mostly because of the employment lands, or will there be requirements put on each ASP to achieve a certain amount of commercial. This issue is a concern for us across the region as we expect to see demand for commercial land shrink.	The 30/70 split is an important long term objective for the City and is essential to achieve the Robust Economy goal. This is also specific to the scope of Flourish. Lands within the proposed annexation area are beyond the scope and timeframe of the MDP. Should the MGB appove the annexation application, the MDP will be updated accordingly.	Request for Clarification	Response provided
13.2.1. and 13.2.9.	13.2.1 – Manage growth through amendments to the Land Use Bylaw, preparation of Area Redevelopment Plans, and the approval of development applications to support a minimum aspirational intensification targets beginning at 20% (of all residential units) and increasing to 30% over the course of Flourish. 13.2.9 – Prepare guidelines for intensification within existing Neighbourhoods, in consultation with the community, to facilitate new development that contributes positives to Neighbourhoods and the city as a whole.	Canadian Home Builders' Assocation	Is the City of St. Albert developing a subsequent infill/intensification strategy, planning document, etc. (in addition to ARP's or Master Plans to guide intensification)? Subsequent planning that specifically focuses on infill may be required to ensure that intensification targets are met, along with other principles of this MDP (including welcoming a diversity of housing typologies to St. Albert, aging in place, creating more market affordable housing options, etc.). Are the neighbourhood guidelines for intensification intended to fulfil this purpose?	The development of guidelines specific to infill is planned as an MDP implementation project. The scope of this project has not yet been determined.	Request for Clarification	Response provided

Land Use and Development Policies						
Policy Number	**Draft Policy Text**	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
14.1.6.	Separate private amenity space from Major Open Space with a landscape buffer or by elevating the amenity space by at least one metre or both.	Canadian Home Builders' Assocation	What is the intent of this principle? Is it intended to be mandatory and thus regulated?	The intent is to provide a buffer between public and private space - it will be regulated through the LUB.	Request for Clarification	Response provided
14.4.6.	Encourage intensification to occur within 400 metres of existing and planned Rapid Transit Station Areas, as shown on Map 3, and include medium- or high-density forms, or both.	Courtney Jensen, UDI	Industry needs clarification on how 140 people plus jobs within 800m of a planned rapid transit station is to be measured. There is no standard calculation metric at this time. The EMRB Growth Plan has it framed as aspirational, not a strict requirement, and we would ask for the same with the MDP. The EMRB has indicated that the area of influence can exclude areas such as St. Albert Trail and does not need to be an 800m circle. It is not realistic to expect people to cross a freeway to get to the transit center.	Please see policy 13.2.5 for updated wording to allow for flexibility, depending on the context. The specifics of how the 140 ppl + jobs is calculated will be need to be determined through subsequent work such as an ARP.	Request for Clarification	Response provided + text changed
14.4.11.	Ensure a gradual transition from medium- and high-rise buildings to low-rise buildings in Neighbourhoods.	Courtney Jensen, UDI	The result of this clause is that redevelopment to high density in mature areas won't likely happen. With constrained sites, you can't always have gradual transitions from high to medium to low-rise residential in neighbourhoods. The industry suggests encouraging reduced impacts on neighbours with setbacks and stepbacks. Having this as an "ensure" statement doesn't allow for exceptions to the rule.	In order to be suitable for high density infill, the redevelopment site should be large enough to accommodate height transitions. Smaller sites adjacent to low rise neighbourhoods would be more suitable for medium density forms.	Objection/Request for Change	Changes not recommended
14.5	Mixed-Use Nodes section	Koreen Anderson, AHS	Mixed use nodes will include housing, institutions, commercial uses and parks and open spaces. These areas will be designed in cohesively with pedestrian-oriented networks. This type of neighbourhood design promotes active transportation as people can walk or bike to amenities within their community.	Thank you for your feedback.	General Feedback	N/A
14.5.1.	Ensure a range of uses in Mixed-use Nodes, such as …medium-density housing…	Canadian Home Builders' Assocation	Why is high-density housing not included in this policy statement?	As this is a mandatory policy (ensure) it has been drafted for flexibility.	Request for Clarification	Response provided
14.6.2.	Regulate Neighbourhood redevelopment through the Land Use Bylaw …	Canadian Home Builders' Assocation	Are amendments to the Land Use Bylaw required to achieve this policy? If so, how and when will the City conduct these amendments?	The LUB will be subject to a comprehensive review and update following adoption of the MDP.	Request for Clarification	Response provided
14.6.3.	Encourage neighbourhood revitalization through sensitive redevelopment that adds new housing options, attracts new residents, and brings in neighbourhood oriented services and commercial uses.	Canadian Home Builders' Assocation	As per the above comments re: Policies 13.2.1 and 13.2.2, how will neighbourhood revitalization and redevelopment be encouraged? CHBA-ER is eager to work alongside the City of St. Albert to achieve neighbourhood revitalization and redevelopment.	Further action items and policies can be developed through subsequent complementary plans and documents. Thank you for your interest - we will be sure to include CHBA-ER in this future work.	Feedback for Future Projects	Comment to inform future initiatives
14.6.8.b	Ensure new Neighbourhoods are designed and developed to be complete, inclusive, walkable, and well serviced by: b) Maintaining tree stands, watercourses, wetlands, ravines, and other natural features to the greatest extent possible;	Courtney Jensen, UDI	Would still like to see the wording "greatest extent possible" softened to something more along the lines of "where it is reasonable to do so."	No change recommended. This policy supports a number of key MDP goals and objectives.	Objection/Request for Change	Changes not recommended
14.6.8.k	Ensure new Neighbourhoods are designed and developed to be complete, inclusive, walkable, and well serviced by: k) Locating schools centrally and alongside community parks;	Courtney Jensen, UDI	Unclear as to why "ensure" that schools should be alongside community parks after referring to 11.1/11.2. Some large district parks may be desirable, but when parks must also be within 400m of each residence, I would assume that many school sites would be best stand alone (given they are sized for play space), with community parks being at other locations.	Locating schools alongside community parks is good practice that enables school and community use of atheletic fields. Other park types such as neighbourhood parks and connectors will likely be located throughout the neighbourhood	Request for Clarification	Response provided
14.6.9/14.6.10	Require each phase of residential development in new Neighbourhoods to include a mix of low- and medium-density housing forms, in accordance with the housing diversity objectives and minimum unit requirements of the applicable Area Structure Plan.	Courtney Jensen, UDI	Location of medium density/multi-unit dwellings is determined during ASP planning, and is often encouraged to be located in near proximity to schools, amenities or transit. Requiring it to be built as part of each phase, or in "early phases" is overly prescriptive. They should only be brought on when the amenities and infrastructure that support them are in place, and there is market demand. Servicing early will lead to empty sites sitting, and possibly leap-frog development.	The planned phasing of neighbourhood development as identified within the ASP may be broken into smaller stages for the subdivision process.	Objection/Request for Change	Changes not recommended
14.6.10.	Require phasing plans for new neighbourhoods to include multi-unit buildings in early phases, within 400 metres of an existing planned transit stop	Canadian Home Builders' Assocation	It would be more appropriate to identify via an ASP where low- and medium-density housing forms should occur, as well as where multi-unit buildings should occur, for the developer to consider when phasing their projects.	This policy is required as typically, the construction of high density housing is deferred to later phases of ASP build out.	Request for Clarification	Response provided

Working Together						
Policy Number	**Draft Policy Text**	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
15.3	Intermunicipal Planning Section	Michael Klassen (Sturgeon County)	The 15.3. Intermunicipal Planning section could also reference collaboration of future city growth areas (such as annexation). Perhaps 15.3.2 or 15.3.3 could make specific reference to the SVSSA as other policies within the section (i.e. 15.3.7) makes reference to specific places?	A policy has been added under 15.3.5 to capture this intent.	Objection/Request for Change	Changes made
15.3	Intermunicipal Planning Section	Martin Frigo (Parkland County)	Table X: Intermunicipal Planning Referrals and Notification specifies referral distances to adjacent municipalities on planning applications, as well as 1.6 km for other referrals (i.e. industrial permits, extraction activities, intensive livestock, road closures). The County requests to be added to the notification for 1.6 km referrals, since future developments could have offsite impacts on shared natural features such as Big Lake, other natural features and regional infrastructure.	Wording in chart has been updated for clarity.	Objection/Request for Change	Changes made

Implementation Tools						
Policy Number	**Draft Policy Text**	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
16	Implementation Section	Canadian Home Builders' Association	Currently, the implementation section of Flourish lacks a level of detail surrounding subsequent planning processes to achieve the goals of the plan, specifically the process of amending the Land Use Bylaw. In order to meet the plans goals of housing choice and affordability, land Use Bylaw Amendments are necessary.It is unclear as to whether the Land Use Bylaw will undergo a comprehensive renewal process, or whether a series of amendments will be made.	There will be a comprehensive update to all city complementary plans and the land use bylaw following adoption of the new MDP.	Request for Clarification	Response provided
16	Implementation Section	Canadian Home Builders' Association	it is unclear as to whether the City of St. Albert will be developing subsequent plans such as a city-wide intensification strategy to welcome infill development. Although ARP's and Master Plans are acknowledged in the Plan, Flourish does not specify subsequent planning which will focus specifically on infill development to ensure that intensification targets are met, along with other principles of this MDP including welcoming a diversity of housing typologies to St. Albert, aging in place, creating more affordable housing options, and so on.	There will be subsequent, ARPs or master redevelopment plans for areas identified for higher density/mixed-use development. Design guidelines and updates to the LUB will facilitate incremental infill in existing neighbourhoods. There will also be complementary plans such as a housing strategy.	Request for Clarification	Response provided
16.1.2 and 16.2.1.	16.1.2 – Prior to completing a comprehensive review of the Land Use Bylaw, the City will support Land Use Bylaw Amendments that align with the policies of Flourish 16.2.1 – Review and update the Land Use Bylaw so that it is consistent with Flourish	Canadian Home Builders' Association	What constitutes a comprehensive review of the LUB versus amendments that align with the policies of Flourish? Many of the principles in Flourish that direct housing diversity, mix of typologies, tenures, etc. will require amendments to introduce housing types that were not previously permitted into existing districts and/or require the create new districts. Would these be captured as amendments? Or through the comprehensive review? CHBA-ER strongly encourages the City of St. Albert to pursue amendments to introduce a diversity of housing typologies as soon as possible. This may mean introduce a series of amendments in advance of a comprehensive review of the LUB.	The City has been proactive by making recent changes to the LUB that have introduced housing types/lotting not previously enabled. There will be a comprehensive review and update to the LUB following adoption of the MDP.	Request for Clarification	Response provided
16.2.7.	Require, at the City's discretion, the preparation of an Area Redevelopment Plan or development master plan prior to the redevelopment of large sites or multiple small sites within existing neighbourhoods	Canadian Home Builders' Association	What is the rationale? Why would an ARP or Master Plan be required at the level of an individual site (or multiple sites)? A Direct Control District would be perhaps a more fitting tool for site-level redevelopment.If this is required, there must be strong criteria which outlines when an ARP or master plan is required for consistency sake. "Large site" and "multiple small sites" will also need to be more clearly defined. For example, does the requirement come into effect for those site over a certain number of hectares for large sites, within proximity of a corridor, where X number of lots are being redeveloped, etc.	This will be examined further when the LUB is reviewed, but the intent is to have plans in place that guide significant redevelopment projects. For example, in older neighbouhoods, there are commercial plaza sites that may be subject to future redevelopment. It is important to have a plan in place to guide such change.	Request for Clarification	Response provided

16.2.10.	Require that new and applicable amended statutory plans, Land Use Bylaw, and subdivision applications, and development permit applications include a statement that outlines how compliance with Flourish is being achieved	Canadian Home Builders' Association	Does this pertains to all development permits? For example, for every new DP for a single-family dwelling? Why is this necessary at the DP stage?	This policy has been updated to remove the specific reference to development permits.	Request for Clarification	Response provided + text changed
16.3.2.	Explore the possibility of establishing an urban design review panel or peer review process including specific criteria, rules, and procedures to assist in the review of significant development proposals for lands in the Downtown, Mixed-use Nodes, and Trail Corridors and for major capital projects	Canadian Home Builders' Association	Urban design review panels, depending on their structure, have the potential to add significant time and cost for applicants. Please consult with CHBA-ER and other industry stakeholders through this exploration.	Industry stakeholders will be consulted when exploring this option.	Feedback for Future Projects	Comment to inform future initiatives

Maps & Glossary					
Policy Number	**Commenter**	**Comment**	**Response from Planning**	**Comment Type**	**Comment Action**
Map 1: Regional Context	GIlbert Davis (City of Edmonton)	Update municipal boundaries to incorporate Edmonton and Fort Saskatchewan's recent annexations.	Map 1 has been updated	Objection/Request for Change	Changes made
Map 2: EMRB Growth Plan Structure	Michael Klassen (Sturgeon County)	Map should acknowledge amendment to Growth Plan and SVSSA Area (policy 3.1.1 '…SVSSA shall take precedence over the EMRB Growth Plan Policy Tiers). Metropolitan Tier through the SVSSA no longer applies.	The Metropolitain Tier line and extent shown reflects regional plan mapping data. Policy 3.1.1 does not need to be duplicated in the City's MDP.	Objection/Request for Change	Changes not recommended
		Natural Living System corridor extending out through the Sturgeon Valley not required on the map. This is not currently listed on Schedule 4: Natural Living Systems of Growth Plan.	Map updated to remove this layer	Objection/Request for Change	Changes made
		Should this map acknowledge any important information from Schedule 10A: Transportation Systems – Regional Roads to 2044 (as it has highlighted items from Schedule 10B: Regional Transit and Trails)?	The intent of this map is to highlight the urban structure components in the EMRBGP. Policy 8.2.1 speaks to alignment with regional transportation plans.	Request for Clarification	Response provided
	Gilbert Davis (City of Edmonton)	The very southwest corner shows that this is a Built-up Urban Area; however, it is a natural area. Suggest that the Sturgeon River and the Natural Living System be made more visible.	Map has been updated	Objection/Request for Change	Changes made
	Michael Klassen (Sturgeon County)	Has there been a high-level utility servicing study and transportation study to better understand the ability to support the amount and type of planned priority growth areas along St. Albert trail? The document notes that major roads will be 'improved over time'. Are there any known opportunities and/or constraints that would make it difficult to achieve the future urban structure or will that simply be studied over time? Same question applies to Section 14.4 'Trail Corridor Areas'.	The MDP provides high level direction regarding growth. Servicing studies will be part of future planning projects associated with identified intensifications areas, such as ARPs.	Request for Clarification	Response provided
	GIlbert Davis (City of Edmonton)	There is an Employment Area west of Ray Gibbon Drive just north of the Big Lake residential area within the City of Edmonton. We trust that policy 14.7.3, with regard to buffers indeed applies to residential areas outside of St. Albert.	Thank you for your feedback.	General Feedback	N/A
	Gilbert Davis (City of Edmonton)	Additionally, the Big Lake Area Structure Plan details the future realignment of arterial road 215 Street / 137 Avenue, which includes a segment within the City of St. Albert north and east of the current intersection of 137 Avenue and 199 Street. Within St. Albert, the arterial would connect with Ray Gibbon Drive at LeClair Way, which aligns with the Ray Gibbon Drive Functional Planning Study (2009). Map 3 and Map 4 should be updated to show this as a future road.	Map has been updated to include this future road	Objection/Request for Change	Changes made

BLESS	Deletion of the Employment Area designation from the 91acre parcel of Provincially owned land northeast of the 137Ave/199St intersection: In 2014 the Province acquired a 91 acre parcel of land in the very SW corner of St Albert. The Province's 2019 LHCPP Management Plan specifies that this land will be a "Future Addition to Lois Hole". It also proposes that this will be the "East Facility Zone" which may include an "Environmental Learning Centre" building. The City's RWPW Plan recognizes this future land use of the provincially owned parcel and designates the entire parcel to be "Open Space". In light of these two documents, we believe it is inappropriate for the parcel to be designated an Employment Area (industrial land use) in the draft MDP.	The extent of LHCPP is defined by the Province through an Order in Council. While other lands are currently owned by the Province, they have not yet been identified as part of the park through the Order in Council. As these lands are developable, they are currently identified as Employment, not Major Open Space, which is in keeping with the planned employment areas in the EMRBGP. This designation will not preclude any future park development work, should the Province proceed with park expansion plans.	Objection/Request for Change	Changes not recommended
BLESS	Deletion of the narrow strip of Employment Area shown on the south side of Meadowview Drive: The future parkland south of Meadowview Drive and west of Ray Gibbon Drive (RGD) is noted in the RWPW Plan as being one of the most important and sensitive natural areas in St Albert. It is a major breeding area for birds and other wildlife. It is also a major "stopover" location for migrating bird species, including swans, geese and pelicans. Meadowview Drive currently provides a good distant viewing opportunity towards the NE shoreline of Big Lake. The possible development of warehouses other industrial land uses will significantly prejudice this important environmental zone. The latest draft of the MDP has added a narrow strip of Employment Area on the south side of Meadowview Drive. This will significantly prejudice the adjacent parkland area and Big Lake shoreline. It is also in contradiction with the City's RWPW Plan, which was subjected to public review in 2018/19.	The subject lands are developable and are privately owned. Currently, the City has no plans to purchase these lands. As such, they have been identified as part of Lakeview Business District. Through the development of the Lakeview Area Structure Plan (ASP), the exact limits of development will be determined through appropriate studies. The ASP provides opportunity to address environmental considerations such as setbacks, development standards and mitigation measures. The ASP will also address and outline trail connections in keeping with the concepts in the RWPW Plan.	Objection/Request for Change	Changes not recommended
BLESS	Deletion of the Employment Area designation from the 60 acre parcel on the west side of RGD and north of 137 Avenue: While this parcel abuts RGD there will be no access into it from RGD. With the possible eventual closure of 137 Ave., the only access into this parcel will come from a future roadway on the west side of the parcel. That roadway will also be the only access from the east into Edmonton's Big Lake residential neighbourhoods. The current 137 Ave access is already experiencing severe congestion at peak times. The addition of truck traffic into the possible future industrial area will add to this problem and may lead to there being a shortcutting truck route along the north boundary of the Trumpeter neighbourhood and the south boundary of LHCPP. In any event, it will mean there will be a truck route and industrial development on the east boundary of LHCPP and opposite the main entrance into the Park.	The proposed "Employment Area" designation for these lands is in keeping with the current MDP land use designation and planned employment areas in the EMRBGP.	Objection/Request for Change	Changes not recommended

Map 3: Urban Structure and General Land Use	BLESS	EMRGP is a provincial government approved document that was last amended in January 2020. If St Albert's draft MDP conflicts with the EMRGP it is the EMRGP that will be the overriding document. The EMRGP was developed under seven guiding policies, one of which being to protect natural living systems and environmental assets within the metropolitan region. The following items in that document have particular significance for the natural areas in the southeast corner of St Albert. Schedule 2 of the EMRGP, entitled Edmonton Regional Structure to 2044, designates the area west of Ray Gibbon Drive and south of Meadowview Drive as "Natural Living Systems", which the plan defines as "... a system of natural features and areas, linked and connected by natural corridors that are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems." The definition goes on to state: "These are areas where development should not occur, and specific conservation and mitigation measures may be required to protect the integrity across the system. These areas include the North Saskatchewan River Basin, provincial parks and other areas of ecological significance." The proposed MDP in fact recognizes the EMRGP's designation of Natural Living Systems for the land west of Ray Gibbon Drive and south of Meadowview Drive in Map 2, entitled EMRB Growth Plan Structure. Map 4 of the MDP, however, currently shows the intrusion of "Priority Areas for Employment Growth" designation into the lands in question. Map 4 in the proposed MDP should be amended to remove the Employment Growth designation entirely from lands west of Ray Gibbon Drive and south of Meadowview Drive, and instead show them in green to designate protected natural areas. The area bounded by Ray Gibbon Drive and Meadowview Drive should properly fall under the MDP's Policy 5.2.2 to be in accord with the EMRB plan. That policy supports the "...protection, restoration, and enhancement of wildlife habitats and movement corridors within the natural features identified on Map 5." BLESS would like to see Map 5 in the MDP amended to show all land west of Ray Gibbon Drive and south of Meadowview Drive designated as Natural	All new MDPs in the Region need to be submitted to the EMRB to ensure conformity with the EMRBGP. Flourish was submitted and has been approved by the EMRB. Map 5 - Natural Features is based on detailed environmental inventory work completed through the City's Natural Area Assessment project.	Objection/Request for Change	Changes not recommended
	BLESS	What criteria determines which 'potential future roads' is depicted on the map?	Several key potential roads are shown conceptually to indicate future connectivity. They do not indicate future alignment.	Request for Clarification	Response provided
	Michael Klassen (Sturgeon County)	Ultimately, Map 4 does not offer a priority or hierarchy for the "Priority Areas of Growth", thus there is no appreciation of which areas are likely to be delivered earlier within the plan period. Due to the quantity of areas it would be useful to have a hierarchy or deliverability order to better inform infrastructure and to assist in assessing impacts.	Map 4 has been updated to clarify locations and densities for priority areas for intensification and outward growth	Request for Clarification	Response provided + text changed
	Gilbert Davis (City of Edmonton)	Suggest that this map include an additional note/description in the legend, where the grey corridor that is St. Albert Trail is classified as "Mobility Corridor" to add also the description "Regional Transit Corridor" or "Regional Transit Route" i.e. to represent the existing connection to the City of Edmonton. This could be done in the legend, or through labelling the arrow leading to the City of Edmonton at the point where the corridor meets Anthony Henday Drive. This also needs to be reflected on Map 2: EMRB Growth Plan Structure.	Symbology has been added to the map to identify St. Albert Trail as a Regional Transit Corridor	Objection/Request for Change	Changes made

Map 4: Priority Areas for Growth	Canadian Home Builders' Assocation	This map suggests that the majority existing neighbourhoods will not experience growth. At first glance, this suggests that these neighbourhoods are “exempt” from any redevelopment or infill in these existing neighbourhoods – which is contrary to the plan. CHBA-ER recommends adjusting this map to highlight that residential growth via intensification/infill/redevelopment (whatever term is most fitting) is intended to occur in existing neighbourhoods to more adequately align with the principles of this document.	The intent of this map is to graphically illustrate the policy directions in Chapter 13. While there will be redevelopment and intensification happening in built neighbourhoods, most of the redevelopment growth should be accommodated in Downtown and around future rapid transit stations	Objection/Request for Change	Changes not recommended
Glossary - Employment Areas	KOTA Contracting	Amend definition to Employment Areas: Dedicated locations for a variety of office-based and industrial commercial and institutional businesses that benefit from convenient access to the regional transportation network, as shown on Map 3.	Definition to remain as is. Uses in Employment areas should be industrial and office based with commercial uses concentrated Downtown, in Trail Corridor Areas, and Mixed-Use areas	Objection/Request for Change	Changes not recommended
Glossary - Mixed-Use Employment Node	KOTA Contracting	Amend definition to Mixed-Use Employment Areas: locations for the clustering of related light industrial, institutional, office and retail businesses.	Definition to remain as it is appropriate for the MDP stage. Further details regarding land uses will be addressed through the future ASP and zoning districts.	Objection/Request for Change	Changes not recommended