



VERBATIM FEEDBACK
Comment Form & Email



Verbatim Feedback – Comment Form

■ All personal addresses have been removed from the verbatim feedback below

Q1: IF YOU HAVE CONCERNS, PLEASE INDICATE YOUR PROPERTY ADDRESS AND EXPLAIN HOW THE PROPOSED AMENDMENTS WOULD AFFECT YOUR PROPERTY?

- My property address is [removed]. The proposed amendments would affect my property negatively. It will increase traffic flow and decrease the resale value of my home. If more commercial is added it will create an increase amount of short cutting on Ebony Way to the new commercial stores. Currently the Ebony Way extension has already negatively increased traffic flow (short cutting) to major retailers in Erin Ridge. I can no longer back out of my driveway comfortably. It also is unsafe for children crossing the street.
- I live at [removed]. If this parcel of land has access from the "St. Albert Trail only" it will lessen short cutting from other communities via Erin Ridge Drive. The traffic will only increase along Ebony if you create access from there or Coal Mine Road.
- Ebony Way already acts as arterial road to access Erin Ridge North commercial centre, and as a cut through to access Walmart complex on West side of St. Albert Trail. How much more commercial traffic through a residential neighbourhood can we endure?
- Three years ago, we moved from Grandin area to Erin Ridge North ([removed].) Having two young daughters, we were excited to move into a new developing area. New schools, coffee shops within walking distance, movie theatre, etc. My only concern to the proposed amendments is a traffic concern. Which plan would generate more traffic? I'm excited about growth, however disappointed in our poor road way system. Everett Drive N and Erin Ridge Dr. are far too busy for a residential area.
- [removed] - experience traffic volumes & congestion daily in Erin Ridge & Erin Ridge North. Erin Ridge & Erin Ridge North can not be impacted any further by traffic into / through their community to access commercial businesses on or adjacent to St. Albert Trail north of Boudreau.
- I live at [removed] having another when the development plan was introduced to us several years ago it was described as a "community hub" where residents of Erin Ridge could easily walk to a mixed use of small retail + services such as cafe's, coffee shops, professional building ([unreadable] etc.) with apartment/condo above in 3-4 story buildings. Making it into a commercial corridor/anything goes/ big box stores would weaken the community hub/walkable center concept.
- [removed] - Our property backs onto the new residential section which faces the proposed commercial corridor. We are one street away from Ebony drive. The proposed amendments affect us (The community - our property is a piece of land) with heavy traffic and we assume increased noise behind our house.

Q2: HOW COULD THESE CONCERNS BE ADDRESSED, WHILE ALLOWING FOR THE PROPOSED AMENDMENTS?

- The first option: They should close the older part of Ebony Way, creating a no thru road. The second option: They should close Coal Mine Road and extend the walking path. Then they could develop. Create a new road along St. Albert Trail where there is currently a dirt road. This road would be the access off ST. Albert Trail for the new commercial. The build a noise barrier fencing with green space along Ebony Way.
- New development, commercial or otherwise needs access only via St. Albert Trail. To expect existing residential roads to deal with increased traffic is unfair. Developers must plan for (new roads) - it is the cost of doing business. Make it clear that what happened w/ Coal Mine Road was a mistake that should not be repeated! The development should have a ring road with access only from the trail.
- Close Coal Mine Road. The report from 2013 that ISL prepared recommended closing Coal Mine Road between Ebony Way and St. Albert Trail. Act on this immediately!
- Right in only northbound on St. Albert Trail and Right out only onto coal mine road which would push traffic to access via St. Albert Trail. No access points from Ebony Drive North into subject property. This would force

traffic for the most part to not use Erin Ridge North as a shortcut. Access points need to be defined in the ASP so residents are assured that access has & will be addressed.

- If the area became a big box store+ parking lot then it would bring more traffic throughout the [unreadable] and visually weaken the residential to commercial transition that was originally decided. If the access was directed more to St. Albert Trail, it would help reduce vehicle impact to Erin Ridge. A well-defined green space (Tree'd) and walkable area (i.e. closing Coal Mine Road) would help as well.
- Closing off Coal Mine Road and extending the walking path would be a nice buffer for the residents and bridge the commercial district with the residential area. The traffic flow into Ebony is increasing and I think that road should also be closed as an access road into the commercial district. If the area was kept as mixed residential (commercial) there would have been a greater effort to bridge the new area with the existing area.

Q3: PLEASE INDICATE YOUR LEVEL OF SUPPORT FOR THE PROPOSED AMENDMENTS AND WHY:

Support	Support with Conditions	Neutral	Do Not Support	Not Indicated
	1	1	4	2

- If Landrex and St. Albert City care about how their zoning changes affect the current residents they should not force their proposed amendments on the home owners when they no longer feel comfortable in their homes with the changes. Then they should help them relocate if no agreement.
- The presentation was soft - no information. Just pls approve our request. Current Home owners are concerned.
- See #1 & #2. This Change in zoning would effectively turn Ebony way into a Drive.
- I strongly favour the mixed use of residential +small scale retail/services that was originally decided as the community hub. This would transition the residential feel of Erin Ridge to the commercial corridor feel to the north and west.
- As per my earlier comments, by recognizing and addressing traffic flow will keep both parties content. I also think that this is the time where walking, cycling and trying to encourage other modes of transportation so the current proposal to have a "road" to the commercial side could be a path from Erin Ridge. It would make Erin Ridge more appealing.

Q4 DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WANT TO SHARE WITH THE PROJECT TEAM?

- Why would we want to create more traffic flow with more commercial stores? This will create more traffic flow short cutting in the Erin Ridge neighbourhood that already has a traffic calming issue.
- Landrex needs to be a better neighbour; no more traffic on Erin Ridge Drive. Build appropriate roads in New Developments that use the St. Albert Trail - your efforts to date closing Coal Mine Rd and then running Costco traffic through Erin Ridge Dr is not working!!!
- When will the City of St. Albert look at the interests of its citizens rather than Landrex wanting to make more money?
- 1. My wife and I typically travel in this area on a daily basis to access businesses in the immediate area. My principal concerns with development of this parcel relate to liveability as manifested in the how the following issues are addressed: public trails/sidewalks, landscaping, long term implications on proposed "LRT" alignment, maximum height of buildings, setbacks, site lighting.
 2. I am not adverse to the re-designation of the parcel from Direct Control Mixed Use – Residential to Corridor Commercial provided the following considerations are addressed:
 - a. Public trails/sidewalks – construction of trails/sidewalk to afford ease of access by pedestrians, pedestrians with strollers, cyclists, including e-scooters along the south, east and northern edges of the development that complements access-egress to the commercial properties.
 - b. Landscaping –
 - i. utilization of multi height vegetative cover to northern edge of parcel adjacent to Ebony Way to soften commercial edge to residential properties abutting Ebony Way.

- ii. Tree – shrub planting to break sight lines along the southern and eastern edge of developed parcel
- c. Height of Building – Setback –
 - i. Confine building height to 15 meters.
 - ii. Utilize a wider building set-back than 7.5 meters for the northern edge of parcel adjacent to Ebony Way, e.g., 15 m
- d. Lighting – situate and direct lighting away from adjacent residential development abutting Coal Mine Road and Ebony Way.
- e. LRT – safeguard potential use of corridor along by St. Albert by limiting access points to St Albert Trail via Coal Mine Road and not directly to St. Albert Trail.
- The proximity with the Easton area generated two years of incredible dirt in our yard daily + [unreadable] filters. Anything that could be done to reduce the time + intruding of airborne dirt would be appreciated.

Internal Comments

Planning:

Based upon the circulation, I offer the following comments from the Planning Branch perspective:

- The proposed application is within 800 m of the Planned LRT line as depicted within Schedule 10 B Transportation System in the Edmonton Metropolitan Region Growth Plan.
- The EMRB identifies that the LRT is an integral component of the future intermunicipal regional transit system, and encourages future development to optimize this significant infrastructure investment.

- The St. Albert MDP designates this parcel as commercial, with a small portion of residential. The existing Land Use District is DCMU.
- The DCMU District provides an area for a mixture of commercial, institutional and medium to high density residential land uses. Such areas should be relatively compact, attractive, pedestrian-friendly and reasonably compatible with surrounding land uses. Developments within this land use district should provide a variety of housing options, the provision of commercial and residential uses within the same structure, an appropriate ratio of non-residential uses to create a community where residents have the opportunity to live and work. Within St. Albert this district has enabled pedestrian-friendly, compact residential development which includes mixed use commercial development.

- The applicant is proposing to change the land use to Corridor Commercial. The purpose of Corridor Commercial is to provide an area along a major arterial roadway for the sale of the widest variety of goods and services to the community and surrounding region.
- Corridor Commercial lists apartment buildings as a discretionary use, however there is no discussion within the district regarding the walkability of the development. The development intensity/density (Gross Floor Area) is limited to 2 times the area of the site. Within St. Albert, this district has enabled auto-focused regionally significant commercial development.

- Within the Land Use Bylaw, the City of St. Albert has another district that enables regionally significant commercial activities. The purpose of the Regional Commercial District is to provide an area with regionally roadway access for the sale of the widest variety of goods and services to the community and the surrounding region; to establish a high quality commercial district accommodating a range of uses designed to serve the community as well as a larger trade area; to ensure developments are designed to respect a regional commercial context while providing a safe, pleasant and pedestrian-friendly environment; and to ensure development is effectively connected to surrounding developments for all means of transportation.
- The RC District lists “Dwelling Units above a ground floor commercial use” as a discretionary use, and it has site design standards regarding the pedestrian environment and transit access. The development intensity/density is not limited within this district. Within St. Albert this district has enabled pedestrian-friendly/mixed-mode transportation access commercial developments to include residential units above commercial development.

Based upon this information, there is concern that the application to redistrict the DCMU to Corridor Commercial does not support the EMRB's Guiding Principle of achieving compact growth that optimizes infrastructure investment. As the site is currently identified within the MDP with a commercial focus, there is an opportunity to consider the Regional Corridor District. The RC District provides additional provision for multi-mode transportation systems, pedestrian-friendly design, higher intensity development, and a quality built environment, while enabling many of the uses listed within the Corridor Commercial District. The RC District is designed to enable the mixture of transit modes and promote a quality built environment, which would enable the future development to capitalize on the infrastructure investment and is in keeping with the EMRB Growth Plan Guiding Principles.

Kp

Parks & Recreation:

Recreation and Parks has reviewed the application and has no comments.

Thank you!

Manda Wilde

Sr. Project Manager – Parks Development / Recreation and Parks

Public Works:

No concerns from Public Works

-Louise Stewart

Development Services:

No Detailed comments at this time.

- Chelsea Thompson

Engineering Services:

Growth Engineering offers the following comments regarding the proposed amendments at 2-54211 Range Road 253, as outlined in your memo of September 23, 2019:

Municipal Development Plan (MDP) amendment:

1. There is no objection to this proposed amendment to change a portion of Plan 942 3702, Lot C on the Future Land Use map from Residential to Commercial.

Erin Ridge North Area Structure Plan (ASP) amendment:

2. There is no objection to redesignate the parcel from Mixed Use Commercial and Residential to Commercial.
3. The applicant has requested that Section 3.4 Commercial in the portion titled Phase 1 be amended by changing "the small commercial cell can be accessed from the future extension of Ebony Way and from Everitt Drive North" to " the small commercial cell can be accessed from the future extension of Ebony Way, Everitt Drive North, Coal Mine Road, and St. Albert Trail. Please add an additional sentence after this wherein it states "the potential locations and types of accesses from Coal Mine Road and St. Albert Trail will be

subject to further review and approval by Engineering Services. These accesses may require road upgrades be undertaken by the Developer at their own cost”.

4. Please ensure Section 4.2 Neighbourhood and Local Road Network is updated to reflect the change in use for this site but that the timing requirement for Coal Mine Road to be upgraded to a neighbourhood roadway with pedestrian connections such as sidewalks on both sides of the roadway remains unchanged and is still linked to the development of this site. This update was not mentioned in the consultant’s report.
5. Section 4.9 Timing of Development- Coal Mine Road also needs to be changed to reflect this change in use. This update was not mentioned in the consultant’s report.
6. The consultant has confirmed in Section 5.6 Servicing Design Brief of their application that no changes to the sanitary, stormwater, or water networks are required as part of this proposed amendment.

Land Use Bylaw 9/2005 amendment:

7. There is no objection to redistricting this site from Direct Control Mixed Use (DCMU) to Corridor Commercial (CC).
8. When the site was designated DCMU, a new Traffic Impact Assessment (TIA) was not completed. For this ASP amendment, the original 2014 TIA was just updated to reflect there would be a small increase in traffic if the site is redistricted to CC. It is probable that a site specific TIA will be required at the time of Development Permit application.

General Comments:

9. An updated Financial Impact Assessment (FIA) was not submitted with this application.

External Comments

Fortis:
FortisAlberta has no concerns.

Warm Regards,
Erin Aldcroft

Erin Aldcroft | Land Coordinator

FortisAlberta Inc. | 15 Kingsview Rd. SE Airdrie, AB T4A 0A8 | Tel: 587-775-6331

Project Status Portal | Check the status of your New Service Connection or Project.

Get Connected | Getting connected with us is a five-phase process. Learn more here.



For more information please visit fortisalberta.com

Atco Gas:
Good morning,
Please see the following comments from ATCO Gas regarding Landrex Inc. to amend the MDP, ASP and LUB. The lands are located at 2- 54211 Range Road 253:

The Engineering Design Department of ATCO Gas has reviewed the above named plan and has the following conditions:

- 1) There are abandoned ATCO Gas facilities in the work area. Please contact **Ian White (780)-733-2541** to confirm status of the gas lines at least 48 hours prior to excavation.

If you have any **questions or concerns regarding this reply**, please contact **Siddhant Sharma (Siddhant (Siddhant.Sharma@atco.com, (780)-509-2051)**

Thank you,

Tasha Engler

Administrative Coordinator, Engineering
Natural Gas

P. (780)-420-7580

A. 10035 – 105 Street, Edmonton AB Canada T5J 2V6



Alberta Health Services:

RE: Proposed Amendment to the Municipal Development Plan, Area Structure Plan and Land Use Bylaw Amendment
Erin Ridge North Stage 10
W 16-54-25-W4M; Lot C, Plan 9423702
2, 54211 Range Road 253
City of St. Albert File# G.12.46, B.23.1.8 and E.1.225

This application proposes amending the Municipal Development Plan and Area Structure Plan to change a portion of the lands from Residential to Commercial and Mixed-Use Commercial to Commercial, respectively. The Land Use Bylaw amendment proposes changing from Direct Control Mixed Use to Corridor Commercial.

Mixed land use encourages walking and physical activity. There are also associated economic benefits and decreased reliance on personal vehicles. This proposed area is flanked by residential development on the north and east. The homes in this neighbourhood are oriented away from the proposed commercial area with very little infrastructure to connect the two areas. Is there a way to improve connectivity between commercial and residential?

Alberta Health Services, Environmental Public Health has no objections to these proposed amendments but supports the creation of walkable areas where possible.

Sincerely,
Koreen Anderson, B.Sc., CPHI(C)
Public Health Inspector / Executive Officer

Public Responses

K. Crutchfield – by letter

I am responding to the proposal by ISL Engineering on behalf of Landrex Inc. to amend the land designation within the Municipal Development plan and the Erin Ridge North Area Structure Plan, as well as the Land Use Bylaw concerning future commercial development of the subject property description, Plan 942 3072. Lot C.

In reviewing the MDP, ASP and Land Use Bylaw I have concluded that the rezoning should not proceed for the following reasons:

1. The current zoning, Direct Control Mixed Use (DCMU), affords the greater flexibility in the short and long term to meet the expectations set out in the St. Albert current MDP the direction of the update currently under review. The DCMU zoning better reflects the emerging demands to provide improved population density adjacent to St Albert Trail corridor and falls in line with Edmonton Metropolitan Regional Growth Plan. In particular, the lands in question fall within the area of a planned Park and Ride or Planned LRT line as identified on Schedule 10B Transportation Systems – Regional Transit and Trails. The present level of zoning has the potential to improve the utilization of existing infrastructure while diminishing growth pressures to spread out residential development.
2. The current description of uses and constraints identified for the DCMU zoning permits a broad range of commercial uses while situating residents in closer proximity to those services. The proponent is seeking a zoning that undermines the potential by relying on existing and expanded infrastructure to access the business services set out for the ground level of the development area, that is counter intuitive to where society is heading.
3. It should be made more readily apparent what greater advantage is offered in redistricting as retaining the current zoning appears to offer the better outcomes for St. Albert in the longer term.

C. Anomasi – by phone

I am definitely against the proposal. Traffic volume is already too high. I am concerned that being so close to commercial development will negatively affect our home value. This is not the type of neighbourhood I wanted to live in. Also concerned about the increase in traffic because the high volume is creating safety hazards. It's hard to back out of the driveway, it's hard for kids to cross the street safely, and there are many bicyclists on the pathways, including children. It would help if Ebony Way could be closed to through-traffic. We have problems already with (non-local) traffic cutting through the neighbourhood to avoid St. Albert Trail.