

To: St. Albert Subdivision and Development Appeal Board

From: Paul Wong

Date: March 25, 2026

Subject: **Notice of Appeal - Development Permit for 65 Carleton Drive (Mosque Construction)**

1. Appeal Information

- **Property Address:** 65 Carleton Drive, St. Albert, AB (PLAN: 0625875; BLOCK: 8; LOT: 9)
 - **Development Officer Decision Date:** February 19, 2026
 - **Hearing Date:** Wednesday, April 1, 2026, at 5:30 p.m.
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2. Grounds for Appeal

I am writing to formally express my opposition to the approved Development Permit for the construction of a mosque at the above-noted location. As a property owner within the 30m notification radius, I request that the Subdivision and Development Appeal Board (SDAB) overturn the decision based on the following concerns:

Land Use and Discretionary Status

The proposed "religious assembly" is a **discretionary use** within the **BPR - Business Park 2 land use district**. Because it is not a "permitted use," the Development Authority must ensure the project is compatible with the surrounding business environment. I believe this development may negatively impact the character and operational flow of the existing Business Park.

Parking and Traffic Congestion

While a Transportation Impact Assessment (TIA) was submitted, I am concerned that the parking calculated under Section 4.6(30) of the Land Use Bylaw may be insufficient during peak attendance periods.

- Increased traffic on the existing road network will hinder access for neighboring businesses. Please note that I was involved in the original design of Campbell Business Park. The concept was to increase business/industrial users within St. Albert, rather than heavy ingress/egress of traffic (hundreds of cars) within a short window number of hours. The current roads and infrastructure are not set up for such mass influx of vehicles. The road currently allows for parking on

both side of the street which means the road will be down to one way traffic during times of congestion or when there is any snowfall. Since there are no traffic light currently on any of the roads within Campbell business park, certain intersections and turns will be severely congested, which will lead to frustrated business owners and users of the industrial park. Lastly, for truck drivers who visit the Campbell Business Park, it will be dangerous for them to navigate through densely congested streets as this poses a significant safety risk for crossing children, families and damage to cars parked parallel to the street.

- Any overflow parking beyond the provided stalls could lead to congestion on Carleton Drive. Please note that this is an irregular sized site. I was the owner of this land about 10 years ago and had difficulties making it feasible due to this challenge. I do understand there are benefits to the City in the form of increased property taxes by constructing a large footprint building. As a developer, I would only develop my site so my tenants have enough parking within my property, rather than relying on street parking or adjacent property's parking. This was my challenge with the City Council at the time and led to the City deciding to buy the land back from me. Having gone through the exercise, I know it is very difficult to have sufficient parking stall within an irregular sized lot, let alone for a user who may have hundreds of visitors at one time. The footprint of the building on this piece of land would have to be reduced significantly that it would impact the financial feasibility of this building being constructed at this location. I know that there was a TIA submitted. As I mentioned, it will likely be based on parking on both sides of the street and the visitors having to walk a long ways down the street with the seniors and children where there are no dedicated sidewalks. Both are not reasonable assumptions. I have no doubt that a significant number of the visitors will be utilizing the surrounding parking lot as it is closer and easily accessible. I have church user in our multitenant building; we have provisions with our other tenants that they are not operational during the time of their service so we can contain our parking within our site. We have 175 parking stalls within our site for a 9500 sq. ft. church. With that, we still have our challenges. I am not sure how many stalls they plan to have given their use is either fully utilized or empty. It would be quite different that a multitenant building where businesses are operational at different times of the day. We have no doubt that if this is approved, their visitors will be parking in our private property lot. We have experienced this already from a smaller religious group in 315 Carleton Drive. We have not enforced towing yet out of courtesy but will be doing that shortly as it is not fair to our tenants. As many of you will know, there were business owner in some of the surrounding condo units who decided to sell and move their business because of parking issues in the Campbell Business Park. It would be a shame to have this project proceed and not be sustainable, because of the lack of foresight into the traffic/parking challenges.

Operational Impacts

- **Sound:** I am in agreement that outdoor speaker should not be allowed as this will negatively impact all of the surrounding tenants. I hope this restriction will be enforced
- **Future Intensity:** As you are aware, Campbell Business Park is currently only 50% built. This approval will negatively impact prospective medium sized businesses/ industrial users who are wishing to move to Campbell Business Park as the traffic congestion and parking constraints are major deterrents.

3. Conclusion

I respectfully request that the Board take these points into consideration and reject the development permit for this site to preserve the intended function of the BPR - Business Park 2 district and to protect the current businesses who call Campbell Business Park their home.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paul Wong', with a long horizontal flourish extending to the right.

Paul Wong