

What We Learned Report

Erin Ridge North Area Structure Plan Amendment, and 815 & 835 St.
Albert Trail Redistricting and Site-Specific Text Amendment

April 4, 2025



ERIN RIDGE NORTH AREA STRUCTURE PLAN AMENDMENT, AND 815 & 835 ST. ALBERT TRAIL REDISTRICTING AND SITE-SPECIFIC TEXT AMENDMENT

Thank you to everyone who was involved in reviewing or providing input into either the Erin Ridge North Area Structure Plan Amendment, or 815 and 835 St. Albert Trail Redistricting and site-specific text amendment.

As of April 4, 2025, there were a total of 180 visitors to the project page. Some residents chose to engage with us via email, phone, and website contributions. Thank you for your feedback.

This report is intended to provide an anonymous record of emails, letters, and website comments made by participants during public engagement. It is not statistically valid, and interpretation is discretionary. This information is one of many influence factors in helping Council make decisions.

Cultivate the Conversation

HOW WE MAKE DECISIONS



PUBLIC FEEDBACK SUMMARY

In total five public comments were received:

- One comment was received during the public meeting, held January 7, 2025, at the Salvation Army St. Albert Corps & Community Centre (165 Liberton Drive). A scan of the feedback form can be found as Appendix 1.
- Administration received two public comments from December 19, 2024 to January 20, 2025 during the Land Use Bylaw amendment circulation period.
- An additional comment was received February 20, 2025.
- Administration received one public comment from February 28, 2025 to March 24, 2025 during the Area Structure Plan amendment circulation period.

A detailed list of public comments can be found in Table 1, starting on page 3.

The majority of feedback was focused on traffic. A Traffic Impact Assessment was provided in support of the Area Structure Plan amendment. This document can be viewed on the Cultivate the Conversation page for the project here:

<https://conversation.stalbert.ca/46463/widgets/195214/documents/148346>

PUBLIC COMMENTS

Table 1: Public Feedback

Date	Feedback ¹
January 7, 2025	Please see Appendix 1 for a feedback form from the public engagement event.
January 8, 2025	As a homeowner in [REDACTED] at Erin Ridge, the proposed amendments to the plans for Erin Ridge North ASP and LUB amendments for 815 and 835 St Albert Trail will have direct impacts on my neighborhood. We have significant traffic along Ebony Way, Coalmine Road and Everitt Drive due to the commercial development at this time. It can be hard to get out of our community or walk cross the street safety and there are considerable accidents at both traffic circles. The development in this section has already been amended, with an increase in the apartment building adding 2 floors of suites to the original design. The area cannot accommodate the traffic that the apartments and drive thru restaurants would demand. As well there is so much drive thru capacity along this section of the trail already. The vision for this section of the community was residential with green space, walkable for pedestrians with a sprinkling of sit down restaurants and coffee shops in the area. It would be so nice to have that in our neighborhood rather than then endless fast food chains. There is plenty of space along the trail in the north designated for drive thru restaurants already. More adds nothing to our community than traffic and extends a concrete jungle along the north side of our city.
January 9, 2025	I am forwarding my comments to you regarding the proposal to redistrict a "... portion of land from the Mixed-Use Level 2 [MU2] District to the Trail Corridor Commercial [TCC] District." [Erin Ridge North neighborhood].

¹ Please note that the information in the Feedback column of Table 3 has been copied from emails, and has not been edited for spelling or grammar. Some personal information has been redacted.

Date	Feedback ¹
	<p>This proposed change is to facilitate commercial development with drive-throughs on this land. I am strongly opposed to this proposed change as it will exacerbate current traffic concerns in the area.</p> <p>I have lived in a home which backs onto Ebony Way, since October 25, 2021. High volumes of traffic, speeding and stunting and the noise they create have been a concern on Ebony Way since then and have worsened over time. I have contacted the City of St. Albert Construction Department and the St. Albert RCMP/Bylaw Office on several occasions since April 2022 regarding these concerns.</p> <p>A speed and volume count conducted on Ebony Way by the Engineering Department in 2022 identified speeding as a problem and driver information signs were installed. The speed and volume count conducted on Ebony Way repeated by the Engineering Department in 2023 identified speeding remained a problem and that the average daily traffic volume [ADV] increased from 3,521 in 2022 to 6,274 in 2023.</p> <p>No speed and volume count was conducted on Ebony Way in 2024. [REDACTED], [REDACTED], advised me in 2022 that Ebony Way is a collector road designed to accommodate 3,000 to 5,000 vehicles a day.</p> <p>Ebony Way has already exceeded its maximum capacity.</p> <p>This summer, I was advised by an RCMP constable in the Traffic Division that they did not know what could be done to address the speeding on Ebony Way as there was really no place to conduct a "covert operation".</p> <p>The Engineering Department has advised me that they believe much of the traffic on Ebony Way is due to the ongoing construction on St. Albert Trail.</p> <p>I can see from my home where the traffic comes from and where it goes, and the majority of the traffic is unrelated to the construction on St. Allbert Trail or the East Village.</p> <p>Ebony Way is over utilized because the current traffic calming measures are ineffective and vehicles can speed unhindered from the Erin Ridge Drive turn onto Ebony Way to Everitt Drive knowing that the road is not monitored by law enforcement.</p>

Date	Feedback ¹
	<p>Although the City of St. Albert Engineering Department and RCMP/Bylaw Office are aware of the issues of high traffic volume, speeding and stunting, no effective interventions have been put in place to address them to date.</p> <p>Given this, allowing increased commercial/drive-throughs on the East Village site, in addition to the future residential rental apartment traffic, would increase traffic volumes and compound existing unaddressed traffic concerns.</p> <p>Increasingly there are long wait times to turn left onto Ebony Way from Easton Close due to the high volume of traffic on Ebony Way.</p> <p>I suspect a similar problem will arise when traffic starts to exit the East Village site and attempts to turn left from the access road onto Ebony Way.</p> <p>There are also times when traffic is backed up from the stop sign on the corner of Erin Ridge Drive and Ebony Way through the traffic circle at Coal Mine Road and Ebony Way.</p> <p>These situations will only worsen with increased traffic volumes on Coal Mine Road and Ebony Way.</p> <p>The streets/roads around the East Village are not well designed to accommodate the current traffic volumes and the proposed increased commercial/drive-through traffic will make a bad situation worse.</p> <p>There is now a roadway from the East Village site onto Ebony Way as well as onto Coal Mine Road. If the proposal to allow commercial development with drive-throughs on the subject lands is approved there is nothing to stop vehicles going to these drive-throughs using Ebony Way or Coal Mine Road to enter and/or exit the area.</p> <p>With the increased traffic anticipated from the East Village residential and commercial buildings, adding this traffic as well will create an untenable situation.</p> <p>I hope this information provides some background to my concerns and why I strongly oppose the proposed change to facilitate commercial development with drive-throughs on this land.</p> <p>Drive-throughs were not in the original plan for the site for a reason. Surely an alternate location can be found for these drive-throughs that will not have such a negative impact on adjacent and nearby residences.</p>

Date	Feedback ¹
February 20, 2025	question about proposed ingress/egress from these lands to St Albert Trail. Is the road access to St Albert Trail solely right in/ right out?....thank you
March 17, 2025	<p>I received a letter dated February 28, 2025, from St. Albert Planning & Development re "Proposed Erin Ridge Structure Plan Amendment".</p> <p>I am forwarding my email of January 9, 2025, regarding my concerns related to approving the proposed land use changes for your information.</p> <p>The last speed and volume count conducted on Ebony Way was in 2023 and at that time, the average daily traffic volume increased from 3,521 in 2022 to 6,274 in 2023 and in the 2023 study there were 941 vehicles daily travelling at 48 km or more in a 40km per hour zone.</p> <p>Given the last speed and volume count was conducted in 2023, it would be good to have the results of a more current speed and volume count on which to base these important decisions that will impact the quality of life of nearby residents. As I mentioned in my previous email, the current issues of high traffic volume, speeding and stunting continue and have yet to be addressed.</p>

WHAT'S NEXT

The information regarding the Area Structure Plan amendment, and Land Use Bylaw Amendments will be presented to Council at a public hearing. Please note, a decision by Council on the Area Structure Plan would need to be made prior to the redistricting, or site-specific text amendment.

The public can participate in the public hearing. If you would like to register to speak, or submit a written statement please email hearings@stalbert.ca.

For more information, please visit the Cultivate the Conversation page at:

<https://conversation.stalbert.ca/erin-ridge-north-asp-and-lub-amendments-for-815-st-albert-trail>

Erin Ridge North ASP Land Use Bylaw

Feedback Form

Agree

Disagree

1. I was given suitable notice of the meeting date, time, and location.

5

4

3

2

1

2. This public meeting highlighted two proposed amendments to two different sites. Was the information presented in a way that was clear?

5

4

3

2

1

3. I was able to ask questions and provide feedback adequately.

5

4

3

2

1

4. Did you attend this Public Meeting to learn more about Site 1 (815 St. Albert Trail), Site 2 (150 Edison Drive), or both?

5. Focusing on Site 1 (815 St. Albert Trail) that proposed to amend the Erin Ridge North ASP from *Mixed Use Commercial with Residential* to *Commercial*, and redistrict from the *MU2 - Mixed Use Level 2 District* to the *TCC - Trail Commercial Corridor District*, what do you like about this proposal?

NOTHING

6. Still on Site 1 (815 St. Albert Trail), what did you not like about this proposal?

INCREASING COMMERCIAL DRIVE THROUGH RESTAURANTS ON THE SITE WILL INCREASE TRAFFIC VOLUMES WITH RESULTANT ISSUES (e.g. SPEEDING + STUNTING) ON EBONY WAY & COAL MINE ROAD. THE TRAFFIC VOLUMES ON EBONY WAY (>6000 VEHICLES/DAY 2023) ALREADY EXCEEDED THE MAXIMUM OF 5000 VEHICLES/DAY THAT EBONY WAS DESIGNED TO ACCOMMODATE & CAUSE DISRUPTION TO LIVES OF HOMEOWNERS EBONY WAY

Erin Ridge North ASP Land Use Bylaw



7. Switching gears to Site 2 (150 Edison Drive) that proposed to amend the Erin Ridge North ASP from *High Density Residential* to *Medium Density Residential*, and redistrict from the *HDR - High Density Residential District* to the *MDR - Medium Density Residential District*, what do you like about this proposal?

8. Still on Site 2 (150 Edison Drive), what did you not like about this proposal?

9. Do you have any other comments or suggestions?

DO NOT CHANGE ORIGINAL PLAN THAT WAS APPROVED.

If you would like more time to provide comments, please email your comments no later than January 15, 2025 to:

*Site 1 (815 St. Albert Trail): Ray Watkins, ray@watkinsland.ca
Site 2 (150 Edison Drive): Stephen Yu, planning@invistec.ca*