

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

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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.