



File #: PH-20-001, **Version:** 1

TAMRMS#: B06

**PH-Bylaw 33/2019 MDP Amendment, Bylaw 32/2019 ASP Amendment, Bylaw 34/2019 LUB
Schedule A Amendment - Erin Ridge North**

Presented by: Suzanne Bennett, Planner, Planning & Development Department

RECOMMENDATION(S)

1. That the Public Hearing on Bylaws 33/2019, 32/2019, and 34/2019 be opened, then adjourned at the request of the Applicant to a date to be determined at a later time.

PURPOSE OF REPORT

The purpose of this report is to present the Applicant's request that the substantive portion of the scheduled public hearing on these bylaws, as well as consideration of second and third readings of the bylaws, all be postponed to a later date.

BACKGROUND AND DISCUSSION

Ordinarily an item such as this on a Council Agenda would be accompanied by a full report from the Planning Department. Both Planning and the Applicant would be prepared to make substantive presentations at the public hearing, at which any person in the gallery of Council Chambers would also be welcome to speak.

In this case, the Applicant has been in contact with Administration and has asked that Council be advised of the Applicant's desire to put the entire approval process on hold for the time being, for business reasons.

When amendments are sought to the Land Use Bylaw or to a statutory plan by an Applicant other than the City itself, the Applicant is always master of their own application and has the legal right to withdraw it from consideration at any time prior to public hearing. In this case the Applicant does not wish to go so far as to withdraw the application but has encountered some unexpected challenges and is not ready at this time to proceed with the approval process -- while still remaining hopeful of resolving those challenges and coming before Council at the resumption of an adjourned public hearing, at a future date. The Applicant is aware that first reading of all three bylaws will be automatically rescinded by operation of section 188 of the *Municipal Government Act* if the bylaws are not passed within two years of their date of first reading, and that in such a case it would be necessary for the Applicant to re-commence the approval process from scratch.

In these circumstances Administration is recommending that Council accede to the request of the Applicant by adjourning the public hearing immediately after or shortly after opening it. If and when

the Applicant is ready to proceed, Council will be asked to pass a motion setting a date for resumption of the public hearing, and at that date the usual full reports from both Administration and the Applicant will be provided to Council and to the public and any person wishing to address Council on these bylaws will have a full opportunity to do so pursuant to the provisions of the *Procedure Bylaw*.

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

N/A at this time

IMPLICATIONS OF RECOMMENDATION(S)

Adjourning the public hearing effectively puts the entire process on hold until the Applicant is ready to proceed which must be at a time that allows the bylaws to potentially be passed within two years of the date on which they were given first reading.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

N/A at this time

Report Date: March 16, 2020

Author: Suzanne Bennett

Committee/Department: Planning & Development

Deputy Chief Administrative Officer: Kerry Hilts

Chief Administrative Officer: Kevin Scoble

January 31, 2020

File No.: 1495-01

Edmonton Metropolitan Region Board
Suite 1100, Bell Tower
10104 – 103 Ave
Edmonton, AB T5J 0H8

Attention: Ms. Debra Irving, Senior Project Manager

Dear Ms. Irving:

Reference: REF# 2020-001

Amendments to the City of St. Albert Municipal Development Plan (Bylaw 33/2019) & Erin Ridge North ASP (Bylaw 32/2019)

Attached is our third-party evaluation of the referral to the Edmonton Metropolitan Region Board from the City of St. Albert regarding Bylaw 33/2019 to amend the Municipal Development Plan (MDP) and Bylaw 32/2019 to amend the Erin Ridge North Area Structure Plan (ASP).

It is our opinion that the proposed amendment is generally consistent with the objectives of the Edmonton Metropolitan Region Growth Plan and the Edmonton Metropolitan Region Board Regulations.

It is recommended that the Edmonton Metropolitan Region Board **approve** the proposed amendments to the City of St. Albert MDP & the Erin Ridge North ASP as submitted.

Yours truly,

Scheffer Andrew Ltd., Edmonton



Jenna Hutton, Project Planner

Direct: 780.732.7788, Cell: 780.984.5229

Email: j.hutton@schefferandrew.com

Regional Evaluation Framework: Third Party Evaluation

City of St. Albert

REF# 2020-001

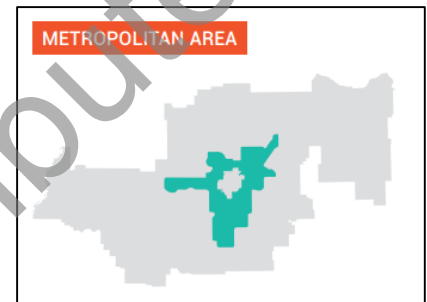
Amendments to the City of St. Albert MDP (Bylaw 33/2019) & the Erin Ridge North ASP (Bylaw 32/2019)

Background

Status: On December 16, 2019, the City Council of St. Albert gave First Reading to Bylaw 33/2019 to amend the MDP, and Bylaw 32/2019 to amend the Erin Ridge North ASP.

Policy Tiers: Metropolitan Tier

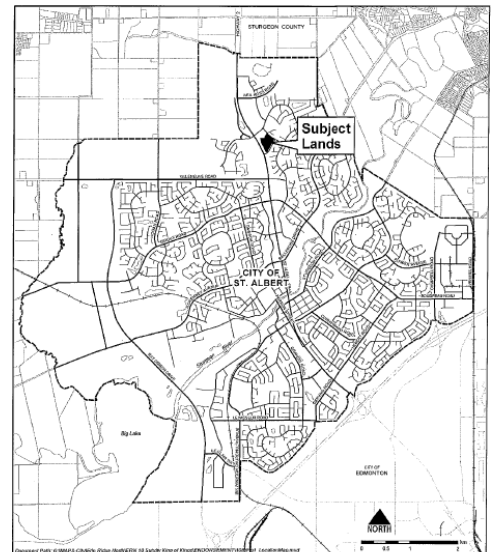
Location: The site of the proposed amendment is located at 2-54211 Range Road 253 (legally described as Plan 942 3702, Lot C).



Purpose: The Erin Ridge ASP establishes the conceptual land use, transportation, and servicing patterns for Erin Ridge North to implement the Municipal Development Plan, which designates this sector of the city for commercial, residential school uses. The proposed MDP amendment, redesignates a portion of the Future Land Use map from Residential to Commercial, so the subject parcel is designated entirely for future Commercial use. The proposed ASP amendment redesignates the subject parcel from Mixed-Use Commercial with Residential to solely Commercial.

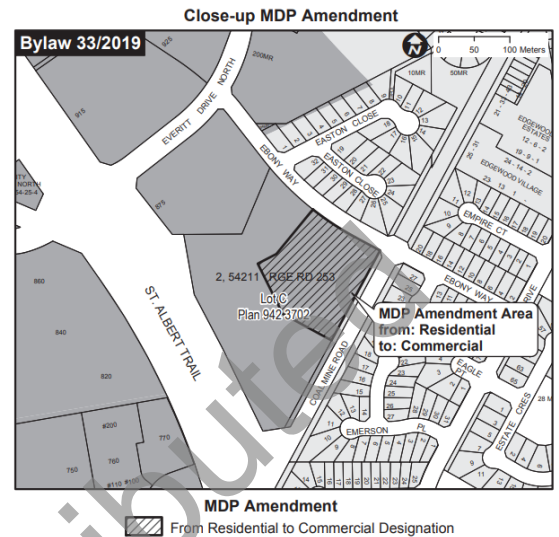
Summary: The amendments to the City of St. Albert MDP and the Erin Ridge North ASP intends to allow the site (as identified in the location map, right) to be developed as a commercial property rather than a mixed use site. The Erin Ridge North ASP area falls under the Metropolitan Area Tier in Table 1B. Applicable Growth Directions for the Metropolitan Area are to:

- Encourage intensification of built-up urban areas including brownfield sites to optimize existing and planned infrastructure;
- Plan and develop greenfield areas that are compact and contiguous, with a diverse and compatible mix of land uses including a range of housing and employment types;
- Plan and build transit-oriented development (TOD) with higher densities and foster active transportation opportunities; and
- Support employment growth in major employment areas, local employment areas, and within urban centres and TOD centres and encourage the growth of institutional, health and education sectors.



Location Map
Erin Ridge North Stage 10B
2, 54211 Range Road 253

Section 8.2 of the REF supports the continued implementation of plans that were previously approved under the Capital Region Growth Plan: Growing Forward (CRGP). The intent of Section 8.2 of the REF is to take into consideration existing plans including infrastructure, servicing and other factors to accommodate the full build out of the planned area. CRGP density targets may be applied to applications consisting of amendments to statutory plans, as in the case of REF 2020-001 however, the application (amendment area) must be consistent with all other provisions in the EMRGP. The Erin Ridge North ASP was approved under the CRGP and St. Albert's MDP (section 4.11), that both state ASP densities must meet a minimum of 30 dwelling units per net residential hectare (du/nrha). The proposed amendment reduces the overall neighbourhood density from 35 to 32 du/nrha. The proposed development still enables the minimum density requirement of 30 du/nrha as required under the CRGP. The decrease in density is supported by a Fiscal Impact Assessment (FIA) completed for the subject lands, regarding the proposed amendments. The FIA indicated that the amendments would generate a marginal increase in the positive return by developing the lands as commercial rather than as a mixed-use development.





Careful consideration was given to the reduction in residential units due to the proximity of the amendment to the future LRT line and whether this was contradictory to the EMRGP policies relating to efficient movement of people, integration of land use and transportation systems, and encouraging mode shifts towards transit. It is noted that while the amendment area is adjacent to the LRT line, it is outside of the 800 m TOD radius from the future LRT station. We also note that the site is separated from the station by a major thoroughfare (St. Albert Trail) including a future LRT alignment, which reduces opportunity for walkability between the subject site and the future LRT station. Provision of bus service to the site would be necessary to access the future LRT station regardless of the built form of this site as pedestrian connectivity is hindered.


The ASP amendment removed the *Mixed-Use Commercial with Residential Land Use* from the ASP. This land use previously provided opportunity to create a neighbourhood activity centre and locate residential units above commercial. We recognize that this change is contradictory to the EMRGP policy directions relating to planning for mixed use and higher density centres as areas to concentrate growth of both people and jobs. However, as the EMRGP does not specifically require the inclusion of mixed use development in all statutory plans, we do not see this as grounds for refusal of the application. The amendment as submitted is generally consistent with the surrounding development, expanding upon the existing commercial corridor along St. Albert Trail, and interfacing with residential uses to the east and south.


Opinion


Pursuant to Section 8.1 of the Regional Evaluation Framework, it is our opinion that, if approved and fully implemented, REF# 2020-001 would result in development that is generally consistent with the Edmonton Metropolitan Region Growth Plan. **It is recommended that the Edmonton Metropolitan Region Board approve the City of St. Albert MDP amendment (Bylaw 33/2019) and the Erin Ridge North ASP amendment (Bylaw 32/2019) as submitted.**

Evaluation Criteria		
Principles and Objectives	Consistency (X/✓/or N/A)	Evaluation and Commentary
Guiding Principle  Promote global economic competitiveness and regional prosperity.		
1.1: Promote global economic competitiveness and diversification of the regional economy	✓	<p>The MDP amendment proposes a change of a 0.8 ha portion of the subject site from residential to commercial. The proposed commercial land use is in line with the adjacent zoning to the north and to the west and promotes a consistent commercial corridor along St. Albert Trail. This is consistent with Section 3.0 of the MDP <i>to develop a controlled, managed growth strategy that meets future needs</i> which specifies that for commercial areas, <i>the St. Albert Commercial Corridor will continue to be built out and expanded.</i></p> <p>The ASP amendment changes the 5.18 ha site from <i>Mixed-Use Commercial with Residential</i> to <i>Commercial</i>. The site is predicted to yield a commercial floor area of approximately 165,000 square feet which provides opportunity for retail/commercial employment.</p> <p>A Fiscal Impact Assessment (FIA) was completed for the subject lands, regarding the proposed amendments. The FIA indicated that the amendments would generate a marginal increase in</p>
1.2: Promote job growth and the competitiveness of the Region's employment base	✓	


		the positive return by developing the lands as commercial rather than as a mixed-use development.
1.3: Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region	✓	The amendment area is located within 800 metres of the LRT corridor. Policy 4.2.3 of the EMRGP states that "Job growth and intensification of major and local employment areas will be planned for and promoted along existing and planned transit corridors". Development of the subject site as a commercial use will provide for retail/commercial employment along St. Albert Trail which is identified as a future rapid transit corridor in the ASP.
1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce	✓	The proposed amendment provides opportunity for development in the near term that would attract investment and create employment within the municipality.
Guiding Principle  Protect natural living systems and environmental assets.		
2.1: Conserve and restore natural living systems through an ecological network approach	N/A	The ASP, as approved, involved a review of ecological systems including Geotechnical evaluations, Natural Area Assessments, and a Phase I Environmental Site Assessment. The amendment area does not impact the natural living systems of the ASP.
2.2: Protect regional watershed health, water quality and quantity	N/A	
2.3: Plan development to promote clean air, land and water and address climate change impacts	N/A	

2.4: Minimize and mitigate the impacts of regional growth on natural living systems	N/A	
Guiding Principle  Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.		
3.1: Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages	✓	Section 3.4 of the ASP considers supportive housing as a land use that can occur within medium and high density residential areas. Opportunity for supportive housing at this location has been removed however, the total number of supportive housing units assumed in the ASP development statistics has not changed as a result of this amendment. We have assumed that the supportive housing units accounted for in the development statistics are included as part of development elsewhere in the ASP area.
3.2: Plan for and promote a range of housing options	✓	The MDP & ASP as approved provide for a range of housing options from low to high density residential as well as supportive housing. We note that, while the opportunity for supportive housing is removed from this location, the planned supportive housing units appears to be accounted for through other development areas and was not impacted through this amendment.
3.3: Plan for and promote market affordable and non-market housing to address core housing need	✓	The ASP, as approved, proposes residential land uses to accommodate a wide spectrum of housing types to cater

		to various income levels and family types.
Guiding Principle  Achieve compact growth that optimizes infrastructure investment.		
4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth	✓	The proposed commercial land use is compatible with the adjacent zoning to the north and to the west and promotes a consistent commercial corridor along St. Albert Trail.
4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint	✓	
4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities	✓	
4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing	N/A	Rural growth areas are not within the scope of the ASP or the amendment area.
4.5: Plan and develop mixed use and higher density centres as areas to concentrate growth of both people and jobs	✗	<p>The ASP amendment removes the following objective from section 1.5: <i>create an attractive neighbourhood activity centre, that provides for a mixture of commercial, residential, and potential civic uses in a compact, walkable built form that encourages interaction through and within a central open space.</i></p> <p>The amendment removes the <i>Mixed-Use Commercial with Residential</i> Land Use which provided opportunity to create a neighbourhood activity centre and</p>

		<p>locate residential units above lower level commercial units.</p> <p>While the EMRGP does not require the inclusion of a mixed use land use, several policies in the EMRGP promote accommodation of a mix of employment and population growth. Removing the opportunity for this type of development is moving in the opposite direction of the targets of the EMRGP.</p>
4.6: Prioritize investment and funding of regional infrastructure to support planned growth	✓	The amendment does not impact the servicing strategy and remains consistent with the ASP, as approved.
4.7: Ensure compatible land use patterns to minimize risks to public safety and health	✓	The amendment area is located adjacent to similar commercial uses creating a consistent commercial corridor along St. Albert Trail. Section 3.4 of the ASP states: <i>development of this site will integrate all means of transportation and ensure a quality pedestrian-friendly environment. Mitigation measures may be required to address noise, light, and odour issues created by the commercial uses, to ensure that the adjacent multiple family dwelling units are not impacted.</i>
<p>Guiding Principle</p> <div>  <p>Ensure effective regional mobility.</p> </div>		

5.1: Develop a regional transportation system to support the growth of the Region and enhance its regional and global connectivity	✓	The amendment area is located adjacent to St. Albert Trail, a major transportation route and future LRT corridor. The potential locations and types of accesses to the development will be subject to further review and approvals.
5.2: Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable alternatives to private automobile travel, appropriate to the scale of the community	✓	The Land Use Bylaw amendment proposed (subsequent to the anticipated approval of the subject MDP & ASP amendments) identifies that commercial development be designed to enable a safe, pleasant, and pedestrian friendly environment, while effectively connecting development to all means of transportation. The rezoning, which is dependent on approval of these higher order policy amendments, encourages walkability of developments from both the nearby residential developments and the future LRT route through additional site and building design regulations not included in the current zoning.
5.3: Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas	✓	Situating commercial development adjacent to St. Albert Trail facilitates the efficient movement of goods and services within the region.
5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world	N/A	There is no direct impact on the airport
5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions	✓	The amendment area is located adjacent to St. Albert Trail, a major transportation route and future LRT corridor. The potential locations and types of accesses

		to the development will be subject to further review and approvals.
Guiding Principle  Ensure the wise management of prime agricultural resources.		
6.1: Identify and conserve an adequate supply of prime agricultural lands to provide a secure local source of food security for future generations	N/A	The amendment area is located within the Metropolitan policy tier and is intended to guide urban development. Agricultural land uses are not considered as part of this plan.
6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses	N/A	
6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system	N/A	



**REF 2020-001 St. Albert
Municipal Development Plan Amendment and Erin Ridge North Area
Structure Plan Amendment**

Recommendation

EMRB Administration recommends that REF application 2020-001 be approved.

Background

On December 20, 2019, the Edmonton Metropolitan Region Board (EMRB) received an application from the City of St. Albert (the City) for approval of proposed amendments to the City's Municipal Development Plan (MDP) and the Erin Ridge North Area Structure Plan (ASP). The City submitted the proposed MDP and ASP amendments pursuant to the following submission criteria in the Regional Evaluation Framework (REF):

4.2 *A municipality must refer to the Board any proposed amendment to a statutory plan that meets one or more of the following conditions:*

g) The proposed statutory plan amendment results in a decrease of the planned density of the statutory plan area.

And

j) The plan area of the proposed amendment to the statutory plan includes a Park and Ride or Planned LRT line or the boundaries of the proposed amendment to the statutory plan are within 0.8 km of a Park and Ride or Planned LRT line as identified on Schedule 10B: Transportation Systems –Regional Transit and Trails to 2033 in the Edmonton Metropolitan Region Growth Plan.

EMRB Administration deemed the application complete on January 2, 2020.

Application

The proposed amendment to the ASP redesignates the subject site in proximity to a future LRT line, from Mixed-Use Commercial with Residential to Commercial. Additionally, in conjunction with the ASP amendment, the City proposes an amendment to the MDP to redesignate a portion of the subject site from Residential to Commercial. The proposed amendments comprise the third reduction in density to be referred to the EMRB in the area of the North St. Albert Transit Oriented Development since the adoption of the Edmonton Metropolitan Region Growth Plan (EMRGP), which is addressed in detail within the EMRB Administration Comments section of this report.



Evaluation

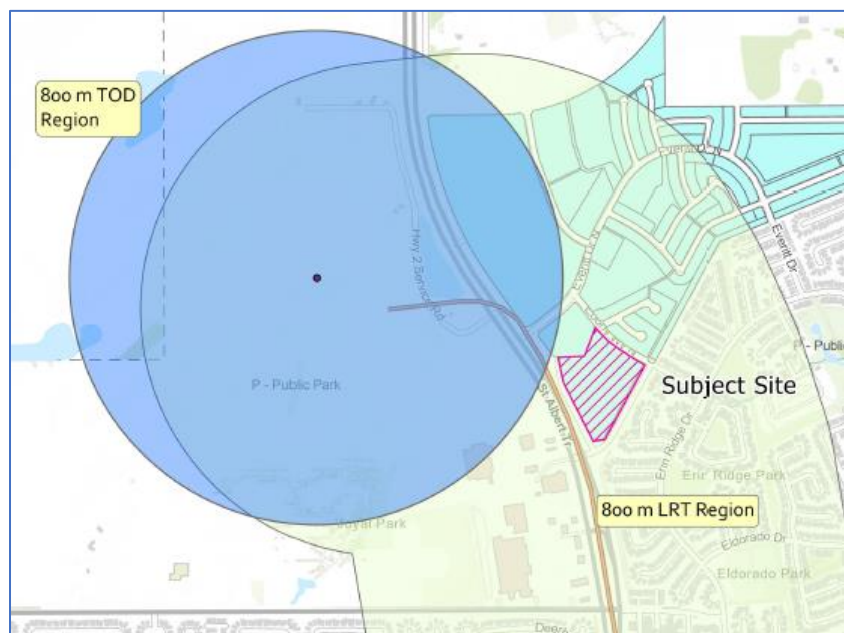
EMRB Administration obtained the assistance of Scheffer Andrew Planners and Engineers (Scheffer Andrew) to evaluate the application with respect to legislative requirements. The Scheffer Andrew evaluation (attached) reviewed the proposed amendments to the MDP and ASP in relation to: Part 3 of EMRB Regulation 189/2017; Section 8 of Schedule A of REF Ministerial Order MSL 111/17; and, the Principles and Policies of the Edmonton Metropolitan Region Growth Plan (EMRGP). The Scheffer Andrew evaluation recommends that the City of St. Albert's proposed amendments to the MDP and Erin Ridge North ASP be approved by the EMRB.

EMRB Administration Comments

The proposed MDP and ASP amendments affect lands within the Erin Ridge North neighbourhood located within the Metropolitan Area Tier of the Metropolitan Region Structure to 2044 (Schedule 2 of the EMRGP); therefore, the evaluation has been reviewed for consistency with the principles and policies pursuant to this Policy Area in the EMRGP. A portion of the Erin Ridge North ASP, including the specific area are located within 800 m of a future LRT Line, identified on Schedule 2 of the Growth Plan.

The Erin Ridge North ASP was originally reviewed for consistency with the Transitional Regional Evaluation Framework and was approved prior to adoption of the Capital Region Growth Plan (CRGP). The ASP was subsequently amended multiple times, including two amendments that increased the size of the original ASP by over 50%, leading to multiple policy areas with different approaches to implementing the CRGP and EMRGP. Unfortunately, the policy framework of the ASP does not clearly address the density and land use policies of each Growth Plan, as the newest additions include no discussion of complete communities, aspirational densities near Transit Oriented Development (TOD) Centres, or toward more compact development near LRT corridors despite EMRGP notations on the ASP's Future Land Use Map for Phase 2B.

Therefore, in order to deem the application complete, EMRB requested additional clarification regarding the subject amendment area and its proximity to the TOD, as only the LRT corridor is depicted in Figure 3 of the application Cover Letter. The City of St. Albert clarified that the subject site is not located within the municipally designated TOD, which is to





the west of St. Albert Trail (as adopted in the City's Municipal Development Plan and Transportation Master Plan). Figure 3 of the Cover Letter depicts the EMRGP TOD location, which the City of St. Albert has clarified is not correct. The figure on the previous page, prepared by EMRB administration for clarity, depicts the TOD Centre in blue and the LRT buffer in light green.

With the application clarification, the proposal was reviewed based upon the following findings:

- The subject site is in a grandfathered ASP approved in 2009 and later amended in compliance with the CRGP when the subject lands changed from Institutional to Mixed-Use. Therefore, the site is located in a Planned Area.
- Planned Areas are not subject to greenfield density requirements; however, all other policies of the Growth Plan are subject to the evaluation.
- The subject site is located within a local employment area.

The proposed amendment area is 4.4 ha in size and is located at the northeast corner of St. Albert Trail and Coal Mine Road. The site was originally subdivided and developed for religious assembly purposes and was designated for institutional use when first developed as an ASP in 2009. The land use designation was updated in 2017 to Mixed-Use, which was reflected in the MDP through the re-designation of commercial to residential use on the east side of the site.

The proposed ASP and MDP Amendments would result in a reduction of approximately 120 dwelling units from the site, resulting in an overall decrease of the ASP from 36.1 to 34.7 du/nrha. As the subject site received an approved amendment under the CRGP, EMRB Administration looks to Section 8.2 of Ministerial Order No. MSL: 111/17 for density guidance, which allows for the use of the CRGP densities, with all other provisions of the EMRGP in effect for evaluation purposes.

In the opinion of EMRB Administration, the proposal reduces land use intensity along an important transit corridor. However, there is no specific inconsistency with the EMRGP given the City of St. Albert's assertion that the site is located outside of the TOD Centre. In addition, given the subject site's location along a future LRT Corridor and in proximity to existing transit, the existing Mixed-Use designation best implements policies regarding optimizing existing infrastructure and minimizing the expansion of the development footprint, as well as encouraging mixed-use near higher-order transit to concentrate growth of people and jobs. That said, the proposed commercial designation remains consistent with the Local Employment Area and is contiguous to residential development, which is also encouraged in compact, complete communities.

EMRB Administration notes that critical TOD planning anticipated as part of the MDP update is not yet completed. Further, the City of the St. Albert has indicated the location and alignment of the future Transit Facility/Park and Ride may change, including the possibility of the facility moving closer to St. Albert Trail where development of the amendment area with a higher intensity use may be critical. Best practices would be to determine the TOD location in the MDP, and define the land use expectations for the same, prior to reducing the intensity of sites in the area. This is the



third such application under the EMRGP to the EMRB reducing densities in and around the North St. Albert TOD Centre without updating overarching policy direction in the MDP.

It is recommended that the future location of the TOD be fully understood by St. Albert when considering the proposed reduction in residential density and land use intensity at this important location.

Conclusion

The proposed MDP and ASP amendments, while a reduction in residential density and commercial intensity, are considered consistent with the policy direction of Local Employment Areas considering the subject site is located in a Planned Area. EMRB Administration looks forward to the policy direction forthcoming in the MDP to provide future clarity to TOD planning.

Recommendation

EMRB Administration recommends that REF 2020-001 be approved.

Attachments

Evaluation
REF Documents

- Scheffer Andrew
1. Cover Letter
 2. Report to Council
 3. Bylaw 33-2019 MDP
 4. Bylaw 32-2019 ASP
 5. Erin Ridge North ASP with no amendments
 6. Bylaw 34-2019 LUB Amendment
 7. Court Reporter Transcript
 8. Circulation Responses
 9. MDP Map Amendment
 10. LRT Buffer Map
 11. Fiscal Impact Assessment Summary Table
 12. DCMU-RC Comparison of Uses
 13. Current MDP

From: [REDACTED]
To: [Hearings](#)
Subject: Chief Legislative Officer-bylaw
Date: March 4, 2020 9:42:39 PM

Notice: This email originated from outside of the organization.

To whom it may concern,

I am a home owner on Ebony Way. We have lived on this road for the last 7 years. When we purchased our home on 54211 Rge Rd 25, parcel C (just off of Coal Mine Rd) was the Lutheran Church and vacant parcel of land zoned for recreational etc (not mixed residential/commercial). We also had Coal Mine Road extend to Everitt Road (not a walking path closing the connection to Everitt increasing traffic flow to Ebony Way).We were excited to purchase our home and lived comfortable before all the changes Erin Ridge city council has recently made. We now have Ebony Way Road extend to major retail such as Costco, Marshalls, Lowes and also had two schools built in close proximity to Ebony Way.The increase of traffic flow on Ebony Way the last year has been ridiculous and frustrating. We have a heavy increase of traffic short cutting through Erin Ridge on Ebony Way for quick access to commercial businesses. I have always opposed all the changes with zoning due to safety issues(increase of traffic) and noise level etc. It is frustrating and unfair to have all these zoning changes after you have purchased your home.We also have many local residents in Erin Ridge that have had traffic calming concerns due to these changes. Why would city council want to add more commercial to increase heavier traffic flow on to Ebony Way? As well, City Council has closed most of Coal Mine Road to create two large walking paths. We have many residents walking including many children biking on these walking paths which connect to Ebony Way sidewalk. Why create these walking paths on to such a heavy traffic area(Ebony Way & Coal Mine Road) and change the zoning to add more commercial? That would seem to create an unsafe zoning change for public walking safety. Do you not think city council should be thinking of ways to reduce traffic calming in Erin Ridge and not increase it? If the proposed zoning changes Bylaw 33/2019,Bylaw 32/2019 & Bylaw 34/2019 move forward how is city council going to address traffic calming on Ebony Way? Are they going to close the rest of Coal Mine Road and/or have no traffic access to the new commercial businesses on to Ebony Way and/or close access to Erin Ridge Rd off of Ebony Way (no thru road-Ebony Way Close) to reduce traffic short cutting? I would like to know how city council is going to address these traffic calming concerns. I do not want to live on Ebony Way due to the increase of traffic flow due to all these zoning changes! Is city council going to help me with the cost to relocate?
I oppose bylaw 33/2019 ,32/2019 & 34/2019.

Crystal Anomasiri
[REDACTED]

From: [Mayor Cathy Heron](#)
To: [REDACTED]; [Hearings](#); [Wes Brodhead](#); [Jacquie Hansen](#); [Sheena Hughes](#); [Natalie Joly](#); [Ken MacKay](#); [Ray Watkins](#)
Subject: RE: Public Hearing - March 16, 2020 Erin Ridge North Amending Bylaws to MDP, ASP and Land Use (
Date: March 11, 2020 11:11:52 AM

Hi Ken,

Thank-you for this and for copying Hearings. Your email will be part of the public record

Regards,

Mayor Cathy Heron

City of St. Albert, The Botanical Arts City

P: [780-459-1606](tel:780-459-1606) / **T:** www.twitter.com/CathyHeron

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www.facebook.com/cityofstalbert | www.twitter.com/cityofstalbert



From: [REDACTED] >

Sent: March 11, 2020 10:16 AM

To: Hearings <Hearings@stalbert.ca>; Mayor Cathy Heron <mayorheron@stalbert.ca>; Wes Brodhead <wbrodhead@stalbert.ca>; Jacquie Hansen <jhansen@stalbert.ca>; Sheena Hughes <shughes@stalbert.ca>; Natalie Joly <njoly@stalbert.ca>; Ken MacKay <kmackay@stalbert.ca>; Ray Watkins <rwatkins@stalbert.ca>

Subject: Public Hearing - March 16, 2020 Erin Ridge North Amending Bylaws to MDP, ASP and Land Use (

Notice: This email originated from outside of the organization.

Chief Legislative Officer, Mayor Heron and Councillors.....As it pertains 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.9 (Amendment of Bylaws 32/2019, 33/2019, 34/2019)

In my previously submitted comments concerning amendments of the MDP, ASP and Land Use Bylaw, I concluded that the rezoning should not proceed. On further examination of documents in support of the Regional Commercial (RC) District ***I believe retention of the existing DIRECT CONTROL MIXED USED (DCMU) or REGIONAL COMMERCIAL (RC) DISTRICTS offer the best long term potential of the subject lands to meet land use objectives outlined in the***

Regional Transit and Trails to 2044 in the Edmonton Metropolitan Regional Growth Plan. The added emphasis on creating a pedestrian friendly environment and connections for all modes of transportation is highly desirable. I am supportive of either retaining the DCMU or adopting the RC districting because it has the potential to improve utilization of existing/planned infrastructure while diminishing growth pressures for low density residential development.

Ken Crutchfield

[REDACTED]
[REDACTED]
[REDACTED]

"It is difficult to get a man to understand something when his salary depends on his not understanding it." Upton Sinclair

Previously Distributed