
NORTH RIDGE AREA STRUCTURE PLAN
PUBLIC MEETING

Blaydon Dibben

Presenter

Amanda Forestier, CSR(A)

Court Reporter

St. Albert, Alberta

January 29, 2019

1 (Proceedings commenced at 6:04 p.m.)

2 MR. DIBBEN: Okay. Thank you for coming.

3 If you're ready, we'll -- you can take your seats.
4 If you don't have a seat, we'll find one. My name
5 is Blaydon Dibben. I'm a planner with Select
6 Engineering. We're here for the public meeting for
7 North Ridge Area Structure Plan Amendment. We're
8 here. Select is working on this, the engineering
9 and planning for Strata Developments, who is the
10 owner of the lands.

11 So the purpose of this public
12 meeting -- and, actually, first, I should say that
13 we are recording this. The City requires that a
14 court reporter be present and record all of the
15 information and any questions and answers that are
16 given during this formal presentation. So I ask
17 that if you ask a question, please speak up so that
18 she can hear and also state your name before you
19 ask the question.

20 So the purpose of this meeting
21 is to inform you guys, the public, about the plans.
22 We want to gather your feedback, any comments, any
23 questions. We haven't submitted an application
24 yet. This is a requirement before we submit an
25 application to the City. And so we're all here to

1 hopefully answer your questions and give you as
2 much information as you need.

3 Next slide there, please. So
4 as you've seen on the boards, the proposal is to
5 add another phase. So it's north of North Ridge.
6 So it's not changing anything in the actual North
7 Ridge Area Structure Plan or the North Ridge
8 neighbourhood that's pretty much built out today.
9 This is located north of Villeneuve Road. The
10 accesses will be off of Hogan Road and Villeneuve
11 Road. So, again, nothing that actually accesses
12 into the existing North Ridge neighbourhood.

13 Sturgeon County is located
14 north of here. We've been working on this plan for
15 quite some time. We came forward with an
16 application back in 2015, but at that time, the
17 roadways, the regional roadways, hadn't been
18 determined and finalized. Now, Fowler Way and Ray
19 Gibbon Drive and Villeneuve Road, those alignments
20 have been set by the City, the functional plan for
21 that last year with public consultation and have
22 approved that. So now we are able to come forward
23 with the plans on behalf of Strata.

24 Next slide. So the existing
25 use of the land is agricultural. There is -- it's

1 fairly flat. It drains generally to the northeast
2 and northwest. Over to the west of the plan, there
3 is that electrical substation that will continue to
4 exist. That feeds the area for electricity. And
5 then immediately west of the lands, there's another
6 half quarter section here. That's owned by the
7 City of St. Albert. And so they will be planning
8 that area separately. So that will be a separate
9 plan that comes in place once the budget is there
10 and directed by Council.

11 The existing Hogan Road on the
12 east boundary is currently gravel, so that will be
13 upgraded once those phases of submission come in.
14 And then Villeneuve Road here would have -- there
15 would be another access off of Villeneuve Road.

16 So we just wanted to give you
17 some context. We're not changing these plans.
18 These are already approved. But this is the
19 context of what was put forward last year by the
20 City. So Hogan Road continues north until it
21 connects with Fowler Way. Villeneuve Road will
22 continue all the way along Deer Ridge through Hogan
23 Road. There would be the access into this
24 neighbourhood here and then would realign up to
25 Fowler Way. So that would be basically the end of

1 villeneuve at the east/west connection.

2 There would still likely be
3 something to access that electrical substation, but
4 the intention is that traffic would realign either
5 up to Hogan or up through villeneuve, the realigned
6 villeneuve, up to Fowler Way. And Fowler Way would
7 eventually connect over to St. Albert Road or St.
8 Albert Trail.

9 So this is the plan that we're
10 amending, North Ridge, as approved. We're adding
11 on this area to the North Ridge plan to the north.
12 It would be planned at a density of 40 units per
13 hectare. That's what's required by the Edmonton
14 Metropolitan Region Board, which is a -- have a
15 growth plan that came into effect in October of
16 2017.

17 And here's another picture of
18 this plan. Hopefully you can all see it. If not,
19 there's a nice big one at the back, and we can
20 answer any questions on that as well. So the
21 yellow is all low- to medium-density residential.
22 The R-1 zone -- or sorry. RSL and RF zones, they
23 allow for a range of single-detached,
24 semi-detached, and townhouse. As I said, the
25 residential density would meet the minimum

1 requirements of the Edmonton Metropolitan Region
2 Board, and that's an overall density for the
3 neighbourhood.

4 The brown areas would be
5 townhouse, and the bigger brown area would be --
6 could either be townhouse or apartments. But
7 they're meant to be a medium density. So it could
8 be up to, like, a four-storey building potentially.
9 And that would be determined later on with
10 subdivision when that stage comes.

11 There are parks through the
12 centre of the plan. Hopefully you can see this.
13 But there is some dashed red lines that show where
14 there could be some potential trail connections
15 that would connect up from villeneuve through this
16 storm pond that abuts villeneuve Road on the south.
17 So you could go for a walk right up, cross over
18 this local road here, and right up through the
19 neighbourhood. So tried to have really good
20 connections throughout and want it to be very
21 walkable.

22 And then up in the northeast
23 corner is a commercial site, which would have good
24 visibility access from Hogan Road and Fowler way
25 when those come on board. Access to the commercial

1 site would be solely off of Hogan Road. So nothing
2 internal for vehicles. But there would be a
3 walkway connection through there so that if you
4 want to go to the store, you can get there. You
5 don't have to go out onto Hogan Road to do it.

6 Next. So that's basically the
7 whole presentation. There's -- we're happy to take
8 questions after. I'll just tell you some of the
9 next steps, though. As I said, this is -- the
10 intention of this meeting is to gather your input,
11 gather your questions and comments. We'll take
12 that back, review it, discuss it with the City.
13 See if anything -- you know, if anything needs to
14 be changed or -- and then the intention is to
15 submit an application as soon as possible.

16 So assuming that there's no
17 real major issues, we would try and submit that
18 application by the end of February. It would go
19 through a circulation process with the City, which
20 takes a couple months. It then would have to go to
21 the Edmonton Metropolitan Region Board if Council
22 accepts the first reading of this, and that's about
23 a three-month process. Finally we go to a public
24 hearing targeting fall of 2019. And then the
25 intention is to do the first stage of construction,

1 get that underway in the spring of 2020.

2 So, please, if you have any
3 questions, I'm here. Actually I should say, it's
4 not just me here. Leo is hear from Select. He's
5 the engineer. Jeanne Calder is here. She's our
6 senior planning technician. And from the landowner
7 here is Courtney Jensen from Strata. And then also
8 some people from the City here as well if there's
9 any questions about any of the City plans.

10 So, please, as I said, maybe
11 raise your hand if you have a question and just
12 state your name. Yeah.

13 JORDAN KLUTHE: will you be taking the design
14 to another open house before the public hearing do
15 you think?

16 MR. DIBBEN: Sorry. Can you just say your
17 name first?

18 JORDAN KLUTHE: Jordan.

19 MR. DIBBEN: Jordan, okay. Will we be
20 taking the -- another open house before public
21 hearing? Which I guess it depends on whether the
22 plan changes or not. If this plan goes through as
23 you see it today, then we would discuss it with the
24 City, but there wouldn't be a requirement to bring
25 it again. So the public hearing would be another

1 opportunity to --

2 JORDAN KLUTHE: That would be the final
3 opportunity.

4 MS. PETER: This is Kristina with the
5 City. If there's substantial changes to the layout
6 and the concept, we generally do require the
7 developer to bring it back to the public. But if
8 it relatively stays the same, generally the same,
9 the layouts are similar, we don't bring it back.

10 BILL: I have a question.

11 MR. DIBBEN: Your name?

12 BILL: My name is Bill. And is this
13 -- the municipal reserved for parkland, is there
14 expected to be a school site?

15 MR. DIBBEN: No. There's no school site
16 planned for this area. It's -- the whole area
17 itself is 25 hectares, so the requirement is 10
18 percent of that land to be park. A school site is
19 typically about 4 hectares in size. So we've got
20 some linear but also some good sized parks in there
21 that you could do some programming with, but
22 definitely not large enough for a school. I
23 believe, like, North Ridge had parks sized for a
24 school, but they haven't built any.

25 MS. JENSEN: I can add that we did discuss

1 with the City whether or not they wanted to see a
2 park site because certainly the City would have the
3 option to buy additional land, more space, to
4 consolidate enough to do a school site, and that
5 wasn't desired.

6 BILL: Just a followup. I'll let
7 somebody else talk. Would the developer consider
8 putting the MR on the west boundary and therefore
9 the City owns the land adjacent to it providing for
10 an opportunity for a school site if there's a need?

11 MR. DIBBEN: I think it's difficult at this
12 point to say because there is no plan for that
13 land.

14 MS. JENSEN: We have tried planning with
15 the City, actually, a couple of times when it was
16 funded through the budget. But then when it got
17 unfunded, any planning that we did along the border
18 was -- we received the request from the City to not
19 tie them into anything through our planning. So we
20 actually tried to do the opposite of that where we
21 tried to keep the park space so that it's serving
22 the residents of this community and not
23 anticipating a use in the adjacent land that may or
24 may not come.

25 BILL: Okay. Thank you.

1 MR. DIBBEN: Yes.

2 JOANNA KRIPS: Joanna Krips. I was
3 wondering, did it mention that your construction
4 you are considering -- you're hoping to start 2020,
5 was it? So this might be a question for the City.
6 What is the timeframe for the upgrade to the roads
7 in the area to support the additional traffic?

8 MR. DIBBEN: Right. I can let the City
9 answer that in general. But, like, Fowler Way, I
10 don't believe there's any timeframe for that right
11 now as far as I know. And same with cutting off
12 Villeneuve Road. So the first access will likely
13 be off Villeneuve Road to get into this
14 neighbourhood.

15 JOANNA KRIPS: So for quite some time, it
16 will likely be any traffic from there will either
17 be Villeneuve or Hogan. Is that the --

18 MS. PETER: That would be the quickest way
19 to get road access to the site, yes.

20 UNIDENTIFIED SPEAKER: As if they can even handle the
21 traffic now. The traffic is absolutely --

22 JORDAN KLUTHE: The intersection trying to
23 turn off at 255.

24 UNIDENTIFIED SPEAKER: The intersection, Villeneuve,
25 it doesn't matter where you come from. Pretty much

1 at any point of the day you can't move on there.

2 MS. PETER: So one of the things that will
3 happen with this development going through is there
4 will be a number of upgrades that will be required,
5 and I can maybe get Leo --

6 MR. LEVASSEUR: Yeah. That likely would be
7 part of the approval process of the subdivision.
8 We would get the conditions from the City as to
9 what may be needed. And the TIA will probably
10 support some of that requirement. It may not be
11 shown, but I think there was a plan for a
12 roundabout at Hogan and Villeneuve, and it is quite
13 likely that would all have to be partially built or
14 fully built in order to deal with the traffic.

15 MS. PETER: You would see some
16 improvements to the local conditions before this
17 would actually get built out; however, the full
18 redesign of Villeneuve Road and Fowler Way will
19 take a little bit longer, and that we are talking
20 some substantial costs that have to be associated.

21 UNIDENTIFIED SPEAKER: I mean, that's what they said
22 originally five years and ten years ago. And that
23 still hasn't happened. And as residents in that
24 area, it's a little disconcerting because we've got
25 so much traffic coming through there. Now we bring

1 another community in, which is great, but if we
2 can't handle the infrastructure of vehicles, like,
3 what are we doing?

4 UNIDENTIFIED SPEAKER: On Sunday afternoon I counted
5 a hundred cars in ten minutes.

6 UNIDENTIFIED SPEAKER: Like, I know they did
7 calculations on so many per hour. And that's
8 actually, I believe, got four times higher than
9 what they said. It was done back in 2014, '15.
10 That's five years ago. So our big concern is --
11 and I know a lot of people --

12 MR. LEVASSEUR: The turning movement and
13 everything else at Hogan and Villeneuve, or are you
14 talking just straight down?

15 UNIDENTIFIED SPEAKER: Straight through. Yeah. The
16 traffic starts very heavy at about 5:30 in the
17 morning, and it doesn't shut down until 7 at night
18 to the point of, like, you gotta watch what's on
19 your shelf in your house because it will fall off
20 because of the road traffic of those trucks. So
21 then got that much more infrastructure coming in,
22 obviously more heavy equipment coming through
23 there, the road can barely handle two lanes of
24 cars. What are we going to -- now they're going to
25 expand the road. Well, that wasn't supposed to

1 happen, right? Right? Like -- and that's what
2 happened for the last ten years, that road. When
3 Deer Ridge came in, North Ridge came in, we got
4 the, Yeah, it will happen, but nothing happened.

5 MR. LEVASSEUR: Well, certainly we can't speak
6 for the timing of Villeneuve and the improvement of
7 Villeneuve because it spans quite a long length,
8 right.

9 UNIDENTIFIED SPEAKER: That's right. But now we're
10 on the other side of it, so...

11 UNIDENTIFIED SPEAKER: And you're saying that
12 roundabout will happen at the same time as --

13 MR. LEVASSEUR: It will have to happen in --
14 Hogan Road is an arterial, so I know Blaydon kind
15 of mentioned this. There was actually two
16 accesses, but the initial stage to come off of
17 Villeneuve would have to be improved too.

18 UNIDENTIFIED SPEAKER: The roundabout is going to be
19 at Hogan and Villeneuve?

20 MR. LEVASSEUR: Pardon?

21 UNIDENTIFIED SPEAKER: The roundabout is going to be
22 at Hogan and Villeneuve then?

23 MR. LEVASSEUR: Yes.

24 MR. DIBBEN: Right here, yes.

25 MATT BACHEWICH: Just following up on the -- my

1 name is Matt. Just following up on the theme of
2 transportation here. We've got Ray Gibbon Drive
3 which has an excessive amount of traffic as it is
4 without any upgrades. And I guess the concern
5 would be that this development is adding another
6 nearly 2,000 residents to that area of St. Albert
7 and, therefore, placing even more demand on Ray
8 Gibbon Drive. So I guess my question would be, has
9 there been consideration given to aligning the
10 timing with this development with the timing for
11 the Ray Gibbon Drive expansion and creating a
12 linkage or a condition of Ray Gibbon Drive
13 expansion being required in order to enable this
14 site to be developed?

15 MR. DIBBEN: Well, there hasn't been any
16 discussion about linking Ray Gibbon Drive to this
17 neighbourhood. There -- yeah. So I think, you
18 know, the City is looking for budget, as far as I
19 know, for upgrades to Ray Gibbon, but that would be
20 a major expense for a project this size, which
21 would definitely impact housing costs and
22 everything there.

23 MS. PETER: Do keep in mind that the Ray
24 Gibbon Drive is also -- there's a provincial
25 requirement as well and provincial funding that is

1 required for that. So for the City to take that on
2 in advance of getting that funding or guarantees
3 for funding from the Province is quite risky, and I
4 don't know if it is financially feasible for the
5 City to do and then conversely the landowner or the
6 developer.

7 For that to happen, it could
8 be 15 years. Like, we don't know at this stage.
9 It could be three. Depending on elections and
10 promises and stuff like that, but it's -- at this
11 stage, the City doesn't have the -- we're not fully
12 in control of the full development of Ray Gibbon
13 Drive.

14 MATT BACHEWICH: I guess the -- I understand
15 provincial funding requirement. Obviously St.
16 Albert is not going to take that level of burden on
17 to develop Ray Gibbon Drive. But I guess the point
18 is that the City may not have control over when the
19 funding occurs, but the City has control over when
20 additional development occurs. And my point would
21 be that we've got already thousands of people using
22 Ray Gibbon Drive on a daily basis, and we have to
23 sit, and it takes sometimes over 20 minutes to get
24 from Giroux to Anthony Henday Drive. By adding
25 another 2,000 people to this region, we're only

1 going to exasperate that issue. So I guess my
2 comment would be that the City does have control
3 over the timing of development, and my point would
4 be that until we have the roadway infrastructure
5 that's required for that development, then we
6 shouldn't be exasperating the problem by adding
7 more development.

8 MS. PETER: That's fair. And I think the
9 one thing, as Blaydon did mention, this is a
10 pre-application. So the application has not
11 actually come into the City. So one of the things
12 that will happen when it is officially applied for
13 is there will be circulation, and our
14 transportation engineers will have to take that
15 into consideration regarding traffic counts and
16 safety and such. If the existing road network can
17 accommodate it, though, just as a warning, it will
18 be very difficult to say that we would have to hold
19 back on approval of this.

20 MATT BACHEWICH: Okay. Thank you.

21 MR. DIBBEN: And, again, I know that -- you
22 know, because it's on this side of the City that
23 Ray Gibbon Drive might be the most direct route,
24 but, I mean, I happen to live in Deer Ridge. So if
25 Ray Gibbon is backed up, I go to St. Albert Trail,

1 which is also a busy road, but it -- you know, you
2 go down 170th. There are other alternatives in
3 Campbell Road. And so it wouldn't -- you know, if
4 this causes more traffic going that way, I think it
5 disburses again to the other roadways. And, I
6 mean, we all want upgrades to all the roadways for
7 sure, so hopefully there's enough sort of political
8 will to get it there eventually.

9 Any other questions at this
10 time? We can answer questions, you know, offline
11 too I guess.

12 BILL: Can I just ask one more?

13 MR. DIBBEN: Yes.

14 BILL: It's about the internal road
15 network. So you've got an arterial at the top
16 here. They used to be called arterials, Fowler
17 way. It's like Giroux. And then at the bottom,
18 villeneuve is kind of a hybrid of that. And then
19 in the middle normally there's some sort of bus
20 routes or something. They're called collectors.

21 MR. DIBBEN: Right.

22 BILL: So the road that goes through
23 the middle looks like it should connect to the road
24 west into the stuff you can't plan because the City
25 isn't in a position to be able to plan that yet.

1 MR. DIBBEN: Right.

2 BILL: So the collector that would go
3 that way, I guess, like, from a design perspective
4 -- maybe I'm just asking a question I can't answer.

5 MR. DIBBEN: So we have done a traffic
6 impact assessment, you know, and it hasn't gone
7 into the City yet. But, yes, you're right, this is
8 -- well, Hogan is kind of a major collector type of
9 -- and so there would be transit along Hogan, and
10 transit would loop through here and then go back up
11 or up that way to Fowler. So definitely transit is
12 a requirement in every neighbourhood within 400
13 metres of all residents. This is meeting that
14 requirement here. And nice and central to the
15 neighbourhood. So at this point, yeah, there's
16 nothing going through -- proposed to go through
17 here. We have shown a walkway. If and when that
18 gets planned so that, you know, it's not turning
19 our backs on it completely, but focussing more on
20 the pedestrian access.

21 BILL: And I respect your input in
22 that precarious position, so it's hard to plan 80
23 acres, right, due to a major neighbourhood. So the
24 cul-de-sac south of that main road, so the one sort
25 of -- I guess it's the square between Villeneuve

1 and --

2 MR. DIBBEN: This here?

3 BILL: Yes. It's south on Hogan
4 Road, south of the school, there's a section of
5 villeneuve that's developed that has that access
6 off of Hogan versus access off of Giroux. Would
7 the developer consider an access off of Hogan to
8 the east versus the access that's coming off of
9 villeneuve to reduce the number of accesses on
10 villeneuve?

11 MR. DIBBEN: You're saying an access out
12 here?

13 BILL: Yes.

14 MS. JENSEN: Because they wouldn't have the
15 proper spacing from -- you need to have a minimum
16 amount of spacing from all of the other major
17 roadways.

18 BILL: It's to the top of the
19 cul-de-sac.

20 MR. DIBBEN: We've got 400 metre spacing
21 for collector roadways.

22 BILL: Did you have 400 metres from
23 Hogan and villeneuve?

24 MR. DIBBEN: Yes. So we've -- from Fowler
25 way and villeneuve. And then the one in the middle

1 is 400 metres.

2 BILL: The one to the west?

3 MR. DIBBEN: Oh, this one here. Sorry.

4 villeneuve is considered a collector, and so off of
5 a collector, you can have 60 metres as your
6 maximum.

7 BILL: Okay. Just things for you to
8 consider.

9 MR. DIBBEN: Yes. Yeah, yeah.

10 MS. PETER: To expand on that, the City
11 will look at different road networks and different
12 road patterns. One of the things that the City is
13 starting to look at, because of the higher density,
14 is increased accesses. In the past we've kind of
15 limited them, which has caused some difficulties
16 because of traffic flow. So the more accesses you
17 have, people have more options to get around, so
18 then they're not as overly condensed on certain
19 areas. That would have to be in accordance with
20 the designs that the engineers could support.

21 MR. DIBBEN: The computer just went to
22 sleep I think. I'll just bring this up here just
23 in case. Were there any more questions at this
24 time? Okay. Well, I'd like to thank you all for
25 showing interest and coming out. We have comment

1 forms at the back. Please sign in. Sign your
2 names. And any comments you leave here will be
3 submitted to the City. We'll review those with
4 them and definitely include them for Council.

5
6 PROCEEDINGS ADJOURNED 6:28 P.M.

7
8 CERTIFICATE OF TRANSCRIPT

9
10 I, the undersigned, hereby certify that the
11 foregoing pages are a complete and accurate
12 transcript of the proceedings taken down by me in
13 shorthand and transcribed from my shorthand notes
14 to the best of my skill and ability.

15 Dated at the City of Edmonton, Province of Alberta,
16 this 4th day of February, 2019.

17 

18
19 Amanda Forestier, CSR(A)
20 Court Reporter
21
22
23
24
25

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