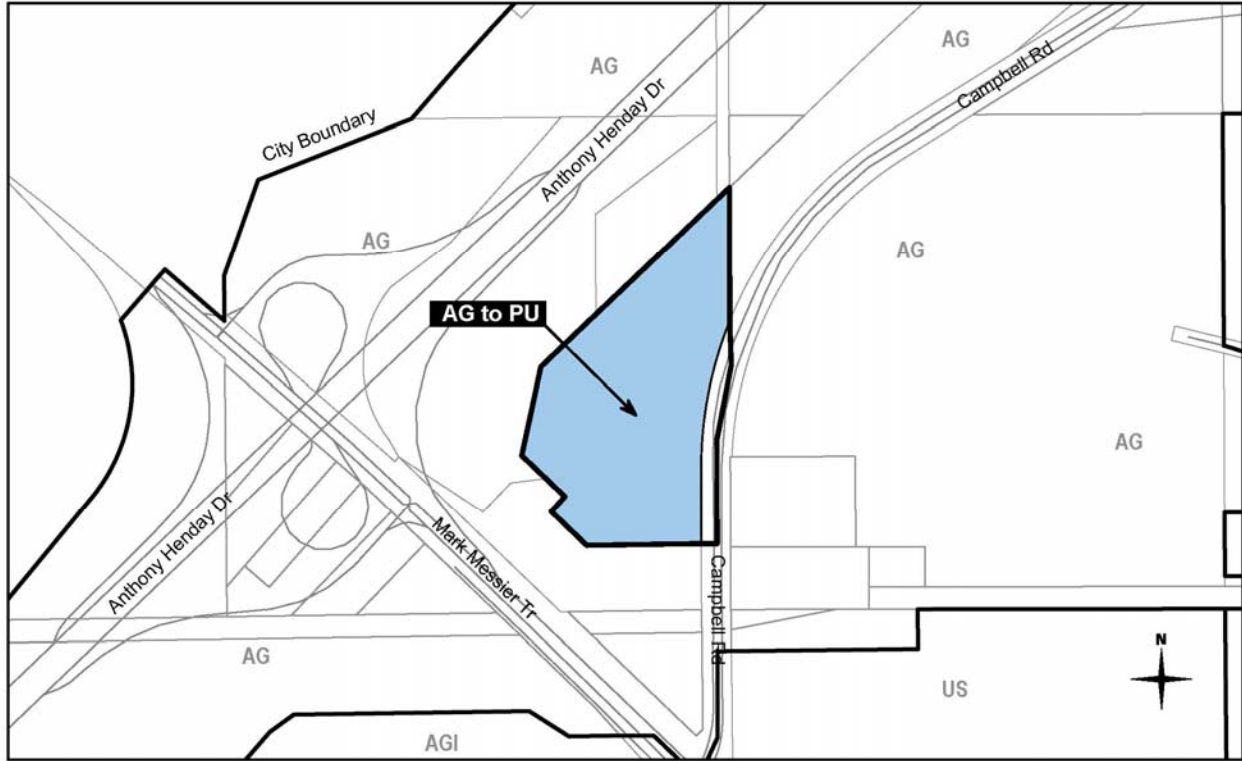




# REZONING APPLICATION ANTHONY HENDAY RAMPART

## 15520 - CAMPBELL ROAD NW

To allow for a Transit Centre and Park and Ride Facility.



## RECOMMENDATION AND JUSTIFICATION

Sustainable Development is in SUPPORT of this application because it:

- Facilitates the use of alternative transportation modes by providing improved connections to a Transit Centre and a Park and Ride facility for residents of north-central Edmonton and St. Albert,
- Supports the new Park and Ride Strategy and the future Metro Line Northwest LRT, and
- Aligns with the Capital Region Board integrated Regional Transportation Master Plan.

## THE APPLICATION

BYLAW 18172 proposes to amend the Zoning Bylaw from (AG) Agricultural zone to (PU) Public Utility Zone to allow the development of a Transit Centre and Park and Ride facility.

While the idea of developing a Transit Centre and Park and Ride facility in this general area has been discussed by Edmonton and St. Albert for a number of years, this application has been put forth with some urgency. The applicant has advised that the current demand for park and ride facilities in St. Albert is over capacity.

## SITE AND SURROUNDING AREA

The site is located adjacent to the Anthony Henday Drive northeast of its intersection with Mark Messier Trail.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	(AG) Agricultural Zone	Undeveloped land
<b>CONTEXT</b>		
North	(AG) Agricultural Zone	Anthony Henday Drive NW
East	(AG) Agricultural Zone	Undeveloped land
South	(AG) Agricultural Zone	Undeveloped land
West	(AG) Agricultural Zone	Anthony Henday Drive NW

## PLANNING ANALYSIS

The Capital Region Board Integrated Regional Transportation Master Plan (September 2011) policies identify the “expansion of regional transit facilities and services, in order to maximize the people carrying capacity of the transportation system” and the provision of “ancillary facilities such as park and ride facilities and transit centres to enable the travellers to access different modes of transportation.” This proposal supports both policies. As well, the Park and Ride facility is identified in the 10 year investment priorities in the Implementation of the Plan.

The site is located at the terminus of the Northwest Metro Line LRT and is identified as a Transit Centre and Future Park and Ride. Currently, the site is located on land that has been declared surplus to the needs of the Anthony Henday/TUC by the Province and will be removed from the Transportation Utility Corridor.



On March 7, 2017, in support of the regional transportation strategy, Edmonton provided consent to the City of St. Albert to purchase this site and allow the development of a park and ride facility within the City's boundaries prior to the commencement of the Metro Line

Northwest LRT. The City of St. Albert will construct and operate the facility until such time as the City of Edmonton Transit Service system expands the Metro line to the north. Once the line expands, the City of Edmonton will purchase both the land and existing infrastructure from the City of St. Albert and operate the facility.

There is no Plan in effect for the area since it is still identified as part of the Provincial Transportation Utility Corridor. However, should the site be abandoned as a public utility/regional facility at some point in time, it could logically be added to the Rampart Industrial ASP.

As a park and ride facility, the site will serve both the residents and employees of northwest Edmonton and the City of St. Albert. The initial facility will be approximately 800 parking stalls and 12 bus bays. The Ultimate build-out is projected to include a 1,650 stall park and ride and a 24 bay Transit Centre.

## TECHNICAL REVIEW

All Civic Departments and utility agencies have reviewed the proposed plan amendment and all comments have been addressed.

Through the Environmental Site Assessment, it was found that the site contains fill material and soil testing is required. The applicant is aware that Development Permits will not be issued until such time that the site is suitable for the full range of uses contemplated in the Development Permit Application.

## PUBLIC ENGAGEMENT

<b>ADVANCE NOTICE</b> Date: June 21, 2017	<ul style="list-style-type: none"><li>● Number of recipients: 10</li><li>● No responses received</li></ul>
<b>PUBLIC MEETING</b>	<ul style="list-style-type: none"><li>● Not required</li></ul>

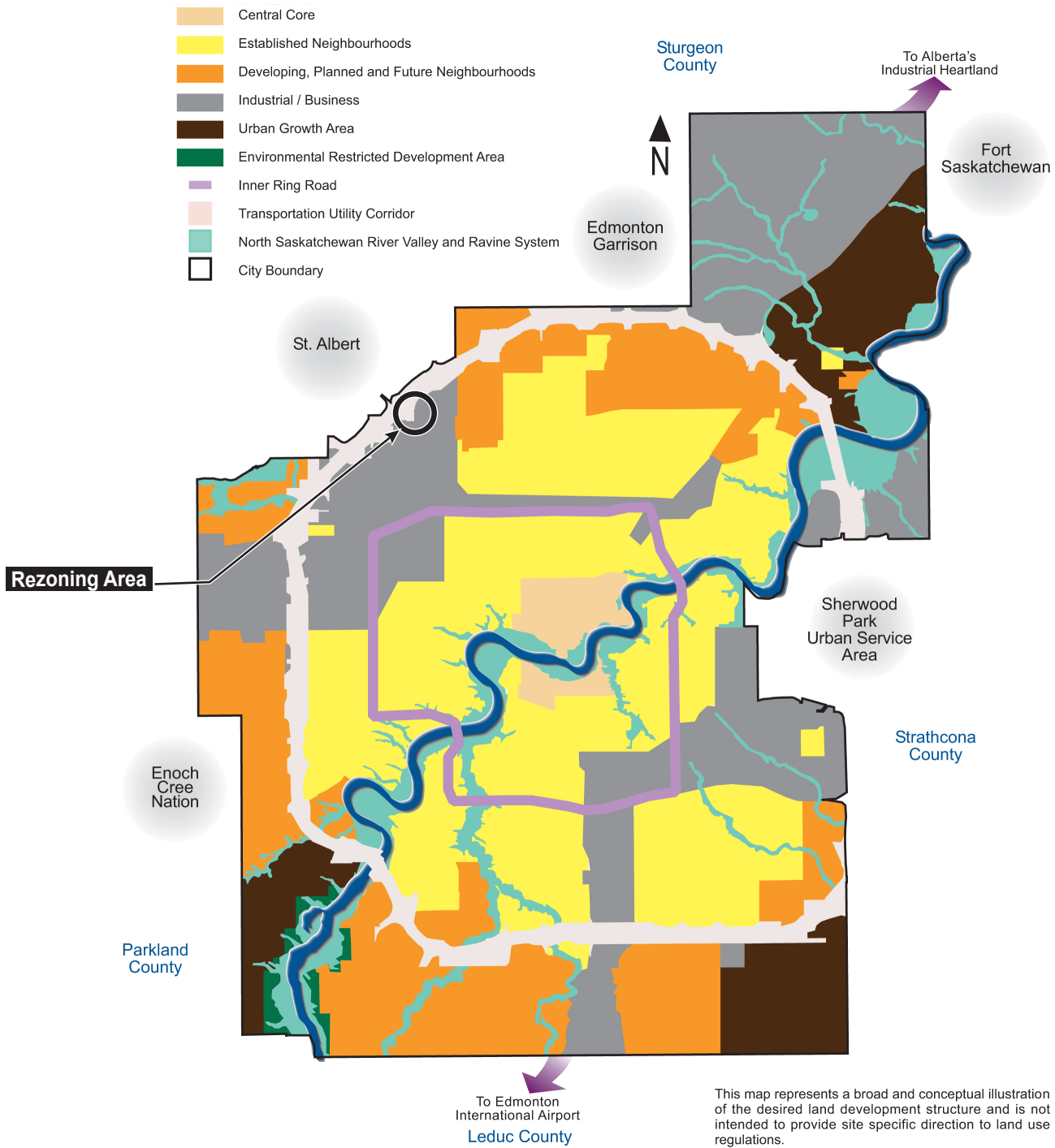
## CONCLUSION

Urban Form and Corporate Strategic Development recommends that City Council APPROVE this application.

## APPENDICES

1. Context Map
2. Application Summary

### Map 1: Land Development Concept





## APPLICATION SUMMARY

### INFORMATION

Application Type:	Rezoning
Bylaw:	18172
Location:	Campbell Road northeast of intersection with Mark Messier Trail
Address:	15520 - CAMPBELL ROAD NW
Legal Description:	Lot 2, Blk 1, Plan 1224335
Site Area:	12.0 ha
Neighbourhood:	Anthony Henday Rampart (in the TUC)
Ward - Councillor:	2 - Bev Esslinger
Notified Community Organizations:	Cumberland/Oxford Community League
Applicant:	City of St. Albert

### PLANNING FRAMEWORK

Current Zones:	(AG) Agricultural Zone
Proposed Zones:	(PU) Public Utility Zone
Plans in Effect:	None
Historic Status:	None

Written By: Vivian Gamache  
Approved By: Tim Ford  
Department: Urban Form and Corporate Strategic Development  
Section: Planning Coordination