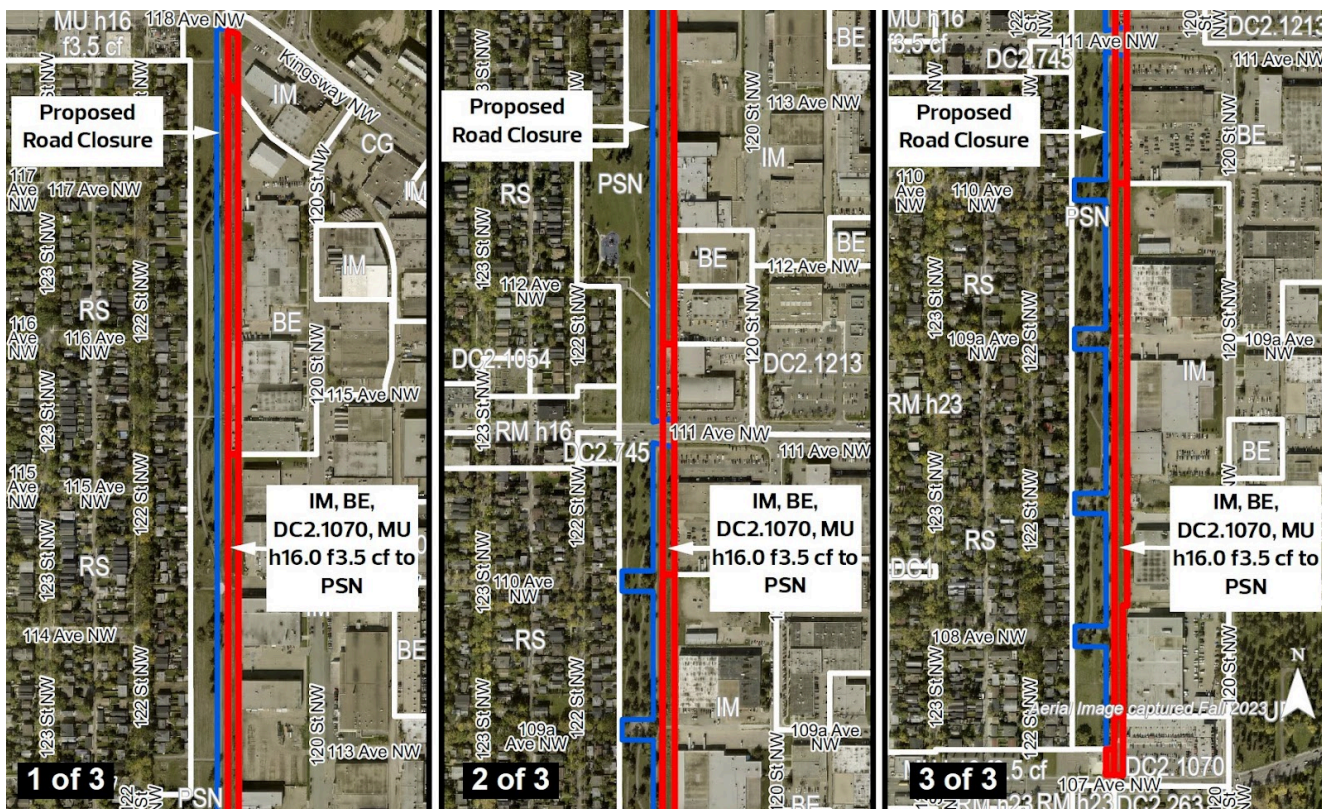


Planning Report

Queen Mary Park, Westmount, Prince Rupert, and Inglewood Anirniq and O-day'min

Portions of the undeveloped 121 Street NW road right-of-way located between 107 Avenue NW and 118 Avenue NW

Position of Administration: Support



Summary

Bylaw 20849 proposes to close a portion of the undeveloped 121 Street road right-of-way located between 107 Avenue NW and 118 Avenue NW. Charter Bylaw 20850 proposes a rezoning of the closure area from the Medium Industrial Zone (IM), Business Employment Zone (BE), Mixed Use Zone (MU h16.0 f3.5 cf), and a Site Specific Development Control Provision (DC2.1070) to the Neighbourhood Parks and Services Zone (PSN) to allow for neighbourhood-level active and passive recreation opportunities.

Public engagement for this application included a mailed notice and information on the City's webpage. Approximately 11 people were heard from, with approximately 3 in support and 8 with questions. The questions received were clarifying questions: where exactly is the application, and what is the intent.

Administration supports this application because it:

- Formalizes the function of the site as park space and a habitat greenway, in alignment with The City Plan.
- Is in alignment with the West Ingle Area Redevelopment Plan and the Central McDougall/Queen Mary Park Area Redevelopment Plan

Application Details

This application was submitted by The City of Edmonton's Urban Growth and Open Space Strategies group.

Rezoning

The proposed Neighbourhood Parks and Services Zone (PSN) would allow:

- Active and passive recreation opportunities on parkland to serve neighbourhood-level needs and users.
- Uses such as parks, protected natural areas, and community uses.

Road Closure

The proposed road closure is for portions of the undeveloped 121 Street NW road right-of-way located between 107 Avenue NW and 118 Avenue NW. If closed, the land will be utilized as open space.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	<ul style="list-style-type: none"> • Site Specific Development Control Provision (DC2.1070) • Medium Industrial Zone (IM) • Business Employment Zone (BE) • Mixed Use Zone (MU h16.0 f3.5 cf) 	Portions of the undeveloped road right-of-way (former CN Rail line)
North	<ul style="list-style-type: none"> • Neighbourhood Parks and Services Zone (PSN) 	Portions of the undeveloped road right-of-way (former CN Rail line)
East	<ul style="list-style-type: none"> • Site Specific Development Control Provision (DC2.1070) • Medium Industrial Zone (IM) 	A variety of commercial, light industrial, and medium industrial uses up to 2-storeys in height

	<ul style="list-style-type: none"> • Business Employment Zone (BE) 	
South	<ul style="list-style-type: none"> • Site Specific Development Control Provision (DC2.263) • Medium Scale Residential (RSM h23.0) 	Portions of the undeveloped road right-of-way (former CN Rail line)
West	<ul style="list-style-type: none"> • Neighbourhood Parks and Services Zone (PSN) • Mixed Use Zone (MU h16.0 f3.5 cf) 	<p>Linear Park</p> <p>1-storey commercial building</p>



View of the site looking south from 118 Ave NW.



View of the site looking north from 107 Ave NW.

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application is in alignment with the West Ingle ARP, and the Central McDougall/Queen Mary Park ARP, and formalizes the existing park use on the site. The basic approach included:

Mailed Notice, May 4, 2023

- Notification radius: 60 metres
- Recipients: 273
- Responses: 11
 - In support: 3
 - In opposition: 0

- Questions only: 8
- Suggestions: 3

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- 124 Street and Area Business Improvement Area
- Kingsway Business Improvement Area
- The Crossroads Business Improvement Area
- Inglewood Community League
- Prince Charles Community League
- Prince Rupert Community League
- Queen Mary Park Community League
- Westmount Community League

Common comments heard

- In support of the proposed rezoning and road closure to allow for active and passive recreation uses (3).
- Suggestions:
 - Move the existing playground closer to 107 Avenue NW.
 - Improve signage near the dog park.
 - Make the area around the shared pathway nicer and more inviting.
- Questions:
 - Clarify where the rezoning/closure is, and the intent of this application (8).
 - Answer: to close the undeveloped 121 Street road right-of-way (east of the shared pathway, and west of the commercial/industrial properties) to allow for active and passive recreation opportunities on parkland. A road closure is required because a road exists on paper, but was never constructed.

Application Analysis

The City Plan

The proposed rezoning and road closure align with The City Plan. In The City Plan, the site is identified as a Habitat Greenway. A Habitat Greenway is a naturalized or restored corridor that supports ecological connectivity to and from the River Valley and Ravine System and/ or from district to major ecological connections. This linear, publicly accessible open space also connects and operates for people, providing opportunities for active transportation, recreation or social connections.

Policies in The City Plan support protecting, expanding, and improving access to natural systems and open spaces (5.1), and improving the quality and function of Habitat Greenways and ecological connections within the Blue and Green Network (5.1.2.1).

The application formalizes the function of the site as park space and Habitat Greenway by closing the undeveloped road right-of-way and rezoning the site for park space.

Area Redevelopment Plan

The proposed rezoning and road closure aligns with the West Ingle Area Redevelopment Plan (ARP) and the Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP).

In the West Ingle ARP, the former CN rail right-of-way (linear park) is identified as the largest park space in the neighbourhood. In the Central McDougall / Queen Mary Park ARP, additional pedestrian connections and bicycle path networks are promoted along the former CN rail right-of-way.

The proposed rezoning and road closure formalizes the use of the undeveloped road right-of-way as park space/a habitat greenway, and aligns with both ARPs.

Draft District Plans

At the time of writing this report the District Policy and District Plans are in a final form and are scheduled to be considered by Council on May 28-30, 2024, June 3, 2024 and June 25, 2024. If the District Plans are given two readings during this time the following analysis is provided for Council's consideration.

The proposed rezoning and road closure align with the draft Central District Plan.

The undeveloped 121 Street NW road right-of-way is identified as 'Commercial/Industrial Employment'. This land use designation is for employment uses, along with the infrastructure and amenities required to support these uses. The habitat greenway and formalization of park space at this location acts as an area for recreation opportunities and an active transportation corridor which supports the employment and industrial uses, and provides a buffer between the residential to the west.

Land Use Compatibility

A park space already functionally exists on site. Through the road closure and rezoning that aligns the site with the rest of linear park space to the west, the site will continue to function as a park space.

Mobility

This application formalizes the park area between Kingsway NW and 107 Avenue NW, along 121 Street NW. The site was formerly a CN Rail line and the City does not intend to use this area for a roadway in the future. This change will further support the active mode network along this corridor.

Edmonton Transit Service (ETS) operates bus service near the subject area on 118 Avenue NW, Kingsway NW, 111 Avenue NW, 107 Avenue NW and 124 Street NW. Much of the rezoning area is within 200-600 metres walking distance to bus stops on these corridors. In the future, portions of the subject area will be within walking distance from both the future 124 Street Stop and the future Brewery/120 Street Stop on the Valley Line West LRT. Additionally, mass transit bus routes are anticipated to operate on nearby corridors as part of the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

Utilities

The proposed rezoning is not anticipated to have a significant impact to the existing sanitary and storm sewer systems in the area. Low Impact Development (LID) is recommended for the development allowed under the proposed zone. Details of any proposed LID would be reviewed at the Development Permit stage. The applicant/owner will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Written By: Saffron Newton

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination