

Undeveloped portion of 79 Avenue NW, west of 101 Street NW

Position of Administration: Support



Summary

Bylaw 20993 proposes a closure of an undeveloped portion of 79 Avenue NW, west of 101 Street NW. Bylaw 20994 proposes a rezoning of the closure area from the Alternative Jurisdiction Zone (AJ), Heavy Industrial Zone (IH) and a Direct Control Zone (DC2.596) to the Neighbourhood Parks and Services Zone (PSN) to allow for a small scale park and amenities.

Public engagement for this application included a mailed notice and information on the City's webpage. Two people were heard from, both in support.

Administration supports this application because it:

- Supports The City Plan's Big City Moves of "A Community of Communities" and "Greener As We Grow".

- Helps address a lack of open space in the West Ritchie area as identified in the Scona District Plan.
- Helps build the West Ritchie Greenway envisioned by the Old Strathcona Public Realm Strategy.

Application Details

This application was submitted by the City of Edmonton (Urban Growth and Open Space).

Road Closure

The closure area is an undeveloped portion of 79 Avenue NW, west of 101 Street NW that would become a titled parcel and rezoned.

Rezoning

The proposed Neighbourhood Parks and Services Zone (PSN) would allow for limited development on parkland intended to serve neighbourhood-level needs and users. The intention is for the lot to be used as a community garden.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Alternative Jurisdiction Zone (AJ) Heavy Industrial Zone (IH) Direct Control Zone (DC2.596)	Vacant land, community garden
North	Direct Control Zone (DC2.596)	Low rise residential building
East	Heavy Industrial Zone (IH) Direct Control Zone (DC2.1169)	CPKC Rail Yard Mid rise mixed use building
South	Alternative Jurisdiction Zone (AJ) Heavy Industrial Zone (IH)	CPKC Rail Yard
West	Alternative Jurisdiction Zone (AJ)	CPKC Rail Yard



View of site looking west from 101 Street NW



View of site looking east from near the CPKC Rail Yard

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the proposal follows a statutory plan and policies already in place and intends to formalize a community garden that is already on the site. The basic approach included:

Mailed Notice, July 30, 2024

- Notification radius: 60 metres
- Recipients: 408
- Responses: 2 (both in support)

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Ritchie Community League
- Old Strathcona Business Association

Common comments heard:

- Support formalizing the existing park/community garden and improving it with support from the City.
- Would be a great improvement to the community.

Application Analysis



Site analysis context

The City Plan

By facilitating a neighbourhood level park space, this application contributes to the Big City Move of “A Community of Communities” by contributing to a 15-minute district that allows people to more easily complete their daily needs.

It also contributes to the Big City Move of “Greener as we Grow” by establishing park space that can contribute to the urban forest and the amount of green area hectares in the City.

Scona District Plan

The Scona District Plan identifies the need for more park space in West Ritchie and this will help address this need.

There is an Area Specific Policy in the Scona District Plan (carried over from the Strathcona Area Redevelopment Plan) that reads:

“The construction of 79 Avenue between 101 and 102 Streets should be a requirement for the development of the adjacent portions of the CPR yard.”

The location described is the location of this proposed closure. Development of the adjacent CPKC Rail Yard is not imminent and if and when these development opportunities arise, consideration can be given to this policy when master planning the development lands.

In the interim, the existence of this land as road right-of-way is making it problematic for the implementation of a community garden. The closure at this time will allow for easier development of the community garden which is an appropriate use of the land.

Open Space

The proposed park will help to build the West Ritchie Greenway envisioned by the Old Strathcona Public Realm Strategy, connecting West Ritchie with the Gateway Greenway extending north to Saskatchewan Drive NW, one of the key actions of the strategy. The West Ritchie Greenway would include features like a shared pathway, seating, and continued community garden use, and an overall design that prioritizes ecology and wellness functions.

Environment

Due to the proximity of the site to land zoned for heavy industrial uses and the CPKC Rail Yard, environmental reports were prepared which included soil and groundwater testing. The results showed that there were no contaminants of concern relative to the proposed parks and community garden use.

Mobility

With future development of the community garden, improvements to the adjacent pedestrian network will be required to support safe and accessible access to the space. The site is near a future district connector bike route along 100 Street NW. The route is planned to be implemented with the Active Transportation Network Implementation project in 2026.

ETS operates numerous bus routes near the site on 82 Avenue NW, 99 Street NW and Gateway Boulevard NW. A range of service levels are available on these corridors, including frequent, local and community bus routes. The site is roughly 300 metres walking distance to nearby bus stops on 82 Avenue NW.

The future mass transit network in the area is anticipated to include Bus Rapid Transit routes on 82 Avenue NW and Calgary Trail NW. Design of both corridors is still to be determined, but infrastructure required may include improved sidewalks, new/rebuilt bus stops and dedicated lanes for transit.

Utilities

EPCOR Drainage-owned facilities protected by a utility right-of-way (URW) exist within the rezoning site. The URW must remain to ensure that no structure will encroach or be constructed within the URW, in order to protect and provide access to the existing drainage infrastructure. Additionally, a URW is required to be provided to protect the existing drainage infrastructure servicing the adjacent lot to the north of the road closure.

Sanitary and storm service connections are available to the site.

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