

Conditionally Supported - 1984 02 09

Municipal Planning Commission

[Handwritten Signature]
Secretary

Bylaw No. 7465 (as amended)

Being a Bylaw to Adopt the Rampart
Industrial Area Structure Plan

WHEREAS pursuant to the provisions of the Planning Act, City Council may adopt an Area Structure Plan; and

WHEREAS Council considers it desirable to adopt an Area Structure Plan for the Rampart Industrial area; and

WHEREAS the Edmonton Municipal Planning Commission at its meeting of 1984 02 09 conditionally supported the adoption of the Rampart Industrial Area Structure Plan (formerly the Edmonton Northwest (Industrial Portion) Area Structure Plan);

NOW THEREFORE upon the recommendation of the Edmonton Municipal Planning Commission, and after due compliance with the requirements of the Planning Act, the Municipal Council of the City of Edmonton hereby enacts as follows:

1. The Area Structure Plan annexed hereto as Schedule "A" is hereby adopted as the Rampart Industrial Area Structure Plan; and
2. The minutes of the Edmonton Municipal Planning Commission meeting of 1984 02 09 annexed hereto as Schedule "B" are hereby incorporated and form part of this Bylaw.

READ a first time this *28th* day of *February*, A.D. 1984;
 READ a second time this *28th* day of *February*, A.D. 1984;
 READ a third time and duly passed this *24th* day of *April*, A.D. 1984.
(as amended)

THE CITY OF EDMONTON

[Handwritten Signature]
MAYOR

[Handwritten Signature]
CITY CLERK

Schedule "A"

Bylaw #7465
(as amended)

RAMPART INDUSTRIAL

AREA STRUCTURE PLAN

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I INTRODUCTION

1. Purpose

The purpose of this Area Structure Plan is to provide a rational, coherent land use plan to accommodate a variety of industrial, recreational and institutional opportunities in the northwest sector of the City of Edmonton. The Plan area includes approximately 372 hectares (919 ac.) located north of 137 Avenue, between the St. Albert Trail and the Canadian National Railway line, and south of the Edmonton Restricted Development Area. The Plan, prepared in accordance with the Revised Area Structure Plan Terms of Reference and the Edmonton General Municipal Plan, provides a detailed policy guide for all future subdivision and development activity within the Plan area.

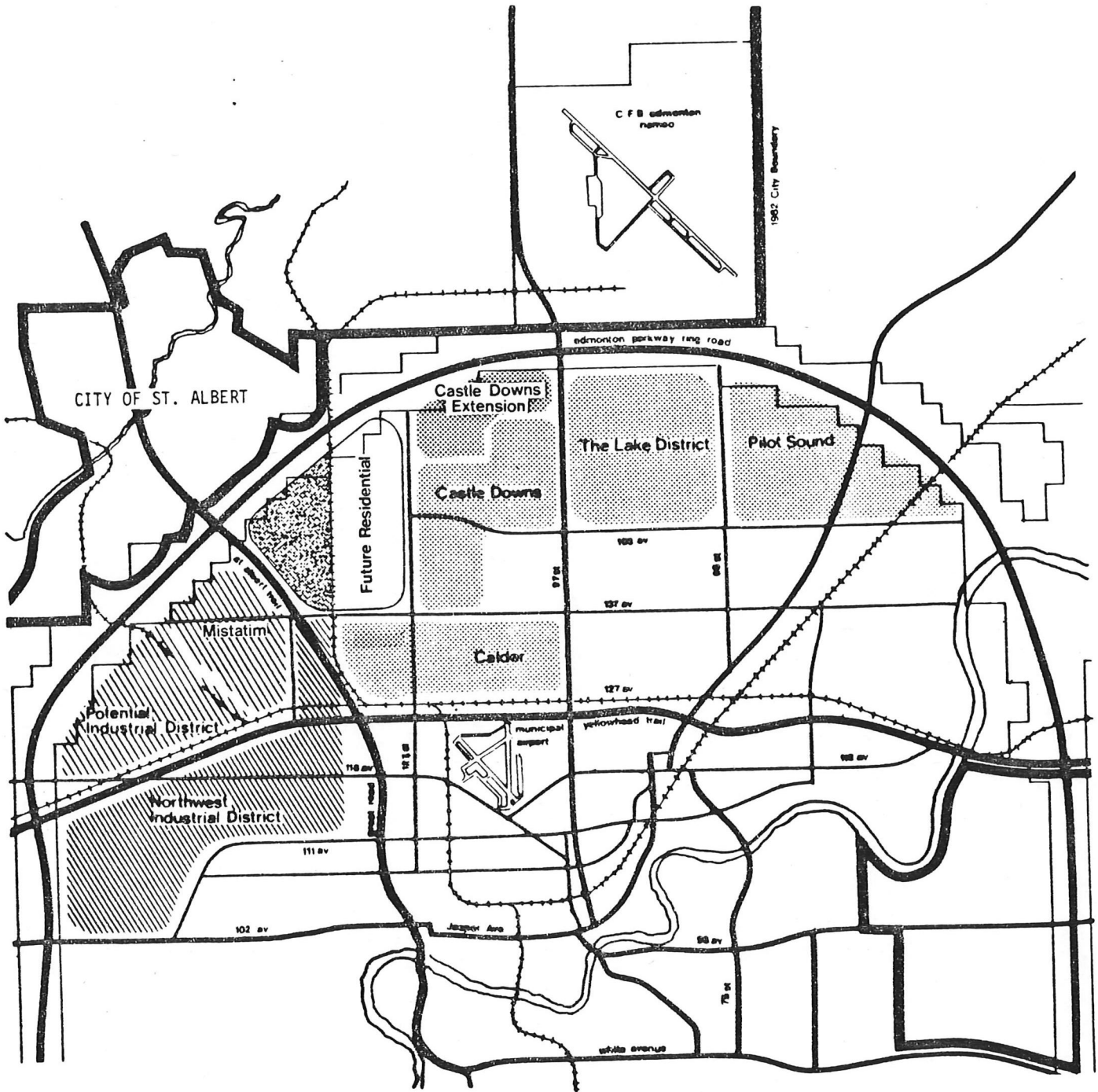
2. Background

Following annexation of the Plan area to the City on 1982 01 01, City Council amended the General Municipal Plan to designate the Plan area as a major industrial growth area. The lands to the east of the CNR tracks were concurrently designated for residential growth. In accordance with this, an Area Structure Plan proposal for both the industrial and the adjacent residential lands was submitted by Mackenzie Spencer Associates Limited for City Council review. The proposal also included provisions for a regional town centre.

On 1983 04 12, Council rejected the proposed Structure Plan and directed that a new plan be prepared. On 1983 12 13, City Council further requested, among other things, that separate Area Structure Plans be prepared for the residential and industrial portions located, respectively, east and west of the CNR tracks. The west portion should remain essentially unchanged, whereas the east portion should contain a number of land use revisions.

This Area Structure Plan has been prepared in accordance with these requirements.

FIGURE 1 CONTEXT



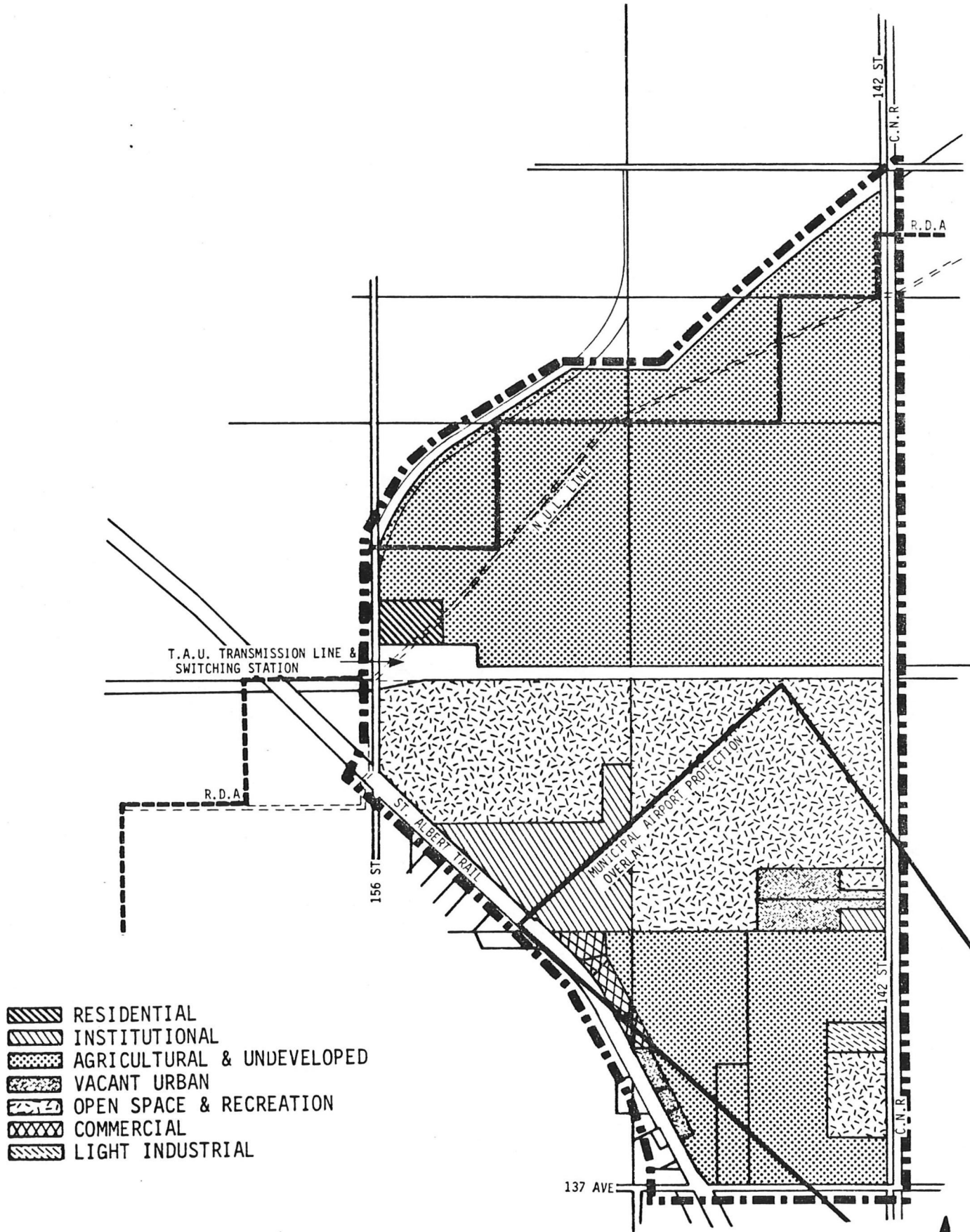
Plan Area



FILE:
DATE:

FIGURE 2

EXISTING LAND USE



II PLAN AREA

1. Context

As shown in Figure 1, the Plan area is located in the northwest sector of the City of Edmonton, immediately east of the St. Albert Trail and 156 Street, and south of the proposed Parkway Ring Road/utility corridor of the Edmonton Restricted Development Area (RDA). Two other major transportation routes, 137 Avenue and the CNR tracks, form the south and east boundaries of the Plan area. Together, these road and rail access opportunities provide significant advantages for industrial development in the Plan area.

Under the General Municipal Plan, the lands south of the Plan area are designated for industrial growth. The lands to the west, across the St. Albert Trail, are within the industrial Mistatim Area Structure Plan. The lands to the east of the CNR tracks are, as noted previously, to be developed for mixed uses, primarily residential. A light industrial strip along the east side of the tracks will provide a buffer from the industrial land uses proposed under the present Plan. Finally, the lands to the north of the Plan, located across the RDA, within the City of St. Albert, are being developed for a range of residential and industrial uses.

2. Existing Land Use

The Plan area is primarily used for agricultural purposes, which will be phased out prior to urban development.

One notable exception exists in the N.W. 1/4 26-56-25-W4M, just east of the St. Albert Trail, the site of the Holy Cross Cemetery (Figure 2). The City of Edmonton intends to operate a public cemetery north of this site occupying the balance of the quarter section. Incorporation of the cemeteries within the Plan area represents a significant constraint to its development for industrial purposes. Land use conflicts, however, will be minimized through light industrial buffering north and south of the cemeteries and development of a proposed City-wide athletic facility to the east. Although this facility poses a constraint to industrial development, its proposed location avoids residential land use conflicts which could occur elsewhere in the City.

North of the cemetery expansion area is a major Transalta Utilities high voltage transmission line which spans the Plan area from east to west. A major switching station is located in this corridor, just east of 156 Street. In addition, Northwestern Utilities Limited operates a 323 mm (12 inch) high pressure gas transmission line which runs in a southeast-to-northwest direction in the north part of the Plan area, roughly parallel to the RDA. Neither line, however, should pose significant conflicts with industrial land uses, although particular care should be taken to the location and orientation of lot lines adjacent to the gas pipeline if it is not relocated prior to subdivision for urban development.

FILE: EDMONTON
NORTHWEST (INDUSTRIAL
PORTION) AREA
STRUCTURE PLAN,
NORTHWEST ANNEXATION
AREA

ANALYSIS (Cont'd.)

b) Industrial Service Centre

An industrial service centre is proposed at the northwest corner of 142 Street and 153 Avenue. Typical uses will include banks, restaurants, service stations, daycare centres and other uses which cater to the retail and service needs of employees of the area. In accordance with the General Municipal Plan policy to prevent encroachment of non-industrial uses on industrial areas, the Plan expressly limits the size of the service centre to 2.0 ha (4.9 ac.).

c) Institutional

A large part (13.3%) of the Plan area is reserved for cemetery uses, to accommodate both the continued operation of the Holy Cross Cemetery and the establishment of an adjacent public cemetery by the City. Other proposed institutional uses include a fire station to be located north of 153 Avenue. Its location under the Mackenzie Spencer Plan, further to the west, has been changed at the request of the Real Estate and Housing Department.

d) Open Space/Recreation

A variety of open space/recreation uses are proposed for the Plan. A 42.4 ha (104.8 ac.) City-wide athletic facility is to be located near the centre of the Plan area. The site will provide a location for sports and athletic facilities serving the City as a whole. Siting such a facility in an industrial area avoids land use conflicts which could occur in a residential area. Its proximity to major roadways will ensure easy access for City users.

It is noted that the configuration of the site has changed slightly since the Mackenzie Spencer Plan. The Parks and Recreation Department advises that the privately-owned lands at the southeast corner of the site will not be needed for the facility, and the Plan has been amended accordingly. To ensure compatibility with adjacent land uses, the corner is proposed for business industrial uses.

A second recreational feature of the Plan is the provision for continued operation of three private recreational facilities located east of 142 Street. These include the Victoria Soccer Club (south of 145 Avenue), the Moose Lodge and the Canadian Athletic Club Arena (north of 145 Avenue). These facilities should not create significant conflicts with adjacent uses and may provide benefits for industrial employees of the Plan area. In the event that the owners contemplate a change of use, the Plan specifies the following:

Other notable exceptions to the agricultural character of the area include three recreational facilities located along the west side of the existing 142 Street alignment. In the N.E. 1/4 26-56-25-W4M are the Canadian Athletic Club Arena, and the Moose Lodge, also a private recreational facility. In the S.E. 1/4 26-56-24-W4M is another private recreational use, consisting of playing fields, grounds and a club house operated by the Victoria Soccer Club. All of these recreational uses are to be incorporated within the Plan. Because of their relatively small size, they do not represent significant constraints to industrial development. Further, if any of these operations cease to exist, the land can easily be turned over to industrial use.

3. Land Use Controls

Consistent with its existing agricultural character, the entire Plan area is within the AG (Agricultural) District of the Municipal District of Sturgeon Land Use Bylaw. In accordance with the overall industrial objective of the Plan, however, it is proposed that the lands be redistricted to the AGI (Industrial Reserve) District under an amendment to the City of Edmonton Land Use Bylaw currently being prepared so as to include all of the City's recently annexed lands.

Except for those areas located within the RDA, the existing Edmonton Regional Plan - Metropolitan Part, designates the Plan area as General Industrial. The proposed Edmonton Metropolitan Regional Plan, which is awaiting ratification by the Minister of Municipal Affairs, similarly classifies the lands as Metropolitan Industrial. The Area Structure Plan generally conforms to the proposed new plan. Regional Plan amendments will be required, however, should portions of the RDA be released for industrial use prior to ratification of the new plan. Formal RDA release, by Order-in-Council, is also required prior to industrial development of these lands.

As noted previously, the General Municipal Plan identifies the area as a major industrial growth area suitable for Area Structure Plan preparation. This provides the authority required for the present Plan.

4. Natural Environment

As shown in Figure 3, the Plan area is relatively flat, with a maximum relief of about 5 m (15 ft.). The land drains generally to the east and south. Only a few small sloughs dot the area, posing no significant development constraints. Since the majority of the area is agricultural, there are no significant tree stands; minor tree stands marking the section lines may be retained on the cemetery and City-wide athletic facility lands.

The soils in the Plan area, generally Chernozemic clay loams, are very good agricultural soils, being classified as Classes 1 and 2 on the Canada Land Inventory Agricultural Capability rating. However, the land is not identified as an Agricultural Land Management area by the General Municipal Plan, on the basis that the benefits to be achieved from industrial development outweigh those to be achieved from continued agricultural practice, especially in comparison to the relative benefits of industrial development on alternative agricultural lands.

FIGURE 3 NATURAL FEATURES

-  TREE COVER
-  MAJOR DEPRESSIONAL AREA
-  CONTOUR (INTERVAL 5')

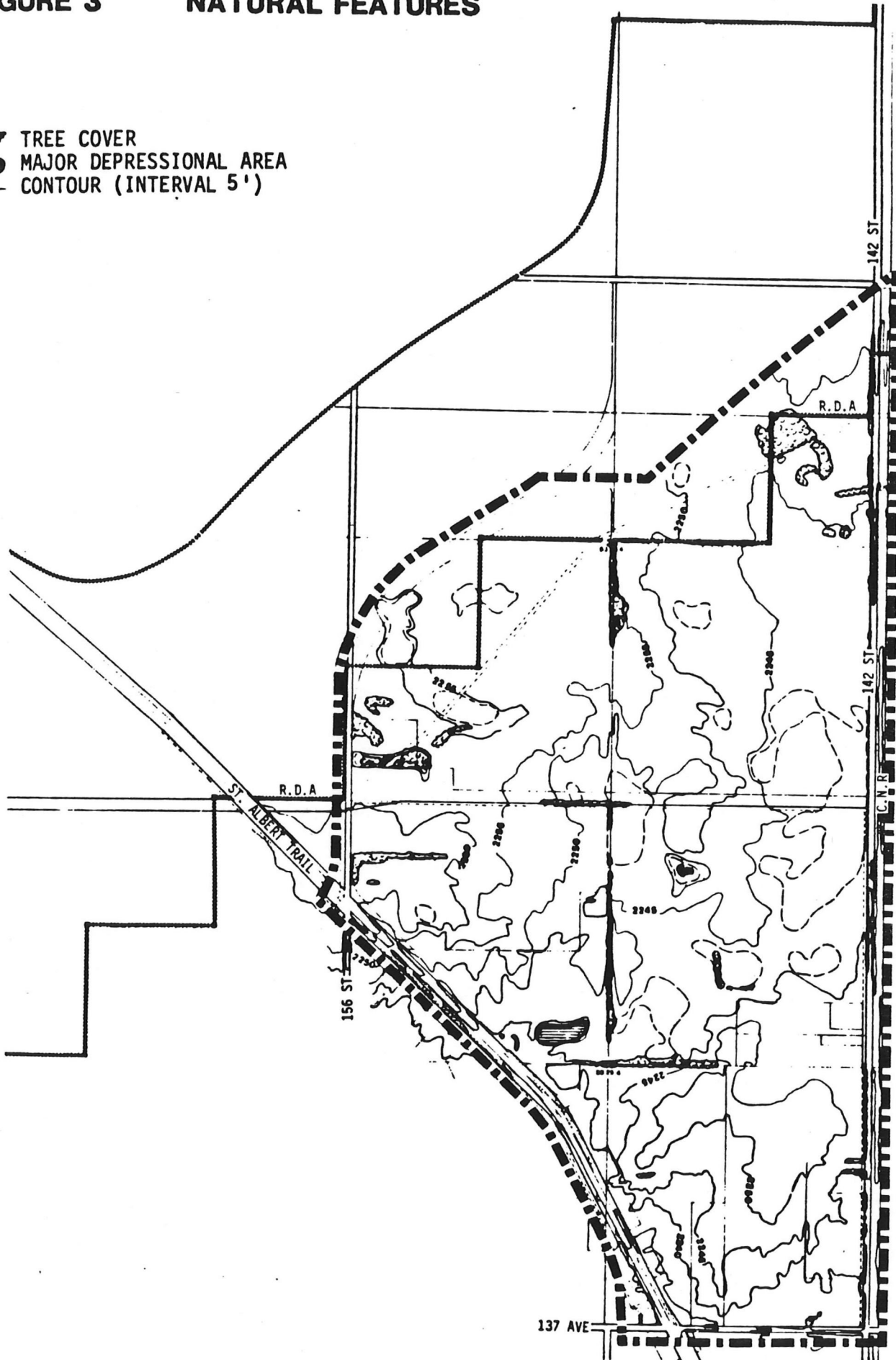
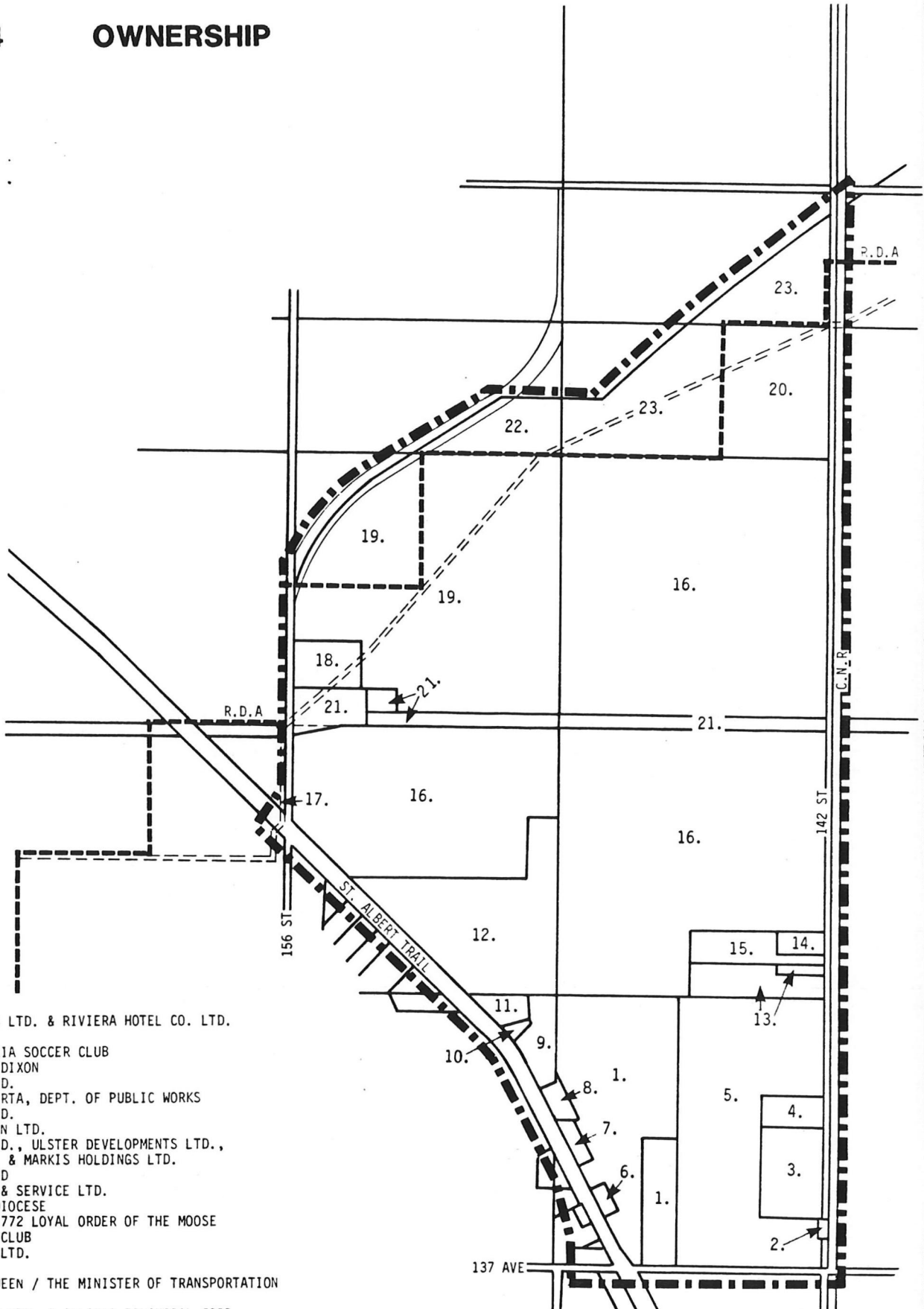


FIGURE 4 OWNERSHIP



1. BARAMY INVESTMENTS LTD. & RIVIERA HOTEL CO. LTD.
2. CITY OF EDMONTON
3. 1ST. D.F.C. VICTORIA SOCCER CLUB
4. J.K. DIXON & K.E. DIXON
5. N.A. PROPERTIES LTD.
6. GOVERNMENT OF ALBERTA, DEPT. OF PUBLIC WORKS
7. GULF OIL CANADA LTD.
8. FORTUNE VILLAGE INN LTD.
9. HARMIN HOLDINGS LTD., ULSTER DEVELOPMENTS LTD., DEZI HOLDINGS LTD. & MARKIS HOLDINGS LTD.
10. C.C. WOOD & L. WOOD
11. CORRAL FORD SALES & SERVICE LTD.
12. THE CATHOLIC ARCHDIOCESE
13. EDMONTON LODGE NO.772 LOYAL ORDER OF THE MOOSE
14. CANADIAN ATHLETIC CLUB
15. NESS CONSTRUCTION LTD.
16. CITY OF EDMONTON
17. HER MAJESTY THE QUEEN / THE MINISTER OF TRANSPORTATION
18. R.C. HAYES
19. 107088 INVESTMENTS LTD. & ALLARCO FINANCIAL CORP.
20. C.C. DIXON
21. TRANSALTA UTILITIES LTD.
22. J.M. SHECKTER
23. HER MAJESTY THE QUEEN / ASSOCIATE MINISTER OF PUBLIC LANDS & WILDLIFE

FILE:

DATE:

5. Ownership

The largest land owner in the Plan area is the City of Edmonton, accounting for over half of the total area. Figure 4 identifies the ownership pattern.

III PLAN OBJECTIVES











As noted previously, the primary purpose of this Area Structure Plan is to provide a land use plan to accommodate a variety of industrial, recreational and institutional opportunities in the northwest sector of the City.

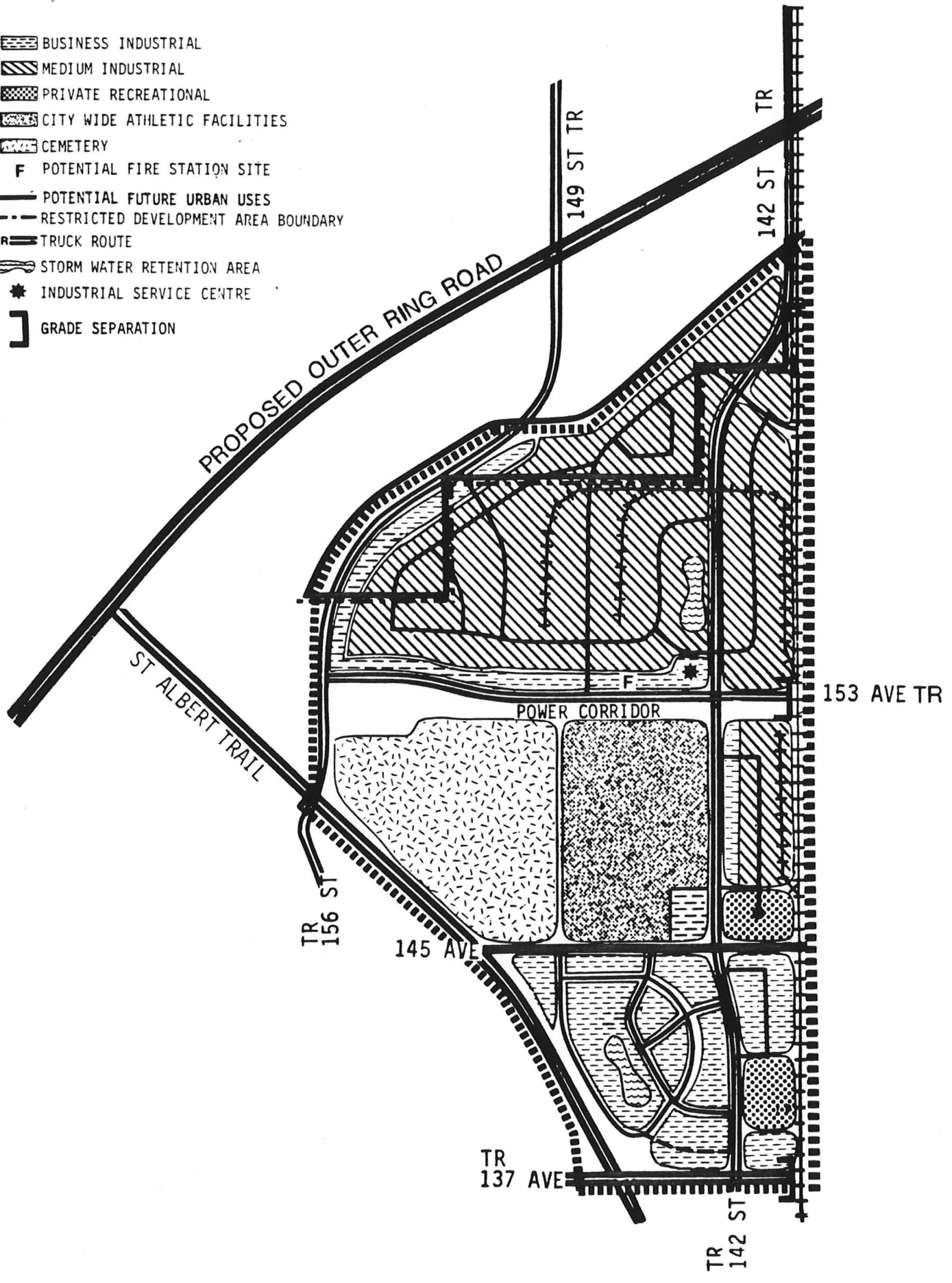
The following detailed objectives are identified:

1. To provide a range of light industrial/business and medium industrial opportunities at a location which is readily accessible to users and employees.
2. To maximize the opportunities for rail servicing of industrial lands so as to ensure a supply of sufficient quantities of rail serviced lands to the industrial land market.
3. To exercise strict control over the development of non-industrial uses in industrial areas (General Municipal Plan, Section 7.C).
4. To provide for light industrial/business uses along arterial roadways (General Municipal Plan, Section 7.C) so as to maintain a higher visual and environmental standard for road users and to offer higher visibility for businesses.
5. To provide an Industrial Service Centre for low intensity retail and service commercial facilities catering to the industrial firms and employees of the Plan area (General Municipal Plan, Section 7.C).
6. To accommodate non-industrial land requirements (cemeteries, athletic facility) in such a way as to minimize the potential for land use conflicts.
7. To create an overall land use pattern which is compatible with adjacent land uses.
8. To promote the creation of a safe, economical and energy efficient transportation system to maximize accessibility for local, regional and City-wide users.
9. To maximize efficient use of the lands presently located within the Edmonton Restricted Development Area.
10. To promote the safe, efficient development of lands located along the Northwestern Utilities Limited gas transmission line.
11. To maximize the efficient servicing of the Plan area and to provide significant local open space opportunities through the use of storm-water management lakes and lakeside parks.
12. To promote energy conservation (General Municipal Plan, Section 19) through the development of an efficient land use pattern, the provision for public transit, and the promotion of energy-efficient building design.

The methods by which the above objectives are applied are described in the following sections.

FIG. 5 RAMPART INDUSTRIAL AREA STRUCTURE PLAN

-  BUSINESS INDUSTRIAL
-  MEDIUM INDUSTRIAL
-  PRIVATE RECREATIONAL
-  CITY WIDE ATHLETIC FACILITIES
-  CEMETERY
- F** POTENTIAL FIRE STATION SITE
-  POTENTIAL FUTURE URBAN USES
-  RESTRICTED DEVELOPMENT AREA BOUNDARY
- TR** TRUCK ROUTE
-  STORM WATER RETENTION AREA
-  INDUSTRIAL SERVICE CENTRE
-  GRADE SEPARATION



IV THE PLAN

1. Land Uses

This Area Structure Plan provides for a variety of industrial, recreational and institutional land uses which are described below. A concept plan is shown in Figure 5. Table 1 contains a statistical summary of the land use components.

TABLE I

LAND USE ANALYSIS

<u>Land Use</u>	<u>Hectares</u>	<u>Acres</u>	<u>%</u>
Medium Industrial	154.1	380.7	41.5
Business Industrial*	86.0	212.5	23.1
Cemeteries	49.4	122.1	13.3
City-Wide Athletic Facility	42.4	104.8	11.4
Private Recreational	10.9	26.9	2.9
Stormwater Retention Areas	4.0	9.9	1.0
Northwestern Utilities Limited ROW	2.5	6.2	0.7
Transalta Utilities Right-of-Way	13.0	32.1	3.5
CNR Right-of-Way	<u>9.7</u>	<u>24.0</u>	<u>2.6</u>
Total Plan Area	372.0	919.2	100

* Including 2.0 ha (4.9 ac.) Industrial Service Centre

(a) Medium Industrial

As shown in Table 1 and Figure 5, nearly two-thirds (240 ha; 593 ac.) of the Plan area is to be used for industrial purposes, the balance reserved for primarily institutional and recreational uses. Of the industrial land component itself, about two-thirds (154.1 ha; 380.7 ac.) is to be devoted to medium industrial uses. The medium industrial lands are concentrated in the north and east sectors of the Plan area in locations which are best suited to rail servicing. Heavy industrial uses are not proposed because of the relatively small size of the Plan area and, more importantly, its proximity to existing and proposed residential areas.

Figure 5 identifies a pattern of rail spur and local road alignments which will ensure an optimum level of site access, rail serviceability and a variety of parcel sizes and orientations.

(b) Business Industrial

As noted in Table 1, nearly one-quarter of the Plan area (86.0 ha; 212.5 ac.) is proposed for business industrial uses. Figure 5 shows the majority to be concentrated in the south portion of the Plan area between the St. Albert Trail and the CNR tracks. High quality, light industrial and business uses are proposed for this location for several reasons, including:

- (i) to take advantage of its high visibility and accessibility from arterial roads;
- (ii) to minimize conflicts with adjacent institutional and recreational uses;
- (iii) to maintain a high standard of appearance along major access routes; and
- (iv) because of the area's relatively small size and configuration, opportunities for introducing medium industrial uses or rail servicing are limited.

This concentration of light industrial/business uses south of 145 Avenue, in conjunction with the environmental amenities afforded by a stormwater retention area and offers a unique opportunity for the development of an attractive "business park". This is complemented by the curvilinear pattern of local roads identified in Figure 5, which will contribute to the development of a pleasing environment with a variety of roadside views and lot orientations. Subdivisions and development of these lands should be designed so as to maximize these potential benefits.

Business industrial uses are also to be located along 156 Street, 153 Avenue and 142 Street, for two principal reasons: to maintain a high standard of appearance along these roadways, and to provide a land use buffer for adjacent institutional and recreational uses. It is noted that these lands also include an industrial service centre, described in the following section.

In addition, special consideration shall be given at the detailed subdivision and redistricting stage to a hotel or motel development fronting on the St. Albert Trail. Such a development, under a Direct Control District, shall be evaluated on the basis of satisfactory access, compatibility with adjacent land uses, quality of design, its focus on serving primarily users of adjacent industrial areas, and other relevant planning considerations.

(c) Industrial Service Centre

An industrial service centre is proposed at the northwest corner of 153 Avenue and 142 Street. This offers a highly accessible location complementing the function of the service centre, which is to provide for low intensity retail and service commercial facilities catering to the industrial firms and employees of the Plan area. Typical uses include banks, restaurants, service stations, day care centres and the like. Its proposed location in proximity to stormwater retention area provides opportunities for enhancing the attractiveness of this central feature of the Plan.

An important objective of this Plan, in accordance with those of the General Municipal Plan, is to limit the encroachment of non-industrial uses on lands which should be preserved for industrial uses. With this in mind, strict care should be exercised so as to prevent the size or scale of this service centre from expanding beyond its functional requirements. Undue expansion of the scale or areal extent of commercial activities at this location will create pressures for commercial uses on other lands in the Plan area, undermining the Plan's overall industrial objective. In accordance with this, the areal extent of the service centre shall be limited to 2.0 ha (4.9 ac.).

(d) Institutional Uses

As mentioned previously, a large part (13.3%) of the Plan area located east of 156 Street and the St. Albert Trail is to be reserved for the existing and proposed cemeteries. In addition to its primary function, it will also provide an attractive, open space feature to the Plan area, including the benefit of enhancing the visual character of major roadways. The cemeteries will be buffered from medium industrial uses by recreational and light industrial/business uses.

(e) Open Space/Recreation

This Plan provides for a full variety of open space and recreational opportunities. The most important feature is the proposed City-wide athletic facility to be located west of 142 Street between 145 and 153 Avenues. This site, containing

42.4 ha (104.8 ac.), will provide a location for sports and athletic facilities serving the City as a whole. Its proximity to major City roadways complements this function. The environmental character of the site will be maximized by the visual quality of adjacent sites, including the cemeteries to the west, and light industrial/business and private recreational uses to the south, east and north.

As noted previously, the Plan also provides for the continued operation of existing private recreational uses occupying a total of 10.9 ha (26.9 ac.) east of 142 Street. These include the Victoria Soccer Club, the Moose Lodge and the Canadian Athletic Club Arena. Continued operation of these facilities should not create significant conflicts with adjacent industrial uses, and may provide significant benefits for industrial employees of the area.

It is foreseeable that one or more of the above private recreational uses may, for some reason, cease to exist. In this event, these sites should be considered for industrial uses as follows, in keeping with this Plan's objectives:

- (i) for the southerly site (Victoria Soccer Club), business industrial uses should be considered in conformity with the use and character of adjacent sites; and
- (ii) for the northerly site, medium industrial uses should be considered, except for a strip of business industrial uses located along 142 Street and along 145 Avenue. The purpose of the business industrial uses would be to enhance the quality of appearance along major roadways, as well as to reduce the potential for conflicts with neighbouring land uses.

Open space/recreation opportunities will also be provided in the form of stormwater retention areas, two of which are to be located within the Plan area in accordance with the overall storm drainage scheme. Each will provide benefits to neighbouring land uses, as well as forming an integral part of the servicing of the Plan area. In accordance with the City's reserve policy for industrial areas, lakeside parks are not proposed.

It is noted that Municipal Reserve dedications, upon subdivision of the Plan area, will be required in accordance with City Council's policy for Municipal Reserves in Industrial Subdivisions. Reserve entitlements will be provided in the form of money in place of reserves, in accordance with Section 100 of the Planning Act.

(f) Power Transmission Line

Figure 5 also provides for the maintenance of the existing Transalta Utilities Limited switching station and power transmission line located along 153 Avenue. The line right-of-way provides an extension of the open space opportunities afforded on the lands to the south. To enhance its passive recreational potential, the corridor shall be landscaped upon subdivision of adjacent lands, to the satisfaction of the Parks and Recreation Department.

2. Transportation

As shown in Figure 5, a complete hierarchy of road and rail access routes will provide for local, regional and City-wide circulation requirements. Detailed land requirements for arterial and collector roadways are currently being reviewed by the City's Transportation Department. Each industrial sub-unit is to be served by a network of collectors and local roads. In those areas to be served with rail access, sufficient spacing of road and rail alignments has been proposed so as to provide for optimum use of these transportation opportunities. In order to enable rail servicing, roadways should be planned so that rail crossing elevations result in acceptable rail grades.

The roadway network has also been designed to provide for bus access along collector roadways. It is noted that sufficient flexibility is incorporated to allow for a possible LRT alignment along 153 Avenue. Subdivision of adjacent lands should provide the necessary right-of-way if LRT service is to be provided to the Plan area.

In accordance with present City standards, access to sites fronting on arterial roadways will be provided by means of auxiliary lanes, rather than by less efficient separate service roads. The exceptions to this include those sites on 153 Avenue and 137 Avenue, east of 142 Street, because of interference with rail crossing grade separations. Also, if the intersection of 137 Avenue and the St. Albert Trail is to be grade separated, then access to industrial business sites fronting on 137 Avenue, west of 142 Street, shall be from the internal roadway network only. A potential roadway alignment is shown on the Plan. All directional access shall be provided to 145 Avenue from the St. Albert Trail. Access from individual sites fronting on the St. Albert Trail shall be by way of a service road.

3. Servicing

Water service to the Plan area will be supplied from the E.L. Smith Water Treatment Plant located in southwest Edmonton. Interim water supplies will be available from the Castle Downs reservoir. A new reservoir and pumping station, to be located at 137 Avenue and 170 Street, will supply water to the Plan area on a permanent basis.

Stormwater drainage will be controlled through the use of two stormwater management lakes in accordance with the City's Watershed Plan. These lakes will drain, ultimately, into an existing 1680 mm (66 inch) storm line along 137 Avenue. Before development can proceed, a Master Drainage Plan must be prepared for the area, as well as Stormwater Management Designs Reports for each lake.

Sanitary drainage servicing will be provided through extensions from the existing sanitary sewer located along 123 Street at 132 Avenue. The City's Sanitary Master Planning Study shows that downstream upgrading is required to serve the north side annexation areas. The costs will be shared among the developers of these areas.

Telephone service to the area will require the placement of a main duct line along 153 Avenue, with sufficient clearance from the electrical transmission line. If this cannot be accommodated within the 153 Avenue right-of-way, the line will be placed within an adjacent easement or along the first east/west roadway right-of-way north of 153 Avenue.

4. Energy Conservation

Energy conservation in the Plan area is promoted primarily through the provision of an efficient land use pattern which is easily serviceable by public transit. Energy conserving building design should be encouraged to comply with this objective.

5. Employment

It is estimated that the Plan area will offer employment to approximately 10,600 people. This is based on an average employment generation figure of 29 employees per net hectare, as experienced in large City industrial areas in the past.

V IMPLEMENTATION

Development of the Plan area will be staged, beginning in the south, and proceeding northerly as major services are made available.

Intermediate planning steps such as Neighbourhood Structure Plans are not required in the City's industrial areas. Sufficient detail has been provided in this Plan to provide for detailed subdivision, districting and development of lands.

The following matters should be addressed during implementation of the Plan:

1. Prior to the construction of 153 Avenue, the City should determine whether or not a right-of-way will be required for LRT service. LRT service would provide easy public access to the City-wide athletic facility as well as serving industrial users.
2. The City should assume a leading role in evaluating and, if justified, relocating the Northwestern Utilities Limited gas line to the Edmonton Restricted Development Area. If relocation is not justified, then care should be taken to locate and orient lots located adjacent to the line in a safe, efficient manner, and the right-of-way should be landscaped to the satisfaction of the Parks and Recreation Department.
3. Prior to subdivision and development of the north portion of the Plan area, formal release of lands from the Edmonton Restricted Development Area will be required. Concurrent amendment to the General Municipal Plan will also be required. If RDA lands are not to be released, amendments to this Area Structure Plan will be necessary in order to ensure the orderly and efficient use of land.

M.P.C. Meeting No. 03/84

Thursday, 1984 02 09

FILE: EDMONTON
 NORTHWEST (INDUSTRIAL
 PORTION) AREA
 STRUCTURE PLAN,
 NORTHWEST ANNEXATION
AREA

NEW BUSINESS

DESCRIPTION & LOCATION: APPROVAL OF EDMONTON NORTHWEST (INDUSTRIAL PORTION) AREA STRUCTURE PLAN for portions of 25-53-25-W4M, 26-53-25-W4M, 35-53-25-W4M and 36-53-25-W4M, located north of 137 Avenue between the St. Albert Trail/156 Street and the Canadian National Railway line, south of the proposed Outer Ring Road, NORTHWEST ANNEXATION AREA

APPLICANT: City of Edmonton, Planning Department

OWNERS: Multiple Ownership (City of Edmonton and others)

DATE OF APPLICATION: 1984 01 05

EXISTING DEVELOPMENT: Agricultural, Private Recreational, Commercial, Public Utility

LAND USE DESIGNATION: Municipal District of Sturgeon Land Use Bylaw: AG (Agricultural) District
 Regional Plan: LDA (Low Density Agricultural)

PLANNING
DEPARTMENT'S
RECOMMENDATION:

That the Municipal Planning Commission SUPPORT the Area Structure Plan and RECOMMEND to City Council its adoption by Bylaw. The support of the Plan is subject to the following conditions:

1. that all subdivision plans submitted for the Area be substantially in accordance with the Area Structure Plan;
2. that, prior to the Municipal Planning Commission's approval of a subdivision plan submitted for that portion of the Area which is within the Edmonton Restricted Development Area, an Order-in-Council granting the release of lands from the Edmonton Restricted Development Area be issued; and
3. that subdivision plans submitted for that portion of the Area which is within or adjacent to the Edmonton Restricted Development Area provide for adequate access to primary and secondary uses of the Edmonton Restricted Development Area.

M.P.C. Meeting No. 03/84

Thursday, 1984 02 09

FILE: EDMONTON
NORTHWEST (INDUSTRIAL
PORTION) AREA
STRUCTURE PLAN,
NORTHWEST ANNEXATION
AREA

MOTION

MOVED: David - Dietze

That the Recommendation as presented be CONCURRED IN.

MOVED: Dietze - Ausman

That the Municipal Planning Commission receive a Fiscal Impact Assessment for this plan in conjunction with the Area Structure Plan to the east, prior to the Bylaws being presented to Council for Third Reading.

FOR THE
AMENDMENT:

Lychak (Chairman), Ausman, Belkin, David, Dietze, Duncan,
Pitts

CARRIED UNANIMOUSLY

ABSENT: Konye

FOR THE MOTION
AS AMENDED:

Lychak (Chairman), Ausman, Belkin, David, Dietze, Duncan,
Pitts

CARRIED UNANIMOUSLY

ABSENT: Konye

FILE: EDMONTON
NORTHWEST (INDUSTRIAL
PORTION) AREA
STRUCTURE PLAN,
NORTHWEST ANNEXATION
AREA

HISTORY

On 1982 02 23, City Council authorized the preparation of Area Structure Plans for several of the City's recently annexed lands, including the area referred to here as Edmonton Northwest. Council also approved, in principle, the Urban Growth Strategy Phase 1 Report which, among other things, identified the westerly portion of Edmonton Northwest as an industrial growth area and the easterly portion as a residential growth area. This was later confirmed by amendments to the General Municipal Plan on 1982 12 23.

On 1982 03 17, Mackenzie Spencer Associates Limited submitted a proposed Edmonton Northwest Area Structure Plan featuring, in addition to the above industrial and residential land uses, a regional shopping centre proposal.

On 1983 03 10, the Municipal Planning Commission supported the Mackenzie Spencer Plan, subject to certain limitations on shopping centre size.

On 1983 04 12, City Council rejected the Plan and directed that a new Plan be prepared without a regional centre. On 1982 12 13, Council further directed that separate Plans be prepared for the residential and industrial portions located, respectively, east and west of the CNR tracks. The west portion should remain essentially unchanged, whereas the east portion should contain a number of land use revisions.

On 1983 01 05, Planning circulated the present Plan as prepared by the Department in accordance with Council's requirements. A Plan for the residential portion of Edmonton Northwest was circulated a few days later.

On 1983 01 30, Planning held a public meeting to discuss and obtain public input to the two Plans.

DISCUSSION

1. The Application

The proposed Area Structure Plan deals separately with the industrial (west) portion of the Edmonton Northwest in accordance with Council's requirements. The Plan area covers approximately 372 ha (919 ac.) located north of 137 Avenue, between the St. Albert Trail/156 Street and the Canadian National Railway line and south of the Edmonton Restricted Development Area (RDA). It provides for two main components:

- a) a 240 ha (593 ac.) industrial component, providing for a range of light and medium industrial opportunities in the north, south and east portions of the Plan area; and

FILE: EDMONTON
NORTHWEST (INDUSTRIAL
PORTION) AREA
STRUCTURE PLAN,
NORTHWEST ANNEXATION
AREA

DISCUSSION (Cont'd.)

- b) a 92 ha (227 ac.) institutional/recreational component, providing for the expansion of existing cemetery uses and the establishment of a major City sports facility near the centre of the Plan area.

2. Site and Surrounding Area

The Plan area is bounded by five major transportation routes: the St. Albert Trail and 156 Street on the west, the proposed Outer Ring Road on the north, the CNR tracks on the east and 137 Avenue on the south. The lands within these boundaries are primarily agricultural. The area is bisected east to west by a Transalta Utilities Limited high voltage electrical transmission line, adjacent to which is located a major switching station just east of 156 Street. In addition, Northwestern Utilities Limited operates a 323 mm (12 in.) high pressure gas transmission line in the north part of the Plan area, roughly parallel to the RDA. Other non-agricultural land uses include the Holy Cross Cemetery located east of the St. Albert Trail and three private recreational facilities (a soccer club, an arena and recreational lodge) located west of the CNR tracks. A few small highway commercial uses adjoin the St. Albert Trail, just south of the existing cemetery.

The surrounding lands are either agricultural, in transitional urban use, or undergoing urban development. To the east is the proposed residential portion of Edmonton Northwest. The lands to the south, designated for industrial growth, are in transition. To the west is the area covered by the industrial Mistatim Area Structure Plan. Finally, to the north, across the RDA is an area within the City of St. Albert being developed for a range of industrial and residential uses.

ANALYSIS

1. Land Uses

As noted previously, a variety of industrial, recreational and institutional land uses are provided for under the proposed Plan. Table I provides a statistical summary.

a) Industrial

Table I shows that nearly two-thirds of the Plan area is to be used for light and medium industrial uses. Heavy industry is not proposed because of the proximity of existing and proposed residential areas. It is noted that, in accordance with Council's requirements, the residential Plan proposed to the east provides for a light industrial strip along the CNR tracks which will buffer future residents from the industrial uses of the present Plan.

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PORTION) AREA
STRUCTURE PLAN,
NORTHWEST ANNEXATION
AREA

ANALYSIS (Cont'd.)

i) Medium Industrial

Of the total industrial land component, about two-thirds is to be devoted to medium industrial uses. The medium industrial lands are concentrated in the north and east sectors in locations which are best suited to rail servicing. A pattern of rail and local road alignments is proposed which will ensure an optimum level of site access, rail serviceability and a variety of parcel sizes and orientation.

ii) Business Industrial

Business Industrial uses are proposed for about one-quarter of the area, the majority concentrated in the south portion between the CNR tracks and the St. Albert Trail. High quality, light industrial/business uses are proposed in this location for several reasons, as follows:

- to take advantage of its high visibility and accessibility from arterial roads;
- to minimize conflicts with adjacent institutional and recreational uses;
- to maintain a high standard of appearance along major access routes; and
- because of the area's relatively small size and configuration, opportunities for introducing medium industrial uses or rail servicing are limited.

Business industrial uses are also planned along 156 Street, 153 Avenue and 142 Street in order to maintain a high standard of appearance along these roadways, as well as to buffer adjacent institutional and recreation uses from the medium industrial area. Under the previous Mackenzie Spencer proposal, business industrial uses did not extend all the way along 153 Avenue or 156 Street because of access limitation imposed by a requirement for service roads along these arterials. The Transportation Department has since removed this design constraint and the Plan has been amended accordingly. Access constraints do, however, apply along 153 Avenue east of 142 Street, because of proximity to the grade separated railway crossing. For this reason, unlike the Mackenzie Spencer Plan, medium industrial uses are proposed, with access to be from the internal roadway.

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NORTHWEST (INDUSTRIAL
PORTION) AREA
STRUCTURE PLAN,
NORTHWEST ANNEXATION
AREA

ANALYSIS (Cont'd.)

- 1) for the southerly site, business industrial uses, to conform to the use and character of adjacent sites; and
- ii) for the northerly site, medium industrial uses, except for a strip of business industrial along 142 Street and along 145 Avenue, so as to avoid land use conflicts and to enhance the appearance of adjacent roadways.

Open space opportunities will also be provided by two stormwater management lakes. In accordance with City Council's policy for Municipal Reserves in Industrial Areas, lakeside parks are not proposed. Reserve entitlements will be taken in the form of money-in-place of reserves, unless a developer can justify the need for a park and program, design and finance its capital requirements.

Parks and Recreation advises that the Transalta Utilities Limited and Northwestern Utilities Limited rights-of-way will have to be landscaped. This is addressed in the Plan.

2. Circulation

As shown on the Plan a complete hierarchy of roads is proposed. In those areas served by rail, sufficient spacing of road and rail alignments is proposed so as to provide for optimum use of these facilities. Detailed requirements for the arterial and collector roads will not be known until the Transportation Department completes a network analysis scheduled for mid 1984. Also under review are the grade separation requirements for the St. Albert Trail at 135 Avenue and 156 Street, as well as access to individual sites on the St. Albert Trail.

The Plan includes the following access provisions as required by the Transportation Department:

- a) only directional access to 145 Avenue will be permitted from the Trail;
- b) auxiliary lane access will be provided to industrial business uses fronting on 153 Avenue, west of 142 Street;
- c) if the intersection of 137 Avenue and the St. Albert Trail is not to be grade separated, then auxiliary lane access will be provided to industrial business sites fronting on 153 Avenue, west of 142 Street, otherwise, access must be provided from interior roadways; and
- d) because of a grade separated rail crossing on 137 Avenue, industrial business sites east of 142 Street shall be accessed from 142 Street.

The Department notes that detailed roadway planning will have to consider crossing of existing utility rights-of-way. In addition, CN advises that detailed roadway plans should be designed so that rail crossing elevations result in minimal grades from the existing track.

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NORTHWEST (INDUSTRIAL
PORTION) AREA
STRUCTURE PLAN,
NORTHWEST ANNEXATION
AREA

ANALYSIS (Cont'd.)

Finally, Transportation advises that LRT extension into the Plan area is still under review and that a right-of-way along the power line right-of-way may be required. This is addressed in the Plan.

3. Public Concerns

As noted previously, Planning held a public meeting on 1984 01 30 to discuss the proposed Plan. The response was generally supportive, with the exception that a representative of the Moose Lodge expressed a concern over the proposed alignment of 142 Street through the Moose Lodge site. A review of the situation, however, shows that no viable alternative alignment is available. To move the roadway further east would cause greater interference with continued use of the site. Westward realignment is constrained by the proximity of the 142 Street/137 Avenue intersection to the proposed 137 Avenue/St. Albert Trail interchange. In addition, westward realignment would significantly reduce the site of the proposed City-wide sports facility.

4. Utilities

Water service to the Plan area will be supplied from the E. L. Smith Water Treatment Plant located in southwest Edmonton. Interim water supplies will be available from the Castle Downs reservoir. A new reservoir and pumping station, to be located at 137 Avenue and 170 Street, will supply water to the Plan area on a permanent basis.

Stormwater drainage will be controlled through the use of two stormwater management lakes in accordance with Edmonton Water and Sanitation's Watershed Plan. These lakes will drain, ultimately, into an existing 1680 mm (166 in.) storm line along 137 Avenue. The Department advises that before any subdivision can be approved, a Master Drainage Plan is needed for the area. Individual Stormwater Management Design Reports will also be needed for each lake.

Sanitary drainage servicing will be provided through extensions from the existing sanitary sewer located along 123 Street at 132 Avenue. The Sanitary Master Planning Study shows that downstream sanitary upgrading is required to service the north side annexation areas. The costs will be shared among the developers of these areas.

Edmonton Power advises that any development adjacent to the existing power line must provide sufficient clearance in accordance with the Electrical Protection Act. If 153 Avenue cannot accommodate a required telephone duct line with sufficient clearance, it should be accommodated within an adequate easement or along the first east/west roadway north of 153 Avenue.

FILE: EDMONTON
NORTHWEST (INDUSTRIAL
PORTION) AREA
STRUCTURE PLAN,
NORTHWEST ANNEXATION
AREA

ANALYSIS (Cont'd.)

Since this is an industrial area, all permanent servicing facilities will be designed and installed by the City as local improvements, with all costs assessed against the land. Edmonton Water and Sanitation advises that any temporary facilities which are required will be entirely the responsibility of the developer.

5. Northwestern Utilities Limited Gas Line

The Plan provides that relocation of the existing gas transmission line be evaluated prior to development. If relocation is not justified, then care should be taken to locate and orient lots located adjacent to the line in a safe, efficient manner.

6. Staging

Development of the Plan area will be staged, beginning in the south and proceeding north as major services are made available.

7. Edmonton Restricted Development Area

Prior to subdivision and development of the north portion of the Plan area, formal release of lands from the Edmonton Restricted Development Area will be required. A General Municipal Plan amendment will also be required. If RDA lands are not to be released, amendments to this Area Structure Plan will be necessary in order to ensure the orderly and efficient use of land. Alberta Environment requires that adequate access be provided to primary (utility) and secondary (recreation) uses of the RDA.

8. Regional Plan

The Plan complies with the proposed Edmonton Metropolitan Regional Plan, which is awaiting ratification by the Minister of Municipal Affairs. However, if ratification is not given in time, approval of the Area Structure Plan will require amendment of the existing Regional Plan. The existing Regional Plan would need amending because it does not show industrial use of the RDA, and it is a very specific land use control document.

JUSTIFICATION

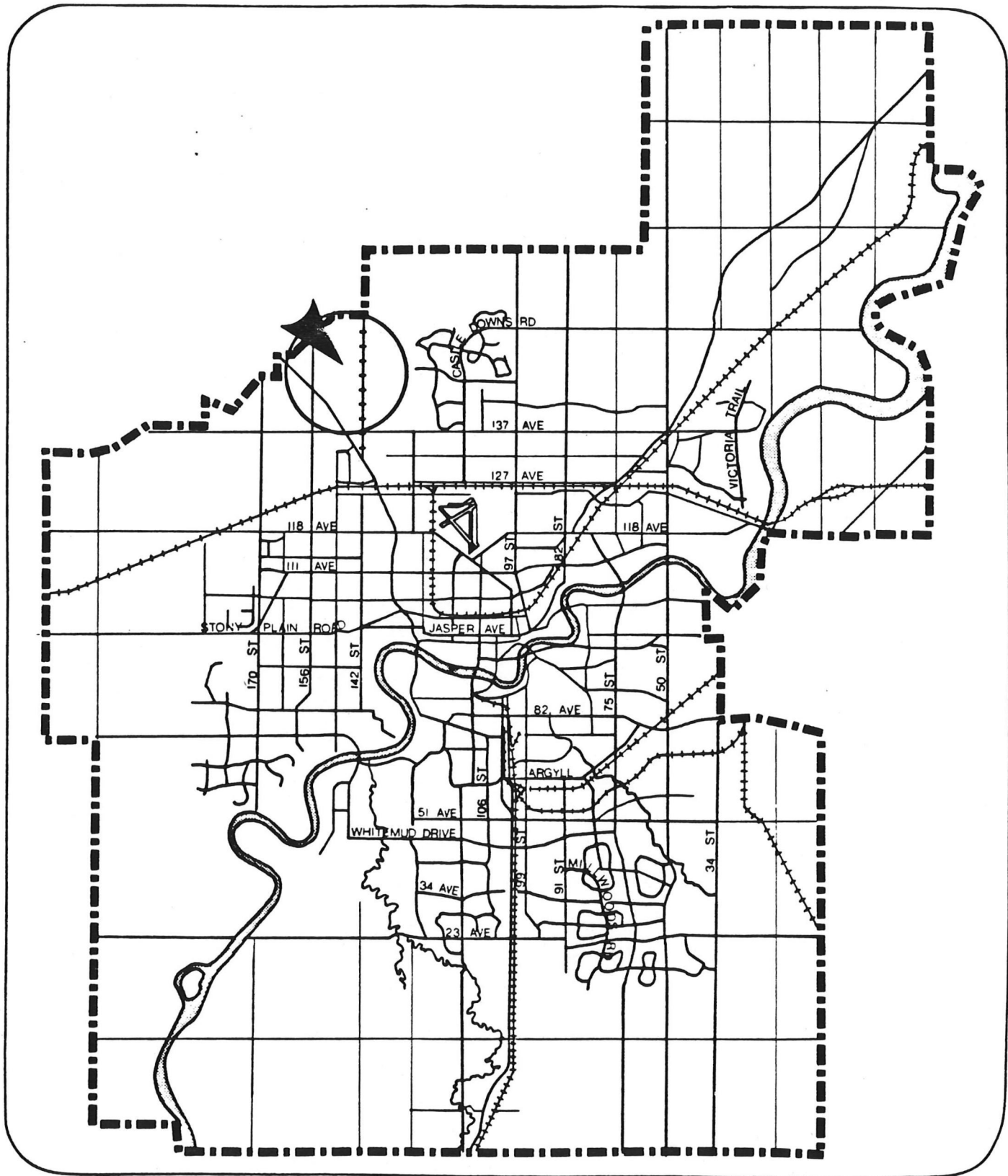
Subject to the recommended conditions of approval, the proposed Edmonton Northwest (Industrial Portion) Area Structure Plan conforms to the General Municipal Plan and all other relevant City policies.

TABLE I

LAND USE ANALYSIS

	<u>Hectares</u>	<u>Acres</u>	<u>Percentage</u>
Medium Industrial	154.1	380.7	41.5
Business Industrial*	86.0	212.5	23.1
Cemeteries	49.4	122.1	13.3
City-Wide Athletic Facility	42.4	104.8	11.4
Private Recreational	10.9	26.9	2.9
Stormwater Retention Areas	4.0	9.9	1.0
Northwestern Utilities Right-of-Way	2.5	6.2	0.7
Transalta Utilities Right-of-Way	13.0	32.1	3.5
CNR Right-of-Way	<u>9.7</u>	<u>24.0</u>	<u>2.6</u>
Total Plan Area	372.0	919.2	100

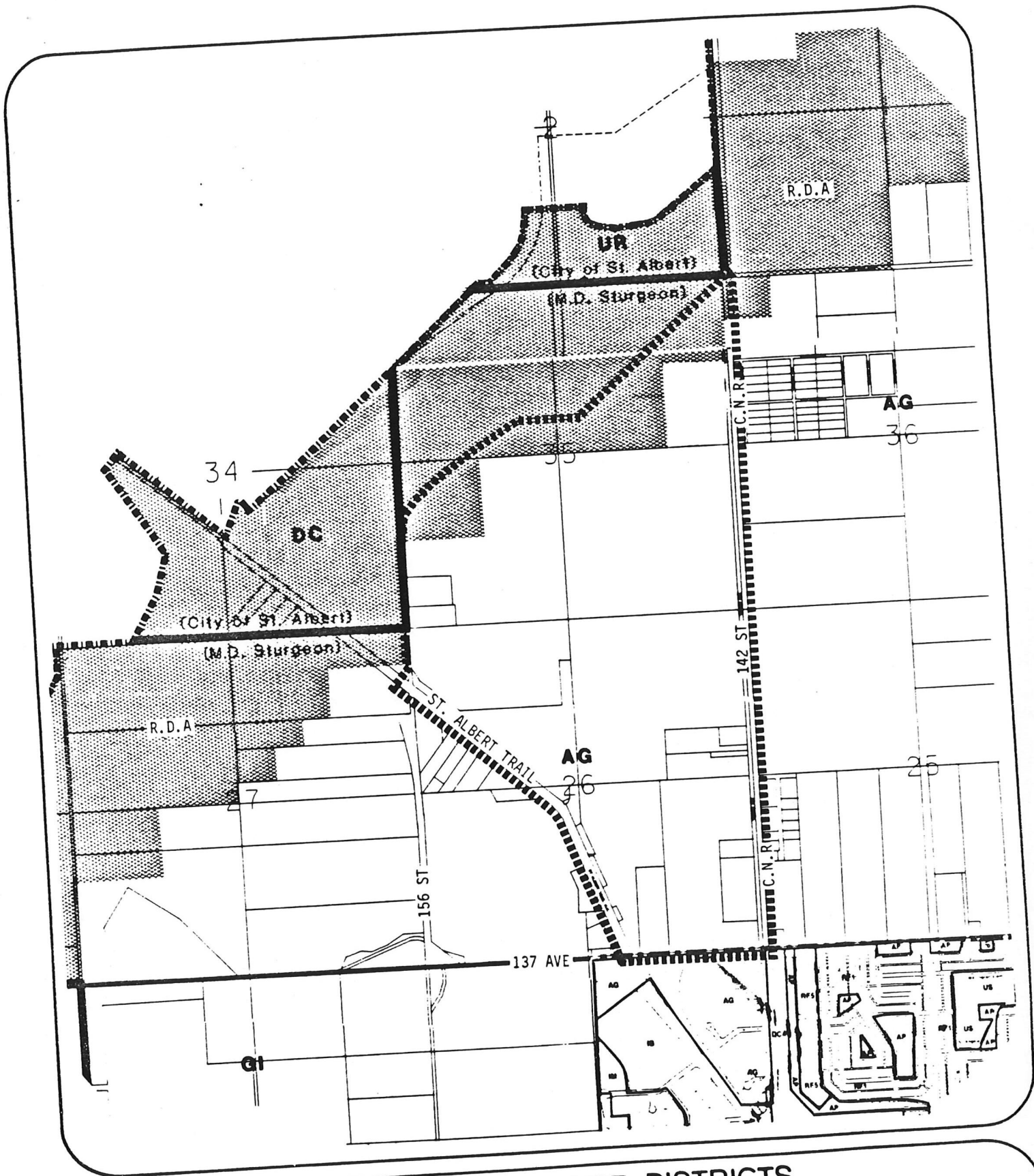
* Including 2.0 ha (4.9 ac.) Industrial Service Centre



VICINITY

EDMONTON NW
 (INDUSTRIAL)
 FILE A.S.P.
 DATE: 1984 02 09





SURROUNDING LAND USE DISTRICTS

----- Site Location

PLANNING











EDMONTON NW
(INDUSTRIAL)

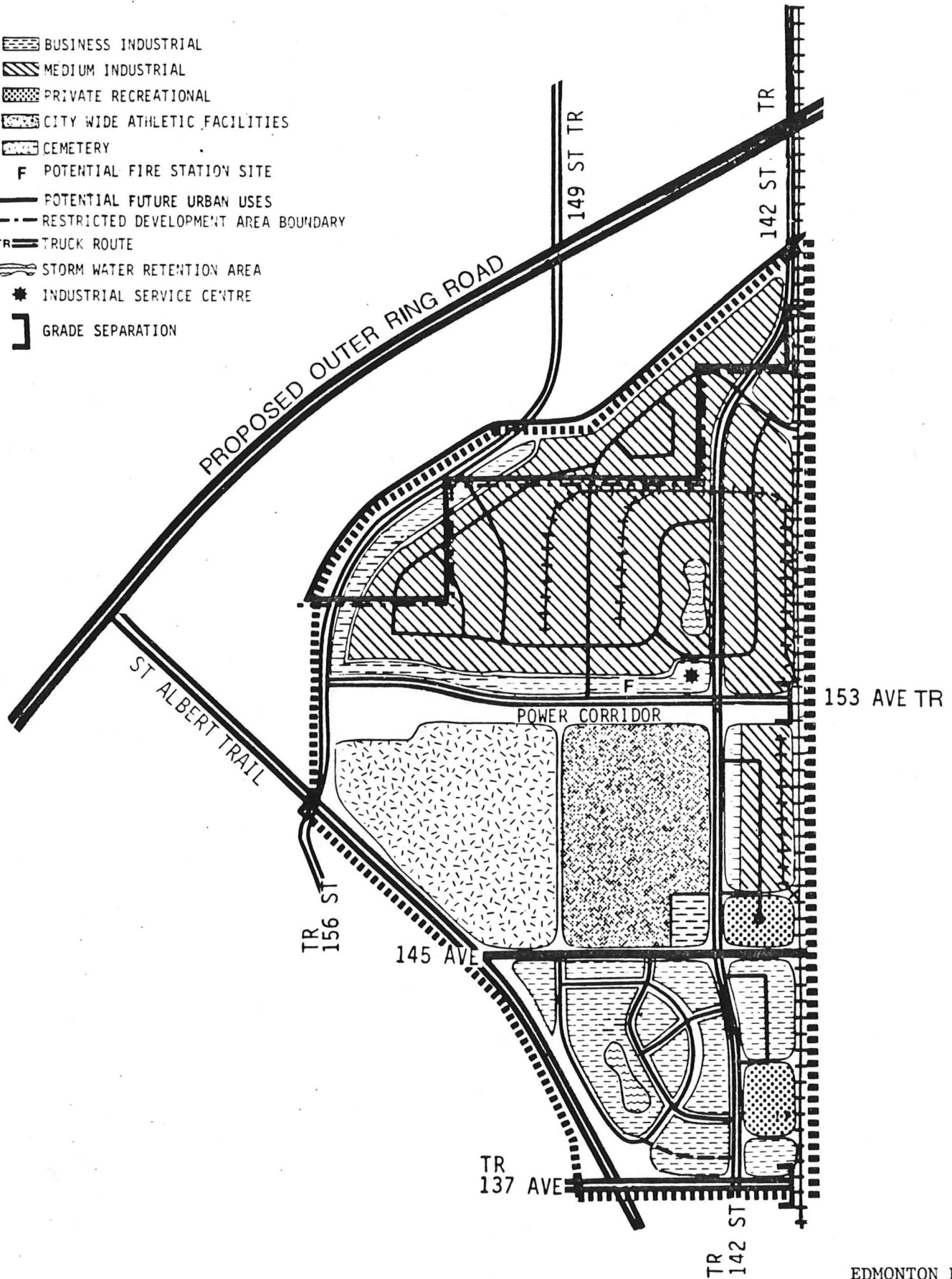
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DATE: 1984 02 09



AREA STRUCTURE PLAN

-  BUSINESS INDUSTRIAL
-  MEDIUM INDUSTRIAL
-  PRIVATE RECREATIONAL
-  CITY WIDE ATHLETIC FACILITIES
-  CEMETERY
- F** POTENTIAL FIRE STATION SITE
-  POTENTIAL FUTURE URBAN USES
-  RESTRICTED DEVELOPMENT AREA BOUNDARY
- TR** TRUCK ROUTE
-  STORM WATER RETENTION AREA
-  INDUSTRIAL SERVICE CENTRE
-  GRADE SEPARATION



EDMONTON NW
(INDUSTRIAL) 

FILE: A.S.P.
DATE: 1984 02 09

1984 04 24
#7465

FISCAL IMPACT ASSESSMENT
FOR
THE PALISADES AND RAMPART INDUSTRIAL AREA STRUCTURE PLANS

1. Introduction

This is a report on a fiscal impact assessment of The Palisades and Rampart Industrial Area Structure Plans. It was prepared by the Planning Department in accordance with the Revised Area Structure Terms of Reference, adopted by Council on 1982 02 23, and a 1977 Council Policy requiring:

"That all future residential outline plans going to Council for approval contain an economic report on the costs of phasing all municipal services such as Fire, Police, Roadways, Parks and Recreation, Social Services which will be required for future residents to maintain a minimum standard of service and which will be paid for out of general city revenues."

On 1984 02 09, the Municipal Planning Commission recommended that a fiscal impact assessment be prepared for Rampart Industrial in conjunction with The Palisades.

The Palisades and Rampart Industrial Area Structure Plans cover a combined area of approximately 925 gross developable ha (2285 ac.) located north of 137 Avenue between 127 Street and the St. Albert Trail. Almost half of the area is designated for residential uses, while about a third is to be used for medium and light industrial/business uses. A substantial portion, one-seventh, is designated for a range of commercial land uses.

2. Scope of the Assessment

The assessment estimates, on an annual basis, the municipal costs and revenues which are attributable to the development of The Palisades and Rampart Industrial. These fiscal impacts are projected for a 40-year period (1984 to 2023), including a 20-year development period (1984 to 2003), the balance being required to retire debts incurred to finance capital projects. Generally, it is predicted that most of the low density residential development (single detached and semi-detached) provided for under the Plans will occur within the first 16 to 17 years. Development of the medium density housing will take up to 20 years. Development of the industrial area will span the entire 20-year period, with emphasis in the early years on development of the business industrial lands.

3. Methodology

The analysis uses a model developed by the former Management Studies, Systems and Budgets Department in 1981 for evaluation of the Pilot Sound Area Structure Plan.

The model consists of 27 sub-models: 13 related to operation costs, seven to capital costs, four to utility revenues and three to taxation. Each sub-model uses predicted annual information about the development (e.g. population, dwelling units, commercial floor space, road miles) to forecast its incremental impacts on costs or revenues. Only those items which are expected to change due to the development are included. "Fixed items", not sensitive to development, are not included. A detailed description of the complete model was published by the Management Studies, Systems and Budgets Department.

The results of each sub-model are tabulated into the annual summaries included in this report. Note that all cash flows are expressed in terms of constant 1984 dollars.

4. Assumptions

The fiscal impact assessment is based on the following assumptions:

- a) The Palisades and Rampart Industrial will develop as forecasted by Planning, based on information supplied by the major land developers;
- b) the level of City services provided to the Plan areas will be the same as currently provided to existing areas;
- c) the average capital and operating costs of providing City services will not change significantly from current levels;
- d) the average net utility and tax revenues to general City funds will not change significantly from current levels;
- e) development and increased population in the Plan areas will not affect property values in other areas; and
- f) inflation will not affect the relative proportion of costs and revenues.

5. Limitations

In interpreting the findings, the following limitation should be noted:

- a) this assessment considers only municipal fiscal impacts; it does not consider indirect impacts on other sectors of the economy;
- b) the assessment only compares the City's costs and revenues to be expected if The Palisades and Rampart Industrial were developed, to those which would be expected if the same area were not developed. It does not compare development of the area to development of some other area capable of accommodating the same land uses. Thus, this assessment alone cannot determine whether this Plan area is more or less favourable to City finances than any other area;

- c) the present structure of tax rates does not ensure that each land use generates sufficient revenues to pay its costs of City services. Residential land uses, which generally pay less than their costs, are "subsidized" by commercial and industrial developments, which generally pay more. Thus, since the land use mix of any particular area is rarely the same as that of the City as a whole, it should not be expected to "balance" revenues with costs to the same degree as the City as a whole; and
- d) the assessment does not evaluate the non-economic aspects of development (e.g. environment, quality of life, etc.) which are relevant to an overall analysis of development impact.

6. Findings

The attached Tables 1, 2 and 3 present the detailed annual costs and revenues predicted throughout the development period. These are summarized on Table 4 and Figure 3.

The enclosures show the following:

- a) both operating costs and revenues are expected to increase, gradually at first, then more rapidly, through development period (1984 to 2003), at the end of which they will stabilize at constant values. Revenues will level off at about \$30.7 million per year and operating costs at about \$10.5 million per year;
- b) the annual debt service on capital costs is predicted to increase to a peak of approximately \$4.3 million in 1998 and to decrease gradually to zero thereafter;
- c) the combined effect of operating and capital costs will be to produce a peak in total costs of about \$14 million per year in the year 2000, followed by a gradual decline to projected operating cost levels (\$10.5 million) by about the year 2020;
- d) the net fiscal impact of development of the two Area Structure Plans will be positive. In the early years, the net benefit will be relatively small, with revenues exceeding costs by less than \$1 million per year for the first five years. This net annual benefit to the City will increase, gradually at first, then more quickly through the development phase, then taper off after the development period to an estimated \$20.2 million as the debts on capital costs are gradually retired; and

- e) as noted previously, since the land use mix of any particular area of the City is rarely the same as that of the City as a whole, the economic costs and benefits of development of that area cannot be expected to reflect those of the City at large. In the present case, the relatively large proportion of industrial and commercial development (amounting to nearly 50% of the combined Plan area) is expected to significantly outweigh the net costs normally associated with residential development. By comparison, it is noted that the development of Castle Downs Extension, an area which is planned almost exclusively for residential uses, is expected to result in net costs to the City in every year after development begins. However, the Meadows, as an intermediate example, of which about one-quarter of the lands will be developed for industrial and commercial purposes, will produce significant long-term annual benefits after an initial period of net annual costs.















ENCLOSURES

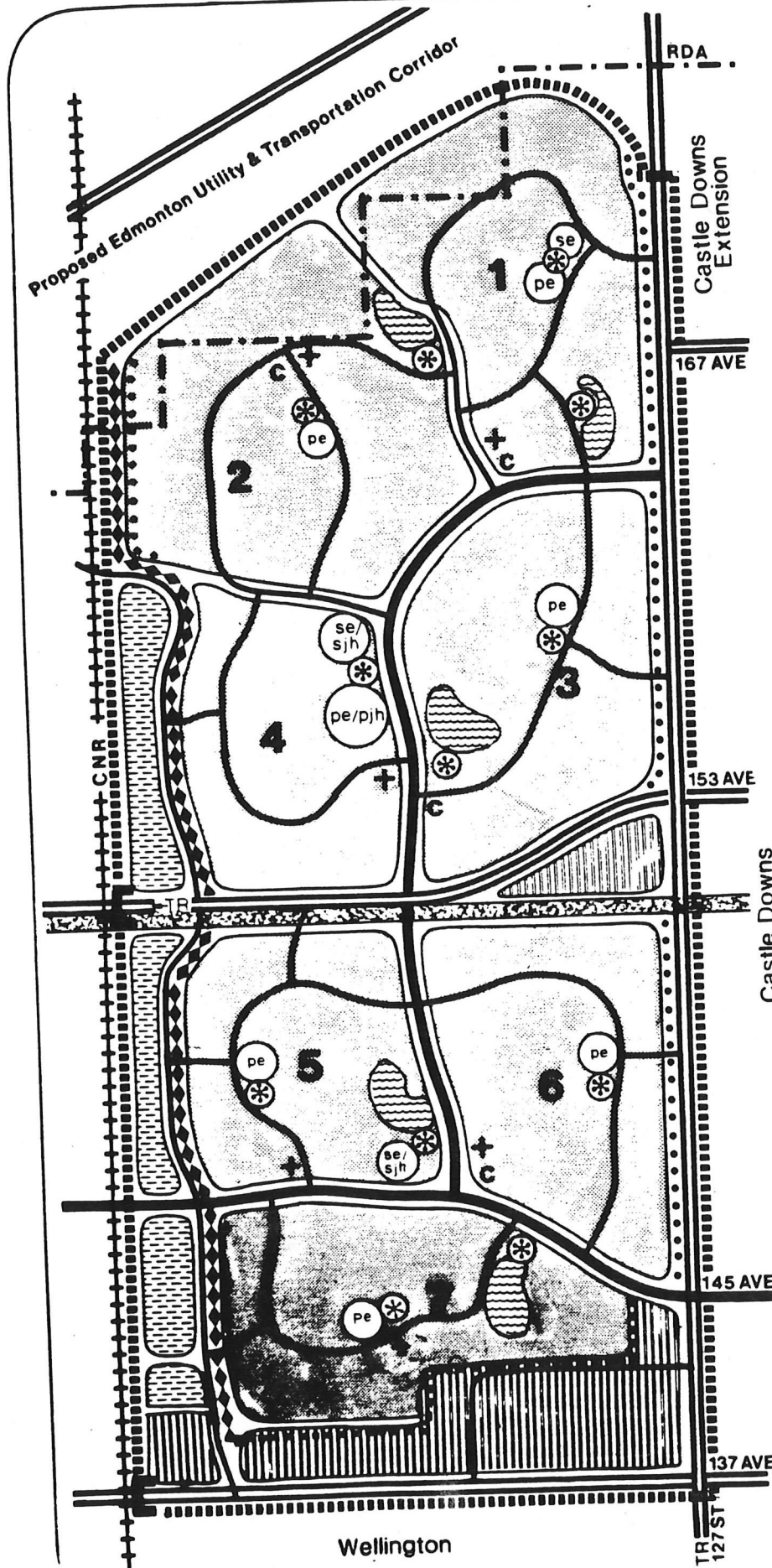
- Figure 1 The Palisades Area Structure Plan
Figure 2 Rampart Industrial Area Structure Plan
Table 1 The Palisades and Rampart Industrial Operating Cost Impact Summary 1984 to 2000
Table 2 The Palisades and Rampart Industrial Capital Cost Impact Summary 1984 to 2000
Table 3 The Palisades and Rampart Industrial Revenue Impact Summary 1984 to 2000
Table 4 The Palisades and Rampart Industrial Summary of Net Impact on City of Edmonton General Revenue
Figure 3 The Palisades and Rampart Industrial Summary of Fiscal Impacts

THE PALISADES AREA STRUCTURE PLAN

Fig. 7











Development Concept

-  Residential
-  Business Industrial
-  Mixed Use Business & Commercial
-  TAU R/W
-  Schools
-  Neighbourhood Park
-  Church
-  Neighbourhood Commercial
-  TR = Truck Route
-  Water Retention Area
-  Noise Attenuation Buffer
-  Screen Fencing
-  Berm & Screen Fencing
-  Grade Separation



RAMPART INDUSTRIAL AREA STRUCTURE PLAN

FIG. 2

-  BUSINESS INDUSTRIAL
-  MEDIUM INDUSTRIAL
-  PRIVATE RECREATIONAL
-  CITY WIDE ATHLETIC FACILITIES
-  CEMETERY
- F** POTENTIAL FIRE STATION SITE
-  POTENTIAL FUTURE URBAN USES
-  RESTRICTED DEVELOPMENT AREA BOUNDARY
- TR** TRUCK ROUTE
-  STORM WATER RETENTION AREA
-  INDUSTRIAL SERVICE CENTRE
-  GRADE SEPARATION

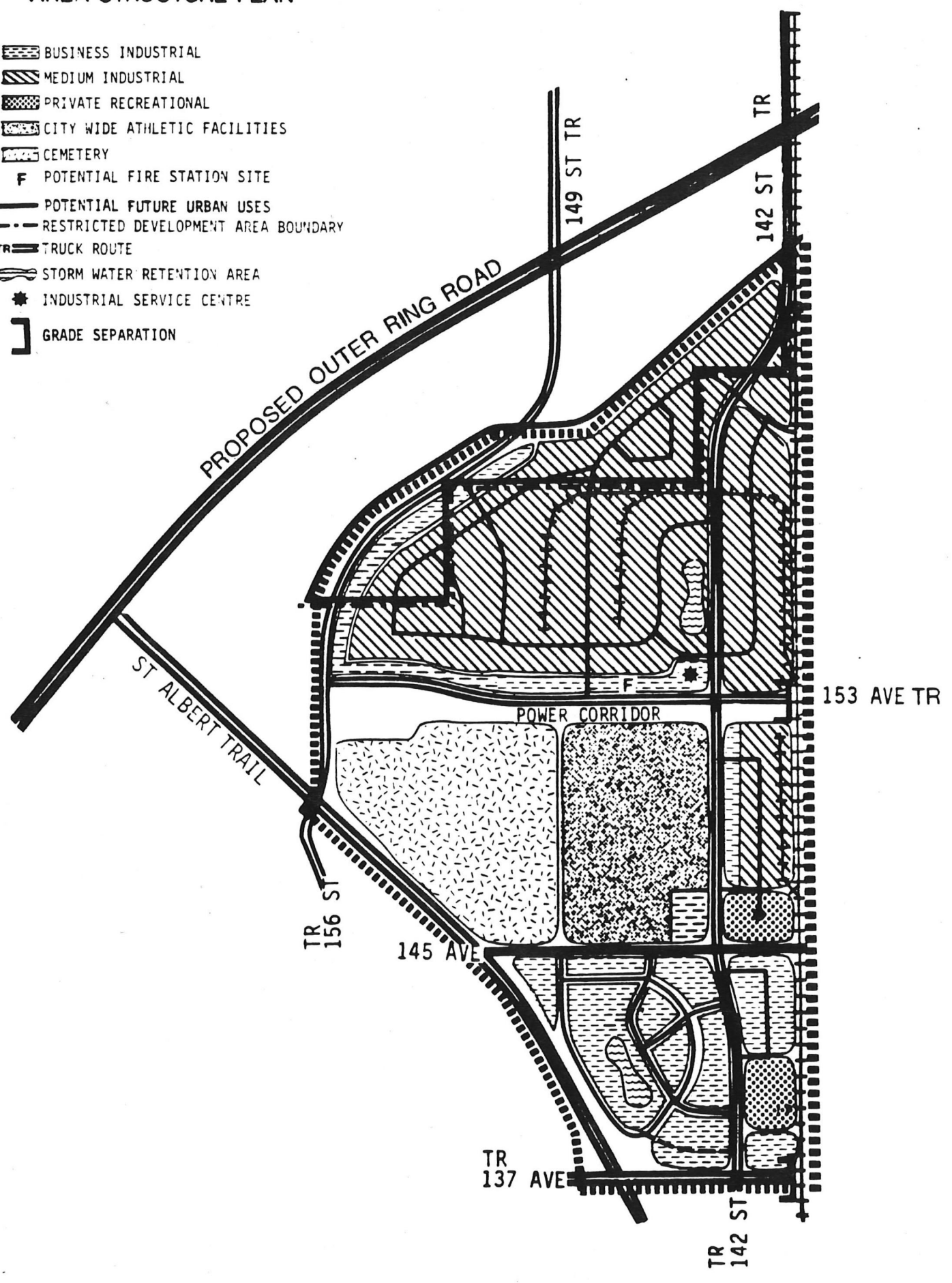


TABLE 1
THE PALISADES AND RAMPART INDUSTRIAL
OPERATING COST IMPACT SUMMARY
1984 to 2000
(in thousands of 1984 dollars)

<u>YEAR</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>
2.1 General Government Services	5.7	12	26	45	69	91	121	148	180	208	273	303	336	364	386	404	418
2.2 Protective Services																	
2.2.1.1 Police Department	1.8	10	31	69	129	211	313	450	555	687	824	963	1,103	1,239	1,370	1,485	1,590
2.2.2.2 Fire Department	2.3	5	8	14	16	22	27	34	41	42	1,353	1,359	1,365	1,371	1,375	1,376	1,377
2.2.3.1 Street Lighting	3.1	6	11	18	25	31	38	46	56	61	69	75	86	91	95	95	95
SECTION TOTAL	<u>7.2</u>	<u>11</u>	<u>50</u>	<u>101</u>	<u>170</u>	<u>264</u>	<u>378</u>	<u>510</u>	<u>652</u>	<u>752</u>	<u>2,246</u>	<u>2,397</u>	<u>2,554</u>	<u>2,701</u>	<u>2,840</u>	<u>2,956</u>	<u>3,062</u>
2.3 Transportation Services																	
2.3.1.2 Engineering	5.0	10	18	56	109	128	204	267	373	384	457	465	574	582	590	590	590
2.3.2.2 Transit	54.7	147	344	611	921	1246	1,696	1,980	2,365	2,750	3,135	3,507	3,881	4,226	4,498	4,706	4,839
SECTION TOTAL	<u>59.7</u>	<u>157</u>	<u>362</u>	<u>667</u>	<u>1,030</u>	<u>1,374</u>	<u>1,900</u>	<u>2,247</u>	<u>2,738</u>	<u>3,134</u>	<u>3,592</u>	<u>3,972</u>	<u>4,455</u>	<u>4,808</u>	<u>5,088</u>	<u>5,296</u>	<u>5,429</u>
2.4 Environmental Health Services																	
2.4.1.1 Storm Sewers	1.0	2	4	7	10	12	15	18	20	23	26	29	33	35	37	37	37
2.4.2.1 Solid Waste	3.7	16	35	58	84	110	137	165	192	219	246	272	299	321	336	344	348
SECTION TOTAL	<u>4.7</u>	<u>18</u>	<u>39</u>	<u>65</u>	<u>94</u>	<u>122</u>	<u>152</u>	<u>183</u>	<u>212</u>	<u>242</u>	<u>272</u>	<u>301</u>	<u>332</u>	<u>356</u>	<u>373</u>	<u>381</u>	<u>385</u>
2.5 Environmental Development and Social Services																	
2.5.1.1 Real Estate and Housing	1.4	7	16	29	44	58	75	92	110	128	147	163	181	197	209	219	224
2.5.2.1 Social Services	1.4	6	15	26	39	53	69	86	102	118	136	152	169	184	194	204	211
2.5.3.1 Planning Department	45.0	59	70	60	67	57	75	65	86	80	64	94	67	61	-	-	-
SECTION TOTAL	<u>47.8</u>	<u>72</u>	<u>101</u>	<u>115</u>	<u>150</u>	<u>168</u>	<u>219</u>	<u>243</u>	<u>298</u>	<u>326</u>	<u>347</u>	<u>409</u>	<u>417</u>	<u>442</u>	<u>403</u>	<u>423</u>	<u>435</u>
2.6 Recreational and Cultural Services																	
2.6.1.1 Parks Department	(2.3)	(11)	(22)	(14)	20	18	24	91	121	141	114	166	209	282	284	268	258
2.6.2.1 Library	.7	3	7	12	49	26	33	41	48	56	64	71	79	86	91	95	98
SECTION TOTAL	<u>(1.6)</u>	<u>(8)</u>	<u>(15)</u>	<u>(2)</u>	<u>39</u>	<u>44</u>	<u>57</u>	<u>132</u>	<u>169</u>	<u>197</u>	<u>178</u>	<u>237</u>	<u>288</u>	<u>368</u>	<u>375</u>	<u>363</u>	<u>356</u>
GRAND TOTAL	<u>123.5</u>	<u>254</u>	<u>563</u>	<u>991</u>	<u>1,552</u>	<u>2,063</u>	<u>2,827</u>	<u>3,463</u>	<u>4,249</u>	<u>4,859</u>	<u>6,908</u>	<u>7,619</u>	<u>8,382</u>	<u>9,039</u>	<u>9,465</u>	<u>9,823</u>	<u>10,085</u>

TABLE 2
THE PALISADES AND RAMPART INDUSTRIAL

CAPITAL COST SUMMARY
1984 to 2000
(In thousands of 1984 dollars)

<u>YEAR</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>
2.1 General Government Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2.2 Protective Services																	
2.2.2.2 Fire Department	-	-	-	-	-	-	-	-	-	-	1,414	-	-	-	-	-	-
2.3 Transportation Services																	
2.3.1.2 Engineering	107	-	-	356	451	118	713	522	998	-	665	361	998	517	-	-	-
2.3.2.2 Transit	245	490	1,469	1,469	1,958	1,958	2,203	2,203	2,203	2,693	2,203	2,203	2,203	2,203	1,714	1,224	925
SECTION TOTAL	352	490	1,469	1,825	2,409	2,076	2,916	2,725	3,201	2,693	4,282	2,584	3,201	2,720	1,714	1,224	925
2.4 Environmental Health Services																	
2.4.1.1 Storm Sewers	-	-	-	214	339	88	535	392	748	-	570	125	838	-	-	-	-
2.4.2.1 Solid Waste	1.1	8	10	22	15	19	22	25	27	29	30	30	31	31	30	29	27
SECTION TOTAL	1.1	8	10	236	354	107	557	417	775	29	600	155	869	31	30	29	27
2.5 Environmental Development and Social Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2.6 Recreational and Cultural Services																	
2.6.1.2 Parks Department	-	-	-	224	490	82	306	841	545	442	-	770	666	589	545	-	-
2.6.2.2 Library	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SECTION TOTAL	-	-	-	224	490	82	306	841	545	442	-	770	666	589	545	-	-
GRAND TOTAL	<u>353.1</u>	<u>498</u>	<u>1,479</u>	<u>2,285</u>	<u>3,263</u>	<u>2,265</u>	<u>3,779</u>	<u>3,983</u>	<u>4,521</u>	<u>3,164</u>	<u>4,882</u>	<u>3,509</u>	<u>4,736</u>	<u>3,340</u>	<u>2,289</u>	<u>1,253</u>	<u>952</u>
ANNUAL DEBT CHARGE ¹	<u>50.3</u>	<u>117</u>	<u>319</u>	<u>621</u>	<u>1,039</u>	<u>1,285</u>	<u>1,728</u>	<u>2,167</u>	<u>2,650</u>	<u>2,904</u>	<u>3,384</u>	<u>3,673</u>	<u>4,074</u>	<u>4,248</u>	<u>4,260</u>	<u>4,123</u>	<u>3,952</u>

¹Calculated from computer program provided in Fiscal Impact Handbook - see handbook.

TABLE 3

THE PALISADES AND RAMPART INDUSTRIAL

REVENUE IMPACT SUMMARY
1984 to 2000
(in thousands of 1984 dollars)

YEAR	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
3.1.1 Water Branch	1.6	4	9	16	26	37	48	58	71	83	95	107	121	132	144	152	160
3.1.2 Sanitary Sewer Branch	1.2	3	5	9	15	20	27	34	41	48	56	63	71	78	86	91	97
3.1.3 Edmonton Power	3.5	9	20	35	54	75	83	124	150	175	196	230	257	283	306	325	343
3.1.4 Edmonton Telephones	1.8	4	10	19	29	41	53	67	80	94	109	122	137	150	164	173	182
TOTAL UTILITIES	8.2	20	44	79	124	173	211	283	342	400	456	522	586	643	700	741	782
3.2.1 Property Tax	253	434	699	1,248	1,865	2,455	3,055	3,709	4,397	5,213	6,044	6,824	7,736	8,542	9,516	10,664	10,858
3.2.2 Business Tax	209	209	385	661	1,374	2,138	2,845	3,339	4,202	5,066	6,165	7,014	8,157	9,173	10,728	11,888	13,386
3.2.3 Gas Franchise Tax	13.3	27	57	102	162	223	295	360	435	510	590	666	725	823	900	957	1,019
TOTAL TAX	475.3	670	1,141	2,011	3,401	4,816	6,195	7,408	9,034	10,789	12,799	14,504	16,618	18,538	21,144	23,509	25,263
TOTAL REVENUE	484.0	690	1,185	2,090	3,525	4,989	6,406	7,691	9,376	11,189	13,255	15,026	17,204	19,181	21,844	24,250	26,045

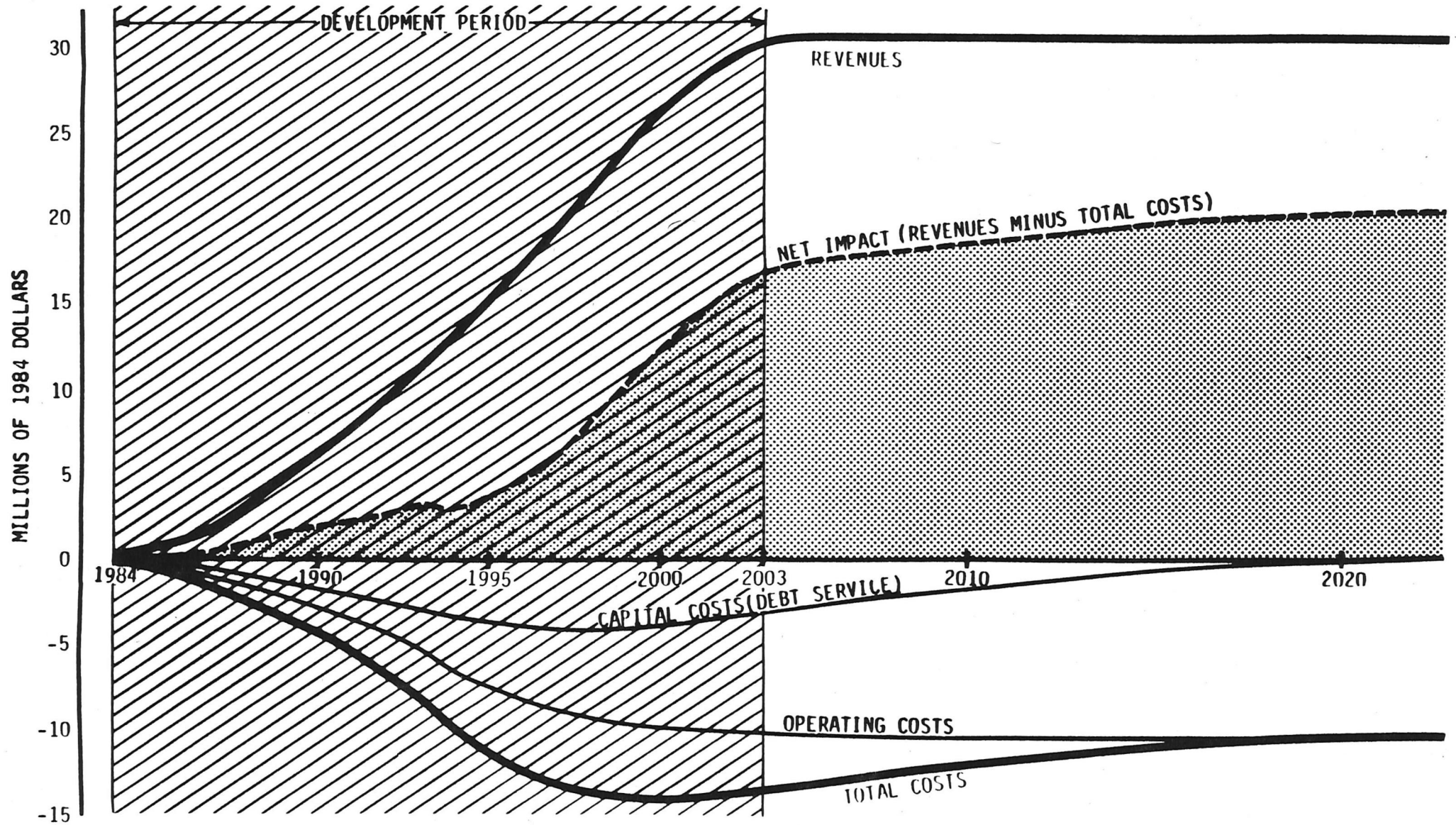
TABLE 4

THE PALISADES AND RAMPART INDUSTRIAL

SUMMARY OF NET IMPACT ON
CITY OF EDMONTON GENERAL REVENUE
(in thousands of 1984 dollars)

<u>Year</u>	<u>Operating Cost</u>	<u>Debt on Capital Cost</u>	<u>Total Cost</u>	<u>Revenue</u>	<u>Net Impact</u>
1984	124	50	174	484	310
1985	254	117	371	690	319
1986	563	319	882	1,185	303
1987	991	621	1,612	2,090	478
1988	1,552	1,039	2,591	3,525	934
1989	2,063	1,285	3,348	4,989	1,641
1990	2,827	1,728	4,555	6,406	1,851
1991	3,463	2,167	5,630	7,691	2,061
1992	4,249	2,650	6,899	9,376	2,477
1993	4,859	2,904	7,763	11,189	3,426
1994	6,908	3,384	10,292	13,255	2,963
1995	7,619	3,673	11,292	15,026	3,734
1996	8,382	4,074	12,456	17,204	4,748
1997	9,039	4,248	13,287	19,181	5,894
1998	9,465	4,260	13,725	21,844	8,119
1999	9,823	4,123	13,946	24,250	10,304
2000	10,085	3,952	14,037	26,045	12,008
2001	10,249	3,698	13,947	27,861	13,914
2002	10,352	3,462	13,814	29,622	15,808
2003	10,442	3,243	13,685	30,714	17,029
2004	10,458	2,991	13,449	30,714	17,265
2005	10,466	2,755	13,221	30,714	17,493
2006	10,470	2,505	12,975	30,714	17,739
2007	10,472	2,250	12,722	30,714	17,992
2008	10,473	1,985	12,458	30,714	18,256
2009	10,473	1,766	12,239	30,714	18,475
2010	10,473	1,520	11,993	30,714	18,721
2011	10,473	1,286	11,759	30,714	18,955
2012	10,473	1,053	11,526	30,714	19,188
2013	10,473	878	11,351	30,714	19,363
2014	10,473	664	11,137	30,714	19,577
2015	10,473	507	10,980	30,714	19,734
2016	10,473	325	10,798	30,714	19,916
2017	10,473	199	10,672	30,714	20,042
2018	10,473	114	10,587	30,714	20,127
2019	10,473	68	10,541	30,714	20,173
2020	10,473	34	10,507	30,714	20,207
2021	10,473	23	10,496	30,714	20,218
2022	10,473	13	10,486	30,714	20,228
2023	10,473	3.9	10,477	30,714	20,237

Figure 3 THE PALISADES AND RAMPART INDUSTRIAL SUMMARY OF FISCAL IMPACTS



Response to Concerns - Bylaw #7465

The concerns of the two delegates to the Public Hearing, presented in detail in Enclosures IIIa and IIIb, are summarized as follows:

1. The proposed alignment of 142 Street cuts through the existing property of the Edmonton Moose Lodge No. 772, resulting in the severance or loss of certain recreation facilities from the balance of the Lodge site.
2. The Plan states that only directional access will be permitted from the St. Albert Trail to 145 Avenue and that access from individual sites to the Trail will be determined upon final review by the Transportation Department. The uncertainty of this statement is a source of concern. Also, it is noted under the Mistatim Area Structure Plan, individual sites across St. Albert Trail to the west will have service road access.
3. The Plan designates as "Business Industrial" all those lands fronting on the St. Albert Trail located south of 145 Avenue. The owners of an existing commercial site are concerned that this may interfere with their plans to redevelop the site for a hotel and associated commercial uses.

The Transportation Department advises that the proposed 142 Street alignment may be altered to deal with the concerns of the Moose Lodge. However, there are a number of design constraints imposed by the need to maintain sufficient separation distances from adjacent intersections and road/rail grade separations, and the need to minimize the curvature of the arterial roadway. As a result, the 137 Avenue/142 Street intersection and the 142 Street alignment in the Restricted Development Area are fixed. The 153 Avenue/142 Street intersection may be relocated to the west, but not to the east.

The implications of these constraints is that westward realignment of a portion of 142 Street around the Moose Lodge site is possible, but only with the result that 142 Street would sever a large portion (almost half) from the site of the proposed Northwest Sports Centre. The Sports Centre is planned as a major athletic facility to serve a wide range of users from across the City. Eastward relocation of 142 Street is not possible without further interference with the Moose Lodge facility, as well as several other facilities located on adjacent sites. For these reasons, Planning recommends that the proposed alignment of 142 Street not be changed.

On the question of access, the Transportation Department advises that a service road will be required to provide access to those sites fronting onto the St. Albert Trail. In addition, all directional access will be provided to 145 Avenue from the St. Albert Trail. Planning recommends that the Plan be amended accordingly.

Finally, on the question of the proposed hotel use, it is noted that under the Mistatim Area Structure Plan, provision is made to allow for a hotel or motel development on the west side of the St. Albert Trail. This provision recognizes the high visibility and accessibility of those sites and the

potential need for such a use to serve the industrial area. The Mistatim Plan states that such a land use would be considered under a direct control district at the detailed planning stage on the basis of satisfactory access, compatibility with adjacent land uses, quality of design, proposed service area, and other planning considerations. Planning recommends that a similar provision be included in the Rampart Industrial Area Structure Plan for the east side of the St. Albert Trail.

ENCLOSURES

- IIIa City Council Presentation prepared by the Officers of Edmonton Moose Lodge #772 - Ray Gilroy, Governor
- IIIb Letter dated 1984 02 29 from Stanley Associates Engineering Limited

Prepared by:
Planning Department
1984 04 11

CITY COUNCIL - PRESENTATION

PREPARED BY THE OFFICER'S OF EDMONTON MOOSE LODGE #772 _ RAY GILROY,
GOVERNOR

THE EDMONTON MOOSE LODGE HAS EXISTED IN THIS CITY FOR OVER SEVENTY-FIVE (75) YEARS AND AT IT'S PRESENT LOCATION FOR TWELVE (12) YEARS. THE LODGE IS A FRATERNAL NON PROFIT ORGANIZATION WHICH EXISTS FOR THE BENEFIT OF ITS MEMBERS AND THE COMMUNITY AT LARGE. AT THE PRESENT TIME WE HAVE IN EXCESS OF SEVEN (700) HUNDRED MEMBERS WHO WORK HARD TO BE OF SERVICE TO THE COMMUNITY. LAST YEAR WE DONATED IN EXCESS OF ONE (1) HUNDRED THOUSAND DOLLARS TO VARIOUS CHARITIES IN THE EDMONTON AREA. WE ALSO MADE OUR GROUNDS AND FACILITIES AVAILABLE TO THE COMMUNITY AT NO COST TO THE COMMUNITY ORGANIZATIONS. THIS PROPOSED DEVELOPMENT WILL, IN OUR OPINION, HAVE A SERIOUS DETRIMENTAL EFFECT ON THE LODGE'S ABILITY TO EXIST AND BE OF SERVICE TO ITS MEMBERS AND THE COMMUNITY.

OUR REASONS ARE AS FOLLOWS:

- (1) FIGURE #4 - SHOWS THE PROPERTY AS IT NOW EXISTS.
- (2) FIGURE #5 - SHOWS THAT SAME PROPERTY AS IT WILL LOOK AFTER IT IS DIVIDED BY A FOUR (4) LANE ROAD.
- (3) AT PRESENT WE OWN 9.74 ACRES OF LAND. THE LAND THAT WILL BE USED FOR THE ROADWAY AND THE PIECE OF LAND THAT WILL BE WEST OF THE ROAD HOUSE'S THE FOLLOWING:
 - (A) A BALL DIAMOND - WHICH IN SUMMER IS USED BY A SIX (6) TEAM BALL LEAGUE, ONLY TWO (2) OF THESE TEAMS ARE MOOSE MEMBERS, THE OTHER TEAMS ARE FROM THE COMMUNITY

(B) SEVENTEEN (17) HORSESHOE PITS WHICH IN SUMMER ARE USED BY THIRTY-FOUR (34) TEAMS, WITH THREE (3) PEOPLE ON A TEAM, WHICH MEANS THAT OVER ONE (1) HUNDRED OF OUR MEMBERS USE THESE PITS AT LEAST ONCE A WEEK ALL SUMMER.

(C) A CHILDREN'S PLAYGROUND.

(D) A PICNIC AREA COMPLETE WITH A BARBECUE PIT.

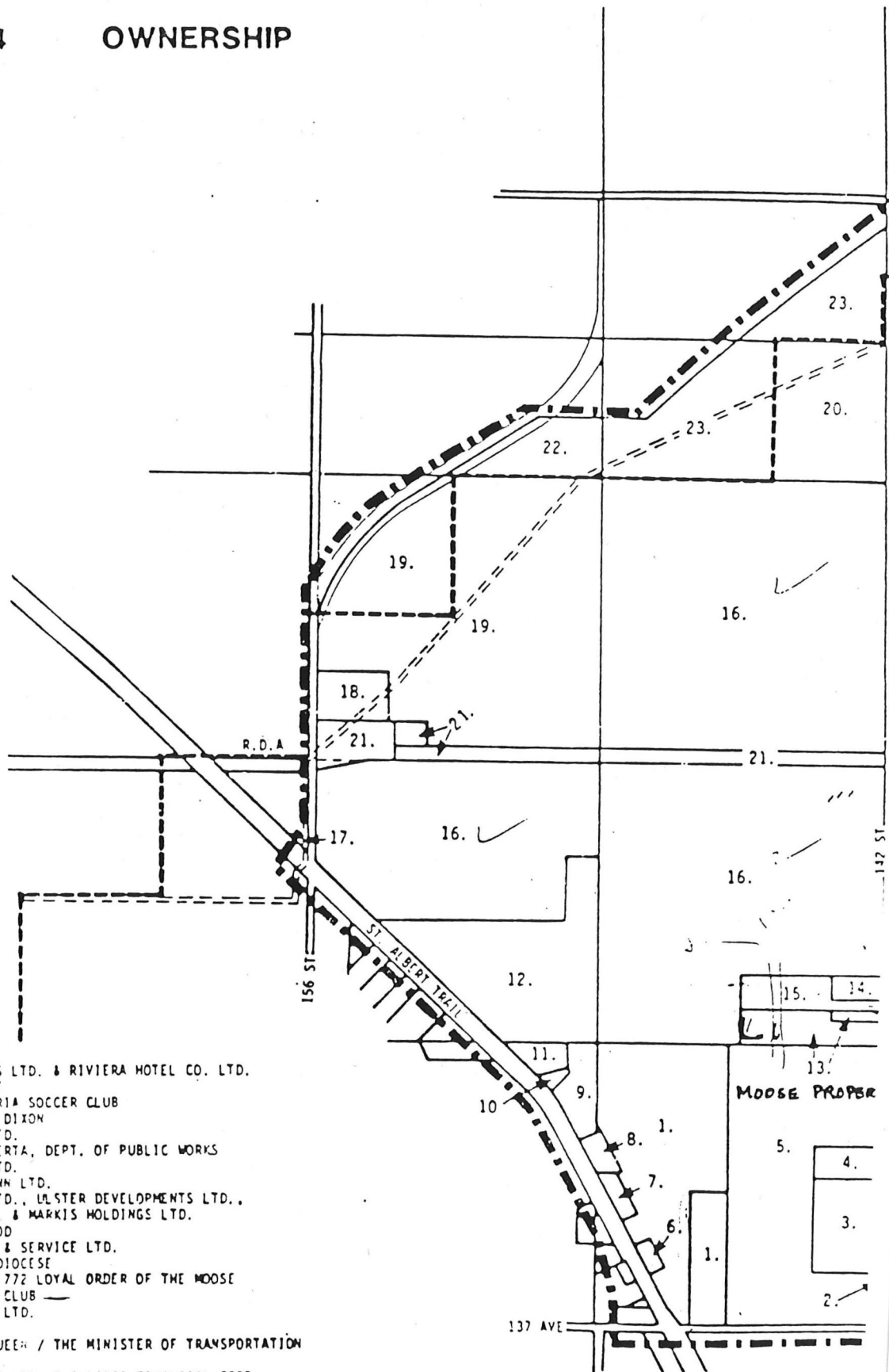
4. BECAUSE WE HAVE THE ABOVE FACILITIES WE ARE ABLE TO ATTRACT FUNCTIONS SUCH AS THE ALBERTA MOOSE ASSOCIATION CONVENTION, WHICH ATTRACTS PEOPLE FROM ACROSS THE PROVINCE.
5. THE ROADWAY THAT YOU ARE PROPOSING WILL DIVIDE OUR PROPERTY CAUSING US TO LOSE APPROXIMATELY FORTY (40%) PERCENT OF OUR LAND, THE LAND THAT HOUSES ALL OUR RECREATIONAL FACILITIES. IF WE LOSE THESE FACILITIES WE WILL SUFFER A LOSS OF REVENUE BECAUSE WE WILL BE UNABLE TO SPONSOR MANY OF THE FUND RAISING EVENTS WE PRESENTLY SPONSOR.
6. OUR GROUNDS ARE ALSO USED BY THE NINETEENTH ALBERTA DRAGOONS CADET CORP. WHICH THE LODGE SPONSORS. THE LOSS OF OUR GROUNDS WOULD ELIMINATE HAVING THE CADETS USE OUR PROPERTY.
7. IT WAS SUGGESTED BY YOUR PLANNERS THAT THE LAND WHICH IS NOW 142 ST. WOULD BECOME AVAILABLE TO PROPERTY OWNERS AFTER THE DEVELOPMENT IS COMPLETE. BECAUSE OF THE POSITION OF OUR BUILDING THIS LAND IS OF LITTLE VALUE TO US. BECAUSE OF THE LOCATION OF OUR PROPERTY IT IS NECESSARY FOR US TO PROVIDE OUR OWN SECURITY. WE HAVE A TRAILER HOUSE ON OUR PROPERTY WHICH IS LIVING QUARTERS FOR A SECURITY PERSON. THIS TRAILER IS BETWEEN OUR BUILDING AND 142

STREET MAKING THE LAND WHICH IS PRESENTLY 142 STREET OF NO VALUE TO US AS FAR AS RE-PLANNING ANY OF OUR LOST RECREATIONAL FACILITIES.

8. MANY OF OUR MEMBERS ARE FROM THE CITY. MEMBERS LEAVING THE LODGE AND WANTING TO TRAVEL SOUTH INTO THE CITY ON 142 STREET WILL BE FORCED TO TURN LEFT ACROSS FOUR (4) LANES OF TRAFFIC AT THE INTERSECTION OF 145 AVENUE AND 142 STREET.













9. MANY OF OUR MEMBERS ARE SENIOR CITIZENS AND FIND IT DIFFICULT GETTING TO AND FROM THE LODGE AT THE PRESENT TIME. LOOKING AT YOUR PLANS I SEE NO TRANSIT FACILITIES AND IT APPEARS DRIVING A VEHICLE WILL BE MADE MORE DIFFICULT.

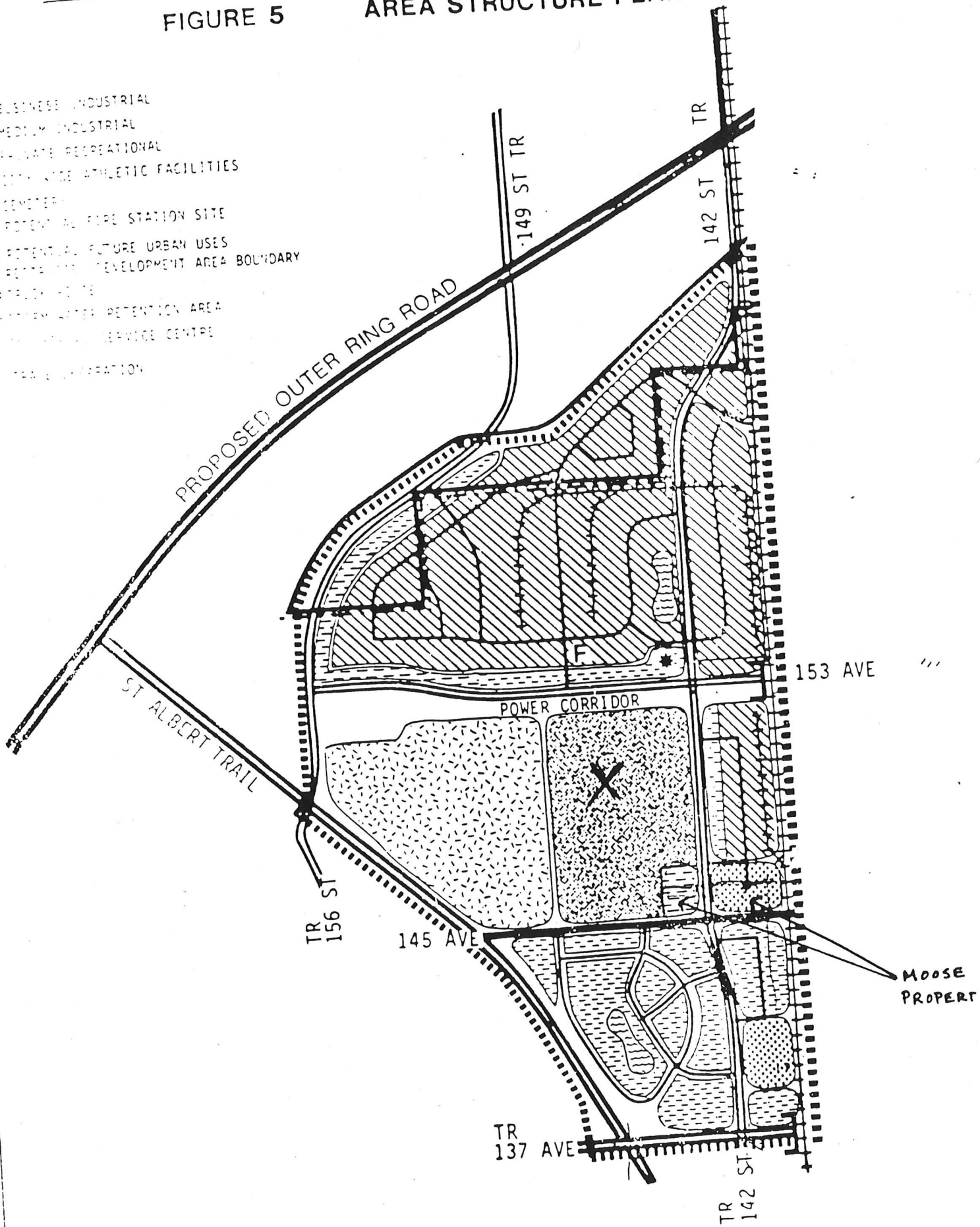
FIGURE 4 OWNERSHIP



1. BARAMY INVESTMENTS LTD. & RIVIERA HOTEL CO. LTD.
2. CITY OF ST. ALBERT
3. 1ST. D.F.C. VICTORIA SOCCER CLUB
4. J.K. DIXON & K.E. DIXON
5. H.A. PROPERTIES LTD.
6. GOVERNMENT OF ALBERTA, DEPT. OF PUBLIC WORKS
7. GULF OIL CANADA LTD.
8. FORTUNE VILLAGE INN LTD.
9. HARMIN HOLDINGS LTD., ULSTER DEVELOPMENTS LTD., DEZI HOLDINGS LTD. & MARKIS HOLDINGS LTD.
10. C.C. WOOD & L. WOOD
11. CORRAL FORD SALES & SERVICE LTD.
12. THE CATHOLIC ARCHDIOCESE
13. EDMONTON LODGE NO. 772 LOYAL ORDER OF THE MOOSE
14. CANADIAN ATHLETIC CLUB
15. NESS CONSTRUCTION LTD.
16. CITY OF EDMONTON
17. HER MAJESTY THE QUEEN / THE MINISTER OF TRANSPORTATION
18. R.C. HAYES
19. 1070BE INVESTMENTS LTD. & ALLARCO FINANCIAL CORP.
20. C.C. DIXON
21. TRANSALTA UTILITIES LTD.
22. J.M. SHECKTER
23. HER MAJESTY THE QUEEN / ASSOCIATE MINISTER OF PUBLIC LANDS & WILDLIFE

FIGURE 5 AREA STRUCTURE PLAN

-  BUSINESS INDUSTRIAL
-  MEDIUM INDUSTRIAL
-  COMMUNITY RECREATIONAL
-  CITY-WIDE ATHLETIC FACILITIES
-  CEMETERY
-  POTENTIAL FIRE STATION SITE
-  POTENTIAL FUTURE URBAN USES
-  POTENTIAL DEVELOPMENT AREA BOUNDARY
-  TRUCK ROUTE
-  POTENTIAL WATER RETENTION AREA
-  POTENTIAL SERVICE CENTRE
-  TRAIL OR TERRACE



FILE:
DATE:



Stanley Associates Engineering Ltd.
 Mayfield Business Centre
 10512 - 169 Street
 Edmonton, Alberta, Canada T5P 3X6
 Telephone (403) 483-4777 Telex 037 414 32

29 February 1984

File: (2753) 56-104-01-01

Mr. T. Loat
 Director, Land Use Planning Section
 Planning Implementation Branch
 City Planning Department
 12th Floor, Phipps McKinnon Building
 10020 - 101A Avenue
 EDMONTON, Alberta
 T5J 3G2

Dear Mr. Loat:

Reference: Proposed Bylaw No. 7465
Edmonton Northwest (Industrial Portion) ASP

I understand that our written submission on the above noted bylaw was not included on the February 28 Council agenda. According to the City Clerk's Office, some problems may still exist in the integration of the Executive Committee with office operating procedures regarding written submissions. As a result, your department was not able to review our written concerns. In hopes of rectifying the situation, I attach a copy of our submission, and summarize with the following points.

Our client's main concern with the ASP as written is based on the statement "Access to the St. Albert Trail will not be permitted, except by way of major roadways". Further conversations with Andrew Day and Louise Lyle noted that directional access to 145 Avenue will be permitted from the Trail. Furthermore, access to individual sites on the Trail, either in the form of a service road or auxilliary lane, is also being reviewed according to Louise, and as noted in the February 9th MPC minutes. As you know, the Mistatim ASP on the west side of the Trail includes service roads along the Trail. Our client strongly supports these access approaches as they affect the future redevelopment potential of their site (Parcel #9 in the ASP). Their main request at this time is that definitive access policy statements be included in the final ASP which reflect the directional and individual site access issues. They are also very uncomfortable with the term "under review" currently found in both the ASP and MPC minutes regarding individual site access.

Our client's second concern involves the future land use potential of their site as allowed for in the ASP. The existing Land Use map in the Plan recognizes that the Trail frontage portion of the owners property (Parcel #9) is currently "Commercial". The owners intend to redevelop the site for hotel and associated commercial use. Since the ASP designation of their site is "Business Industrial", they are concerned that a future application for CHY districting may not be viewed as conforming to the ASP, and therefore be refused. The Plan also does not provide for a DC1 opportunity. The only other reasonable opportunities for hotel development would include the discretionary use clauses within the CB1, CB2 or CO districts. The owners would like clarification whether your department views these districts as conforming to the intent of "Business Industrial" within the ASP.



Mr. T. Loat
City Planning Department

- 2 -

29 February 1984
File: (2753) 56-104-01-01

In summary, I hope that since our concerns with the ASP have been registered with Council, we can come to a satisfactory agreement regarding these two issues. The owners support the Plan in principle, and wish to cooperate wherever possible in ensuring mutual approval.

Yours truly,

STANLEY ASSOCIATES ENGINEERING LTD.

A handwritten signature in black ink, appearing to read "Don Drackley", written over the typed name.

Don Drackley, MCIP
Manager, Urban Planning

DD/kc
Attachment



Stanley Associates Engineering Ltd.

Mayfield Business Centre

10512 - 169 Street

Edmonton, Alberta T5P 3X6

Telephone (403) 483-4777 Telex 037 414 32

21 February 1984

File: (2753) 56-104-01-01

Mayor and Members of Council
City of Edmonton
c/o City Clerk's Office
3rd Floor, City Hall
EDMONTON, Alberta

Dear Mr. Mayor and Council Members:

Reference: Proposed Bylaw No. 7465 -
Edmonton Northwest (Industrial Portion) Area Structure Plan

This representation to Council is being made on behalf of the owners of land described as Parcel Number 9 within the above noted plan, namely Harmin Holdings Ltd., Ulster Developments Ltd., Dezi Holdings Ltd., and Markis Holdings Ltd. They have owned this property for over four years, which is located southeast of the St. Albert Trail/143 Avenue intersection, fronting onto the Trail. The owners group is involved in hotel and other commercial development, and as a result have two major concerns with the ASP as presented to Council.

The first concern involves future access from the St. Albert Trail to the property in question. The site has been used for a motel operation (Royal Nite Inn), with the direct access off the Trail. The owners anticipate hotel and associated commercial construction on the site, yet find no conceptual plans or policy statements in the ASP which describe long-term access from the St. Albert Trail. In fact the Plan (January 11, 1984) states that "access to the St. Albert Trail will not be permitted except by way of major roadways".

According to our contacts with the City Transportation Department, directional access will be permitted to 145 Avenue from the Trail. Furthermore, the Planning Department report to MPC dated February 9, 1984 states "Also under review are access to individual sites on the St. Albert Trail". These formal comments are a great improvement on the highly restrictive access statement made in the Plan regarding the St. Albert Trail. As a result, the owners wish to stress to Council their support of directional access at 145 Avenue and the Trail, plus the continued provision of individual site access along an appropriate portion of the Trail by an auxilliary lane or service road.

The owners second concern involves the future land use potential of their property. It appears from the ASP that their property is being planned for Business Industrial activity. If future redistricting is to conform to the Plan, the ASP implies that the site in question may be limited only to IB - Industrial Business District land uses. The owners recognize that this District includes certain retail, business and service activities, but it does not include a hotel as a permitted or discretionary use. However, the visibility offered by the Trail, plus the fact that the Trail serves as a major entrance feature to the City, would support a hotel and other commercial operations on the site. In order to reflect eventual hotel and associated commercial



Mayor & Members of Council
City of Edmonton

- 2 -

21 February 1984
File: (2753) 56-104-01-01

construction on their site, the owners request that the description of the proposed Business Industrial area at the intersection of 145 Avenue and the St. Albert Trail be expanded to include such operations. In this way, a future redistricting application to CHY - Highway Corridor District, which may be required to allow hotel construction on the site in question, would conform to the ASP without the need for a Plan amendment.

In conclusion, the owners request that Council consider these additions to the Edmonton Northwest (Industrial Portion) ASP. They also request that the Public Hearing on proposed Bylaw 7465 be postponed since the Transportation Department review and comment on St. Albert Trail access to individual sites, referred to at the February 9 MPC meeting, has not been made available. The owners find it difficult to comment further on this most important component of the Plan until the departmental review is completed. References to access considerations which are currently "under review" are not sufficient for a statutory planning document of this scope and impact.

A representative of the owners will be available at the proposed bylaw public hearing before Council on February 28, 1984 to review these concerns and answer questions. The issue of postponement should also be addressed at this time.

Yours truly,

STANLEY ASSOCIATES ENGINEERING LTD.

Don Drackley, MCIP
Manager, Urban Planning

DD/kc

cc. Mr. D. Zivot - Hartel Holding Co. Ltd.