

Bylaw 20754

A Bylaw to amend Bylaw 15093, as amended,
being the Edmonton Energy and Technology Park Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on June 9, 2010, the Municipal Council of the City of Edmonton passed Bylaw 15093, being the Horsehills Energy & Technology Park Area Structure Plan; and

WHEREAS on May 2, 2011, the Horsehills Energy and Technology Park Area Structure Plan was amended by the passage of Bylaw 15642 renaming and adopting the plan as the Edmonton Energy and Technology Park Area Structure Plan; and

WHEREAS Council found it desirable to amend Bylaw 15093, the Edmonton Energy and Technology Park Area Structure Plan through the passage of Bylaws 16175, 16767, 18096, and 20553; and

WHEREAS an application was received by Administration to amend the Edmonton Energy and Technology Park Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Edmonton Energy and Technology Park Area Structure Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 15093, as amended, the Edmonton Energy and Technology Park Area Structure Plan is hereby amended by:
 - a) deleting all instances of "LRT" throughout the entirety of the plan and replacing them with "Mass Transit";
 - b) deleting all instances of "transit centre" throughout the entirety of the plan and replacing them with "Transit Centre";

- c) In Section 1.2 entitled *Economic Growth Projections*, deleting the second paragraph in its entirety and replacing it with the following: “The EETP ASP plan area, at 5,234 ha in gross area, accounts for approximately 2/3 of the City of Edmonton’s vacant industrial land.”;
- d) In Section 3.4 entitled *Land Use Context*, under the fifth paragraph, deleting the fifth sentence in its entirety and replacing it with the following: “It is anticipated that Gorman will ultimately be developed as a mixed-use area, containing business park, commercial, and residential uses, centred on a future LRT station and Transit Centre.”;
- e) In Section 3.4 entitled *Land Use Concept*, deleting the second bullet of the eighth paragraph in its entirety and replacing it with the following: “approximately 186 ha within the northeast to (EETL) Edmonton Energy and Technology Park Logistics Zone, (EETM) Edmonton Energy and Technology Park Manufacturing Zone, (AP) Public Parks Zone, (PU) Public Utility Zone and (A) Metropolitan Recreation Zone in 2013; and”;
- f) In Section 5.4 entitled *Sturgeon County MDP*, deleting the seventh paragraph in its entirety and replacing it with the following: “The City of Edmonton acquired a triangular-shaped parcel formerly located within Sturgeon County by agreement in 2016 and annexation in 2018. The parcel is located between 66 Street to the west and the existing west boundary of the EETP ASP to the east, and between Anthony Henday to the north and 195 Avenue to the south. The City also acquired the 66 Street right-of-way from Alberta Transportation, allowing 66 Street direct connection to Anthony Henday. 66 Street enters the City of Edmonton at 195 Avenue and the EETP ASP plan area just south of 195 Avenue (see Figure 8 Development Concept).”;
- g) In Section 5.7 entitled *The Way We Move*, deleting the second paragraph in its entirety and replacing it with the following: “An LRT extension is possible from the existing terminus at Clareview into the northeast area in the future. However, conceptual planning for an extension of mass transit, LRT or otherwise, beyond the future Gorman LRT Station has not occurred at the time of writing and no implementation strategy for Mass Transit is identified in the text.”;

- h) Section 5.10 entitled *Transit Oriented Development Guidelines*, deleting the first paragraph in its entirety and replacing it with the following: “The City of Edmonton’s Transit Oriented Development (TOD) Guidelines lay the framework to provide appropriate development around Mass Transit stations and Transit Centres. They assist the City, businesses and citizens to plan ahead for the integration of transit and land use. They are enabled through the City of Edmonton Transit Oriented Development Policy (C565).”;
- i) In Section 8.4 entitled *Eco-Industrial Alternative Road Cross-sections*, under the fifth bullet point, deleting it in its entirety and replacing it with the following: “Modified urban cross-section roadways may be permitted within the plan area, subject to the review and approval of the City of Edmonton Subdivision and Development Coordination in accordance with the City of Edmonton’s Complete Streets Design and Construction Standards.”;
- j) In Section 8.5 entitled *Pedestrian/Bicycle Network*, under the fourth paragraph, replacing the first sentence in its entirety and replacing it with the following: “The standard arterial roadway cross-section shall be designed in accordance with City of Edmonton Complete Streets Design and Construction Standards.”;
- k) In Section 8.3 entitled *Collector Road Network*, under the second paragraph, deleting the third bullet in its entirety and replace it with the following: “Provide a reasonable amount of transit coverage through the area to be served from the collector roads, ensuring a maximum 600 m walking distance, where possible.”;
- l) In Section 8.5 entitled *Pedestrian/Bicycle Network*, under the third paragraph, deleting the third bullet in its entirety and replacing it with the following: “Mass Transit, Transit Centres and bus stops”;
- m) In Section 8.5 entitled *Pedestrian/Bicycle Network*, under the fifth paragraph, deleting the last (forth) sentence in its entirety and replacing it with the following: “Collector and local roads shall be designed in accordance with City of Edmonton Complete Streets Design and Construction Standards. Midblock pedestrian crossings may also be

required to support active mode crossings on the roadways within the plan area and to be determined at the subdivision and/or development application stage.”;

- n) In Section 8.6, under the newly entitled section *Mass Transit and Transit Network*, deleting the first paragraph in its entirety and replacing it with the following: “The City of Edmonton has identified a northeast corridor extension of the existing Mass Transit network, with a planned Mass Transit Station in Gorman, located at 153 Avenue and Victoria Trail. Mass Transit corridor planning northeast of the future Gorman Mass Transit Station is being prepared separately from the Edmonton Energy and Technology Park ASP and will be considered at a later date. The Mass Transit alignment shown in *Figure 17: Mass Transit and Rail Network* is a potential alignment only, and will be updated to reflect the completed planning for future Mass Transit when a final route is determined.”;
- o) In Section 8.6, under the newly entitled section *Mass Transit and Transit Network*, deleting the third paragraph in its entirety and replacing it with the following: “Mass Transit Stations could be located at nodes selected to serve both walk-in riders and employees transferring from buses circulating on the larger collector and arterial road network. A large number of people are expected to work in the plan area at full development. Providing transit service to these employees will help manage the vehicle demands of the area. As with the Mass Transit line location, potential station locations will be determined as part of future Mass Transit corridor studies.”;
- p) In Section 8.6, under the newly entitled section *Mass Transit and Transit Network*, deleting the fourth paragraph in its entirety and replacing it with the following “The need or desirability to have Mass Transit routed through the plan area as shown is highly dependent upon the rate of development within both the EETP plan area and the Horse Hill Area Structure Plan area south of Manning Drive, where Mass Transit is proposed in the vicinity of the Alberta Hospital along 18 Street and the Marquis neighbourhood Town Centre.”;
- q) In Section 8.6, under the newly entitled section *Mass Transit and Transit Network*, deleting the sixth paragraph in its entirety and replacing it with the following: “Figure

17: Mass Transit and Rail Network shows potential Mass Transit alignments. As with the Collector Road Network (Figure 15), the Mass Transit alignments as shown are conceptual. Shadow or concept plans in support of subdivision applications will include bus routes required to service the various sub-areas of EETP.:'

- r) In Section 8.6, under the newly entitled section *Mass Transit and Transit Network*, deleting in its entirety the eighth paragraph that reads as the following: “The bus network will utilize the collector and arterial roads to provide service within the plan area and then travel to the Mass Transit station. Therefore, where the Mass Transit station is located has little impact on the transit coverage for the plan area, but it has a greater impact on the frequency of service.”;
- s) In Section 8.6, *Mass Transit and Transit Network*, deleting in its entirety the new eight paragraph in its entirety and replacing it with the following: “One of the principles considered when establishing the conceptual collector road network, and hence, the transit network was the walking distance to the collector road network from the more remote lands. Transit riders will typically walk no more than 600 m to a transit stop. Therefore, if the majority of the lands are within, or close to this comfortable walking distance to a collector roadway, then the area is assumed to have good transit coverage.”;
- t) In Section 9.4, entitled Energy, after the third paragraph, deleting the sentence that reads “within Edmonton Energy and Technology Park. Areas that”;
- u) In Section 10.3, entitled *Effective Transportation*, under subsection 10.3.1 Area Design, deleting the third point in its entirety and replacing it with the following: “3. Provide direct walking routes linking building entrances to street sidewalks, bus stops, Mass Transit Stations, pathways, and parking areas, to promote walking and transit use.”;
- v) In Section 10.3, entitled *Effective Transportation*, under subsection 10.3.1 Area Design, deleting the fourth point in its entirety and replacing it with the following: “Provide generous landscaping and amenities adjacent to transit bus stops and Mass Transit

stations, to provide weather protection and to create the stops as recognizable places along the street edge.”;

- w) In Section 10.3, entitled *Effective Transportation*, under subsection 10.3.1 Area Design, deleting the ninth point in its entirety and replacing it with the following: “Increase land use densities and mixtures of land uses within 800 m of potential Mass Transit stops/stations and Transit Centres, to maximize the potential for transit use and generate the best returns on the transit investment.”;
- x) In Section 10.3, entitled *Effective Transportation*, under subsection 10.3.1 Area Design, deleting the eleventh point in its entirety and replacing it with the following: “Incorporate transit routes infrastructure in the street layout to maximize the number of potential riders and ensure safe and convenient service.”;
- y) In Section 10.3, entitled *Effective Transportation*, under subsection 10.3.2 Site Design, deleting the fifth point in its entirety and replacing it with the following: “Provide thermal comfort at transit stops, including transit shelters. Explore the provision of heated bus stops within the plan area, in addition to heated shelters at Mass Transit stations and Transit Centres.”;
- z) deleting the map entitled “Bylaw 18096 Amendment to Edmonton Energy and Technology Park Area Structure Plan” and substituting therefore the map entitled “Bylaw 20754 Amendment to Edmonton Energy and Technology Park Area Structure Plan” attached hereto as Schedule “A” and forming part of this Bylaw;
- aa) deleting the statistics entitled “12.0 Land Use Statistics” and replacing it with the map entitled “Bylaw 20754 - Land Use Statistics” annexed hereto as Schedule “B” and forming part of this Bylaw.
- bb) deleting the map entitled “Figure 2: Edmonton Context” and replacing it with the map entitled “Figure 2: Edmonton Context” annexed hereto as Schedule “C” and forming part of this Bylaw;

- cc) deleting the map entitled "Figure 3: Topography" and replacing it with the map entitled "Figure 3: Topography" annexed hereto as Schedule "D" and forming part of this Bylaw;
- dd) deleting the map entitled "Figure 4: Existing Zoning" and replacing it with the map entitled "Figure 4: Existing Zoning" annexed hereto as Schedule "E" and forming part of this Bylaw;
- ee) deleting the map entitled "Figure 5: Existing Pipelines and Wells" and replacing it with the map entitled "Figure 5: Existing Pipelines and Wells" annexed hereto as Schedule "F" and forming part of this Bylaw;
- ff) deleting the map entitled "Figure 6: Existing Roadways" and replacing it with the map entitled "Figure 6: Existing Roadways" annexed hereto as Schedule "G" and forming part of this Bylaw;
- gg) deleting the map entitled "Figure 7: Land Development Concept Municipal Development Plan Bylaw 15100" and replacing it with the map entitled "Figure 7: The City Plan Concept" annexed hereto as Schedule "H" and forming part of this Bylaw;
- hh) deleting the map entitled "Figure 8: Development Concept" and replacing it with the map entitled "Figure 8: Development Concept" annexed hereto as Schedule "I" and forming part of this Bylaw;
- ii) deleting the map entitled "Figure 9: Petrochemical Precinct" and replacing it with the map entitled "Figure 9: Petrochemical Precinct" annexed hereto as Schedule "J" and forming part of this Bylaw;
- jj) deleting the map entitled "Figure 10: Medium Industrial Precinct" and replacing it with the map entitled "Figure 10: Medium Industrial Precinct" annexed hereto as Schedule "K" and forming part of this Bylaw;
- kk) deleting the map entitled "Figure 11: Research & Development Precinct" and replacing it with the map entitled "Figure 11: Research and Development Precinct" annexed hereto as Schedule "L" and forming part of this Bylaw;

- ll) deleting the map entitled “Figure 12: Ecological Network” and replacing it with the map entitled “Figure 12: Ecological Network” annexed hereto as Schedule “M” and forming part of this Bylaw;
- mm) deleting the map entitled “Figure 13: Open Spaces and Parks” and replacing it with the map entitled “Figure 13: Open Spaces and Parks” annexed hereto as Schedule “N” and forming part of this Bylaw;
- nn) deleting the map entitled “Figure 14: Arterial Road Network” and replacing it with the map entitled “Figure 14: Arterial Road Network” annexed hereto as Schedule “O” and forming part of this Bylaw;
- oo) deleting the map entitled “Figure 15: Collector Road Network Concept” and replacing it with the map entitled “Figure 15: Collector Road Network Concept” annexed hereto as Schedule “P” and forming part of this Bylaw;
- pp) deleting the map entitled “Figure 16: Pedestrian and Bicycle Network” and replacing it with the map entitled “Figure 16: Pedestrian and Bicycle Network” annexed hereto as Schedule “Q” and forming part of this Bylaw;
- qq) deleting the newly entitled map “Figure 17: Mass Transit and Rail Network ” and replacing it with the map entitled “Figure 17: Mass Transit and Rail Network” annexed hereto as Schedule “R” and forming part of this Bylaw;
- rr) deleting the map entitled “Figure 18: Water Servicing” and replacing it with the map entitled “Figure 18: Water Servicing” annexed hereto as Schedule “S” and forming part of this Bylaw;
- ss) deleting the map entitled “Figure 19: Stormwater Management Network ” and replacing it with the map entitled “Figure 19: Stormwater Management Network” annexed hereto as Schedule “T” and forming part of this Bylaw;
- tt) deleting the map entitled “Figure 20: Wastewater Servicing” and replacing it with the map entitled “Figure 20: Wastewater Servicing” annexed hereto as Schedule “U” and forming part of this Bylaw;

- uu) deleting the map entitled “Figure 21: Utilities and Potential Power Substations” and replacing it with the map entitled “Figure 21: Utilities and Potential Power Substations” annexed hereto as Schedule “V” and forming part of this Bylaw;
- vv) deleting the map entitled “Figure 22: Development Staging” and replacing it with the map entitled “Figure 22: Development Staging” annexed hereto as Schedule “W” and forming part of this Bylaw; and
- ww) deleting the map entitled “Figure 23: Technical Report Sub Area” and replacing it with the map entitled “Figure 23: Technical Report Sub Area” annexed hereto as Schedule “X” and forming part of this Bylaw.

READ a first time this	11th day of March	, A. D. 2024;
READ a second time this	11th day of March	, A. D. 2024;
READ a third time this	11th day of March	, A. D. 2024;
SIGNED and PASSED this	11th day of March	, A. D. 2024.

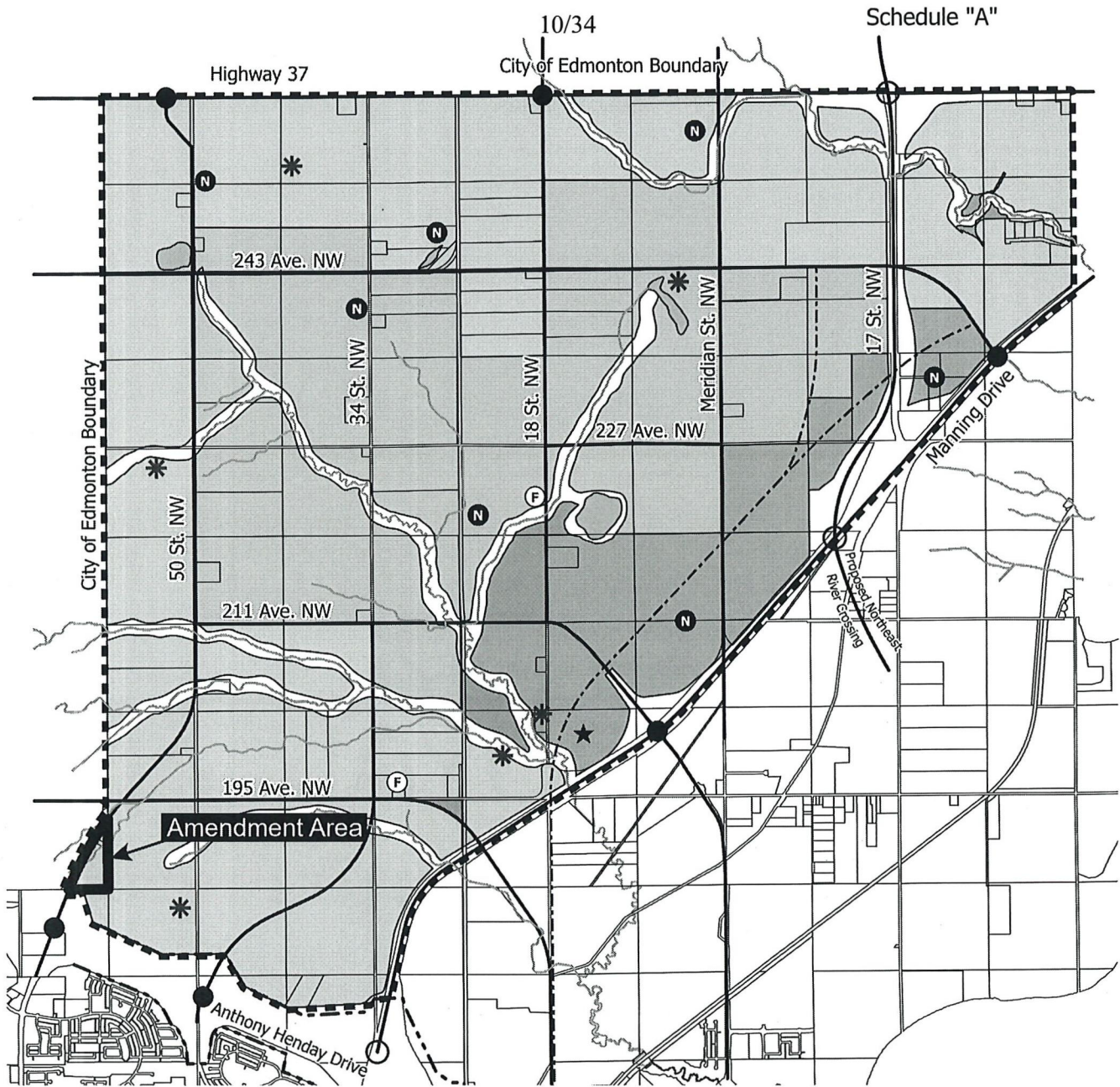
THE CITY OF EDMONTON

A. Sohi

MAYOR

A. K. Harrison

CITY CLERK



**BYLAW 20754
AMENDMENT TO
EDMONTON ENERGY & TECHNOLOGY PARK
Area Structure Plan
(as amended)**



- | | | |
|-----------------------------------|----------------------------------|-------------------------|
| Research and Development Precinct | Transportation Utility Corridor | Potential Fire Station |
| Petro-Chemical Precinct | Potential LRT | Potential Natural Areas |
| Medium Industrial Precinct | Road Network | Potential Parks |
| Park | ASP Boundary | ASP Boundary |
| Waterbodies | Nanaksar Gurdwara Gursikh Temple | Amendment Area |
| Existing Property Lines | System Interchange | |
| Creeks & Streams | Service Interchange | |

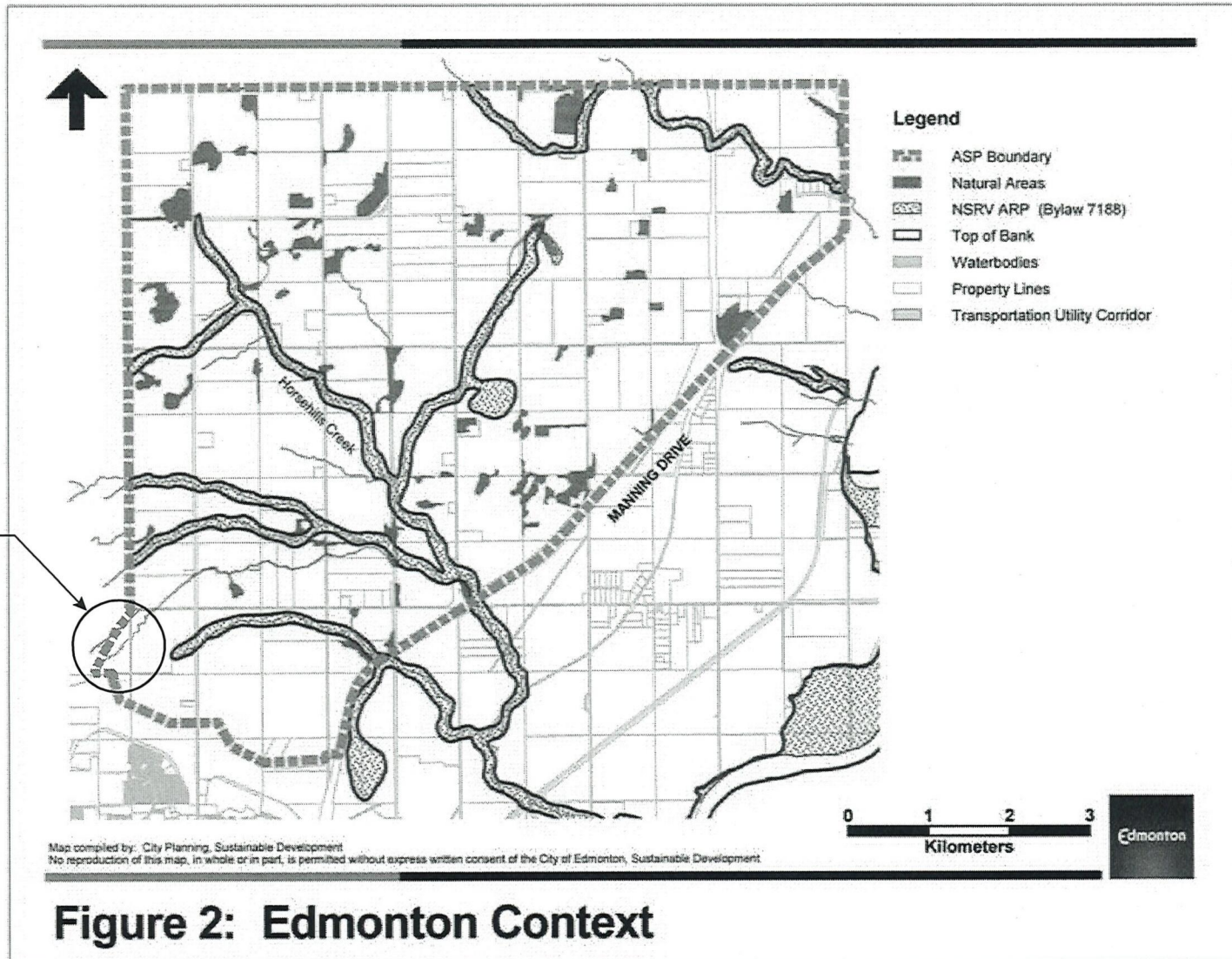
Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

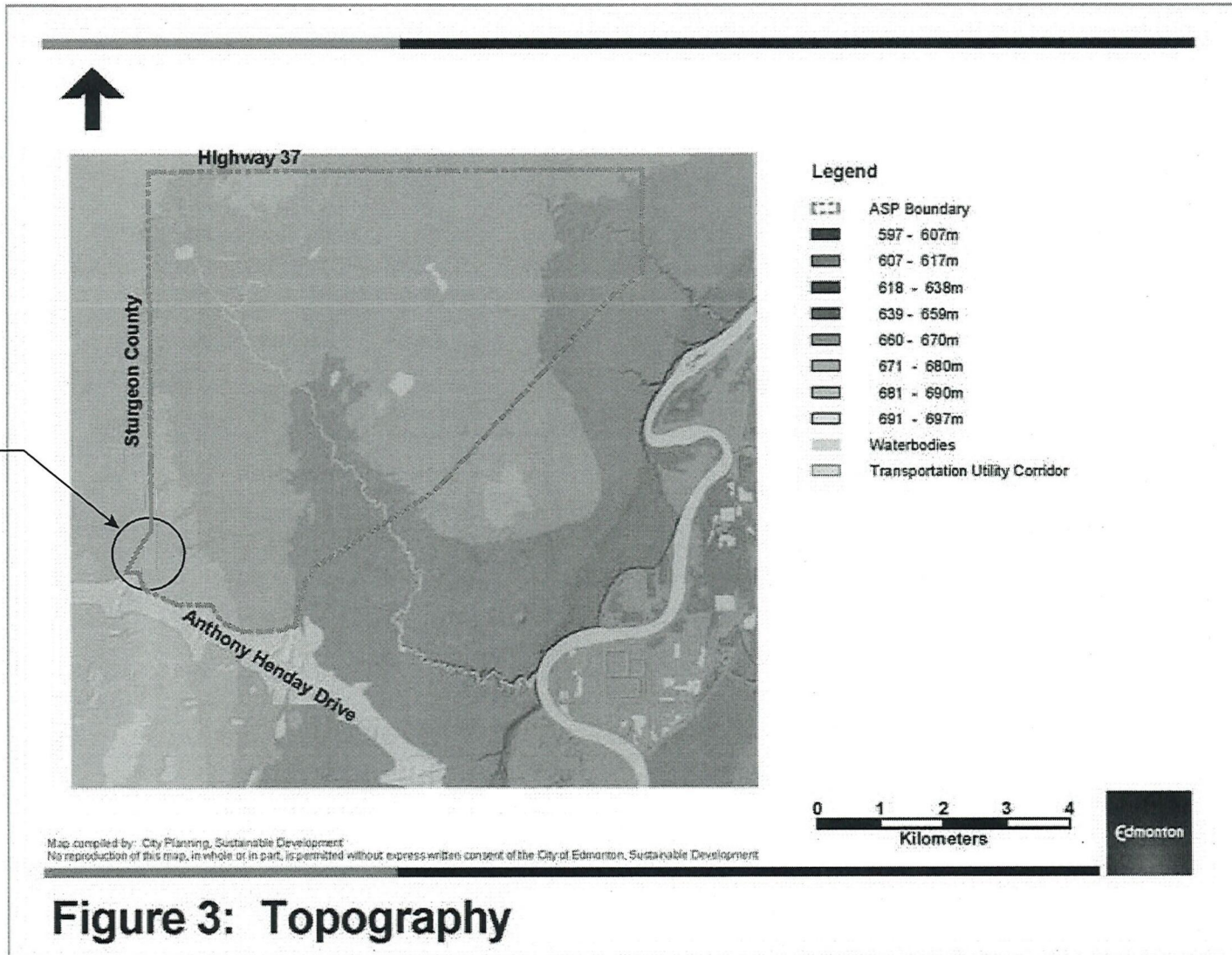
Bylaw 20754 - Land Use Statistics

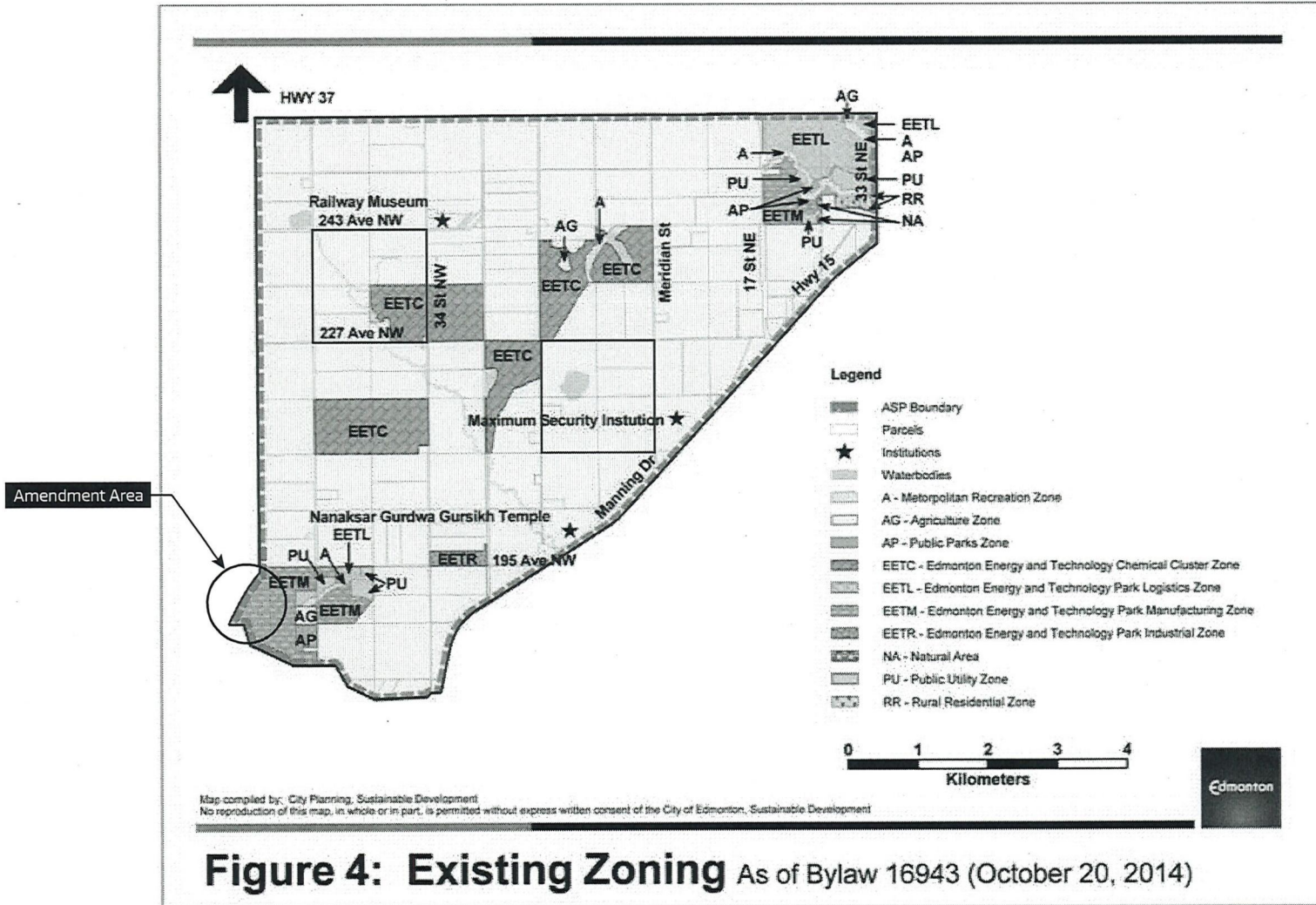
	Area (ha)	%
Gross Area	5,234	100
North Saskatchewan River Valley/Ravine	376	7
Arterial/Freeway	388	7
Gross Developable Area	4,471	100
Stormwater Management Facilities	388	9
Parks	104	2
Natural Areas	258	6
Circulation (Roads)	669	15
Non-developable Area	1,419	32
Precinct	Area (ha)	% GDA
Medium Industrial	1,603	36
Petrochemical Cluster	1,134	25
Research and Development	315	7
Total	3,052	68

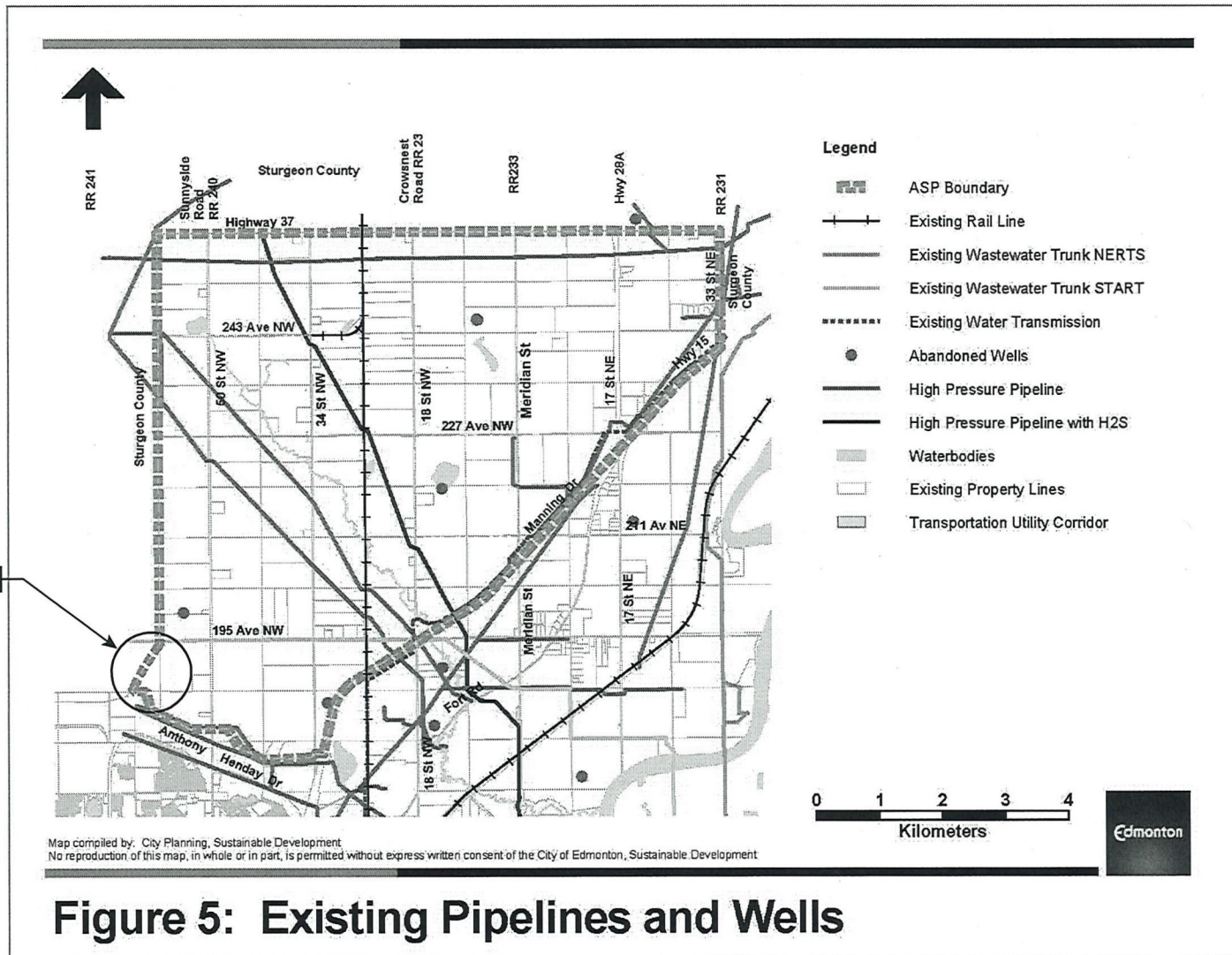
	Total Area (ha)	% Developable	Developable Area (ha)	Employees / ha	Total Employees
Medium Industrial	2,684	69	1,603	21	33,660
Petrochemical Cluster	1,841	71	1,134	7	7,938
Research and Development	709	57	315	91	28,665
Total	5,234		3,052		70,263

	Medium Industrial Precinct		Petrochemical Cluster Precinct		Research and Development Precinct		Totals	
	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%
Gross Area	2,684	51	1,841	35	709	14	5,234	100
North Saskatchewan River Valley	192	7	165	9	19	3	376	19
Arterial/Freeway	183	7	69	4	136	19	388	30
Gross Developable Area	2,309	52	1,607	36	555	12	4,471	100
Stormwater Management Facilities	202	9	138	9	48	9	388	9
Parks	31	1	23	1	50	9	104	2
Natural Areas	128	6	72	4	59	11	258	6
Circulation (Roads)	345	15	241	15	83	15	669	15
Net Developable Area	1,603	69	1,134	71	315	57	3,052	68



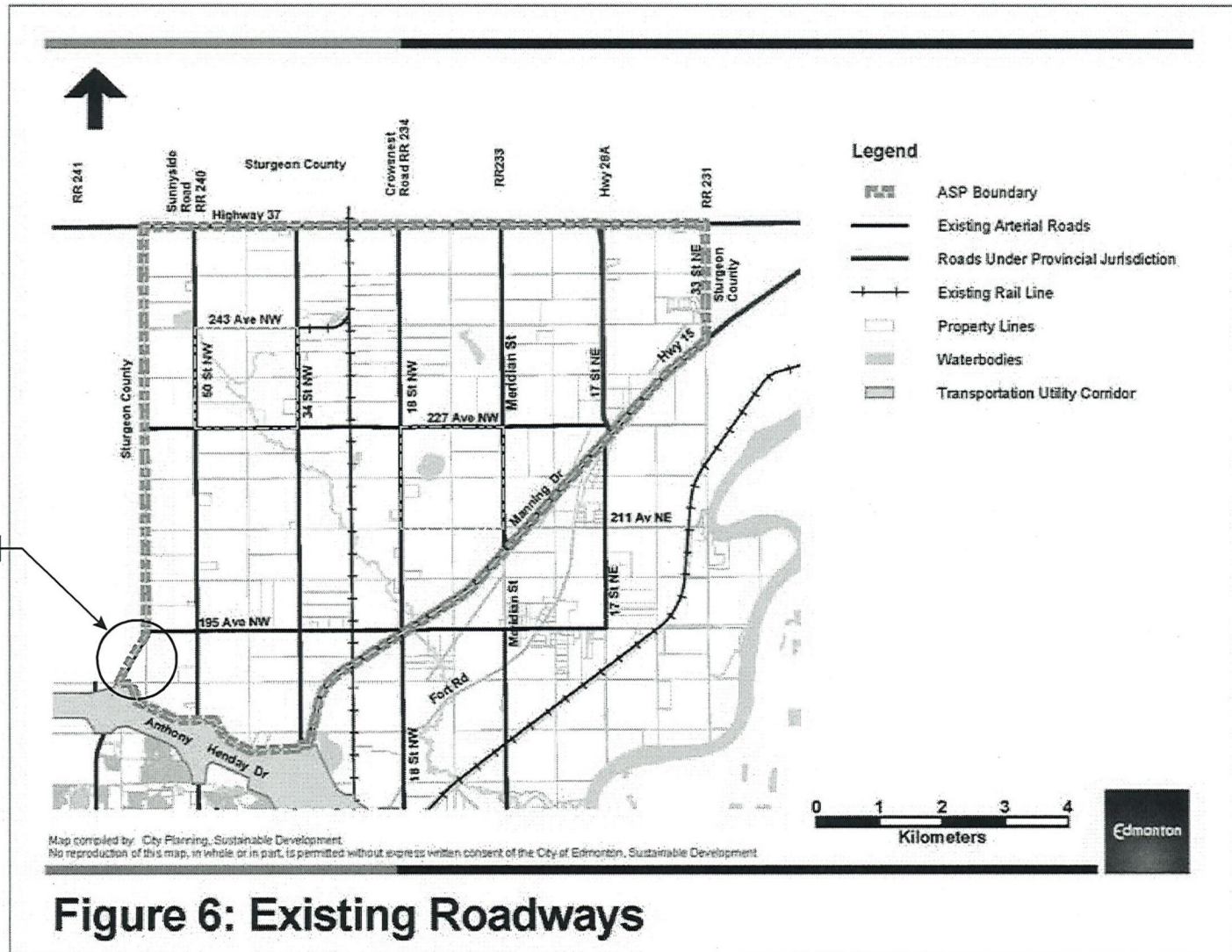






Amendment Area





Amendment Area

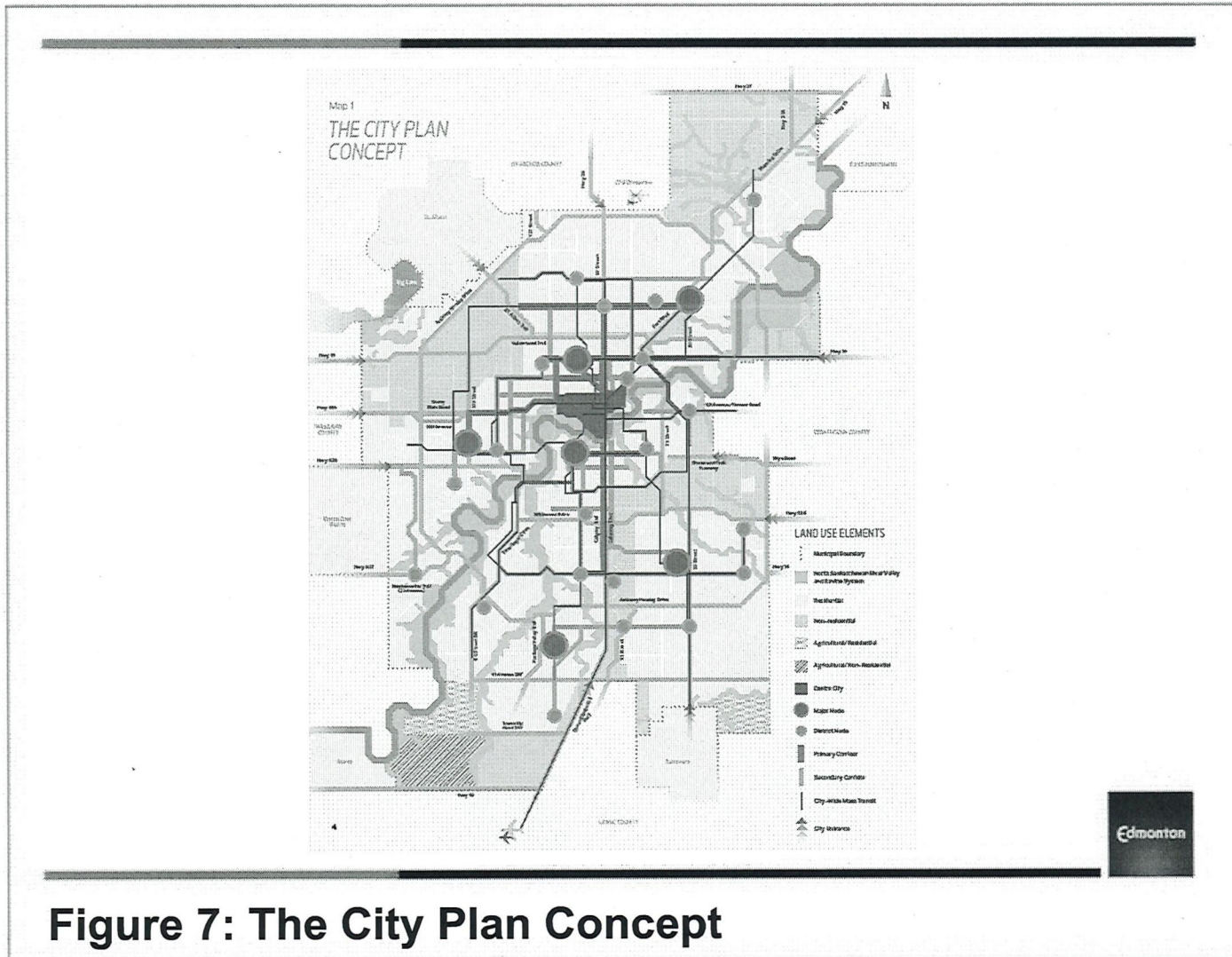
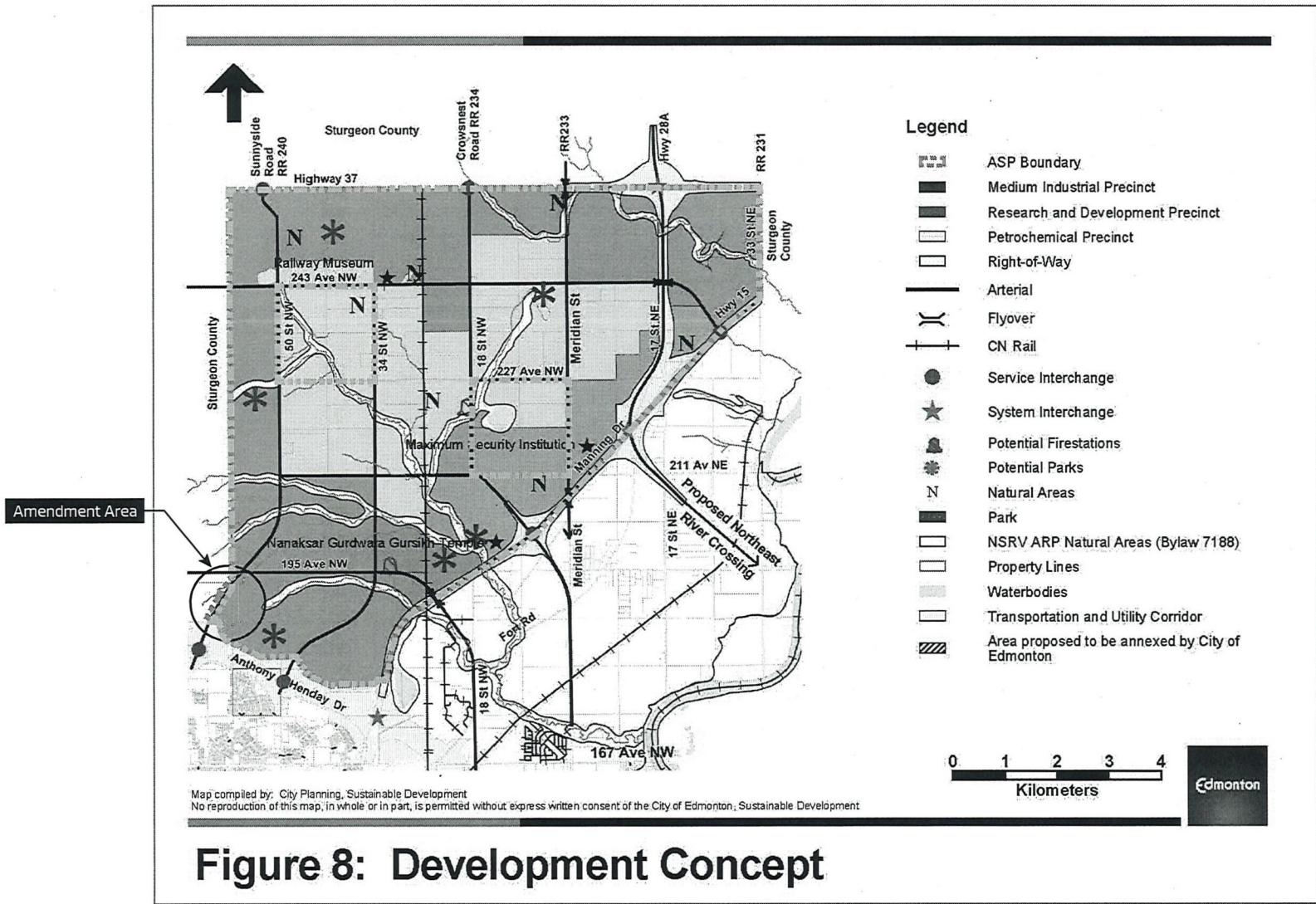
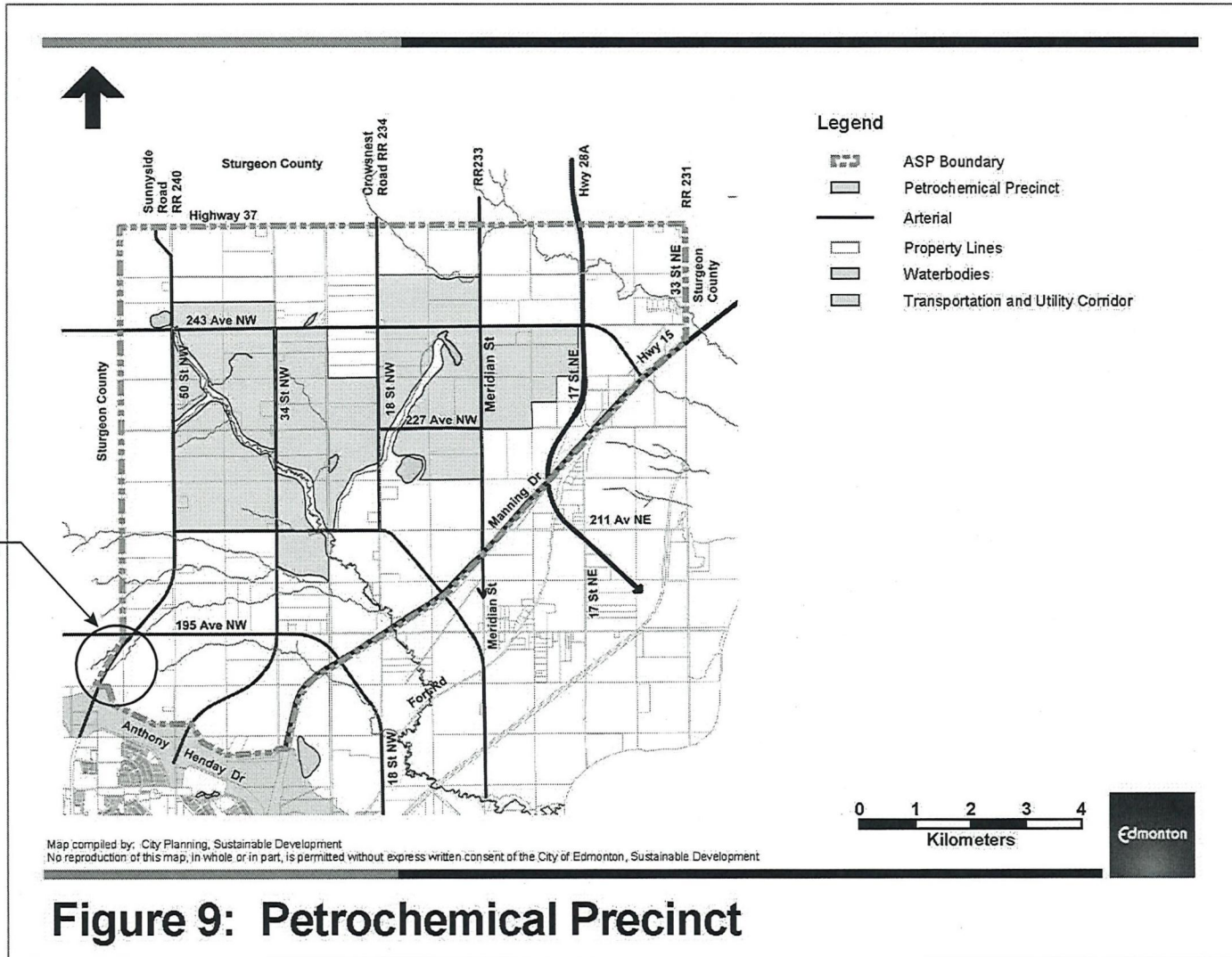
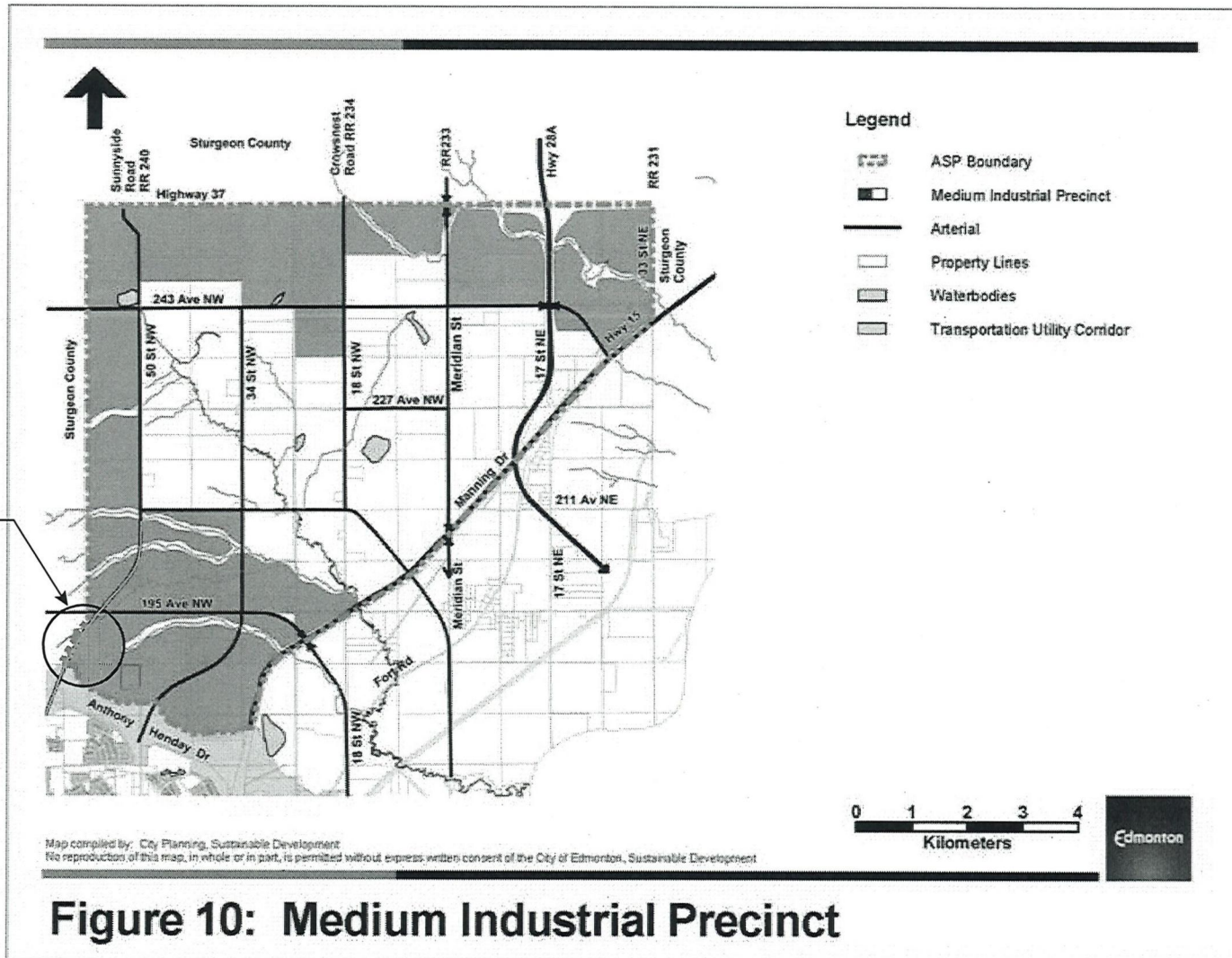


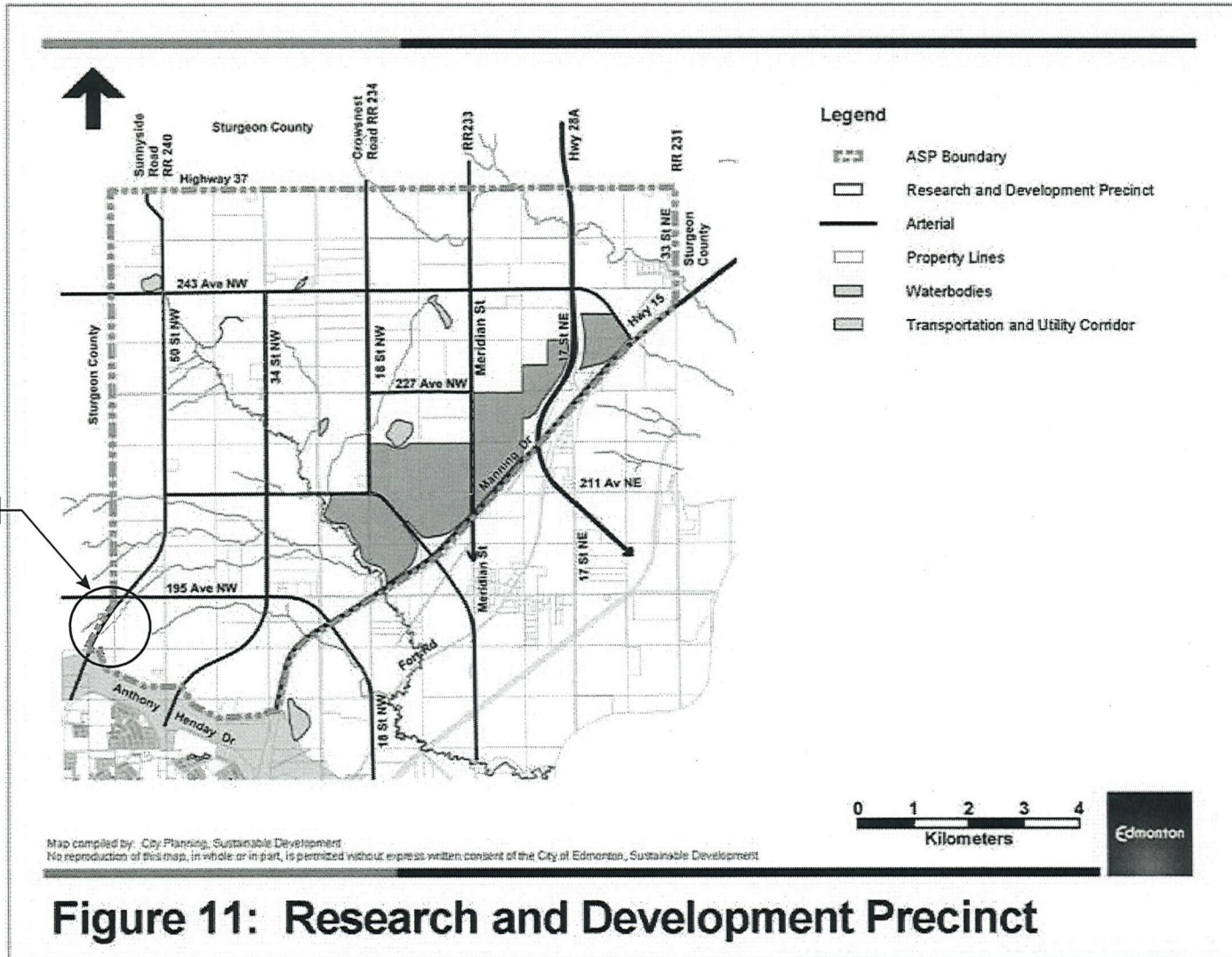
Figure 7: The City Plan Concept

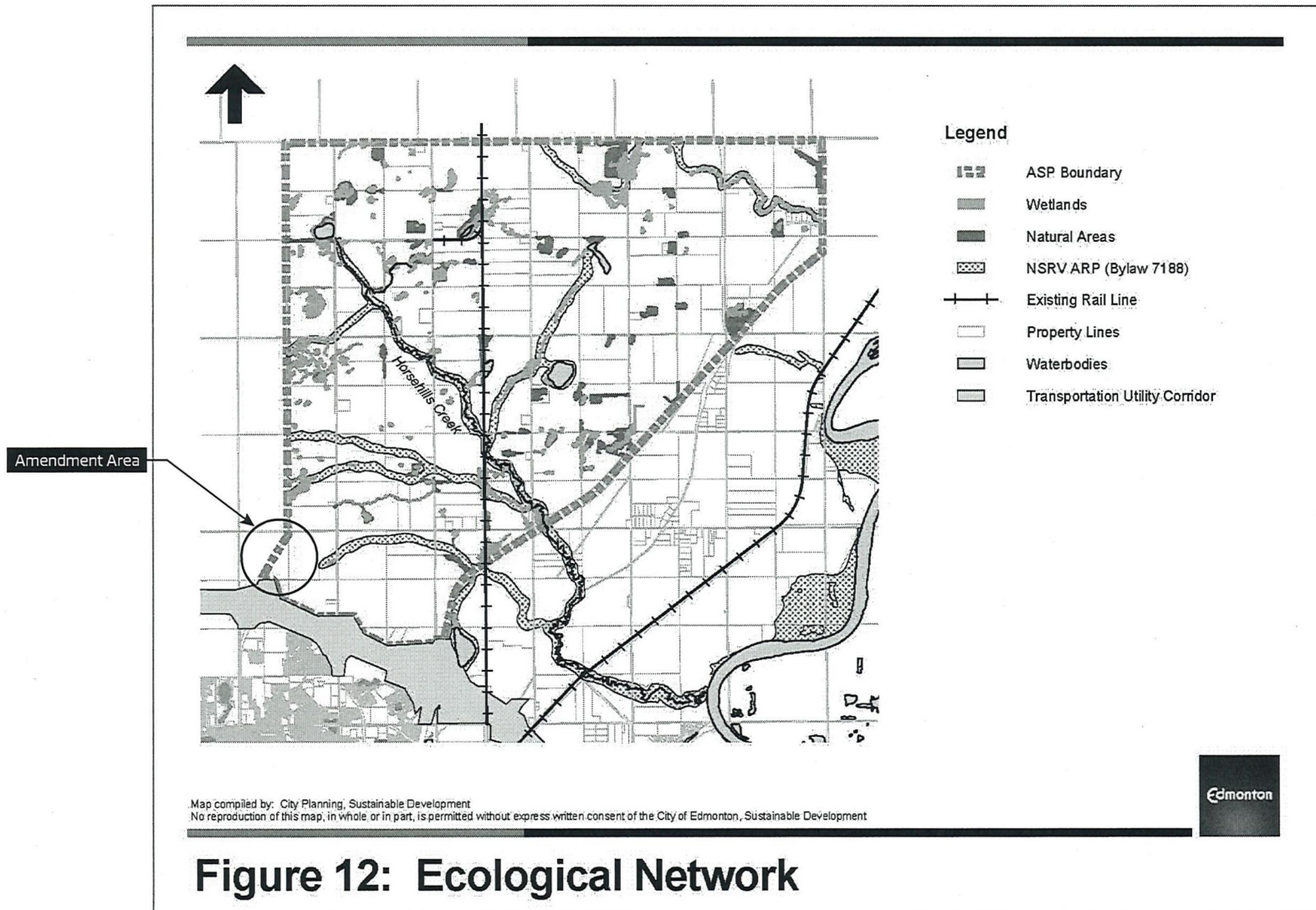


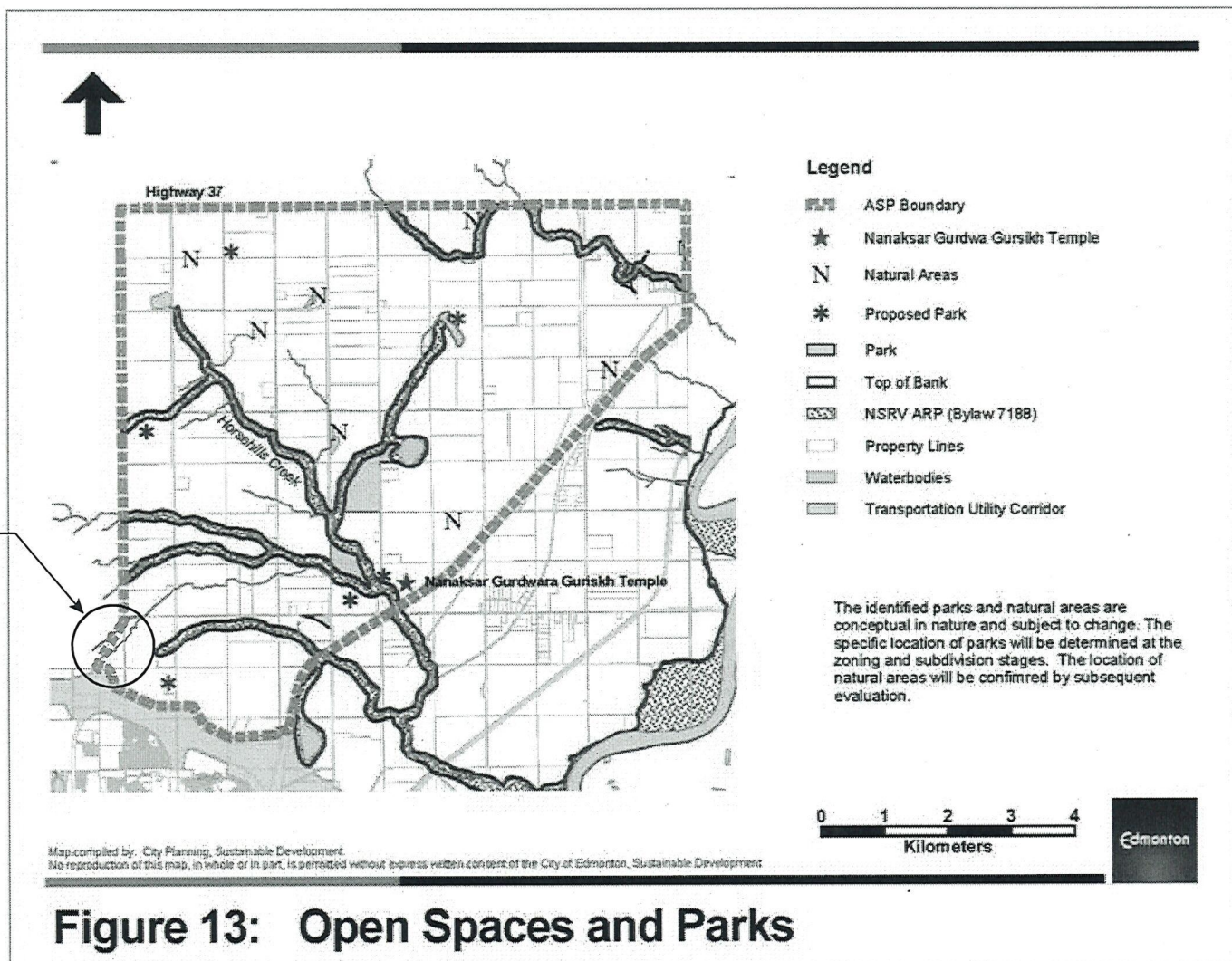




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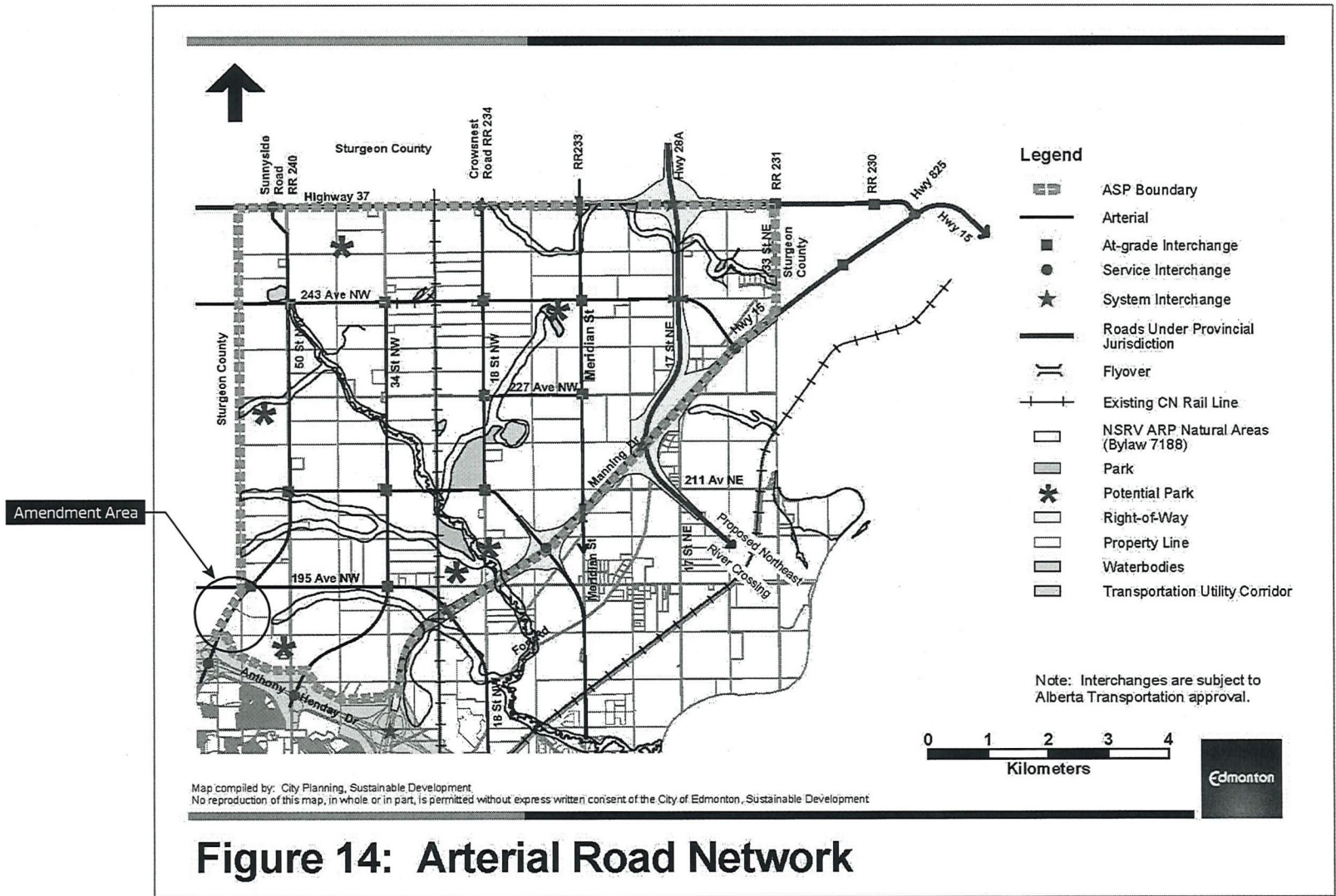
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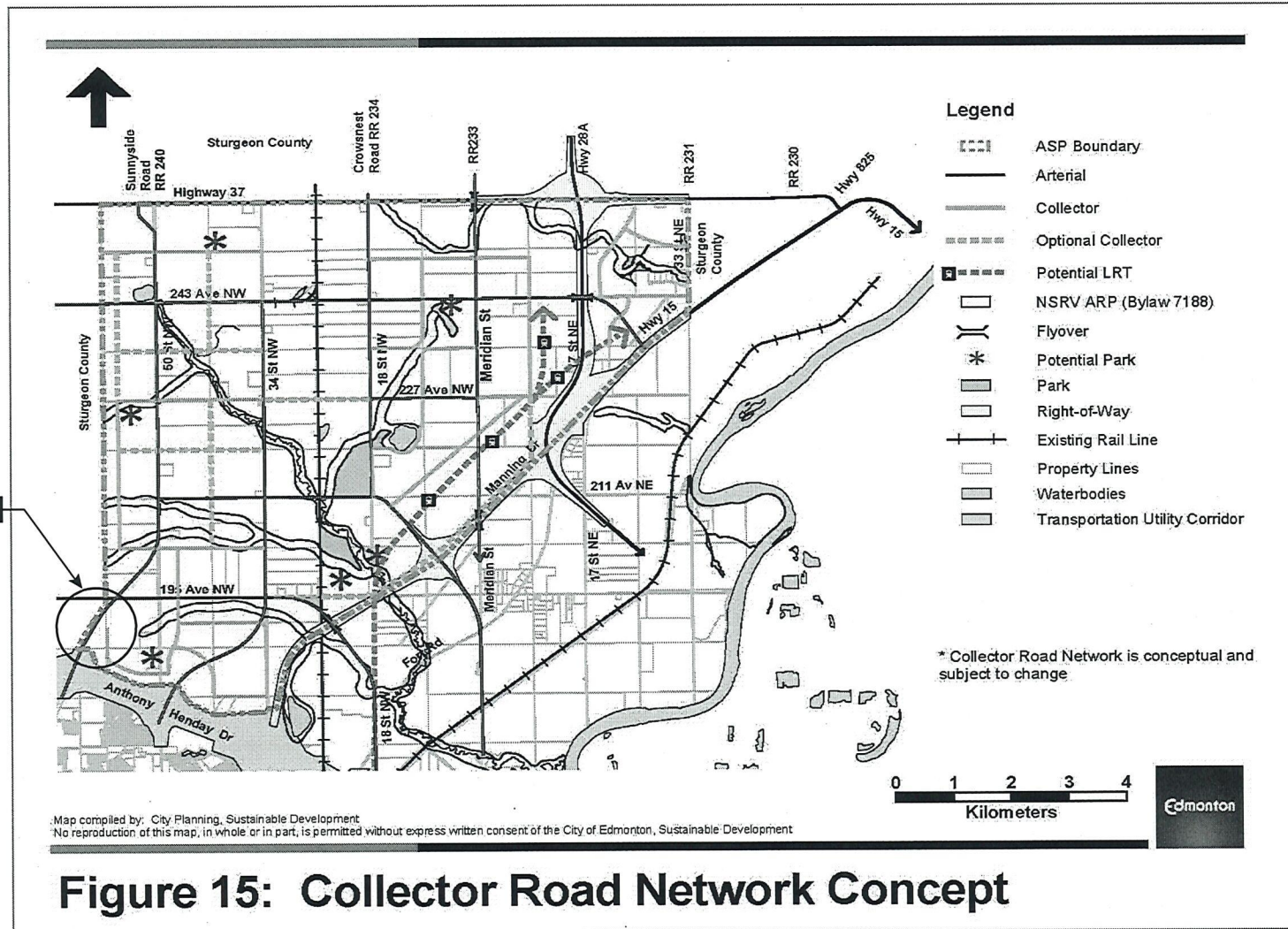


Highway 37

Horseshoe Creek

Nanaksar Gurdwara Gursikh Temple





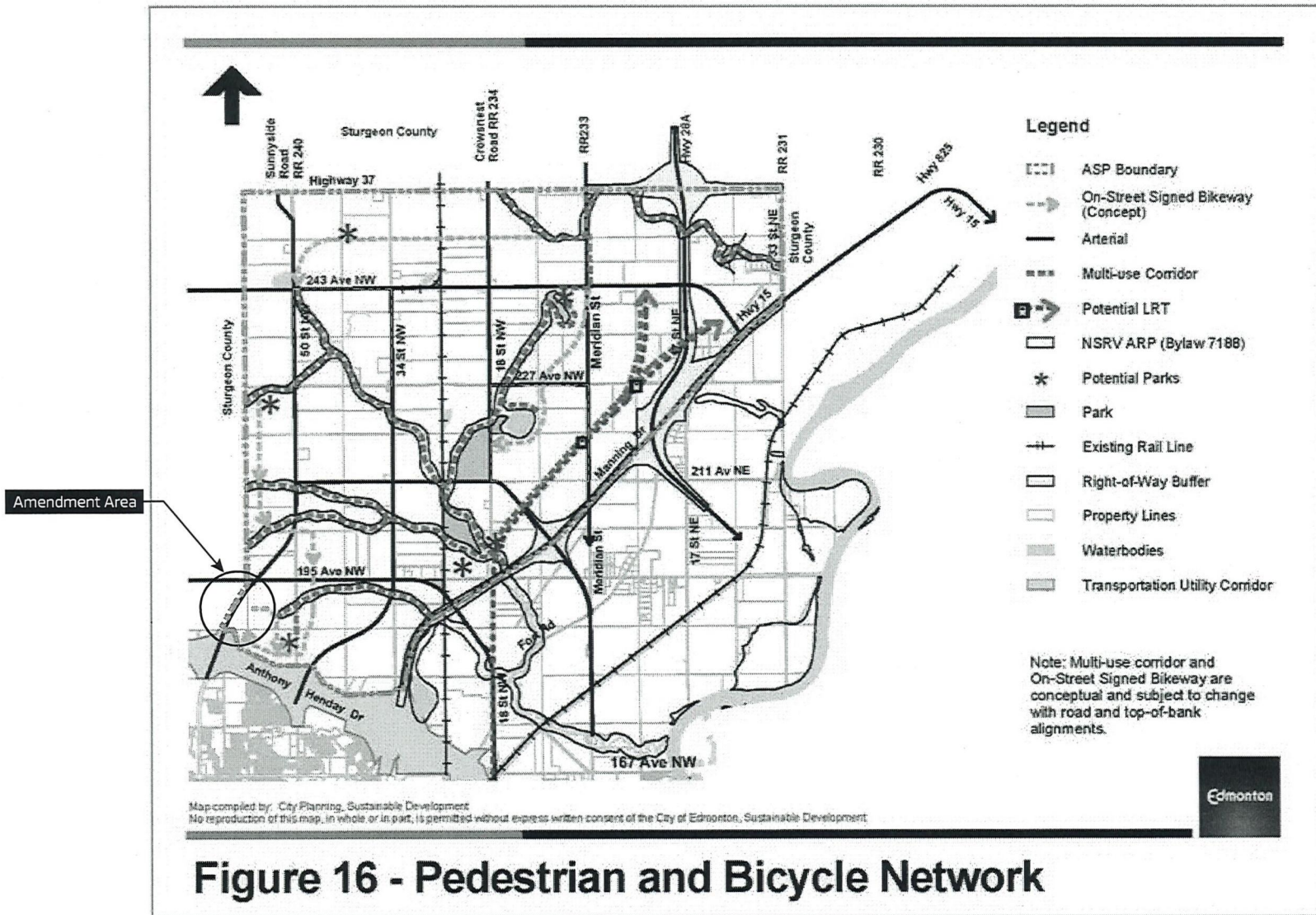
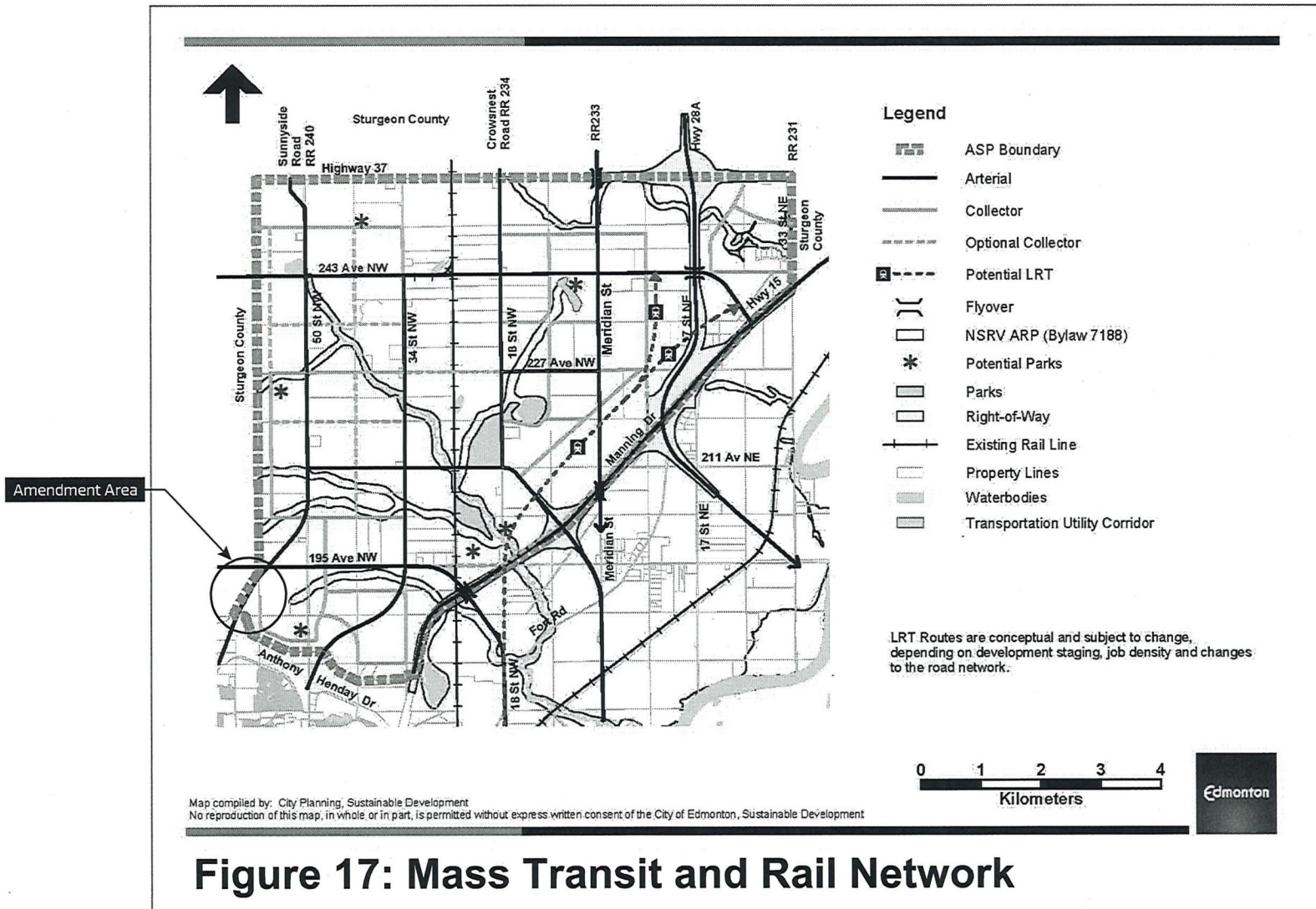
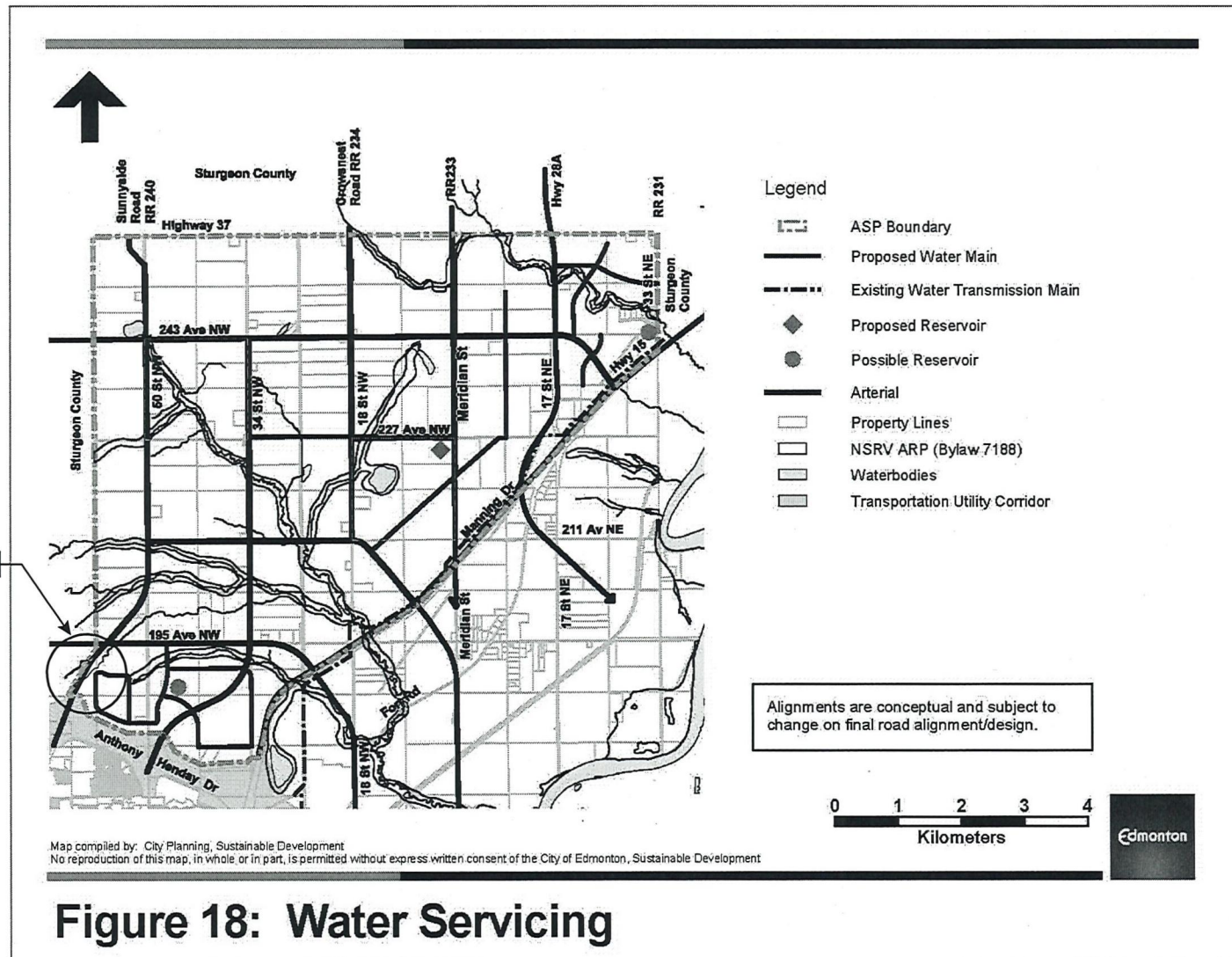
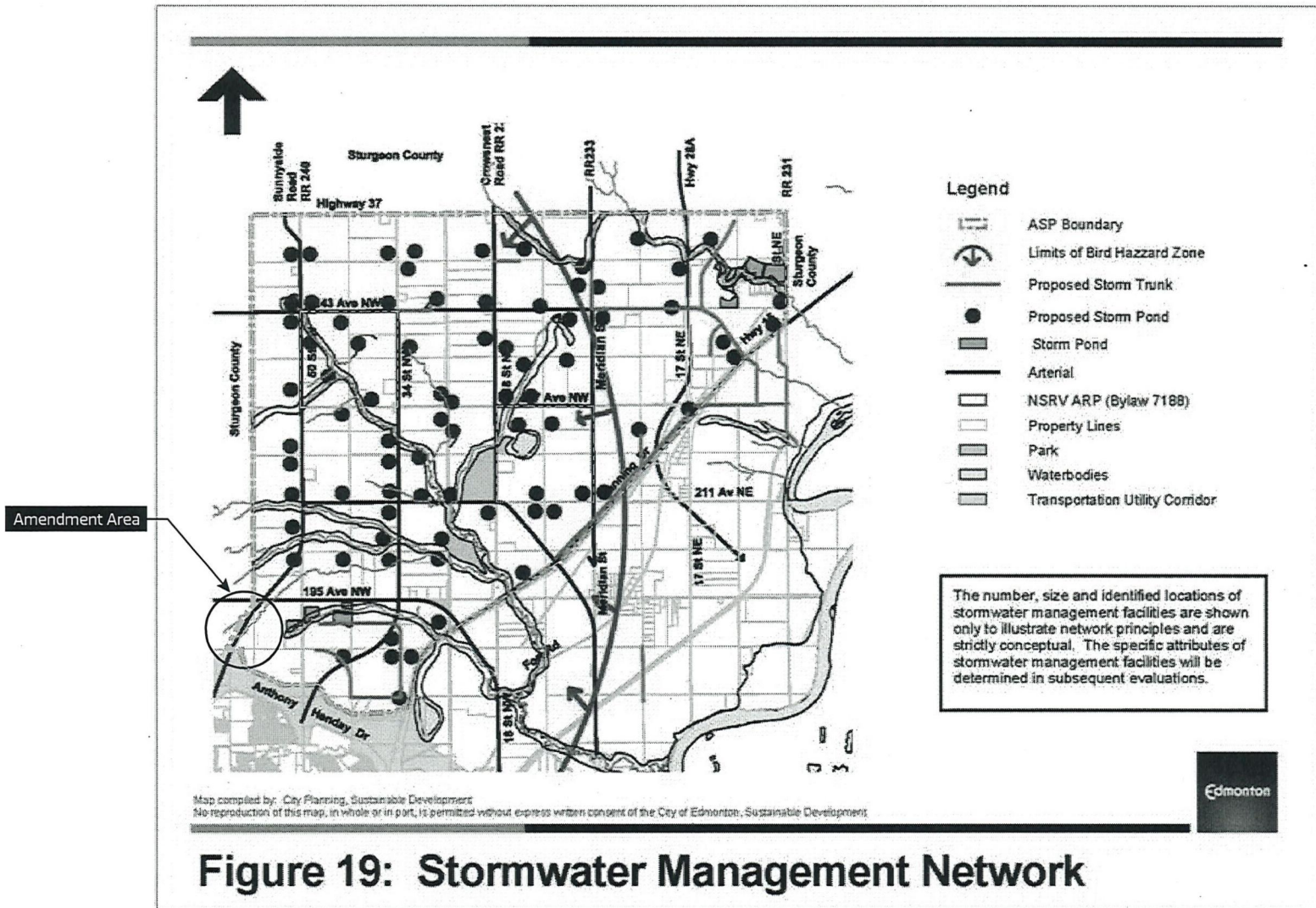


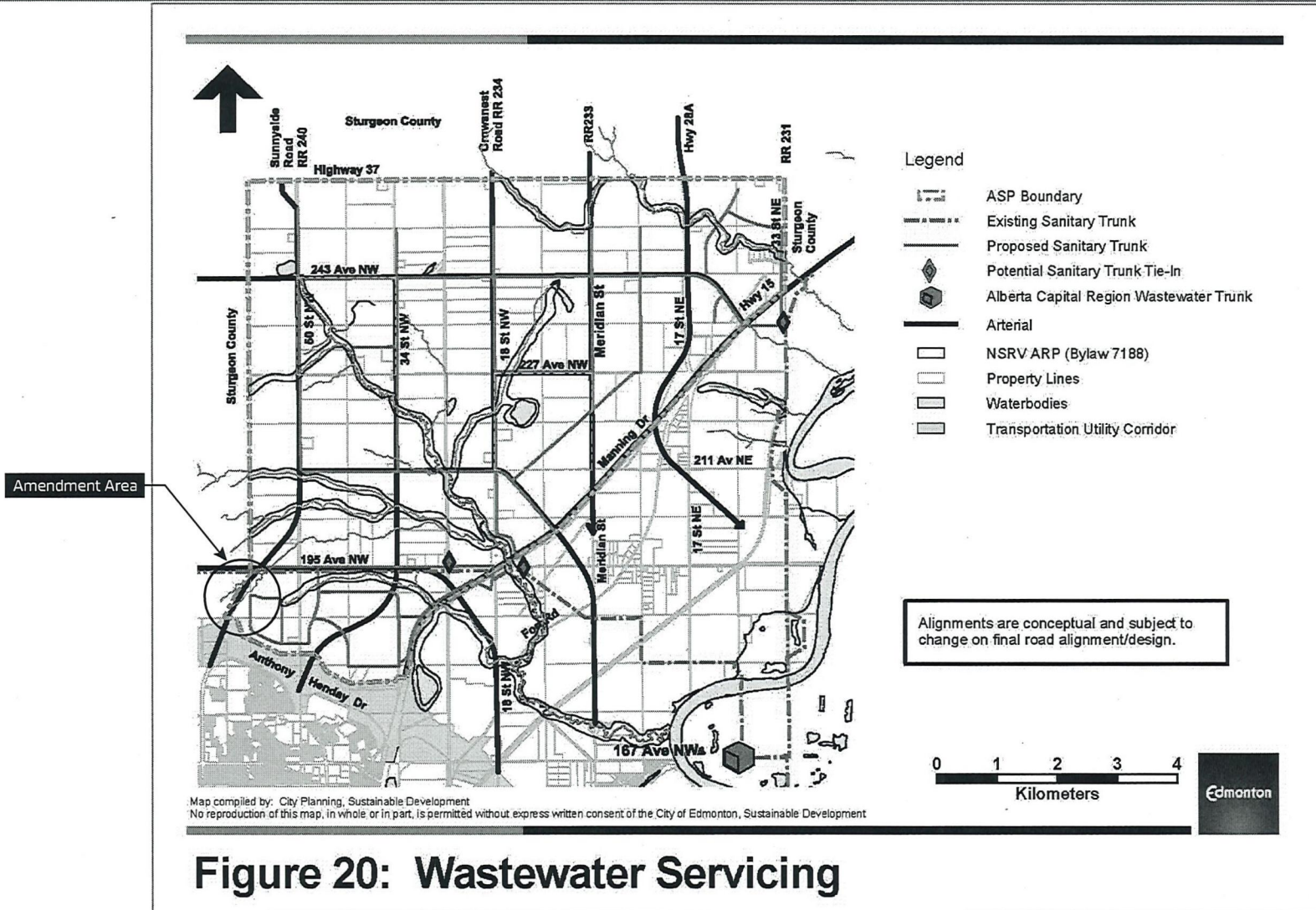
Figure 16 - Pedestrian and Bicycle Network

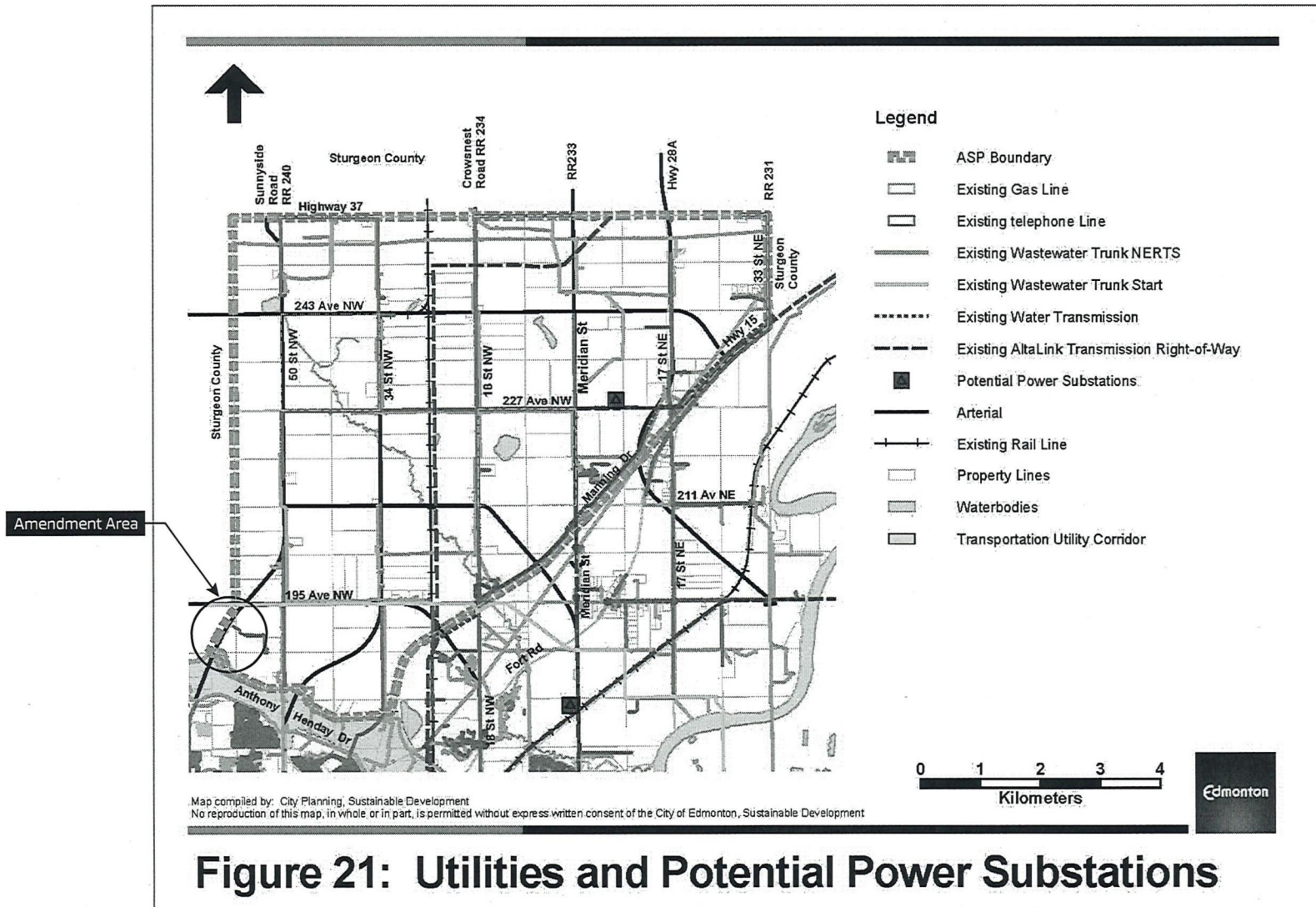


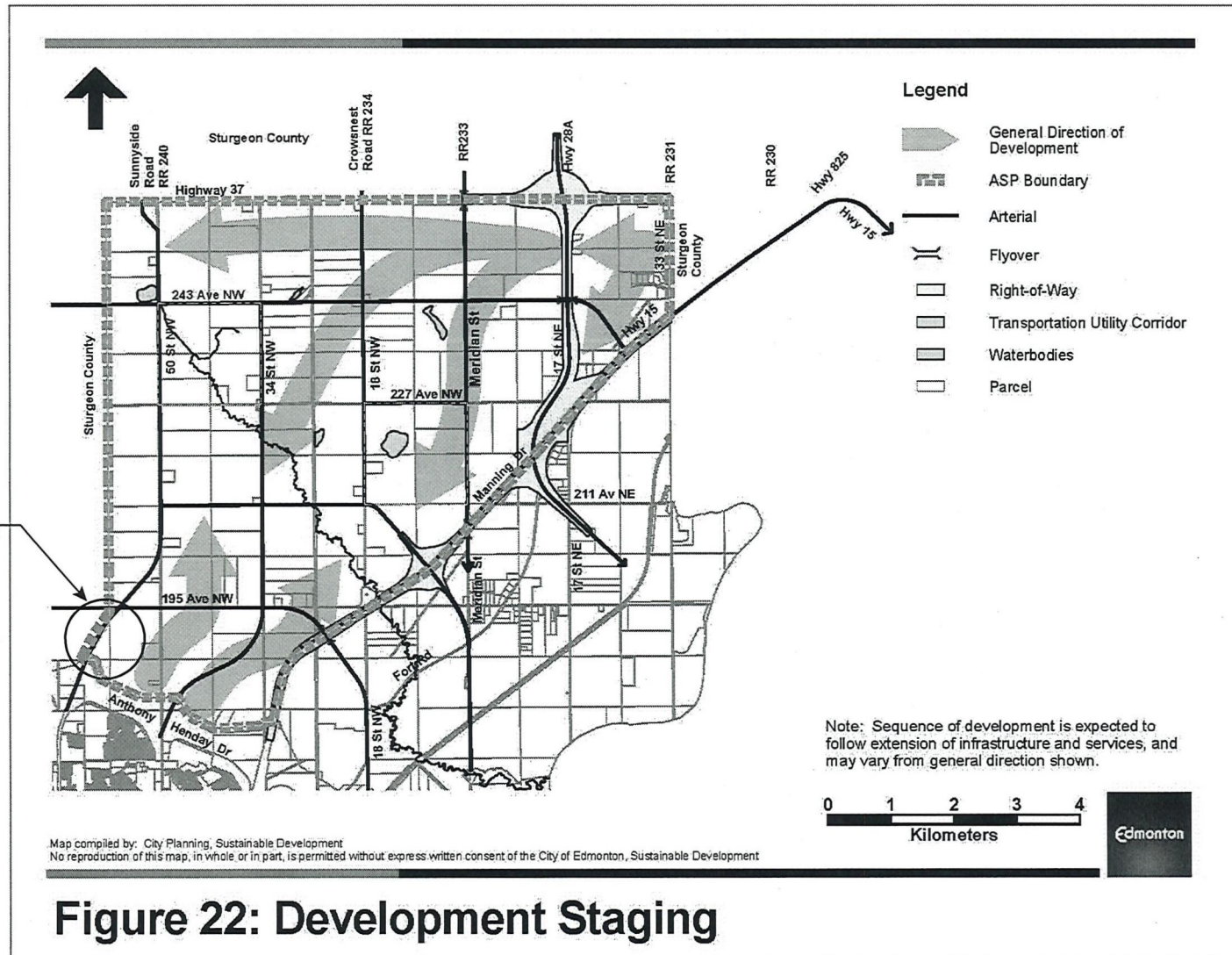


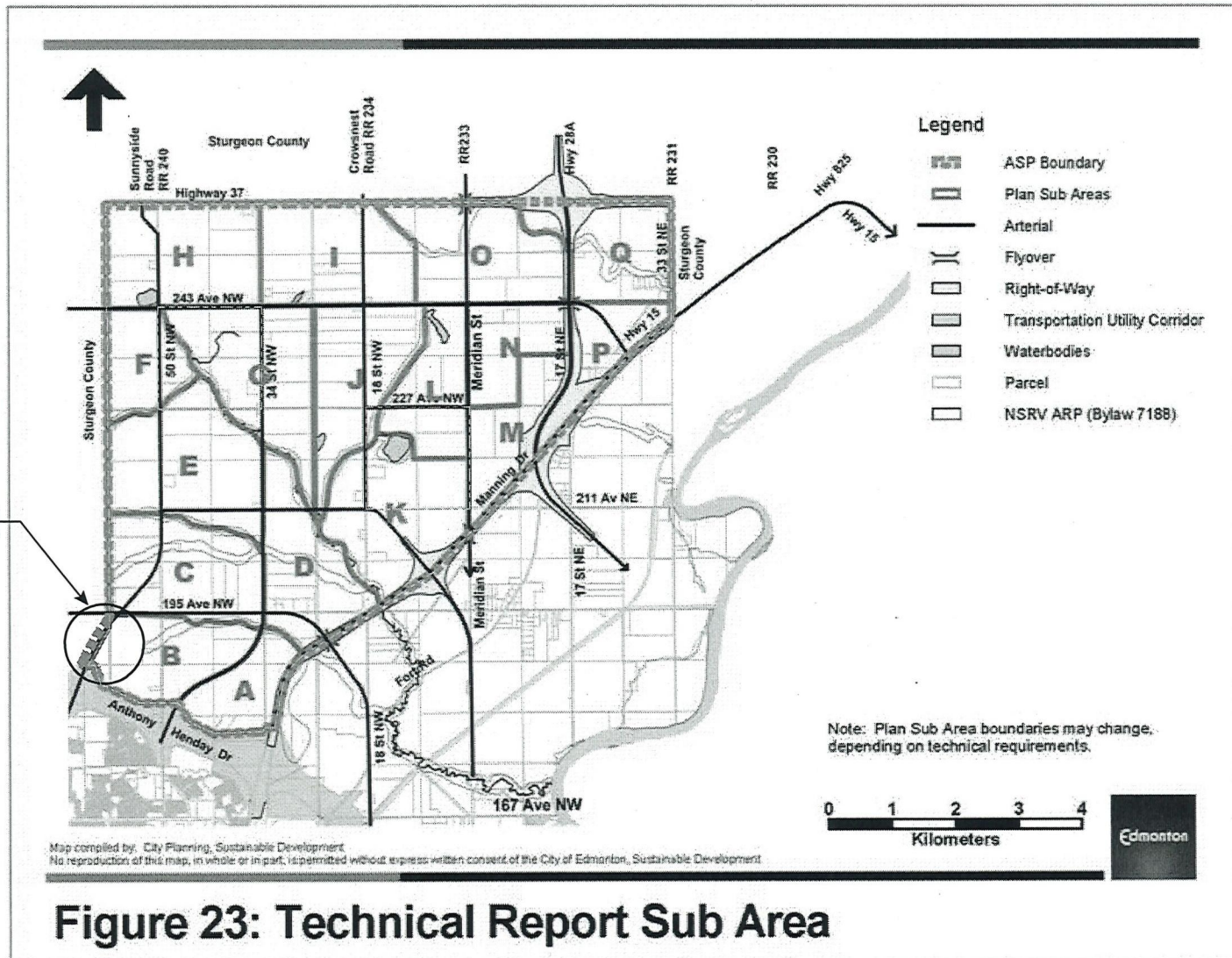
Amendment Area











Amendment Area