

Bylaw 20858

A Bylaw to amend Bylaw 7465, as amended,
being the Rampart Industrial Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Planning Act, the Municipal Council of the City of Edmonton, on April 24, 1984, passed Bylaw 7465, being The Rampart Industrial Area Structure Plan; and

WHEREAS Council found it desirable to amend the Rampart Industrial Area Structure through the passage of Bylaws 10351, 15456, 16627, 18580, 18843, and 19572; and

WHEREAS an application was received by Administration to further amend the Rampart Industrial Area Structure Plan, as amended; and

WHEREAS Council considers it desirable to amend the Rampart Industrial Area Structure Plan;

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

1. The Rampart Industrial Area Structure Plan, which forms part of Bylaw 7465, as amended, is hereby further amended by:
 - a. In List of Figures, under “5 Area Structure Plan,” adding a new list item entitled “6 Mobility Network Plan”;
 - b. In Section I entitled “Introduction,” under “1. Purpose” deleting the second sentence under paragraph one in its entirety and replacing it with the following: “The Plan area includes approximately 372 hectares (919 ac.) located north of 137 Avenue NW, between Mark Messier Trail NW and the Private Railway Corporation line and south of Anthony Henday Drive Transportation Utility Corridor (TUC) formerly referred to as the Edmonton Restricted Development Area (RDA).”;
 - c. In Section II entitled “Plan Area,” under “1. Context” deleting the first sentence under paragraph one in its entirety and replacing it with the following: “As shown in Figure 1, the

Plan area is located in the northwest sector of the City of Edmonton, immediately east of the Mark Messier Trail NW and Campbell Road NW and south of the Anthony Henday Drive Transportation Utility Corridor (TUC), formerly known as the Edmonton Restricted Development Area (RDA).”;

- d. In Section II, under “2. Existing Land Use”, deleting the third sentence under paragraph three in its entirety and replacing it with the following: “In addition, another private utility corporation operated a 323 mm (12 inch) high pressure gas transmission line that ran (southeast-to-northwest direction) in the north part of the Plan area, roughly parallel to the former RDA.”;
- e. In Section II, under the section entitled “2. Existing Land Use”, deleting the fourth sentence under paragraph three in its entirety and replacing it with the following: “The gas transmission line has been abandoned and removed by the operator under agreement with the City of Edmonton.”;
- f. In Section II, under the section entitled “3. Land Use Controls”, deleting the first and second paragraphs in their entirety and replacing them with the following:

“Rampart Industrial neighbourhood is identified as a non-residential area within The City Plan (Charter Bylaw 20000). Consistent with its historic agricultural character, the entire Plan area was within the AG (Agricultural) District of the Sturgeon County Land Use Bylaw. In accordance with the overall industrial objective of the Plan the lands were rezoned to the former Industrial Reserve Zone (AGI) which has since been replaced by the Future Urban Development Zone (FD) under Zoning Bylaw 20001. This rezoning to the AGI zone was completed by an amendment to the City of Edmonton Land Use Bylaw that at the time included all of the unplanned lands annexed in the 1984 City of Edmonton annexation. Except for those areas located within the former RDA (now Anthony Henday Drive TUC), the former Edmonton Regional Plan Metropolitan Part designated the Plan area as General Industrial. The subsequent Edmonton Metropolitan Regional Plan similarly classified the lands as Metropolitan Industrial. The first iterations of the Rampart Area Structure Plan (circa 1984-1990) generally conformed to that plan. Regional Plan amendments were required as portions of the former RDA were released for industrial use prior to ratification of the Regional Plan. Formal RDA release by Order-in-Council was also required prior to development of this land.”;

- g. In Section II, under the section entitled “3. Land Use Controls”, deleting the first sentence of the third paragraph in its entirety and replacing it with the following: “As noted previously, the General Municipal Plan identified the area as a major industrial growth area suitable for Area Structure Plan preparation.”;
- h. In Section II, under the section entitled “Natural Environment”, deleting the second sentence of the second paragraph in its entirety and replacing it with the following: “However, the land was not identified as an Agricultural Land Management area by the former City of Edmonton 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.”;
- i. In Section III entitled “Plan Objectives”, deleting the ninth bullet in its entirety and replacing it with the following:
 - “9. To maximize the efficient use of the lands near the Anthony Henday Drive Transportation Utility Corridor (TUC)”;
- j. In Section III entitled “Plan Objectives, deleting the tenth bullet in its entirety and renumbering the remainder of this section accordingly;
- k. Adding the following bullets to Section III entitled “Plan Objectives”:
 - “12. All roads and intersections shall be designed in accordance with City of Edmonton Complete Streets Design and Construction Standards.
 - 13. Provide safe and convenient access for pedestrians and cyclists to all amenities within the neighborhood, including access to transit.
 - 14. Hard-surfaced sidewalks and shared pathways will be provided to promote walkability, cycling and other alternative modes of transportation throughout the neighborhood. Newly proposed active transportation routes will follow Complete Streets Standards.”;
- l. In Section IV entitled “The Plan,” under subsection “1. Land Uses”, under “Commercial”, deleting the first paragraph in its entirety and replacing it with the following: “As shown in Table 1 and Figure 5, approximately 20 hectares of land is designated for Trade and Service Commercial uses. The wide range of development opportunities envisioned may be accommodated by the use of standard (conventional) commercial Land Use zones, along with Direct Control provisions as warranted. Such a district will be patterned after the

General Commercial Zone (CG) and the Business Commercial Zone (CB) (as per the City of Edmonton's Zoning Bylaw 20001). This commercial area will also ensure proper inner site access connections and architectural compatibility and continuity.”;

- m. In Section IV entitled “The Plan,” under subsection “1. Land Uses”, under “Medium Industrial, deleting the first four sentences of the first paragraph in their entirety and replacing them with the following: “As shown in Table 1 and Figure 5, the majority of the Plan area is designated for industrial purposes (approximately 185 hectares), the balance is intended for institutional, recreational, natural area and commercial uses. Of the industrial land component itself, about two-thirds is designated for medium industrial uses (approximately 120 hectares). The medium industrial lands are concentrated in the north and east sectors of the Plan area.”;
- n. In Section IV, under the subsection entitled “1. Land Uses” under “(b) Business Industrial,” Deleting the third and fourth paragraphs in their entirety and replacing them with the following: “Business industrial uses are located along Campbell Road NW, 153 Avenue NW and 142 Street NW, 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 rezoning stage to a hotel or motel development fronting onto Mark Messier Trail NW. Such a development 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. ”;

- o. In Section IV, under the subsection entitled “1. Land Uses” under “(c) Industrial Service Centre,” deleting the first and second paragraphs in their entirety and replacing them with the following: “A 2.0 ha (4.9 ac) industrial service centre was created by subdivision at the northwest corner of 153 Avenue NW and 142 Street NW. This is a highly accessible site allowing for low intensity retail and service commercial uses and facilities such as banks, restaurants, service stations, daycares and personal services as per Zoning Bylaw 20001. Additionally, the proposed Industrial Service Centre is in close proximity to several natural areas which provide a unique feature in an otherwise predominantly industrial area.

An important objective of the Plan is to limit non-industrial uses in areas that are designated for industrial uses. The intent is not to detract from other commercial areas in the plan or to undermine plan objectives. As such, care will be exercised to ensure the appropriate size and scale of the commercial service centre, while also fulfilling the local commercial needs and opportunities in this part of the plan area.”;

- p. In Section IV, under the subsection entitled “1. Land Uses” under “(e) Open Space/Recreation” deleting the second sentence of the sixth paragraph in its entirety and replacing it with the following: “The exact location, size and configuration of the site will be determined at the rezoning and subdivision stages to the satisfaction of the business area(s) responsible for parks and open space planning and operations.”;
- q. In Section IV, under the subsection entitled “1. Land Uses” under “(f) Power Transmission Line” deleting the third sentence of the first paragraph in its entirety and replacing it with the following: “Figure 5 also provides for the maintenance of the existing private utility corporation switching station and power transmission line located along 153 Avenue NW. 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 business area(s) responsible for parks and open space planning and operations.”;
- r. In Section IV entitled “The Plan”, under “1. Land Uses”, under “(g) Natural Areas/Wetlands” deleting the second paragraph in its entirety and replacing it with the following: “Wetland restoration and enhancement as part of the Oxford/Rampart Compensation plan is focused on NW7060 and NW7144 and any proposed development must reference the report prepared by AECOM Canada Ltd. entitled "Natural Area Management Plan Rampart Industrial Area Portions of Section 35-53-25-W4M," dated April 2010.”;
- s. In Section IV, under the subsection entitled “2. Transportation,” deleting the second paragraph in its entirety and replacing it with the following: “Anthony Henday Drive connects to Campbell Road NW with a full interchange, while 142 Street NW will continue to be an underpass and access to Anthony Henday Drive will not be provided. However, access to Anthony Henday will be provided from 142 Street NW via 157 Avenue NW, west to 149 Street NW and then north to Campbell Road NW. There are plans for 142 Street NW

to become a four lane arterial roadway with a shared centre left turn lane where required. Between 162 Avenue NW and 167 Avenue NW, much of the road is already built to a four lane arterial cross-section and a shared centre left turn lane is not required. Through the centre of the plan area, 153 Avenue NW is planned to be constructed as a four lane arterial roadway with land dedicated for the future construction of the planned Metro Line LRT extension to Campbell Road NW. Access to arterial roads may be limited and will be to the satisfaction of the business area(s) responsible for transportation and mobility planning and operations.. Access approval to all roads and required roadway construction will be reviewed and conditioned with subdivisions and/or development applications.”;

- t. In Section IV, under the subsection entitled “2. Transportation,” deleting the third paragraph in its entirety and replacing it with the following: “Arterial roadways, collector roadways, utility corridors and SWMF will feature shared pathways. These pathways link key locations within the neighbourhood and beyond. All roads and intersections should be designed in accordance with City of Edmonton Complete Streets Design and Construction Standards.”;
- u. In Section IV, under the subsection entitled “2. Transportation,” deleting the fourth paragraph in its entirety and replacing it with the following two paragraphs: “Transit service will be accommodated along key arterial and collector roadways as development and demand warrants. The transit network and bus stop locations shall meet City of Edmonton standards. Bus stops will be constructed to City of Edmonton standards and locations will be determined by the appropriate Transit business area(s) at subdivision. The roadway network has been designed to provide for bus access along collector and arterial roadways, while minimizing walking distances for future transit riders.

Edmonton City Council has approved a future LRT alignment along 153 Avenue NW. Within the Rampart Industrial ASP, sufficient flexibility is incorporated into the plan to allow for this proposed LRT alignment. Subdivision of adjacent lands should provide the necessary right-of-way if LRT service is to be provided to the Plan area (i.e. funded for construction and operation). Additionally, Mass Transit Bus Service is envisioned to extend through the plan area in the future along 137 Avenue and 153 Avenue.”;

- v. In Section IV, under the subsection entitled “2. Transportation,” deleting the fourth and fifth sentences of the sixth paragraphs in their entirety;

- w. In Section IV, under the subsection entitled “2. Transportation,” deleting the seventh paragraph in its entirety;
- x. In Section IV, under the subsection entitled “5. Employment,” deleting the (first) paragraph in its entirety and replacing it with the following: “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 achieved in other large City industrial areas.”;
- y. In Section V entitled “ Implementation,” deleting the first paragraph and the first two numbered bullets in their entirety and replacing them with the following: “The following matters have been and will continue to be addressed during implementation of the Plan:
 - 1. The City, in conjunction with the pipeline operator, has removed the private utility corporation gas line that ran through the northern part of Rampart Industrial allowing for contiguous development to occur.
 - 2. Surplus portions of the Anthony Henday Drive Transportation Utility Corridor (TUC) have been released by the Province and acquired for inclusion in the Rampart ASP for land development purposes. In the event that additional surplus land becomes available for inclusion in this plan, the ASP will need to be amended prior to rezoning and subdivision.”
- z. In Section V entitled “ Implementation,” deleting point number three in its entirety;
 - aa. Renumbering the list in Section V entitled “Implementation”;
 - bb. Deleting the map entitled “Bylaw 19572– Amendment to Rampart Industrial Area Structure Plan” and substituting therefore with the map entitled “Bylaw 20858 – Amendment to Rampart Area Structure Plan” attached hereto as Schedule “A” and forming part of this Bylaw;
 - cc. deleting the statistics entitled “Table 1 Land Use and Population Statistics Bylaw 19572” and substituting therefore with “Table 1 Land Use and Population Statistics Bylaw 20858”, attached hereto as Schedule “B” and forming part of this Bylaw;
 - dd. deleting “Figure 4 – Ownership” and substituting therefore with “Figure 4 – Ownership”, attached hereto as Schedule “C”;
 - ee. deleting “Figure 5 – Bylaw 19572 Area Structure Plan” and substituting therefore with “Figure 5 – Development Concept”, attached hereto as Schedule “D”; and

ff. adding a figure on page 19 entitled “Figure 6 - Mobility Network Plan”, attached hereto as Schedule “E”.

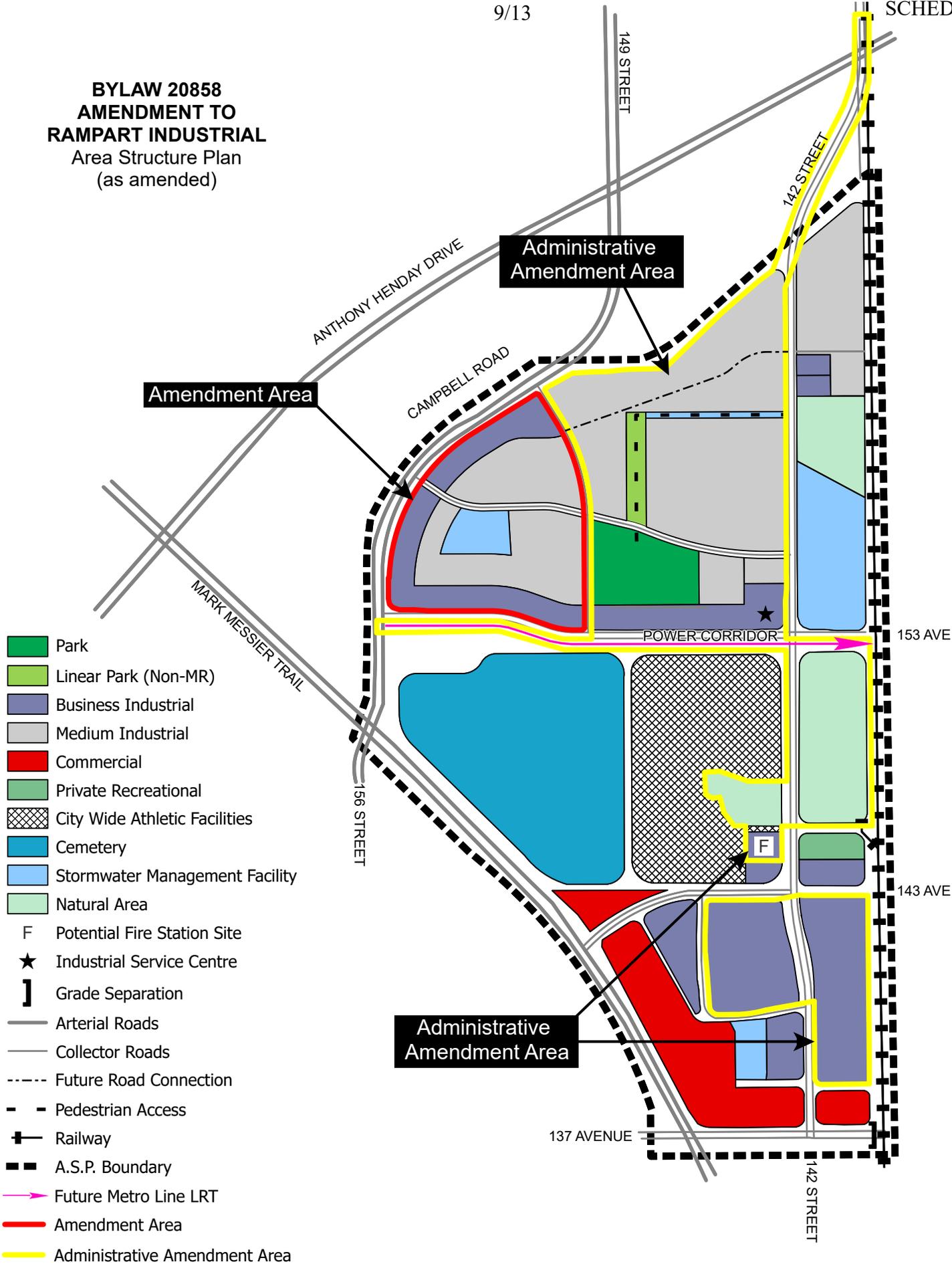
READ a first time this	day of	, A. D. 2024;
READ a second time this	day of	, A. D. 2024;
READ a third time this	day of	, A. D. 2024;
SIGNED and PASSED this	day of	, A. D. 2024.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

BYLAW 20858
AMENDMENT TO
RAMPART INDUSTRIAL
 Area Structure Plan
 (as amended)



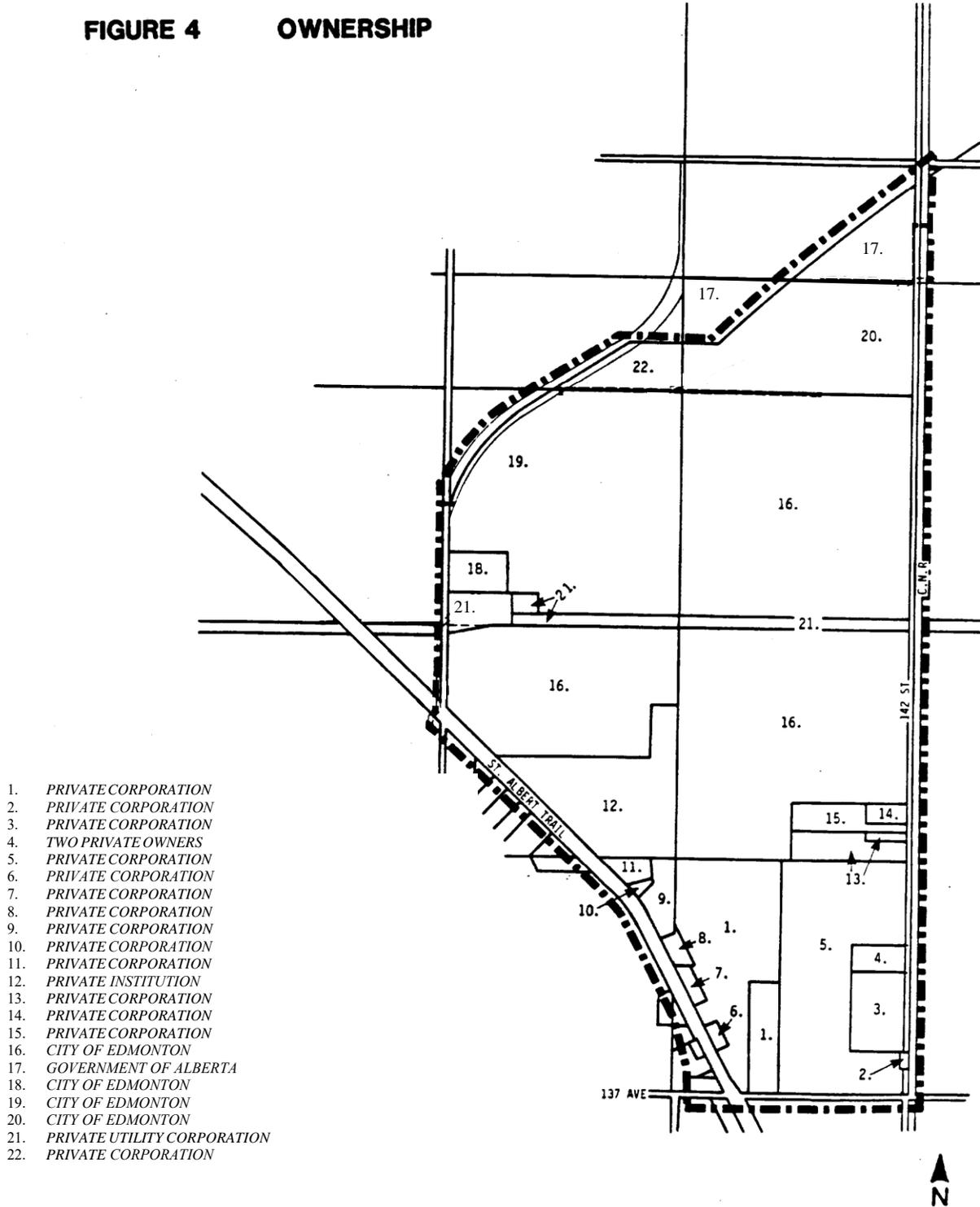
Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

Table 1 Land Use and Population Statistics Bylaw 20858

LAND USE	Area (ha)*	% of GDA
Gross Area	372.0	100
Natural Area	25.2	6.8
Right-of-Way	25.2	7.0
Gross Developable Area	321.6	100%
Industrial		
Business Industrial	67.0	20.8
Medium Industrial	117.8	36.6
Commercial	20.0	6.2
Parks and Open Space		
District Park (City-wide Athletic Facility)	38.3	11.9
Main Park (MR)	8.1	2.5
Linear Park (Non-MR)	2.6	0.8
Institutional (Cemetery)	49.4	15.4
Other (Private Recreational)	5.5	1.7
Storm Water Management	12.9	4.0
Total Gross Development Area	321.6	100%

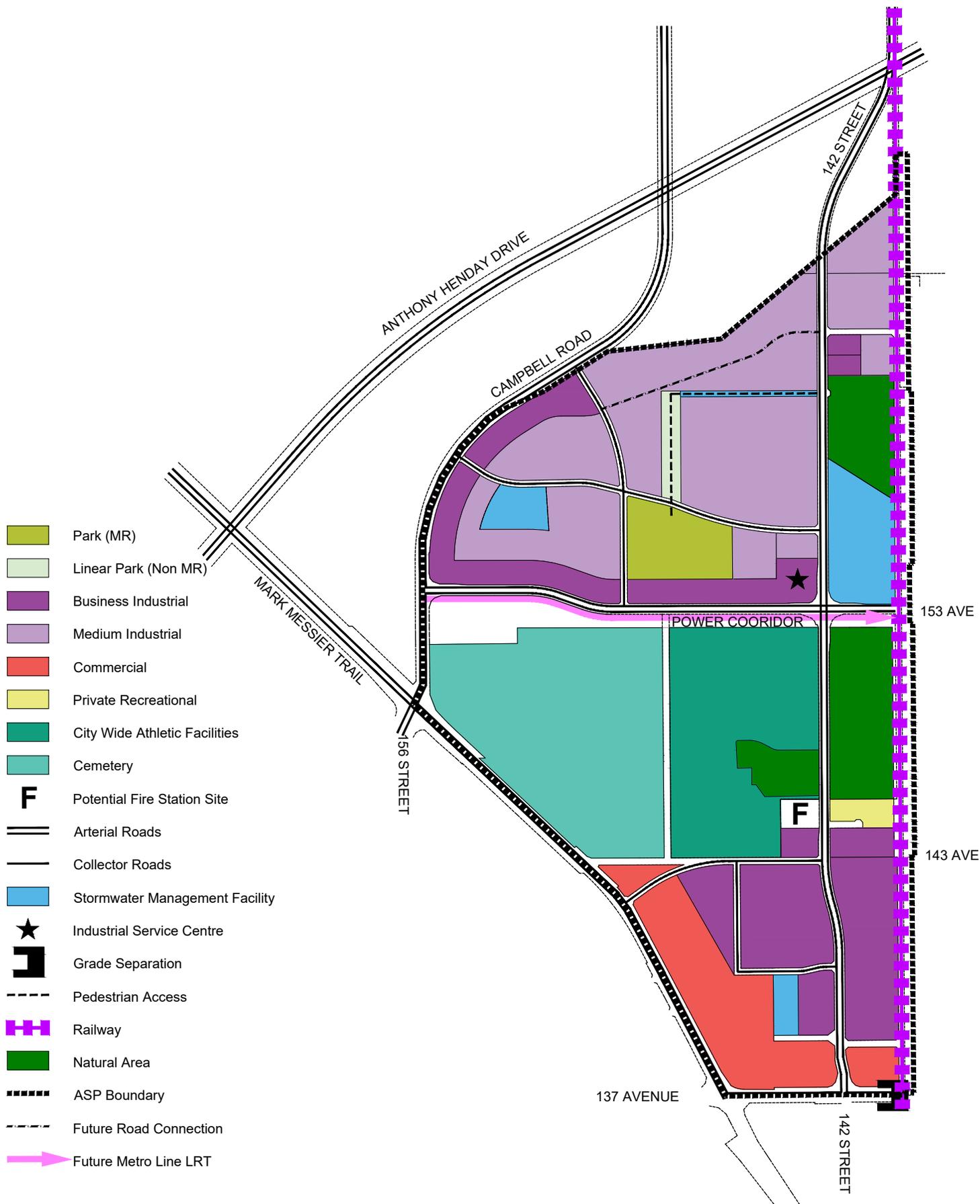
Figure 4 – Ownership*
(Amended)

FIGURE 4 OWNERSHIP



- 1. PRIVATE CORPORATION
- 2. PRIVATE CORPORATION
- 3. PRIVATE CORPORATION
- 4. TWO PRIVATE OWNERS
- 5. PRIVATE CORPORATION
- 6. PRIVATE CORPORATION
- 7. PRIVATE CORPORATION
- 8. PRIVATE CORPORATION
- 9. PRIVATE CORPORATION
- 10. PRIVATE CORPORATION
- 11. PRIVATE CORPORATION
- 12. PRIVATE INSTITUTION
- 13. PRIVATE CORPORATION
- 14. PRIVATE CORPORATION
- 15. PRIVATE CORPORATION
- 16. CITY OF EDMONTON
- 17. GOVERNMENT OF ALBERTA
- 18. CITY OF EDMONTON
- 19. CITY OF EDMONTON
- 20. CITY OF EDMONTON
- 21. PRIVATE UTILITY CORPORATION
- 22. PRIVATE CORPORATION

*Amended by Editor

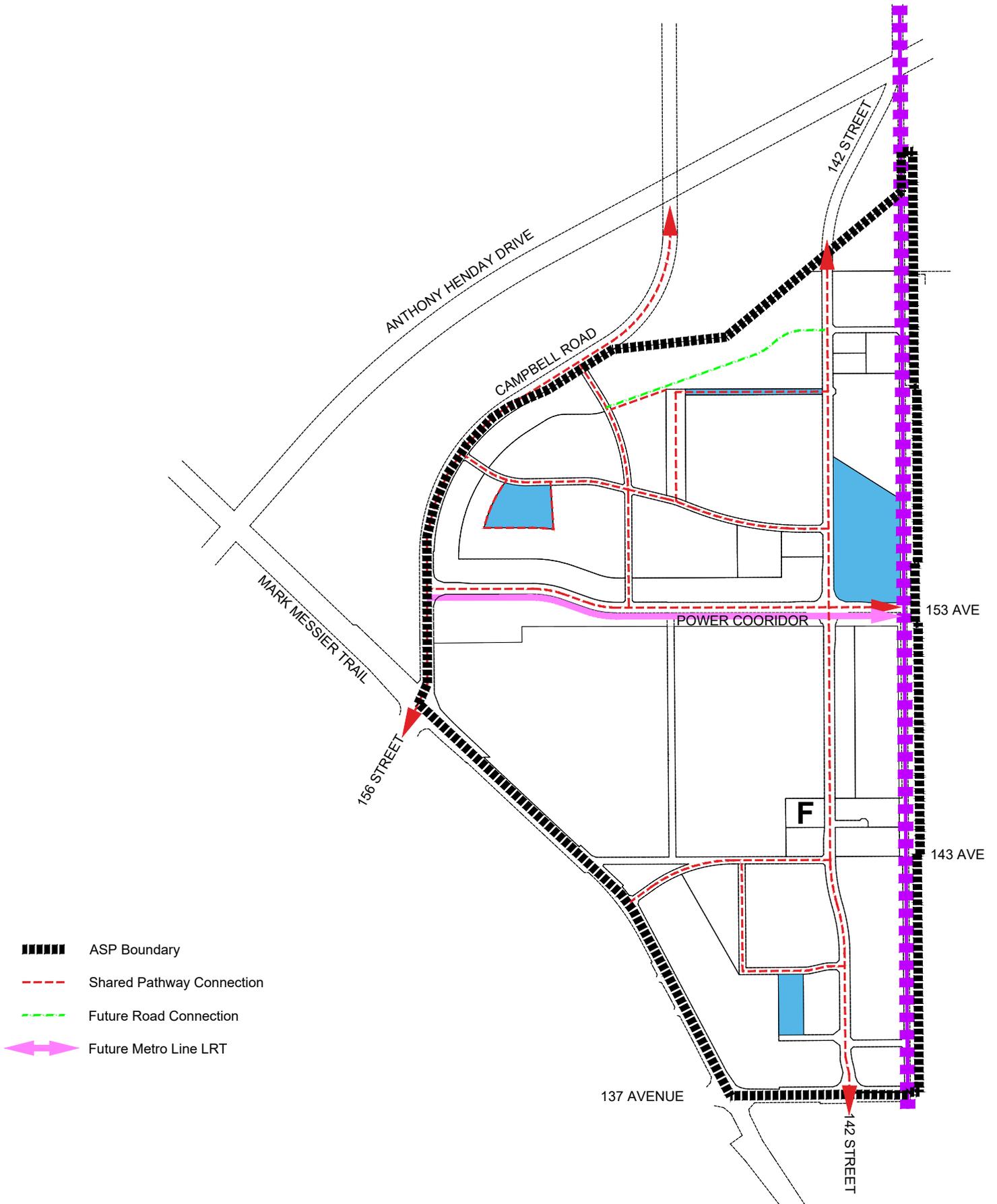


*Note: Locations and configurations of roads, stormwater management facilities and developable parcels may be subject to minor revisions at the subdivision and rezoning stage and may be exactly as illustrated on this plan.



Figure 5
Development Concept - Rampart Industrial

DATE: August 19, 2024
SCALE: 1:17,500



- ▬▬▬▬ ASP Boundary
- - - Shared Pathway Connection
- - - Future Road Connection
- ↔ Future Metro Line LRT

*Note: The SUP around the perimeter of the west SWMF will be removed at the subdivision and design stage if a walkway is required within the SWMF or vice versa.



Figure 6
 Mobility Network Plan – Rampart Industrial

DATE: August 12, 2024
 SCALE: 1:17,500