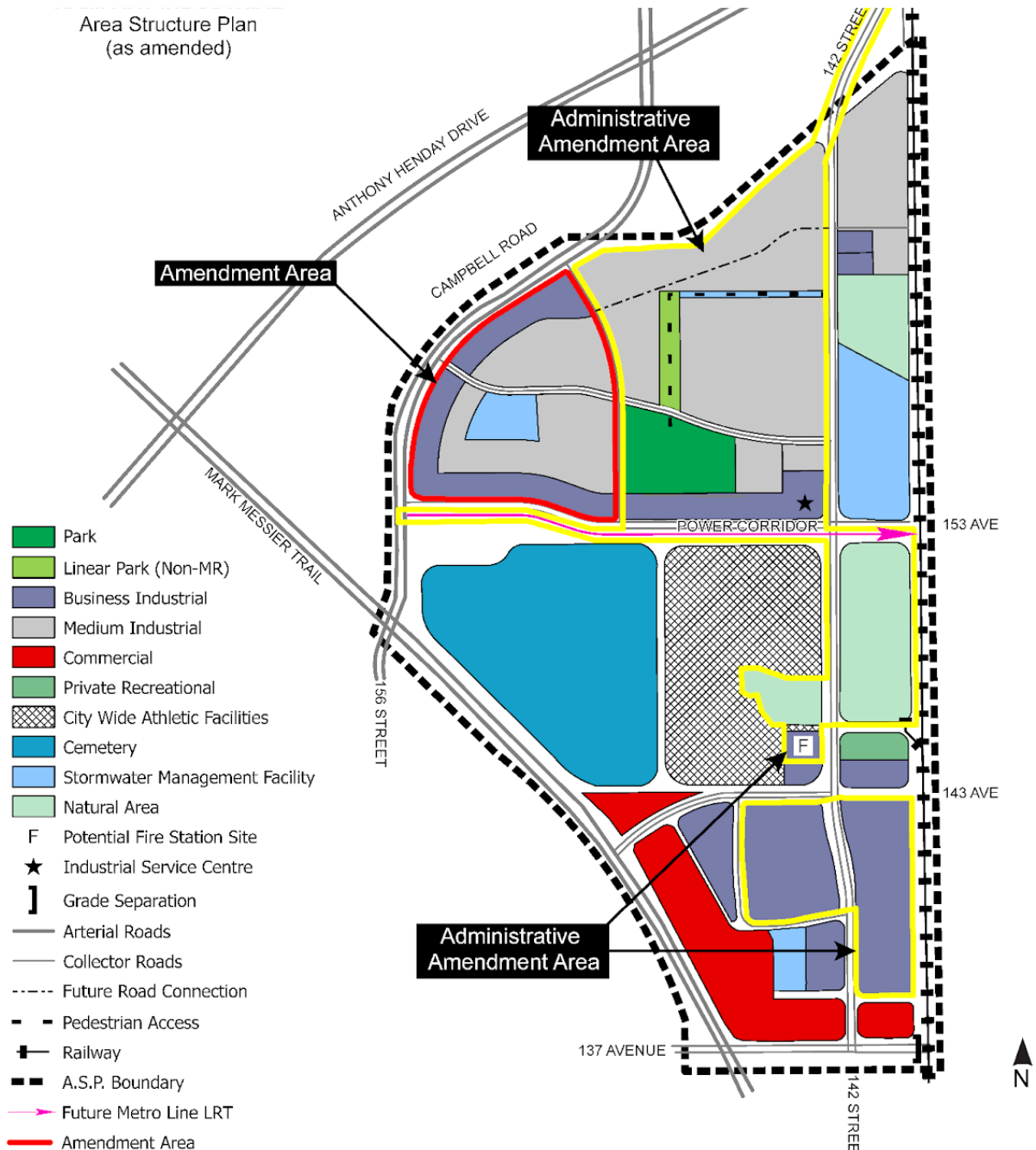


South of Anthony Henday Drive and west of 142 Street NW Position of Administration: Support



Summary

Bylaw 20858 proposes an amendment to the Rampart Industrial Area Structure Plan (ASP) to redesignate lands from Business Industrial uses to Medium Industrial uses, reconfigure and relocate a SWMF and update the roadway network. Administrative amendments are also proposed to identify two (2) natural areas, to show the future Metro Line LRT alignment, to relocate a proposed Fire Station and to reflect the existing alignment of 142 Street NW in the ASP's maps.

Public engagement for this application included a mailed notice and information on the City's webpage. No responses were received.

Administration supports this application because it:

- Contributes to the completion of the Rampart Industrial neighbourhood.
- Is compatible with surrounding development.
- Supports The City Plan goals and policies related to facilitating development and investment into industrial areas.

Application Details

Area Structure Plan Amendment

The application was submitted by the City of Edmonton's Financial and Corporate Services Group to support future development in Rampart Industrial.

The amendment to the ASP pertains mainly to the northern and northwestern parts of the Rampart Industrial area. The ASP amendment proposes to:

- Redesignate a portion of Business Industrial uses to Medium Industrial uses.
- Shift the location of the westernmost planned Stormwater Management Facility (SWMF) and increase its size.
- Redesignate a portion from Medium Industrial uses to allow for the larger SWMF.
- Update the roadway network.

Administrative amendments will also be undertaken with this application pertaining to lands in the south, eastern and northern portions of the Rampart Industrial Area. Administrative amendments to the ASP propose to:

- Update land use designations to reflect two (2) existing natural areas along 142 Street.
- Relocate the Potential Fire Station Site to the central portion of the plan area to a site located west of 142 Street NW and north of 145 Avenue NW.
- Update the roadway and active mode networks, including a new Mobility Network figure (proposed Figure 6).
- Identify the anticipated Metro Line LRT extension along 153 Avenue NW.
- Remove text and mapping pertaining to the former Edmonton Restricted Development Area

(RDA), which was the precursor to the Anthony Henday Drive Transportation Utility Corridor (TUC).

Site and Surrounding Area

Rampart Industrial neighbourhood measures approximately 370 hectares in total and is located along the northwestern edge of the City of Edmonton. The neighbourhood is bounded by Anthony Henday Drive TUC to the north; Campbell Road NW to the northwest and west; Mark Messier Trail NW and the Mistatim Industrial area to the southwest, and the neighbourhoods of Carlton, Cumberland and Hudson to the east. City Administration estimates that Rampart Industrial is approximately 40% developed.

Much of the Rampart Industrial neighbourhood is planned for medium industrial and business industrial uses. Most existing development is located along 142 Street NW and Mark Messier Trail NW. In addition to these industrial uses, the neighbourhood currently includes two cemeteries, Henry Singer Park, FC Viktoria Soccer Center and the Al Shamal Shrine Centre. Immediately west of the ASP area is Nakî Transit Centre (planned terminus of the Metro Line LRT phase 3). There is also an active railway line operated by CN Rail running north-south along the eastern ASP boundary.

Community Insights

This application was brought forward to the public using a basic approach including a neighbourhood-wide notification letter. This approach was selected because the proposed changes affect much of the broader neighbourhood. The basic approach included:

Mailed Notice, September 5, 2024

- Notification radius: entire Rampart Industrial neighbourhood
- Recipients: 519
- Responses: 0

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Big Lake Community League
- Cumberland/Oxford Community League
- Northeast Zone Sports Council
- Castle Downs Recreation Society Area Council

Application Analysis



Site analysis context, overall Rampart Industrial ASP boundary is identified in light blue

The City Plan

This application supports The City Plan’s policies related to promoting the continuous improvement of Edmonton’s non-residential lands by facilitating intensification and reinvestment in an Established Non-Residential Area. The application provides for the opportunity to attract business growth and diversify the economy in an area supported by mass transit and well connected to the transportation system within Edmonton and throughout the region. Considering the types of uses allowed in Business Industrial and Medium Industrial areas, the proposed plan amendment is well aligned with The City Plan’s intent to facilitate intensification and investment in Edmonton’s industrial areas.

District Plan

The District Policy and District Plans have received first and second reading from City Council and are now at the Edmonton Metropolitan Regional Board before they return to Council for consideration of third reading. Given this, the following analysis is provided for Council’s consideration.

Rampart Industrial neighbourhood is within the boundaries of the Northwest District Plan and is identified as a redeveloping area. The ASP is identified for a combination of Commercial / Industrial employment, Open Space and Urban Service. The southeastern-most parcels of the neighbourhood fall within the 137 Avenue Primary Corridor. Additionally, the 153 Avenue secondary corridor abuts the eastern edge of the neighbourhood.

The proposed bylaw aligns with the Northwest District Plan, including proposed administrative revisions to identify the two natural areas and modify the area’s roadway network. Additionally,

it supports the objectives of the District Policy's Section 2.5.3 for Commercial/Industrial Employment by preserving "dedicated space for employment uses, along with the infrastructure and amenities to support these uses."

Area Structure Plan

The Rampart Industrial area is guided by the Rampart Industrial Area Structure Plan (ASP) which establishes anticipated land uses to guide future development and support industrial investment in the City of Edmonton. The ASP amendment proposes to reconfigure the northwest portion of the Rampart Industrial ASP to reconfigure a stormwater management facility (SWMF), intensify future lands from Business Industrial to Medium Industrial and provide direction on the future mobility network. The total increase of Medium Industrial lands is approximately 1.5 hectares.

In its current form, the Rampart Industrial ASP concentrates Medium Industrial uses in the north (and east) portions of the plan area to take advantage of proximity to several major roadways (including Anthony Henday Drive) and nearby CN railway. The ASP states that because of the area's relatively small size and configuration, opportunities for introducing new Medium Industrial uses are limited (page 13). Through the proposed changes to the ASP, additional medium industrial uses are proposed to be concentrated on lands in proximity to major roadways. By adding approximately 1.5 ha of Medium Industrial uses to the ASP area, the application aligns well with the objectives and policies of the Rampart Industrial ASP and draft District Plan of enhancing lands for industrial investment and development.

As noted above, there are numerous administrative amendments proposed with this bylaw. The proposed changes include relocating a future Fire Hall (to allow for better access to major roads for emergency services), identifying the future Metro Line LRT along 153 Avenue and relocating roadways on ASP maps to align with roads that have been built/planned since the inception of the Rampart Industrial ASP. Additionally, revisions are proposed to the ASP text to align with the current development environment of the neighbourhood and to remove outdated references (e.g. Edmonton Restricted Development Area, instead of Anthony Henday Drive TUC).

Two particular administrative amendments to the ASP are worth highlighting. First, a new Mobility Network Plan has been included to provide direction for the active mode network that aligns the ASP with current mobility strategies and policies. Second, the proposed amendments identify two large natural areas (approx. 3.9 and 14 hectares respectively) that are currently within City of Edmonton inventory and have been protected since 2010. The smaller site is a wetland within Henry Singer Park and the larger site is located at the southeast corner of 153 Avenue NW / 142 Street NW. These lands are not anticipated to be developed, due to their ecological value. One result of identifying these natural areas is that the overall industrial land available to develop will decrease, as the proposed eastern natural area is identified for industrial uses in the current ASP.

Changes to the ASP's Land Use and Population Statistics are summarized in the table below in hectares (ha). The table summarizes the changes tied to the main ASP amendment to allow for increased Medium Industrial lands (column 3) and also changes tied to the identification of two natural areas along 142 Street NW (column 4). While the proposed re-classification of industrial

lands to natural areas reduces the overall developable land, these lands have not been slated for development since the 2010s when the natural areas first became protected by the City of Edmonton. The administrative updates to reflect the existing protected natural areas result in a 3.9 ha decrease to the City Wide Athletic Facility, a 13.3 ha decrease to total developable industrial land uses and a 16.9 ha increase to lands identified as Natural Area.

Land Use and Population Statistics	Current ASP	Proposed ASP	Overall Change
Business Industrial (BE)	72.7 ha	67.0 ha	- 5.7 ha
Medium Industrial (IM)	125.9 ha	117.8 ha	- 8.1 ha
Total Developable Industrial Land	198.6 ha	184.8 ha	- 13.8 ha
Storm Water Management (SWMF)	12.6 ha	12.9 ha	+ 0.3 ha
District Park (City-Wide Athletic Facility)	42.4 ha	38.3 ha	- 4.1 ha
Natural Area* <i>*natural area is not included as part of the total gross developable area of ASP</i>	10.8 ha	25.2 ha	+14.4 ha

Land Use Compatibility

The proposed amendment will allow for the development of additional Medium Industrial land and a larger SWMF. At the same time, the proposed amendment reduces barriers to future industrial investment by significantly overhauling a statutory plan that was originally created in the 1980s and has seen limited revisions in the years since. The proposed amendment provides greater clarity around the future land uses, mobility network and protection of large natural areas within the Rampart ASP area. It seeks to support the principles and actions outlined in the City of Edmonton’s recent Industrial Investment Action Plan (IIAP) to increase efficiency and improve business processes for industrial development (action 3, page 22 of IIAP) and to prioritize the development of shovel-ready industrial land (action 2, page 21 of IIAP).

The proposed Medium Industrial lands are complementary to surrounding lands designated for Business Industrial and Medium Industrial. Mindful of the lands’ proximity to Henry Singer Park and an existing linear Park (running north-south in the northern part of the plan area), the more intense industrial activities proposed in the Medium Industrial lands are buffered by lighter

industrial uses, the future extension of 153 Avenue (between 142 Street NW and Campbell Road) and an AltaLink High Voltage Transmission Line adjacent to this future road corridor.

Mobility

Access to the amendment areas will primarily be from Campbell Road via collector and local roads. Internal roadway alignments will be determined through future subdivisions.

The proposed ASP amendment includes a new Mobility Network figure that illustrates the proposed active mode network opportunities in the area to align with current practices. Further, the ASP amendment includes direction on the anticipated roadway network and identifies the future Metro Line LRT alignment.

Transit service is not currently available in Rampart Industrial. ETS intends to provide bus service to Rampart Industrial in the future, but implementation is dependent on neighbourhood build-out, demand for transit, and funding availability. Initial bus service to Rampart Industrial is likely to begin with an expansion of On-demand Transit prior to introduction of a conventional ETS local bus route.

The rezoning area is within acceptable walking distance from the future Campbell Road Station and future 137 Street Station on the Metro Line LRT Phase 3 extension to Nakî Transit Centre. Concept design of the Metro Line extension between Castle Downs Road and Nakî Transit Centre along 153 Avenue was completed in 2019. However, no funding or timeline is currently available for this project's completion.

Open Space

The plan amendment adjusts the parkland and natural area designations on the development concept map, with corresponding changes to the land use statistics. The designated parkland and natural areas are pre-existing, and legally required as a part of the Wetland Compensation Plan for North Oxford and Rampart Industrial (2009). This agreement transferred ownership of wetlands between the City and Province and allowed for the creation of the stormwater management facility in Oxford. This agreement also addressed the removal of wetlands on the west side of Rampart, to support industrial development, in exchange for habitat enhancement of the larger wetland complex on the east.

The habitat enhancement work is near completion, and the majority has been accepted by the Province, with the remaining work to occur this fall. As a result, the ASP is being updated to reflect the confirmed status of the natural areas and supporting park spaces, in accordance with the existing Provincial agreement.

Utilities

As part of the application, an amendment to the Rampart Industrial Neighbourhood Design Report (NDR) was reviewed and accepted by Administration. The NDR amendment examined the impacts that the proposed plan amendment would have on existing and planned sewer systems in the neighbourhood. Through this review, it was identified that sufficient capacity is available in these systems to accommodate the development under the proposed plan amendment.

The applicant/owner will be responsible for all costs associated with infrastructure improvements required by this application.

Appendices

1. Current ASP Land Use and Population Statistics
2. Proposed ASP Land Use and Population Statistics
3. ASP Land Use Concept Map Comparison

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Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

Current ASP Land Use and Population Statistics – Bylaw 19572

TABLE 1
LAND USE AND POPULATION STATISTICS
(Bylaw 19572, February 23, 2021)

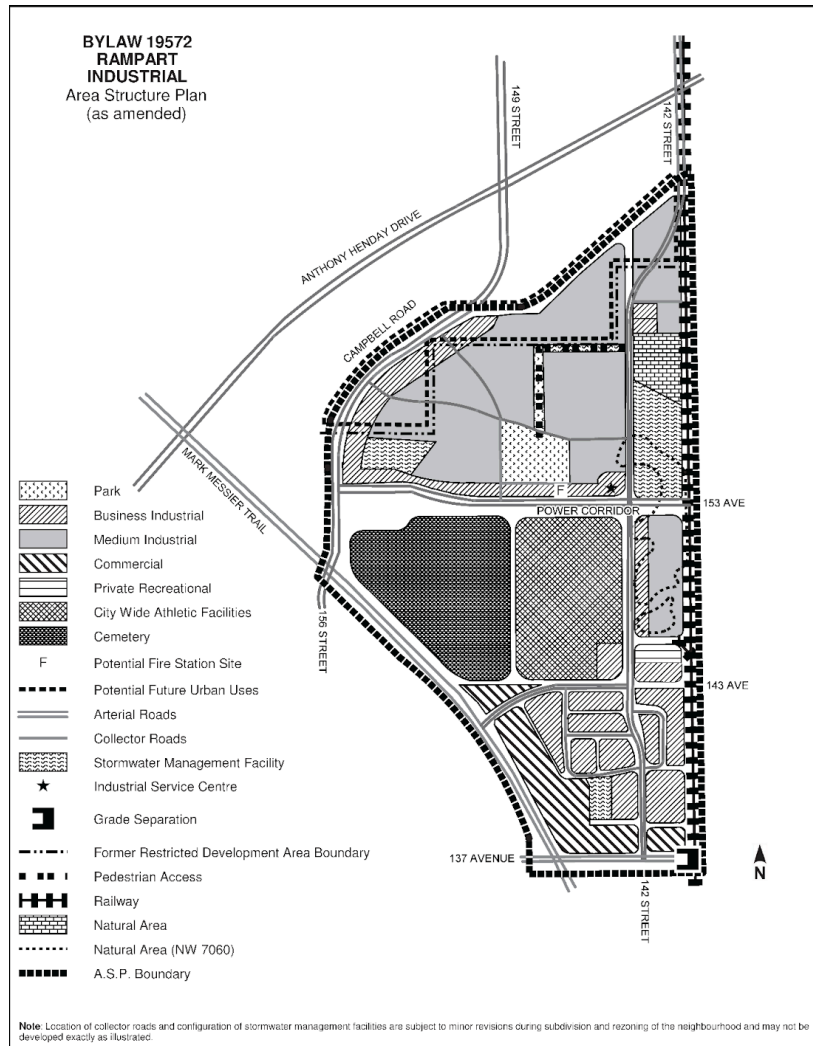
LAND USE	Area (ha)	% of GDA
Gross Area	372	100%
Natural Area	10.8	3
Right-of-Way	25.2	7
Gross Developable Area	336	100%
Industrial		
Business Industrial	72.7	21
Medium Industrial	125.9	37
Commercial	20.0	6
Parkland, Recreation, and Schools (Municipal Reserve)		
District Park (City-wide Athletic Facility)	42.4	13
Park Site	8.1	2
Institutional (Cemetery)	49.4	15
Other (Private Recreational)	5.5	2
Stormwater Management	12.6	4
Total Gross Developable Area	336	100%

Proposed ASP 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%

Current & Proposed Rampart Industrial Area Structure (ASP)

Current ASP (Bylaw 19572)



Proposed ASP (Bylaw 20858):

