

16116 - 142 Street NW, 16121 - Campbell Road NW Position of Administration: Support



Summary

Bylaw 21003 proposes a rezoning from the Medium Industrial Zone (IM) to the Urban Facilities Zone (UF) to allow for large scale facilities that provide community services. Bylaw 21002 proposes an amendment to the Rampart Industrial Area Structure Plan to facilitate the proposed rezoning. Bylaw 21000 proposes an amendment to the Northwest District Plan to facilitate the proposed rezoning.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from one person, with questions about the proposed rezoning.

Administration supports this application because it:

- Provides opportunities for school uses that can support Edmonton’s growing population and need for more school spaces.
- Supports the efficient and contiguous development of an established Industrial Neighbourhood.

Recognizing the recently adopted Industrial Investment Action Plan that gives direction to retain land for industrial uses, Administration is aware that this application represents a possible erosion of industrial land. The application was under review prior to the Action Plan and the proposed land use change was reviewed in terms of this trade-off and is further discussed in later sections of this report.

Details

This application was submitted by Eins Development Consulting Ltd. on behalf of the Arabian Muslim Association.

Rezoning

The proposed Urban Facilities Zone (UF) would allow the development of institutional and community services uses with the following key characteristics:

- Community and basic services uses
- Schools, parks and outdoor recreation services
- A maximum building height of 16.0 metres

Rampart Industrial Area Structure Plan Amendment

The proposed amendment to the Rampart Industrial Area Structure Plan introduces a new land use designation called the Business Employment and Education land use. The proposed amendment re-designates the site from the Medium Industrial land use designation to Business Employment and Educational. This will facilitate the proposed use of the site for private education uses. Text has been added to support this new land use designation. Additionally, the ASP’s land use and population statistics table is proposed to be amended to reflect the proposed uses.

There is an administrative amendment to adjust the Land Use and Population Statistics Table in the Plan. This amendment proposes to increase the amount of natural area to reflect the confirmed status of natural areas within the plan.

Northwest District Plan Amendment

The proposed amendment to the Northwest District Plan will re-designate the site from the Commercial/Industrial Employment general land use category to “Urban Service” land use category to facilitate the rezoning and proposed use.

Site and Surrounding Area

The site and surrounding area is mainly undeveloped with a greenway directly south of the site which connects to 157 Avenue NW. Warehouses are south of the greenway. There are two business industrial buildings east of the site across 142 Street with a variety of operating businesses. Undeveloped AG zoned land is west of the site with Campbell Road NW past it. North of the site is the Anthony Henday Transportation Utility Corridor (TUC) lands that contain a pond.

	Existing Zoning	Current Development
Subject Site	Medium Industrial Zone (IM)	Undeveloped land
North	Agriculture Zone (AG)	TUC Lands (Pond)
East	Medium Industrial Zone (IM) Business Employment (BE)	Undeveloped and Business Industrial Uses
South	Public Utility Zone (PU) Medium Industrial Zone (IM)	Shared Use Pathway and Warehouses
West	Agriculture Zone (AG)	Undeveloped/TUC



Site View looking west on 142 Street NW



View of the greenway and site looking west (2023)



View of the greenway looking east near the southwest corner of the site (2023)

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application did not raise significant interest during advance notice. The basic approach included:

Mailed Notice, October 17, 2024

- Notification radius: 61 metres
- Recipients: 64
- Responses: 1
 - Questions only: 1

Site Signage, October 29, 2024

- One rezoning information sign was placed on the property so as to be visible from 142 Street NW and 162 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Cumberland Oxford Community League

Common comments heard

- Request for more information about the application

Application Analysis



Site analysis context

The City Plan

In The City Plan, the site is identified as part of an established non-residential area. These areas will continue to be reinvested in and redeveloped over time, with intensification along the edges of these areas being supported by transit and a more efficient use of infrastructure. The proposed rezoning adheres to some policies within The City Plan by:

- Contributing to the adaptability of the district.

- Enabling the growth of new and emerging sectors in non-residential areas.
- Supporting emerging and non-traditional workplace locations.

While the application supports the above City Plan policies, it does not align with following policies:

- Promote the continuous improvement, evolution and intensification of Edmonton's non-residential lands.
- Maintain land supply necessary to support continued industrial growth.

Northwest District Plan and District Policy

The application does not align with the District Policy and the current land use designation of Commercial/Industrial Employment. Policy 2.5.3.4 states "preserve opportunities for medium and heavy-industrial development in the interior of Commercial/Industrial Employment areas that are outside of Non-Residential Intensification Areas." While the proposed zone would allow for some industrial opportunities such as a transit garage, these are more limited than the medium industrial opportunities that currently exist on the site.

In the Northwest District Plan, the site is designated for Commercial/Industrial Employment. The application will require an amendment to redesignate the site to Urban Service to facilitate the proposed rezoning and use. The Northwest District Plan points to the Rampart Industrial ASP for further local area planning direction.

Rampart Industrial Area Structure Plan

The Rampart Industrial Area Structure Plan (ASP) identifies the site as medium industrial. To facilitate opportunities for school uses, an amendment to the ASP is required. The proposed amendment would add the Business Employment and Educational land use designation to the plan to allow for the proposed school use on site, while continuing to support some limited opportunities for business industrial uses.

The site's designation in the Rampart Industrial ASP is Medium Industrial and the plan concentrates Medium Industrial uses in the north and east portions of the plan area. The location of the site in the plan area supports maintaining its current medium industrial designation due to its suitability for rail servicing and industrial road access.

The proposed Business Employment and Educational designation is compatible with the adjacent land uses. Light industrial and commercial uses can be located in strategic areas while still providing opportunities for medium industrial towards the centre of the plan area.

This location has access to nearby amenities including a greenway, future park site, natural areas, an existing commercial development and recreation facilities. The site is accessible from major transportation routes, active transportation pathways, and anticipated transit service in the future.

The included administrative amendment adjusts the amount of Natural Area by adding 0.6 ha to more accurately reflect this land use.

Land Use and Population Statistics	Current	Proposed	Difference
Medium Industrial	117.8 ha	103.9 ha	- 13.9 ha
Business Employment and Educational	0 ha	13.9 ha	+ 13.9 ha
Natural Area	25.2 ha	25.8 ha	+ 0.6 ha

Land Use Trade-Offs

While City policy is generally in support of this amendment, Administration feels it is important to acknowledge the trade offs of this application, and new information that has been approved as the application progressed.

In June 2024 the Industrial Investment Action Plan was received for information at Council which acknowledges and plans to preserve and enhance shovel-ready industrial lands in an attempt to ensure the long term fiscal sustainability of the City of Edmonton in alignment with The City Plan. The general erosion of serviced and/or shovel ready industrial land is actively discouraged as a land use strategy.

This specific site is considered highly valuable as industrial land for a variety of reasons including:

- The relatively large size of and contiguous nature of the parcel.
 - Sites this large are rare in the City of Edmonton (1 of 3 remaining large parcels).
- The parcel's location next to other large Medium Industrial zoned parcels.
- The parcel's location away from commercial and residential zoning, limiting off site impacts and nuisances
- Ease of Access to the site and its proximity to Anthony Henday Drive.
- High visibility and frontage along 142 Street.
- Serviceability.
- Potential erosion of other Medium Industrial uses and opportunities in the area
 - The development of the surrounding IM parcels may need to be adjusted to account for the development on the parcel and this may restrict or impede the development on the IM parcels due to potential nuisance impacts.

These are trade-offs being made to facilitate the development of this site under the UF Zone. Administration has previously supported rezoning applications in industrial areas to enable community service and school use at appropriate locations. Administration will consider how these sites are evaluated moving forward now that the Industrial Investment Action Plan is in place.

Land Use Compatibility

The proposed UF zone is compatible with current and future land uses. This amendment facilitates future school uses. It is located at the edge of a developing non-residential area and is appropriately situated away from typical industrial nuisances. Buffers include the greenway to

the south of the site and the TUC lands to the north that provides a buffer between the site and potential incompatible uses.

The surrounding open space and natural areas to the south and southeast offer opportunities for connection with the potential school site and help to maximize the public use of these amenities. Existing recreational facilities including Henry Singer Park, Canadian Athletic Club Arena and FC Viktoria are amenities within the neighbourhood that could be accessed nearby.

Environmental and risk assessment reviews of the site have determined that the conditions of the site are acceptable for the proposed use and do not require additional assessment.

	IM Current	UF Proposed
Typical Uses	Minor Industrial Custom Manufacturing	School Community Service
Maximum Height	18.0 m	16.0 m
Maximum Floor Area Ratio	2.0	N/A
Minimum Front Setback (142 Street NW)	3.0 m	6.0 m
Minimum Side Setback	0 - 6.0 m	4.5 m
Minimum Rear Setback	0 - 6.0 m	4.5 m

Mobility

The owner will be required to construct the east-west roadway, as identified in the Rampart Industrial ASP. This will facilitate access to the subject site, and provide a connection to Campbell Road NW for convenient access to Anthony Henday Drive and the Nakî Transit Centre. Additionally, the owner will be required to construct intersection improvements at 142 Street, construct safe crossings, and provide shared pathway connections to the active mode network. The site is located next to a district connector route along 142 Street and neighbourhood routes along Campbell road and a PUL to the south.

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 the introduction of a conventional ETS local bus route.

The site is within 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.

Utilities

The proposed rezoning area conforms to the Rampart Industrial Neighbourhood Design Report (NDR), which identifies sanitary and stormwater servicing plans for the neighbourhood. Sewer services are available, by extension of mains, connecting to the existing system located within 142 Street. These existing systems have been designed and constructed to accommodate development under the proposed rezoning.

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. District Plan Land Use Concept Map Comparison
4. ASP Land Use Concept Map Comparison

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Section: Planning Coordination

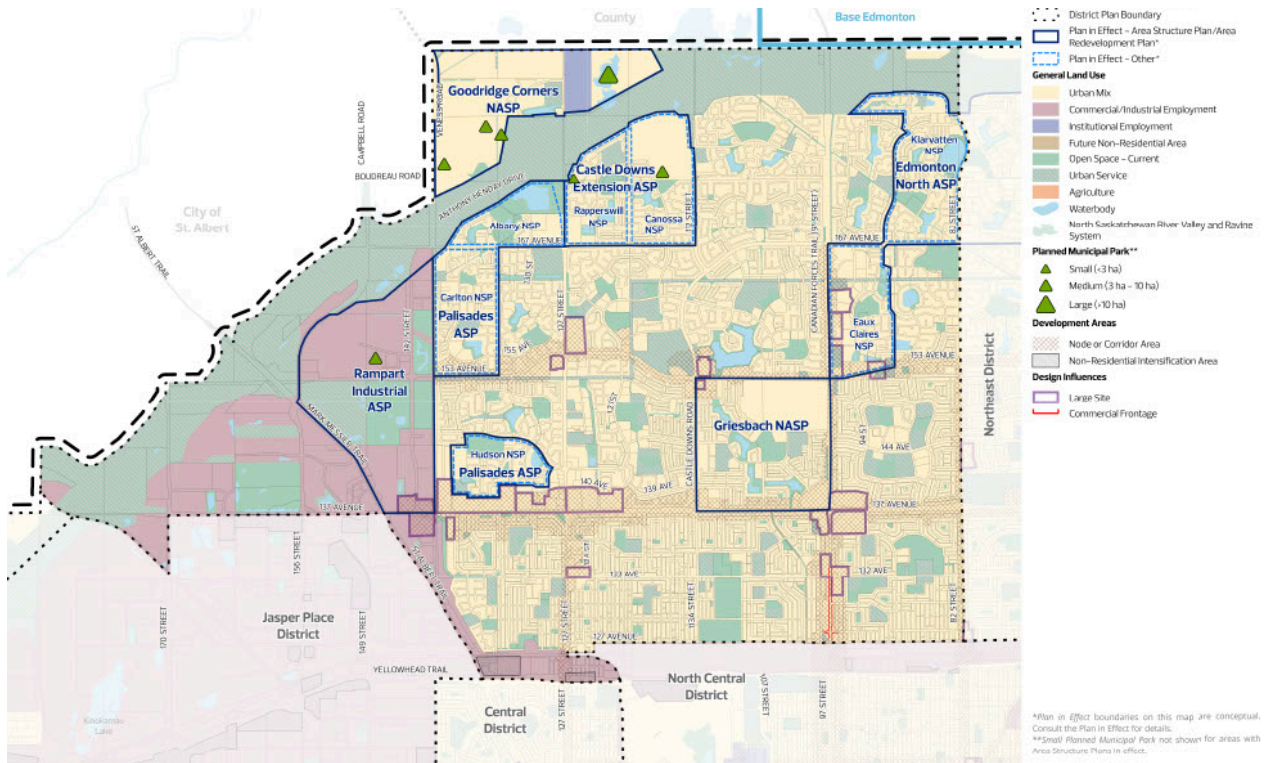
Current ASP Land Use and Population Statistics – Bylaw 20852

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%

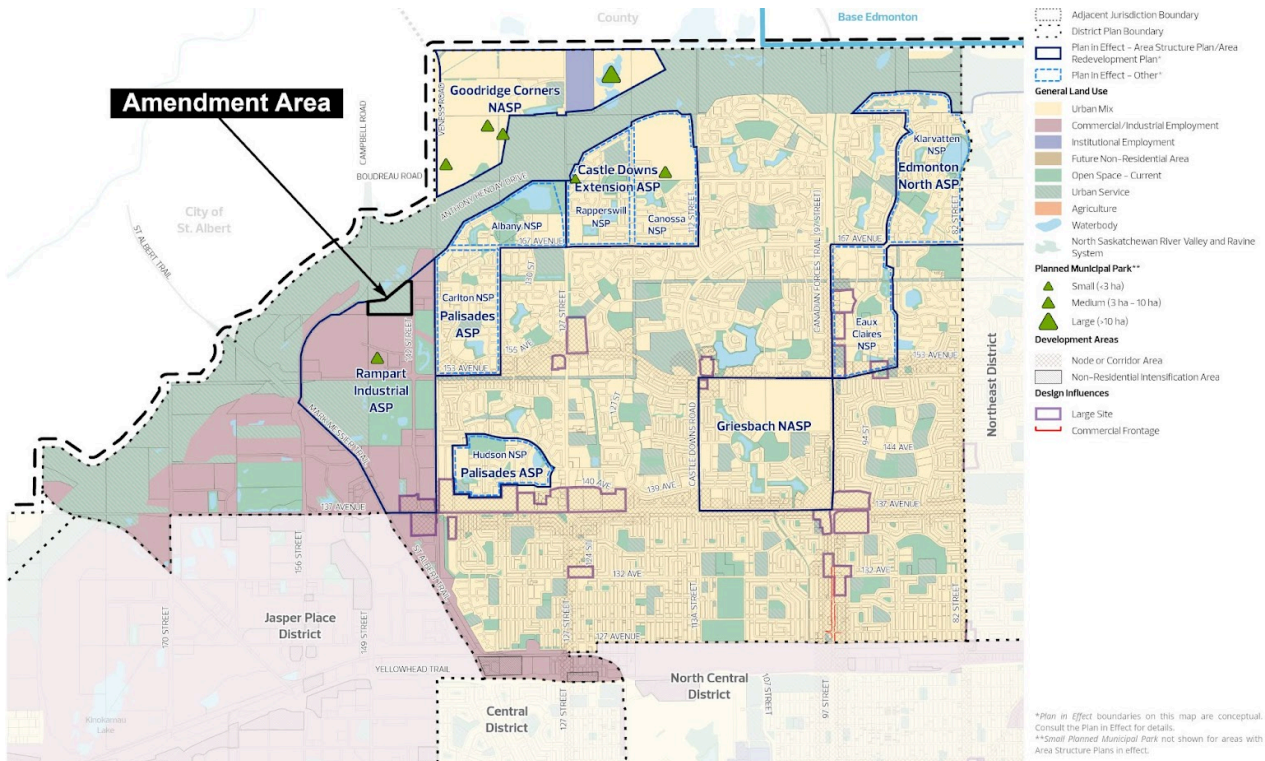
Proposed ASP Land Use and Population Statistics – Bylaw 21002

LAND USE	AREA (HA)	% OF GDA
Gross Area	372	100
Natural Area	25.8	6.9
Right-of-Way	25.2	6.8
Gross Developable Area	321.6	100%
Industrial		
Business Industrial	67.0	20.8
Medium Industrial	103.9	32.3
Commercial	20.0	6.2
Business Employment & Educational	13.9	4.3
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
Stormwater Management	12.6	4.0
Total Gross Developable Area	321.6	100%

Northwest District Plan Land Use Concept Map Comparison

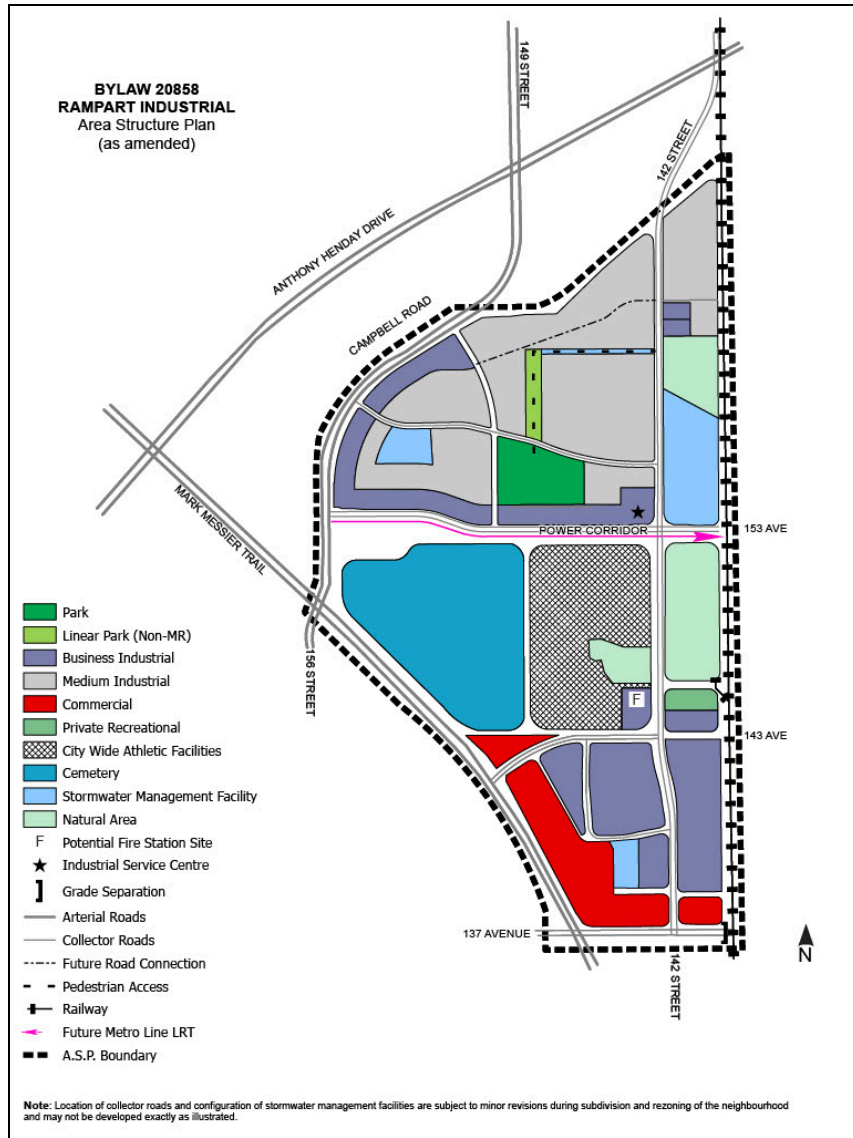


Current Land Use Concept Map (Charter Bylaw 24008)

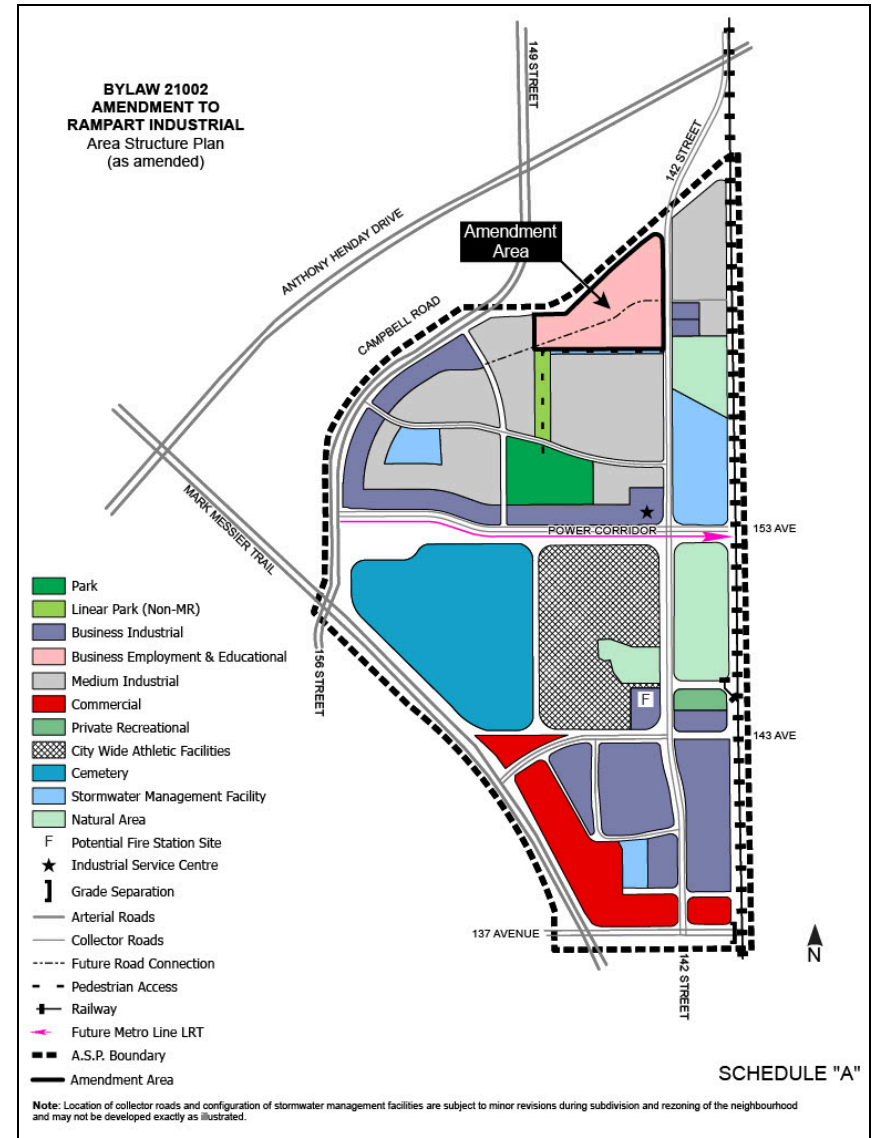


Proposed Land Use Concept Map (Charter Bylaw 21000)

Rampart Industrial ASP Land Use Concept Map Comparison



Current Land Use Concept Map



Proposed Land Use Concept Map