

**ATTACHMENT 2
RESOLUTION
BYLAW 17176
FILE: LDA15-0003
ROPER INDUSTRIAL
DAVIES INDUSTRIAL
WEST**

DESCRIPTION: AMENDMENT to the SOUTHEAST INDUSTRIAL AREA
OUTLINE PLAN;

ZONING BYLAW AMENDMENT from (AGI) Industrial Reserve
Zone to (PU) Public Utility Zone; ROPER INDUSTRIAL

LOCATION: Located south of 51 Avenue NW and east of 75 Street NW.

ADDRESS 7411 - 51 Avenue NW
4540 – 50 Street NW

**LEGAL
DESCRIPTION:** A portion of S-14-52-24-W4M
Lot A, Plan 9120619

APPLICANT: Shauna Kuiper, ISL Engineering
ConnectEd Transit Partnership (On behalf of City of Edmonton
Transit Services)
7909 - 51 Avenue NW
Edmonton, AB T6E 5L9

OWNER: City of Edmonton

**ACCEPTANCE OF
APPLICATION:** December 23, 2014

**EXISTING
DEVELOPMENT** Heavy machinery repair, vehicle auctions, major amusement,
former snow storage facility

**SUSTAINABLE
DEVELOPMENT'S
RECOMMENDATION:** That the Amendment to the Southeast Industrial Area Outline Plan
be APPROVED; and

That Bylaw 17176 to amend the Zoning Bylaw from (AGI)
Industrial Reserve Zone to (PU) Public Utility Zone be
APPROVED.

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DISCUSSION

1. The Application

This application proposes an amendment to the Southeast Industrial Area Outline Plan and an associated rezoning. The proposed Outline Plan Amendment introduces a new land use designation, “Urban Transit Facility” (UTF), to accommodate facilities for the Valley Line LRT. The Outline Plan Amendment would change the designation of the site located at Wagner Road and 75 Street NW from High Standard Industrial Development to Urban Transit Facility to accommodate the development of the Davies LRT Station, Bus Terminal, and Park-and-Ride facility.

The Outline Plan Amendment would also change the designation of the site located at Whitemud Drive and 75 Street NW from High Standard and Medium Standard Industrial Development, and Proposed Recreation Areas, Facilities or Natural Features to be Preserved, to Urban Transit Facility. The delineation of lands to be preserved as Environmental Reserve dedication has been established through an associated subdivision application, and these areas are already zoned (A) Metropolitan Recreation Zone. The proposed rezoning of the site from (AGI) Industrial Reserve Zone to (PU) Public Utility Zone is to accommodate the development of the Operations and Maintenance Facility for the Valley Line LRT, where the LRT vehicles will be stored, cleaned, and maintained.

2. Site and Surrounding Area

The Davies LRT Station site (Figure 1) is located along the west edge of 75 Street NW, between Wagner Road NW and the rail right-of-way to the south, and Davies Road NW to the west. The site is currently zoned (IB) Industrial Business Zone, and is located in a warehousing and business park area. Currently the site is leased to Osman Auctions and Union Tractor, and is used for the storage and selling of heavy vehicles and equipment.

The area to the north of the site is zoned (IM) Medium Industrial Zone and (IB) Business Industrial Zone, and consists of general warehousing and industrial support services. The area to the east is zoned (IH) Heavy Industrial Zone, (IM) Medium Industrial Zone, (IB) Business Industrial Zone, and (DC2) Site Specific Development Control Provision. This area consists of heavy and light manufacturing, storage yards, and minor supporting office uses. The area to the south of the subject site is zoned (IB) Business Industrial Zone and (IM) Medium Industrial Zone, containing general warehousing and manufacturing. The southeast of the site is bordered by a railway right-of-way. The area west of the subject site is zoned (IM) Medium Industrial, and consists of various manufacturing, warehousing, and supporting uses.

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Figure 1: Aerial view of the Davies LRT site.

The Operations and Maintenance Facility site (Figure 2) is located along the north edge of Whitemud Drive, east of 75 Street NW, south of 51 Avenue NW, and bounded on the east by Mill Creek Ravine. The site is currently zoned (AGI) Industrial Reserve Zone, and was formerly used for the Whitemud Amusement Park, and as a City of Edmonton snow storage facility.

The area to the north of the subject site is zoned (AGI) Industrial Reserve Zone, (IM) Medium Industrial Zone, and (A) Metropolitan Recreation Zone. Uses consist of manufacturing and storage. The area to the east of the subject site is Mill Creek, the protected area and setbacks of which will form the boundary of the subject site. To the south of the subject site is Whitemud Drive freeway. Lands to the west of the subject site are zoned (PU) Public Utility Zone and (IB) Industrial Business Zone, which consists of an EPCOR Water reservoir, and general business uses.

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Figure 2: Aerial view of the Operations and Maintenance Facility site.

ANALYSIS

1. Compliance with Approved Plans and Land Use Compatibility

The Way We Grow – Municipal Development Plan

The proposed rezoning and plan amendment are in support of objectives in the Municipal Development Plan, *The Way We Grow* by supporting the objectives and policies of Section 3.3.1 Integrated Land Use and Transportation, which promote Edmonton's transit system as the primary framework for urban form. The proposed plan amendment and rezoning will also encourage commercial, institutional and employment uses to locate in proximity to LRT stations.

The Way We Move – Transportation Master Plan

The application also supports the Transportation Master Plan, *The Way We Move*, Strategic Objective 4.1 Integrating Transit with Land Use, and Strategic Objective 5.1 to pursue expansion of the LRT to all sectors of the city.

2. Transportation and Utilities

All concerns from affected City Departments and utility agencies have been addressed.

3. Parks and School Boards

All concerns from the Parks Planning Section of Sustainable Development have been addressed. The School Boards have expressed no concern regarding the proposed Plan Amendment and Rezoning.

4. Environmental Review

Alberta Environment and Sustainable Resource Development (ESRD) has indicated that their primary concern is the protection of Mill Creek. The potential for impacted groundwater, from the former 75th Street Snow Storage Site, to affect Mill Creek requires a Risk Management Plan (RMP) to be submitted to and approved by ESRD. LRT Design & Construction (D&C) has committed to develop and get approval of the RMP by ESRD. A memorandum to this effect, dated May 13, 2015, has been submitted to LRT D&C by ConnectEd Transit Partnership.

The RMP will include, but is not limited to, removal of impacted soil and intercepting and collecting impacted groundwater upgradient of Mill Creek. LRT D&C will be undertaking a study during the remainder of 2015 and early 2016 to better delineate the chloride impacts to the soil and groundwater in order to develop a comprehensive RMP that would be acceptable to ESRD. Project Co. will be responsible for the design and construction of the Operations and Maintenance Facility (OMF). This will include excavating and properly disposing of any impacted soil that is required to construct the OMF.

5. Surrounding Property Owners' Concerns

Sustainable Development received one response to its advance notification letter sent to surrounding property owners, the North Millbourne Community League, the Woodvale Community League, and the Millwoods Council of Community Leagues Area Council, on February 11, 2015. One person requested more information on the Whitemud site, as to whether there would be a Transit Centre or the Operations and Maintenance Facility located on this site.

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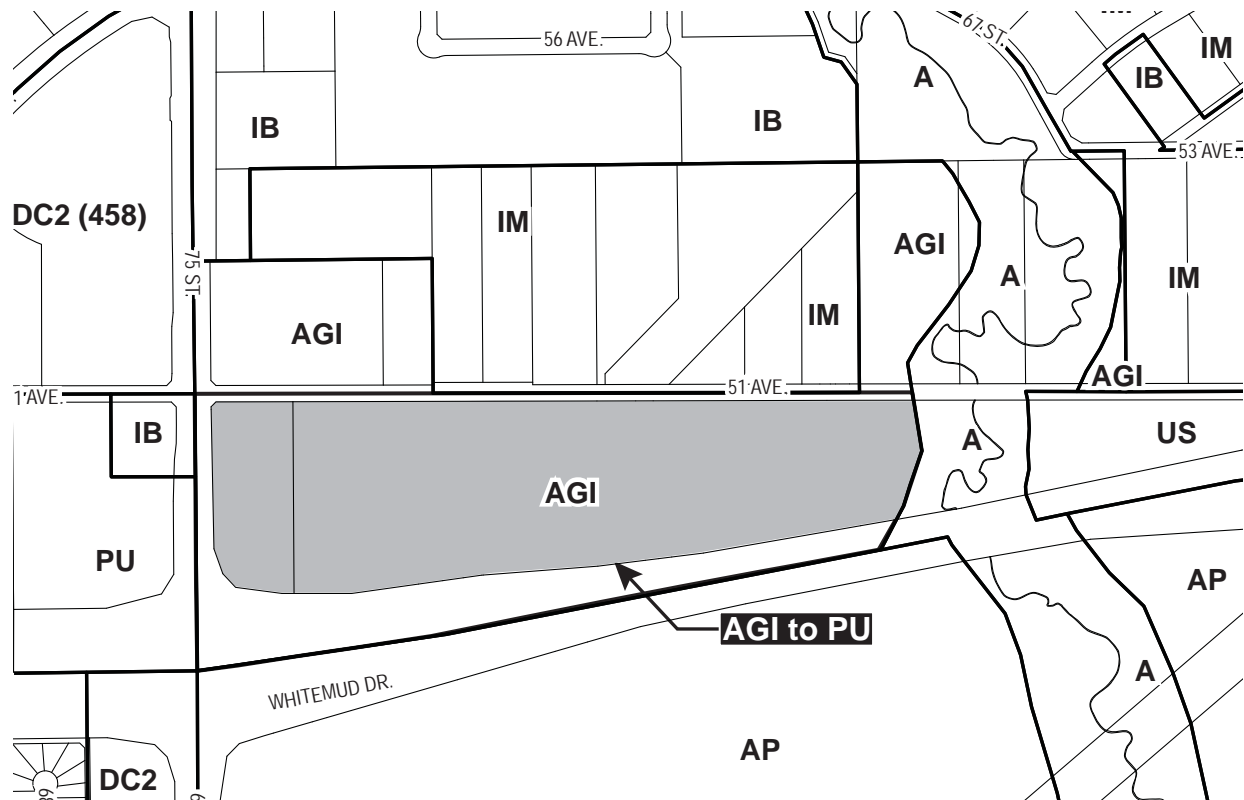
JUSTIFICATION

Sustainable Development recommends that the Resolution to amend the Southeast Industrial Area Outline Plan and the Bylaw 17176 to amend the Zoning Bylaw from (AGI) Industrial Reserve Zone to (PU) Public Utility Zone be APPROVED on the basis that the proposed plan amendment and rezoning application are in accordance with the Way We Grow and meets all technical requirements of Civic Departments and utility agencies, and supports the development of the Valley Line Light Rail Transit in accordance with the Transportation Master Plan.

ATTACHMENTS

2a Maps

Written by: Sean Lee
Approved by: Tim Ford
Sustainable Development
July 6, 2015

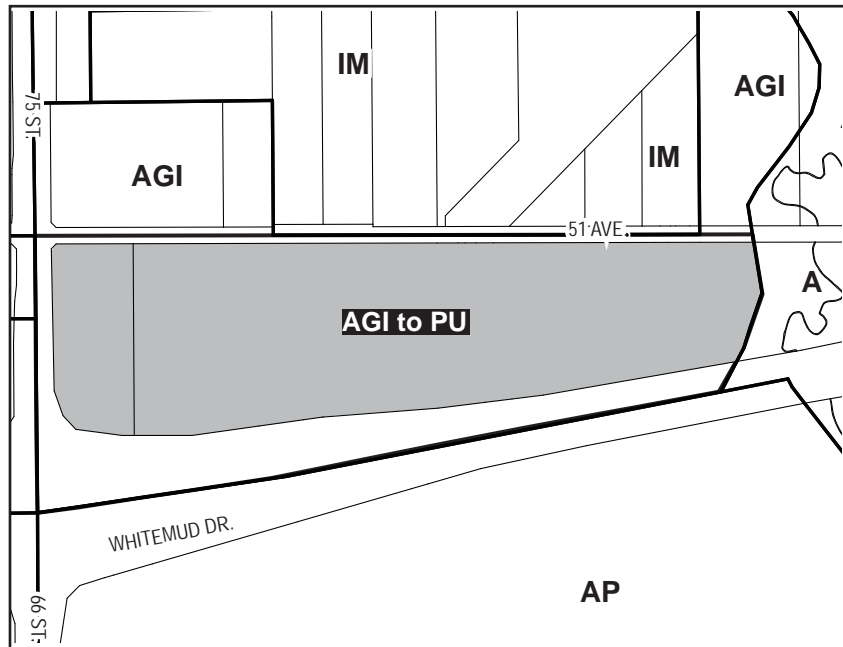


SURROUNDING LAND USE ZONES

FILE: LDA15-0003
 DATE: July 6, 2015
 BYLAW 17176

ROPER INDUSTRIAL, BYLAW 17176

Located: 7411 – 51 Avenue NW and
4540 – 50 Street NW



Proposed Rezoning from
AGI to PU



The purpose of proposed Bylaw 17176 is to change the Zoning Bylaw from (AGI) industrial reserve zone to (PU) public utility zone, a portion of S 14-52-24-4 and Lot A, Plan 9120619, as shown on the attached sketch. This zone provides the opportunity for the development of the future Operations and Maintenance Facility for Light Rail Transit vehicles. Sustainable Development supports this proposed bylaw.

PROPOSED REZONING

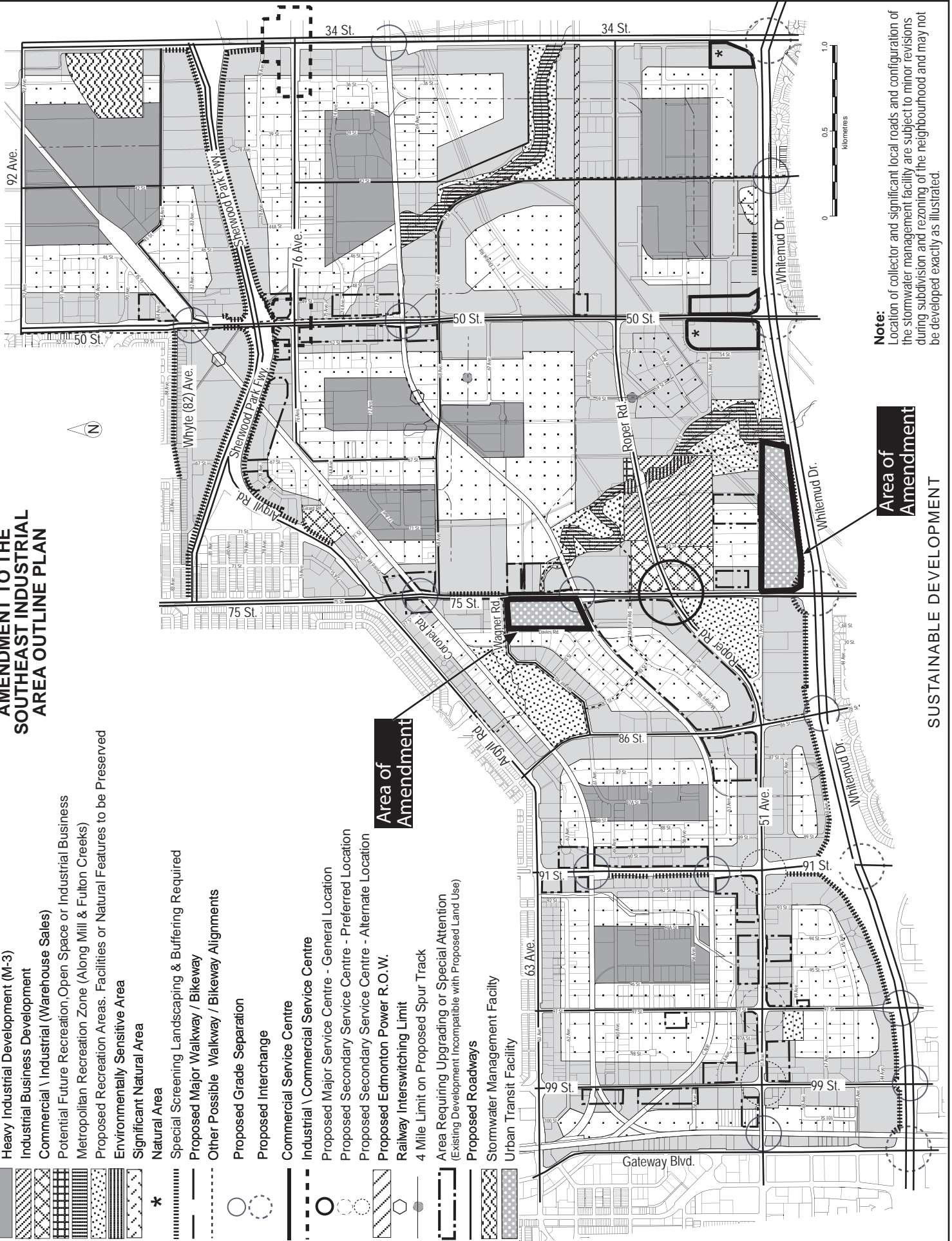
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SUSTAINABLE DEVELOPMENT

DATE: July 6 2015

AMENDMENT TO THE SOUTHEAST INDUSTRIAL AREA OUTLINE PLAN

- High Standard Industrial Development (M-1)
- Medium Industrial Development (M-2)
- Heavy Industrial Development (M-3)
- Industrial Business Development
- Commercial \ Industrial (Warehouse Sales)
- Potential Future Recreation, Open Space or Industrial Business
- Metropolitan Recreation Zone (Along Mill & Fulton Creeks)
- Proposed Recreation Areas, Facilities or Natural Features to be Preserved
- Environmentally Sensitive Area
- Significant Natural Area
- Natural Area
- Special Screening Landscaping & Buffering Required
- Proposed Major Walkway / Bikeway
- Other Possible Walkway / Bikeway Alignments
- Proposed Grade Separation
- Proposed Interchange
- Commercial Service Centre
- Industrial \ Commercial Service Centre
- Proposed Major Service Centre - General Location
- Proposed Secondary Service Centre - Preferred Location
- Proposed Secondary Service Centre - Alternate Location
- Proposed Edmonton Power R.O.W.
- Railway Inter-switching Limit
- 4 Mile Limit on Proposed Spur Track
- Area Requiring Upgrading or Special Attention
(Existing Development Incompatible with Proposed Land Use)
- Proposed Roadways
- Stormwater Management Facility
- Urban Transit Facility



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

**Area of
Amendment**

SUSTAINABLE DEVELOPMENT