

1704 - 91 Street SW & 2503 - 101 Street SW Position of Administration: Support



Summary

Bylaw 21294 proposes a rezoning from a Direct Control Zone (DC1.14584), the Business Employment Zone (BE), and the Neighbourhood Parks and Services Zone (PSN) to the Ellerslie Medium Industrial Zone (EIM), Ellerslie Industrial Business Zone (EIB), Public Utility Zone (PU), and the Natural Areas Zone (NA) to allow for the development of the new Southeast Edmonton Transit Garage, a Stormwater Management Facility, the conservation of an existing tree stand, and light to medium industrial businesses and developments. Bylaw 21293 proposes an amendment to the Ellerslie Area Structure Plan (ASP) to facilitate the proposed rezoning.

There were no responses from the public on this application.

Administration supports this application because it:

- Will contribute to three Big City Moves in The City Plan: Community of Communities, Greener As We Grow, and Catalyze and Converge.
- Is compatible with surrounding existing and planned land uses.
- Aligns with The City Plan's policies to promote continuous improvement, evolution, and intensification of Edmonton's non-residential lands.

Application Details

This application was submitted by the City of Edmonton's Real Estate Branch to advance the Southeast Edmonton Transit Garage and future industrial development.

Rezoning

The proposed zones would allow development with the following key characteristics:

- Public Utility Zone (PU) allows for the development of the new Southeast Edmonton Transit Garage. In general, the PU zone allows for:
 - Infrastructure, systems and facilities that provide a public benefit.
 - A maximum height of 18.0 metres (approximately 5-6 storeys).
- Ellerslie Industrial Business Zone (EIB) allows for:
 - Light industrial and high technology developments.
 - A maximum height of 12.0 metres (approximately 3 storeys).
 - A maximum Floor Area Ratio of 1.2.
- Medium Industrial Zone (EIM) allows for:
 - Medium scale, high quality industrial developments where generally any Nuisances are contained within the boundaries of the site.
 - A maximum height of 18.0 metres (approximately 5-6 storeys)
 - A maximum Floor Area Ratio of 2.0
- Natural Areas Zone (NA) allows for the conservation of an existing Tree Stand. In general, the NA Zone allows for the conservation, preservation, and restoration of identified natural areas, features, and ecological processes.

This application also proposes to amend Section 3.180 Ellerslie Industrial Special Area by adding the subject area to Appendix I.

Ellerslie Area Structure Plan (ASP) Amendment

Bylaw 21293 proposes to amend the Ellerslie Area Structure Plan (ASP) in alignment with the proposed rezoning by:

- Removing the Industrial Education Facility land use designation.
- Realigning and increasing the size of the Stormwater Facility land use designation.

- Adding the Urban Services land use designation for the new Southeast Edmonton Transit Garage in alignment with the proposed PU zone.
- Adding the Industrial (Special Area) land use designation.
- Redesignating the School/Park Site to Natural Area.

The Development Concept, Storm Drainage, Circulation System, and land use statistics will be revised to reflect these changes. A comparison of the current and proposed land use changes can be found in Appendix 3.

Site and Surrounding Area



Aerial view of application area

	Existing Zoning	Current Development
Subject Site	Direct Control Zone (DC1.14584) Business Employment Zone (BE) Neighbourhood Parks and Services Zone (PSN)	Undeveloped Existing Tree Stand
North	Ellerslie Industrial Business Zone (EIB)	Light industrial / industrial business development

	Ellerslie Medium Industrial Zone (EIM) Business Commercial Zone (CB)	Auto dealerships, hotels
East	Ellerslie Industrial Business Zone (EIB)	Light industrial / industrial business development
South	Business Employment Zone (BE) Future Urban Development Zone (FD)	Edmonton Fleet Services Undeveloped Stormwater Management Facility
West	Business Commercial Zone (CB) Future Urban Development Zone (FD)	Undeveloped Canadian Pacific Railway



View of Site from 91 St SW and 25 Ave SW intersection looking northwest



View of Site from 91 St SW along the north property line looking southwest

Community Insights

This application was brought forward to the public using a basic approach since it was not anticipated to generate a significant amount of public interest.

Mailed Notice, June 24, 2024

- Notification radius: 60 metres
- Recipients: 127
- Responses: 0

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Horizon Community League

Application Analysis



Site analysis context

The City Plan

This application supports The City Plan's Intention to promote continuous improvement, evolution, and intensification of Edmonton's non-residential lands. This proposal supports three Big City Moves:

Community of Communities

Through construction of the new transit garage, ETS can expand service to new areas and improve fleet efficiency. This supports The City Plan's target of 50% of all trips made by transit and active transportation, as well as making it easier for people to complete their daily needs within a 15-minute travel time. Furthermore, a larger, more efficient fleet allows the ability to offer more frequent and reliable service, making public transit a more attractive alternative to driving.

Greener As We Grow

This application contributes to increased ecological function within a non-residential area by improving protections and limiting development of a natural area. This aligns with The City Plan's Direction to conserve, restore and reconnect natural areas and ecological networks within the built environment for human and ecosystem health.

Catalyze and Converge

Adding to the supply of high quality, serviceable industrial land is a key contributor to maintaining and growing Edmonton's share of regional employment. Continued maintenance

and expansion of the City's industrial land supply ensures that Edmonton is positioned to remain a central hub for employment across a variety of sectors.

Ellerslie District Plan

The Ellerslie District Plan designates the site as Commercial/Industrial Employment. Commercial/Industrial Employment areas preserve dedicated space for employment uses, along with the infrastructure and amenities required to support these uses. The proposed EIM Zone is supported by Section 2.5.3.4 of the District Policy which encourages the preservation of opportunities for medium and heavy industrial throughout Commercial/Industrial Employment Areas. The proposed amendments to the Ellerslie Area Structure Plan align with the existing Commercial/Industrial Employment designation in the Ellerslie District Plan.

Ellerslie Area Structure Plan (ASP)

The Ellerslie ASP currently designates the site as an Industrial Education Facility, a Stormwater Facility, and a School/Park Site. The proposed amendment will redesignate a 22 ha portion of the Industrial Education Facility designation to Urban Service, reconfigure/realign the Stormwater Facility designation, and redesignate the School/Park Site to the Natural Area designation. The Urban Service designation will allow the development of the new Southeast Edmonton Transit Garage which will contribute to transit fleet growth and the electrification of the City's bus fleet. The remainder of lands are being amended to the Industrial (Special Area) to allow for the continued growth of industrial developments and businesses in the neighbourhood.

Changes to Land Use and Population Statistics are summarised in the table below.

Land Use and Population Statistics	Current	Proposed	Difference
Natural Area, Parkland, Recreational, School, School/Park (Municipal Reserve)	77.1	78.7	+1.6
Urban Services, Fire Station	0.6	22.07	+21.47
Circulation	194.7	200	+5.3
Industrial	285.4	315.43	+30.03
Public Utility Lots and Stormwater Management	67.8	69.27	+1.47

Land Use Compatibility

The proposed zones are in alignment with the proposed amendments to the Ellerslie ASP. The height, density, setbacks and site coverage of the proposed zones are compatible with the surrounding land uses. Due to the proposed size of the PU Zone designated for the Transit Garage, a maximum height of 18.0 m is permitted, which is compatible with the surrounding BE and EIB Zones which contain maximum heights of 16.0 m. As this application is proposed generally at the center of the Industrial (Special Area) identified in the Ellerslie ASP, much of the

surrounding area is zoned accordingly as EIM and EIB, and as a result, the industrial zoning provides a natural extension of these industrial lands.

Mobility

A Transportation Impact Assessment (TIA) was completed to review transportation impacts and mobility opportunities to the surrounding network. The TIA evaluates that the current peak hour congestion in the vicinity of Ellerslie Road SW and Parsons Road SW will continue due to city-wide growth and as adjacent area development progresses. This congestion is not expected to improve without significant capital investment in long-term solutions including roadway widening and localized intersection improvements. In advance of the larger capital projects, the TIA recommends interim improvements to mitigate some of the ongoing operational issues at the intersections. The table below summarizes the improvements required to address growth with each phase of the development. The TIA also evaluated alternative transportation modes, identified gaps and recommended improvements, such as the construction of shared pathways and sidewalks for a complete active modes network. The site is located adjacent to district connector bike routes on 91 Street SW, Parsons Road SW, Ellerslie Road SW, and 25 Avenue SW.

Transit provides Edmontonians the ability to choose between mobility modes. Due to capacity constraints at existing bus garage facilities, Edmonton Transit System (ETS) has not been able to extend service to many new and developing neighbourhoods and meet ridership demand. With the additional bus storage capacity gained through construction of this new facility, ETS will have the opportunity to provide service to new and developing areas while also improving fleet deployment efficiencies at other garage locations. Currently, ETS operates bus routes on 91 Street SW and Savaryn Drive SW. Using this local route, transit users in the area can connect between Century Park Transit Centre and LRT Station with Mill Woods Transit Centre and LRT Station.

Phase of Development	Upgrade
Phase 1: Transit Garage	<ul style="list-style-type: none"> ● Intersection improvements to: <ul style="list-style-type: none"> ○ 91 Street SW & Transit Garage East Access ○ 101 Street SW & Transit Garage West Access ○ Ellerslie Road SW & Parsons Road SW ○ Ellersie Road SW & 91 Street SW ● 101 Street SW to an urban standard from the transit garage access to the north existing urban section, including a rail crossing
Phase 2: North Industrial	<ul style="list-style-type: none"> ● Extend 95 Street SW, 98 Street SW, Savaryn Drive SW and construct new E/W industrial collectors
Phase 3: South Industrial	<ul style="list-style-type: none"> ● Construct first two lanes of 25 Avenue SW from 91 SW Street to 101 SW Street

Open Space

This application proposes to rezone an approximately three hectare portion of the land to the Natural Areas Zone (NA) to protect and preserve an existing tree stand. The tree stand is an important link in the Ellerslie Industrial ecological network, aiding bird and small mammal movement between the natural area and nearby natural features such as Stormwater Management Facilities. This area will be dedicated as Municipal Reserve when subdivided.

Utilities

As part of the application, an amendment to the *Ellerslie Industrial Basin 13* Neighbourhood Design Report (NDR) was reviewed and accepted by Administration. The NDR amendment examined the impacts that the proposed rezoning 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 rezoning.

The applicant/owner will be responsible for all costs associated with infrastructure changes 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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Branch: Development Services

Section: Planning Coordination

Current ASP Land Use and Population Statistics – Bylaw 20948

ELLERSLIE AREA STRUCTURE PLAN LADN USE AND POPULATION STATISTICS (Bylaw 20732, February 20, 2024)

	Area (ha)	%
GROSS AREA	1451.5	100.0%
Natura Area (Environmental Reserve)	5.3	0.4%
Pipeline & Utility Right-of-Way	63.0	4.3%
Arterial Road Right-of-Way	67.2	4.6%
30 Avenue (Existing Gov't Right-of-Way)	2.0	0.1%
GROSS DEVELOPABLE AREA*	1314.1	100.0%
Existing Land Uses (Country Residential Development)	40.6	3.1%
Commercial / Residential Mixed Use**	0.4	0.0%
Commercial	81.7	6.2%
Parkland, Recreation, School		
School / Park (Municipal Reserve)	77.1	5.9%
Private Open Space / Resident Association	25.7	2.0%
Transition Area	2.4	0.2%
Institutional / Urban Service		
Fire Station	0.6	0.0%
Institutional and Community Service	3.6	0.3%
Transportation		
Circulation	194.7	14.8%
Industrial	285.4	21.7%
Industrial Education Facility	59.0	4.5%
Infrastructure and Servicing		
Public Utility Lots and Stormwater Management	67.8	5.2%
Total Non-Res	838.9	63.8%
Net Residential Area	475.2	36.2%

RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT

Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
Low Density Residential (LDR)	401.45	25	10036	2.8	28102	84.5%
Street Oriented Residential (SOR)	9.77	40	391	2.8	1094	2.1%
Row Housing	7.74	45	348	2.8	975	1.6%
Medium Density Residential (MDR)	56.2	90	5054	1.8	9097	11.8%
Total Residential	475.16		15829		39268	100.0%

SUSTAINABILITY MEASURES

Population Per Net Residential Hectare (ppnrha)	83
Units Per Net Residential Hectare (upnrha)	33
LDR/MDR Unit Ratio	63 % / 37 %

Notes:

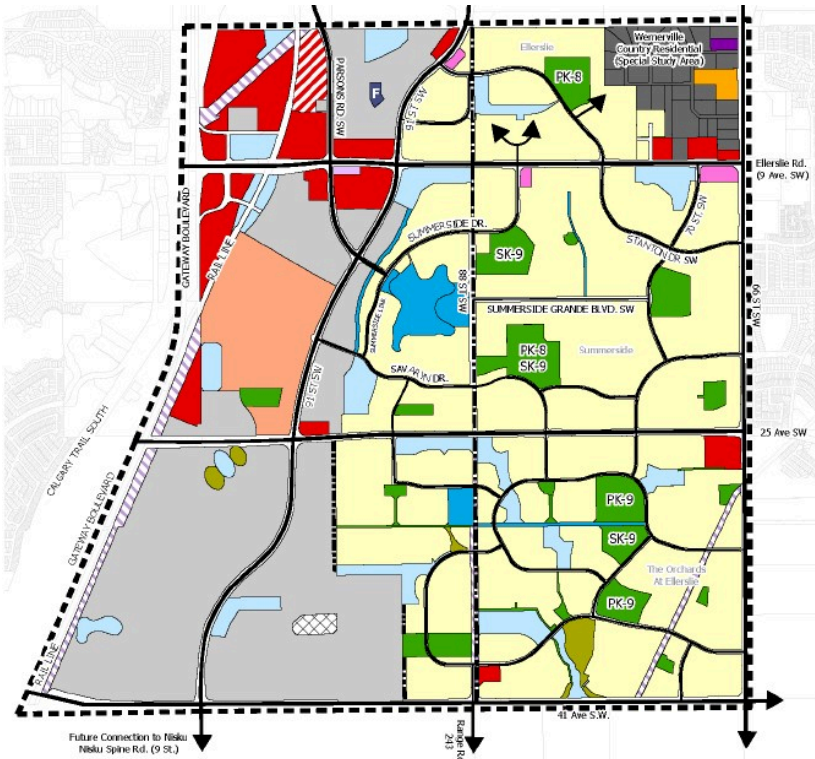
* Where the vision, goals and objectives of an ASP reflect the context of a particular area, some land uses may not be entirely necessary or desirable. Calculations for Neighbourhoods reflect a general framework for future development and are estimates. Detailed calculations will be prepared during the NSP approval stage. Applicants are advised to consult with the Planning and Development Department for up-to-date housing mix guidelines, unit and population factors, and School Boards specifically regarding school need and student generation factors. Residential land use is generally depicted on the Land Use Concept map.

** The total area of this designation is 1.18 ha. The assumed split between residential and non-residential (retail and office)

Proposed NSP Land Use and Population Statistics – Bylaw 21293

	Area (ha)	%
Gross Area	1451.5	100%
Natural Area (Environmental Reserve)	5.3	0.4%
Pipeline & Utility Right-of-Way	63	4.3%
Arterial Road Right-of-Way	67.2	4.6%
30 Avenue (existing Gov't Right-of-Way)	2	0.1%
Gross Developable Area	1314.1	100.0%
Existing Land Uses (County Residential Development)	40.6	3.1%
Commercial/Residential Mixed Use **	0.4	0.0%
Commercial	81.7	6.2%
Natural Area, Parkland, Recreational, School, School/Park (Municipal Reserve)	78.7	6.0%
Private Open Space/Residential Association	25.7	2.0%
Transition Area	2.4	0.2%
Urban Services, Fire Station	22.07	1.7%
Institutional and Community Services	3.6	0.3%
Transportation		
Circulation	200.0	15.20%
Industrial	315.43	24.0%
Infrastructure and Servicing		
Public Utility Lots and Stormwater Management	69.27	5.30%
TOTAL Non-Residential Area	839.94	63.8%
Net Residential Area (NRA)	475.11	36.2%

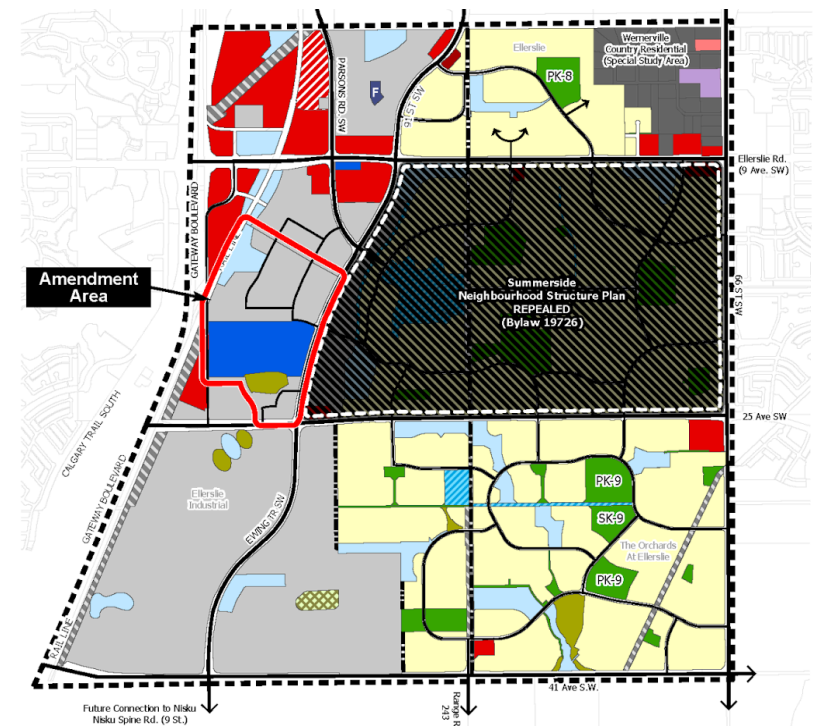
ASP Land Use Concept Map Comparison



**BYLAW 20732
ELLERSLIE
Area Structure Plan
(as amended)**

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|--|------------------------------------|--------------------------|
| Residential | Future Fire Rescue Service Station | ASP Boundary |
| Wernerville Country Residential (Special Study Area) | School/Park Site | Arterial |
| Commercial | Private Open Space | Collector |
| Neighbourhood Commercial | Natural Area | Power Corridor |
| Commercial (Special Area) | Southeast Woodland Natural Area | Transition Area |
| Mixed Use | Stormwater Facility | PK-8 Public K-8 School |
| Institutional | Pipeline Corridor | PK-9 Public K-9 School |
| Industrial Education Facility | Urban Service | SK-9 Separate K-9 School |
| Industrial (Special Area) | | |

Current Land Use Concept Map



**Figure 6 Development Concept
ELLERSLIE
Area Structure Plan
(as amended)**

- | | | |
|--|------------------------------------|--------------------------|
| Residential | Future Fire Rescue Service Station | ASP Boundary |
| Wernerville Country Residential (Special Study Area) | School/Park Site | Arterial |
| Commercial | Private Open Space | Collector |
| Neighbourhood Commercial | Natural Area | Power Corridor |
| Commercial (Special Area) | Southeast Woodland Natural Area | Transition Area |
| Mixed Use | Stormwater Facility | PK-8 Public K-8 School |
| Institutional | Pipeline Corridor | PK-9 Public K-9 School |
| Industrial Education Facility | Urban Service | SK-9 Separate K-9 School |
| Industrial (Special Area) | Amendment Area | |

Proposed Land Use Concept Map