

## 15623 & 16003 - Campbell Road NW Position of Administration: Support



### Summary

Bylaw 21422 proposes a rezoning from the Agriculture Zone (AG) to the Medium Industrial Zone (IM) and Business Employment Zone (BE) to allow for light to medium industrial developments, and light industrial and small commercial businesses, respectively.

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

Administration supports this application because it:

- Conforms to the Rampart Industrial Area Structure Plan.
- Is compatible with surrounding land uses.
- Supports the continued development of the Rampart Industrial neighbourhood.

## Application Details

This application was submitted by the City of Edmonton’s Real Estate Branch.

The proposed Medium Industrial Zone (IM) would allow development with the following key characteristics:

- Light to medium industrial developments
- A maximum height of 18.0 metres
- A maximum Floor Area Ratio (FAR) of 2.0

The proposed Business Employment Zone (BE) would allow development with the following key characteristics:

- Light industrial and a variety of small commercial businesses with a higher standard of design
- A maximum height of 16.0 metres
- A maximum Floor Area Ratio (FAR) of 1.6

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Agriculture Zone (AG)	Undeveloped
<b>North</b>	Agriculture Zone (AG)	Undeveloped Anthony Henday Drive Transportation/Utility Corridor
<b>East</b>	Urban Facilities (UF) Neighbourhood Parks and Services (PSN)	Undeveloped Linear Park
<b>South</b>	Agriculture Zone (AG)	Undeveloped
<b>West</b>	Agriculture Zone (AG)	Undeveloped



*View of site from Campbell Road NW, looking southeast*



*View of site from 157 Avenue NW, looking north*

## **Community Insights**

This application was brought forward to the public using a basic approach. This approach was selected because the proposal is in alignment with the statutory plan in place, and received no responses to advance notifications.

The basic approach included:

## Mailed Notice, September 5, 2025

- Notification radius: 60 metres
- Recipients: 21
- Responses: 0

## Webpage

- [edmonton.ca/rezoningapplications](http://edmonton.ca/rezoningapplications)

## Optional Email Notifications

- [my.edmonton.ca](http://my.edmonton.ca)

## Notified Community Organizations

- Cumberland/Oxford Community League
- Big Lake Community League

## 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 are essential to ensure Edmonton fosters a vibrant economy, supports business and attracts skills, talent and investment.

The proposed rezoning aligns with The City Plan's Big City Move "Catalyze and Converge" by increasing opportunities for businesses in a variety of sectors, and supporting a target of holding 70% of total regional employment in Edmonton.

## **Northwest District Plan & District Policy**

The Northwest District Plan designates the site for Commercial/Industrial Employment land uses. District Policy describes this land use category as areas which are dedicated for employment uses along with the infrastructure and amenities required to support these uses.

The Northwest District Plan points to the Rampart Industrial ASP for further local area planning direction.

## **Rampart Industrial Area Structure Plan (ASP)**

The Rampart Industrial Area Structure Plan (ASP) aims to accommodate a variety of industrial, recreational and institutional opportunities in northwest Edmonton. The ASP's objectives include the provision of a range of light industrial/business and medium industrial opportunities at a location which is readily accessible to users and employees.

The ASP's land use concept designates the subject sites as Medium Industrial and Business Industrial. The proposed rezoning conforms to both the ASP's development concept and plan objectives.

## **Land Use Compatibility**

The BE Zone allows for a variety of commercial and light Industrial activities and generally functions as a transition zone from non-industrial zones to medium and heavy industrial zones. Due to its potential to be located nearby non-industrial areas and along arterial and collector roadways, the BE Zone includes a higher standard of design than other industrial zones.

The IM zone primarily allows for minor industrial development and also permits a limited amount of compatible commercial activities. A portion of industrial operations are permitted outdoors, and can include outdoor storage areas. Any nuisances associated with development in this zone are intended to be minimal and contained on the site.

The BE Zone is proposed along Campbell Road and transitions to the more intensive IM Zone which is proposed at the interior of the neighbourhood. A collector road is planned to run along the southern boundary of the rezoning site, which provides separation to the planned park to the south. The site's western boundary abuts an existing linear park which provides pedestrian connectivity and recreational opportunities for the future users of the site.

The lands adjacent to the northeast edge of the rezoning site are intended for Business Employment & Educational land uses and were recently rezoned to the Urban Facilities Zone

(UF) under LDA24-0188. The proposed IM Zone, where minimal nuisances are anticipated, is compatible with the planned uses. The IM zone also requires a 6.0 m setback from non-industrial zoned land, including UF zoned land, which provides an additional buffer to mitigate potential nuisances. At the development permitting stage the development planner can require additional mitigation measures to reduce the impacts of nuisances as required.

	<b>IM Proposed</b>	<b>BE Proposed</b>
<b>Typical Uses</b>	Warehouses, automotive sales and rentals, equipment or vehicle repair and storage, gas stations	Indoor storage, retail stores, restaurants, warehouses, laboratories
<b>Maximum Height</b>	18.0 m	16.0 m
<b>Maximum Floor Area Ratio</b>	2.0	1.6
<b>Minimum Street Setback</b>	3.0 m	4.5 m - 6.0 m
<b>Minimum Abutting Non- industrial Setback</b>	6.0 m	6.0 m (Residential only)
<b>Minimum Abutting Industrial Setback</b>	0 m	0 m

## Mobility

The owner will be required to construct portions of the 149 Street NW and 162 Avenue NW, as identified in the Rampart Industrial ASP. This will facilitate access to the subject site, and provide a connection to Campbell Road NW with convenient access to Anthony Henday Drive and the Nakî Transit Centre. Additionally, the owner will be required to construct intersection improvements at 149 Street and Campbell Road, and provide shared pathway connections to the active mode network. The site is located near 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.

## **Open Space**

The rezoning area abuts an existing park space located to the east which includes a paved shared use path (SUP) and treestand to provide open space opportunities for users.

## **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 connection to the existing system located within 157 Avenue NW. 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 changes required by this application.

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