

Bylaw 16175

A Bylaw to amend Bylaw 15093, as amended,
being the Edmonton Energy and Technology Park Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on June 9, 2010, the Municipal Council of the City of Edmonton passed Bylaw 15093, being the Horsehills Energy & Technology Park Area Structure Plan; and

WHEREAS on May 2, 2011, the Horsehills Energy and Technology Park Area Structure Plan was amended by the passage of Bylaw 15642 renaming and adopting the plan as the Edmonton and Energy Technology Park Area Structure Plan; and

WHEREAS an application was received by the Sustainable Development to amend the Edmonton and Energy Technology Park Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Edmonton and Energy Technology Park Area Structure Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 15093, as amended, the Edmonton and Energy Technology Park Area Structure Plan is hereby amended by:

- a. deleting Section 5.3 “City of Edmonton Strategic Plan – The Way Ahead and MDP” and replace with the following:

5.3 City of Edmonton Strategic Plan “The Way Ahead” and Municipal Development Plan “The Way We Grow”

City Council’s Strategic Plan – The Way Ahead has a ten year strategic goal to “Diversify Edmonton’s Economy” which states that “Edmonton is recognized as an economic powerhouse, maximizing the diversity of its economic advantages, including its location as Port Alberta and as a portal to the north; as the urban centre of regional industrial development; as a knowledge and innovation centre for value-added and green technologies and products”. This will be achieved through the three-year priority goal to “Work with both public and private sector partners, to improve the favourable business and investment climate for: Eco-industrial based economy; Logistics and Servicing for the needs of the North and Asia; Green technology development and commercialization; and entrepreneurs”.

The plan area is designated as industrial/business in the MDP, The MDP states in Section 6 - Supporting Prosperity - that “Edmonton’s industrial growth capacity is expanded in this plan by designating a new industrial area in the northeast and an industrial reserve area in the southeast. The northeast industrial area will accommodate economic growth from value added petrochemical processing and supporting products and services, manufacturing and research, and rail and road based logistic operations.”. In addition, it also states that “Edmonton will promote sustainability and innovation through adoption of eco-industrial standards and approaches to land and property development and business operations. This will focus on the creation of a chemical industry cluster employing business-to-business eco-industrial relationships.”

The areas of the ASP adjacent to municipal boundaries are identified in the MDP as being a part of the Intermunicipal Fringe, meaning that the ASP area is close to neighbouring counties and municipalities. The MDP stipulates that the City will “work cooperatively with neighbouring municipalities to ensure effective use and development of the City’s “fringe” lands.” It further identifies that an ASP must be circulated to municipalities within 1.6km of its boundary. The MDP identifies many policies intended to encourage industrial development, including ensuring enough land available to support industrial growth. It also provides direction on issues of public safety and risk associated with heavy industrial uses. The existing MDP also supports sustainable development. The MDP encourages retaining natural areas, using sustainable design principles and ecological protection, and incorporating ecology into the planning of new areas. It places priority on using land effectively and states that long term environmental and fiscal sustainability should be incorporated into planning. The MDP promotes attractive and functional developments by identifying those urban design principles that should be promoted. It also encourages business clustering and intensifying land uses around major transit lines and employment areas.

- b. deleting the statistics entitled “Edmonton Energy and Technology Park Area Structure Plan – Land Use and Population Statistics – Bylaw 15642” and replacing with the following:

**EDMONTON ENERGY AND TECHNOLOGY PARK
AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 16175**

	Area (ha)	% of GDA
Gross Area	5244	
Environmental Reserve/Ravine	366	
Arterial/Freeway	304	
Gross Developable Area	4574	100%
Regional Park	217	4.8%
Local Park	24	0.5%
Natural Area	93	2.0%
Stormwater Management Facilities	214	4.7%
Circulation	697	15.3%
Net Developable Area	1245	27.2%
Net Land Use	Area (ha)	% GDA
R&D, Education & Services	439	9.6%
Petro-Chemical Cluster	1239	27.1%
Logistics	783	17.1%
Manufacturing	868	19.0%
Total	3329	72.8%

Industrial Land Use	Total Area (ha)	% Developable	Developable Area	Employees/ha	Total Employees
Logistic	1338	71	783	15	12313
Manufacturing	1501	73	868	27	23,436
Petro-Chemical Cluster	1714	74	1268	7	9,400
Business Park/R&D	657	67	439	91	40,140

- c. deleting the map entitled “Bylaw 15642 Horsehills Energy and Technology Park Area Structure Plan” and substituting therefore the map entitled “Bylaw 16175 Amendment to Edmonton Energy and Technology Park Area Structure Plan,” attached hereto as Schedule “A” and forming part of this bylaw;
- d. deleting “Figure 2: Edmonton Context”, and substituting therefore with “Figure 2: Edmonton Context”, attached hereto as Schedule “B” and forming part of this Bylaw;
- e. deleting “Figure 3: Horsehills Area Topography”, and substituting therefore with “Figure 3: Horsehills Area Topography”, attached hereto as Schedule “C” and forming part of this Bylaw;
- f. deleting “Figure 5: Existing Pipelines and Well Locations”, and substituting therefore with “Figure 5: Existing Pipelines and Well Locations”, attached hereto as Schedule “D” and forming part of this Bylaw;
- g. deleting “Figure 6: Existing Roadways”, and substituting therefore with “Figure 6: Existing Roadways”, attached hereto as Schedule “E” and forming part of this Bylaw;
- h. deleting “Figure 7: Municipal Development Plan”, and substituting therefore with “Figure 7: Land Development Concept Municipal Development Plan Bylaw 15100”, attached hereto as Schedule “F” and forming part of this Bylaw;
- i. deleting the map entitled “Figure 8: Development Concept” and substituting therefore the map entitled “ Figure 8: Development Concept”, attached hereto as Schedule “G” and forming part of this Bylaw;
- j. deleting the map entitled “Figure 9: Petrochemical Cluster Precinct” and substituting therefore the map entitled “Figure 9: Petrochemical Cluster Precinct”, attached hereto as Schedule “H” and forming part of this Bylaw;
- k. deleting the map entitled “Figure 10: Logistics Precinct” and substituting therefore the map entitled “Figure 10: Logistics Precinct”, attached hereto as Schedule “I” and forming part of this Bylaw;

- l. deleting the map entitled “Figure 11: Manufacturing Precinct” and substituting therefore the map entitled “Figure 11: Manufacturing Precinct”, attached hereto as Schedule “J” and forming part of this Bylaw;
- m. deleting the map entitled “Figure 12: Research & Development Precinct” and substituting therefore the map entitled “Figure 12: Research & Development Precinct”, attached hereto as Schedule “K” and forming part of this Bylaw;
- n. deleting the map entitled “Figure 13: Ecological Network” and substituting therefore the map entitled “Figure 13: Ecological Network”, attached hereto as Schedule “L” and forming part of this Bylaw;
- o. deleting the map entitled “Figure 14: Open Spaces and Parks” and substituting therefore the map entitled “Figure 14: Open Spaces and Parks”, attached hereto as Schedule “M” and forming part of this Bylaw;
- p. deleting the map entitled “Figure 15: Road Network” and substituting therefore the map entitled “Figure 15: Road Network”, attached hereto as Schedule “N” and forming part of this Bylaw;
- q. deleting the map entitled “Figure 16: Pedestrian and Bicycle Network” and substituting therefore the map entitled “Figure 16: Pedestrian and Bicycle Network”, attached hereto as Schedule “O” and forming part of this Bylaw;
- r. deleting the map entitled “Figure 17: LRT and Rail Network” and substituting therefore the map entitled “Figure 17: LRT and Rail Network”, attached hereto as Schedule “P” and forming part of this Bylaw;
- s. deleting the map entitled “Figure 18: Water Servicing Network” and substituting therefore the map entitled “Figure 18: Water Servicing Network” attached hereto as Schedule “Q” and forming part of this Bylaw;
- t. deleting the map entitled “Figure 19: Stormwater Management Network” and substituting therefore the map entitled “Figure 19: Stormwater Management Network” attached hereto as Schedule “R” and forming part of this Bylaw;

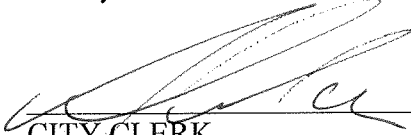
- u. deleting the map entitled "Figure 20: Wastewater Servicing Network" and substituting therefore the map entitled "Figure 20: Wastewater Servicing Network" attached hereto as Schedule "S" and forming part of this Bylaw;
- v. deleting the map entitled "Figure 21: Potential Power Substations" and substituting therefore the map entitled "Figure 21: Potential Power Substations" attached hereto as Schedule "T" and forming part of this Bylaw;
- w. deleting the map entitled "Figure 22: Development Staging" and substituting therefore the map entitled "Figure 22: Development Staging" attached hereto as Schedule "U" and forming part of this Bylaw;
- x. deleting the map entitled "Figure 23: Technical Report Sub-Areas" and substituting therefore the map entitled "Figure 23: Technical Report Sub-Areas" attached hereto as Schedule "V"; and forming part of this Bylaw.

Read a first time	13 th	day of	November	, A. D. 2012;
Read a second time	13 th	day of	November	, A. D. 2012;
Read a third time	23 rd	day of	January	, A. D. 2013;
SIGNED AND PASSED	23 rd	day of	January	, A. D. 2013.

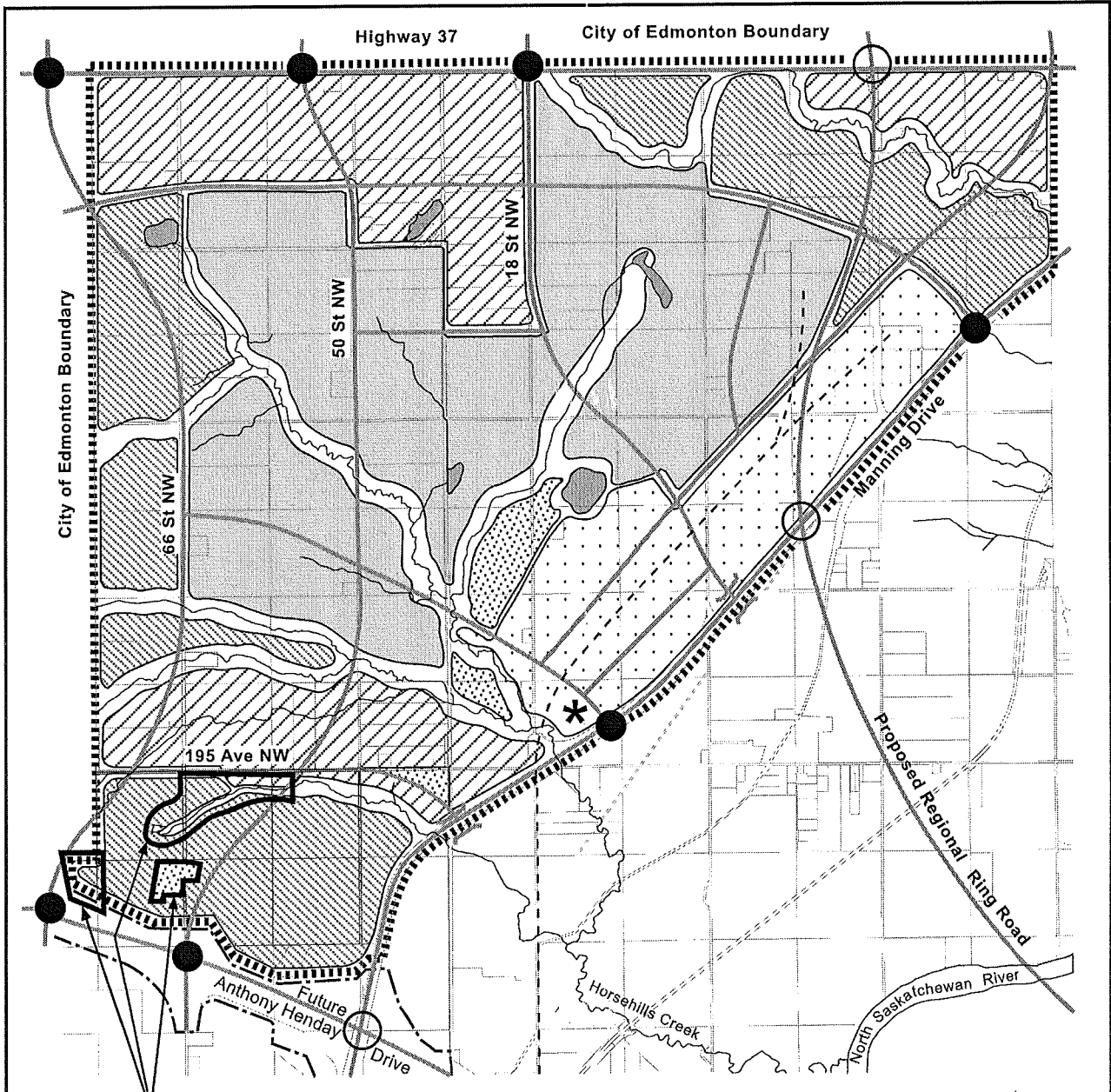
THE CITY OF EDMONTON



 MAYOR



 CITY CLERK



Boundary of Amendment

**BYLAW 16175
AMENDMENT TO
EDMONTON ENERGY & TECHNOLOGY PARK
AREA STRUCTURE PLAN**




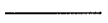





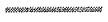

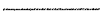






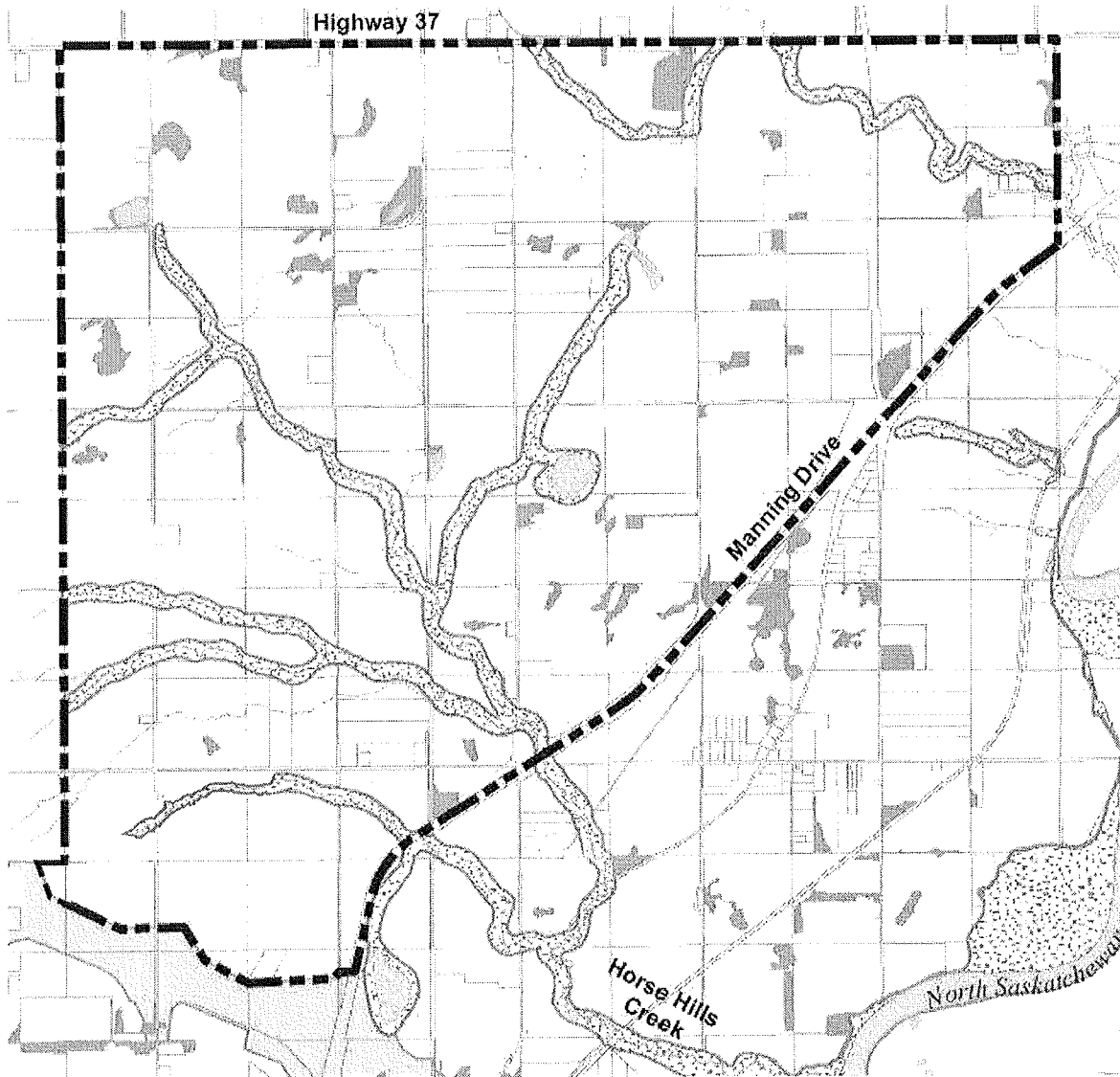
- | | | | |
|---|-------------------------------------|---|---------------------------------|
|  | R & D, Education & Services |  | Creeks & Streams |
|  | Petro-Chemical Cluster |  | Transportation Utility Corridor |
|  | Logistics |  | Potential LRT |
|  | Manufacturing |  | Road Network |
|  | Park |  | Existing Property Lines |
|  | Waterbodies |  | System Interchange |
|  | Nanaksar Gurdwara
Gursikh Temple |  | Service Interchange |
| | |  | ASP Boundary |
| | |  | Boundary of Amendment |

Figure 2: Edmonton Context

SCHEDULE "B"



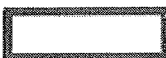
ASP Boundary



Tableland Natural Areas 2006



River Valley Natural Areas



Top of Bank



Waterbodies



Existing Property Lines



Transportation Utility Corridor

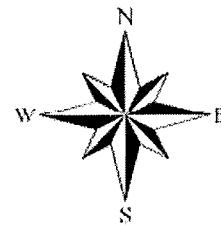


Figure 3: Horsehills Area Topography

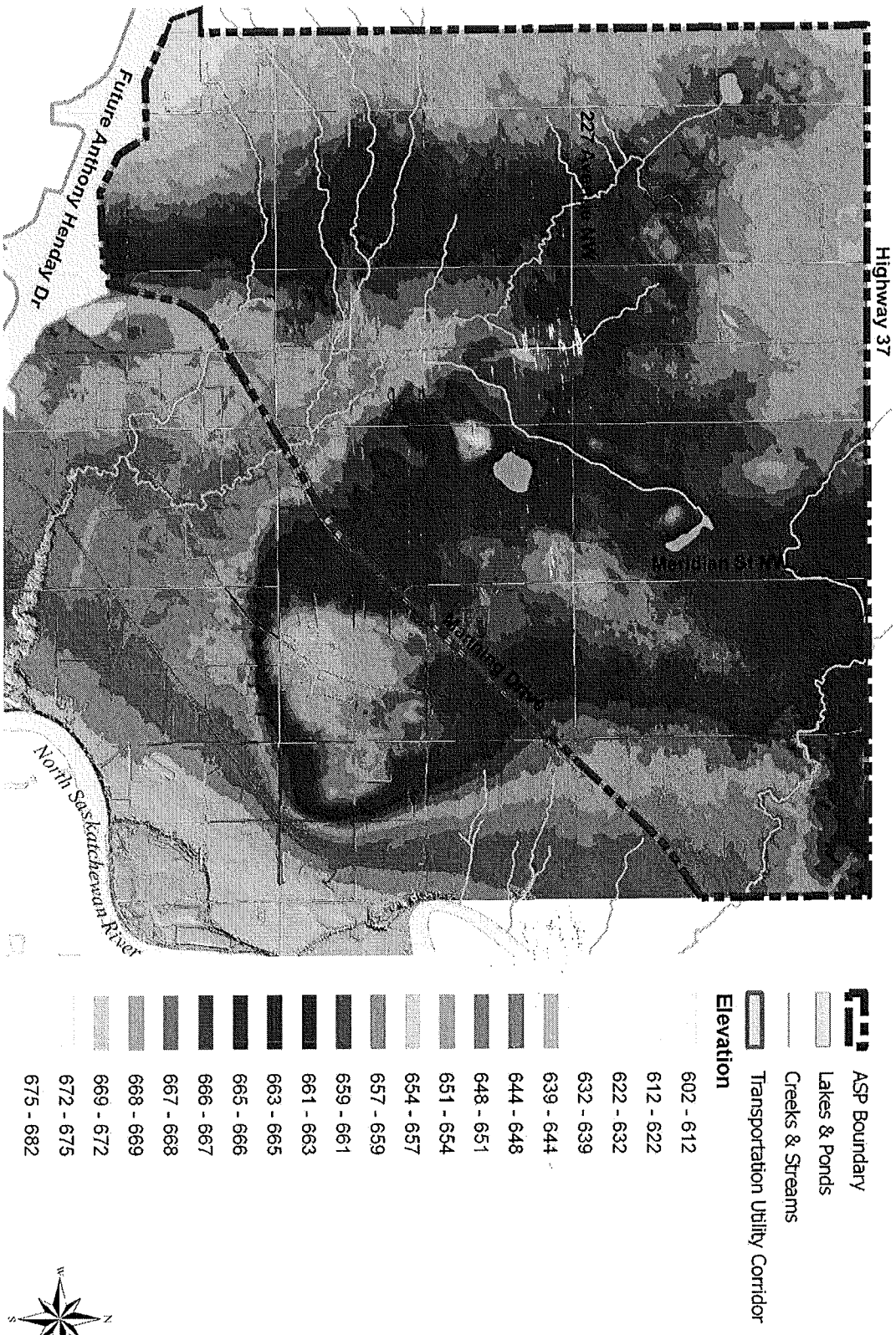
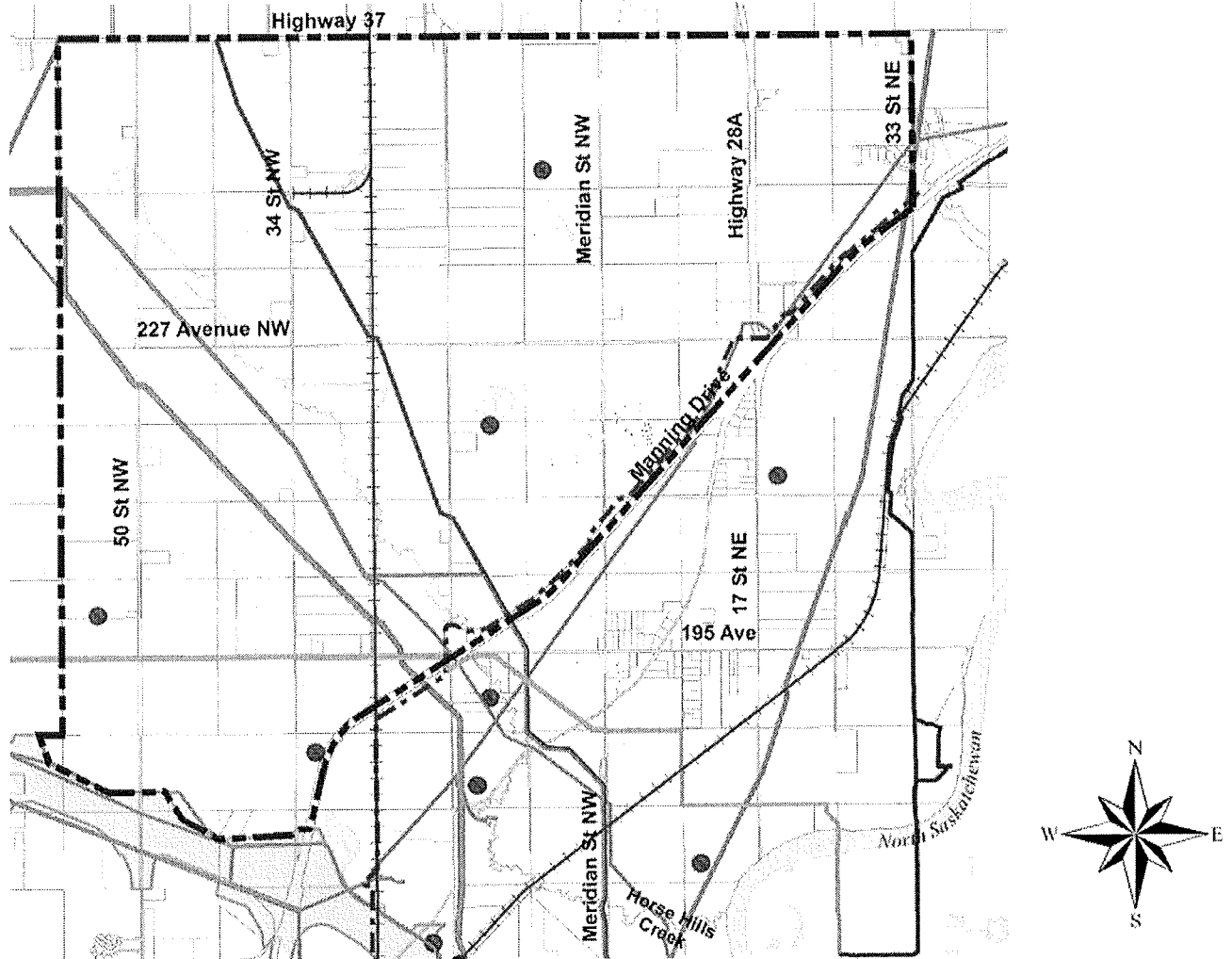


Figure 5: Existing Pipelines and Well Locations














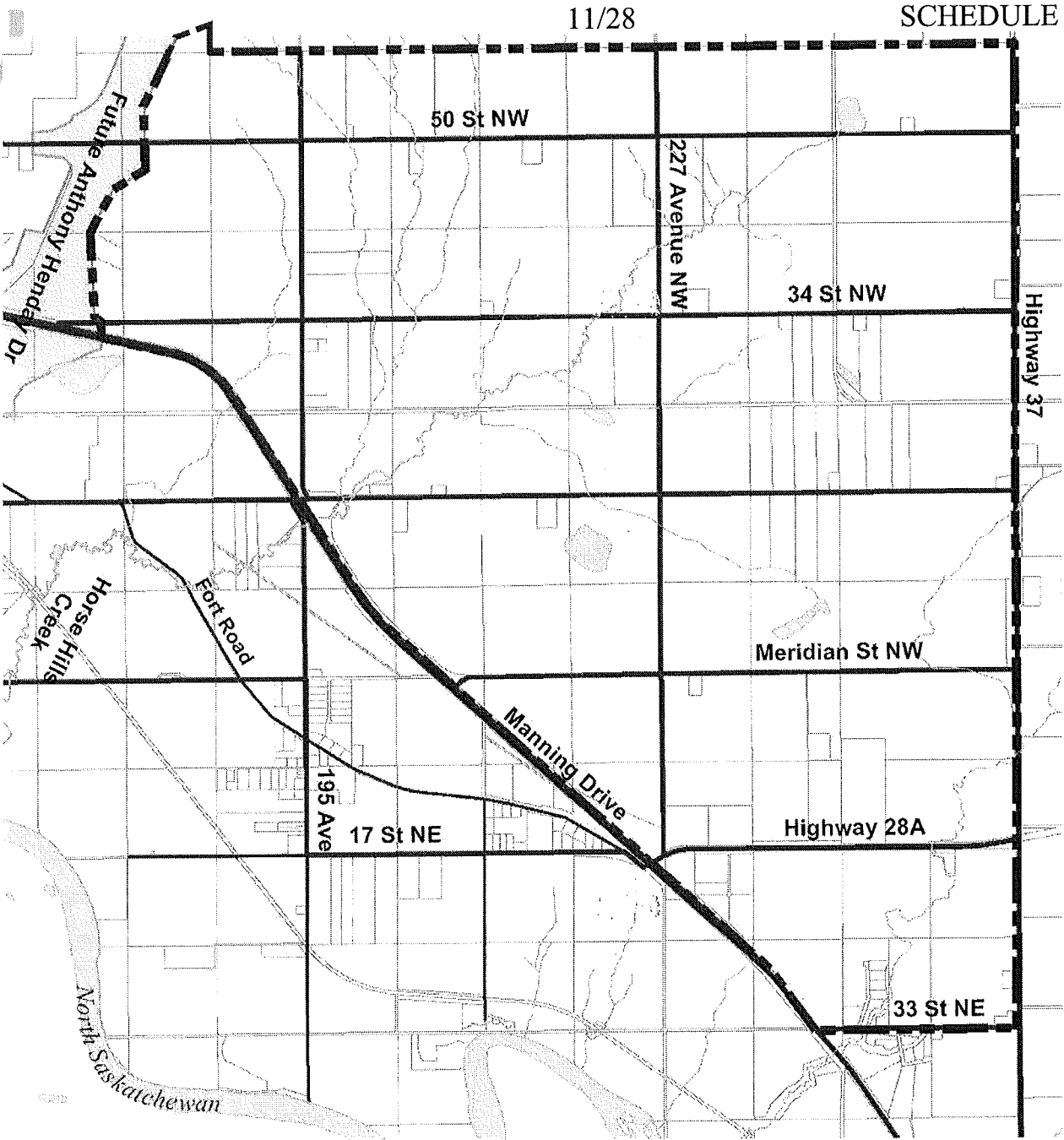







- | | | | |
|---|----------------------------------|---|---------------------------------|
|  | ASP Boundary |  | High Pressure Pipeline with H2S |
|  | Existing CN Rail |  | High Pressure Pipeline |
| Existing Wastewater Trunk | |  | Abandoned Wells |
|  | NERTS |  | Waterbodies |
|  | START |  | Existing Property Lines |
|  | Existing Water Transmission Main |  | Transportation Utility Corridor |

Figure 6: Existing Roadways



-  ASP Boundary
-  Road Network
-  Waterbodies
-  Existing Property Lines
-  Transportation Utility Corridor
-  Existing Arterial Roads
-  Existing Collector Roads

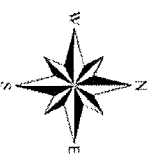
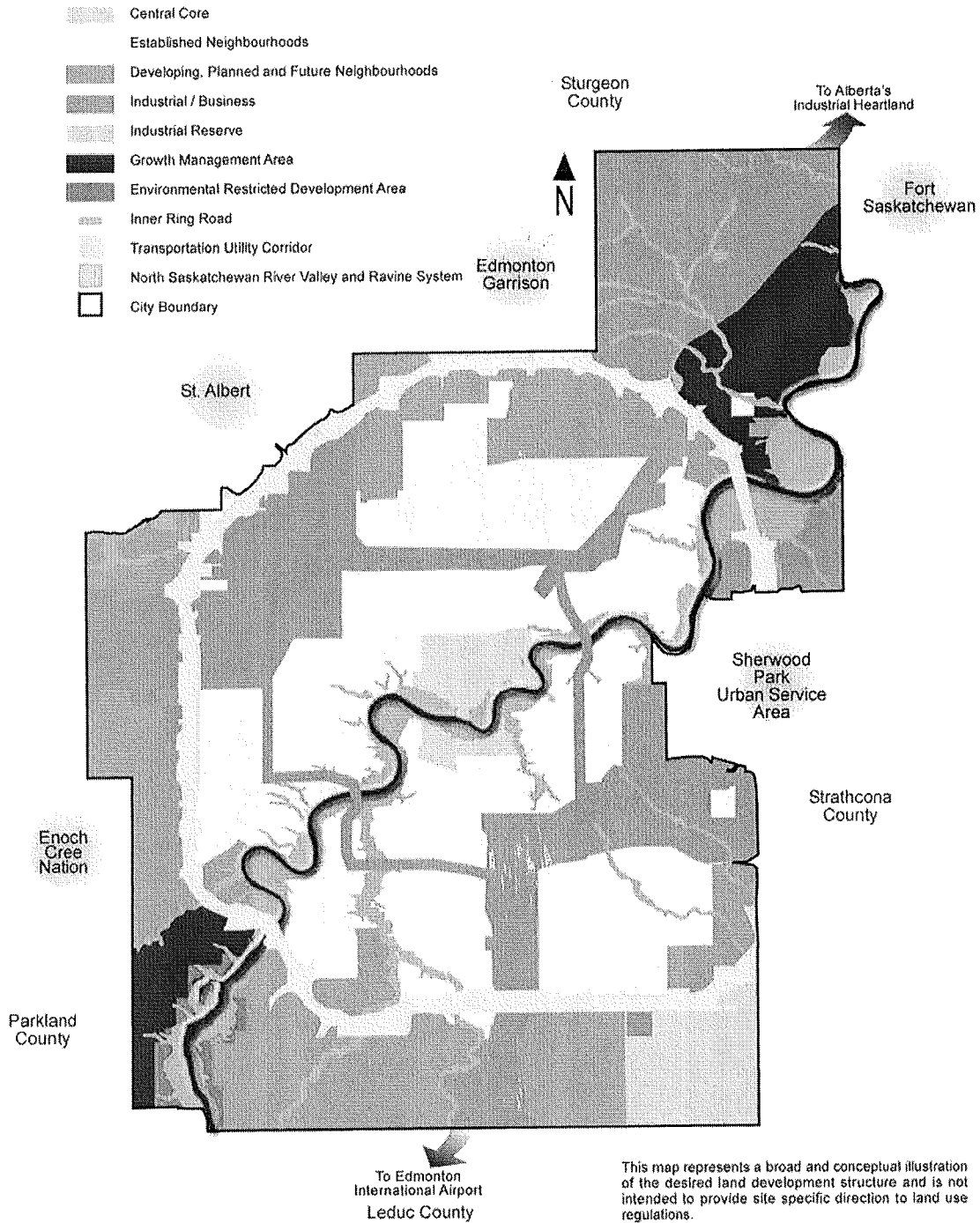
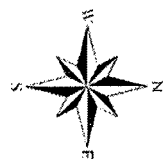






Figure 7: Land Development Concept Municipal Development Plan - Bylaw 15100




This map represents a broad and conceptual illustration of the desired land development structure and is not intended to provide site specific direction to land use regulations.




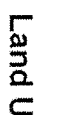
 ASP Boundary
 CN Railway
 Nanaksar Gurdwara Gursikh Temple

 Potential Fire Stations


 Potential Pipe Corridor

 Potential Parks

 Potential LRT


 Road Network

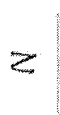
Land Use


 Logistics

 Manufacturing

 Park

 Petro-Chemical Cluster

 RD, Education, Services

 Waterbodies

 Natural Areas

 Existing Property Line

 Transportation Utility



Figure 8: Development Concept

Figure 9: Petrochemical Cluster Precinct



Figure 10: Logistics Precinct



Figure 11: Manufacturing Precinct



Figure 12: Research & Development Precinct

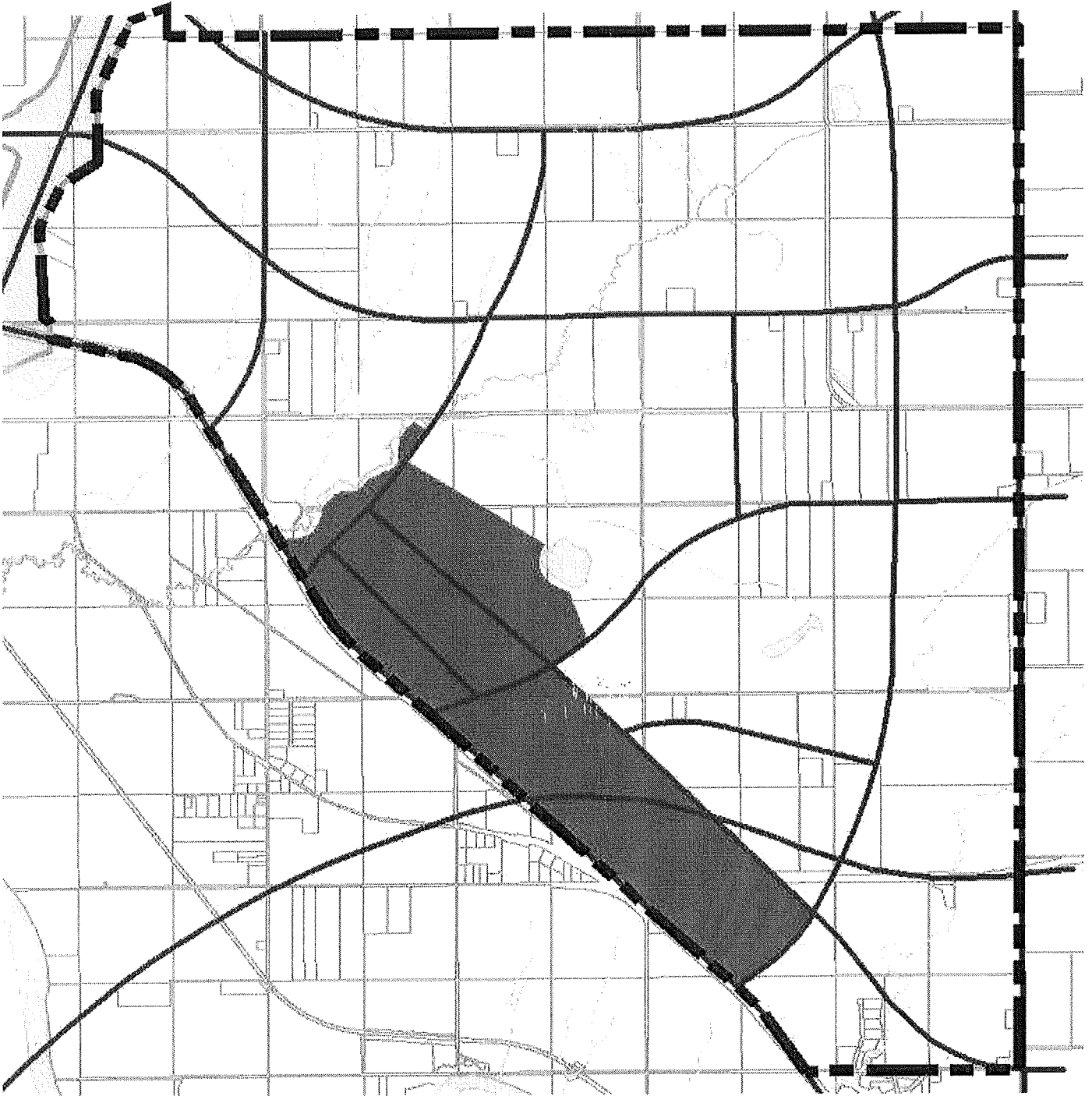
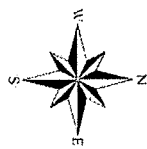
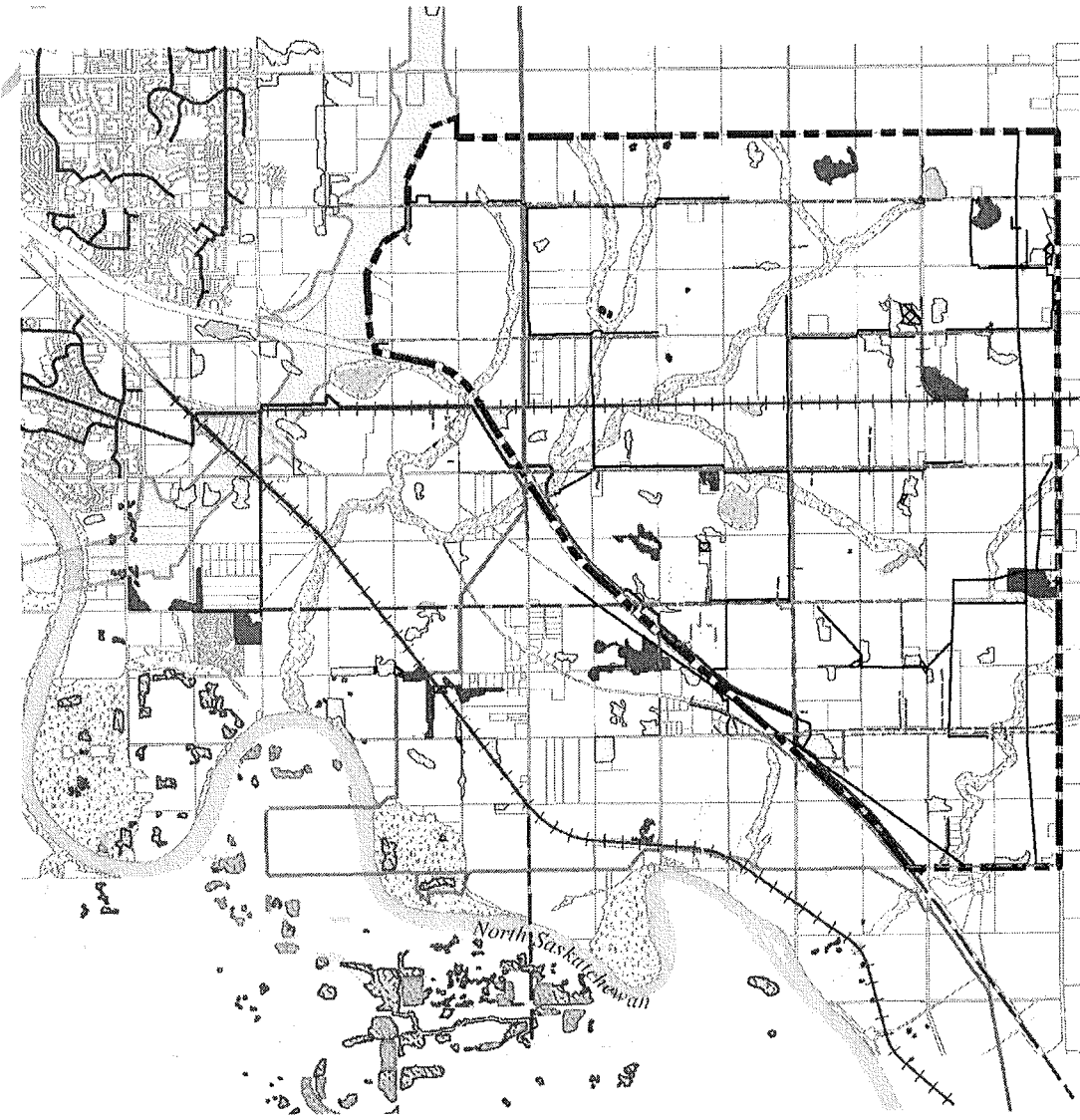
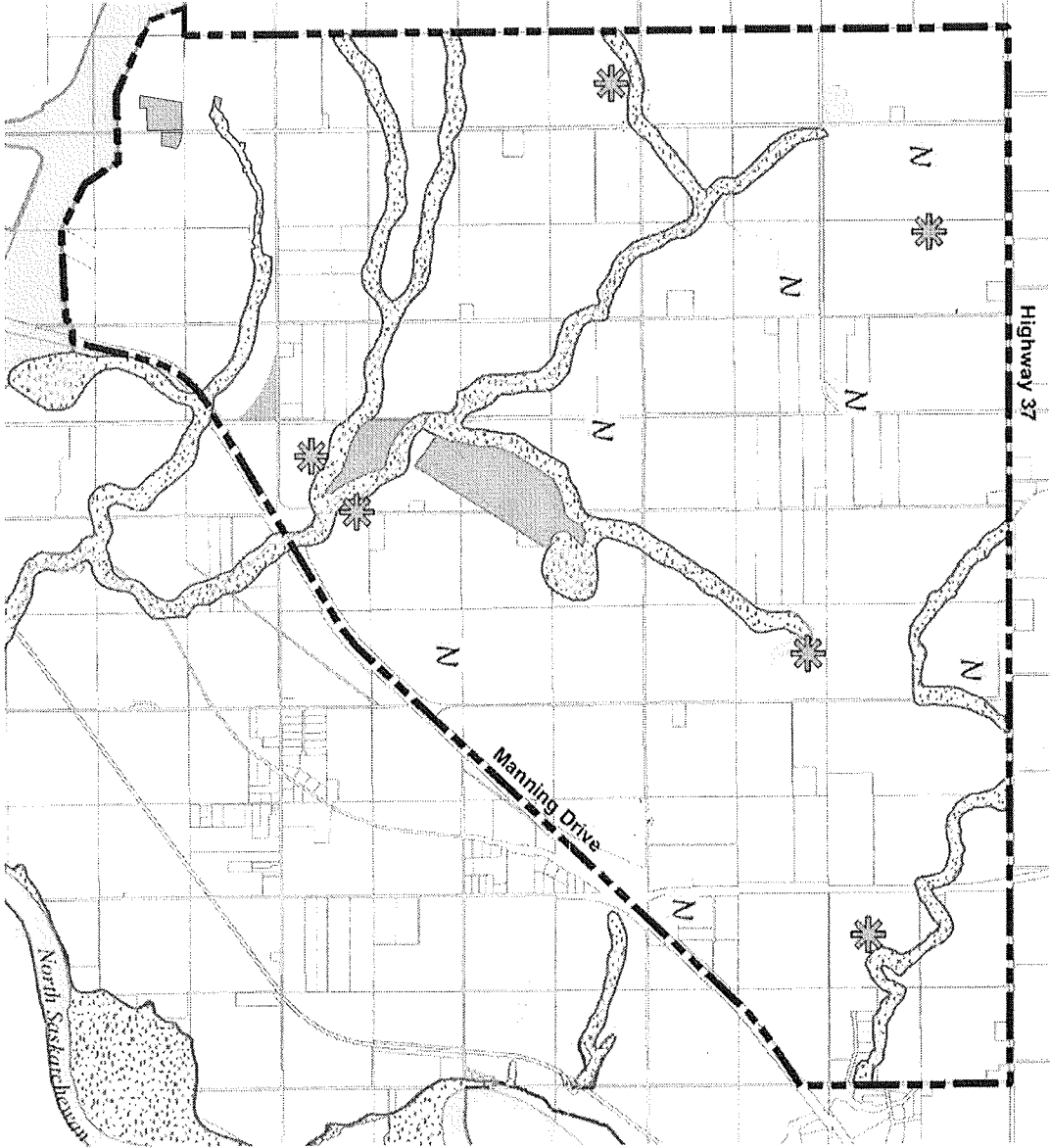


Figure 13: Ecological Network



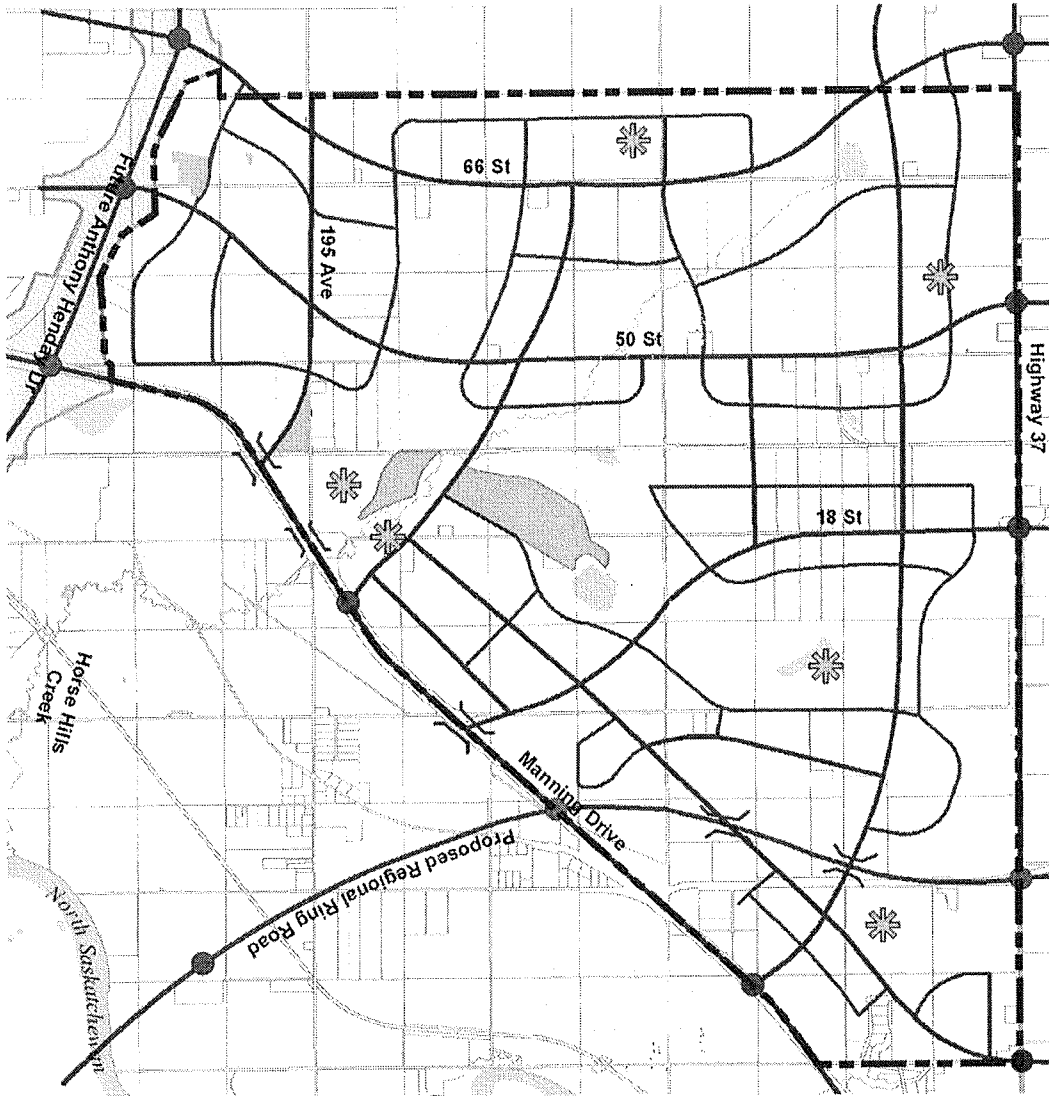
- Telephone Lines
- Main Gas Lines
- ASP Boundary
- Existing CN Rail
- Potential Natural Linkage
- Core Natural Areas
- Potential Wetlands
- Existing Wastewater Trunk
- Existing Altalink Transmission ROW
- Secondary Power Lines
- Regional Water Line
- Waterbodies
- Secondary natural Areas
- River Valley Wetlands
- River Valley Bylaw Core Areas
- Existing Property Lines
- Transportation Utility Corridor














Figure 14: Open Spaces and Parks



The identified parks and natural areas are conceptual in nature and subject to change. The specific location of parks will be determined at the zoning and subdivision stages. The location of natural areas will be confirmed by subsequent evaluation.

- ASP Boundary
- Natural Areas
- Potential Parks
- Park
- Waterbodies
- River Valley Natural Areas
- Top of Bank
- Existing Property Lines
- Transportation Utility Corridor

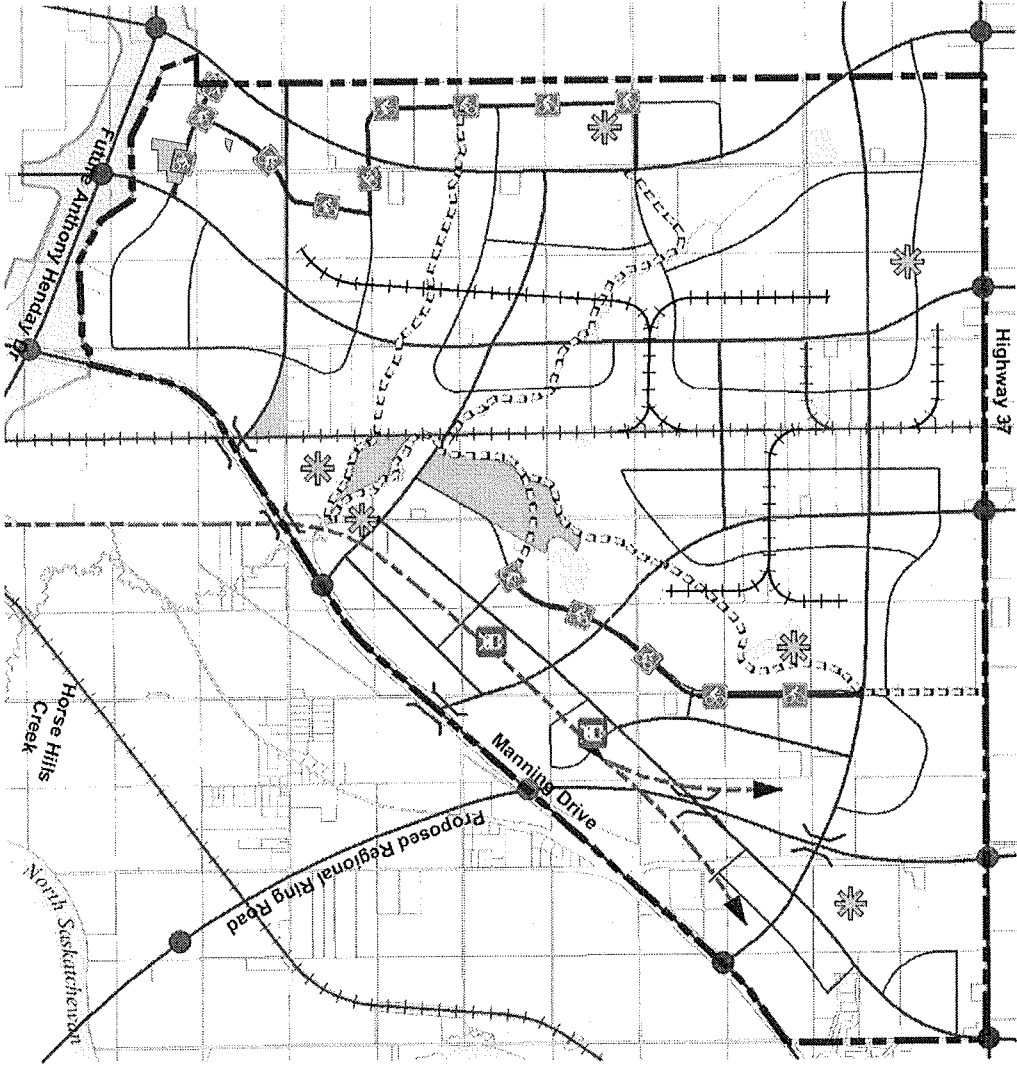


-  ASP Boundary
-  Potential Parks
-  Intersection
-  Service Interchange
-  System Interchange
-  Arterial
-  Expressway
-  Freeway
-  Collectors
-  Park
-  Waterbodies
-  Existing Property Lines
-  Transportation Utility Corridor

The identified roadways are conceptual in nature and subject to change. The specific alignment of roadways will be determined in subsequent evaluations.



Figure 15: Road Network



- ASP Boundary
- Existing CN Rail
- Future CN Rail
- Potential Parks
- Potential LRT Station
- Intersection
- Service Interchange
- System Interchange
- Overpasses
- Multise Corridor
- Signed Bikeway/ On Street Bike Route
- Potential LRT
- Road Network
- Collectors
- Park
- Waterbodies
- Existing Property Lines
- Transportation Utility Corridor

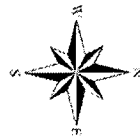
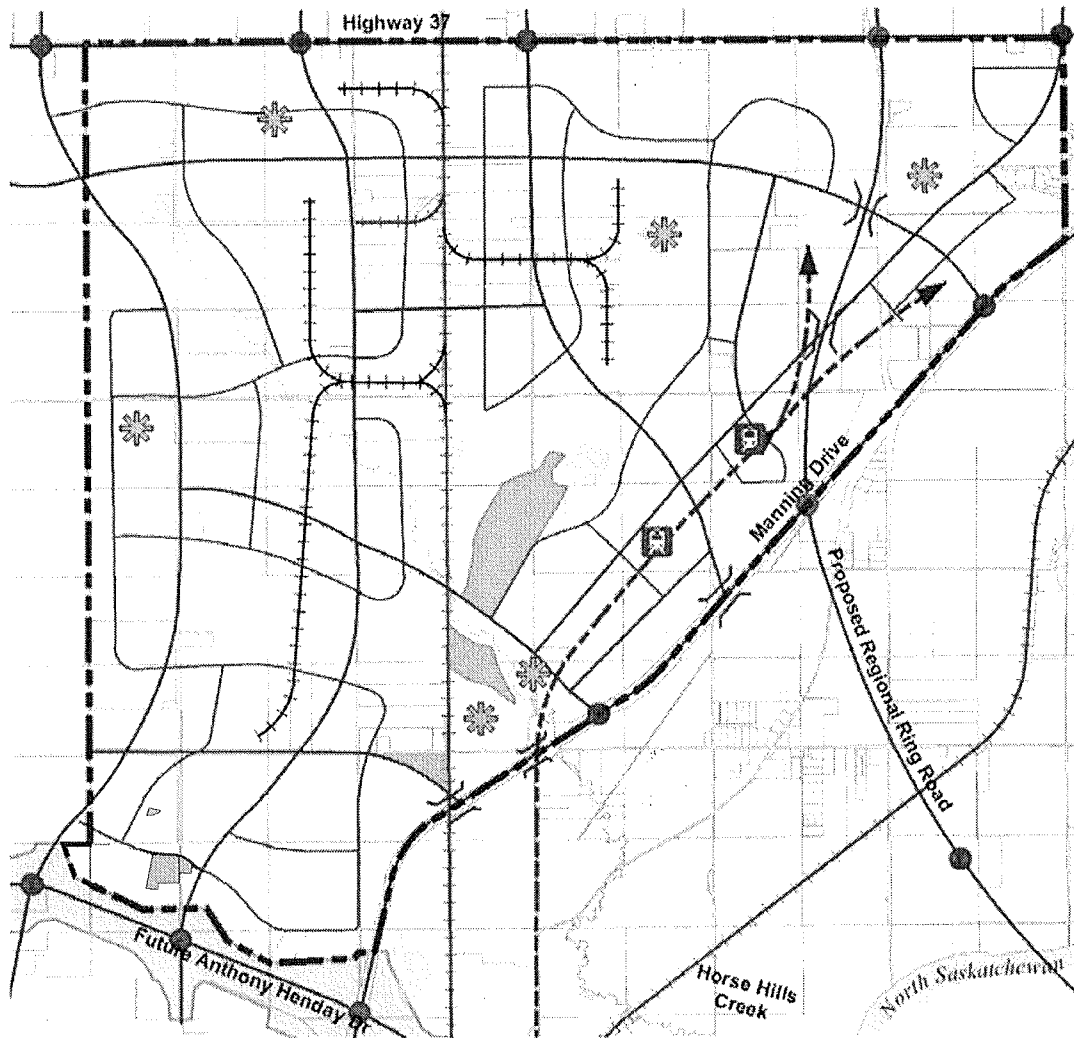
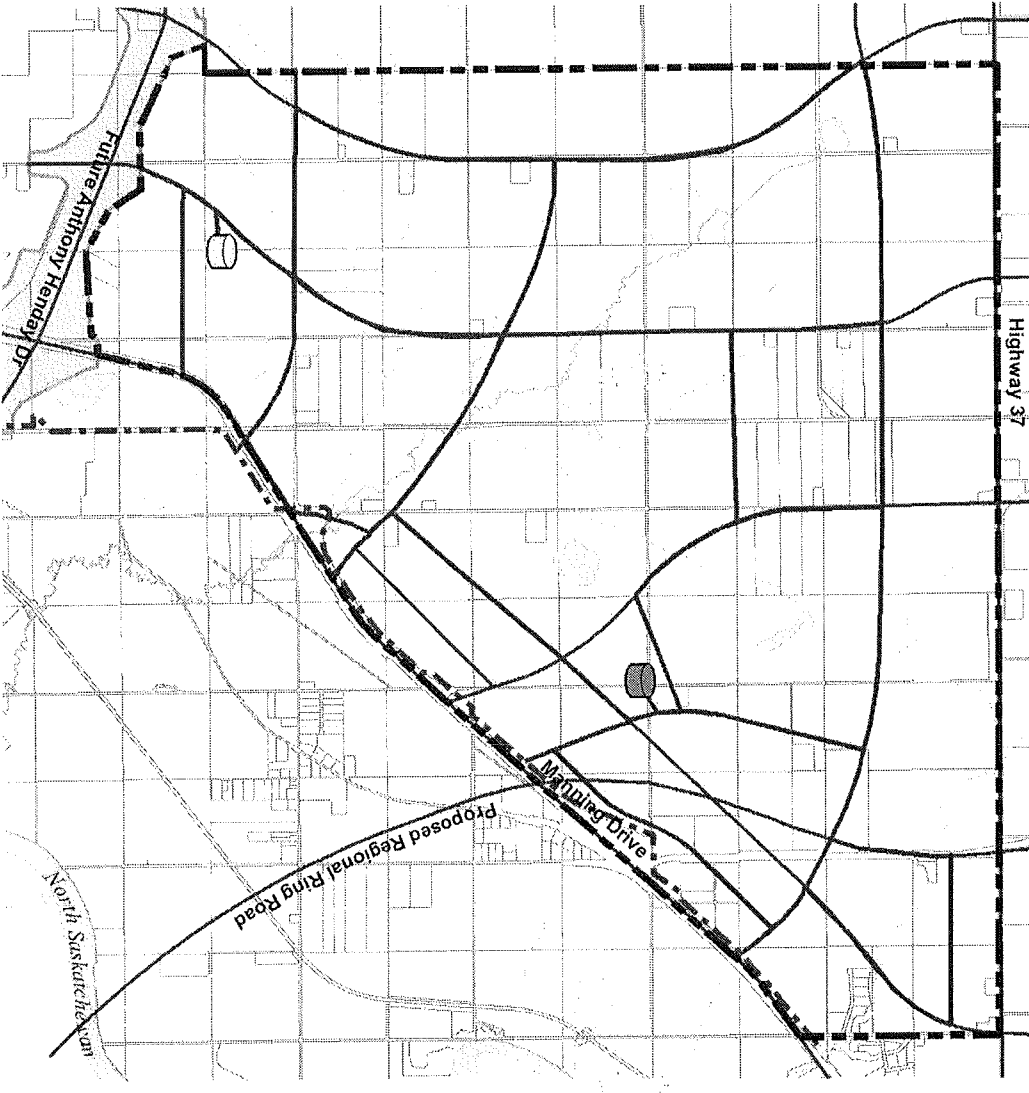











Figure 16: Pedestrian and Bicycle Network

Figure 17: LRT and Rail Network



- | | | | |
|--|-----------------------|--|---------------------------------|
| | ASP Boundary | | |
| | Existing CN Rail | | |
| | Future CN Rail | | |
| | Potential LRT | | |
| | Proposed Parks | | |
| | Road Network | | |
| | Collectors | | |
| | Potential LRT Station | | Park |
| | Intersection | | Waterbodies |
| | Service Interchange | | Existing Property Lines |
| | System Interchange | | Transportation Utility Corridor |



-  ASP Boundary
-  Possible Reservoir
-  Proposed Reservoir
-  Existing Water Transmission Main
-  Proposed Water Main
-  Road Network
-  Waterbodies
-  Existing Property Lines
-  Transportation Utility Corridor

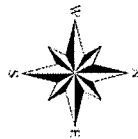
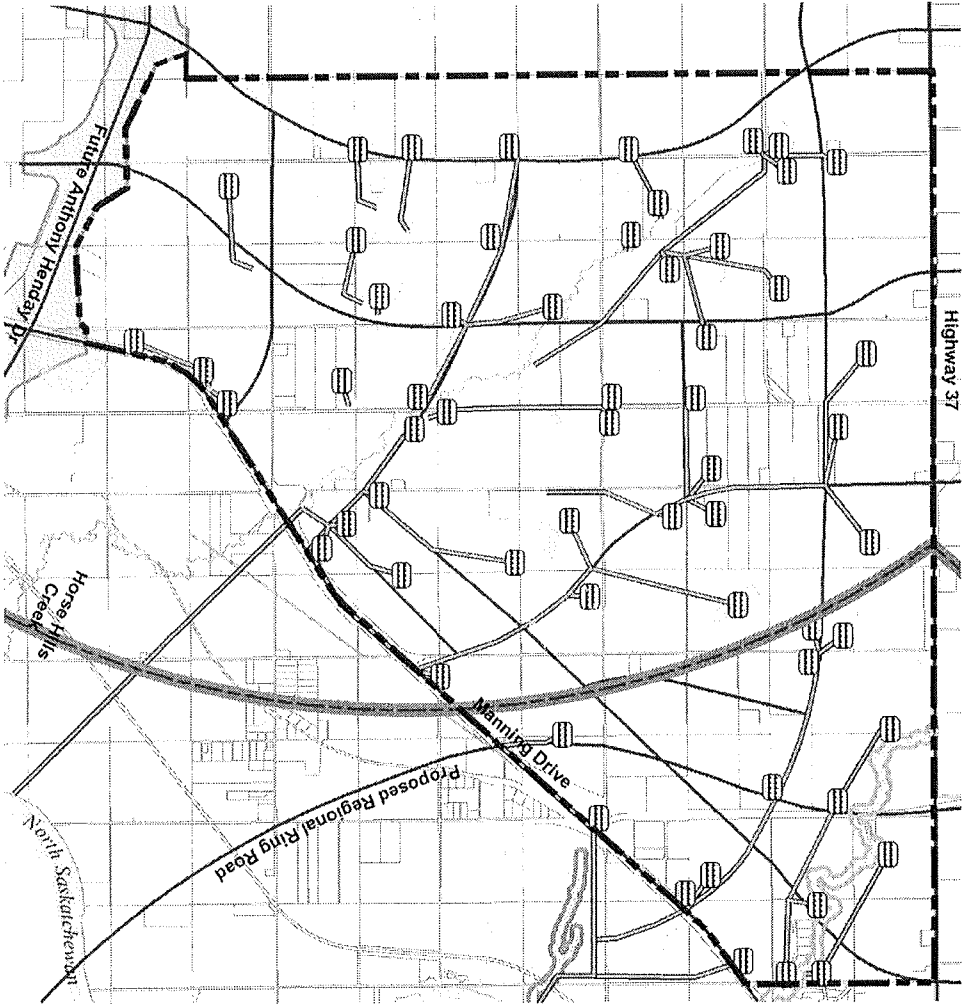












Figure 18: Water Servicing Network

Figure 19: Stormwater Management Network

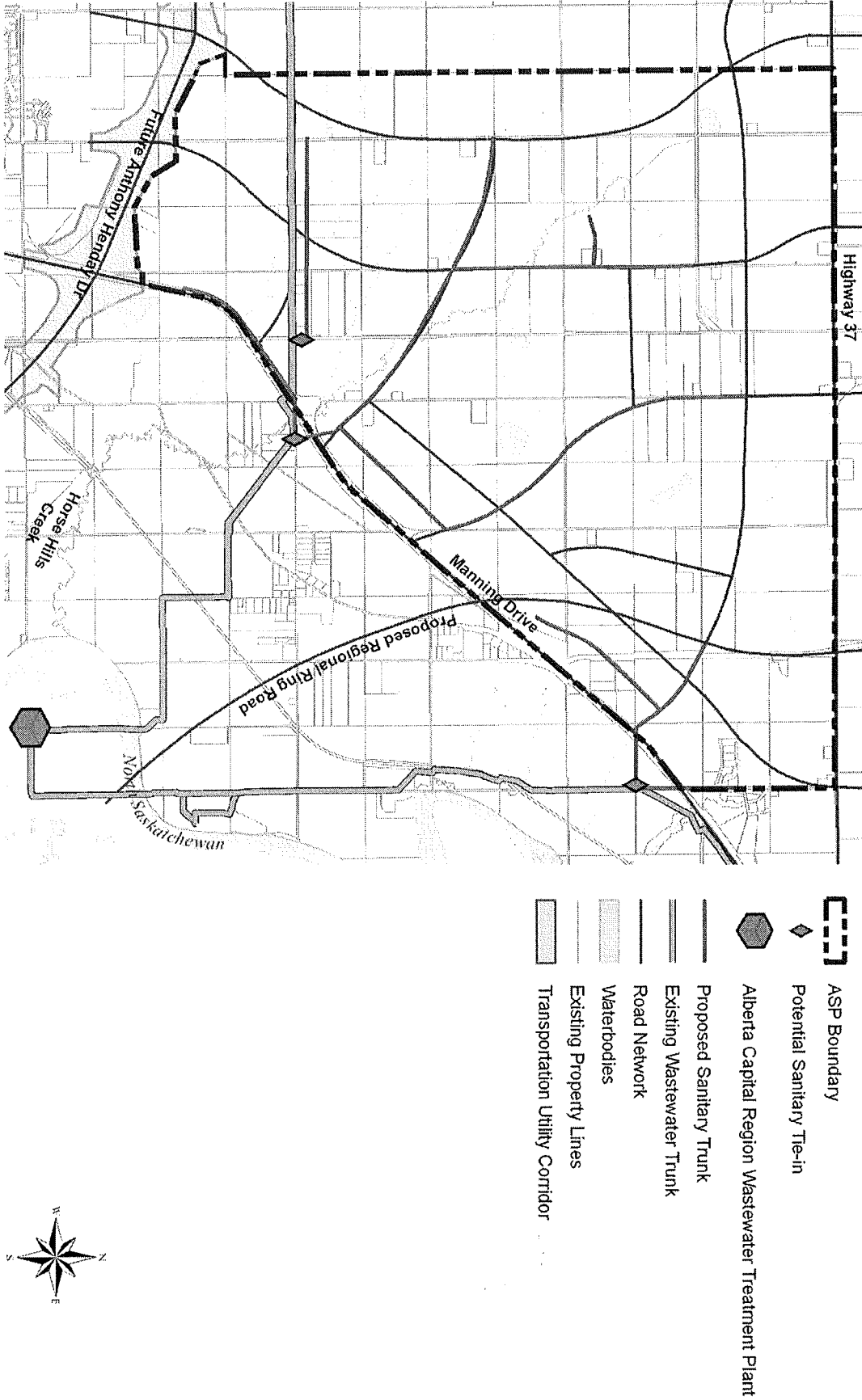


-  ASP Boundary
-  Bird Hazard Line
-  Proposed Storm Pond
-  Unnamed Creek #1
-  Unnamed Creek #2
-  Proposed Storm Pipe
-  Road Network
-  Waterbodies
-  Existing Property Lines
-  Transportation Utility Corridor

The number, size, and identified locations of stormwater management facilities are shown only to illustrate network principles and are strictly conceptual. The specific attributes of stormwater management facilities will be determined in subsequent evaluations.



Figure 20: Wastewater Servicing Network



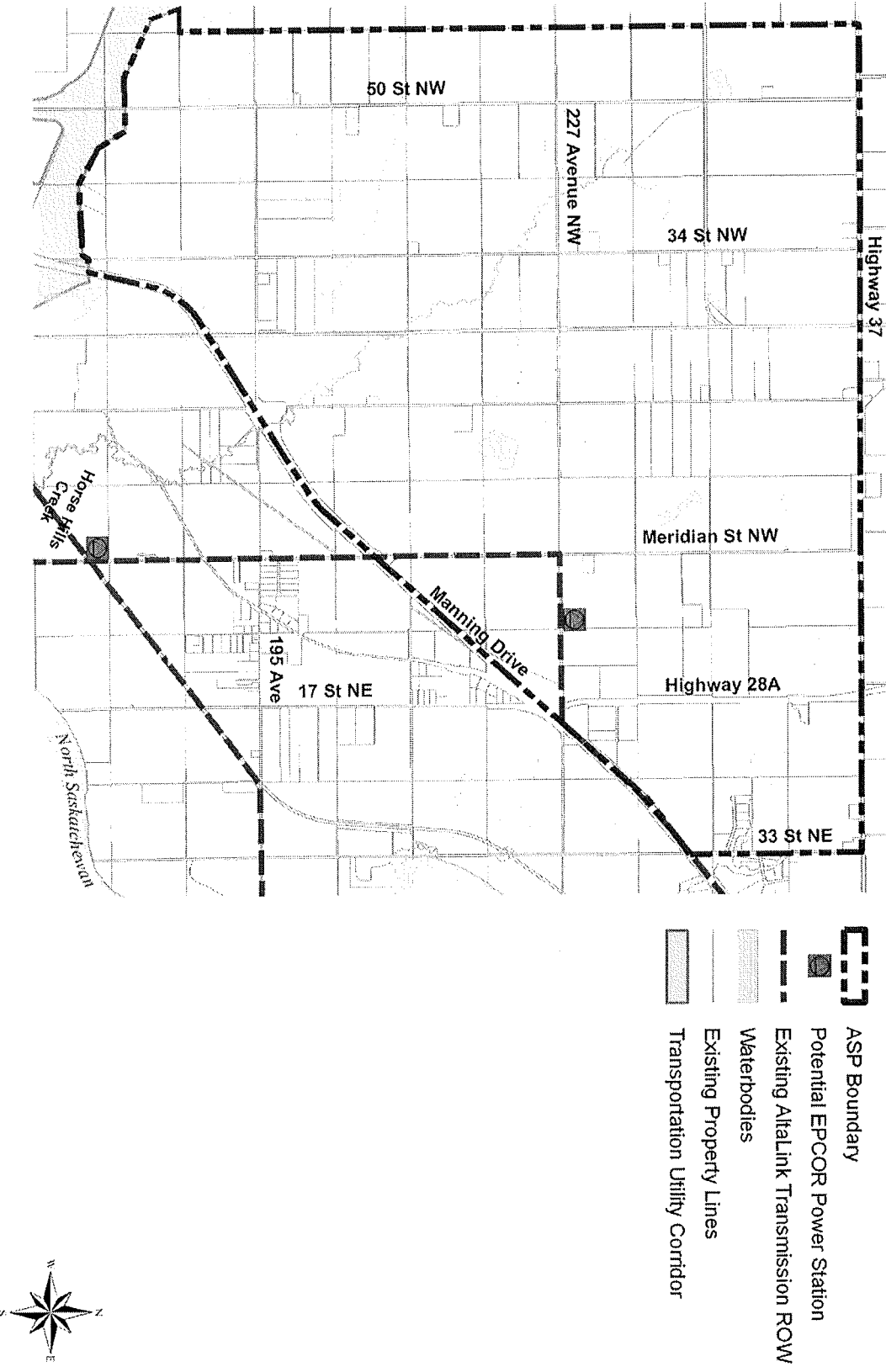
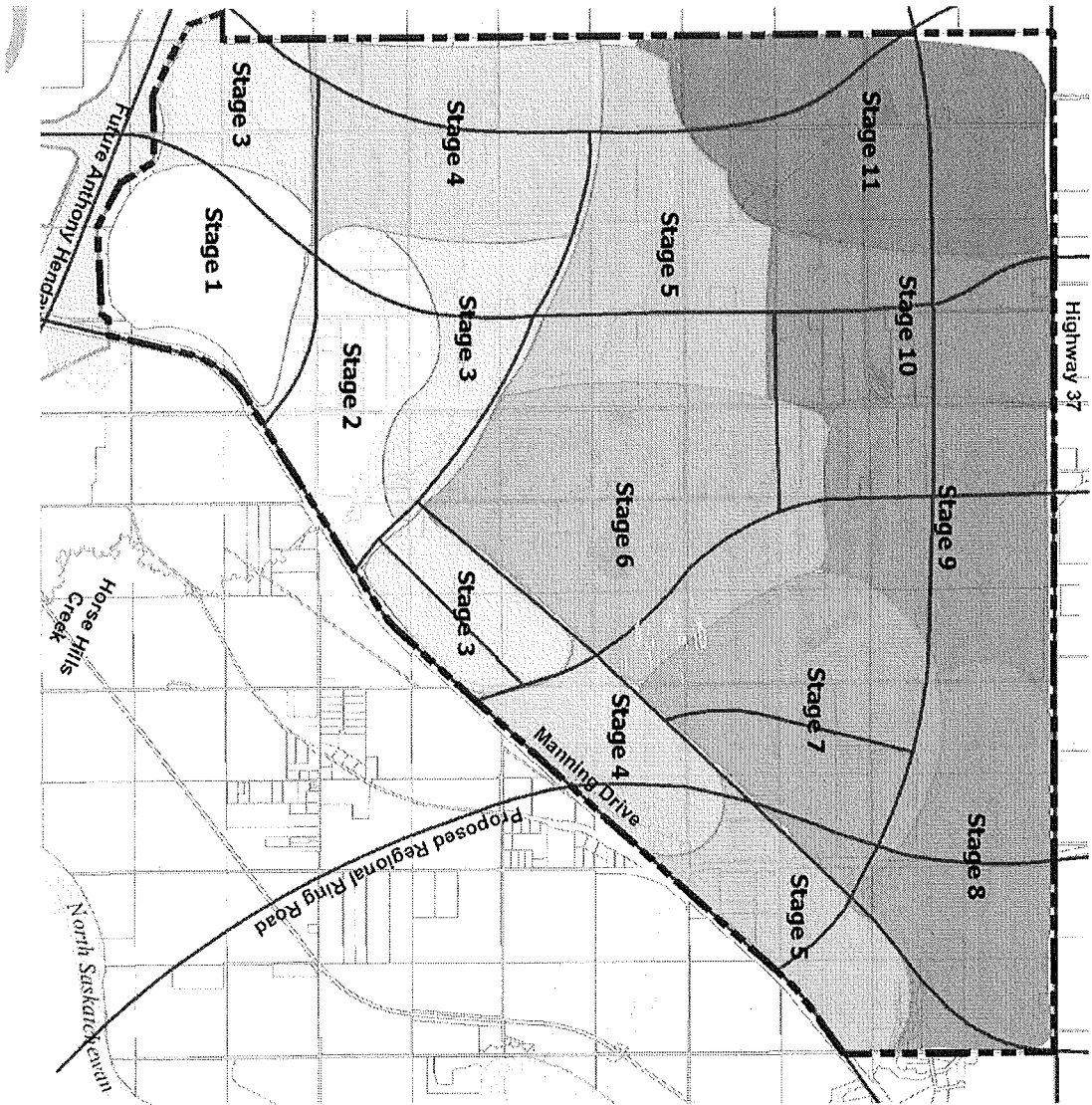




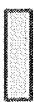


Figure 21: Potential Power Substations

Figure 22: Development Staging



-  ASP Boundary
-  Road Network
-  Waterbodies
-  Existing Property Lines
-  Transportation Utility Corridor

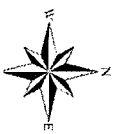
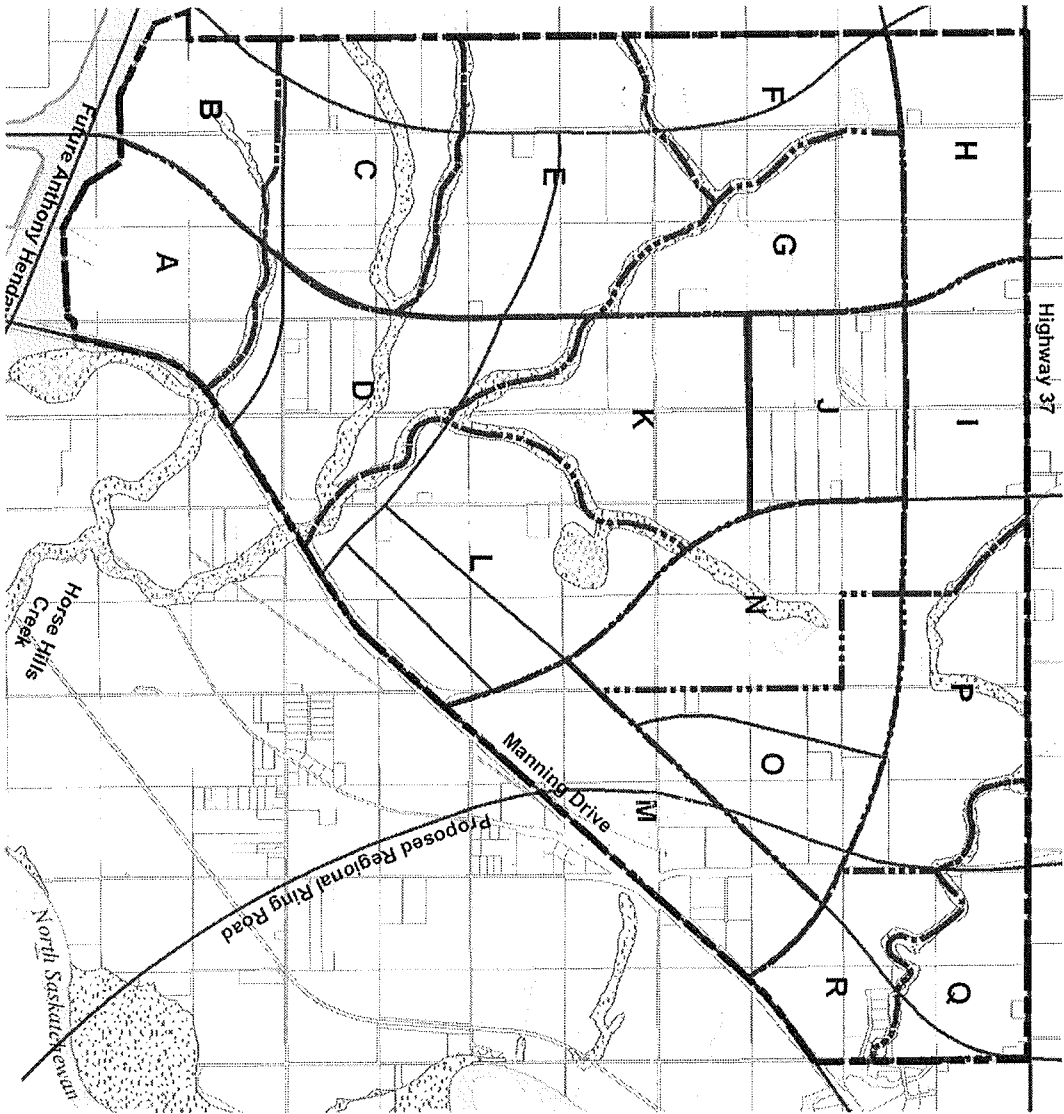


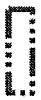



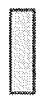


Figure 23: Technical Report Sub-Areas



-  ASP Boundary
-  Road Network
-  Neighbourhoods
-  River Valley Natural Areas
-  Waterbodies
-  Existing Property Lines
-  Transportation Utility Corridor

