



ADMINISTRATION REPORT REZONING, PLAN AMENDMENT DAVIES INDUSTRIAL EAST

7040 - 71 STREET NW

To allow for heavy industrial uses.



RECOMMENDATION AND JUSTIFICATION

Administration is in **NON-SUPPORT** of this application because:

- it will shift the opportunity for heavy industrial uses, with acknowledged off-site impacts and nuisance factors, closer to existing residential, commercial and institutional uses, 75 Street NW, and land planned for higher quality industrial development; and
- it will erode the intended pattern of industrial development proposed in the Southeast Industrial Area Outline Plan, which encourages a transition from heavy industrial uses in the centre of the industrial park to medium and light industrial uses toward the edge of the industrial park, abutting major transportation corridors.

THE APPLICATION

The application has two components:

1. Application to amend approximately 2.5 hectares of land in the South-East Industrial Area Outline Plan from Medium Industrial Development to Heavy Industrial Development; and
2. **CHARTER BYLAW 19495** to amend the Zoning Bylaw from (AGI) Industrial Reserve Zone to (IH) Heavy Industrial Zone.

The applicant's stated intent is to develop a demolition contractor yard that receives, stores, processes and ships construction materials from demolished buildings.

SITE AND SURROUNDING AREA

The site is approximately 2.5 hectares in size and is located in the north central portion of the Southeast Industrial Area. Surrounding uses include light, medium and business industrial developments. Low density residential development is located approximately 300 m northwest of the site, a hotel is located approximately 250 m north of the site, and a religious assembly is located approximately 130 m north of the site. The future Wagner LRT stop is located approximately 750 m southwest of the site.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(AGI) Industrial Reserve Zone	<ul style="list-style-type: none"> ● Lumber Yard (no longer in operation)
CONTEXT		
North	(IM) Medium Industrial Zone	<ul style="list-style-type: none"> ● A rail line ● Medium Industrial Uses
East	(IH) Heavy Industrial Zone	<ul style="list-style-type: none"> ● Medium Industrial Uses
South	(IM) Medium Industrial Zone	<ul style="list-style-type: none"> ● Medium Industrial Uses
West	(AGI) Industrial Reserve Zone	<ul style="list-style-type: none"> ● Telecommunications Tower ● Medium Industrial Uses



VIEW OF THE SITE LOOKING NORTHWEST FROM 71 STREET NW



ADJACENT DEVELOPMENT EAST OF THE SITE

PLANNING ANALYSIS

PLANS IN EFFECT

The Southeast Industrial Area Outline Plan encourages the following pattern of industrial development:

- Heavy industrial development is limited and should be located in the interior of the industrial area;

- High standard industrial development should be located at the edges of the industrial area along arterial roadways; and
- Medium industrial development should be located between high standard and heavy industrial uses to provide a transition of land uses and mitigate offsite impacts.

If approved, the proposed plan amendment and rezoning will erode the buffer between heavy industrial uses and 75 Street NW. The long-term goal of the Southeast Industrial Area Outline Plan is to achieve high standard industrial development along arterial roadways. Land to the west of the proposed rezoning area is designated for high standard industrial development (M-1) and is highlighted as an "Area requiring upgrading or special attention (Existing Development Incompatible with Proposed Land Use)." Placing heavy industrial opportunities closer to planned high standard industrial areas does not meet the intent of the Outline Plan.

LAND USE COMPATIBILITY

The proposal erodes the buffer between heavy industrial uses and residential, institutional and commercial uses to the north. The purpose of the proposed IH zone is to allow for industrial uses that are incompatible with residential, commercial and other land uses. This Zone should normally be located on the interior of industrial or agricultural areas, such that it does not interfere with the safety, use, amenity or enjoyment of any surrounding zones.

From a land use perspective, moving heavy industrial zoning closer to sensitive institutional uses such as religious assemblies, high intensity commercial uses such as hotels, and residential uses is generally not desirable or recommended. The zone allows, as a permitted use, general industrial uses that create nuisances beyond the boundaries of the site. Expanding the opportunity for heavy industrial development toward incompatible uses will increase opportunity for conflict between land uses and landowners.

The site is located at the edge of the Davies Industrial East area and is immediately surrounded by primarily light and medium industrial development. The area contains only a few remaining pockets of land zoned for heavy industrial uses and is not currently operating as a heavy industrial park.

APPLICABLE GUIDELINES

The future Wagner LRT station is located approximately 750 m southwest of the site. The Transit Oriented Development Guidelines identify this station as an Employment station-type and provides guidelines for the development of employment uses around LRT stations including low-rise professional offices and services. The Park and Ride Guidelines indicate that the Wagner LRT station will host a transitory park and ride facility that is expected to transition to TOD in the long term. Expanding heavy industrial uses toward this area may hamper attempts to achieve an uplift in industrial and business uses around the future LRT station and a transition to TOD in the long term.

TECHNICAL REVIEW

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

RISK ASSESSMENT

A risk assessment is not required for the intended end use, however, any application to develop an operation involving the storage, transportation or manufacturing of dangerous goods would require a risk review at the Development Permit stage.

TRANSPORTATION

Vehicular access to the site is existing on 71 Street NW. Access will be reviewed upon development of the site and may require consolidation and reconstruction as per the Complete Streets Design and Construction Standards and Access Management Guidelines.

Construction of a sidewalk on the west side of 71 Street NW adjacent to the site and connecting to either the bus stops at the intersection of 71 Street NW and 72 Avenue NW to the north, or 71 Street NW and 68 Avenue NW to the south, will be required at the Development Permit stage.

TRANSIT

The Bus Network Redesign will be adding routing along 71 Street adjacent to the subject property. A bus stop may be required with the construction of the sidewalk at the Development Permit, Subdivision or Engineering Drawing stage.

PUBLIC ENGAGEMENT

ADVANCE NOTICE

September 21, 2020

- Number of recipients: 244
 - Number of responses looking for more information: 1
 - Number of responses with concerns: 1
 - Common comments included:
 - Concern about the impact on property values;
 - Concern that the development will create new noise and air quality issues; and
 - A barrier wall should be constructed between the residences at the corner of Argyll and 75 Street and the surrounding industries to mitigate noise, air pollution and trespassers.
-

REZONING SIGN October 8, 2020	<ul style="list-style-type: none">● Installed
WEBPAGE	<ul style="list-style-type: none">● edmonton.ca/industrialplanningapplications

In response to concerns, City Administration advised that property values are influenced by numerous factors and variables beyond changes to surrounding land uses. The primary purpose of the City's review is to determine if the proposed land use zone is appropriate at the site and that city infrastructure can support the proposed use.

There are no current plans to put up any walls along Argyll Road or 75 Street, but the City has a process for determining when and where such facilities are required (as per the Urban Traffic Noise Policy)

It's worth noting that noise attenuation barriers are considered in terms of mitigating traffic/transportation noise as a part of road design. Barriers are not designed and constructed by the City to mitigate the noise generated by a nearby land use or to deter trespassers.

CONCLUSION




Administration recommends that City Council **REFUSE** this application.















APPENDICES

- 1 Approved Southeast Industrial Area Outline Plan
- 2 Proposed Southeast Industrial Area Outline Plan
- 3 Application Summary

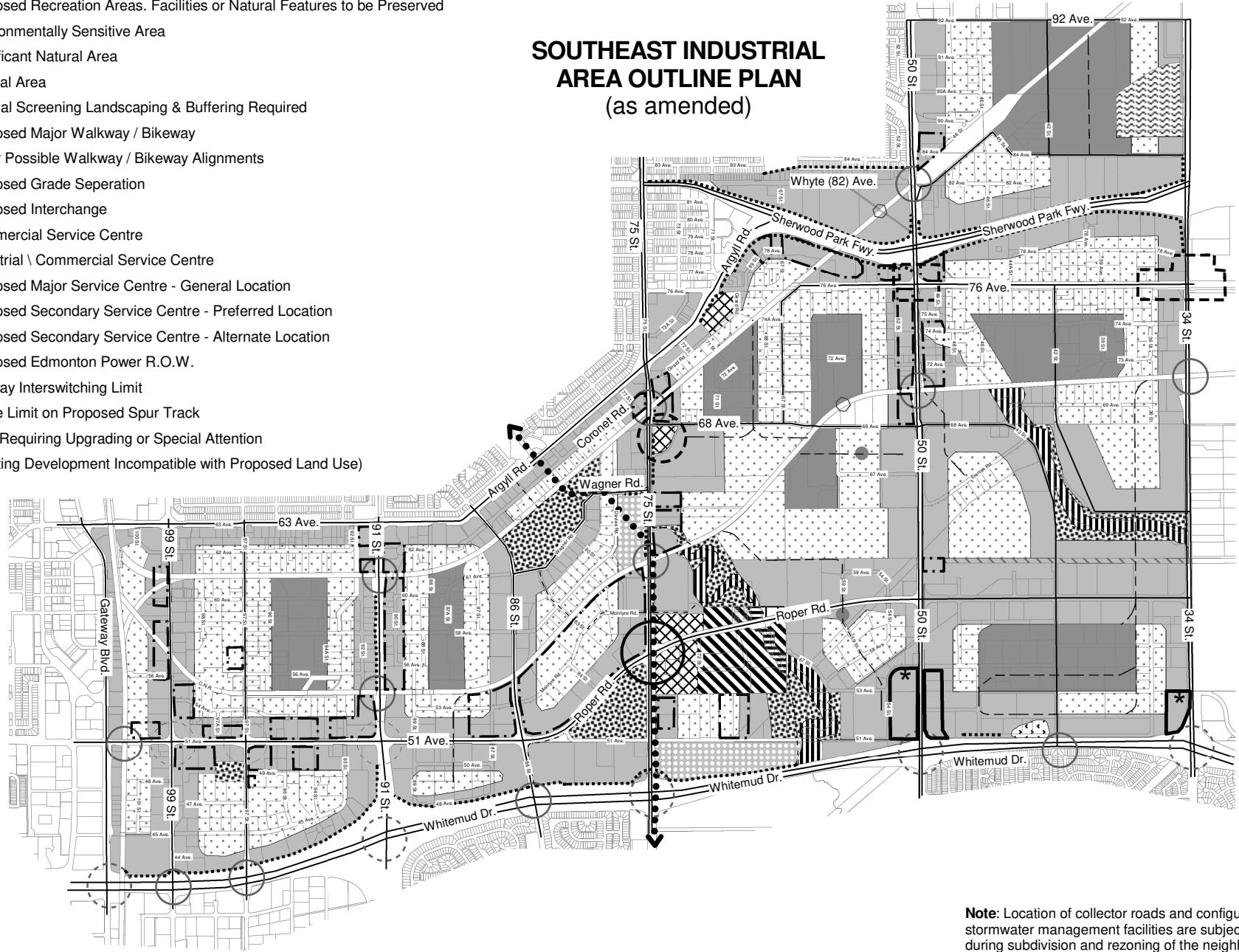


-  High Standard Industrial Development (M-1)
-  Medium Industrial Development (M-2)
-  Heavy Industrial Development (M-3)
-  Industrial Business Development
-  Commercial \ Industrial (Warehouse Sales)
-  Potential Future Recreation, Open Space or Industrial Business
-  Metropolitan Recreation Zone (Along Mill & Fulton Creeks)
-  Proposed Recreation Areas. Facilities or Natural Features to be Preserved
-  Environmentally Sensitive Area
-  Significant Natural Area

-  Proposed Roadways
-  Stormwater Management Facility
-  Urban Transit Facility
-  Transit Oriented Service Centre
-  Valley Line LRT


























-  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 Interswitching Limit
-  4 Mile Limit on Proposed Spur Track
-  Area Requiring Upgrading or Special Attention
(Existing Development Incompatible with Proposed Land Use)

SOUTHEAST INDUSTRIAL AREA OUTLINE PLAN (as amended)



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

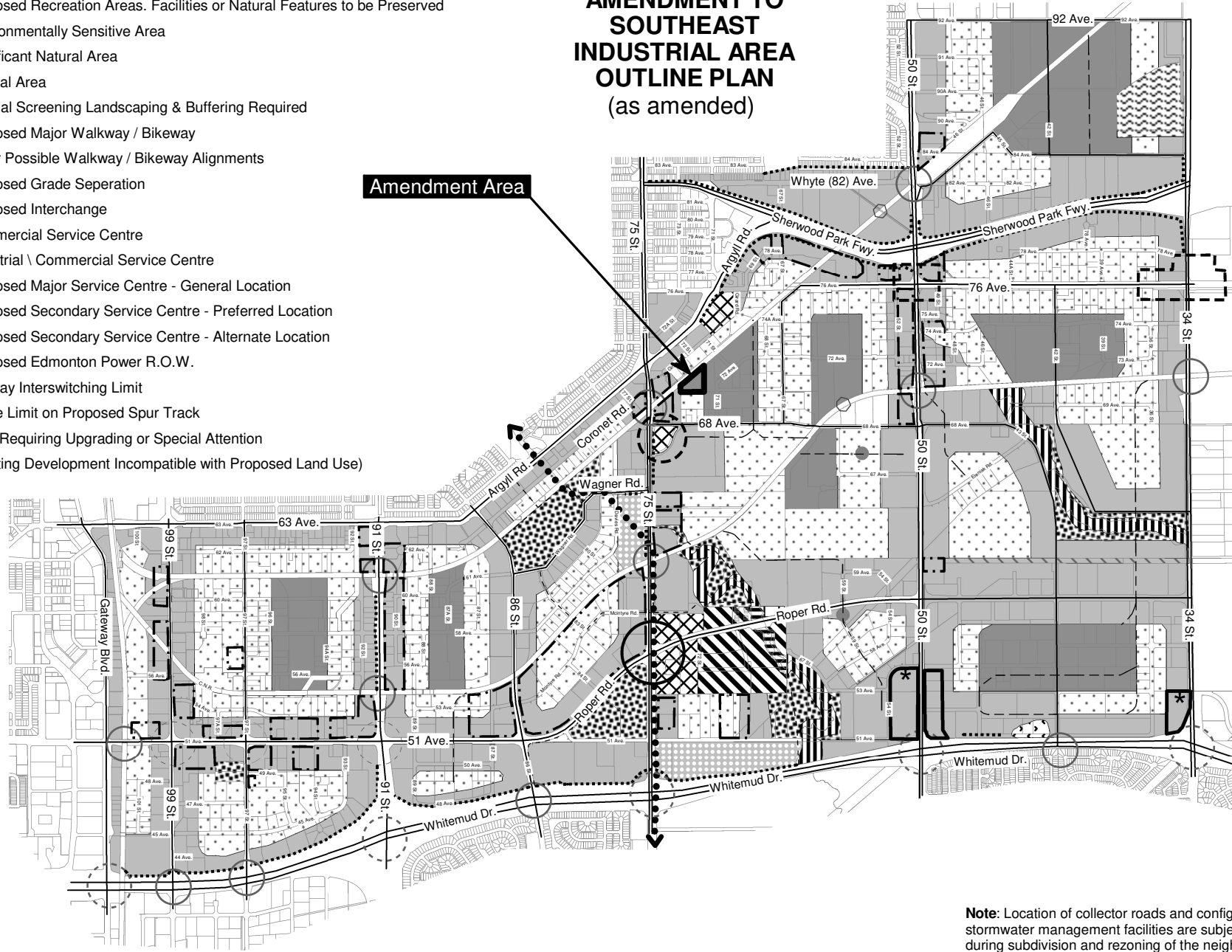


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-  Proposed Edmonton Power R.O.W.
-  Railway Interswitching Limit
-  4 Mile Limit on Proposed Spur Track
-  Area Requiring Upgrading or Special Attention
(Existing Development Incompatible with Proposed Land Use)

-  Proposed Roadways
-  Stormwater Management Facility
-  Urban Transit Facility
-  Transit Oriented Service Centre
-  Valley Line LRT
-  Amendment Area

AMENDMENT TO SOUTHEAST INDUSTRIAL AREA OUTLINE PLAN (as amended)

Amendment Area



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

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendment Rezoning
Bylaw:	Resolution and Charter Bylaw 19495
Location:	North of 68 Avenue NW and west of 71 Street NW
Address:	7040 - 71 Street NW
Legal Description:	Block X, Plan 5583AF
Site Area:	Approximately 2.5 hectares
Neighbourhood:	Davies Industrial East
Notified Community Organizations:	King Edward Park, North Millbourne, Avonmore, and Kenilworth Community Leagues, and South East Community Leagues Association Area Council
Applicant:	Ryan Eidick; E1NS

PLANNING FRAMEWORK

Current Zone:	(AGI) Industrial Reserve Zone
Proposed Zone:	(IH) Heavy Industrial Zone
Plan in Effect:	South-East Industrial Area Outline Plan
Historic Status:	None

Written By:	Michelle Neilson
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination