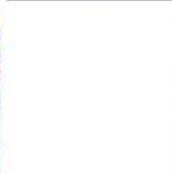
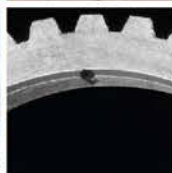




WINTERBURN INDUSTRIAL AREA STRUCTURE PLAN



October 2009



Winterburn Industrial Area Structure Plan

Office Consolidation February 2014

Prepared by:

***Current Planning Branch
Sustainable Development
City of Edmonton***

Bylaw 15356, was adopted by Council in February 2010. In November 2012, this document was consolidated by virtue of the incorporation of the following bylaws:

Bylaw 15356 Approved February 16, 2010 (to adopt the Winterburn Industrial Area Structure Plan and replace Bylaw 34-79)

Bylaw 16138 Approved July 3, 2012 (to re-designate an area in the north central portion of the Plan from Medium Industrial use to Light Industrial Use, and relocate the proposed Stormwater Management Facility and a collector road)

Bylaw 16574 Approved February 24, 2014 (The proposed amendment will re-designate an area in the north central portion of the Plan from Light Industrial and Business Industrial uses to General Business, Business Industrial and Medium Industrial uses and reconfigure the stormwater management facility and redesignate a portion of collector roadway to service road.)

Editor's Note:

This is an office consolidation edition of the Winterburn Industrial Area Structure Plan, Bylaw, as approved by City Council on February 16, 2010. This Plan replaced in its entirety the Winterburn Industrial Area Structure Plan, Bylaw 34-79, as approved by Parkland County on January 16, 1980. This edition contains all amendments and additions to Bylaw 15356.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Sustainable Development

1.0	ADMINISTRATION	1
1.1	Purpose	1
1.2	Location & Boundaries	1
1.3	Authority	3
1.4	Timeframe	4
1.5	Interpretation	4
1.6	Monitoring.....	4
1.7	Amendments.....	4
1.8	Orientation	4
2.0	PHYSICAL SITE CONDITIONS	5
2.1	Plan Area.....	5
2.2	Land Ownership	5
2.3	Topography.....	5
2.4	Existing Land Uses	5
2.5	Surrounding Land Uses.....	7
2.6	Natural Areas	8
3.0	LAND USE, TRANSPORTATION & ENVIRONMENT	12
3.1	Development Concept	12
3.2	Distribution of Land Uses.....	12
3.3	Land Use	12
3.4	Utility Rights-of-Way	17
3.5	Natural Areas & Open Space Development	17
3.6	Circulation.....	21
3.7	Development Standards	25
3.8	Environment	27
3.9	Risk Management.....	27

3.10	Planning Approvals, Plan Monitoring & Amendments	28
4.0	SERVICING CONCEPT	30
4.1	Sanitary & Storm Sewer Infrastructure	30
4.2	Water Infrastructure	30
4.3	Shallow Utilities (Gas, Power & Telecommunications).....	34
4.4	Development Staging.....	34
5.0	POLICY CONTEXT	35
5.1	Winterburn Industrial Area Structure Plan.....	36
5.2	Winterburn Industrial Area Master Plan (AMP).....	36
5.3	Edmonton's Municipal Development Plan	36
5.4	Edmonton's Industrial Land Strategy.....	36
5.5	Major Commercial Corridors Overlay	36
5.6	City of Edmonton Zoning Bylaw	37
5.7	City of Edmonton Oil & Gas Facilities Policy	37
5.8	Process for Unserved Developed Properties to Connect to City Services.....	37
5.9	Eco-Industrial Development.....	39

Appendix

Appendix 1 Technical Studies

List of Exhibits

Exhibit 1	Location Plan
Exhibit 2	Context Plan
Exhibit 3	Land Ownership Map
Exhibit 4	Existing Land Use and Topography
Exhibit 5	Resource Well Sites, Pipelines and Landfill Facilities
Exhibit 6	Natural Areas
Exhibit 7	Development Concept
Exhibit 8	Sidewalk and Multi-Use Trail Network
Exhibit 9	Transportation Network Plan
Exhibit 10	Sanitary Servicing Plan
Exhibit 11	Storm Drainage Plan
Exhibit 12	Water Servicing Plan
Exhibit 13	Staging Plan

List of Tables

Table 1	Proposed Land Use and Population Statistics
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1.0 ADMINISTRATION

1.1 Purpose

The purpose of this proposed Winterburn Industrial Area Structure Plan (ASP) is to describe in detail a land use framework for the development and servicing of the Winterburn Industrial lands.

The Area Structure Plan (ASP) will specify the general land use framework identifying:

- type, density, location and distribution of various land uses including industrial, residential, commercial, parks and open space and public utilities;
- transportation network within Winterburn as it relates to the overall transportation objectives for Winterburn Industrial Area;
- conceptual servicing scheme and provision of utility services and infrastructure;
- manner in which environmental features and natural areas will be incorporated within the neighbourhood; and
- implementation and staging of development.

The plan will be used as a tool to guide and evaluate future zoning, subdivision, and development of the lands in an orderly and effective manner. Over time, it is intended that the implementation of these objectives and principles will result in a sustainable employment and residential area.

1.2 Location & Boundaries

The Winterburn Industrial ASP is located in northwest Edmonton (see **Exhibit 1 - Location Map**) and encompasses an area of approximately 1,060 hectares of land in Sections 1 and 12 of 53 - 26 - 4, and Sections 6 and 7 of 53 - 25 - 4.

As illustrated in **Exhibit 2 - Context Map**, the north boundary of the plan area is Yellowhead Trail, the south boundary is Stony Plain Road, the east boundary is 199 Street (Anthony Henday Drive) and the west boundary is 231 Street, which is also the municipal boundary adjoining Parkland County. 215 Street (Winterburn Road) is an arterial road that provides a separation of the east and west sectors of the Plan Area.

At the present time, the lands are accessed by 231 Street, 215 Street and 199 Street off of Stony Plain Road in the South and 215 Street and 231 Street in the north at Yellowhead Trail. There is one connection to Anthony Henday Drive at 109 Avenue and two accesses from 231 Street, at 112 Avenue and 114 Avenue.

The arterial road network is currently a rural road standard cross-section. Connector roads (local and collector roads) are also of a rural road cross-section standard.

The Winterburn Industrial Area is serviced by a *private* rail line that transects the site in an east/west direction. The orientation of the rail line impacts the road network of the Winterburn area by limiting road crossing opportunities. This rail facility is a main line that is utilized to transport a variety of goods and materials. The opportunity for spur access is negotiated directly with *private rail line*.

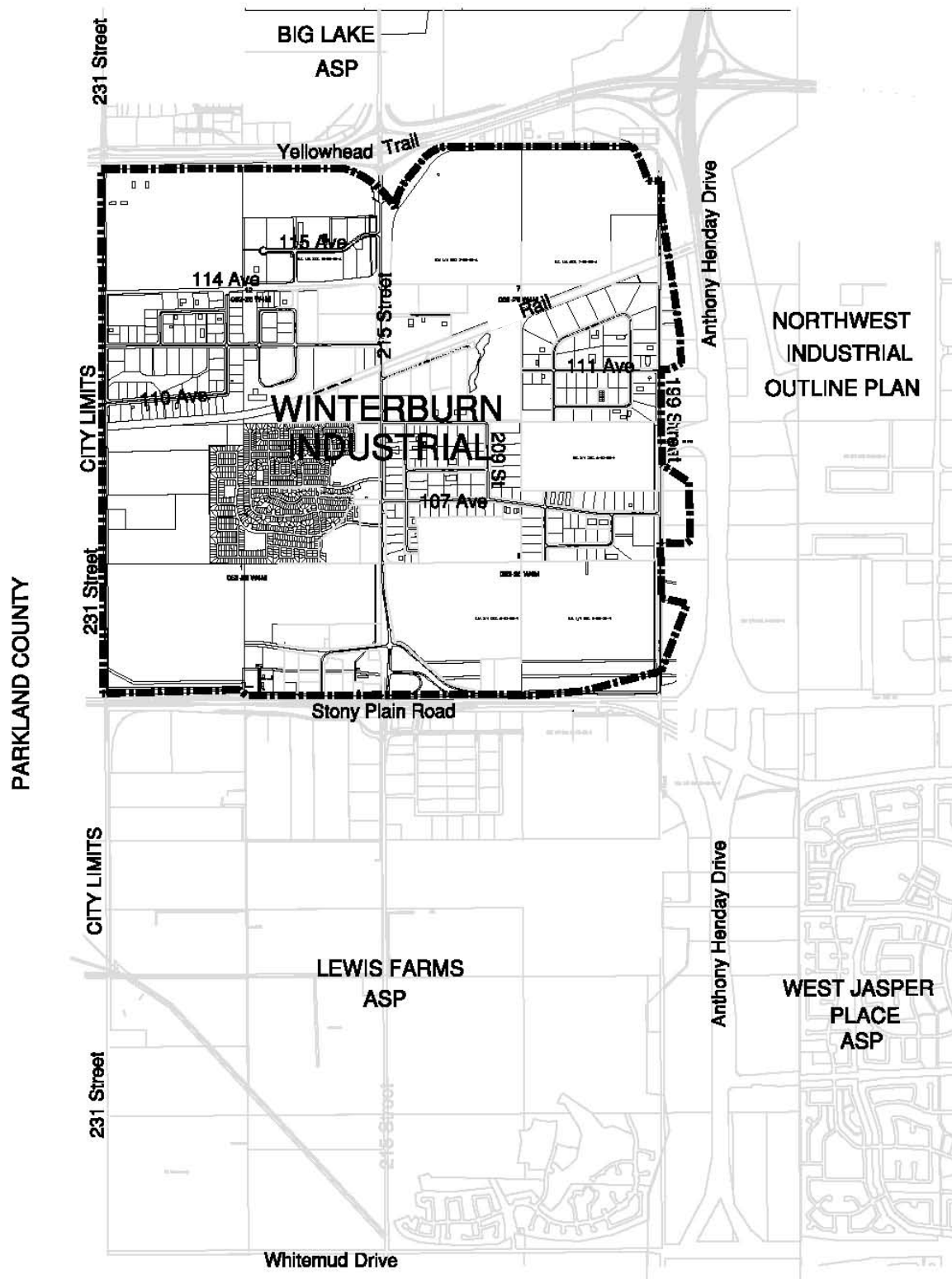
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Location Plan Exhibit 1



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WINTERBURN INDUSTRIAL AREA STRUCTURE PLAN

**Context Plan
Exhibit 2**



* Amended by Editor

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Authority

The proposed Winterburn Industrial ASP is proposed to replace the approved Winterburn Industrial ASP Bylaw 34-79 that was approved by Parkland County on January 16, 1980. The lands were annexed by the City of Edmonton in 1982 and the policies in the approved ASP were assumed by the City of Edmonton.

1.4 Timeframe

This ASP is being prepared in anticipation of the market need for additional industrial development in west Edmonton. The Winterburn Industrial area is partially developed and is in need of a cohesive plan and comprehensive servicing scheme for future development. It is anticipated that the build-out time for the plan area could be in the order of 10 - 25 years depending on market conditions.

1.5 Interpretation

All map symbols, locations and boundaries shown in the Winterburn Industrial ASP shall be interpreted as approximate unless otherwise specified within the plan or where they coincide with clearly recognizable physical features or fixed boundaries within the plan area.

1.6 Monitoring

Policies, text, and mapping information contained within the Winterburn Industrial ASP may be amended from time to time in order to remain current and up-to-date in response to broader or more specific issue(s) affecting the plan area.

1.7 Amendments

Any change to policy, text or mapping information contained within the Winterburn Industrial ASP shall be in accordance with the Municipal Government Act (MGA) and Amendment to Area Structure Plan Terms of Reference.

1.8 Orientation

This document contains five sections and one appendix:

- Section 1 provides administrative information and an orientation to the Plan;
- Section 2 contains background information on the site, such as land ownership, topography, and existing land uses;
- Section 3 describes the land use, transportation and environmental policies;
- Section 4 describes the servicing concepts and staging of development;
- Section 5 describes the policy context; and,
- Appendix 1 contains a listing of technical studies prepared to support and guide the preparation of the development and servicing concepts.

2.0 PHYSICAL SITE CONDITIONS

2.1 Plan Area

The Plan area is roughly square consisting of mainly small holdings owned by industrial businesses. The majority owner of vacant lands in the area is a land developer. The City of Edmonton owns several parcels of land relating public utility functions and parcels designated for recreation use. The majority of developed lands in the Plan Area are currently in use as industrial or commercial uses.

2.2 Land Ownership

The lands within the Winterburn Industrial Area are owned by various landowners in over 300 parcels. The parcel sizes vary greatly from many small holdings of approximately 1.0 ha to larger holdings of 64.0 ha. *A private railway company owns* a railway right-of-way, which traverses diagonally across the north sector of the project area. The City of Edmonton owns some small holdings relating to public utility functions such as stormwater management facilities and a recreation site.

Amended by
Editor

The ownership map is included as **Exhibit 3 - Ownership Map**.

2.3 Topography

The contours for the area are shown in **Exhibit 4 - Existing Land Use and Topography**. The topography of the area is gently rolling with the surface sloping gently from west to east. The surface drainage pattern is generally west to east. The lands drop 15 – 20 metres from the west edge of the lands. The north-south elevation change is minimal with the elevation decreasing towards Big Lake in the north.

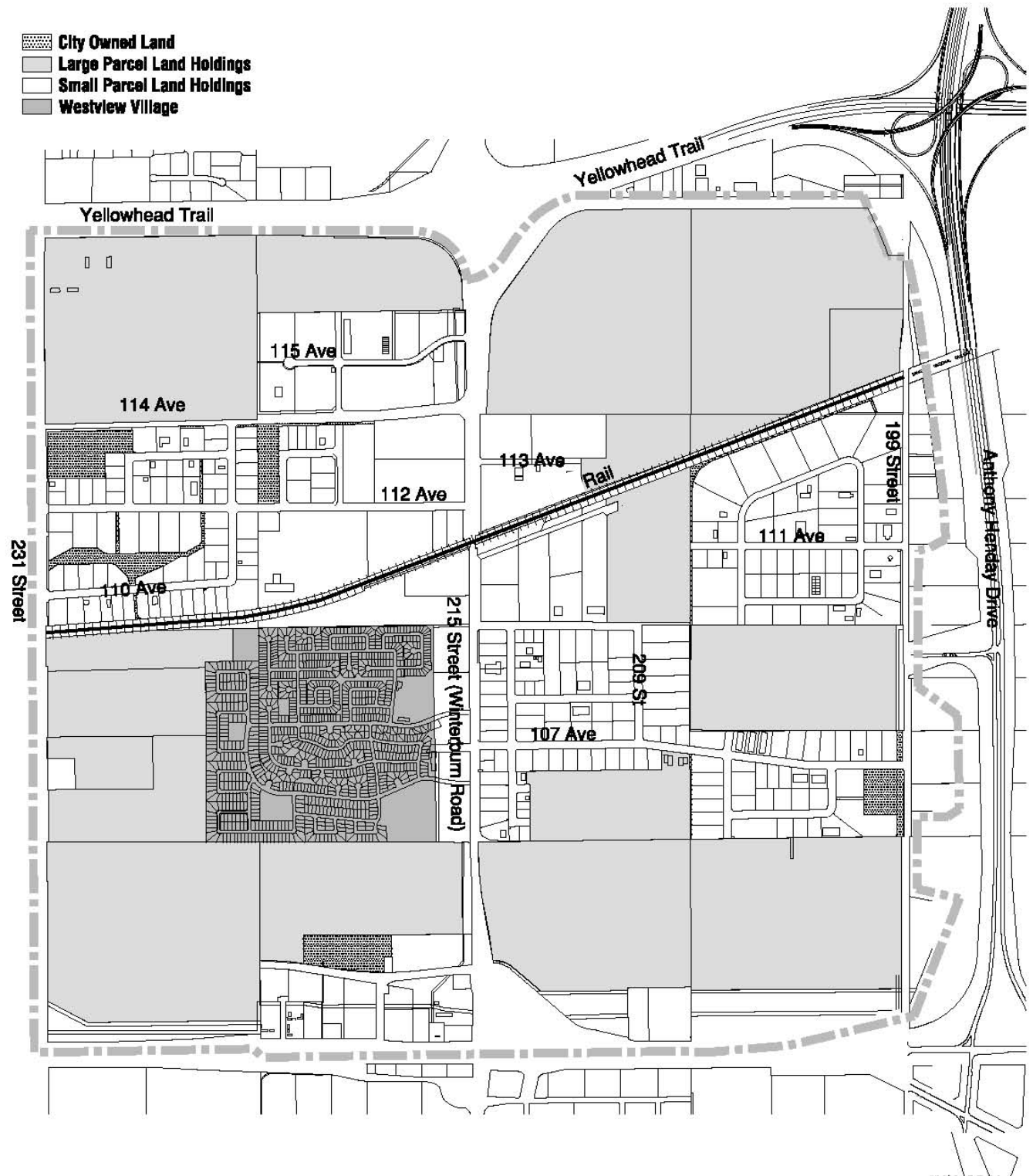
2.4 Existing Land Uses

Existing land uses are identified in **Exhibit 4**. The Winterburn Industrial Area's developed areas are predominantly industrial in nature. The industrial uses vary from intensive uses such as manufacturing facilities and autobody shops to more extensive uses such as construction storage yards, auto wreckers and pipe yards.

Non-industrial uses include commercial enterprises, recreational facilities, banquet facilities, stormwater management ponds and lands in agricultural cultivation.

Westview Village is a mobile home park located west of 215 Street (Winterburn Road) and between 103 Avenue and 109 Avenue. This area has a population of 2,331 persons according to the 2009 Municipal Census. Westview Village encompasses approximately 82.0 ha and is comprised of mobile home sites, two stormwater ponds, a recreation vehicle parking area, a community centre and a commercial area located on 215 Street at the community entrance.

There are a number of vacant parcels in the Winterburn Industrial Area. These parcels range from small 1.0 ha holdings to larger holdings of approximately 65.0 ha.



WINTERBURN INDUSTRIAL AREA STRUCTURE PLAN

Land Ownership Map
Exhibit 3



* Amended by Editor

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**Existing Land Use
& Topography**

Exhibit 4



THE CITY OF
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Surrounding Land Uses

The Lewis Farms ASP is located to the south across Stony Plain Road and consists of a number of neighbourhoods with predominantly residential uses. Portions of the Lewis Farms area are currently under construction. 231 Street forms the boundary of Parkland County, which contains Acheson Industrial area directly across 231 Street and is currently in the planning stages. Northwest Industrial ASP is located to the east across Anthony Henday Drive and includes City West Industrial Park (White Industrial Area) as a comprehensively designed industrial development with a business and medium industrial focus. Big Lake ASP is a residential neighbourhood currently in the planning stages to the north across Yellowhead Trail and includes commercial retail uses and the Glendale Golf and Country Club.

The *private corporation* landfill site is located south of Highway 16A and west of 231 Street. The facility, built in several stages, has areas that are reclaimed and areas that are in active operation. The *private corporation* site is a sandpit excavation operation and dry disposal site located north of Highway 16A and west of 231 Street on SE 2-53-26-W4M. Most of the north half of this site has been reclaimed and the south area is in active operation. Both of the sites impact the southwest sector of the plan area.

Amended by
Editor

A number of operating, suspended and abandoned oil wells are located in the plan area. Presently, these wells coexist with the surrounding land uses and the sites are managed through land leases.

The location and corresponding development setbacks for these sites are shown in **Exhibit 5 - Resource Well Sites and Pipelines**.

2.6 Natural Areas

In the City's Inventory of Environmentally Sensitive and Significant Natural Areas, three (3) sites are identified (**Exhibit 6**). A Natural Site Assessment was also completed by Bruce Thompson & Associates in February 2008 and has been submitted to the City of Edmonton under separate cover.

Winterburn Crossing Wetlands (NW7011) is identified as a significant natural area that is 11.77 ha in size. This site is located west of Winterburn Road and south of Westview Village. This site is a complex of wetlands incorporating a developed stormwater management facility at Westview Village and a series of low lands that are intermittently wet. The primary management consideration for this site includes ensuring the maintenance of the natural processes to maintain the wetlands as a waterfowl habitat. This wetland area has been identified as having potential for retention through the proposed stormwater management system for the area.

The East Winterburn Natural Area (NW204) is identified as an environmentally sensitive area that is 3.33 ha in size and is located at 103 Avenue and Winterburn Road. This small, isolated wetland site is rated as highly sensitive. The management considerations for this site include ensuring that the wetland is not used for irrigation activities and is not cleared for agricultural purposes. This site is intermittently wet, but in the last number of years has been dry.

The Stony Industrial Complex (NW7012) is identified as 4.95 ha tree stand located west of 199 Street and north of 107 Avenue. This site was rated as highly environmentally sensitive. This site has been cleared of all trees and as a result, is no longer an identifiable and viable natural area.

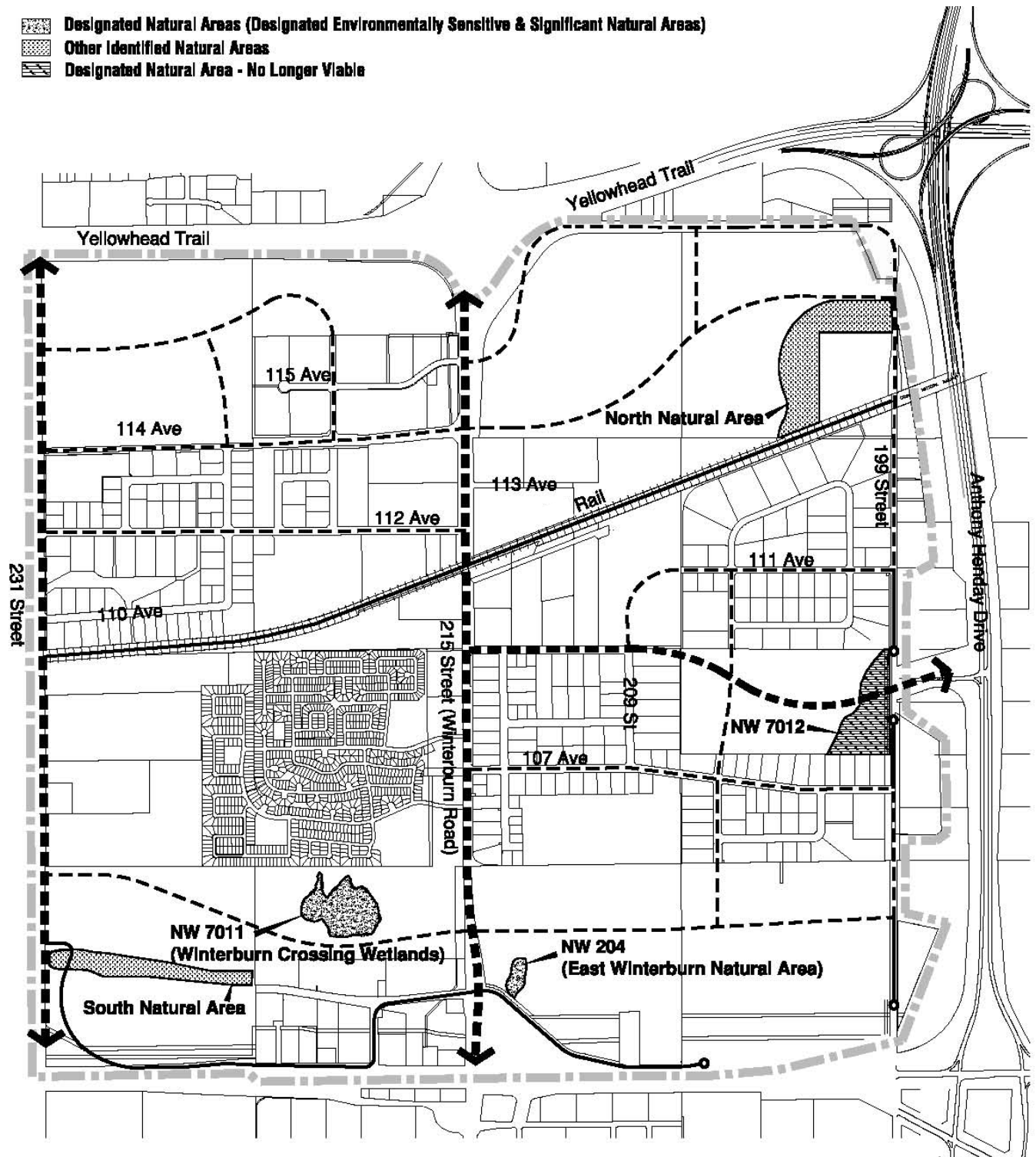
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Exhibit 5



-  **Designated Natural Areas (Designated Environmentally Sensitive & Significant Natural Areas)**
-  **Other Identified Natural Areas**
-  **Designated Natural Area - No Longer Viable**



WINTERBURN INDUSTRIAL AREA STRUCTURE PLAN

Natural Areas
Exhibit 6



* Amended by Editor

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which has not been identified in the City's inventory has been found to have some potential for retention. This site has a mix of spruce and larch species providing good wildlife habitat. The site is located west of 199 Street and north of the *private* Rail line. The south and east edges are formed by boundaries of an Auto and Truck Parts site. This site has been identified by a star symbol on the development concept as a potential future park location.

Amended by
Editor

A linear tree stand (south natural site) running east-west is located south of the residential park and east of 231 Street. It is identified as a potential wildlife corridor with a trough-like topography.

In addition, there are a number of small tree stands identified in the southwest portion of the ASP that are not connected or valuable on their own, but are classified in the report as being potentially sustainable together as ecological "stepping stones".

With the exception of the Winterburn Crossing Wetlands Natural Area (NW 7011), the natural areas within the ASP have not been deemed by the City of Edmonton Parks Department to hold significant value in an industrial area to be retained using Municipal Reserve dedication. Where possible, existing tree stands may be retained within private property or through purchase by the City using the Natural Areas Fund. A large tree stand in the northeast is identified with a star showing that a potential park site could be retained using Municipal Reserve dedication.

The Winterburn Crossing Wetlands Natural Area (NW 7011) will be partially retained as a wetland through incorporating portions of it as a storm water management pond. A portion of the wetlands will be retained in its natural state, while the remainder will require grading to make the pond deeper to allow for a larger water capacity.

A rare plants study found no rare plant species located within the Winterburn Industrial area.

Lands subject to Environmental Reserve dedication will be dedicated at more detailed levels of planning in accordance with the MGA. The City will use all means available in the MGA to dedicate these lands as ER.

Mitigation of wetland disturbance will be explored through the Alberta Public Lands Act and the Water Act, if applicable, prior to disturbance of any wetlands in the Plan area. Alberta Public Lands has reviewed the area for potential Provincial claims to the bed and shore of wetlands. They identified a wetland located within the North Natural Area, and a wetland within the Westview Village Manufactured Homes Park as being potential Crown Land and subject to mitigation measures if disturbed for development.

3.0 LAND USE, TRANSPORTATION & ENVIRONMENT

3.1 Development Concept

Goal Statement: *To create a framework for development and servicing of a functional and sustainable industrial area with business and commercial opportunities. To integrate the industrial and commercial uses with existing residential development and natural areas within the plan area.*

The Development Concept for the Winterburn Industrial ASP is illustrated in **Exhibit 7 - Development Concept**. It incorporates the Development Objectives and Principles outlined in Sections 2 and 3 of this report. The Plan is aligned with the technical studies and recommendations such as the Area Master Plan Report, the Transportation Impact Assessment, Natural Site and Ecological Assessment, Geotechnical Studies, and others.

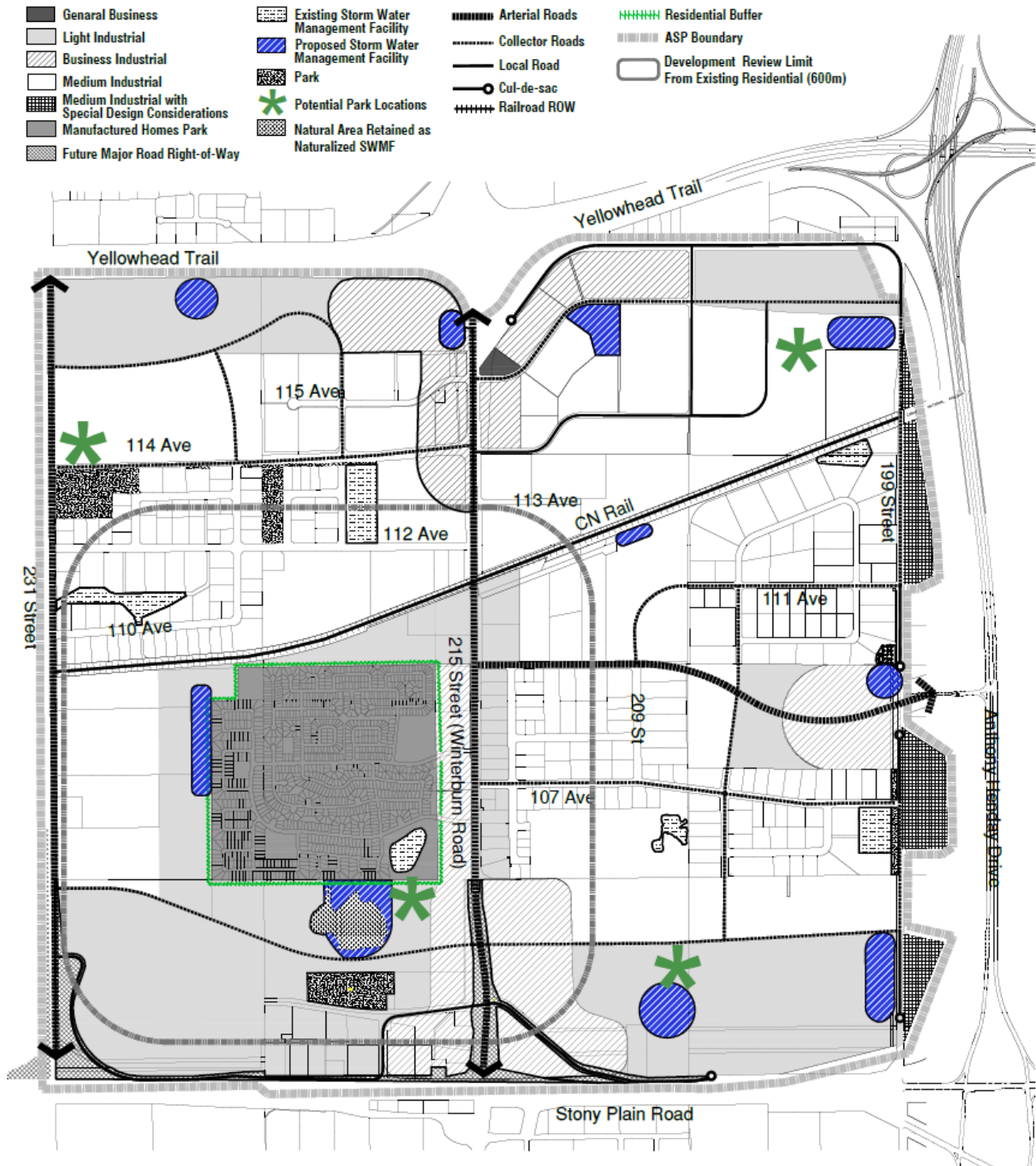
3.2 Distribution of Land Uses

The Winterburn Industrial area is planned as an industrial and commercial area of approximately 1,040 ha, of which approximately 70 ha have been developed as residential land use. A statistical summary of the proposed land uses is included as **Table 1**.

3.3 Land Use

	Objective	Policy	Implementation
3.3.1	To ensure that industrial and business commercial land uses predominate in the Winterburn Industrial plan area.	3.3.1.1 The majority of the net developable area within the Plan will be designated for industrial, commercial and business related development.	Exhibit 7 - Development Concept will guide the future application of industrial and commercial land use zones.
3.3.2	To accommodate limited commercial development opportunities within the Winterburn Industrial plan area.	3.3.2.1 Opportunities for commercial development will be accommodated through application of the (IL) Light Industrial Zone, (IB) Business Industrial Zone and (CHY) Highway Corridor Zone, where appropriate.	Exhibit 7 - Development Concept will guide the future application of the IL, IB, and CHY land use zones.
3.3.3	To limit impacts on the existing Westview Village residential from surrounding industrial and commercial land uses.	3.3.3.1 Buffers will be established around Westview Village to limit impact from surrounding industrial and commercial land uses.	A 6 m wide landscaped buffer will be established at the Development Permit stage through use of a coniferous tree planting at a rate of 5 trees/35 lineal metres of buffer, fencing and setbacks in accordance with City of Edmonton

Objective	Policy	Implementation
		standards.



WINTERBURN INDUSTRIAL AREA STRUCTURE PLAN

Development Concept
Exhibit 7

* Amended by Editor

TABLE 1
WINTERBURN INDUSTRIAL AREA STRUCTURE PLAN
LAND USE STATISTICS
BYLAW 16574

	Area (ha)	% of GDA
Gross Area Currently Developed	599.9	
Gross Area Undeveloped	438.1	
Total Gross Area	1038.0	
CN Rail	15.5	
Arterial Roads (215 St., 1/2 of 231 St., & 109 Ave.)	38.1	
Gross Developable Area (GDA)	984.4	100.0
Open Space / Natural Area	undetermined	n/a
Municipal Reserve (existing)	13.2	1.3
NET DEVELOPABLE AREA	971.2	100.0%
LAND USE (TOTAL AT FULL DEVELOPMENT)		
Industrial		
Light Industrial	241.61	24.9%
Medium Industrial	387.54	39.9%
Business Industrial	112.58	11.60%
General Business	1.01	0.10%
Residential		
Westview Mobile Home Park	70.0	7.2%
Public Utilities		
Storm Ponds	40.47	4.2%
Circulation		
Collector and Local Roads	118.0	12.1%

*Municipal Reserve will be taken at the time of subdivision from each of these land uses.

Municipal Reserve required for parks/open spaces to be determined at subdivision	32
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	Objective	Policy	Implementation
3.3.4	To ensure an appropriate standard of appearance for the properties abutting Anthony Henday Drive.	3.3.4.1 Development standards, as identified in Section 3.7, will apply to properties designated Medium Industrial with Special Design Considerations abutting Anthony Henday Drive.	The Development Officer shall apply the development standards contained in Section 3.7 in considering development applications for the properties as shown on Exhibit 7 – Development Concept.

Discussion:

Currently, there is a mix of Medium Industrial and Business Industrial land uses developed in the ASP, a 70-hectare parcel of existing residential Mobile Home Park and vacant land parcels.

This ASP is proposing to provide a framework for development and to set the standards for land use and servicing in the area. The policies in this ASP respond to the directions of Edmonton's Municipal Development Plan and Edmonton's Industrial Land Strategy.

Industrial and Business uses will be distributed throughout the Winterburn Industrial Area based mainly on accessibility. Business Commercial uses will be located where arterial roads have high visibility and convenient access to the major routes of Stony Plain Road, 215 Street, Yellowhead Trail, and Anthony Henday Drive. This should keep most commercial traffic to the periphery of the neighbourhoods, off of the internal collector and local roads limiting impact on regular industrial traffic.

Opportunities for Business Industrial and Light Industrial land uses will be located along lands fronting on Stony Plain Road, Yellowhead Trail, Anthony Henday Drive and 215 Street to limit visual exposure of passing motorists to Medium Industrial uses.

Business Industrial and Light Industrial land uses require limiting industrial impacts to within a building structure, so that there is negligible impact to surrounding neighbours and passers-by.

Medium Industrial land uses are generally limited to the areas where they will have the least amount of visual impact on surrounding development or are in areas with limited or constrained access. The impact of Medium Industrial uses is limited to being contained onsite. This ASP identifies buffers where transition is needed between land uses.

Municipal Reserve dedication will be determined as subdivision applications are submitted. Existing subdivision may or may not have dedicated municipal reserve at time of subdivision and will be determined by AMPW Parks Department.

Future locations for park sites have been identified as stars on **Exhibit 7 - Development Concept**, as per discussions with AMPW Parks Department.

3.4 Utility Rights-of-Way

	Objective	Policy	Implementation
3.4.1	To protect utility right of-ways from encroachment by abutting uses.	3.4.1.1 Minor utility rights-of-way will be incorporated into development sites and protected by easement.	Easements to protect minor utility rights-of-way will be required as a condition of subdivision approval for the affected lands.
		3.4.1.2 Major utility rights-of-way not already owned by the operator will be dedicated as public utility lots to the City of Edmonton.	Public utility lots to accommodate major utility rights-of-way will be required as a condition of subdivision approval for the affected lands as identified on Exhibit 7 - Development Concept .
3.4.2	To protect oil and gas wells from encroachment by abutting uses.	3.4.2.1 Operating or abandoned oil and gas wells will be recognized and accounted for into future and existing development.	Setbacks from abandoned oil and gas wells will be in accordance with City policy C-515.

Discussion:

As conveyors of volatile petrochemical products and high voltage electricity, transmission pipelines and powerlines must be protected from encroachment by abutting uses. Two recognized means of managing encroachment relative to these utilities are to place an easement on the affected lands in the right of the utility owner/operator, or to create a separately titled parcel to be dedicated to the City as a public utility lot (in some situations the right-of-way may already be owned by the operator). In the case of the latter, the City will ensure that the public utility lot is not made available for urban development. A development setback placed on the lands abutting the right-of-way (by way of a restrictive covenant) adds another measure of protection for the utility. Oil wells and pipelines are identified in **Exhibit 5 - Resource Well Sites and Pipelines**.

3.5 Natural Areas & Open Space Development

	Objective	Policy	Implementation
3.5.1	To fulfill City Policy C-531 (Natural Area Systems Policy) by encouraging and/or facilitating the conservation of natural areas within the Winterburn Industrial Plan area.	3.5.1.1 The Winterburn Crossing Wetlands Natural Area (NW 7011) will be conserved as natural area, passive open space and/or incorporated into a stormwater management facility.	Significant portions of the Winterburn Crossing Wetlands will be acquired by the City of Edmonton through a combination of means, including Environmental Reserve and Municipal Reserve dedication, purchase via

	Objective	Policy	Implementation
			established programs, and/or other mechanisms as available. <i>The dedication of Environmental Reserve (ER) and Municipal Reserve (MR) lands will be achieved as a condition of subdivision approval of the affected lands, in accordance with the MGA.</i>
3.5.2	To protect the Winterburn Crossing Natural Area from encroachment by adjacent development.	3.5.2.1 The installation of stormwater management infrastructure within the Winterburn Crossing Natural Area will be designed to sensitively incorporate the existing wetland areas of this site.	The installation of stormwater management infrastructure within the Winterburn Crossing Natural Area will be minimized and sensitively designed.
3.5.3	To integrate portions of the required stormwater management facilities as open space elements in the Winterburn Industrial plan area.	3.5.3.1 Portions of the required stormwater management facilities will incorporate walkways and landscaping to enhance these lands as open space areas.	The provision of multi-use trails and associated landscaping will be required as a condition of subdivision approval for the abutting lands in accordance with Exhibit 8 – Sidewalk and Multi-Use Trail Network .
3.5.4	To protect and preserve natural areas	3.5.4.1 Management Plan will be developed and implemented for any naturalized areas	

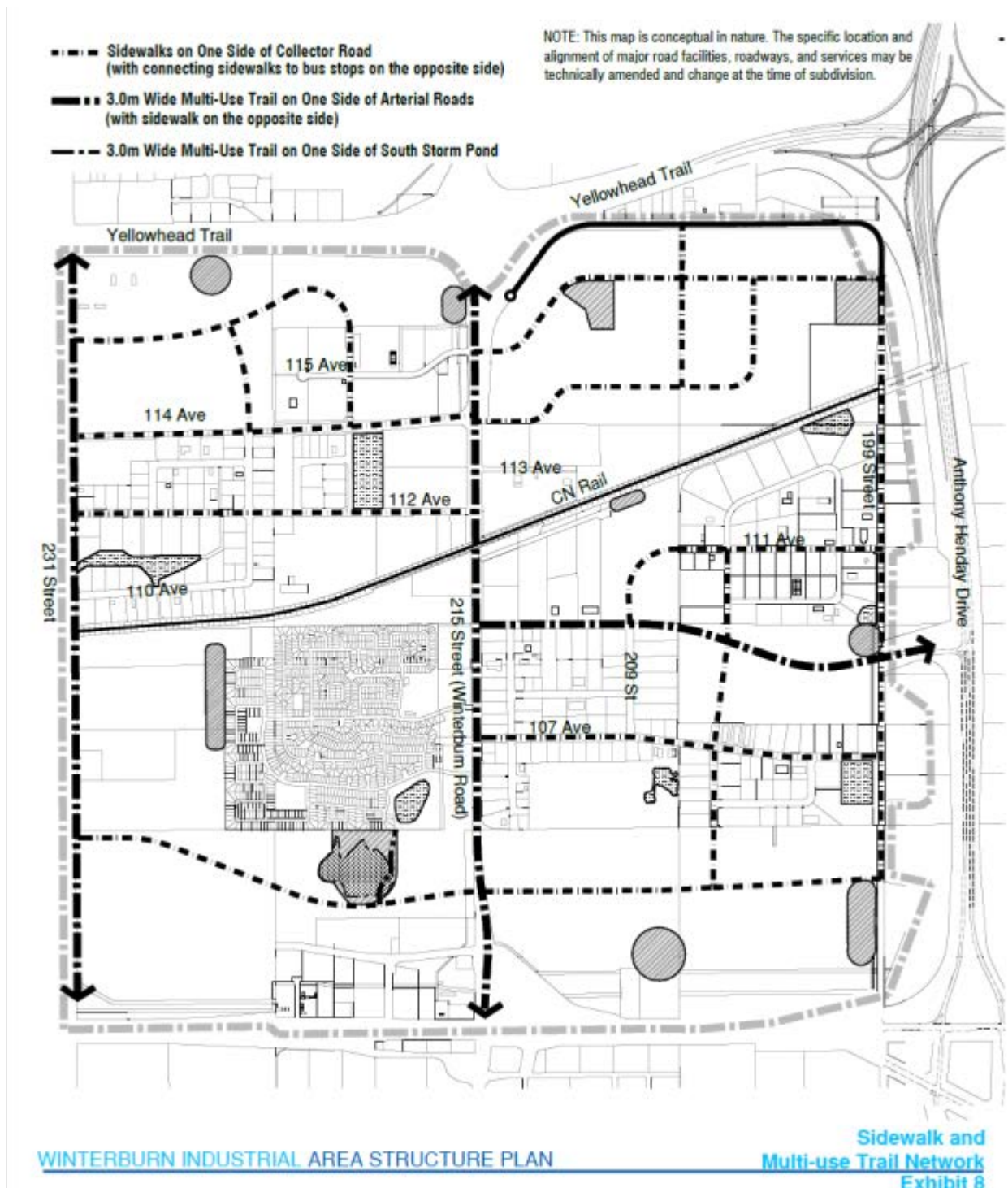
Discussion:

With the exception of Winterburn Crossing Wetlands (NW 7011), the natural areas within the ASP area will not be retained in their current form. There are opportunities for them to be purchased by the City of Edmonton through the Natural Areas Fund, but at the time of writing, there are no funds available to retain these areas.

Municipal Reserve will be dedicated in the form of land for parks and open space. It was determined by the City Parks department that Municipal Reserve would be better used to create park spaces of significant size in dispersed areas of the plan.

The proposed park sites are split among the four quadrants of the ASP Plan area. These parks will provide additional open spaces attached to future storm ponds and one adjacent to an existing park site in the northwest creating open space amenities of significant sizes. The approximate locations of the four proposed park sites are depicted in **Exhibit 7 - Development Concept** and will be planned in greater detail at the subdivision and zoning stages.

Roadways and buffers between the Winterburn Crossing Wetlands Natural Area and adjacent urban development will provide a measure of protection from encroachment. Existing natural areas, wetlands and vegetated areas are identified in **Exhibit 6 - Natural Areas**. Buffers may use setbacks, berms or fencing to separate land uses.



Roadway crossings and stormwater outfalls will negatively impact the integrity of Winterburn Crossing Wetlands (NW 7011) as a natural area. No roadways are planned to cross NW 7011 and the design of the stormwater management facilities will incorporate the natural wetland areas. Portions of the wetlands will require grading to create a deeper pond creating a larger capacity for storm water.

While the primary purpose of utility rights-of-way and stormwater management facilities are to accommodate important utilities and drainage infrastructure, these lands can also serve as open space areas and provide amenity opportunities to the working populace and residents in the area.

Additional natural areas in the north and south sectors of the plan area have been identified through the course of additional studies that have been completed as part of the ASP preparation. If these tree stands are not acquired through opportunities such as purchase using the Natural Areas Fund, the trees may be retained on private property by the individual land owners.

Alberta Sustainable Resource Development has reviewed the ASP area to determine if there are any Provincial claims to the bed and shore of wetlands through the Public Lands Act. They identified a wetland within the North Natural Area and within the Westview Village Manufactured Homes Park as requiring mitigation if disturbed. All wetlands in the ASP area are also subject to review by Alberta Environment under the Water Act and may be subject to mitigation or preservation.

3.6 Circulation

	Objective	Policy	Implementation
3.6.1	To maintain traffic flows and minimize traffic conflicts along major roadways within and abutting the Winterburn Industrial plan area.	3.6.1.1 Access to Stony Plain Road, Anthony Henday Drive and Yellowhead Trail is restricted. Access to 215 Street and 231 Street and 109 Avenue will be limited and will be to the satisfaction of the Transportation Department.	Accesses will be reviewed and conditioned at the subdivision or development permit stage of the planning approvals process.
		3.6.1.2 All roadways within the plan area will be developed to City standards or to the satisfaction of the Transportation Department.	Roadway standards and access will be reviewed and conditioned at the subdivision or development permit stage of the planning approval process.
3.6.2	To maximize the sharing of roadway dedication and construction costs between area property owners.	3.6.2.1 Lots with frontages to arterial roadways and no other access option may be required to share an access with an abutting site.	Access to sites will be reviewed and conditioned at the subdivision or development permit stage of the planning approval process to the satisfaction

	Objective	Policy	Implementation
			of Transportation Department.
3.6.3	To provide pedestrian and bicycle circulation opportunities in the Winterburn Industrial plan area.	3.6.3.1 A multi-use trail network with appropriate lighting will be developed within the Plan area along one side of arterial roads and through the Winterburn Crossing Wetlands, connecting to an existing trail in the Westview Village storm pond.	The provision of a multi-use trail network with appropriate lighting will be required as a condition of subdivision approval and executed through associated servicing agreements in accordance with Exhibit 8 – Sidewalk and Multi-Use Trail Network
		3.6.3.2 Sidewalks will be developed along at least one side of collector and arterial roadways within the Plan area.	The provision of sidewalks will be required as a condition of subdivision approval or development permit and executed through the associated servicing agreement, to the satisfaction of the Transportation Department.
3.6.4	To provide transit opportunities within the plan area.	3.6.4.1 All future arterial roads and select collector roadways within the plan area will be designated as transit routes.	Exhibit 9 - Transportation Network Plan identifies potential transit routes within the plan area.
3.6.5	To limit crossings and disruptions to the <i>private</i> * rail line.	3.3.4.1 Rail crossings will be limited to 231 Street, 215 Street and 199 Street.	Roadway crossings will be located as shown on the Development Concept in Exhibit 7 .

*Amended by Editor

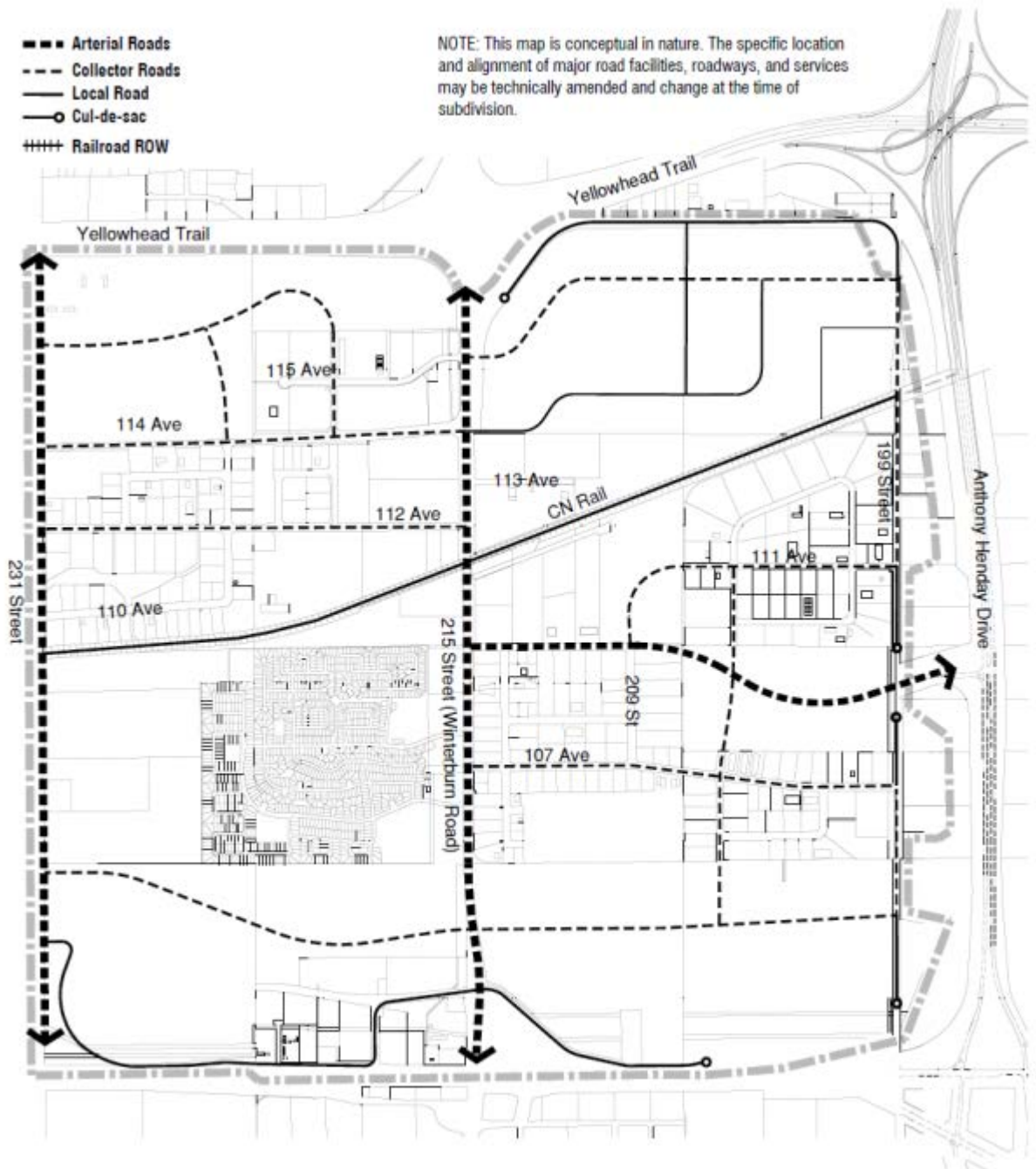
Discussion:

As shown in **Exhibit 9**, the Winterburn Industrial Area is currently accessed from the south by an interchange at 215 Street and Stony Plain Road and an at-grade intersection at 231 Street and Stony Plain Road. An interchange at Yellowhead Trail and Winterburn Road (215 Street) is the major road access from the north. A right-in/right-out access is also available from Yellowhead Trail at 231 Street. Access from Anthony Henday Drive will be reduced to right-in/right-out at 109 Avenue for the short-term and an interchange is proposed to be constructed in the long term.

The arterial road network is proposed to be built to an urban road cross-section standard. Local and collector roads are also proposed to be an urban road cross-section standard. Roadways will be built to appropriate City of Edmonton standards for urban cross-sections or to modified

standards incorporating ecologically equivalent design principles approved by the Transportation Department.

A Transportation Network Plan is included as **Exhibit 9**.



WINTERBURN INDUSTRIAL AREA STRUCTURE PLAN

Transportation Network
Exhibit 9

* Amended by Editor

A concept plan has been approved for Stony Plain Road west of Anthony Henday Drive to Hillview Road (231 Street) at the City limits and identifies long term plans for future interchanges. This plan addresses the future configuration of Stony Plain Road, its service roads, its intersections at Winterburn Road and Hillview Road (231 Street) and other access management recommendations.

The provision of a sidewalk on at least one side of every collector road in the plan area will provide a modal choice for pedestrians by allowing them to circulate between transit routes and places of business in a relatively safe manner on a facility dedicated to their movement. See **Exhibit 8 – Sidewalk and Multi-Use Trail Network**. Sidewalks will not be provided on local roadways.

Lands within the ASP will be subject to Arterial Roadway Assessments (ARA) pursuant to the Arterial Roads for Development Bylaw 14380, or to the policies and bylaws regarding arterial roadways in place at the time of development to cost share the construction of arterial roadway facilities needed to service the area. In general terms, the ARA outlines the developer's contribution for arterial roadway construction within the catchment area and is based on the estimated and actual costs for construction arterial roads required for access to a catchment area.

3.7 Development Standards

	Objective	Policy	Implementation
3.7.1	To ensure a high standard of appearance along high traffic volume roadways and natural areas.	3.7.1.1 All industrial uses and activities adjacent to arterial roadways and the natural areas, will be developed to a higher standard of appearance.	The IL and IB Zones will be applied to high profile areas, as per Exhibit 7 - Development Concept . Uses along Stony Plain Road will be subject to the standards set in the Major Commercial Corridors Overlay.
		3.7.1.2 All infrastructure required to distribute and service development sites will be located underground.	Underground services will be required as a condition of subdivision and executed through associated servicing agreements.
		3.7.1.3 Modified urban cross-section roadways may be permitted within the Winterburn Industrial area subject to the approval of City of Edmonton Transportation Department.	Roadway standards will be reviewed and conditioned at the time of subdivision approval and executed through associated servicing agreements.
		3.7.1.4 The appearance standards, yards and landscaping requirements of the Zoning Bylaw shall be fully applied to those properties adjacent to high traffic volume roadways.	The Development Officer will apply all appearance standards, yard and landscaping requirements for properties abutting Anthony Henday Drive, Highway 16 and Highway

Objective	Policy	Implementation
	For the purpose of this policy, Anthony Henday Drive, Highway 16 and Highway 16X shall be deemed high traffic volume roadways.	16X. Enhanced standards will be incorporated into the Zoning Bylaw through amendments advanced by the Planning and Development Department.

Discussion:

Stony Plain Road, Yellowhead Trail, Anthony Henday Drive and 215 Street circulate high volumes of traffic past the Winterburn Industrial area, Lewis Farms residential area and Westview Village residential area. The Winterburn Industrial Area is also located at two major west entrances to the City, therefore, development along these roadways will present a lasting impression to the travelling public about the appearance and quality of development in the area and the Capital Region as a whole.

The following should be considered in establishing a higher standard of appearance for lands fronting onto these roadways:

- Architectural Style. Incorporate a higher standard of appearance for buildings.
- Mass and Scale. Design building mass and scale appropriate for the character of the area.
- Building Articulation. Design buildings/structures that achieve human scale and visual interest for pedestrians along streetscapes.
- Connectivity. Design on-site circulation to avoid conflicts between vehicular, bicycle and pedestrian traffic.
- Pedestrian Environment. Ensure safe and direct pedestrian connections.

High quality architecture should be implemented for all Business Employment areas of the plan ensuring an appropriate interface with Anthony Henday Drive, Stony Plain Road and Yellowhead Trail.

The following architectural initiatives will be implemented at development permit stage to encourage a higher standard of appearance is maintained:

- ☐ To reduce the appearance of blank walls, elements such as colours, materials, finishings, architectural elements, roof-scapes and landscaping will be coordinated to reduce the impact of massing of larger buildings.
- Building finishes are to be of a high quality, durable and attractive in appearance.
- ☐ A uniform design approach to all buildings is not encouraged as it will create repetitiveness.
- ☐ The use of unique architectural features with varied materials will create identifiable character for each building.
- ☐ Site harmony will be achieved through the use of common elements, such as colour, street furnishings and site landscaping.
- ☐ Design parking areas with a balance of landscaping and urban design elements to minimize the impact of large parking fields.

- ☐ Landscaping is to be designed to enhance building entries, screen area of surface parking and enhance the character of sites.
 - ☐ Landscaping that provides visual interest for the site in all seasons will be utilized
- These initiatives could be implemented through a Direct Control Zone, a special plan overlay or amendments to Development Regulations in the Zoning Bylaw.

Proximity to storm ponds and open space should attract industrial users who may desire sites next to an amenity area and be prepared to develop to a higher standard of appearance befitting their image.

3.8 Environment

	Objective	Policy	Implementation
3.8.1	To protect future industrial users from past land contamination in the Winterburn Industrial plan area.	3.8.1.1 Rezoning and subdivision applications for site(s) with suspected environmental concerns will be accompanied by documentation proving the affected lands are suitable for their intended use.	The Planning and Development Department will not accept applications for sites without appropriate verification that the affected sites are suitable for the intended use.

Discussion:

Due to the activities of past uses in the Winterburn area, some lands within the Plan boundary may be environmentally contaminated and therefore pose a risk to future users. Such contamination is typically surficial in nature and can be easily remediated.

3.9 Risk Management

	Objective	Policy	Implementation
3.9.1	To restrict industrial uses and industrial activities associated with explosive or hazardous materials within the Winterburn Industrial plan area vis-à-vis Westview Village and the adjacent Lewis Farms residential area.	3.9.1.1 The (IH) Heavy Industrial Zone will not be applied to lands within the Winterburn Industrial plan area.	The Planning and Development Department will not accept applications to rezone land within the Winterburn neighbourhood to the IH designation. Nor will the Department approve Development Permits for Uses that satisfy the criteria described in the "General Purpose" of the IH Zone.
3.9.2	To prohibit residential land uses excepting Westview Village within the Winterburn Industrial area.	3.9.2.1 Excepting Westview Village, residential and residential related uses will not be permitted within the Winterburn Industrial plan area.	The Planning and Development Department will refuse applications that propose new residential or residential related uses within the Winterburn Industrial plan area.

Discussion:

Edmonton's Municipal Development Plan endorses several methods of risk management. Two of these methods are to reduce risk through land use controls and at the source, respectively.

A means of reducing risk through land use controls may involve the application and enforcement of regulations relative to uses that either pose a risk or that may be detrimentally impacted by a hazard event. A means of reducing risk at source is to outright prohibit uses that pose risk and/or uses that would be detrimentally impacted should risk become reality.

Policy 3.9.1.1 reduces risk at source relative to the Westview Village and surrounding residential areas by prohibiting development of hazardous land uses possible under the IH Zone within the Winterburn Industrial plan area.

Policy 3.9.2.1 also reduces risk at source by prohibiting new residential land uses within the Winterburn Industrial plan area that might be detrimentally impacted by hazardous land uses located on lands in adjacent industrial areas. Policy 2.9.2.1 also reduces the potential for conflict between residents and industrial operators relative to nuisances generated by less intense industrial land uses.

3.10 Planning Approvals, Plan Monitoring & Amendments

	Objective	Policy	Implementation
3.10.1	To ensure an orderly process of planning and development occurs in the Winterburn Industrial area.	3.10.1.1 Lands not serviced to full City standard will be reviewed on a case by case basis with a view to encouraging full service in the near future.	The Development Officer may approve applications for development on lands with less than full City services, if development to urban standards is not deemed feasible by the City of Edmonton.
3.10.2	To ensure the Plan remains relevant to the planning and development issues that may arise or abate over time.	3.10.2.1 The Planning and Development Department will monitor the efficacy of the Plan in an ongoing manner.	The Planning and Development Department will as part of its monitoring of the Industrial Land Strategy periodically review the supply and demand for particular types of industrial land and consider and initiate appropriate amendments to the Plan to ensure it is relevant to addressing trends in industrial development.
		3.10.2.2 Development proposals that do not comply with the policies, development concept map, or servicing concept maps of this Plan	The Planning and Development Department will determine whether a development proposal is in compliance with the

Objective	Policy	Implementation
	must be accompanied by an amendment to bring the Plan into conformance with the proposed development.	Plan and other affected Plans. Amendments shall comply with Edmonton's Municipal Development Plan and all applicable City of Edmonton policies and guidelines and will be coordinated by the Planning and Development Department. Amendments to this Plan shall be comprehensive in that they will revise all parts of the Plan that are necessary to accommodate the proposed change(s) including modified text and map(s) and planning rationale. The Planning and Development Department will determine any studies necessary to support the proposed amendment.

Discussion:

Serviced lands have a higher value than unserviced lands and are more likely to attract a highest and best use under the land use zoning in place for the affected lands. When lands are zoned for their highest and best use, but not serviced to full urban standard, they may attract a type and quality of development that is less than optimal. Once developed these uses may remain in place for a long time preventing development for highest and best use. Policy 2.10.1.1 addresses this issue by limiting the use of unserviced lands so that they may be readily "redeveloped" to their highest and best use when they are eventually serviced.

4.0 SERVICING CONCEPT

Goal: *To ensure that utility services are provided in accordance with City's approved studies and standards and extended in a logical and coordinated manner to support the demand for urban development.*

4.1 Sanitary & Storm Sewer Infrastructure

	Objective	Policy	Implementation
4.1.1	To ensure that the Winterburn Industrial Area is serviced to City standards.	4.1.1.1 Sanitary and storm sewer infrastructure shall be provided in accordance with the approved Neighbourhood Design Report for Winterburn and the general Drainage Concept Maps to the satisfaction of City of Edmonton, Drainage Services.	Sanitary and storm sewer servicing as per the approved drainage concept will be a condition of engineering drawing approval associated with future servicing agreements.

Discussion:

The Sanitary Servicing Plan is included as **Exhibit 10 - Sanitary Servicing**.

The Storm Servicing Plan is included as **Exhibit 11 - Storm Servicing**.

4.2 Water Infrastructure

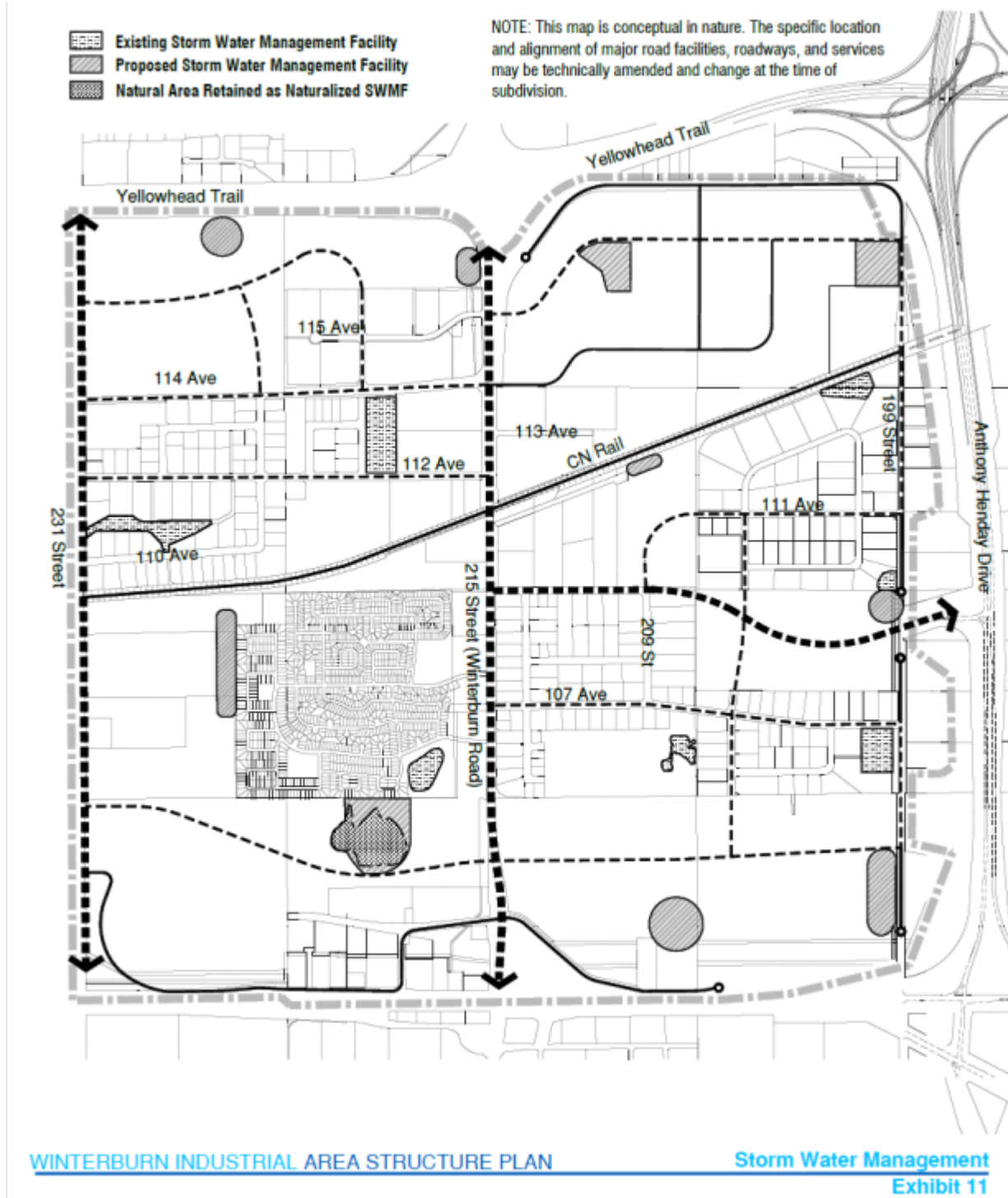
	Objective	Policy	Implementation
4.2.1	To ensure that the Winterburn Industrial Area is serviced to a full City standards.	4.2.1.1 Water system infrastructure will be provided in accordance with the approved Water Network Analysis and the Water Network Map (see Exhibit 12) to the satisfaction of EPCOR Water Network Services.	Water servicing as per the approved water network concept will be a condition of engineering drawing approval associated with future servicing agreements.

Discussion:

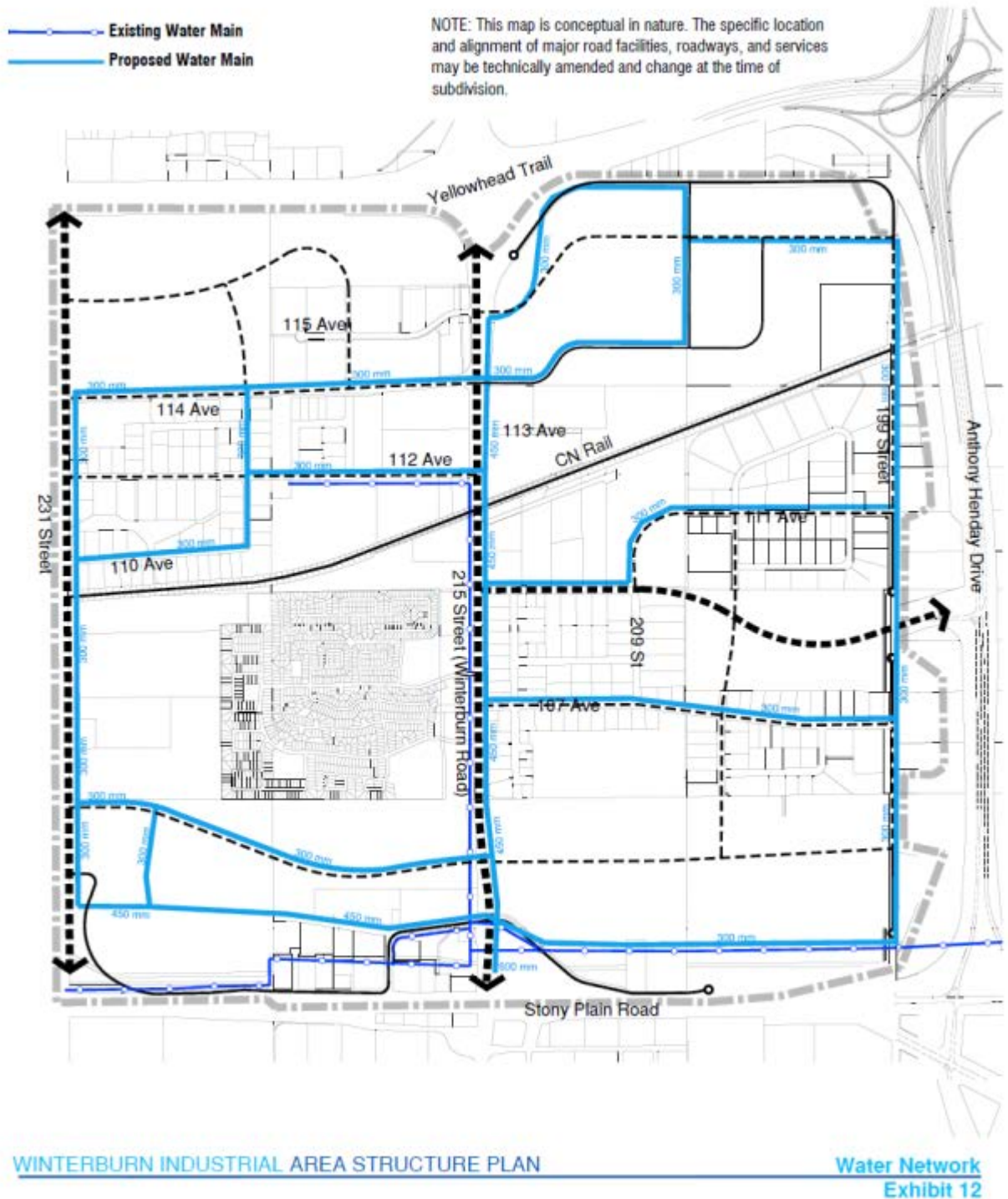
The Water Servicing Plan is included as **Exhibit 12 - Water Network**.



* Amended by Editor



* Amended by Editor



* Amended by Editor

4.3 Shallow Utilities (Gas, Power & Telecommunications)

	Objective	Policy	Implementation
4.3.1	To ensure that the Winterburn Industrial Area is serviced to City standards.	4.3.1.1 All shallow utility infrastructure required to provide service to development will be located underground.	Underground utility services will be required as a condition of subdivision and executed through the associated servicing agreements.

Discussion:

Power, gas and telephone services are readily extended contiguous with the advancement of

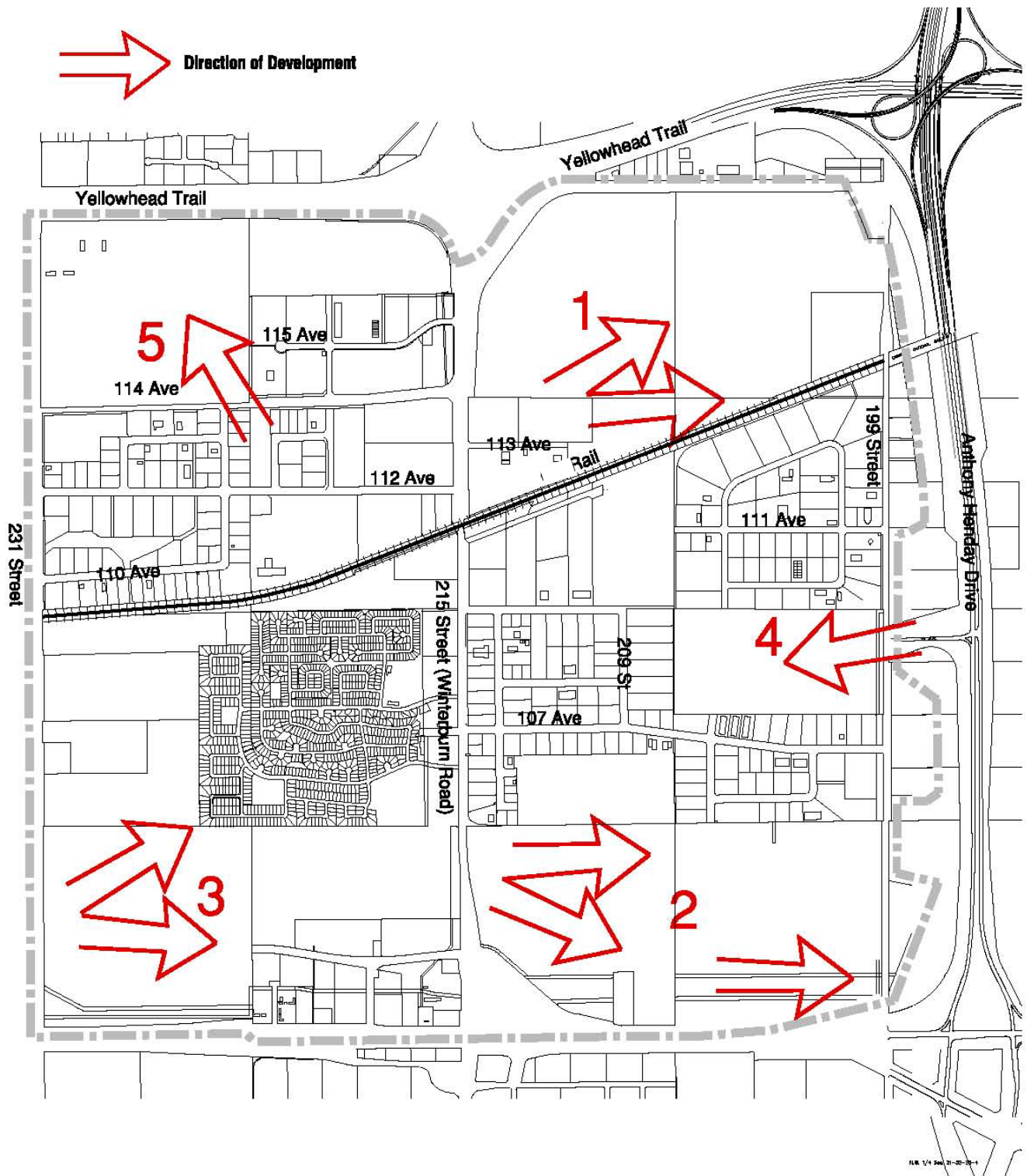
available to the Plan area and will be development.

4.4 Development Staging

The recommended development staging within the Winterburn Industrial Plan Area is illustrated on **Exhibit 13 - Staging Plan**. The development staging is subject to change due to changing market and economic conditions and land ownership patterns.

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* Amended by Editor



WINTERBURN INDUSTRIAL AREA STRUCTURE PLAN

Staging Plan
Exhibit 13



OCTOBER 2009

* Amended by Editor

THE CITY OF
Edmonton PLANNING AND
DEVELOPMENT



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POLICY CONTEXT

5.1 Winterburn Industrial Area Structure Plan

The Winterburn Industrial ASP was adopted by Parkland County in 1980 as Bylaw 34-79 prior to annexation of the Winterburn lands by the City of Edmonton in 1982.

There was no concept plan included in the original ASP.

This report proposes replacing the approved ASP upon approval by the City of Edmonton Council.

5.2 Winterburn Industrial Area Master Plan (AMP)

The original AMP was approved in 2001 and provides the framework for servicing and infrastructure for the area. An amendment to the Winterburn Industrial AMP is being prepared and submitted concurrently with this proposed ASP.

5.3 Edmonton's Municipal Development Plan

Edmonton's Municipal Development Plan is the overall guide for land use for the City of Edmonton. The Winterburn Industrial ASP is in compliance with Edmonton's Municipal Development Plan. The Winterburn ASP lands are designated Business and Employment area, with some recognition of the existing residential area.

5.4 Edmonton's Industrial Land Strategy

Edmonton's Industrial Land Strategy (adopted by City Council on August 27, 2002) is a framework for policies and actions to facilitate the development of new industrial areas and the redevelopment of properties in existing industrial areas. This strategy is updated periodically to respond to the changing requirements of industry and market conditions.

The Strategy encourages investment and participation by other development interests, including the private and public sectors.

The strategy includes a series of linked initiatives to provide for an effective and efficient industrial land development process. Three key components in this strategy are for the City to:

- prepare integrated plans for new and established industrial areas;
- play an active role in bringing industrial land to the marketplace; and
- maintain a minimum three-year supply of serviced industrial land.

5.5 Major Commercial Corridors Overlay

Development within the Winterburn Industrial ASP adjacent to Stony Plain Road is subject to the Major Commercial Corridors (MCC) Overlay in the Zoning Bylaw. The purpose of this overlay is

to ensure that development in the overlay area is visually attractive and that due consideration is given to pedestrian and traffic safety.

The conditions of this overlay will be followed in this ASP.

5.6 City of Edmonton Zoning Bylaw

The Winterburn Industrial Area currently has the following zones as identified by the Edmonton Zoning Bylaw:

- Medium Industrial (IM);
- Business Industrial (IB);
- Mobile Homes (RMH);
- Highway Corridor (CHY);
- Neighbourhood Convenience Commercial (CNC);
- Public Utility (PU);
- Public Parks (AP);
- Industrial Reserve Zone (AGI); and
- Site Specific Direct Control Provision (DC2-350).

Future land uses in Winterburn Industrial ASP will comply with existing zones contained in the City of Edmonton Zoning Bylaw 12800.

5.7 City of Edmonton Oil & Gas Facilities Policy

The City of Edmonton adopted Policy C-515 to provide standards for development around existing oil and gas facilities, setbacks for abandoned wells, processes and expectations for new or expanding oil and gas facilities, required information for Area and Neighbourhood Structure Plan.

Existing and abandoned wells and pipelines are shown in **Exhibit 5**.

The Winterburn Industrial ASP will follow the guidelines in Policy C-515 relating to operating and abandoned oil and gas wells.

5.8 Process for Unserved Developed Properties to Connect to City Services

City Policy C-535 was adopted by City of Edmonton Council on July 23, 2008. This Policy outlines the process for owners of unserved developed land to request and connect to City services.

This process provides guidance for owners in Winterburn Industrial Plan Area to request and connect to City services.

5.9 Eco-Industrial Development

Acting on Council direction to investigate and implement an eco-industrial strategy and encourage sustainable industrial development, the City of Edmonton shall promote and support, where appropriate, eco-industrial development using the following principles:

- to encourage infrastructure and industrial development that is environmentally and economically efficient.
- to develop a diversity of parcel sizes to attract a variety of business types to increase potential for business interactivity to reduce waste.
- to encourage alternative energy development strategies for industrial development.
- to promote eco-industrial networking to garner developer interest in energy efficient design and green buildings.
- to facilitate cooperation between businesses by supporting the design and use of shared spaces, facilities, resources and infrastructure.
- to encourage an integrated design process as part of all development projects in the plan area including infrastructure linkages to adjacent areas.
- to assist in identifying and developing opportunities for joint efficiency initiatives among developers before the planning process to uncover opportunities for eco- and shared development.
- encourage the investigation of more innovation in design standards and to consider modified standards that improve ecological performance of municipal and on-site infrastructure. (For example - bio-swales, varied street widths, shared parking facilities).
- pursue development of ecologically sustainable practices for stormwater management.

APPENDIX 1 – TECHNICAL STUDIES

NATURAL SITES AND ECOLOGICAL ASSESSMENT

A Natural Site and Ecological Assessment was completed by Bruce Thompson and Associates Inc. and submitted under separate cover.

TRANSPORTATION IMPACT ASSESSMENT (TIA)

A Transportation Impact Assessment (TIA) was completed and submitted under separate cover by IBI Group.

GEOTECHNICAL ASSESSMENT

EBA Engineering Consultants Ltd. completed a hydrogeotechnical investigation in November 2000. The geology and hydrogeology of the project area is considered relatively complex due to the non-homogeneous nature of the soil and groundwater conditions. Installation and performance of underground utilities are anticipated to be sensitive to localized changes in soil and groundwater conditions.

AREA MANAGEMENT PLAN (AMP) AMENDMENT

An amendment to the AMP was prepared by IBI Group to guide servicing for the area. This report is submitted under separate cover.

WATER NETWORK ANALYSIS

A Water Network Analysis was completed by IBI Group and was submitted to the City of Edmonton under separate cover.