

# ***Rampart Industrial Area Structure Plan***

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Office Consolidation November 2013

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***Prepared by:***

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

**Bylaw 7465 was adopted by Council in April 1984. In November 2013, this document was consolidated by virtue of the incorporation of the following bylaws:**

- Bylaw 7465*      Approved April 24, 1984 (to adopt the Mistatim Area Structure Plan)
- Bylaw 10351*    Approved June 17, 1993 (to reconfigure and alter the land uses located between 137 Avenue and 143 Avenue, St. Albert Trail and the railway line)
- Bylaw 15456*    Approved June 7, 2010 (to reconfigure medium and light industrial uses, add two park sites and a stormwater management facility, relocate, enlarge and naturalize the approved stormwater management facility incorporating a substantial portion of Natural Area NW 7060, recognize an existing natural area (NW 7144), and reconfigure the neighbourhood roadway network)
- Bylaw 16627*    Approved November 4, 2013 (to change the land use designation from Private Recreational to Business Industrial uses east of 142 Street and to reconfigure Business Industrial and Stormwater Management Facility uses west of 142 Street)

**Editor's Note:**

This is an office consolidation edition of the Rampart Industrial Area Structure Plan, Bylaw 7465, as approved by City Council on April 24, 1984. This edition contains all amendments and additions to Bylaw 7465.

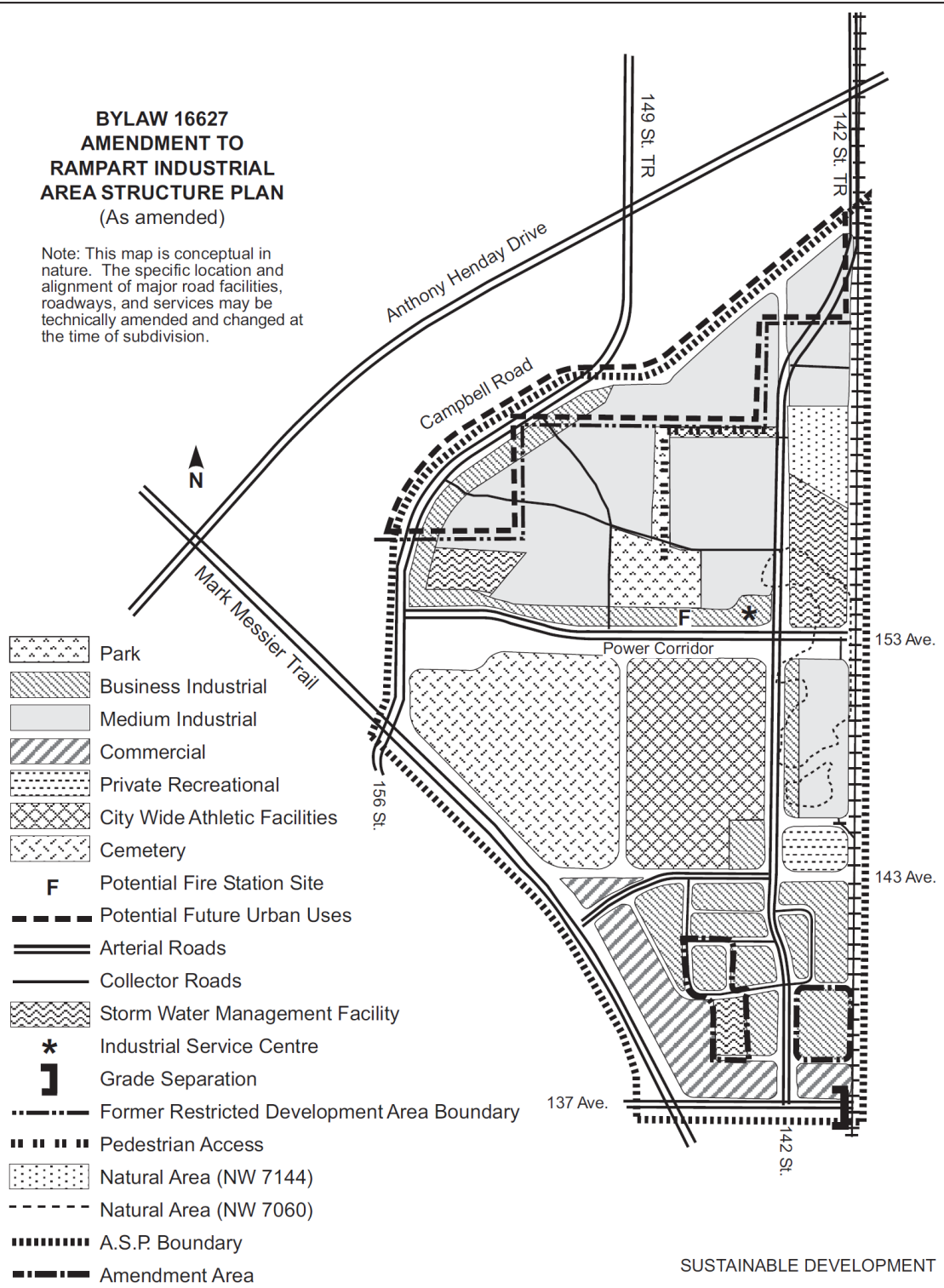
For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, 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

**BYLAW 16627  
AMENDMENT TO  
RAMPART INDUSTRIAL  
AREA STRUCTURE PLAN  
(As amended)**

Note: This map is conceptual in nature. The specific location and alignment of major road facilities, roadways, and services may be technically amended and changed at the time of subdivision.



# **RAMPART INDUSTRIAL AREA STRUCTURE PLAN**

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(Amended by Bylaw 15456)

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## I INTRODUCTION

### 1. Purpose

The purpose of this Area Structure Plan is to provide a rational, coherent land use plan to accommodate a variety of industrial, recreational and institutional opportunities in the northwest sector of the City of Edmonton. The Plan area includes approximately 372 hectares (919 ac.) located north of 137 Avenue, between *Mark Messier* Trail and the *Private Railway Corporation* line, and south of the Edmonton Restricted Development Area. The Plan, prepared in accordance with the Revised Area Structure Plan Terms of Reference and the Edmonton General Municipal Plan, provides a detailed policy guide for all future subdivision and development activity within the Plan area.

Amended by Editor

### 2. Background

Following annexation of the Plan area to the City on 1982 01 01, City Council amended the General Municipal Plan to designate the Plan area as a major industrial growth area. The lands to the east of the *railway* racks were concurrently designated for residential growth. In accordance with this, an Area Structure Plan proposal for both the industrial and the adjacent residential lands was submitted by Mackenzie Spencer Associates Limited for City Council review. The proposal also included provisions for a regional town centre.

Amended by Editor

On 1983 04 12, Council rejected the proposed Structure Plan and directed that a new plan be prepared. On 1983 12 13, City Council further requested, among other things, that separate Area Structure Plans be prepared for the residential and industrial portions located, respectively, east and west of the *railway* tracks. The west portion should remain essentially unchanged, whereas the east portion should contain a number of land use revisions.

Amended by Editor

This Area Structure Plan has been prepared in accordance with these requirements.

**Figure 1 – Context**  
(Bylaw 7465, April 24, 1984)

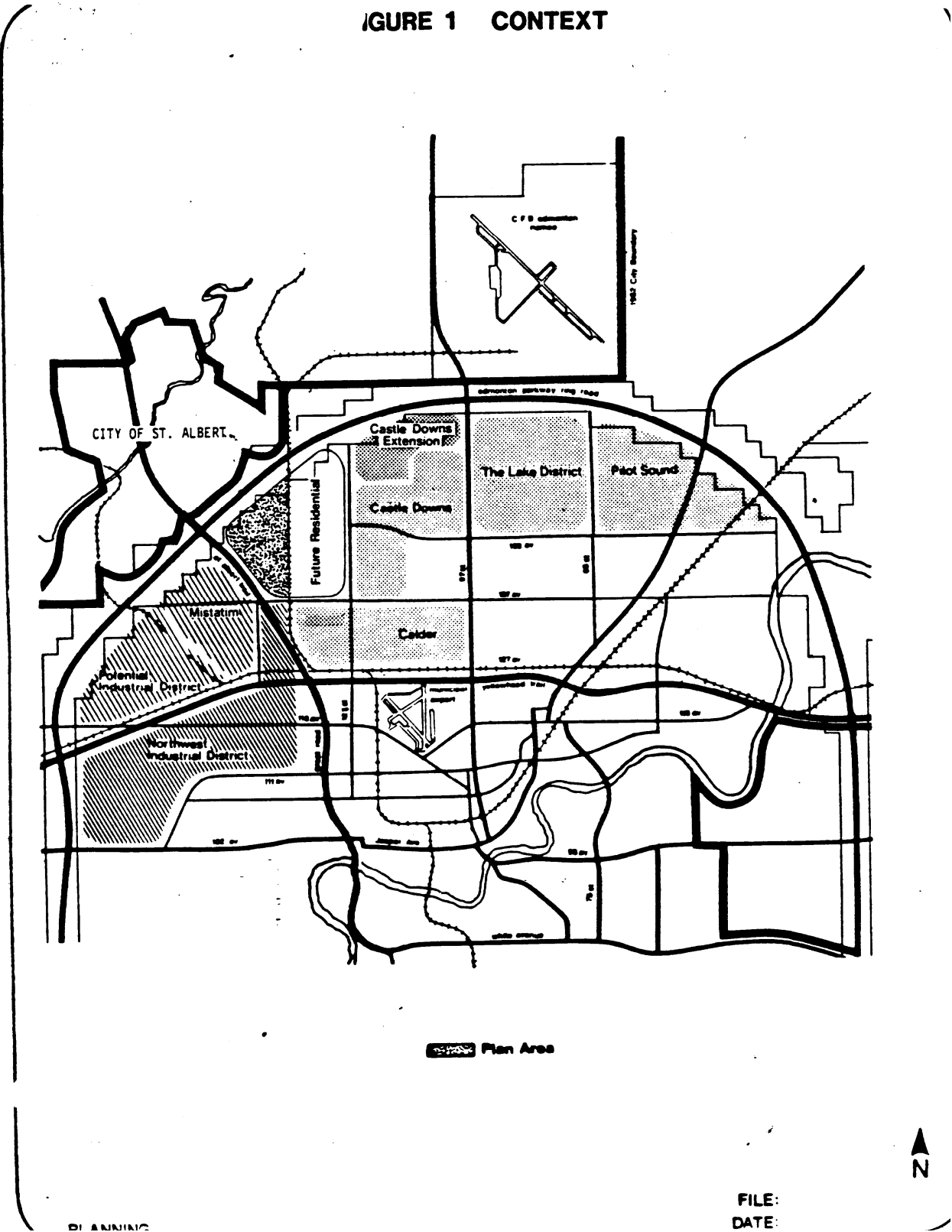
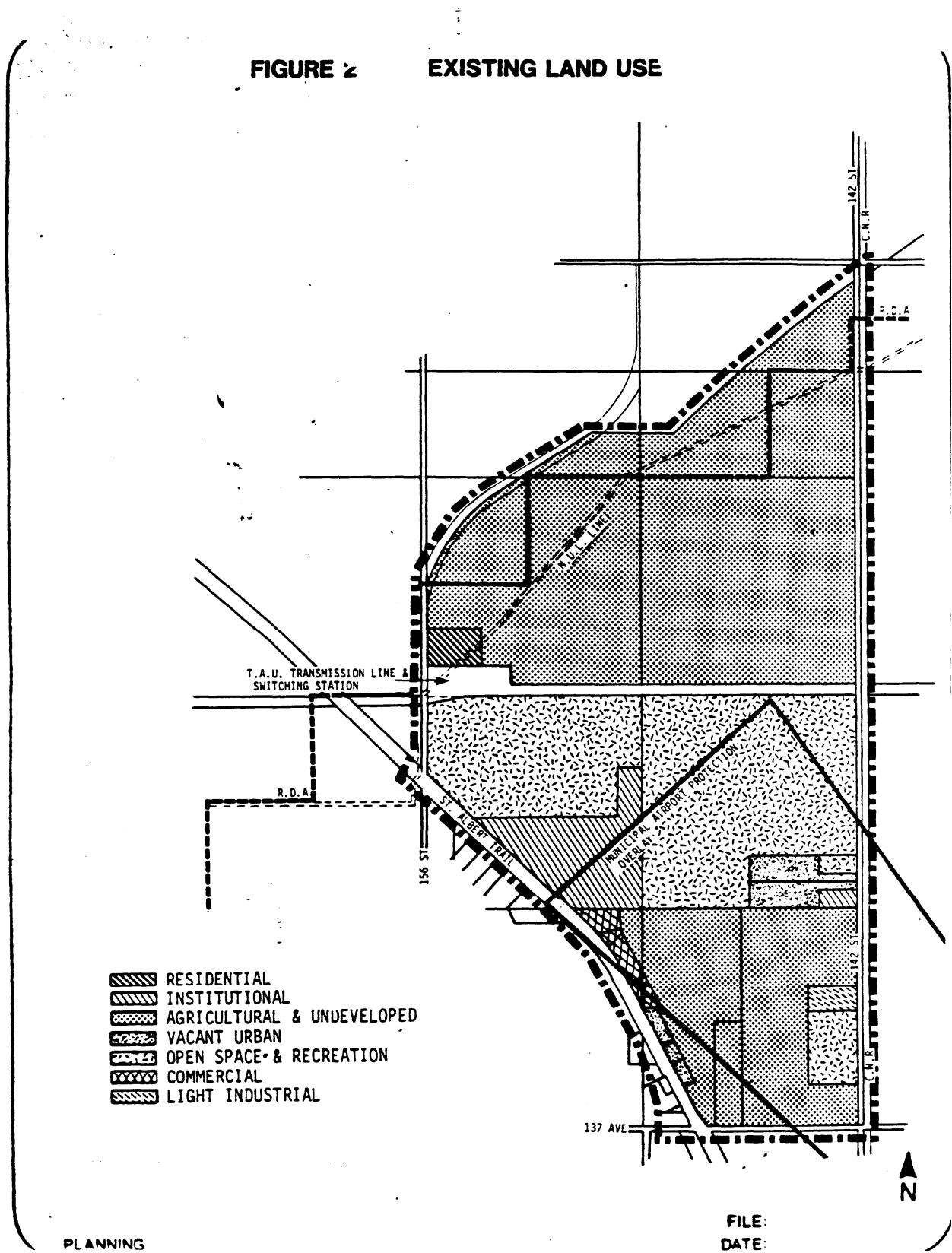


Figure 2 – Existing Land Use  
(Bylaw 7465, April 24, 1984)





## II PLAN AREA

### 1. Context

As shown in Figure 1, the Plan area is located in the northwest sector of the City of Edmonton, immediately east of the *Mark Messier* Trail and 156 Street, and south of *Anthony Henday Drive/Transportation Utility Corridor (TUC)* of the Edmonton Restricted Development Area (RDA). Two other major transportation routes, 137 Avenue and the *railway* tracks, form the south and east boundaries of the Plan area. Together, these road and rail access opportunities provide significant advantages for industrial development in the Plan area.

Amended by Editor

Amended by Editor

Under the General Municipal Plan, the lands south of the Plan area are designated for industrial growth. The lands to the west, across the *Mark Messier* Trail, are within the industrial Mistatim Area Structure Plan. The lands to the east of the *railway* tracks are, as noted previously, to be developed for mixed uses, primarily residential. A light industrial strip along the east side of the tracks will provide a buffer from the industrial land uses proposed under the present Plan. Finally, the lands to the north of the Plan, located across the RDA, within the City of St. Albert, are being developed for a range of residential and industrial uses.

Amended by Editor

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### 2. Existing Land Use

The Plan area is primarily used for agricultural purposes, which will be phased out prior to urban development.

One notable exception exists in the N.W. 1/4 26-56-25-W4M, just east of the *Mark Messier* Trail, the site of the Holy Cross Cemetery (Figure 2). The City of Edmonton intends to operate a public cemetery north of this site occupying the balance of the quarter section. Incorporation of the cemeteries within the Plan area represents a significant constraint to its development for industrial purposes. Land use conflicts, however, will be minimized through light industrial buffering north and south of the cemeteries and development of a proposed City-wide athletic facility to the east. Although this facility poses a constraint to industrial development, its proposed location avoids residential land use conflicts which could occur elsewhere in the City.

Amended by Editor

North of the cemetery expansion area is a major *private utility corporation* high voltage transmission line which spans the Plan area from east to west. A major switching station is located in this corridor, just east of 156 Street. In addition, *another private utility corporation* operates a 323 mm (12 inch) high pressure gas transmission line which runs in a (southeast-to-northwest direction in the north part of the Plan area, roughly, parallel to the RDA. Neither line, however, should pose significant conflicts with industrial land uses, although particular care should be taken to the location and orientation of lot lines adjacent to the gas pipeline if it is not relocated prior to subdivision for urban development.

Amended by Editor

Other notable exceptions to the agricultural character of the area include three recreational facilities located along the west side of the existing 142 Street alignment. In the N.E. 1/4 26-56-25-W4M are *two private corporations (13, 14; refer to Figure 4 – Ownership)*, both are private recreational facilities. In the S.E. 1/4 26-56-24-W4M is another private recreational use, consisting of playing fields, grounds and a club house operated by *a private corporation (3)*. All of these recreational uses are to be incorporated within the Plan. Because of their relatively small size, they do not represent significant constraints to industrial development. Further, if any of these operations cease to exist, the land can easily be turned over to industrial use.

Amended by Editor

### 3. Land Use Controls

Consistent with its existing agricultural character, the entire Plan area is within the AG (Agricultural) District of the Municipal District of Sturgeon Land Use Bylaw. In accordance with the overall industrial objective of the Plan, however, it is proposed that the lands be *rezoned* to the AGI (Industrial Reserve) District under an amendment to the City of Edmonton Land Use Bylaw currently being prepared so as to include all of the City's recently annexed lands.

Amended by Editor

Except for those areas located within the RDA, the existing Edmonton Regional Plan - Metropolitan Part, designates the Plan area as General Industrial. The proposed Edmonton Metropolitan Regional Plan, which is awaiting ratification by the Minister of Municipal Affairs, similarly classifies the lands as Metropolitan Industrial. The Area Structure Plan generally conforms to the proposed new plan. Regional Plan amendments will be required, however, should portions of the RDA be released for industrial use prior to ratification of the new

plan. Formal RDA release, by Order-in-Council, is also required prior to industrial development of these lands.

As noted previously, the General Municipal Plan identifies the area as a major industrial growth area suitable for Area Structure Plan preparation. This provides the authority required for the present Plan.

#### 4. Natural Environment

As shown in Figure 3, the Plan area is relatively flat, with a maximum relief of about 5 m (15 ft.). The land drains generally to the east and south. Only a few small sloughs dot the area, posing no significant development constraints. Since the majority of the area is agricultural, there are no significant tree stands; minor tree stands marking the section lines may be retained on the cemetery and City-wide athletic facility lands.



The soils in the Plan area, generally Chernozemic clay loams, are very good agricultural soils, being classified as Classes 1 and 2 on the Canada Land Inventory Agricultural Capability rating. However, the land is not identified as an Agricultural Land Management area by the General Municipal Plan, on the basis that the benefits to be achieved from industrial development outweigh those to be achieved from continued agricultural practice, especially in comparison to the relative benefits of industrial development on alternative agricultural lands.

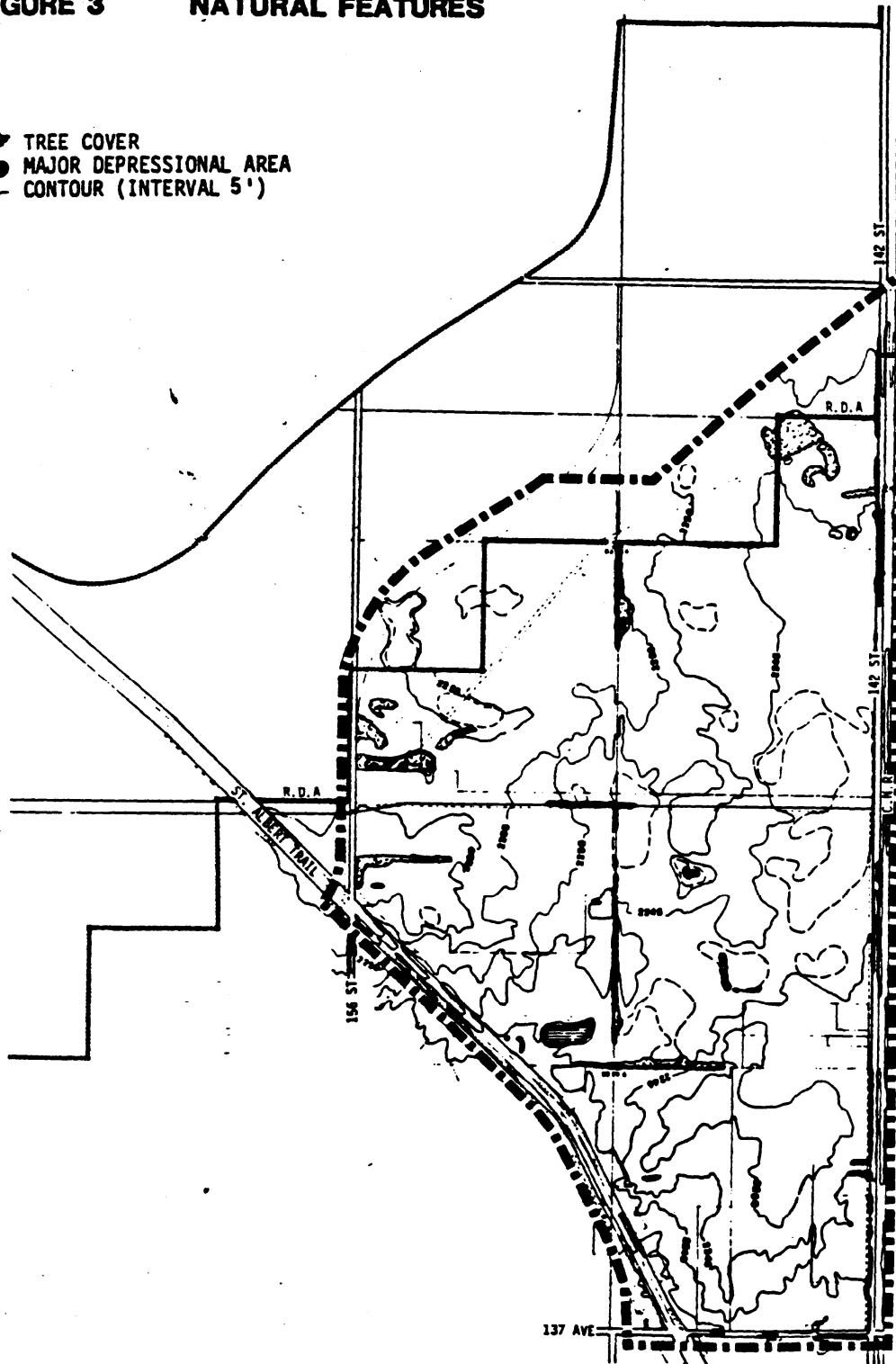
#### 5. Ownership

The largest land owner in the Plan area is the City of Edmonton, accounting for over half of the total area. Figure 4 identifies the ownership pattern.

Figure 3 – Natural Features  
(Bylaw 7465, April 24, 1984)

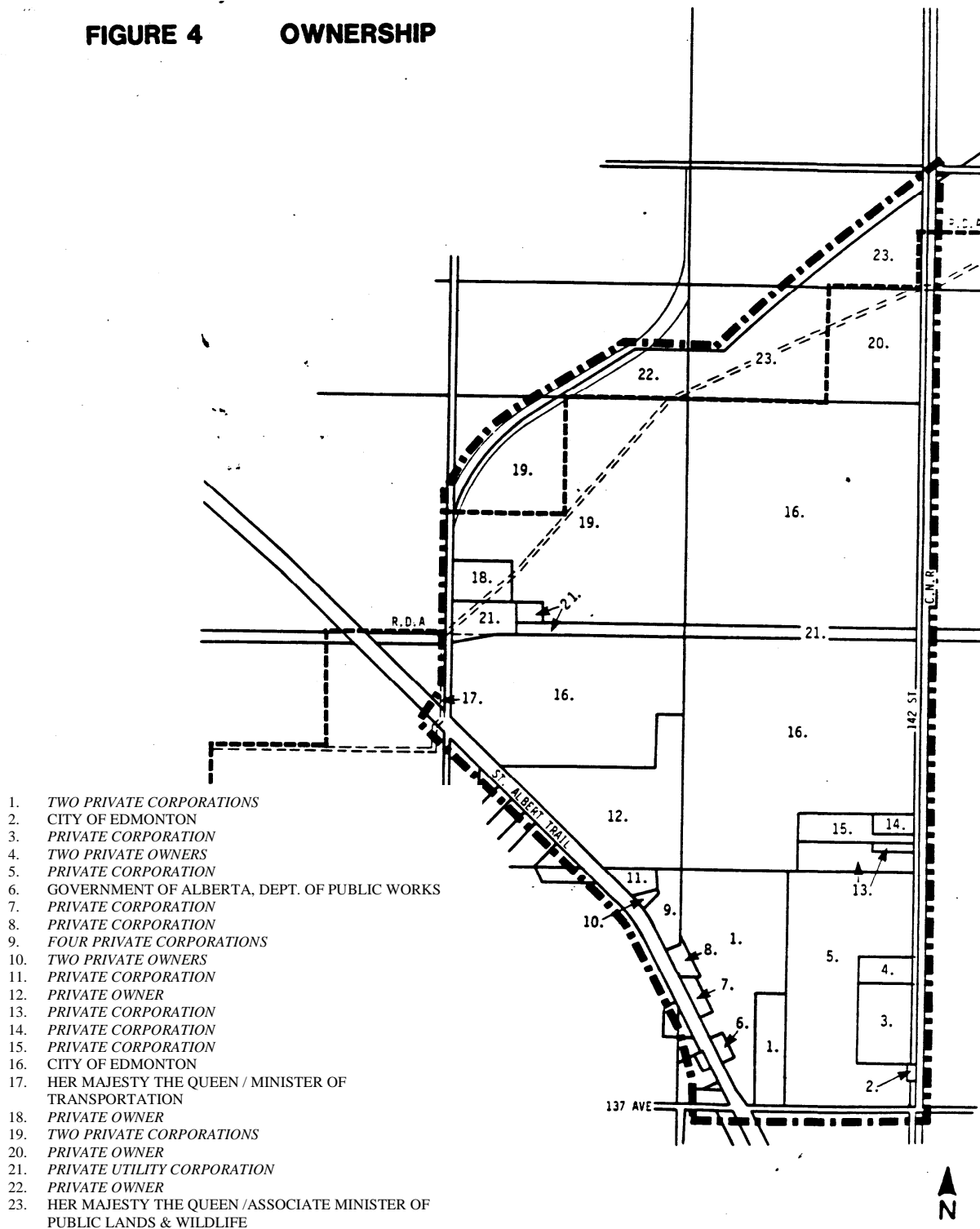
**FIGURE 3      NATURAL FEATURES**

-  TREE COVER
-  MAJOR DEPRESSIONAL AREA
-  CONTOUR (INTERVAL 5')



**Figure 4 – Ownership\***  
(Bylaw 7465, April 24, 1984)

**FIGURE 4 OWNERSHIP**



FILE:

\*Amended by Editor

### **III     PLAN OBJECTIVES**

As noted previously, the primary purpose of this Area Structure Plan is to provide a land use plan to accommodate a variety of industrial, recreational and institutional opportunities in the northwest sector of the City.

The following detailed objectives are identified:

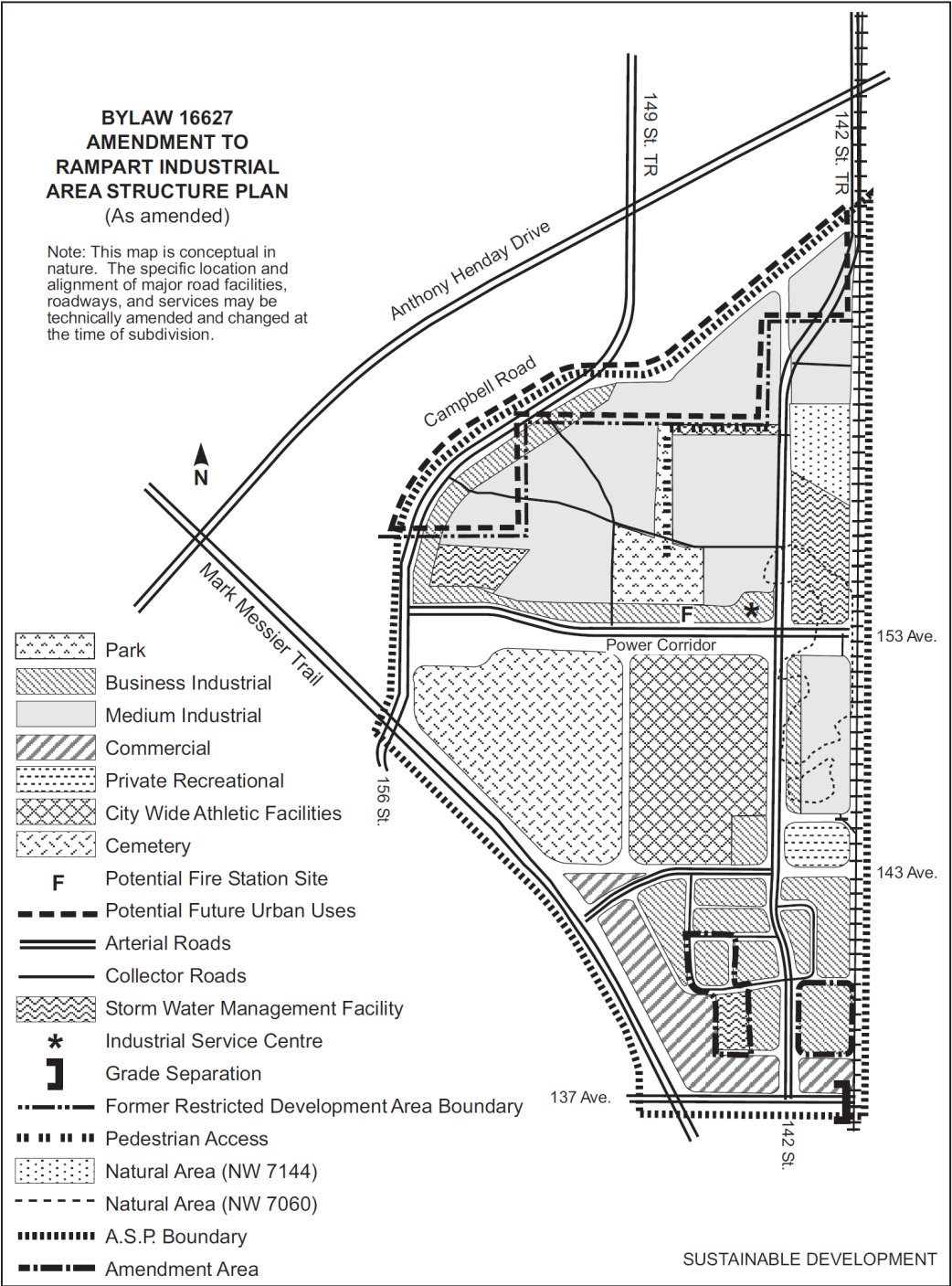
1. To provide a range of light industrial/business and medium industrial opportunities at a location which is readily accessible to users and employees.
2. *(Deleted)*
3. To exercise strict control over the development of non-industrial uses in industrial areas (General Municipal Plan, Section 7.C).
4. To provide for light industrial/business uses along arterial roadways (General Municipal Plan, Section 7.C) so as to maintain a higher visual and environmental standard for road users and to offer higher visibility for businesses.
5. To provide an Industrial Service Centre for low intensity retail and service commercial facilities catering to the industrial firms and employees of the Plan area (General Municipal Plan, Section 7.C).
6. To accommodate non-industrial land requirements (cemeteries, athletic facility) in such a way as to minimize the potential for land use conflicts.
7. To create an overall land use pattern which is compatible with adjacent land uses.
8. To promote the creation of a safe, economical and energy efficient transportation system to maximize accessibility for local, regional and City-wide users.
9. To maximize efficient use of the lands presently located within the Edmonton Restricted Development Area

Bylaw 15456  
June 7, 2010

10. To promote the safe, efficient development of lands located along the Northwestern Utilities Limited gas transmission line.
11. To maximize the efficient servicing of the Plan area and to provide significant local open space opportunities through the use of storm-water management lakes and lakeside parkas.
12. To promote energy conservation (General Municipal Plan, Section 19) through the development of an efficient land use pattern, the provision for public transit, and the promotion of energy-efficient building design.

The methods by which the above objectives are applied are described in the following sections.

**Figure 5 – Area Structure Plan**  
 (Bylaw 16627, November 4, 2013)





#### IV THE PLAN

##### 1. Land Uses

This Area Structure Plan provides for a variety of industrial, recreational, *commercial* and institutional land uses which are described below. A concept plan is shown in Figure 5. Table 1 contains a statistical summary of the land use components.

Bylaw 10351  
June 17, 1993

**TABLE 1**  
**LAND USE AND POPULATION STATISTICS**  
**(Bylaw 16627, November 4, 2013)**

LAND USE	Area (ha)	% of GDA
<b>Gross Area</b>	<b>372</b>	<b>100%</b>
Natural Area	10.8	3
Right-of-Way	25.2	7
<b>Gross Developable Area</b>	<b>336</b>	<b>100%</b>
Industrial		
Business Industrial	71.1	21
Medium Industrial	126.7	38
Commercial	20.0	6
Parkland, Recreation, and Schools (Municipal Reserve)		
District Park (City-wide Athletic Facility)	42.4	13
Park Site	8.1	2
Institutional (Cemetery)	49.4	15
Other (Private Recreational)	5.8	2
Stormwater Management	12.6	4
<b>Total Gross Developable Area</b>	<b>336</b>	<b>100%</b>

##### *Commercial*

*As shown in Table 1 and Figure 5, 23.6 ha of land is designated for Trade and Service Commercial uses. The wide range of development opportunities envisioned will be best accommodated by utilization of the Direct Control District. Such a district will be patterned after the Shopping Centre District with the exception that major department stores will not be permitted. In addition, the Direct Control Districting will reaffirm those regulations and development criteria contained in the Major Commercial Corridor Overlay. It will also ensure proper inner site access connections and architectural compatibility and continuity.*

Bylaw 10351  
June 17, 1993  
Amended by Editor

(a) Medium Industrial

As shown in Table 1 and Figure 5, nearly two-thirds (216.5 ha; 535 ac.) of the Plan area is to be used for industrial purposes, the balance reserved for primarily institutional, recreational *and commercial* uses. Of the industrial land component itself, about two-thirds (154.1 ha; 380.7 ac.) is to be devoted to medium industrial uses. The medium industrial lands are concentrated in the north and east sectors of the Plan area in locations which are best suited to rail servicing. Heavy industrial uses are not proposed because of the relatively small size of the Plan area and, more importantly, its proximity to existing and proposed residential areas.

Bylaw 10351  
June 17, 1993

*(Deleted)*

Bylaw 15456  
June 7, 2010

(b) Business Industrial

As noted in Table 1, nearly one-quarter of the Plan area is proposed for business industrial uses. Figure 5 shows the majority to be concentrated in the south portion of the Plan area between the *Mark Messier* Trail and the *railway* tracks. High quality, light industrial and business uses are proposed for this location for several reasons, including:

Bylaw 10351  
June 17, 1993

Amended by Editor

- (i) to take advantage of its high visibility and accessibility from arterial roads;
- (ii) to minimize conflicts with adjacent institutional and recreational uses;
- (iii) to maintain a high standard of appearance along major access routes; and
- (iv) because of the area's relatively small size and configuration, opportunities for introducing medium industrial uses or rail servicing are limited.

This concentration of light industrial/business uses south of 145 Avenue, in conjunction with the environmental amenities afforded by a stormwater retention area and offers a unique opportunity for the

development of an attractive "business park". This is complemented by the curvilinear pattern of local roads identified in Figure 5, which will contribute to the development of a pleasing environment with a variety of roadside views and lot orientations. Subdivisions and development of these lands should be designed so as to maximize these potential benefits.

Business industrial uses are also to be located along 156 Street, 153 Avenue and 142 Street, for two principal reasons: to maintain a high standard of appearance along these roadways, and to provide a land use buffer for adjacent institutional and recreational uses. It is noted that these lands also include an industrial service centre, described in the following section.

In addition, special consideration shall be given at the detailed subdivision and *rezoning* stage to a hotel or motel development fronting on the *Mark Messier* Trail. Such a development, under a Direct Control *Provision*, shall be evaluated on the basis of satisfactory access, compatibility with adjacent land uses, quality of design, its focus on serving primarily users of adjacent industrial areas, and other relevant planning considerations.

Amended by Editor

Amended by Editor

(c) Industrial Service Centre

An industrial service centre is proposed at the northwest corner of 153 Avenue and 142 Street. This offers a highly accessible location complementing the function of the service centre, which is to provide for low intensity retail and service commercial facilities catering to the industrial firms and employees of the Plan area. Typical uses include banks, restaurants, service stations, day care centres and the like. Its proposed location in proximity to stormwater retention area provides opportunities for enhancing the attractiveness of this central feature of the Plan.

An important objective of this Plan, in accordance with those of the General Municipal Plan, is to limit the encroachment of non-industrial uses on lands which should be preserved for industrial uses. With this in

mind, strict care should be exercised so as to prevent the size or scale of this service centre from expanding beyond its functional requirements. Undue expansion of the scale or area extent of commercial activities at this location will create pressures for commercial uses on other lands in the Plan area, undermining the Plan's overall industrial objective. In accordance with this, the areal extent of the service centre shall be limited to 2.0 ha (4.9 ac.).

(d) Institutional Uses

As mentioned previously, a large part (13.3%) of the Plan area located east of 156 Street and the *Mark Messier* Trail is to be reserved for the existing and proposed cemeteries. In addition to its primary function, it will also provide an attractive, open space feature to the Plan area, including the benefit of enhancing the visual character of major roadways. The cemeteries will be buffered from medium industrial uses by recreational and light industrial/business uses.

Amended by Editor

(e) Open Space/Recreation

This Plan provides for a full variety of open space and recreational opportunities. The most important feature is the proposed City-wide athletic facility to be located west of 142 Street between 145 and 153 Avenues. This site, containing 42.4 ha (104.8 ac.), will provide a location for sports and athletic facilities serving the City as a whole. Its proximity to major City roadways complements this function. The environmental character of the site will be maximized by the visual quality of adjacent sites, including the cemeteries to the west, and light industrial/business and private recreational uses to the south, east and north.

*As noted previously, the Plan also provides for the continued operation of existing private recreational uses east of 142 Street.* Continued operation of these facilities should not create significant conflicts with adjacent industrial uses, and may provide significant benefits for industrial employees of the area.

Bylaw 16627  
Nov 4, 2013

It is foreseeable that one or more of the above private recreational uses may, for some reason, cease to exist. In this event, these sites should be

considered for industrial uses as follows, in keeping with this Plan's objectives:

- (i) *the southerly site is designated for business industrial uses, and business industrial uses are considered in conformity with the use and character of adjacent sites should the recreational uses cease to operate; and*
- (ii) for the northerly site, medium industrial uses should be considered, except for a strip of business industrial uses located along 142 Street and along 145 Avenue. The purpose of the business industrial uses would be to enhance the quality of appearance along major roadways, as well as to reduce the potential for conflicts with neighbouring land uses.

Bylaw 16627  
Nov 4, 2013

Open space/recreation opportunities will also be provided in the form of stormwater retention areas, two of which are to be located within the Plan area in accordance with the overall storm drainage scheme. Each will provide benefits to neighbouring land uses, as well as forming an integral part of the servicing of the Plan area. In accordance with the City's reserve policy for industrial areas, lakeside parks are not proposed.

It is noted that Municipal Reserve dedications, upon subdivision of the Plan area, will be required in accordance with City Council's policy for Municipal Reserves in Industrial Subdivisions. *(Deleted)*

Bylaw 15456  
June 7, 2010

A 6-8 ha park site is located north of 153 Ave and west of the realigned 142 Street to serve the surrounding communities as programmable space for specialized activities, such as football, and will also tie into the natural features being retained and enhanced in the amendment area. The exact location, size and configuration of the site will be determined at the rezoning and subdivision stages to the satisfaction of the Parks Branch, Asset Management and Public Works Department.

Bylaw 15456  
June 7, 2010

(f) Power Transmission Line

Figure 5 also provides for the maintenance of the existing *private utility corporation* switching station and power transmission line located along

Amended by Editor

153 Avenue. The line right-of-way provides an extension of the open space opportunities afforded on the lands to the south. To enhance its passive recreational potential, the corridor shall be landscaped upon subdivision of adjacent lands, to the satisfaction of the *Community Services* Department.

(g) Natural Areas/Wetlands

The City of Edmonton's natural area inventories (Geowest 1993, Spencer 2005; Golder 2008) identify several Environmentally Sensitive and Natural areas. Future development in this area must consider these inventories and the natural areas accordingly.

Wetland restoration and enhancement as part of the Oxford/Rampart Compensation plan is focused on NW7060 and NW7144 and any proposed development must reference the report prepared by Fiera Biological Consulting entitled "Wetland Compensation Plan: Approaches to Compensation in Oxford Estates and Rampart Industrial".

Section Added  
Bylaw 15456  
June 7, 2010

2. Transportation

The Rampart area is bound by Anthony Henday Drive to the north, Mark Messier Trail and Campbell Road to the West, 137 Avenue to the south and the CN Rail line to the east. 137 Avenue crosses the rail line at a grade separated crossing. The crossings at 153 Avenue and 162 Avenue are planned to be at grade, signalized crossings.

Bylaw 15456  
June 7, 2010

Anthony Henday Drive will connect to Campbell Road at a full interchange, 142 Street will be an underpass and access to Anthony Henday Drive will not be provided. 142 Street will be constructed as a four lane arterial roadway with a shared centre left turn lane where required. North of 167 Avenue a shared centre left turn lane will not be required. 153 Avenue will be constructed as a four lane arterial roadway. Access to arterial roads may be limited and will be to the satisfaction of the Transportation Department. Access approval to all roads and required roadway construction will be reviewed and conditioned with subdivisions and/or development applications.

Bylaw 15456  
June 7, 2010

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. Sidewalk connections from intersections to bus stops will also be required. A walkway connecting the proposed park and natural area in the north portion of the plan will be provided.

Bylaw 15456  
June 7, 2010

Transit service currently runs on Mark Messier Trail adjacent to the plan area. Future transit service will be accommodated along key arterial and collector roadways as development and demand warrants. The transit system and bus stop locations shall meet City of Edmonton standards. Bus stops will be constructed to City of Edmonton standards and locations will be designated by the Transportation Department at subdivision.

Bylaw 15456  
June 7, 2010

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 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 of arterial roads required for access to a catchment area.

Bylaw 15456  
June 7, 2010

As shown in Figure 5, a complete hierarchy of road and rail access routes will provide for local, regional and City-wide circulation requirements. Detailed land requirements for arterial and collector roadways are currently being reviewed by the City's Transportation Department. Each industrial sub-unit is to be served by a network of collectors and local roads. In those areas to be served with rail access, sufficient spacing of road and rail alignments has been proposed so as to provide for optimum use of these transportation opportunities. In order to enable rail servicing, roadways should be planned so that rail crossing elevations result in acceptable rail grades.

The roadway network has also been designed to provide for bus access along collector roadways. It is noted that sufficient flexibility is incorporated to allow for a possible LRT alignment along 153 Avenue. Subdivision of adjacent lands should provide the necessary right-of-way if LRT service is to be provided to the Plan area.

In accordance with present City standards, access to sites fronting on arterial roadways will be provided by means of auxiliary lanes, rather than by less efficient separate service roads. The exceptions to this include those sites on 153 Avenue and 137 Avenue, east of 142 Street, because of interference with rail crossing grade separations. Also, if the intersection of 137 Avenue and the *Mark Messier* Trail is to be grade separated, then access to industrial business sites fronting on 137 Avenue, west of 142 Street, shall be from the internal roadway network only. A potential roadway alignment is shown on the Plan. All directional access shall be provided to 145 Avenue from the *Mark Messier* Trail. Access from individual sites fronting on the *Mark Messier* Trail shall be by way of a service road.

Amended by Editor

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### 3. Servicing

Water service to the Plan area will be supplied from the E.L. Smith Water Treatment Plant located in southwest Edmonton. Interim water supplies will be available from the Castle Downs reservoir. A new reservoir and pumping station, to be located at 137 Avenue and 170 Street, will supply water to the Plan area on a permanent basis.

Stormwater drainage will be controlled through the use of two storm-water management lakes in accordance with the City's Watershed Plan. These lakes will drain, ultimately, into an existing 1680 mm (66 inch) storm line along 137 Avenue. Before development can proceed, a Master Drainage Plan must be prepared for the area, as well as Stormwater Management Designs Reports for each lake.

Sanitary drainage servicing will be provided through extensions from the existing sanitary sewer located along 123 Street at 132 Avenue. The City's Sanitary Master Planning Study shows that downstream upgrading is required to serve the north side annexation areas. The costs will be shared among the developers of these areas.

Telephone service to the area will require the placement of a main duct line along 153 Avenue, with sufficient clearance from the electrical transmission line. If this cannot be accommodated within the 153 Avenue right-of-way, the line will be



placed within an adjacent easement or along the first east/west roadway right-of-way north of 153 Avenue.

4. Energy Conservation

Energy conservation in the Plan area is promoted primarily through the provision of an efficient land use pattern which is easily serviceable by public transit. Energy conserving building design should be encouraged to comply with this objective.

5. Employment

It is estimated that the Plan area will offer employment to approximately 10,600 people. This is based on an average employment generation figure of 29 employees per net hectare, as experienced in large City industrial areas in the past.

V IMPLEMENTATION

Development of the Plan area will be staged, beginning in the south, and proceeding northerly as major services are made available.

Intermediate planning steps such as Neighbourhood Structure Plans are not required in the City's industrial areas. Sufficient detail has been provided in this Plan to provide for detailed subdivision, districting and development of lands.

The following matters should be addressed during implementation of the Plan:

1. *(Deleted)*
2. The City should assume a leading role in evaluating and, if justified, relocating the *private utility corporation* gas line to the Edmonton Restricted Development Area. If relocation is not justified, then care should be taken to locate and orient lots located adjacent to the line in a safe, efficient manner, and the right-of-way should be landscaped to the satisfaction of the *Community Services* Department.

Bylaw 15456  
June 7, 2010

Amended by Editor

3. Prior to subdivision and development of the north portion of the Plan area, formal release of lands from the Edmonton Restricted Development Area will be required. Concurrent amendment to the General Municipal Plan will also be required. If RDA lands are not to be released, amendments to this Area Structure Plan will be necessary in order to ensure the orderly and efficient use of land.