

Yellowhead Corridor Area Structure Plan

Office Consolidation June 2014

Prepared by:

*Current Planning Branch
Sustainable Development
City of Edmonton*

Bylaw 7044, as amended, was adopted by Council in April 1983. In June 2014, this document was consolidated by virtue of the incorporation of the following bylaws:

<i>Bylaw 7044</i>	Approved April 13, 1983 (to adopt the Yellowhead Corridor ASP)
<i>Bylaw 7803</i>	Approved April 23, 1985 (to replace Schedule C-3, Sub-Area 3)
<i>Bylaw 7815</i>	Approved May 14, 1985 (to delete references to “Special Study Area No. 1,” which is now included under the Dunvegan Area Structure Plan)
<i>Bylaw 7811</i>	Approved May 29, 1985 (to replace Schedule C-2, Sub-Area 2)
<i>Bylaw 9673</i>	Approved January 29, 1991 (to replace Schedule C-3, Sub-Area 3 and deleting sub-section iii of Section 5.3.4.2)
<i>Bylaw 9879</i>	Approved September 24, 1991 (to replace map Schedule C-1 Sub-Area 1, and to amend Section 5.3.2.2 (i).
<i>Bylaw 9997</i>	Approved January 20, 1992 (to replace Schedule C-1, Sub-Area 1 and amend Section 5.3.2.2(iv))
<i>Bylaw 10653</i>	Approved November 8, 1994 (to amend Section 5.3.2.2, 5.3.2.3, 7.1.4, and replace Figure 7A)
<i>Bylaw 11139</i>	Approved October 30, 1995(to replace Schedule C-8, Sub-Area 8)
<i>Bylaw 11101</i>	Approved March 11, 1996 (to replace Schedule C-6, Sub-Area 6 and Figure 6C, Special Study Area 3)
<i>Bylaw 11343</i>	Approved October 21, 1996 (to replace Schedule C-6, Sub-Area 6 and to amend Sections 5.3.7.1, .3.7.2 (i), 5.3.7.2 (iii), and Section 5.3.7.2 (iv), 5.3.7.3, and deleting Section 7.1.3.3 and Figure 6C)
<i>Bylaw 12076</i>	Approved June 28, 1999 (to replace Schedule C-2, Sub-Area 2 and amend Section 5.3.3)
<i>Bylaw 12387</i>	Approved August 22, 2000 (to replace Schedule C-2, Sub-Area 2)
<i>Bylaw 13162</i>	Approved August 19, 2002 (to replace Section 5.3.2.2 (iii) and Schedule C-1, Sub-Area 1)
<i>Bylaw 13497</i>	Approved December 9, 2003 (to replace Policy 5.3.4.2 (ii) and Schedule C-3, Sub-Area 3)
<i>Bylaw 13574</i>	Approved January 13, 2004 (to replace Section 5.3.3.2 (iii), Schedule C-2, Sub-Area 2, and Schedule C-3, Sub-Area 3)
<i>Bylaw 13668</i>	Approved May 3, 2004 (to replace Schedule C-2, Sub-Area 2)
<i>Bylaw 14122</i>	Approved November 8, 2005 (to replace Schedule C-6, Sub-Area 6)
<i>Bylaw 14776</i>	Approved January 14, 2008 (Amendment to Proposed Land Uses map in Schedule C-4 Sub Area 4’)
<i>Bylaw 15187</i>	Approved September 16, 2009 (to replace Schedule C-3, Sub-Area 3)
<i>Bylaw 15377</i>	Approved February 16, 2010 (to replace Schedule C-1, Sub- Area 1)
<i>Bylaw 15624</i>	Approved December 13, 2010 (to replace Schedule C-6, Sub-Area 6)
<i>Bylaw 15843</i>	Approved August 29, 2011 (to replace Schedule C-8, Sub Area 8)
<i>Bylaw 15971</i>	Approved January 30, 2012 (to replace Schedule C-4, Sub Area 4)
<i>Bylaw 16034</i>	Approved May 16, 2012 (to replace Schedule C-4, Sub-Area 4)
<i>Bylaw 16141</i>	Approved July 3, 2012 (to replace Schedule C-5, Sub-Area 5)
<i>Bylaw 16288</i>	Approved September 16, 2013 (to replace Schedule C-7, Sub-Area 7)
<i>Bylaw 16696</i>	Approved February 10, 2014 (to replace Schedule C-7, Sub-Area 7)

Editor’s Note:

This is an office consolidation edition of the Yellowhead Corridor Area Structure plan, Bylaw 7044 as approved by City Council on April 13, 1983. This edition contains all amendments and additions to Bylaw 7044.

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

Yellowhead Corridor ASP Office Consolidation

YELLOWHEAD CORRIDOR AREA STRUCTURE PLAN

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CHAPTER ONE - PLAN BOUNDARY

1.1 BOUNDARY

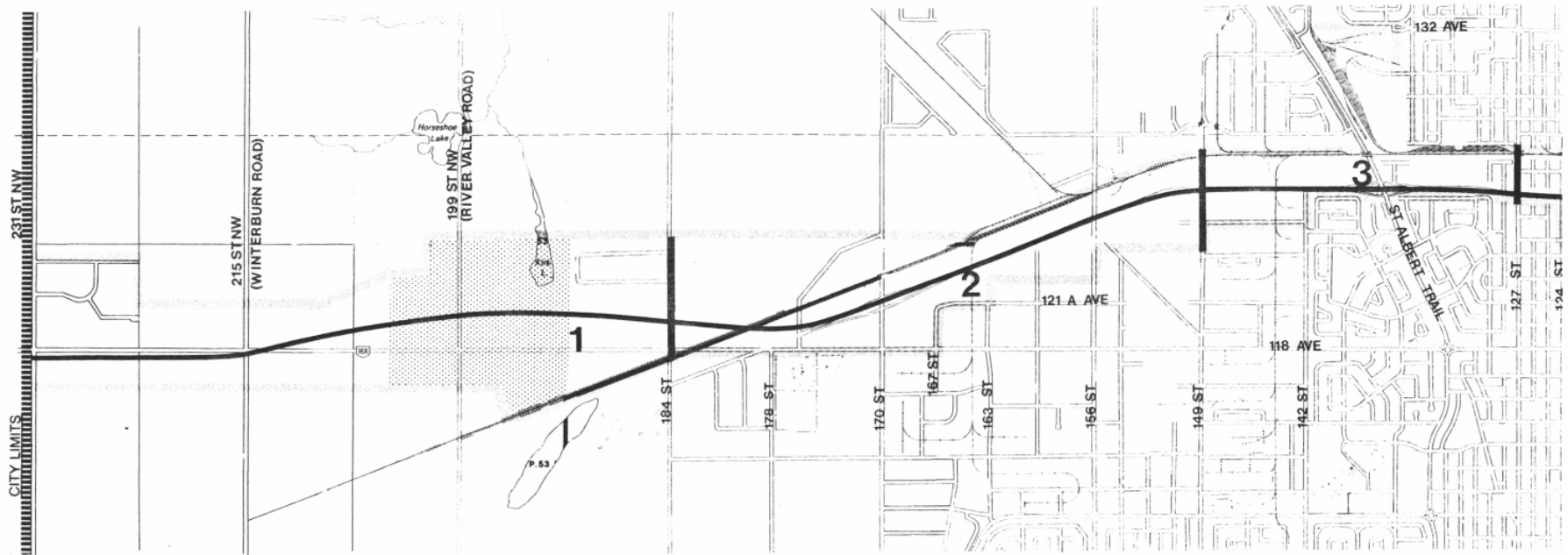
The boundaries of the Yellowhead Corridor Area Structure Plan are shown on Schedule A, which for the purpose of this Plan, divides the Corridor into eight sub-areas.

More detailed illustration of boundaries is shown on the Schedule C maps.

The Plan area includes only those lands which are directly adjacent to or affected by the Yellowhead Trail, and focuses predominantly on the industrial areas adjacent to the Trail. Most of the adjacent residential areas are buffered from the industrial uses and are therefore not included in this Plan.

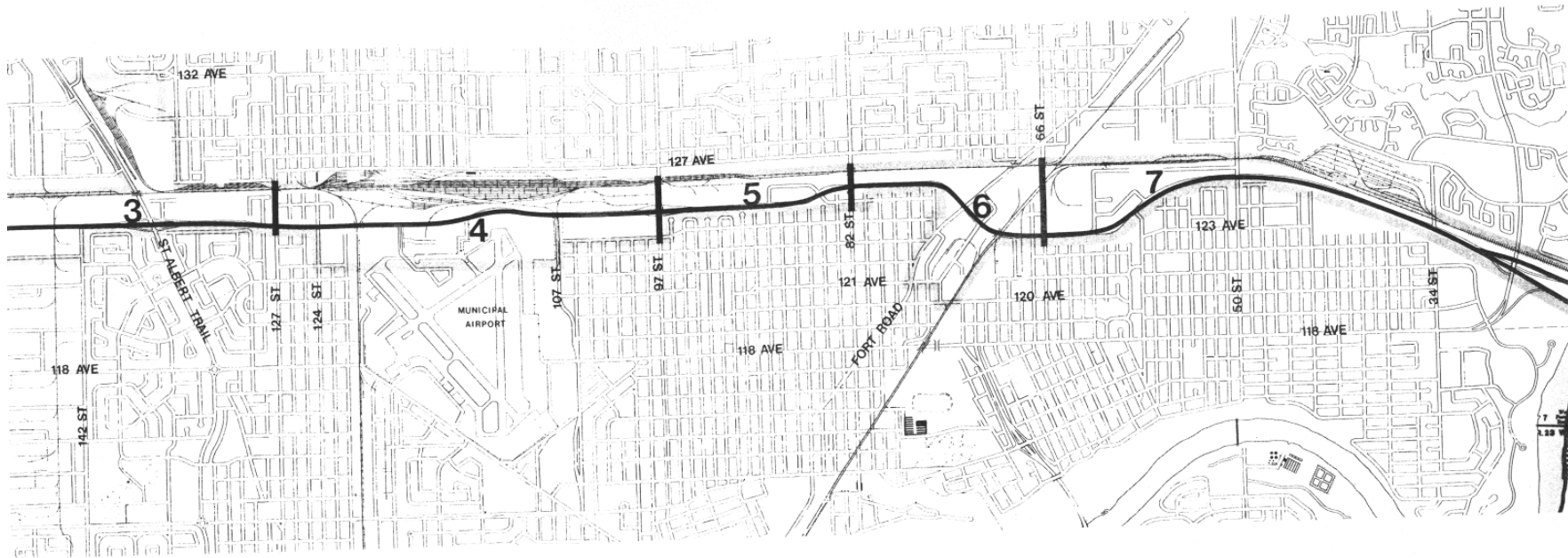
SCHEDULE A: STUDY BOUNDARIES (Bylaw 7044, April 13, 1983)

SECTION 1 (As Amended by Editor)



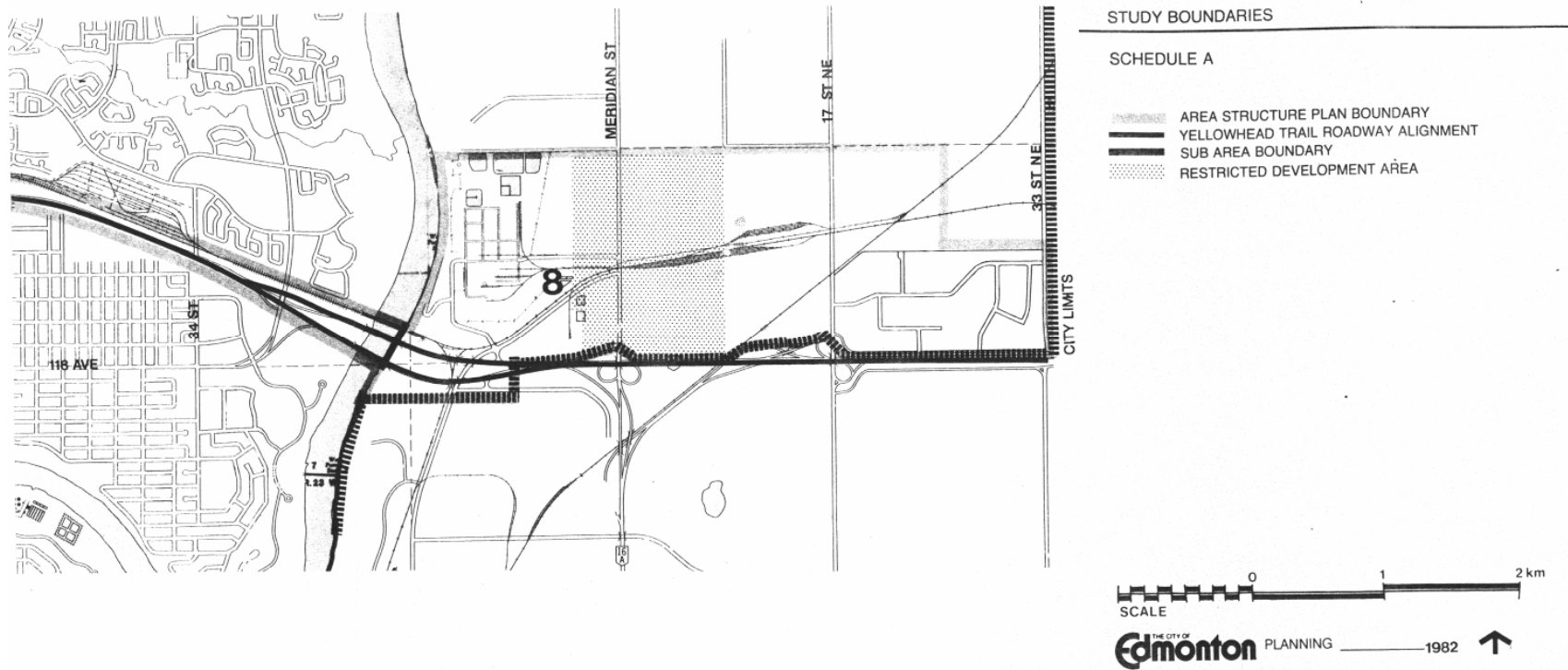
SCHEDULE A: STUDY BOUNDARIES (Bylaw 7044, April 13, 1983)

SECTION 2 (As Amended by Editor)



SCHEDULE A: STUDY BOUNDARIES (Bylaw 7044, April 13, 1983)

SECTION 3 (As Amended by Editor)



CHAPTER TWO - BACKGROUND

2.1 INTRODUCTION

2.1.1 History

In 1977, the Province of Alberta and the City of Edmonton entered into an agreement for cost-sharing the construction of the Yellowhead Trail under Alberta's Urban Transportation Assistance Program entitled "Policy for Major Continuous Corridors Through Cities."

On 1977 07 13, City Council approved the recommendations of the Corridor Impact Study as presented in the report, "Proposed Highway No. 16 Corridor: Fort Road to 173 Street, Volume No. 2, Impact Study." One of the recommendations of the Study was that additional related studies be done to assess the potential impacts of highway construction on existing and future industrial and commercial land uses in the area. Consequently, on 1980 06 24, City Council approved a work program and terms of reference for the Yellowhead Corridor Land Use Study.

On 1981 09 08, the "Yellowhead Corridor Land Use Study - Interim Report" was presented to City Council. Council approved the Report as a basis for the preparation of a land use plan for lands adjacent to the Yellowhead Trail. Shortly after the preparation of this Report, the Province awarded additional lands to the City, and the boundaries of the Land Use Study were extended to include new areas adjacent to the Trail within the new City boundaries. The Plan area reflects this extension.

Through the review of the Interim Report, it was determined that the most appropriate method of implementing the recommendations of the Land Use Study was through the preparation of an Area Structure Plan. An Area Redevelopment Plan was considered as another method of achieving the Land Use Study recommendations but was discarded since much of the land in the Plan is undeveloped.

This Plan provides a framework to review development proposals and serve as a guide to future growth in the Corridor.

The Corridor, which is defined by, and coincidental with the Area Structure Plan boundary, represents an area smaller than the original Land Use Study area. This allows the Plan to focus on the adjacent industrial areas which will be most greatly impacted by improvements to the Yellowhead Trail.

2.1.2 Authorization

Authorization for the preparation of this Area Structure Plan came from two separate Council actions. On 1981 09 08, City Council approved the "Yellowhead Corridor Land Use Study - Interim Report" as a basis for the preparation of a Land Use Plan.

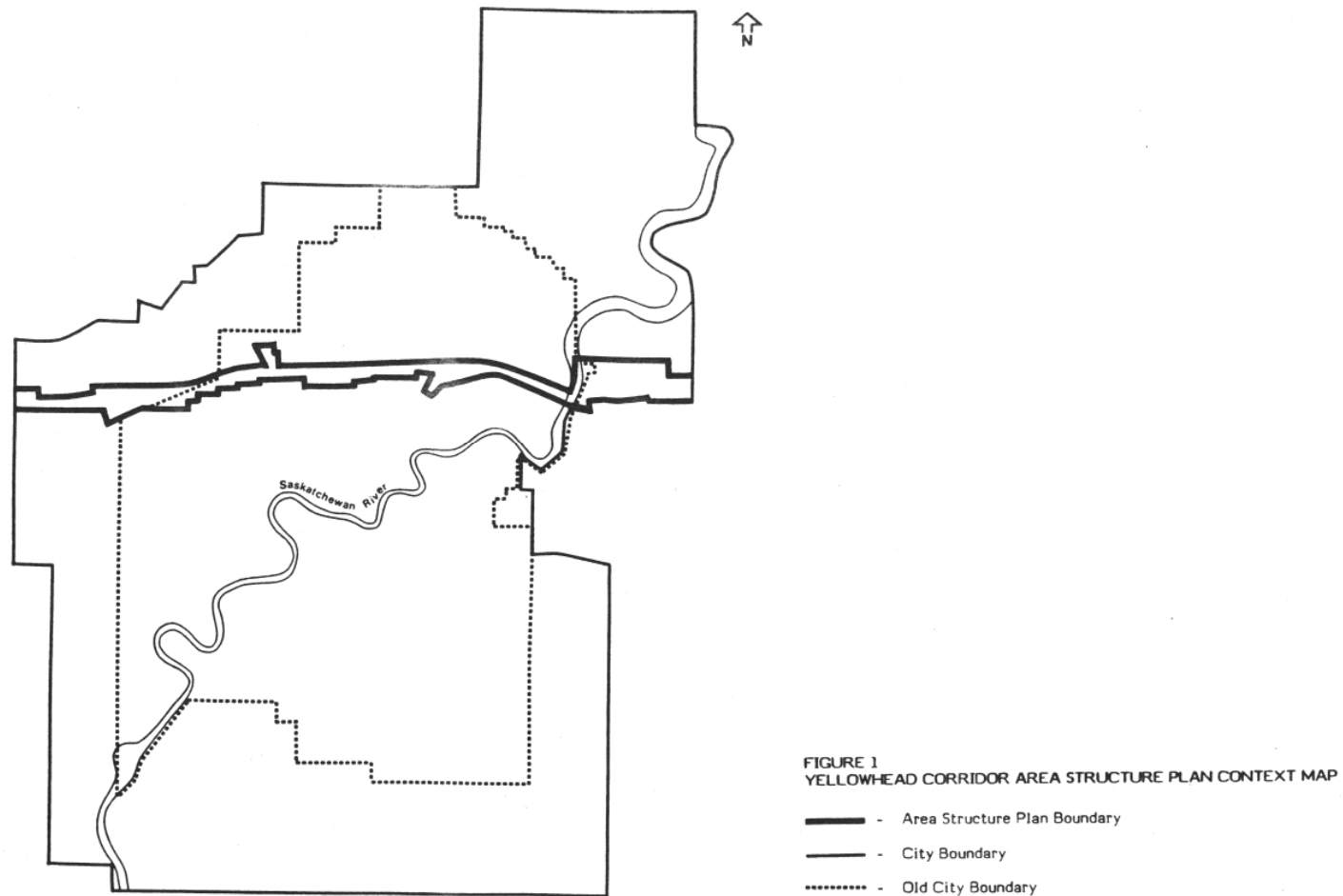
On 1982 02 23, Council approved in principle the "Urban Growth Strategy - Phase I Final Report" which identified annexation areas to be reviewed within the context of the Yellowhead Corridor Land Use Study, and directed that the appropriate land use plans be prepared. On 1982 07, Council gave first and second reading to the Report with third reading expected in November of 1982.

2.1.3 Purpose

The purpose of this Area Structure Plan is to provide land use policies and strategies to guide the future development of the industrial areas adjacent to the Yellowhead Trail and to identify opportunities for new industrial and commercial development. The Plan is prepared on behalf of the City of Edmonton with the aim of protecting the operational function of the Trail, revitalizing the existing business industrial areas and improving aesthetics of the Yellowhead Corridor and City entrances.

FIGURE 1: YELLOWHEAD CORRIDOR AREA STRUCTURE PLAN CONTEXT MAP

(Bylaw 7044, April 13, 1983)



2.1.4 Issues

A number of key issues were identified as important considerations in preparing this Plan. Through discussions with business groups, businesses in the Corridor. City and Provincial Government representatives and through an extensive survey of existing land owners in the Plan area, the following issues were identified:

- i) there is overwhelming support to preserve the easy through movement of traffic on the Trail;
- ii) the business community wishes to maintain the industrial character of the land uses adjacent to the Trail;
- iii) there are areas of vacant land adjacent to the Trail which are ideal for the development of high quality industrial uses;
- iv) there are opportunities for the redevelopment of some of the older industrial uses;
- v) there is a lack of facilities for the travelling public; and
- vi) a conscious attempt should be made to improve the appearance of the Corridor and City entrances.

These issues are addressed in the Plan.

2.1.5 Social and Environmental Impacts

A study completed by the City Planning Department in June 1977, entitled "Proposed Highway No. 16 Corridor: Fort Road to 178 Street Functional Planning Study Volume No. 2, Impact Study," identified the social and environmental impacts of the highway's construction on adjacent properties between Fort Road and 142 Street.

Impacts identified included: the effects of property acquisition on communities and on the families to be relocated; air quality as a result of increased traffic volumes; noise levels; reduced access to Yellowhead Trail (formerly 125 Avenue); and the reduction in parkland as a result of right-of-way acquisition.

This Plan addresses the need for noise attenuation along those portions of the Yellowhead Trail adjacent to residential communities in Section 5.2.1, through the "Yellowhead Trail Noise Attenuation Studies." The other impacts have been addressed prior to the preparation of this Plan.

2.2 EXISTING SITUATION

2.2.1 Land Uses

West of 156 Street, the majority of land has not been developed for urban purposes. The land is basically in agricultural use, except for two clusters of country residential and scattered commercial uses. (Refer to Figure 2 - Land Use)

Between 156 Street and 66 Street, businesses are predominantly involved in the movement and storage of goods. A survey conducted by the *Planning and Development Department* indicated 28.4% of the businesses within the old City boundary's area are involved in warehousing, wholesaling and transportation. Typically, these businesses have large site requirements and few employees. Examples of such businesses are *trucking companies and distribution centres*. The second major land use is manufacturing plants. These include *a private corporation* who are involved in aviation manufacturing and repair, and *two private corporations* who are involved in food processing. Light industrial uses fill in the remaining areas except for some prominent commercial uses such as *hotels and large retail stores*.

Amended by Editor

There is one sizeable pocket of developable land lying between 66 Street and 50 Street. Much of the area is vacant at present with the exception of a service station and trucking firms. The City's Real Estate and Housing Department has recently received approval of a subdivision in this area for the development of medium and light industrial uses which complies with this Plan.

Sub-Area 8, located east of the North Saskatchewan River, is characterized by petrochemical industries, construction and transportation related industries, the *railway* Clover Bar Satellite Yard and a number of highway commercial uses. Much of the land has been subdivided but is undeveloped.

Amended by Editor

A railway company and the Edmonton Municipal Airport, two major land users in the Plan area, impact significantly on adjacent businesses. The *railway* lands run throughout the Plan area and include the Bissell Yards, the Peace River Division Yards (formerly Northern Alberta Railway Yards), the Calder Yards (the site of *railway's* intermodal facilities), and the Clover Bar Satellite Yards located east of the River. The Edmonton Municipal Airport is centrally located and directly affects the land uses adjacent to it. These two users are in part responsible for the original industrial character of the area.

Amended by Editor

2.2.2 Natural Environment

Land immediately west of 170 Street is relatively level with a slight rise in elevation to the Yellowhead Corridor ASP *Office Consolidation*

west. Moving to the west City limit, the land is characterized by gently to moderately rolling topography with a general decrease in elevation towards the north. Poor drainage in segments of this area has resulted in intermittent lakes or sloughs and marshy lands. (Refer to Figure 3 - Topographic - Edmonton West)

Between 170 Street and the North Saskatchewan River, the land is almost completely in a developed or developable state. All the land has been graded and is ready for construction once the necessary planning approvals and servicing arrangements are obtained.

Lands to the east of the North Saskatchewan River are also in a developed or developable state. The roadway system is established and much of the land is already subdivided and ready for construction pending any necessary planning approvals and servicing arrangements. (Refer to Figure 4 - Topographic - Edmonton East)

2.2.3 Roadway

Construction of the Yellowhead Trail is nearing completion. East of Fort Road, the Trail is completed to a four-lane limited access standard. From Fort Road to the west City limit, various segments are complete and others are under construction. By 1984, the Trail will be in full operation as a limited access roadway.

FIGURE 2: LAND USE (Bylaw 7044, April 13, 1983)

SECTION 1 (As Amended by Editor)

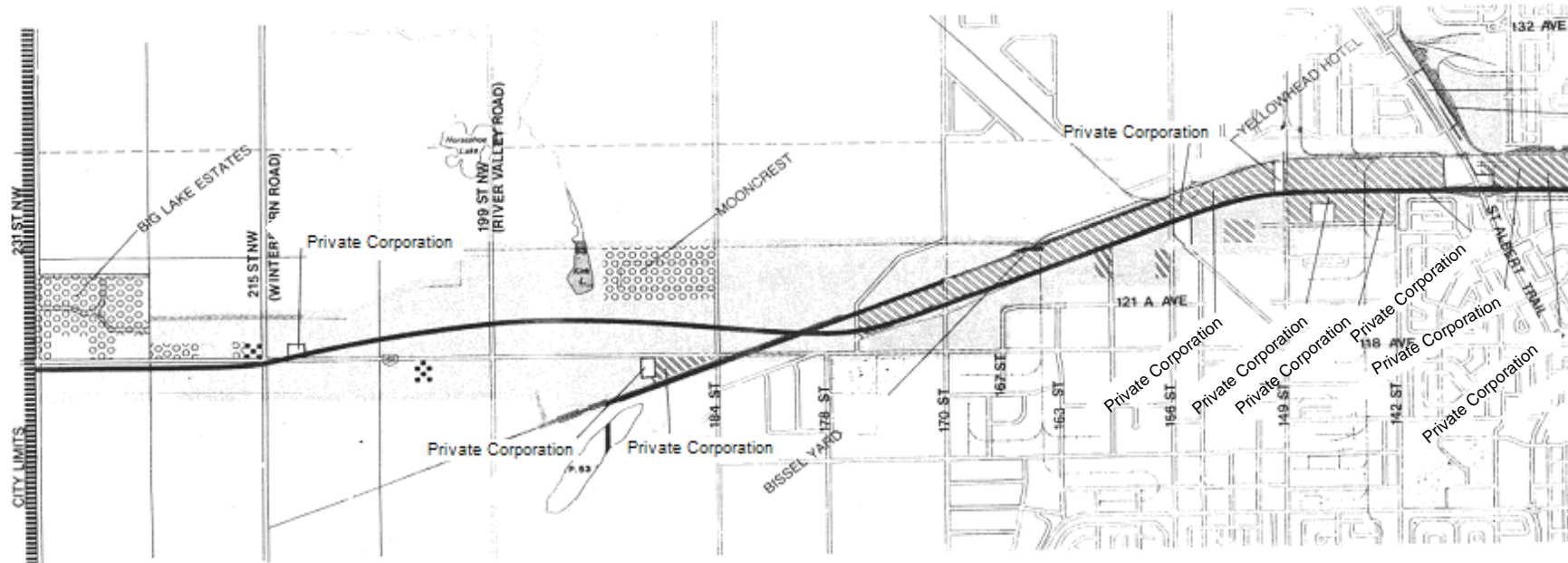


FIGURE 2: LAND USE SECTION 2 (Bylaw 7044, April 13, 1983)

SECTION 2 (*As Amended by Editor*)

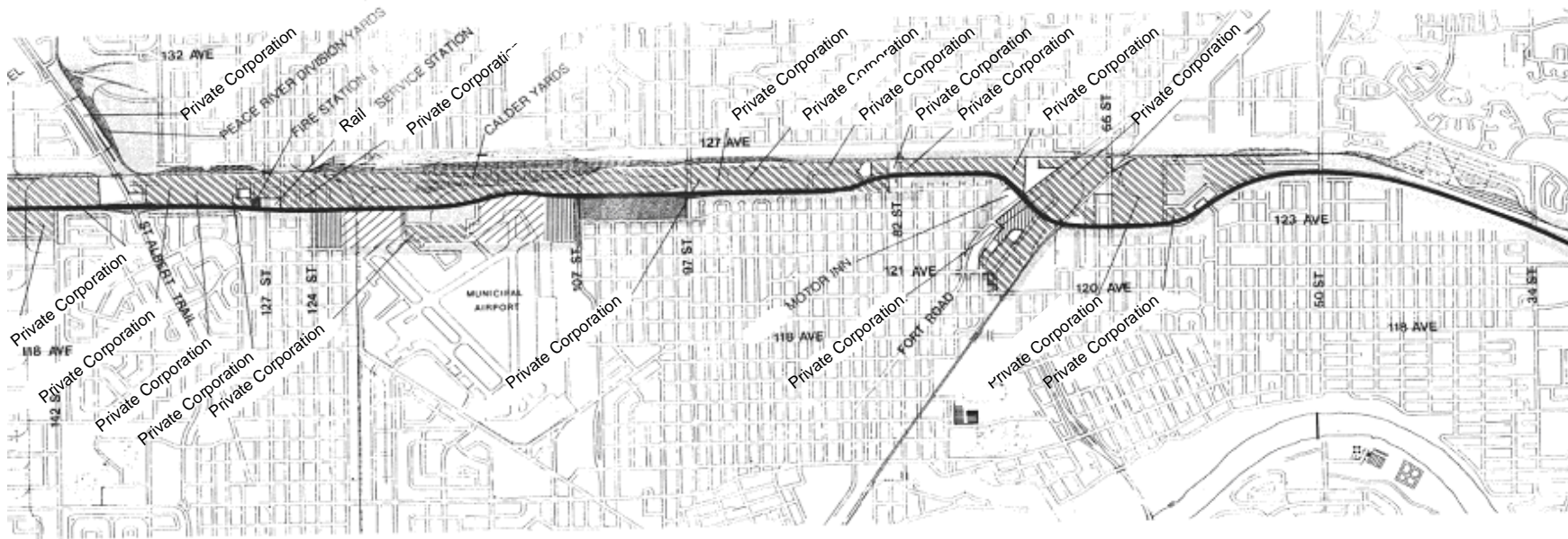


FIGURE 2: LAND USE (Bylaw 7044, April 13, 1983)

SECTION 3 (As Amended by Editor)

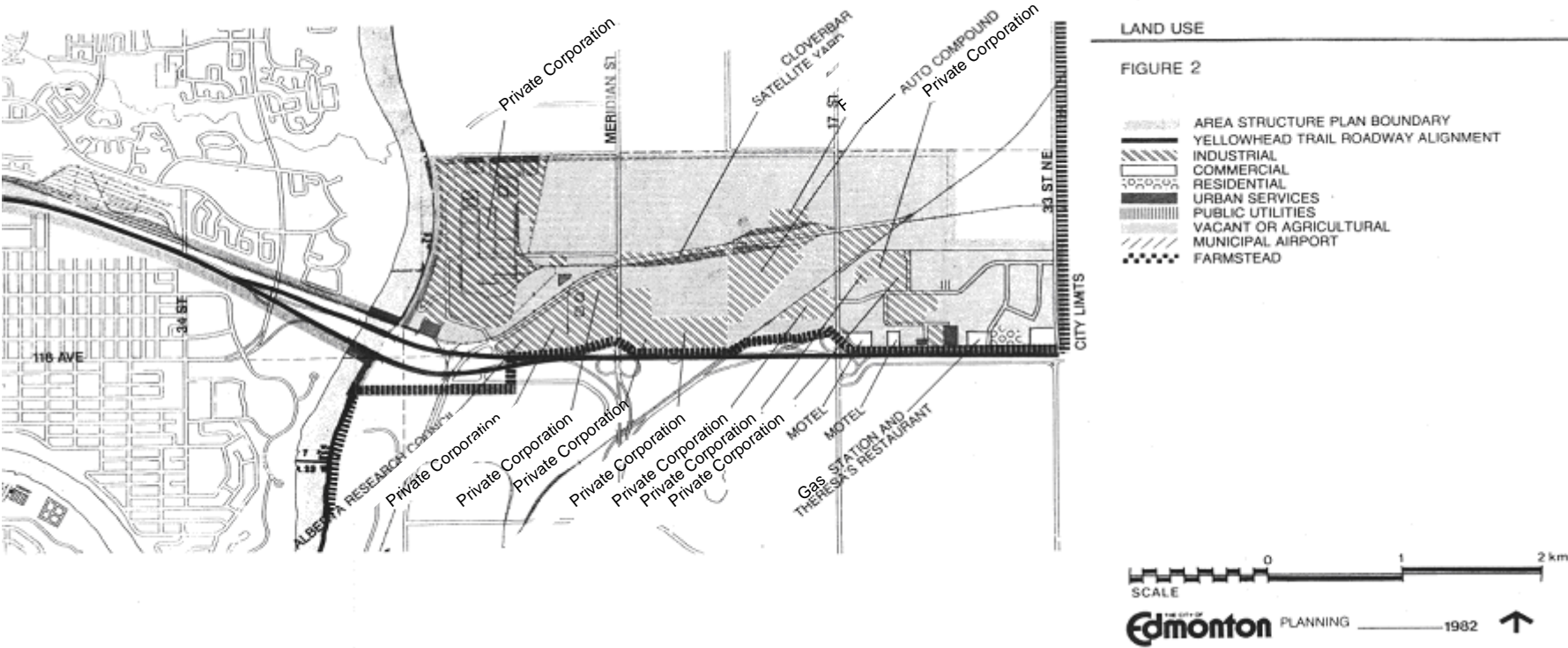
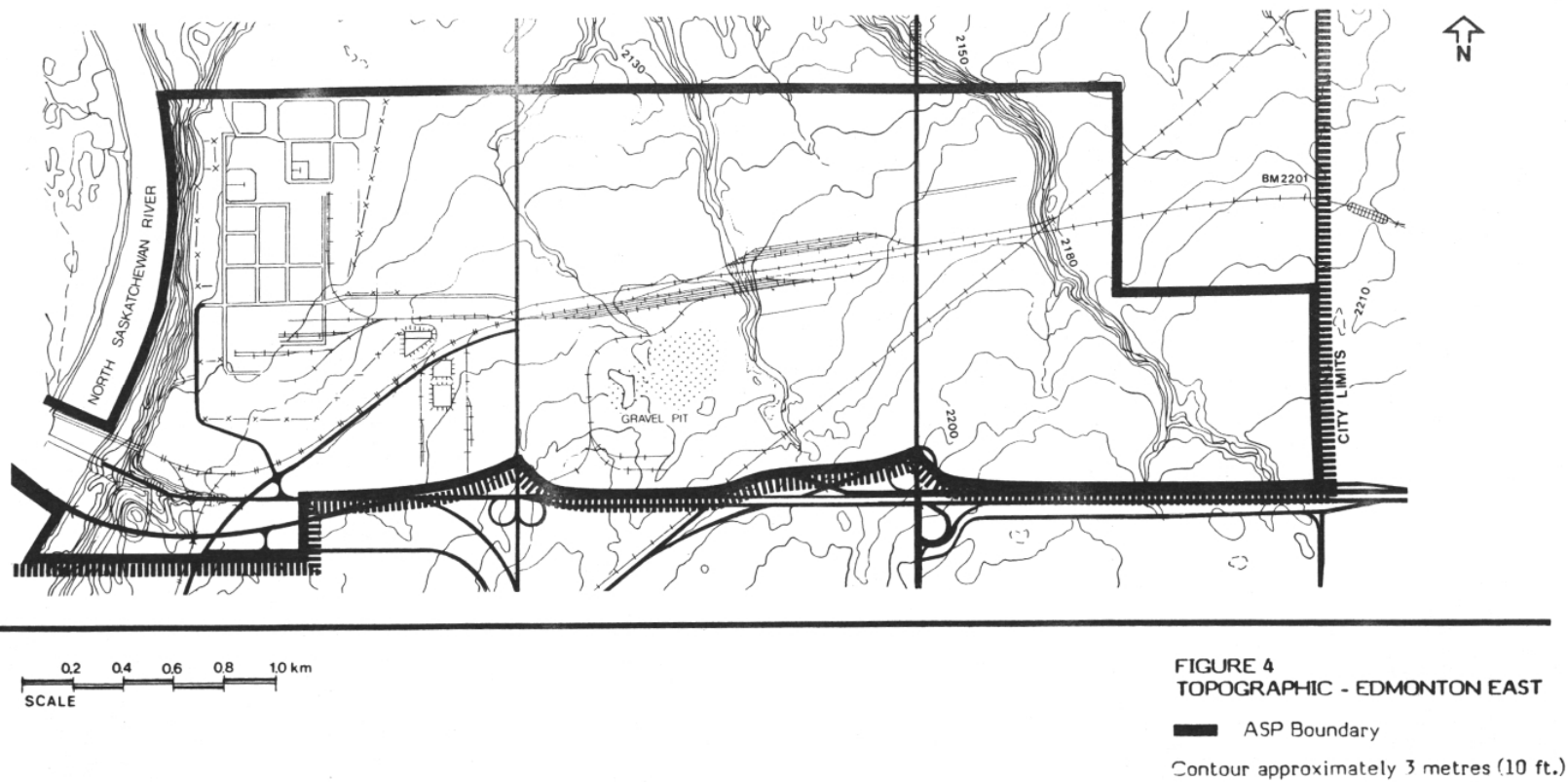


FIGURE 3: TOPOGRAPHIC – EDMONTON WEST (Bylaw 7044, April 13, 1983)



FIGURE 4: TOPOGRAPHIC – EDMONTON EAST (Bylaw 7044, April 13, 1983)



2.2.4 Ownership

Ownership patterns play a significant role in the ultimate development of the Plan area. The Plan aims to reflect the aspirations and future plans of the many land owners in the Corridor. The major land owners, identified in Figure 2 include:

- a) *A rail line* which owns the rail right-of-way there major marshalling yards and the Peace River Division Yards (former Northern Alberta Railway); Amended by Editor
- b) the City of Edmonton, which owns the Yellowhead Trail right-of-way, works yards in Sub-Areas 4 and 6, the Industrial Heights area (the former Manning Freeway lands) in Sub-Area 7, the Edmonton Municipal Airport, and various parcels of land acquired during the construction of the Trail;
- c) the Province of Alberta, which has purchased land in the name of the Crown for the proposed Outer Ring Road;
- d) major corporate land owners including *manufacturing plants, trucking companies, and distribution centres*; and Amended by Editor
- e) the Federal Government at 170 Street.

Within the Plan area there are also a number of smaller land owners whose future plans were also considered in the preparation of this Plan.

2.2.5 Services

Land to the west of 170 Street is not serviced. With the recent annexation, the City is preparing servicing plans which would permit the development of the area.

Between 170 Street and 66 Street, full services are provided. Water and sewer facilities are at or near capacity. Future development and redevelopment must be assessed on an individual basis to determine if any improvements are required. The land owner and/or developer is currently required to make arrangements or pay the costs of providing services to proposed developments.

The City has completed the necessary planning for the provision of services between 66 and 50 Streets.

The Southeast Regional Sewage Transmission Line, constructed by Alberta Environment, has adequate capacity to provide sanitary servicing for the area east of the North Saskatchewan Yellowhead Corridor ASP *Office Consolidation*

River.

Water is adequately provided in the entire area and storm water drainage flows directly into the North Saskatchewan River. Current services are adequate, but upgrading will be required in some areas.

2.3 LAND USE CONTROLS

2.3.1 Land Use Zones

Amended by Editor

The Plan area is currently regulated by four Land Use Bylaws. These are:

- a) City of Edmonton Land Use Bylaw No. 5996;
- b) County of Strathcona Land Use Bylaw No. 44-80;
- c) Municipal District of Sturgeon Land Use Bylaw No. 388-81; and
- d) County of Parkland Land Use Bylaw No. 19-79.

The City will be *rezoning* those lands which were located within the County of Strathcona, the Municipal District of Sturgeon, and the County of Parkland prior to annexation, to conform with the City of Edmonton *Zoning* Bylaw. In the interim, the existing County and Municipal District Bylaws are being used in the review of development applications in those recently annexed areas.

Amended by Editor

Figure 5 identifies the current Land Use *Zones* which are described below:

Amended by Editor

The west portion of the Plan area is designated Direct Control District under the County of Parkland Land Use Bylaw. East of the Restricted Development Area (RDA) and north of the *rail line*, the land is districted Industrial Commercial.

Amended by Editor

Between 170 Street and the North Saskatchewan River, the majority of the land is included in the City of Edmonton *Zoning* Bylaw and is designated Medium Industrial. However, there are portions of Heavy Industrial *Zones* and scattered commercial *Zones* throughout which, for the most part, recognize existing uses. Between 160 Street and 149 Street there is a portion of land regulated by the Municipal District of Sturgeon Land Use Bylaw. This land is designated Industrial Commercial.

Amended by Editor

East of the North Saskatchewan River, the land is designated General Industrial and Heavy Industrial under the County of Strathcona's Land Use Bylaw.

Two special districts affect large areas of land. All railway lands are designated DC4 (Special Public Service District). This District provides direct control to regulate uses of land which are presently governed by superior legislation. If the land use changes or the land is sold, the DC4 District provides an interim control until a more appropriate District is applied. The MA Zone, applied on the Edmonton Municipal Airport and adjacent lands, allows for the operation of the airport and permits uses which are directly related to its operations. If the privately owned lands are not required for airport operations, some of these lands may be *rezoned*. This could permit a wider range of development opportunities such as small scale office uses and warehousing uses not related to the operation of the airport.

Amended by Editor

2.3.2 City of Edmonton General Municipal Plan

The City of Edmonton General Municipal Plan includes a number of policies which are specifically relevant to this Plan. The General Municipal Plan provides the following direction for this Plan:

- i) minimize land use conflicts while maintaining the Corridor as a major transportation facility (Policy 8.D.3);
- ii) identify areas suitable for office and employment nodes outside of Downtown (Objectives 6.A and 6.F);
- iii) identify locations for highway commercial uses (Policy 6.H.1);
- iv) maintain viable industrial areas (Policy 7.B.1);
- v) prohibit intrusion of commercial uses in industrial areas (Objective 7.C);
- vi) upgrade the aesthetics of the Corridor by formulating design guidelines (Policy 15.B.3); and
- vii) encourage the development of a thorough sign system (Policy 15.C.10).

The Growth Strategy provides similar direction for recently annexed lands in this Plan.

2.3.3 Airport Protection Overlay

The Airport Protection Overlay within the City of Edmonton's *Zoning* Bylaw provides for the safe and efficient operation of the airport through the regulation of building heights and land uses. The regulations in the Airport Protection Overlay are applied to the lands described by Schedule 810A in the City of Edmonton's Land Use Bylaw No. 5996. These regulations take

Amended by Editor

precedence over the regulations of the Land Use *Zones*.

FIGURE 5: LAND USE ZONES (Bylaw 7044, April 13, 1983)

SECTION 1 (*As Amended by Editor*)

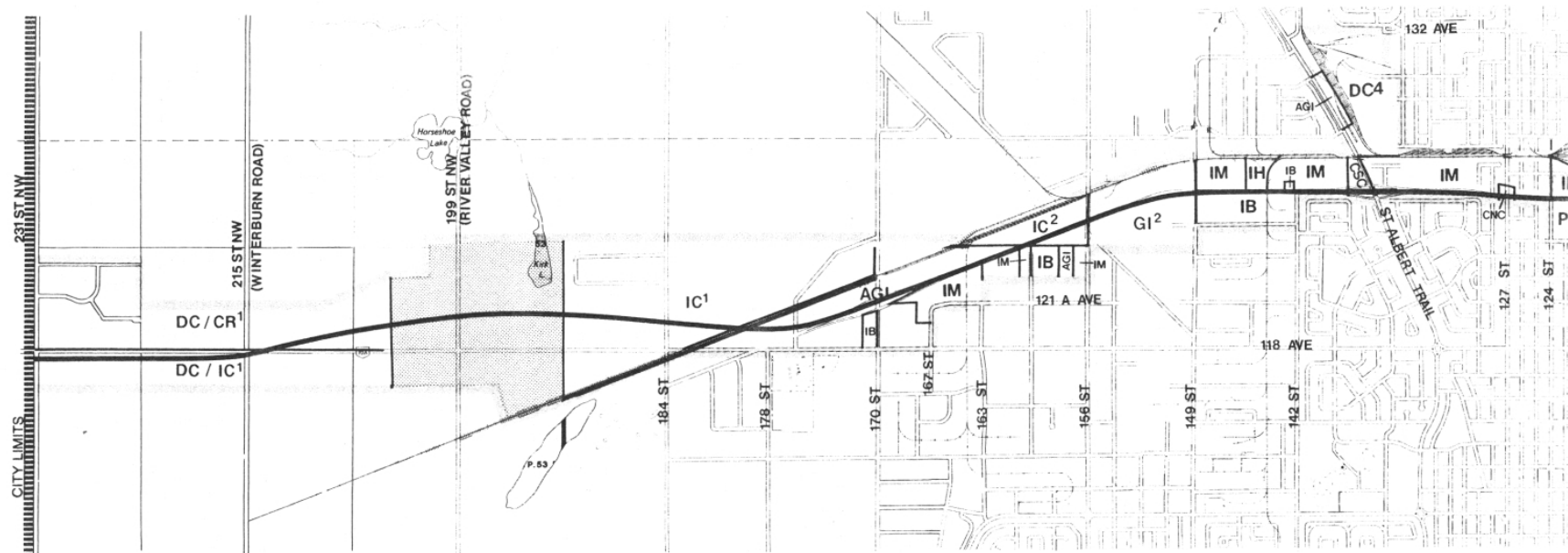


FIGURE 5: LAND USE ZONES (Bylaw 7044, April 13, 1983)

SECTION 2 (*As Amended by Editor*)

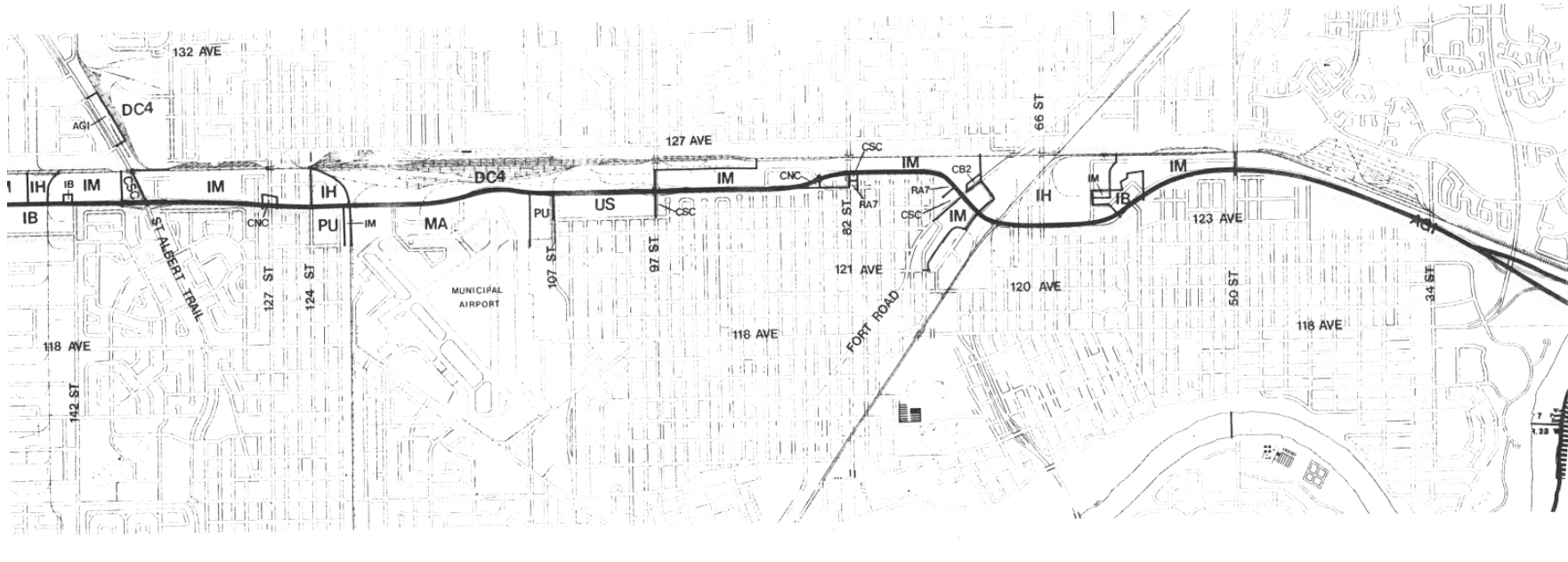
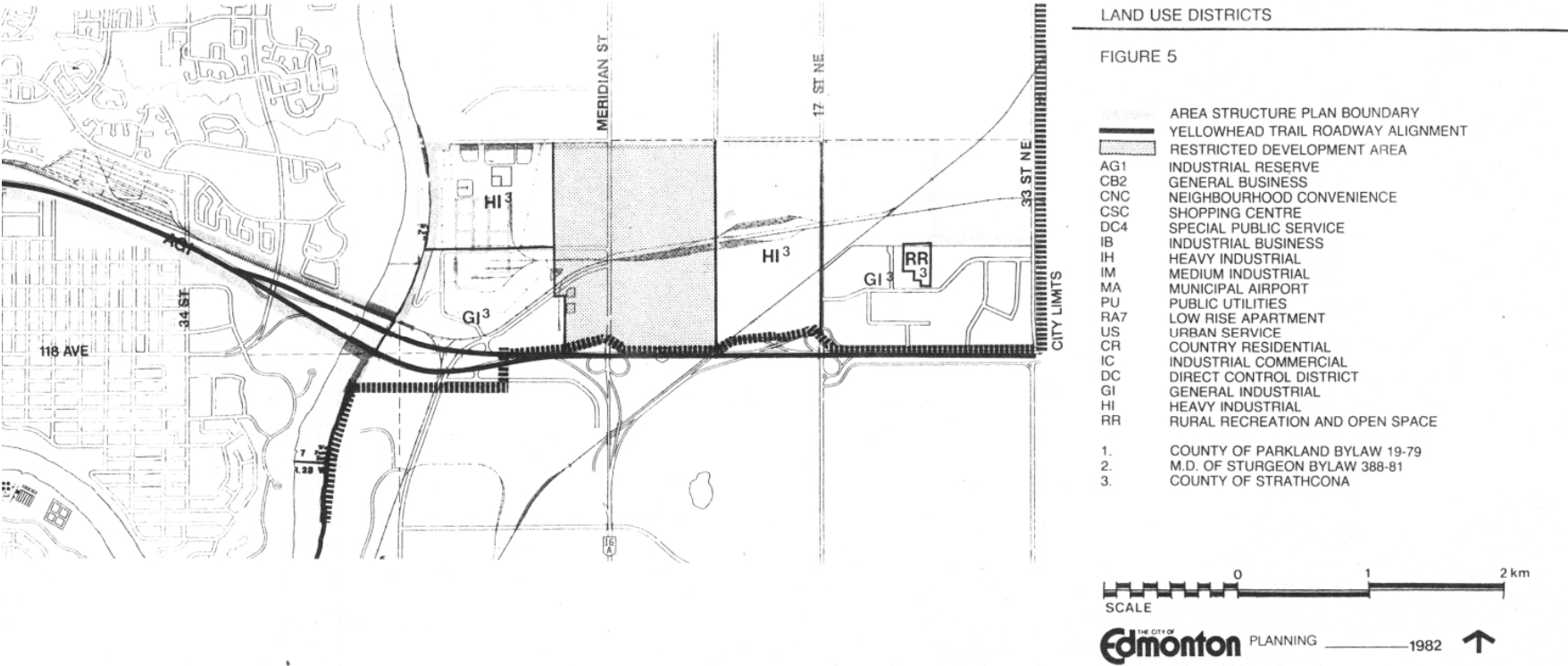


FIGURE 5: LAND USE ZONES (Bylaw 7044, April 13, 1983)

SECTION 3 (As Amended by Editor)



2.3.4 Land Use Plan Programs

The Yellowhead Corridor Area Structure Plan abuts a number of Plan areas covered by other plans and planning programs including the Calder Neighbourhood Improvement Program, the proposed Coliseum Station Area Redevelopment Plan, the proposed Montrose/Santa Rosa Area Redevelopment Plan, and the Kennedale Industrial Area Structure Plan. The Plan also abuts the May Park replot and Bergman replot areas. The Yellowhead Corridor Area Structure Plan recognizes the objectives of these Plans and is compatible with them.

2.3.5 Transportation Plan Programs

Within the Yellowhead Corridor Area Structure Plan area there are a number of transportation planning studies under preparation. These include: Yellowhead Trail Noise Attenuation Studies; 82 Street/Yellowhead Tight-Diamond Inter-change Functional Plan; and Northeast Corridor - 115 Avenue to 134 Avenue Functional Planning Study.

The Yellowhead Corridor Area Structure Plan recognizes these studies and identifies a Special Study Area in the vicinity of the Northeast Corridor which should be under-taken when roadway plans are more certain. The land use proposals in the Plan will complement the transportation plans and studies under preparation.

2.3.6 Edmonton Regional Plan - Municipal Part

Section 54(2) of the Planning Act requires that all statutory plans conform with the regional plan. In the preparation of the Yellowhead Corridor Area Structure Plan, the need for approximately seven regional plan amendments were identified. All necessary amendments to the regional plan will be enacted prior to the adoption of this Plan by Council in order to satisfy the above Planning Act requirement.

2.3.7 City/Provincial Agreement

The 1977 agreement between the City of Edmonton and the Province of Alberta established the financial arrangements for cost-sharing of the Yellowhead Trail construction.

As part of the agreement, the City will "maintain the facility to a standard commensurate with the operational requirements of the Corridor," and "consult with the Minister of Transportation on any proposed reclassification of the land adjacent to the Corridor and have regard to the Corridor when considering proposed development."

The Plan also includes a portion of the Northwest Industrial Outline Plan area. The land use proposals for the Yellowhead Corridor Area Structure Plan follows the general objectives of the Outline Plan.

2.3.8 Restricted Development Areas (RDA's)

The Department of the Environment Act permits the Lieutenant Governor in Council, upon the recommendation of the Minister of the Environment, to declare lands as Restricted Development Areas (RDA's) and to make regulations for these lands. Within the Yellowhead Corridor there exist two RDA's, one in Sub-Area 1 and the other in Sub-Area 8. Development within these two areas has been restricted in order to protect land for the eventual construction of a Ring Road and utility corridor.

CHAPTER THREE – OBJECTIVES OF PLAN

3.1 PURPOSE OF PLAN

The aim of this Area Structure Plan is to guide and direct future growth and change in ways that are compatible with the efficient operation of the Trail and the industrial character of the area. Within this context, the Plan strives to implement the recommendations of the Yellowhead Corridor Land Use Study and the policies of the General Municipal Plan.

The purpose of this Plan is to:

- 3.1.1 preserve the Yellowhead Trail as a limited access highway (General Municipal Plan Policy 8.D.3, Objective 7.C);
- 3.1.2 preserve and rejuvenate the industrial character of the Yellowhead Trail Corridor (General Municipal Plan Policy 7.B.1);
- 3.1.3 identify locations for new industrial and highway related development (General Municipal Plan Objectives 6.A, 6.F, Policy 6.H.1); and
- 3.1.4 enhance the aesthetics of the Yellowhead Trail Corridor and City entrances (General Municipal Plan Policy 15.B.3).

3.2 OBJECTIVES

3.2.1 Transportation

- i) To maintain the Trail's function of accommodating through City traffic by restricting uses which would generate traffic that may jeopardize this objective.
- ii) To prohibit direct access from individual land parcels to the Yellowhead Trail.
- iii) To encourage the use of rail spur lines by maintaining Land Use *Zones* which permit rail-related warehousing uses. Amended by Editor
- iv) To ensure the safe operation of the Edmonton Municipal Airport by encouraging compatible land uses and building form in its vicinity.

3.2.2 Industrial

- i) To encourage the development of business industrial uses in prominent locations along the Trail.
- ii) To maintain and rejuvenate the medium industrial areas in the Yellowhead Trail Corridor.
- iii) To maintain the existing supply of rail serviced lots.
- iv) To limit the intrusion of commercial uses in the industrial areas of the Corridor.

3.2.3 Commercial

- i) To prohibit the intrusion of scattered commercial development in industrial areas.
- ii) To identify specific areas for services for the travelling public such as hotels, motels, restaurants and service stations at points of high accessibility and visibility.
- iii) To restrict retail facilities and other commercial uses which would generate traffic volumes that would jeopardize the Trail's operational efficiency.
- iv) To maintain existing commercial uses.

3.2.4 Urban Design

- i) To enhance the aesthetics of the Yellowhead Trail Corridor through design guidelines emphasizing the screening of parking, loading and storage areas from highway view.
- ii) To enhance the image of the City entrances through the use of attractive roadway landscaping and the promotion of tourist information services.
- iii) To provide a sign system which is compatible with highway regulations and provides clear direction to major City streets, City facilities and tourist services.
- iv) To preserve and enhance the views to the City centre and major City landmarks.
- v) To identify sites for tourist information facilities.

3.2.5 Residential

- i) To protect the adjacent residential communities by minimizing the effects of the Yellowhead Trail through the construction of berms and/or noise barriers.
- ii) To discourage residential development in industrial areas. To encourage the transition of inappropriate existing residential areas to designated uses.

3.2.6 Servicing

- i) To promote the underground location of utility services for new development adjacent to or visible from the Trail.
- ii) To ensure that the storm and sanitary servicing requirements of new developments and redevelopments are designed, operated and maintained such that minimal adverse impacts accrue to the existing storm water management techniques such as roof-top storage, surface ponding, and underground storage with outflow controls.

CHAPTER FOUR – PROPOSED ROADWAY PLAN

4.1 INTRODUCTION

Schedule B - Yellowhead Trail Roadway Alignment, provides an overview of the roadway plan for the Yellowhead Trail as approved under the "Corridor Implementation Plan. June 1977," as amended. The Yellowhead Trail is scheduled for completion by 1984.

4.2 YELLOWHEAD TRAIL ROADWAY ALIGNMENT

4.2.1 Roadway Plan

Between the eastern City limit and 66 Street, the Trail is constructed as a four-lane divided highway with provisions for six lanes. Two major at grade intersections exist at 50 Street and 66 Street.

From 66 Street to Fort Road, the Trail is constructed as a six-lane divided roadway. There is a railway overpass.

Between Fort Road and 77 Street, the Trail is a five-lane divided roadway and from 77 Street to 89 Street, it is a four-lane undivided roadway.

From 89 Street to 107 Street the Trail becomes a four-lane divided roadway, widening to a six-lane divided roadway from 107 Street to 151 Street. There are two roadway underpasses in this section of the Trail and major at grade intersections at 127 Street, 142 Street, and 149 Street.

A four-lane divided section of the Trail from 151 Street to 178 Street is scheduled for completion in 1982, with a railway underpass at 163 Street, and a major at grade intersection at 156 Street.

The portion of the Trail between 178 Street and the west City limit will be constructed as a four-lane divided roadway and is scheduled for completion in 1984.

4.2.2 Interchanges

Interchanges will be constructed to provide for the uninterrupted movement of traffic. Interchanges have already been constructed at Meridian Street, 17 Street NE, and Victoria Trail. Interchanges at 97 Street, St. Albert Trail, and 170 Street are scheduled for completion in 1982. Two additional interchanges, for which functional planning studies are currently underway, are under consideration for 82 Street and *Wayne Gretzky Drive (Capilano Yellowhead Corridor ASP Office Consolidation*

Freeway). The following major intersections may some day be grade-separated: 50 Street, 66 Street, 127 Street, 149 Street, 156 Street, 184 Street, the proposed Parkway Ring Road and Winterburn Road.

4.2.3 Access to the Trail

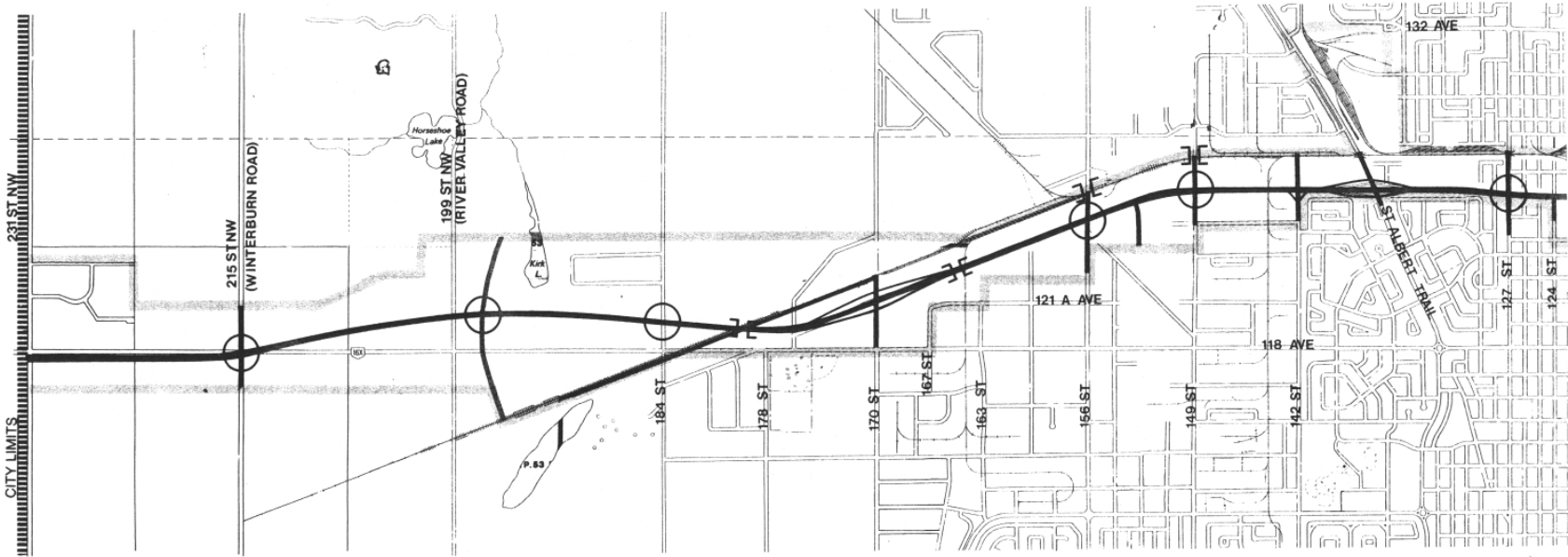
Access to the Yellowhead Trail will be via service or arterial and collector roads. In many areas these roads already exist.

4.2.4 Truck Route

The Yellowhead Trail is currently identified as a Truck Route from the east City limits to 97 Street and from 121 Street to 149 Street. Upon completion of the roadway, the Trail will become a continuous Truck Route.

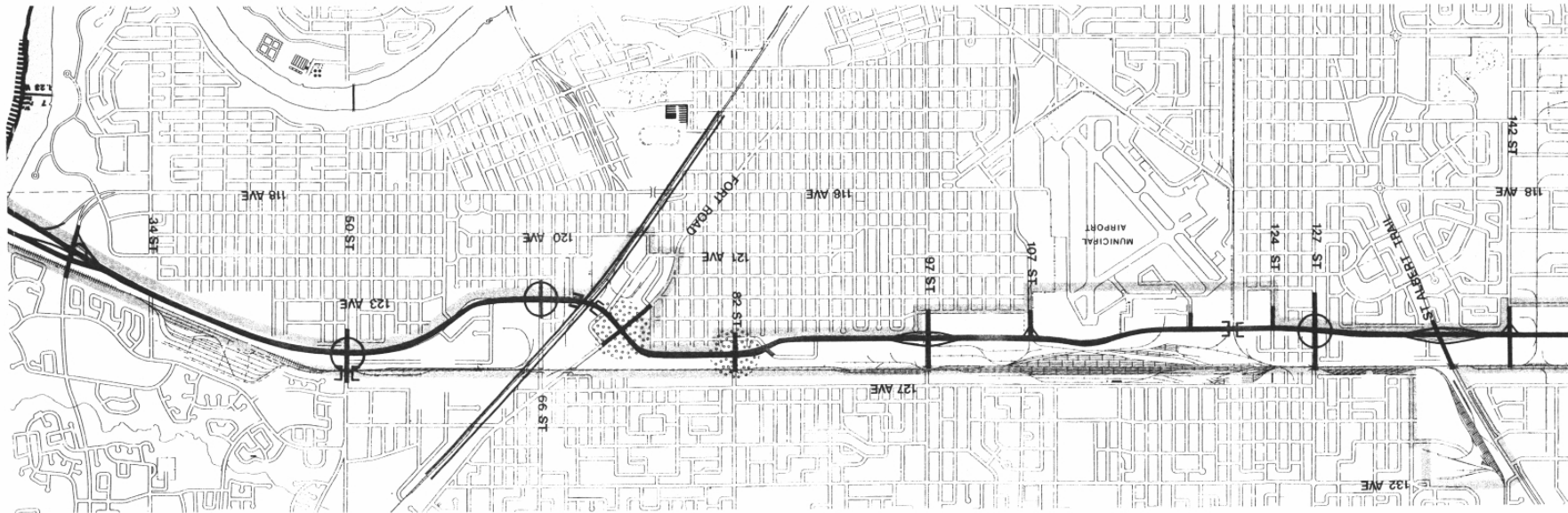
SCHEDULE B: YELLOWHEAD TRAIL ROADWAY ALIGNMENT (Bylaw 7044, April 13, 1983)

SECTION 1 (As Amended by Editor)



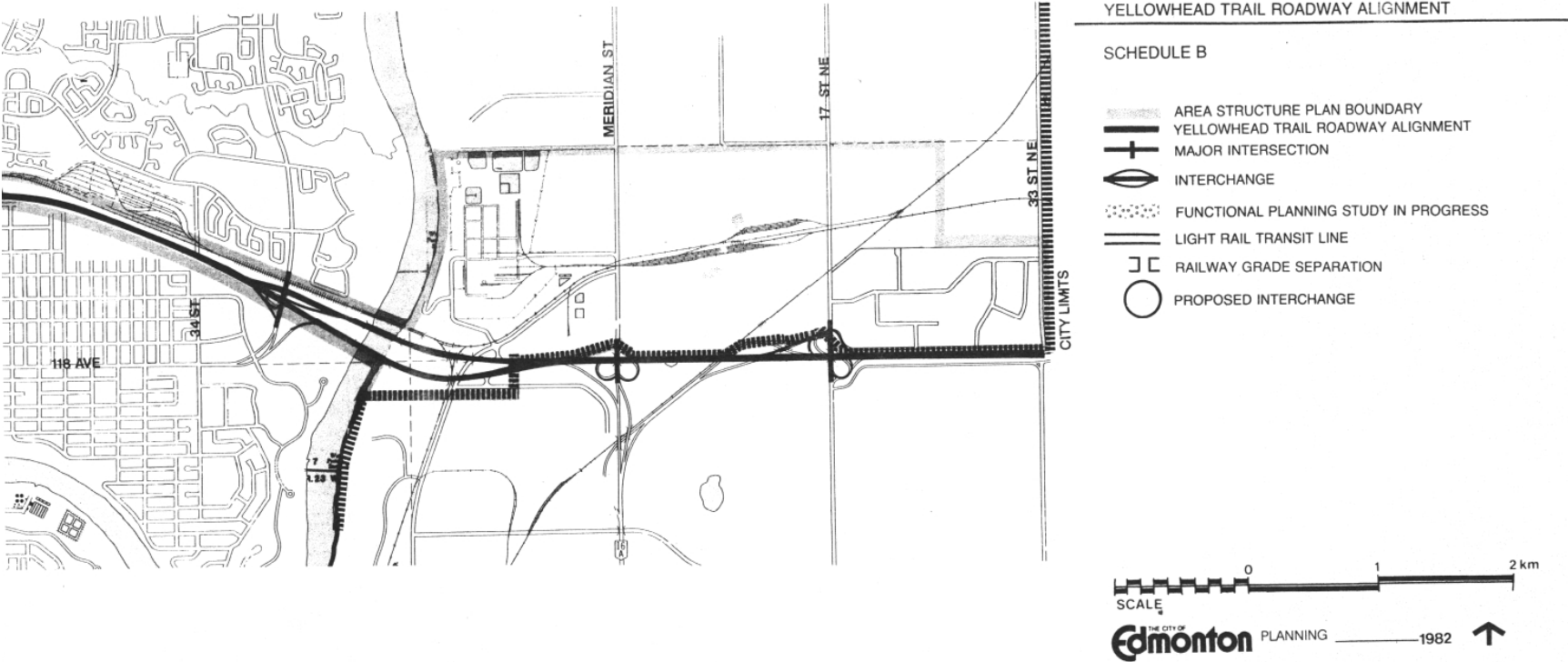
SCHEDULE B: YELLOWHEAD TRAIL ROADWAY ALIGNMENT (Bylaw 7044, April 13, 1983)

SECTION 2 (As Amended by Editor)



SCHEDULE B: YELLOWHEAD TRAIL ROADWAY ALIGNMENT (Bylaw 7044, April 13, 1983)

SECTION 3 (As Amended by Editor)



CHAPTER FIVE – DEVELOPMENT POLICIES

5.1 DESIGN POLICIES

In keeping with the Urban Design Objectives in 3.2.4, the following policies are identified:

- 5.1.1 It is the policy of the Plan that loading and unloading facilities for medium industrial and business industrial uses be located to the rear of buildings or screened from view from the Yellowhead Trail.
- 5.1.2 It is the policy of the Plan that outdoor service, assembly, trash collection and storage areas, including trucking yards associated with such activities, be located to the rear of buildings or screened from view from the Yellowhead Trail.
- 5.1.3 It is the policy of the Plan that parking facilities for medium industrial and business industrial uses be located to the rear of buildings or screened from view from the Yellowhead Trail.

These policies are implemented through Sections 69.2-69.4 and 73.2(4) in the Edmonton Land Use Bylaw 5996.

In the Land Uses proposed in this Plan, the term "Prestige" is used to denote business industrial uses incorporating the above design objectives and policies.

5.2 CIVIC DEVELOPMENT POLICIES

5.2.1 Noise Attenuation

- i) It is a policy of the Plan that noise impacts of the Yellowhead Trail on the adjacent residential communities be minimized through the construction of berms and/or noise walls.

5.2.2 Landscaping

It is a policy of the Plan that the City develop attractive landscaping plans for the noise berms and roadway right-of-ways adjacent to the Yellowhead Trail.

5.2.3 Directional Signs

- i) It is a policy of the Plan that the City identify the major streets intersecting the Yellowhead Trail with overhead street signs.
- ii) It is a policy of the Plan that the City provide directional signs to major City and tourist facilities.

5.2.4 Tourist Information Facilities

It is a policy of the Plan that the City evaluate the potential for upgrading the services provided at the tourist information facilities

5.2.5 Industrial Heights Subdivision

The City will promote the development of the Industrial Heights area. This is City owned land which has recently been subdivided and *zoned*.

Amended by Editor

5.3 LAND USE POLICIES

5.3.1 Introduction

This section describes the proposed land uses in the eight sub-areas within the Plan.

The uses identified in this Plan are guides for the future development of the area.

Within the Plan, special study areas are identified. Potential uses and study guidelines for these areas are discussed in Chapter 7.

5.3.2 Sub-Area 1 - Edmonton West (Schedule C-1)

5.3.2.1 LAND USE OBJECTIVES

The land user proposed in this sub-area meet the following Plan objective:

- to identify locations for new business industrial uses (Objective 3.2.2(i))
- to identify locations for highway commercial uses (Objective 3.2.3(ii))
- to identify a site for a tourist information facility (Objective 3.2.4(v))
- to enhance the aesthetics of the Corridor through design guidelines (Objective 3.2.4(i))
- to discourage residential uses in industrial areas (Objective 3.2.5(ii)).

5.3.2.2 PROPOSED LAND USES

i) "Prestige" Business Industrial

Much of the land adjacent to the Yellowhead Trail in this sub-area is proposed for quality industrial, research-oriented, and business and office uses. The area identified for business industrial uses south of the Trail and west of 215 Street NW (*Winterburn Road*) will be accessed via an internal road system.

Amended by Editor
Bylaw 9879
September 24, 1991

ii) Medium Industrial

One area of medium industrial use is proposed within this sub-area. This land does not have direct access to Highway 16 (Yellowhead Trail), but does have potential rail access, and will be developed with lands outside of this Plan's boundaries.

Bylaw 10653
November 8, 1994
Amended by Editor

iii) Highway Commercial

A mixed highway commercial and prestige industrial business area is proposed from 184 Street to Winterburn Road, south of the Trail. Uses such as service stations, restaurants, motels, tourist information facilities and prestige industrial business uses will be encouraged in this area. No service road will be required; the development will be accessed from 118 A Avenue.

Bylaw 13162
August 19, 2002

iv) Residential

The existing residential area known as Big Lake Estates will be retained. *The residential community known as Mooncrest Park will be dealt with in the Kinokamau Plains Servicing Concept Design Brief (SCDB) and therefore excluded from this Plan. The lots immediately south of Mooncrest Park will also be dealt with in the SCDB.*

Bylaw 9997
January 20, 1992
Bylaw 10653
November 8, 1994

v) Tourist Information Facility

A location for a City Tourist Information Facility is identified. A specific site will be identified during a future development stage.

5.3.2.3 STAGING OF DEVELOPMENT

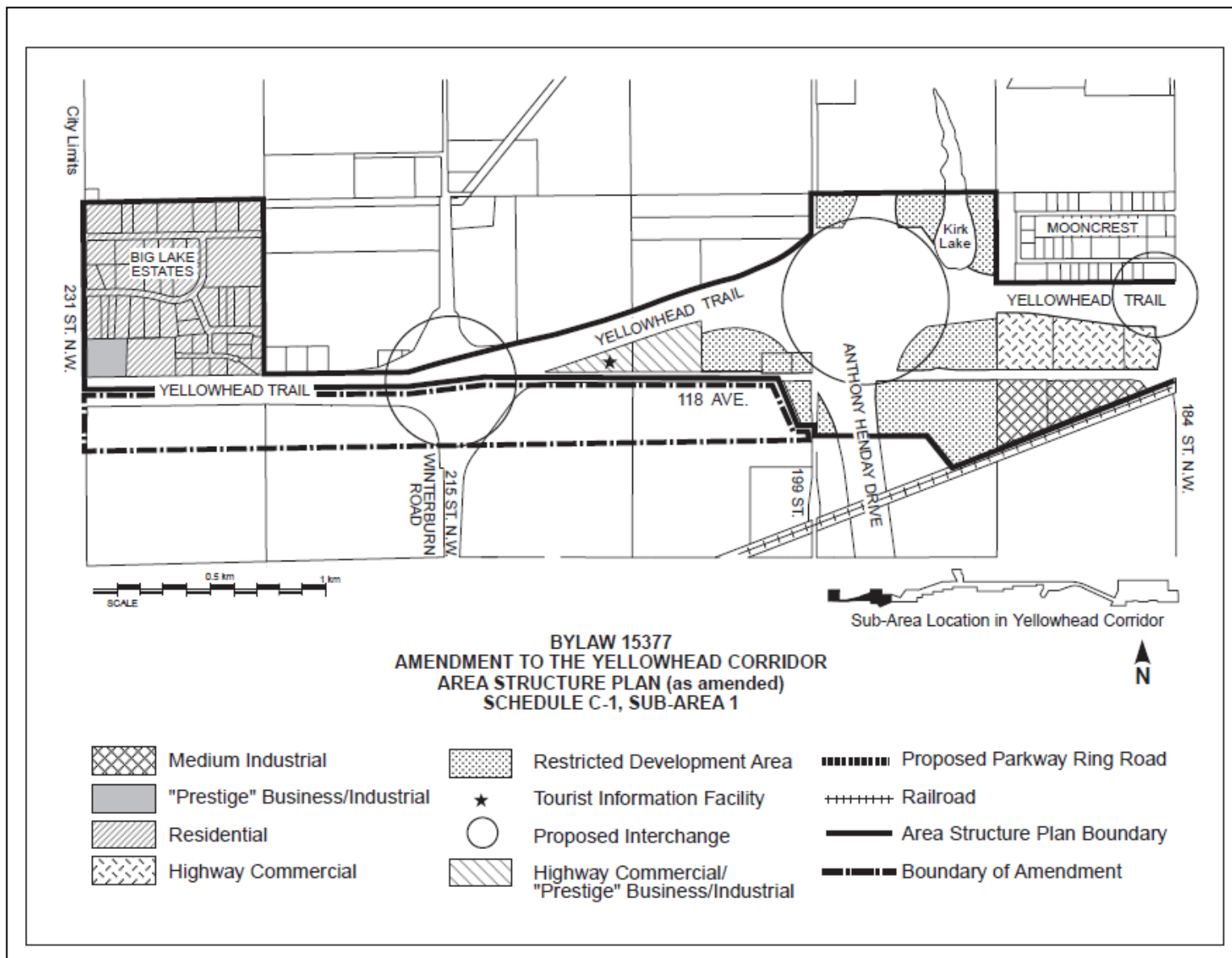
Development in this area will depend on the preparation of adjacent Area Structure Plans. These Area Structure Plans may overlap with this Plan but must incorporate the land use and design policies of this Plan. Areas which will not require further Area Structure Plans include:

- i) Big Lake Estates, and
- ii) the area between the Yellowhead Trail, 118 Avenue and 184 Street.

Also impacting development of this area is the timing for construction of Parkway Ring Road. When this occurs, surplus RDA land may be released for development. Development of these areas should reflect the adjacent land use proposed by this Plan.

Bylaw 10653
November 8, 1994

PROPOSED LAND USES SCHEDULE C-1 SUB-AREA 1 (Bylaw 15377, February 16, 2010)



5.3.3 Sub-Area 2 - Northwest Industrial Area (Schedule C-2)

5.3.3.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- i) to identify locations for new business industrial uses (Objective 3.2.2(i))
- ii) to identify locations for highway commercial uses (Objective 3.2.3(ii))
- iii) to maintain existing supply of rail services lots (Objective 3.2.2(iii))
- iv) to maintain medium industrial uses in the Corridor (Objective 3.2.2(ii)).

5.3.3.2 PROPOSED LAND USES

i) "Prestige" Business Industrial

The area between 170 Street and 149 Street will be developed as a prestige business area where industrial and small scale business office uses are encouraged. The existing Medium Industrial Districted area could remain but is subject to the design policies of this Plan.

The predominant features of the development of this area include the following:

- industrial and office development will be encouraged; and
- lots adjacent to the Trail will be accessed via internal roads.

Lots adjacent to 149 Street may be considered for "Prestige" Business Industrial uses providing they support the Plan's objectives.

ii) Medium Industrial

Land not adjacent to or visible from the Trail will be retained for Medium Industrial uses. Business industrial uses may be considered for these areas.

iii) Highway Commercial/"Prestige" Business Industrial

Hotels, motels, service stations and other uses directly related to providing services to the travelling public, as well as prestige business industrial uses, will be permitted in the area identified on Schedule C-2 for the Highway Commercial/"Prestige Business Industrial use west of 170 Street. The proximity of

Yellowhead Corridor ASP Office Consolidation

Bylaw 13574
January 13, 2004

the area to the interchange at Yellowhead Trail and 170 Street allows for viable highway commercial development opportunities, while the industrial character of the surrounding area allows for viable industrial business opportunities. Access will be permitted only from 118 Avenue.

iv) Commercial

Hotels, motels, service stations, and other retail uses will be permitted in the areas identified on Schedule C-2 at the 149 Street intersection.

v) Other

Casinos and Other Major Gaming Establishments will be considered within the context of a Direct Control Provision in an area identified on Schedule C-2 along 153 Street abutting the Yellowhead Trail.

Bylaw 12076
June 28, 1999
Amended by Editor

5.3.3.3 STAGING OF DEVELOPMENT

The development of this area south of the *railway* tracks may proceed at the initiation of the land owner. *Rezoning* to the appropriate *zone* identified in this Plan may be required. Access to the individual parcel should be resolved prior to development.

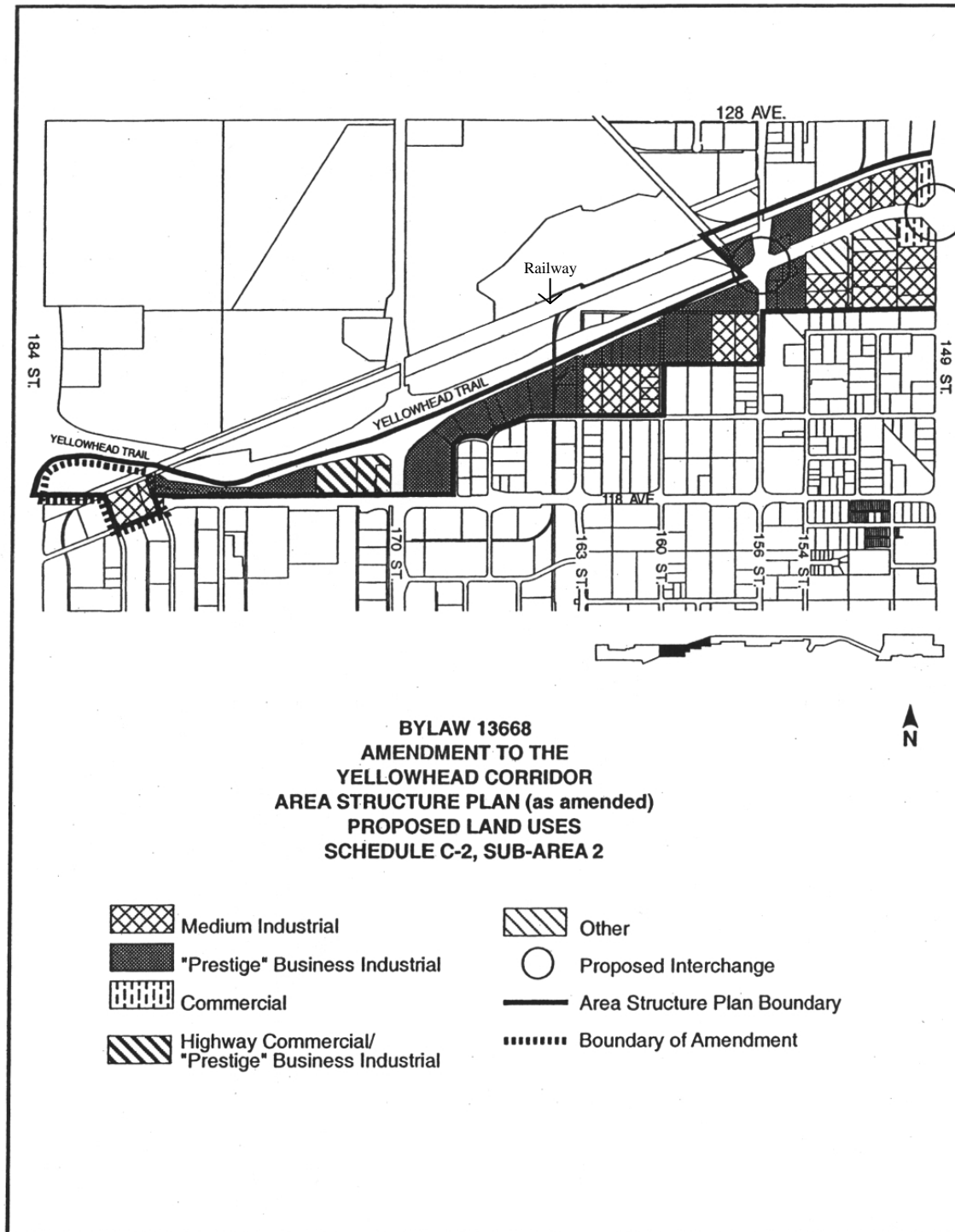
Amended by Editor

The area north of the *railway* tracks may not be developed prior to the preparation of the adjacent Area Structure Plan.

Amended by Editor

PROPOSED LAND USES SCHEDULE C-2 SUB-AREA 2

(Bylaw 13668, May 3, 2004)



5.3.4 Sub-Area 3 - St. Albert Trail (Schedule C-3)

5.3.4.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to limit the intrusion of commercial uses in the industrial area adjacent to the Trail (Objective 3.2.2(iv))
- to maintain the medium industrial uses in the Corridor (Objective 3.2.2(H))
- to maintain existing commercial uses (Objective 3.2.3(iv))
- to encourage the development of business industrial uses in prominent locations along the Trail (Objective 3.2.2(i)).

5.3.4.2 PROPOSED LAND USES

i) Medium Industrial

The predominant use in the area is to remain as Medium Industrial. At present, the majority of the existing businesses have extensive investments in their operations and make use of the available rail service. Almost all the land has been subdivided.

ii) "Prestige" Business Industrial

Business Industrial uses will be permitted northeast and northwest of the Yellowhead Trail and St. Albert Trail interchange.

Bylaw 13497
December 9, 2003

iii) Section Deleted

Bylaw 9673
January 29, 1991

iv) Special Study Area #1 - (Peace River Division Yards)

The Peace River Division Yards (formerly known as the Northern Alberta Railway Yards) are identified as a Special Study Area and discussed in Chapter 7.

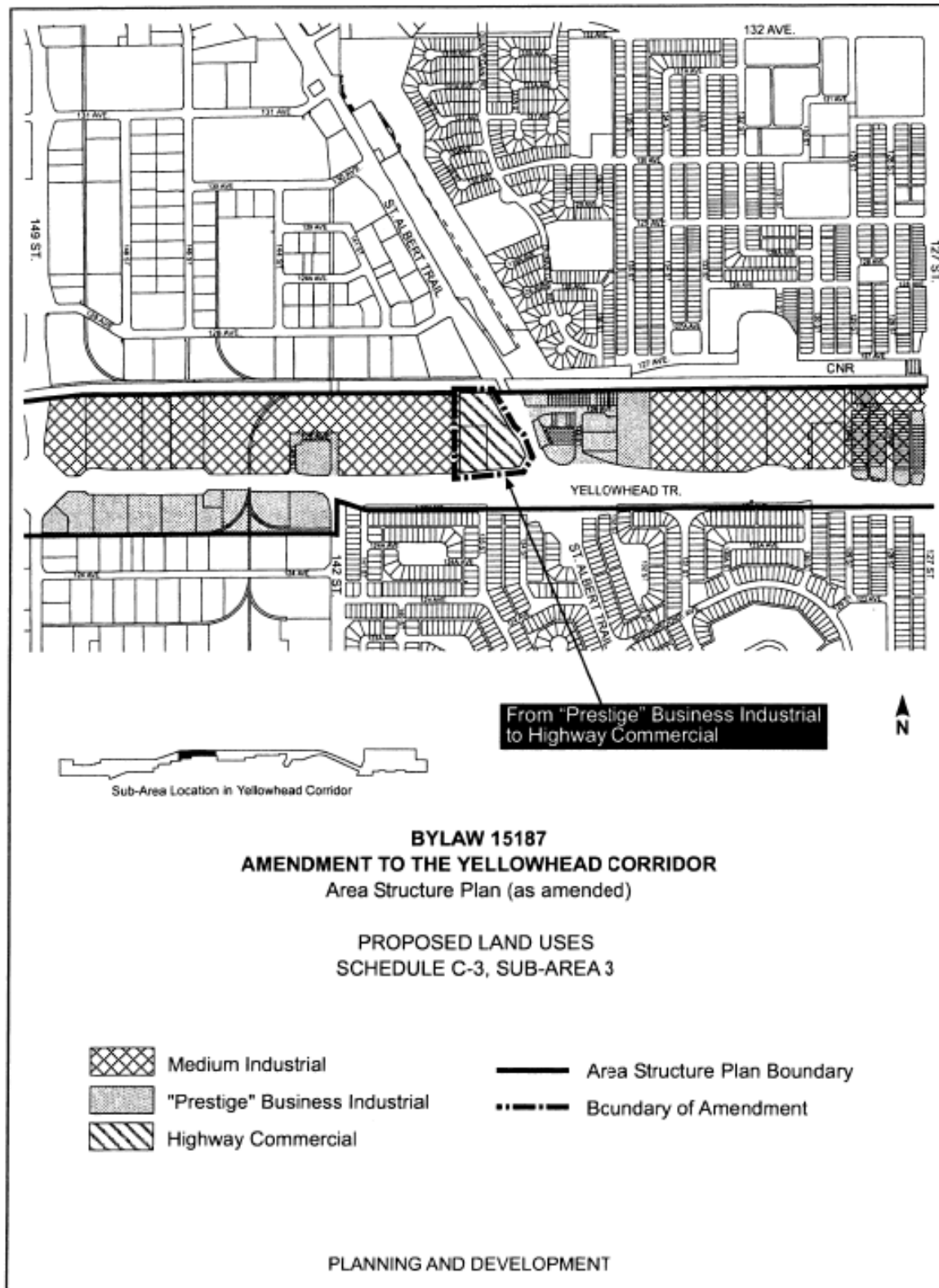
5.3.4.3 STAGING OF DEVELOPMENT

Development will be permitted in this area subject to the appropriate districting and development approvals. Development in the Special Study Area is subject to the completion of the special study by the landowner.

Yellowhead Corridor ASP *Office Consolidation*

PROPOSED LAND USES SCHEDULE C-3 SUB-AREA 3

(Bylaw 15187, September 16, 2009)



5.3.5.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objective:

- to maintain rail related operations (Objective 3.2.1(iii))
- to encourage compatible land uses in the Airport vicinity (Objective 3.2.2(iv))
- to maintain and rejuvenate medium industrial areas (Objective 3.2.2(ii)).

5.3.5.2 PROPOSED LAND USES

i) Calder Yards (Railway)

Amended by Editor

This area will be retained for the operation of the *rail line* intermodal facilities.

ii) [Deleted]

Bylaw 16034
May 16, 2012

iii) Beechmount Cemetery

This area will be retained as an Urban Services area.

iv) "Prestige" Business Industrial

Those industrial parcels between 127 Street and 123 Street north of and adjacent to the Yellowhead Trail and those facing 127 Street are appropriate for Business Industrial uses including light industrial or small scale business office uses.

Light industrial uses and small scale office uses may also be permitted south of an adjacent to the Trail and north of *a private corporations'* existing building. This area could cater to those businesses which find an airport location advantageous. Access is provided via the existing service road.

Amended by Editor

v) Medium Industrial

Medium Industrial uses will be permitted for the remaining area between 127 and 123 Street.

vi) Public Utility

This area will be retained for public utility uses.

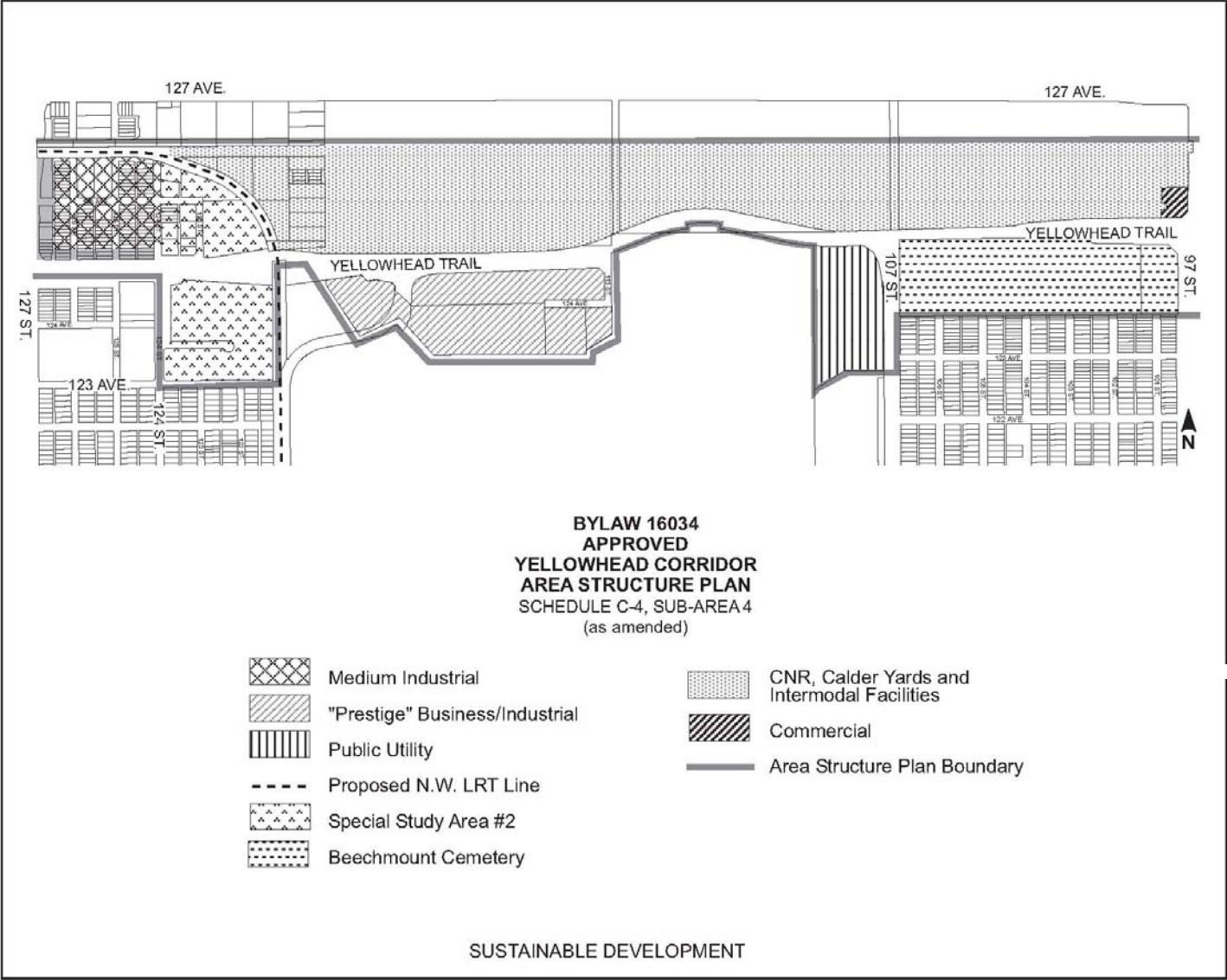
vii) Special Study Area #2 - (Proposed Northwest LRT Corridor)

This Special Study Area recognizes the potential impacts of the Northeast Light Rail Transit Corridor and is further discussed in Chapter 7.

5.3.5.3 STAGING OF DEVELOPMENT

Development in this area is subject to the land owner's initiative. The appropriate redistricting, subdivision and development approvals are required. Development in the Special Study Area is dependent on the timing of the proposed LRT Corridor.

PROPOSED LAND USES SCHEDULE C-4 SUB-AREA 4 (Bylaw 16034, May 16, 2012)



5.3.6 Sub-Area 5 - Woodland Industrial Area (Schedule C-5)

5.3.6.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to maintain and rejuvenate the medium industrial areas in the Corridor (Objective 3.2.2(ii))
- to encourage development of business industrial uses (Objective 3.2.2(i))
- to maintain existing commercial uses (Objective 3.2.3(iv)).

5.3.6.2 PROPOSED LAND USES

i) Medium Industrial

Most land in this sub-area will be retained for Medium Industrial uses in order to take advantage of rail access and highway proximity. Existing service roads will be used for access.

ii) Commercial

Commercial and retail uses are designated for land at both 97 Street and 82 Street. Uses which are consistent with a general business district are appropriate in these locations. These uses will be impacted by proposed interchanges which may limit their potential for commercial and retail uses.

iii) "Prestige" Business Industrial

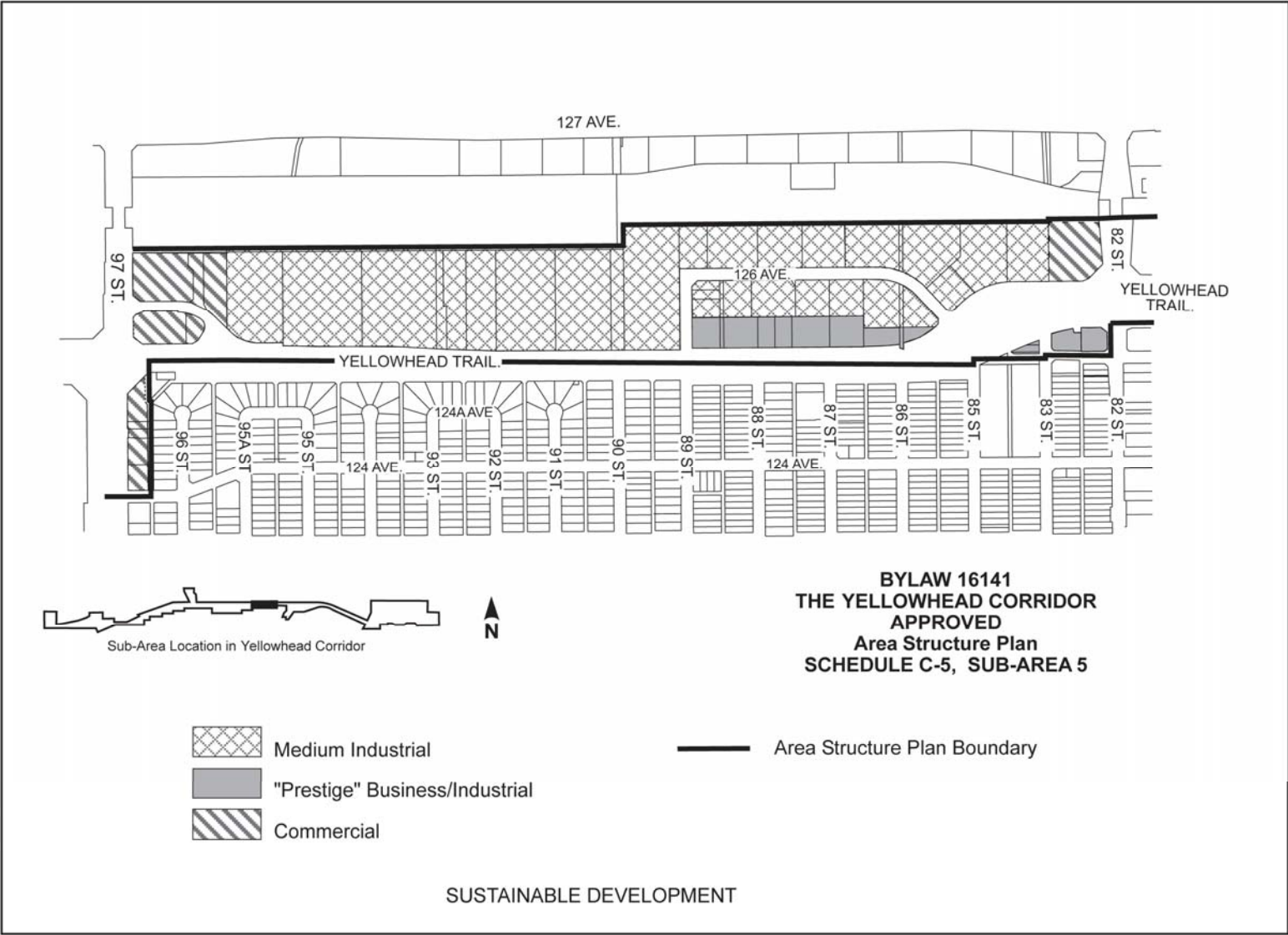
Business office or light industrial uses are proposed between 89 Street and 85 Street of north and adjacent to the Trail and adjacent to 97 Street and 82 Street as identified on Schedule C-5. Existing service roads will be used.

5.3.6.3 STAGING OF DEVELOPMENT

Development in this sub-area is subject to the land owner's initiative. The appropriate *rezoning* and development approvals are required.

Amended by Editor

PROPOSED LAND USES SCHEDULE C-5 SUB-AREA 5 (Bylaw 16141, July 3, 2012)



5.3.7 Sub-Area 6 - Northeast Corridor (Schedule C-6)

5.3.7.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to encourage the development of business industrial uses in prominent locations (Objective 3.2.2(i))
- to maintain and rejuvenate the medium industrial areas (Objective 3.2.2(ii)).
- *to protect the adjacent residential communities by minimizing the effects of the Yellowhead Trail through construction of berms and/or noise barriers (Objective 3.2.5 (i))*
- *to encourage the transition of inappropriate residential areas to designated uses (Objective 3.2.5(iii))*
- *to identify specific areas for services for the travelling public such as hotels, motels, restaurants and service stations at points of high accessibility and visibility (Objective 3.2.3(ii))*
- *to maintain existing commercial uses (Objective 3.2.3(iv))*
- *to limit the intrusion of commercial uses in the industrial area of the Corridor (Objective 3.2.2 (iv))*

Bylaw 11343
October 21, 1996

5.3.7.2 PROPOSED LAND USES

i) "Prestige" Business Industrial

The area of land between 82 Street and 80 Street is designated for light industrial or office uses. The area between 66 Street and the rail line adjacent to the Trail is also proposed for these uses. Existing access must be used. *"Prestige" Business Industrial uses will be encouraged in the locations shown in Figure C-6.*

Bylaw 11343
October 21, 1996

ii) Medium Industrial

Medium industrial uses will be retained for the areas identified in Figure C-6. Existing access and service roads will be used.

iii) Multiple Family Residential

Bylaw 11343
October 21, 1996
Amended by Editor

That the existing multiple family residential development be retained in its current location.

iv) Commercial

That commercial opportunities in this area will be restricted to locations of high accessibility and visibility as shown in Figure C-6 and that land use opportunities and development regulations be implemented through the DC2 Provision. Commercial development opportunities in any other portion of this Sub-Area must also be provided through the use of the DC2 Provision.

5.3.7.3 STAGING OF DEVELOPMENT

Development in this sub-area is subject to the land owner's initiative.

Bylaw 11343
October 21, 1996

PROPOSED LAND USES SCHEDULE C-6 SUB-AREA 6

(Bylaw 15624, Approved December 13, 2010)



5.3.8 Sub-Area 7 Industrial Heights (Schedule C-7)

5.3.8.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following objectives:

- to encourage the development of business industrial uses (Objective 3.2.2(i))
- to encourage the use of rail spurs (Objective 3.2.1(iii)).

5.3.8.2 PROPOSED LAND USES

i) Heavy Industrial

This area identifies existing Heavy Industrial use. Based on the current investment in present operations, it appears that the use is stable. If, however, this does change, the Plan recognizes that this site has redevelopment potential and an amendment to the Plan would be required.

ii) "Prestige" Business Industrial

Light industrial and business office uses are proposed for most areas adjacent to the Trail. Access to these lots is obtained via an internal road system.

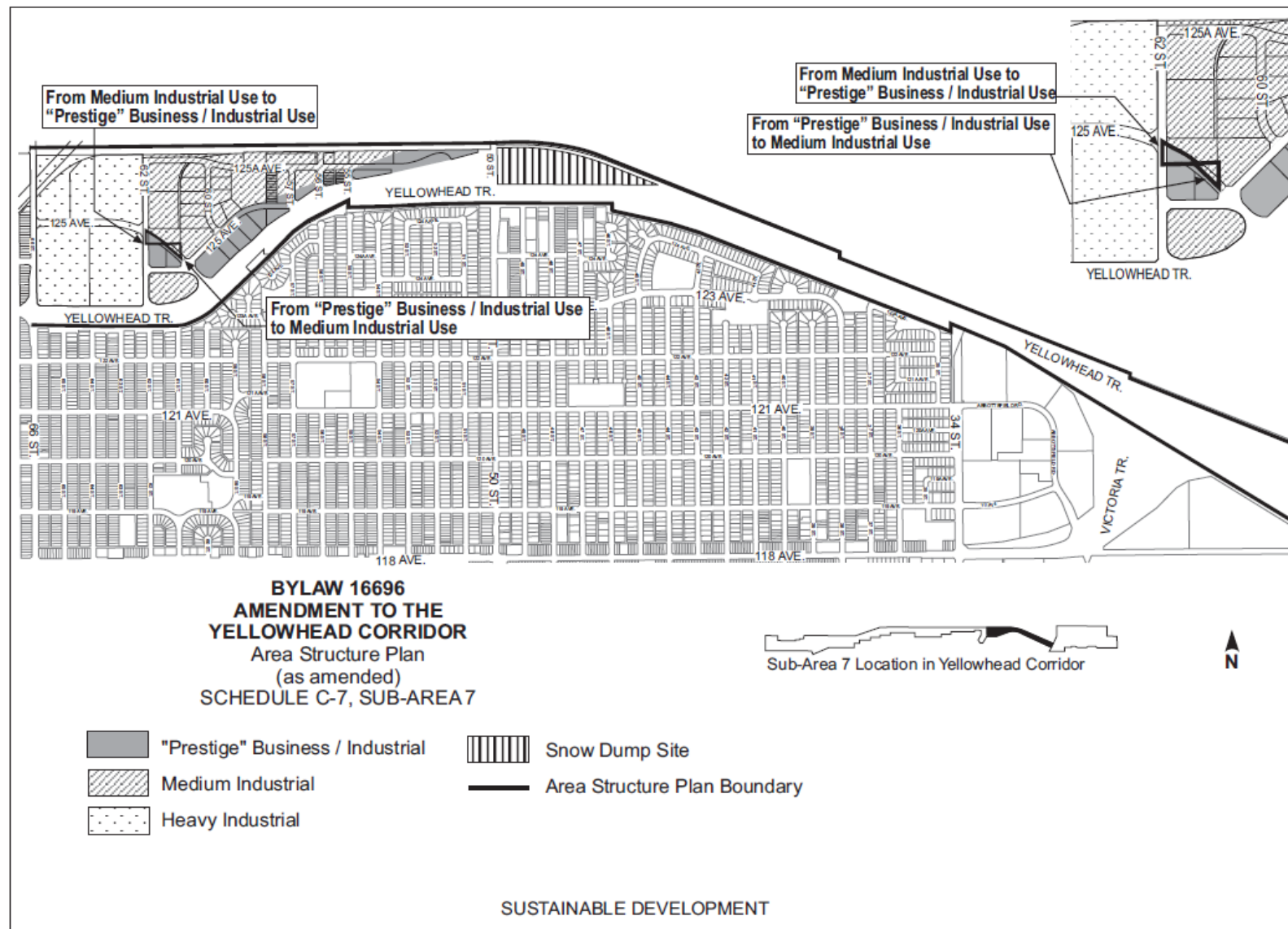
iii) Medium Industrial

Medium industrial uses are proposed for those areas not adjacent to the Trail. The existing roads will be used.

5.3.8.3 STAGING OF DEVELOPMENT

Development in this sub-area is subject to the land owner's initiative. Appropriate *rezoning* Amended by Editor development approvals are required.

PROPOSED LAND USES SCHEDULE C-7, SUB-AREA 7 (Bylaw 16696, February 2014)



5.3.9 Sub-Area 8 - Edmonton East (Schedule C-8)

5.3.9.1 LAND USE OBJECTIVES

The land uses proposed in this sub-area meet the following Plan objectives:

- to identify specific areas for services for the travelling public such as hotels, motels, restaurants and service stations (Objective 3.2.3(i))
- to maintain medium industrial areas (Objective 3.2.2(ii)).

5.3.9.2 PROPOSED LAND USES

i) Heavy Industrial

The predominant use in this sub-area will remain Heavy Industrial. The existing heavy industrial users have extensive investments in their operations, make use of the available rail service, and are not hampered by encroaching residential development. Additional heavy industrial land is proposed in this sub-area to capitalize on the locational advantages.

ii) Medium Industrial

Medium industrial uses are proposed across the Clover Bar and Strathcona 16 Industrial subdivisions to take advantage of existing rail access and to provide a buffer between heavy industrial uses to the north and highway commercial and "prestige" business industrial and office uses to the south.

iii) "Prestige" Business Industrial

Light industrial and business office uses are proposed for several areas which are directly adjacent to and visible from the Trail. These areas are to be accessed by service roads.

iv) Highway Commercial

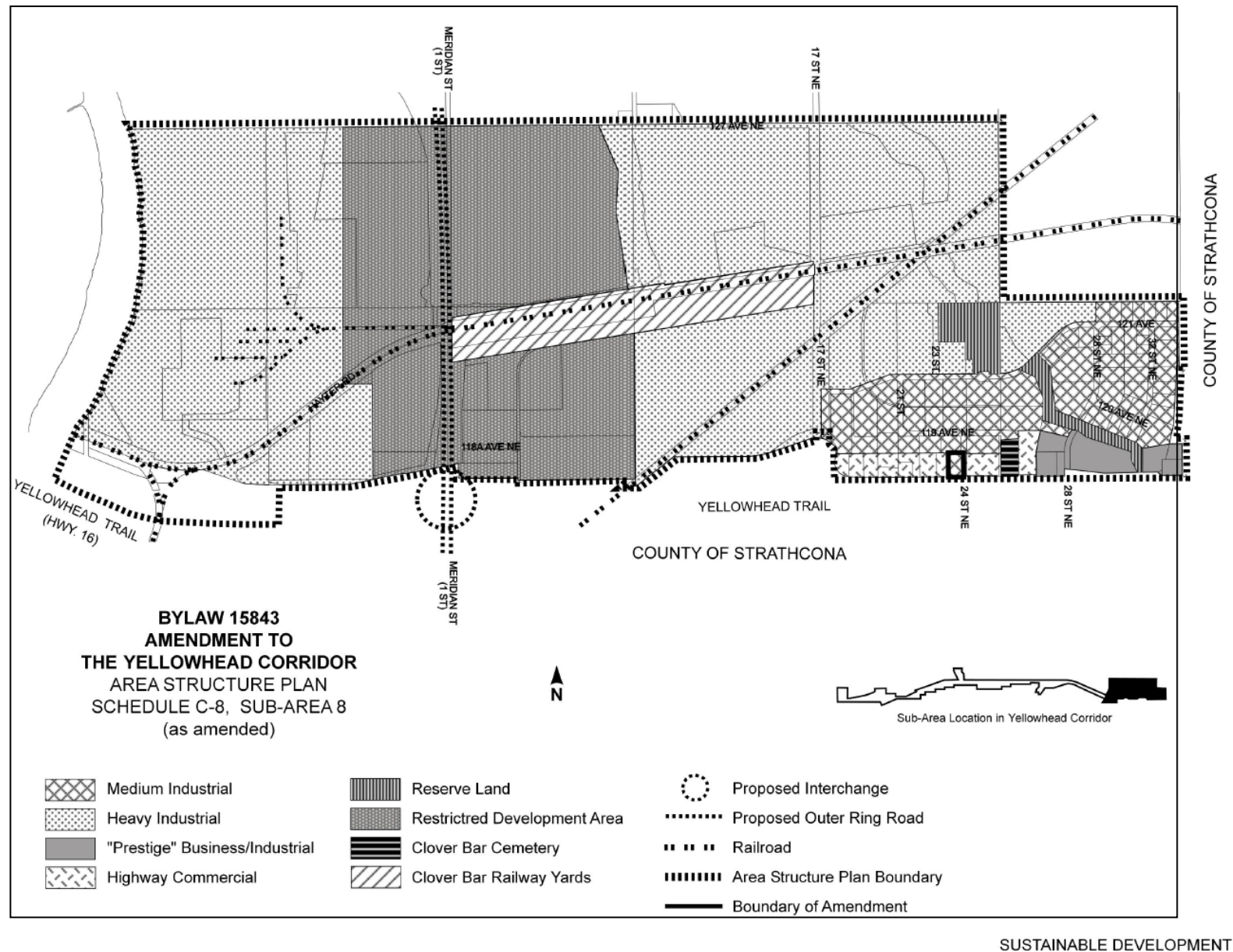
A highway commercial area is identified in this sub-area to meet the needs of travellers entering the City from the east. Uses such as service stations, restaurants, motels, and a tourist information facility are proposed and would be easily accessed by an existing service road.

5.3.9.3 STAGING OF DEVELOPMENT

Most of the land in this area is subdivided and ready for development. The appropriate development approvals are required.

Upon Provincial release of Restricted Development Area designations, the development of such areas shall be consistent with the adjacent areas.

PROPOSED LAND USES SCHEDULE C-8 SUB-AREA 8 (Bylaw 15843, August 29, 2011)



5.4 RESERVE LAND

Reserve Land is not identified within the Plan area. Where reserve land is a requirement of subdivision (Section 97, Planning Act), reserve land or money in lieu of land will be taken subject to the existing Municipal Planning Commission Guidelines.

5.5 POPULATION DENSITY

In accordance with Section 64(2) of the Planning Act, an Area Structure Plan must describe the density of population proposed. Since this Plan deals essentially with industrial development, a detailed population description is not included. There is, however, one residential area within the Plan which will be retained. Big Lake Estates residential area located on the west boundary of the City, will be retained in its present form. This is a rural residential development with a density of 0.43 units per hectare.

CHAPTER SIX – PROPOSED UTILITIES AND OTHER SERVICES

6.1 UTILITY SERVICES

6.1.1 Storm and Sanitary Sewers

- a) The provision of storm and sanitary sewers will be investigated throughout the Yellowhead Corridor with the purpose of ensuring that adequate facilities exist to meet anticipated future development.
- b) As a condition of subdivision, rezoning and/or development in the area between 142 Street and the North Saskatchewan River, storm water discharge rates shall be limited to those currently generated by the site. This may require storm water management techniques such as roof-top storage, surface ponding, underground storage and others. Design drawings showing the calculations and techniques of storm water management used are required prior to development approval. This is in addition to other applicable regulations.
- c) All drainage requirements for areas west of 142 Street shall incorporate the storm water management recommendations provided in the Watershed Plan for Northwest Annexation Areas, and conform to the City's 1982 Servicing Standards Manual.
- d) The drainage requirements for the area east of the North Saskatchewan River are being studied taking into account both economic and environmental factors. This area will be serviced either by existing ditches and watercourses using storm water management techniques or by new outfalls to the River, and shall conform to the City's 1982 Servicing Standards Manual.
- e) The Sanitary Trunk System Study, prepared by the Edmonton Water and Sanitation Department, recommends that the sanitary servicing requirements for the area west of 142 Street be provided by the Parkland Sewage Transmission Line.
- f) The area east of the North Saskatchewan River may be serviced by the existing Southeast Regional Sewage Transmission Line constructed by Alberta Environment.

6.1.2 Water

The City will monitor the water supply system within the Yellowhead Corridor to ensure an adequate supply for present and future development. For Sub-Area 1, which is not currently serviced, the City will prepare a servicing plan which must be in place for future development of the area.

Schedule D-1 identifies existing storm, sanitary and water system facilities.

6.1.3 Power and Telephones

For new developments adjacent to the Yellowhead Trail, customer laterals shall be located underground. Where feasible, distribution feeders should also be located underground.

The provision of electrical power and telephone service to the Plan area will be monitored in order to maintain an adequate level of service, particularly in Sub-Area 1 and Sub-Area 8, recently annexed by the City.

Schedule "D-2" identifies existing facilities and lines.

6.2 RAIL SERVICES

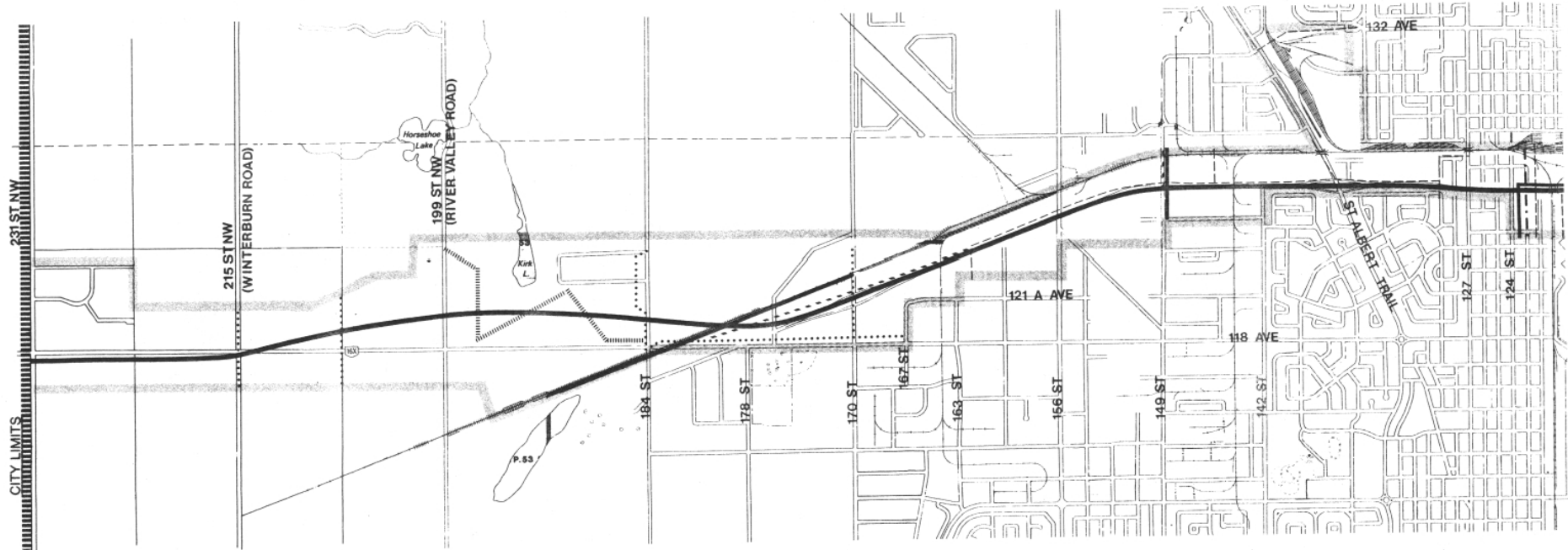
It is a policy of this Plan to maintain and promote the use of rail facilities within the Yellowhead Corridor by proposing land uses which are compatible with rail servicing wherever feasible. Parcels of land with existing rail spur facilities can be identified on Schedule B – Yellowhead Trail Roadway Alignment.

6.3 AIRPORT SERVICES

It is a policy of this Plan to promote the use of and ensure the safe operation of the Edmonton Municipal Airport through the provision of land uses that are compatible with the airport's operations. In this regard, roof-top storage, mentioned in 6.1.1(b), should not occur in the vicinity of the airport due to the potential operational hazard which it may create.

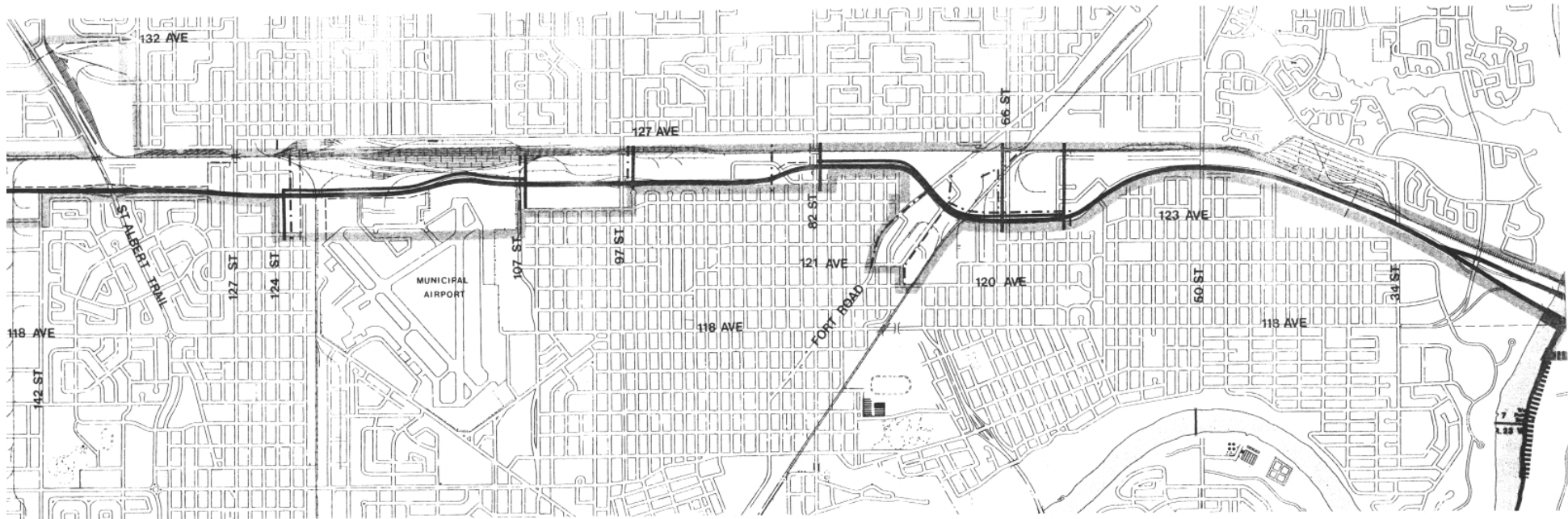
SCHEDULE D-1: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND COMBINED SEWERS (Bylaw 7044, April 13, 1983)

SECTION 1 (As Amended by Editor)



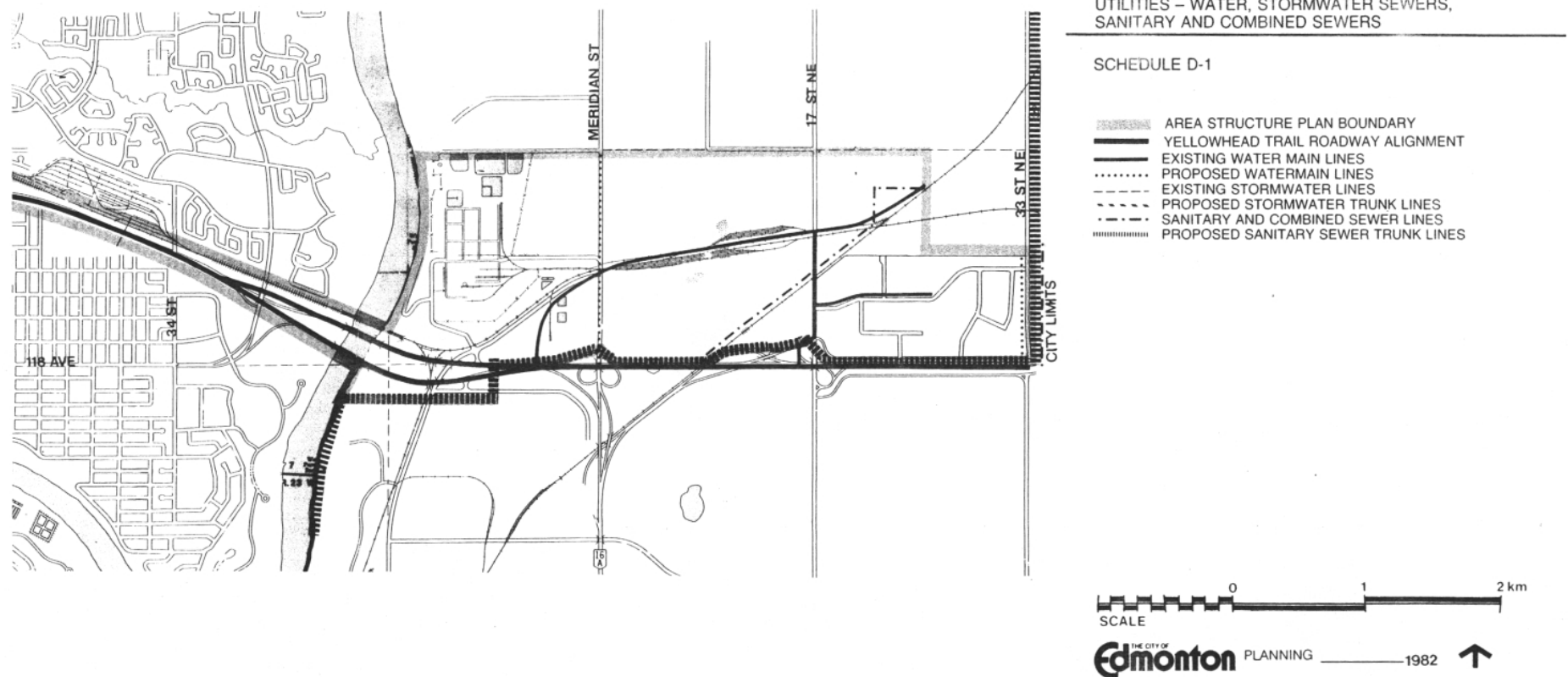
**SCHEDULE D-1: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND
COMBINED SEWERS** (Bylaw 7044, April 13, 1983)

SECTION 2 (As Amended by Editor)



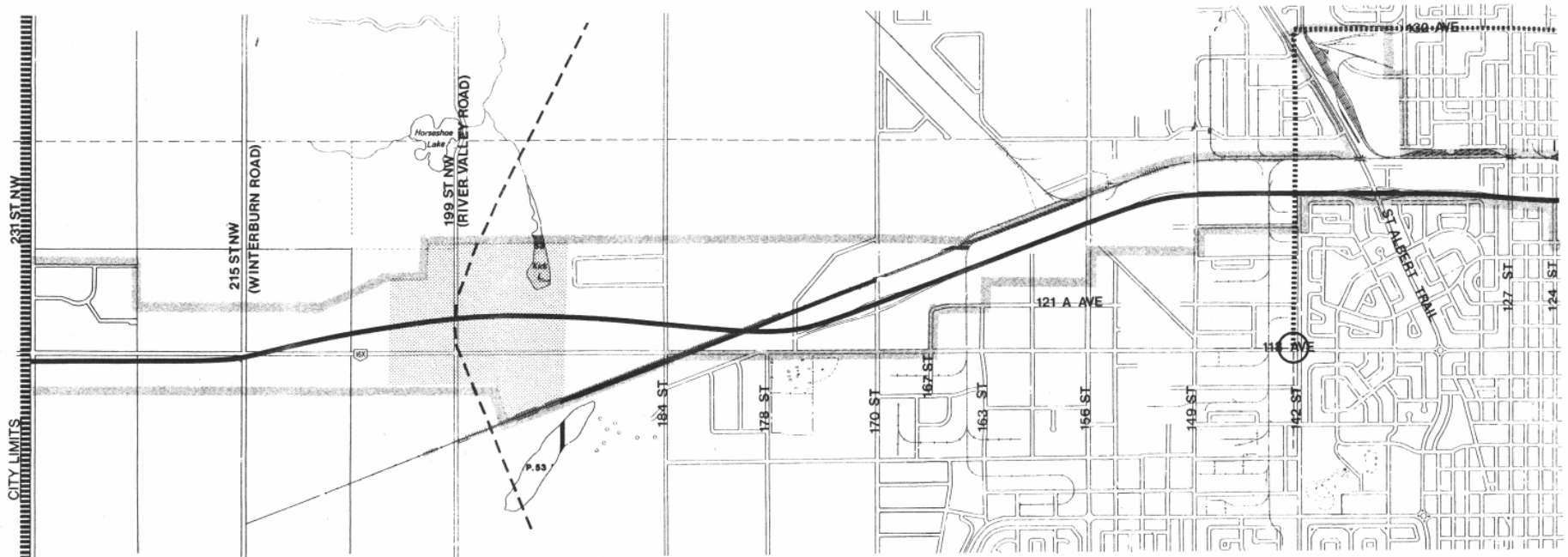
SCHEDULE D-1: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND COMBINED SEWERS (Bylaw 7044, April 13, 1983)

SECTION 3 (As Amended by Editor)



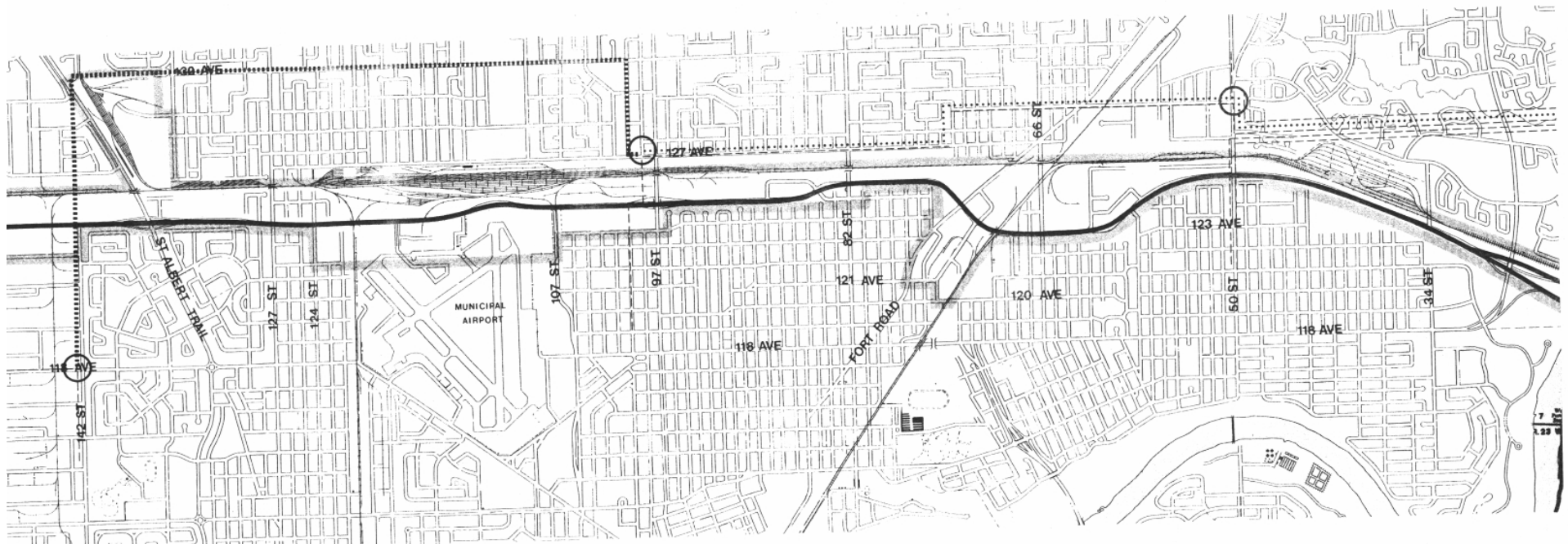
SCHEDULE D-2: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND COMBINED SEWERS (Bylaw 7044, April 13, 1983)

SECTION 1 (As Amended by Editor)



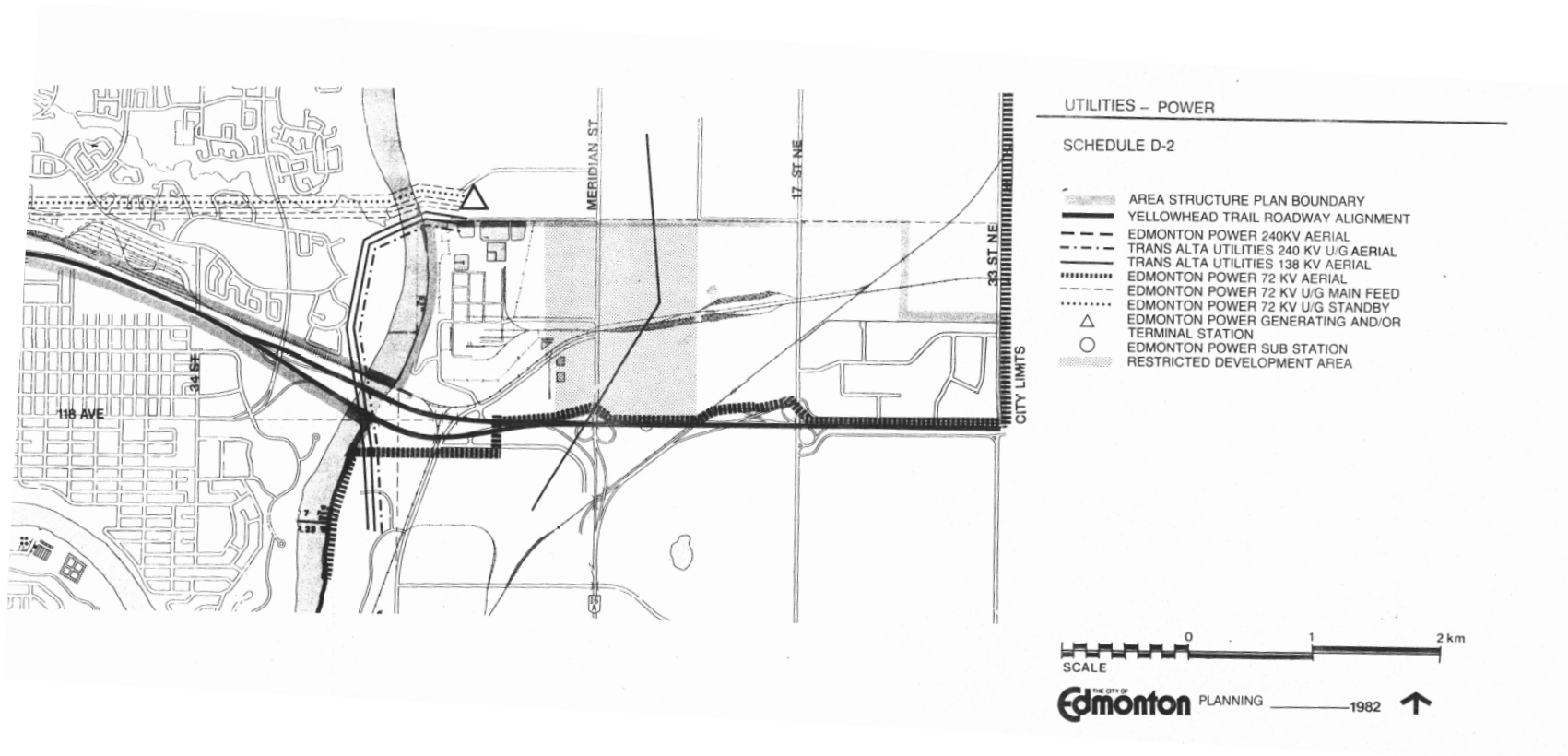
**SCHEDULE D-2: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND
COMBINED SEWERS** (Bylaw 7044, April 13, 1983)

SECTION 2 (*As Amended by Editor*)



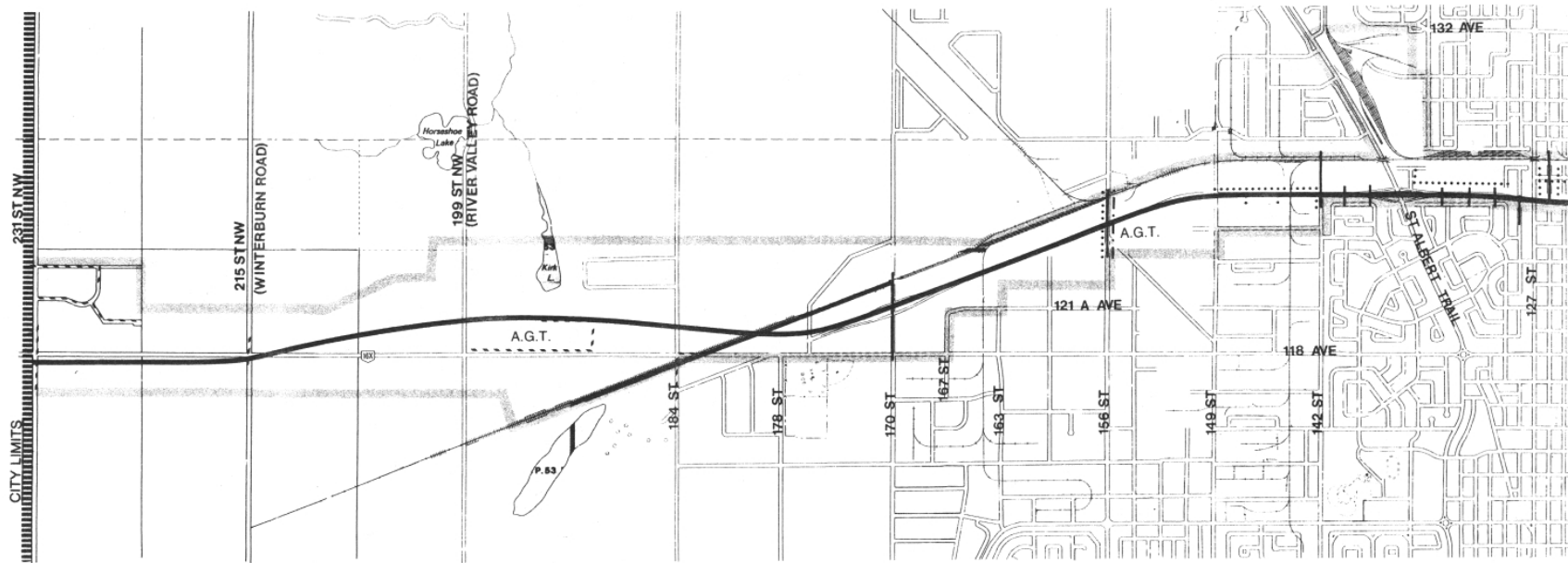
SCHEDULE D-2: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND COMBINED SEWERS (Bylaw 7044, April 13, 1983)

SECTION 3 (As Amended by Editor)



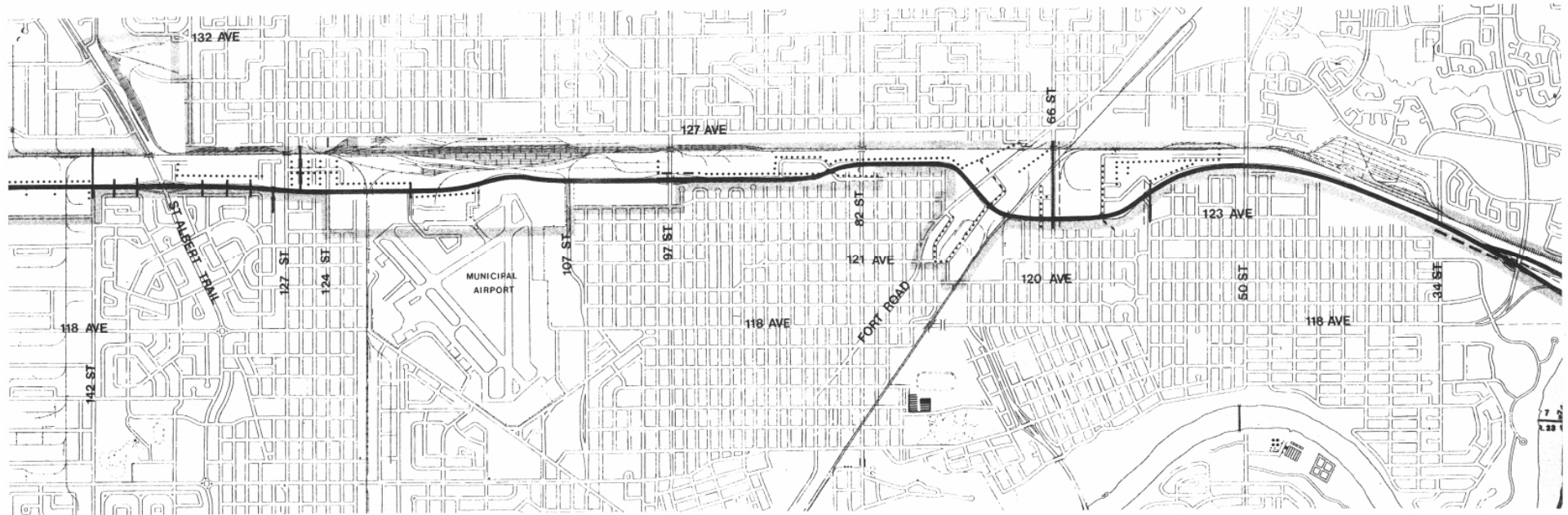
SCHEDULE D-3: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND COMBINED SEWERS (Bylaw 7044, April 13, 1983)

SECTION 1 (As Amended by Editor)



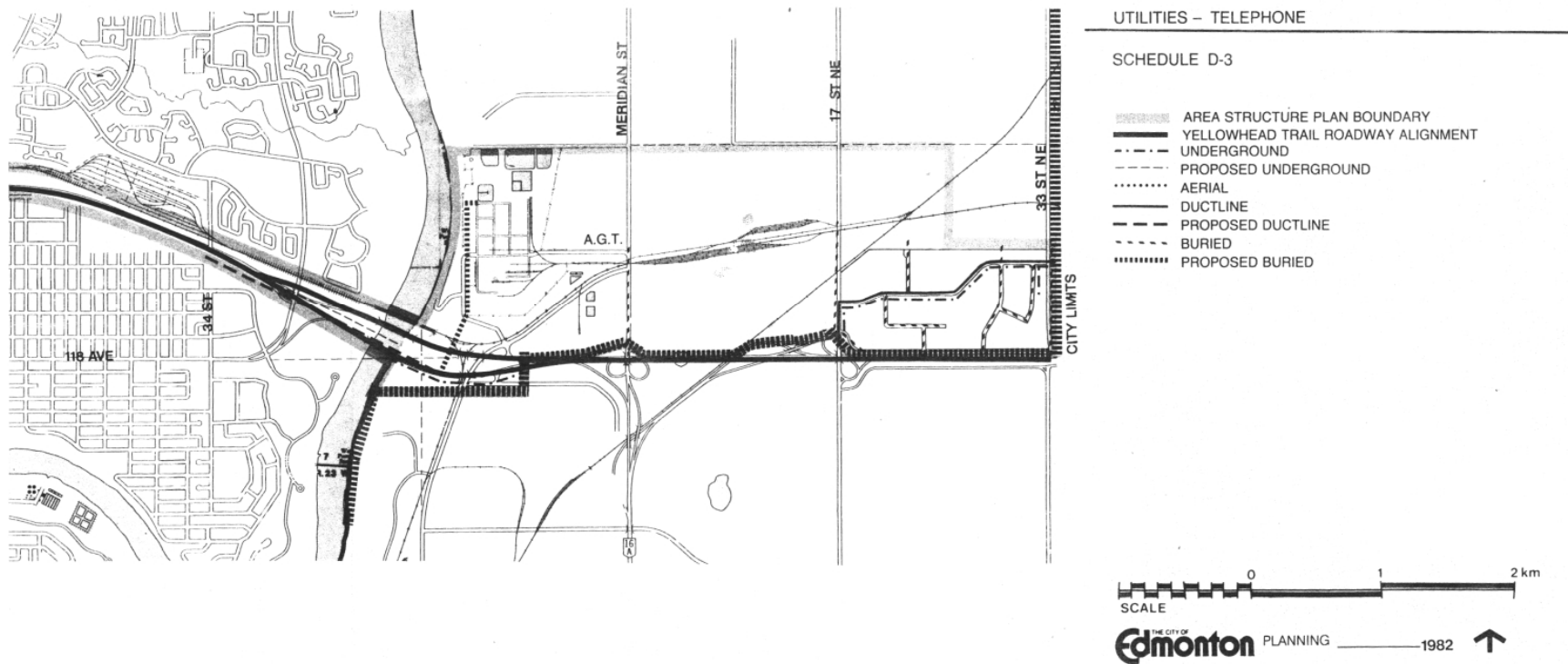
**SCHEDULE D-3: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND
COMBINED SEWERS** (Bylaw 7044, April 13, 1983)

SECTION 2 (As Amended by Editor)



SCHEDULE D-3: UTILITIES – WATER, STORMWATER SEWERS, SANITARY AND COMBINED SEWERS (Bylaw 7044, April 13, 1983)

SECTION 3 (As Amended by Editor)



CHAPTER SEVEN – PLAN IMPLEMENTATION

7.1 LAND USE IMPLEMENTATION

The design policies identified in 5.1.1, 5.1.2, and 5.1.3 are implemented through Sections 69.2-69.4 and 73.2(4) in the Edmonton Land Use Bylaw 5996.

7.1.1 Specific Provisions Affecting Consideration of Discretionary Uses in IB Zones

Amended by Editor

(1) To meet objectives 3.2.1(i), 3.2.2(iv), 3.2.3(i), and 3.2.3(iii), the following Discretionary Uses of a retail and traffic generating nature are discouraged:

- i) Automotive and Minor Recreational Vehicle Sales/Rentals,
- ii) Automotive and Equipment Repair Shops,
- iii) Convenience Retail Stores,
- iv) Drive-in Food Services,
- v) Fleet Services,
- vi) Major Eating and Drinking Establishments,
- vii) Rapid Drive Through Vehicle Services,
- viii) Recycling Depots.

7.1.2 Rezoning

Amended by Editor

Rezoning applications appropriate to the land uses proposed in Chapter 5 of this Plan will be supported by *Sustainable Development*.

Rezoning of Medium Industrial parcels to Business Industrial Uses not specifically identified in the Schedule C maps may receive *Sustainable Development* support if they support objectives 3.2.1(i), 3.2.2(ii), 3.2.2(iii), and 3.2.4(i).

Amended by Editor

7.1.3 Special Study Areas

7.1.3.1 Special Study Area #1 - (Peace River Division Yards)

The *railway* is not in a position to commit the parcel of land (identified in Figure 6A) for development due to uncertainty over future use requirements, which are dependent upon the needs of the resource areas north of Edmonton. When those needs are fully assessed, the land owner should conduct a planning study which will form the basis of an amendment to this Plan.

The study shall adopt the following guidelines:

- i) The proposed land uses will respect the adjacent residential community to the east through the sensitive use of building forms, berming, and landscaping. Potential uses could include an expanded rail service yard and/or a combination of light industrial, office and residential uses.
- ii) The density of the area will be determined by the available access to the site. The density should not add to the traffic level through the adjacent residential area.
- iii) Subdivision, servicing, access, *zoning*, and other pertinent planning matters will be identified and resolved in the planning study.

Amended by Editor

7.1.3.2 Special Study Area #2 - (Proposed Light Rail Transit Corridor)

It is proposed that a future Northwest Light Rail Transit line and station run through and be located within the parcel of land identified in Figure 6B. This Plan recognizes that the uncertainties stemming from the eventual location and timing of such a project will create potential impacts within this part of the Plan area.

The City will prepare a report, as an amendment to this Plan, designating land uses when the uncertainties of the proposed Light Rail Transit project are clarified as per the Northwest LRT Functional Planning Study. The City will take into account the improved public access to this area provided by the Light Rail Transit, as well as the site's proximity to the Municipal Airport and the Yellowhead Trail in preparing their report.

It may alternatively be required that an Area Redevelopment Plan be prepared to resolve the issues associated with the future development of this area. In the interim, no land use districting changes will be supported by the *Sustainable Development* without a comprehensive review of the impacts of the proposed LRT Corridor.

Amended by Editor

7.1.3.3 Section Deleted

Bylaw 11343
October 21, 1996

FIGURE 6A & 6B: SPECIAL STUDY AREA #2 (PROPOSED NORTHWEST LRT CORRIDOR)

(Bylaw 7044, April 13, 1983)

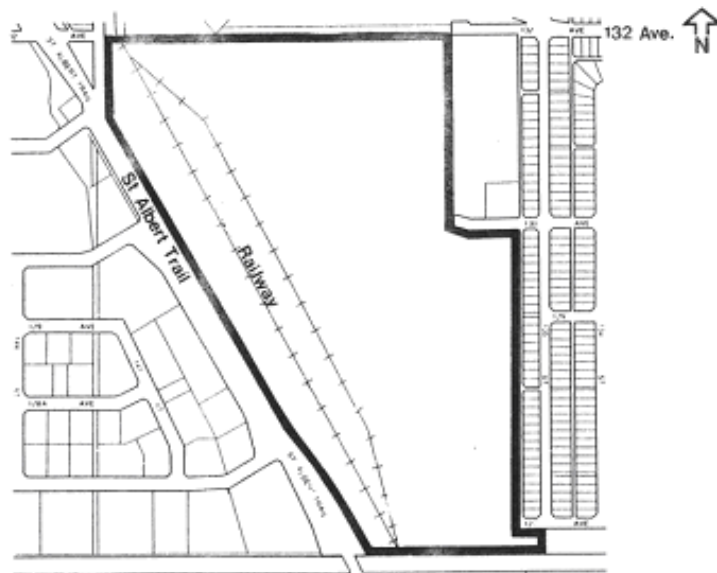


FIGURE 6A
SPECIAL STUDY AREA #1
(PEACE RIVER DIVISION YARDS)

Legend

— Special Study Area Boundary

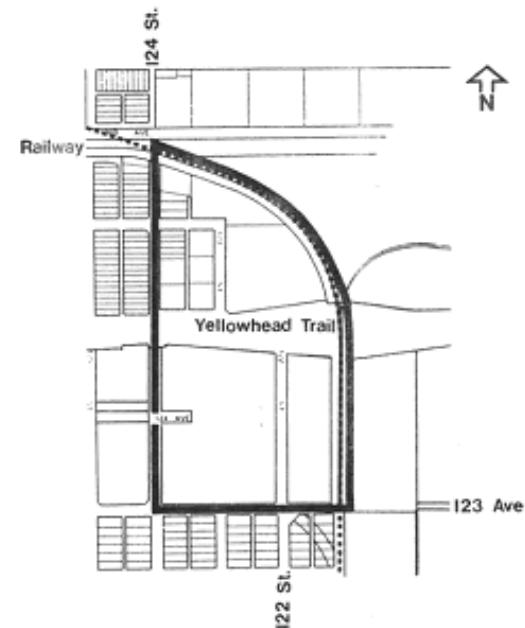


FIGURE 6B
SPECIAL STUDY AREA #2
(PROPOSED NORTHWEST LRT CORRIDOR)

Legend

— Special Study Area Boundary

..... Proposed N.E. LRT Line

SCALE 0.5 km 1 km

7.1.4 Overlapping Plan Areas

7.1.4.1 Sub-Area #1

Development in the area identified in Figure 7A is largely dependent on the surrounding lands with respect to servicing, road systems, and staging of development. Development in this area will therefore require the preparation of adjacent Area Structure Plans which shall address these issues as well as incorporate the land use and design policies of this Plan.

The residential area shown as Mooncrest Park as identified in Figure 7A is excluded from this Plan and is dealt with in the Kinokamau Plains Servicing Concept Design Brief. Its redevelopment will follow recommendations outlined within that report with respect to servicing, road systems and staging of development.

Bylaw 10653
November 8, 1994

7.1.4.2 Sub-Area #8

Figure 7B identifies land in Sub-Area #8 where development will depend on the preparation of an adjacent Area Structure Plan. The Area Structure Plan will tie development of this area to the lands north and east by addressing roadway network, servicing, and staging of development issues while incorporating the land use and design policies of this Plan.

FIGURE 6C: *MAP DELETED* (Bylaw 11343, October 21, 1996)

FIGURE 7A: OVERLAPPING PLAN AREA (Bylaw 10653, November 8, 1994)

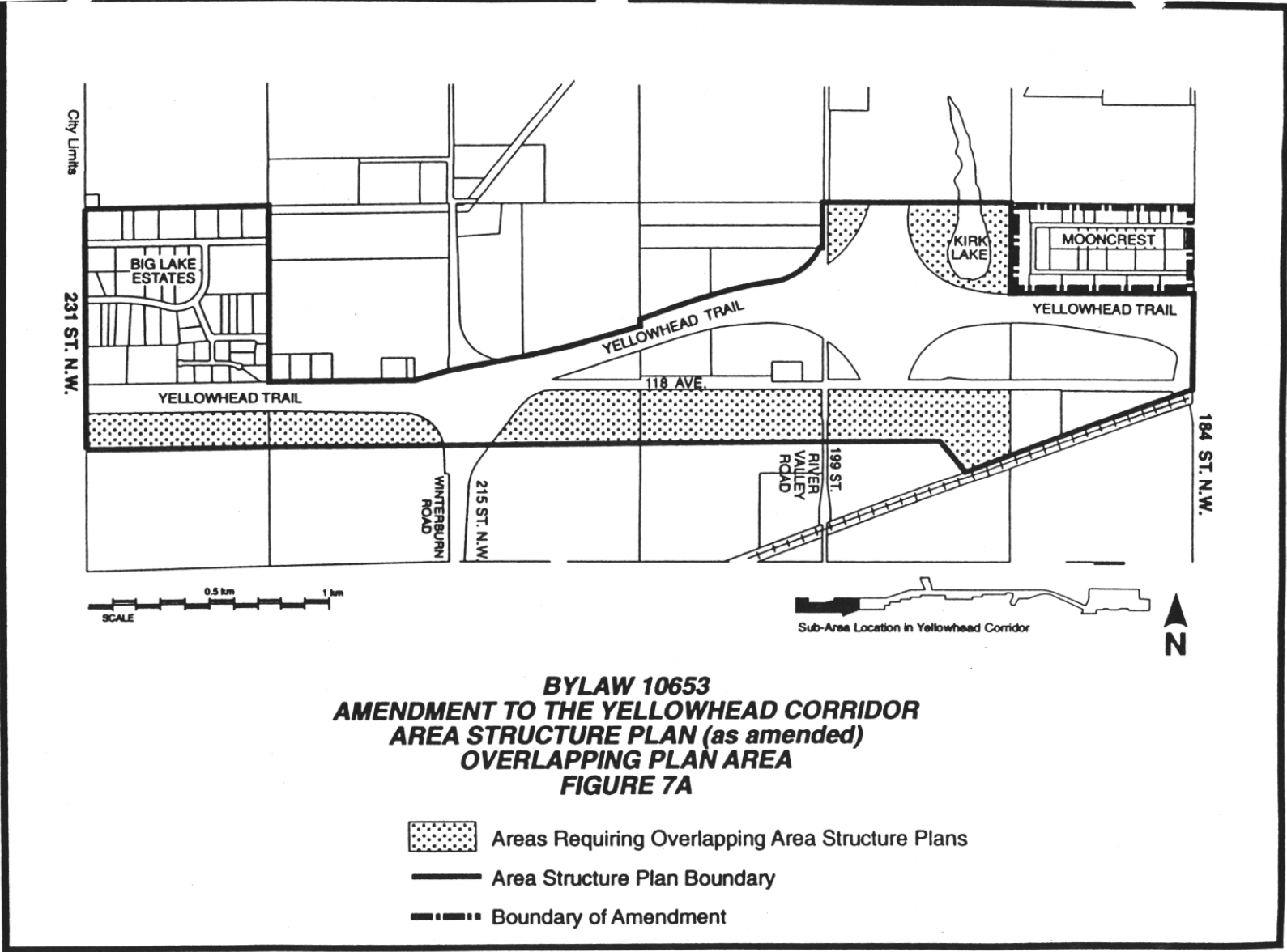
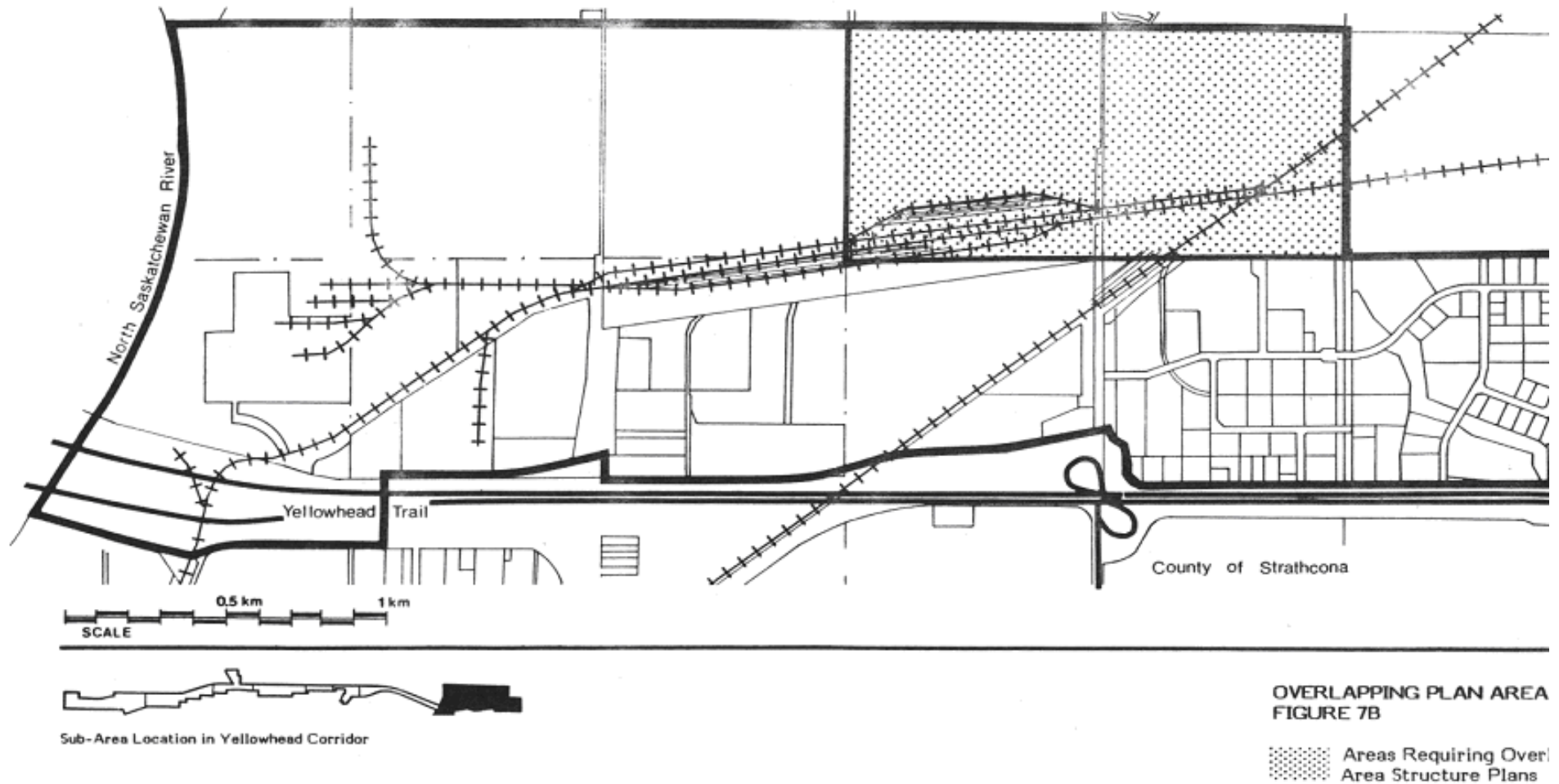


FIGURE 7B: OVERLAPPING PLAN AREA (Bylaw 7044, April 13, 1983)



7.2 CIVIC DEVELOPMENT IMPLEMENTATION

The Civic Development policies identified in 5.2.1, 5.2.2, 5.2.3, 5.2.4, and 5.2.5 of this Plan shall be implemented by the City in the following manner.

7.2.1 Noise Attenuation

The City is currently evaluating the needs of the residential areas adjacent to the Yellowhead Trail through the Yellowhead Trail Noise Attenuation Studies. Noise attenuation will be achieved through the construction of berms and/or noise walls where residential communities are situated adjacent to the Trail.

7.2.2 Landscaping

- i) The City will implement an urban forestation program (landscaping technique using primarily native species promoting natural regeneration and requiring minimal maintenance) on a selected berm adjacent to the Trail on an experimental basis. This experiment will be monitored for costs and public reaction.
- ii) Should the experiment prove successful and subject to available funding, the urban forestation program can be expanded to all bermed areas throughout the Corridor.
- iii) Subject to available funding, traditional (standard) highway landscaping shall be used for the remaining City rights-of-way such as boulevards and medians.

7.2.3 Signs

- i) The City will provide overhead street identification signs consistent with the "Alberta Urban Guide and Information Sign Manual" for the following locations: 50 Street, 66 Street, Fort Road, 82 Street, 97 Street, 107 Street, 127 Street, St. Albert Trail, 149 Street, 156 Street, and 170 Street.
- ii) The City will provide directional signs consistent with the "Alberta Urban Guide and Information Sign Manual" to the following Civic facilities: City Centre (Downtown), Hospitals, Municipal Airport, Northlands Coliseum/Exhibition Grounds, Commonwealth Stadium, Parks and Campsites, Light Rail Transit Stations or Transit Centres, Northern Alberta Institute of Technology. The City will also do the same for general signs identifying major industrial areas adjacent to the Yellowhead Trail, but not individual businesses.

- iii) The City will provide signs consistent with the "Alberta Urban Guide and Information Sign Manual," for the following tourist services adjacent to or in close proximity to the Trail: Hotels/Motels/Restaurants/ Campsites (as accredited through Travel Alberta's Approved Accommodation Program); service stations; and Tourist Information Facilities.
- iv) The City will examine the feasibility of providing a "Welcome to Edmonton" sign at the east and west Corporate boundaries.

7.2.4 Tourist Information Facilities

- i) The City will evaluate the benefits of the following modifications to the existing facility on the east entrance to the City: provision of camper services such as water supply and sewage disposal, provision of a large outdoor map of the City identifying major points of interest, and modification of design to create a more inviting appearance.
- ii) A general location for a tourist information facility for the west end has been identified. The specific location will be identified by the appropriate City departments at a later development stage. The same access restrictions apply to tourist facilities as to the rest of the land uses.

7.3 UTILITY SERVICING

The following implementation policies are provided to guide future development within the Plan area with respect to servicing requirements.

7.3.1 General Policies

- i) All new development and redevelopments within areas currently serviced by combined storm and sanitary sewers shall be provided with separate storm and sanitary connections.
- ii) The design, location, and construction of all services shall be to the satisfaction of Drainage Engineering.
- iii) Prior to the approval of any development, the developer shall execute a development agreement.

7.3.2 Storm Servicing Policies

- i) Prior to approval of any subdivision within the old City limits, *Asset Management and Public Works* requires the submission of a storm management study providing a detailed analysis of the method for controlling runoff to pre-development levels. Amended by Editor
- ii) Prior to the approval of any subdivision, *Asset Management and Public Works* requires the submission of a storm water management study which should conform to its Watershed Plan and to the 1982 Servicing Standards Manual.

7.3.3 Sanitary Servicing Policies

- i) Prior to the approval of a subdivision, *Asset Management and Public Works* requires the submission of detailed sanitary servicing plans.

7.4 PLAN IMPLEMENTATION SUMMARY

(Amended by Editor)

The purpose of the following chart is to summarize how the Plan will be implemented. The chart lists Plan proposals/policies, their implementation actions and further identifies responsible agencies for carrying out those actions. The chart additionally identifies the approvals required for implementation, the affected budgets and programs and the anticipated time frame.

Plan Proposals/Policies	Implementation Action	Responsibility Department/ Agency	Authority Required	Budget/ Program	Timing
ROADWAYS					
Completion of Yellowhead Trail Roadway As per Corridor Implementation Plan (Plan – Section 4.2)	Construction of Roadway as per “amended” Corridor Implementation Plan	Engineering	Approval of Council Granted.	Existing	1984
Completion of <i>Highway 16</i> to west of City limits. (Plan – Section 4.2)	Construction of <i>Highway 16</i> from 178 Street to west City limits.	<i>Alberta Transportation and Infrastructure Transportation Services</i>	Approval of Provincial Government Granted.	Existing	1984
Future Interchanges at Parkway Ring Road, Functional planning studies. Winterburn Road and 184 Street. (Plan Section 4.2.2)			Approval of City Council Required.	Existing	N.A.
82 Street Functional Planning Study. (Schedule B)	Completion of functional planning study	<i>Transportation Services</i>	Approval of City Council Granted.	Existing	
	Construction	Engineering	Approval of City Council and Alberta Transportation Required.	N.A.	N.A.
Northeast Corridor Functional Planning Study. (Schedule B)	Completion of Study.	<i>Transportation Services</i>	Approval of City Council Required	Existing	1982
	Construction	Engineering	Approval of City Council Required.	N.A.	N.A.
Service Roads where Development Requires. (Plan – Section 9.2.3)	Subdivision plans.	<i>Sustainable Development</i>	Approval of City Council Required	N.A.	Ongoing

Plan Proposals/Policies	Implementation Action	Responsible Department Agency	Authority Required	Budget/ Program	Timing
CIVIC DEVELOPMENT					
Noise Attenuation. (Plan - Section 5.2.1)	Completion of the Yellowhead Trail Attenuation Study.	<i>Transportation Services</i>	Approval of Council Granted.	Existing	1982
	Construction of berms and noise walls where required.	Engineering	Approval of Council Granted.	Existing	Ongoing
Urban Forestation Landscaping for Berms. (Plan - Section 5.2.2)	Policy report.	<i>Community Services</i>	N.A.	Existing	
	Landscape plan preparation.	<i>Community Services</i>	N.A.	Existing	
	Monitoring program and construction.	Engineering	N.A.	Existing	Ongoing
Signage Program. (Plan - Section 5.2.3)	Location and placement of signs.	Engineering	N.A.	Existing	Ongoing
Tourist Information Facility and Services. (Plan - Section 5.2.4)	Evaluate this Plan's recommendations.	Business Development	N.A.	N.A.	1983
	Identify site for facility on <i>Highway 16</i> .	Business Development Real Estate and Housing <i>Community Services</i>	N.A.	N.A.	N.A.
Development of Industrial Heights Subdivision. (Plan - Section 5.2.5)	Marketing and sale of subdivided lots.	Real Estate and Housing <i>Community Services</i>	N.A.	Existing	Ongoing

Plan Proposals Policies	Implementation Action	Responsible Department Agency	Authority Required	Budget/ Program	Timing
LAND USE AND DESIGN					
Design Guidelines. (Plan - Section 5.1)	Sections 69.2-69.4 and 73.2(4) of the Edmonton Land Use Bylaw 5996.	<i>Sustainable Development</i>	N.A.	N.A.	Ongoing
<i>Rezoning</i> . (Plan - Section 7.1.2)	Applications at land owners' initiative.	<i>Sustainable Development</i>	Council approval Required.	N.A.	Ongoing
<i>Rezoning</i> in Sub-Area 1, 2, 8. (Plan - Section 7.1.2)	Redistrict lands to City of Edmonton Land Use <i>Zones</i> .	<i>Sustainable Development</i>	Council approval Required.	Existing	1982
Special Studies. (Plan - Section 7.1.3)	Special Study #2 and #3 to be conducted by the Planning Department.	<i>Sustainable Development</i>	Council approval Required.	N.A.	Unknown
	Special Study Area #1 to be carried out by Land Owner.	<i>Sustainable Development</i>	Council approval Required.	N.A.	N.A.
UTILITIES AND OTHER SERVICES					
Storm and Sanitary Sewers. (Plan - Section 6.1.1)	See Section 7.3.	Water and Sanitation	N.A.	Existing	Ongoing
Water. (Plan - Section 6.1.2)	See Section 7.3.	Water and Sanitation	N.A.	Existing	N.A.
Power and Telephone Underground Locations for New Development. (Plan - Section 6.1.3)	Review of development applications.	<i>EPCOR</i>	Council approval of Area Structure Plan	Existing	Ongoing
Retention of Rail Access Parcels. (Plan - Section 6.2)	Maintaining IM <i>Zones</i> .	<i>Sustainable Development</i>	Council approval of Area Structure Plan.	Existing	1982
Protection of Edmonton Municipal Airport Operations. (Plan - Section 6.3)	Maintaining MA <i>Zones</i> and promotion of compatible land uses	<i>Sustainable Development</i>	Council approval of Area Structure Plan.	Existing	1982

7.5 LAND USE DATA
Gross Area by Land Use District¹
(Amended by Editor)

EXISTING				PROPOSED			
GROSS AREA				GROSS AREA			
<u>Land Use Zone²</u>	<u>Hectares</u>	<u>Acres</u>	<u>% of Total</u>	<u>Land Use District</u>	<u>Hectares</u>	<u>Acres</u>	<u>% of Total</u>
IM -Medium Industrial	357.0	882.2	25.1%	Medium Industrial	293.0	723.0	21.5%
RDA/IM - IM uses in Restricted Development Area	68.5	169.3	4.8%	RDA/IM	68.5	169.3	5.0%
IH -Heavy Industrial	320.0	790.0	22.5%	Heavy Industrial	378.1	934.2	27.8%
IB -Business Industrial	78.5	194.0	5.5%	Business Industrial	241.2	595.9	17.7%
Commercial (Includes CSC, CO, CB2, CHY)	6.7	16.6	.4%	Commercial	38.3	94.6	2.8%
DC4 -Special Public Service	77.3	191.0	5.4%	Special Public Service	77.3	191.0	5.6%
MA - Municipal Airport	13.4	33.1	.9%	Municipal Airport	5.4	13.3	0.39%
RA7 - Low Rise Apartment	0.8	2.0	.56%	Low Rise Apartment	0.8	2.0	0.05%
AGI - Industrial Reserve	135.9	335.8	9.5%	Industrial Reserve	-	-	-
RDA - Restricted Development Area – Vacant	187.0	462.0	13.1%	RDA	187.0	462.0	13.78%
RR - Rural Residential	163.9	405.0	11.5%	Rural Residential	55.0	135.9	40%
Roadway	-	-	-	Roadway	3.4	8.4	.25%
Reserve Land	8.5	21.0	.59%	Reserve Land	8.5	21.0	0.6%
	1417.5	3502.0	100.0%		1356.5	3350.6	100.0%

¹Includes all lands within Area Structure Plan boundaries except the Urban Services Zones.

²For the annexed lands, equivalent Land Use *Zones* from the Edmonton *Zoning Bylaw* were used.