

CITY OF EDMONTON

**NORTHWEST INDUSTRIAL
AREA
OUTLINE PLAN**

North-West Industrial Area Outline Plan

Office Consolidation July 14, 2017

***Prepared by:
City Planning
Urban Form and Corporate Strategic Development
City of Edmonton***

Amended by Editor

The North-West Industrial Area Outline Plan was approved by resolution by Council in May 14, 1974. In January 2009, this document was consolidated by virtue of the incorporation of the following amendments:

May 14, 1974	Approved by Resolution (to adopt the North-West Industrial Area Outline Plan)	
June 13, 1978	Approved by Resolution (to replot portions of NW ¼ 11-53-25-W4, located east of 154 Street at approximately 116 Avenue)	
July 7, 1978	Approved by the Municipal Planning Commission (to revise the recommendations for plan development and amend the development concept map)	
August 16, 1978	Approved by Resolution (to replot all those portion of SW ¼ Section 14-53-25-W4, located north of 121A Avenue and west of 149 Street)	
April 24, 2003	Approved by Resolution (to redesignate 5 hectares of land on the north side of Stony Plain Road between approximately 184 Street and the future 186 Street south of 102 Avenue)	
June 11, 2003	Approved by Resolution (to redesignate a parcel located between 182 Street and 181 Street in the southwest from CHY to DC2)	
October 20, 2005	Approved by Resolution (to allow the existing Religious Assembly Use to continue to operate and amend the text of the plan accordingly)	
January 19, 2009	Approved by Resolution (to redesignate a parcel located north of Stony Plain Road NW and east of 180 street NW from High Standard Industrial Development (Highway service Area) to General Business)	
April 8, 2013	Approved by Resolution (to redesignate a parcel located north of Stony Plain Road NW and west of 180 Street NW from High Standard Industrial Development (Highway Service Area) to Direct Control)	
March 10, 2014	Approved by Resolution (to redesignate portions of the property at 18804 Stony Plain Road for “General Business” uses)	Amended by Editor
April 7, 2014	Approved by Resolution (to redesignate portions of the property at 19030 Stony Plain Road for “General Business” uses)	Amended by Editor
June 22, 2015	Approved by Resolution (to allow the existing Religious Assembly Use to continue to operate and amend the text of the plan accordingly)	
July 14, 2017	Approved by Resolution (to allow the existing Religious Assembly Use to continue to operate and amend the text of the plan accordingly)	

Editor's Note:

This is an office consolidation edition of the North-West Industrial Area Outline as approved by resolution by City Council on May 14, 1974. This edition contains all amendments and additions to the Outline Plan.

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 Outline Plan. 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 plan, available at the office of the City Clerk.

Amended by Editor

City of Edmonton
Sustainable Development

TABLE OF CONTENTS
(Amended by Editor)

I.	Introduction and Recommendations	2
A.	Introduction	3
B.	Recommendations	4
II.	Area Survey and Analysis	6
A.	Survey of Plan Area	7
1.	Setting	7
2.	Existing Land Use	10
3.	Access	11
4.	Site Area and Ownership	12
5.	Topography and Natural Features	12
6.	Soil Conditions	13
7.	Existing Utilities and Rights-of-Way	13
8.	Existing Zoning	14
B.	Analysis of Plan Area	18
III.	Development Concept and Plan	23
A.	Development Concept	24
1.	General	24
2.	Development Concept	24
B.	Outline Plan	27
1.	General Distribution of Industrial Uses	27
2.	Circulation	33
3.	Public Transportation	37
4.	Service Centres	38
5.	Recreation, Open Space and Landscaping	40
6.	Utilities and Servicing	40
7.	Fire Protection	42
8.	Railway Service	42
C.	Special Considerations	44
1.	Consolidation of Fragmented Properties	44
2.	Relationships of Existing Uses to Future Planning and Development in the Area	44
3.	Existing Storage Yards and Auto Wreckers	45
4.	Conversion of AS Zone to Industrial Use	46
5.	Existing Zoning in Relation to Outline Plan Proposals	46
6.	Highway Commercial Development	47
7.	Existing Municipal Boundaries	48
8.	<i>Existing Religious Assembly Use</i>	48
D.	Outline Plan Implementation	49
1.	Staging of Development	49
2.	Subdivision Planning	49
3.	Development Control	49
4.	<i>Establishment of Arterial Roadway Assessment</i>	50

1 INTRODUCTION AND RECOMMENDATIONS

A. INTRODUCTION

The Northwest Industrial Area is the second major industrial sector in the City of Edmonton for which an "Outline Plan" has been prepared.

Containing some 3,100 gross acres (*1,254 gross hectares*) of potentially serviceable industrial land, of which 2,400 acres (*971 hectares*) are located within the City limits, and being situated adjacent to the Yellowhead Highway and in close proximity to *two private* rail lines, the Northwest Industrial Area offers a strategic location for industry in metropolitan Edmonton, especially in the light of the increasing importance of northern resource development and Edmonton's favourable position as a supply and distribution centre for Western Canada and the North.

Amended by Editor

The purpose of this Outline Plan is to provide a physical framework, in conjunction with policy recommendations, to facilitate the orderly and economic development of industry within a suitable environment in the northwest part of the City of Edmonton. This plan will serve as a guide for land owners, developers, planning consultants, civic departments, and other agencies in preparing detail plans for subdivision of land, servicing, and development of the area. Above all, the plan will assist industrial users by identifying the long range planning proposals for this area in relation to their individual development plans. In preparing this plan, full consideration has been given to the special characteristics of the area, and to the needs of the types of industries which can be expected to find this location attractive.

B. RECOMMENDATIONS

1. *That the Northwest Industrial Outline Plan Amendment be approved in principle as a guide for subdivision and development of the area.*
2. *That future development in Northwest Industrial be based on the principle that M-1 standard industrial uses be located adjacent to major roadways, while M-2 development be permitted along secondary routes and M-3 development be allowed only in interior locations and that future rezonings in the area between 149 Street and 170 Street north of 114 Avenue reflect this principle.*
3. *That property adjacent to major roadways be landscaped and buffered in accordance with the Landscaping Bylaw. That appropriate landscaping be undertaken by the City within the rights-of-way of such routes.*
4. *That once major roadways (Highway 16, Highway 16 Corridor, 149 Street, 156 Street, 170 Street, 178 Street, 184 Street, 107 Avenue, 111 Avenue, 118 Avenue from 149 Street to 179 Street, Mayfield Road) through the Northwest Industrial area developed, no direct access to these be permitted from adjoining parcels.*
5. *That the concept of service centres to accommodate service commercial uses of a size and type necessary to satisfy the needs of the industrial area be supported and encouraged to located in the areas designated in the plan.*
6. *That the proposal for centrally located sites, for recreational use in the Northwest Industrial Area be supported in principle, and that the reserve arising from subdivision of land in the area be utilized for this purpose where it is determined such sites area required.*
7. *That the rights-of-way for railway service to the Northwest Industrial Area, as indicated in the Outline Plan, be designed into the plans of subdivision where it is determined these area physically possible and economically practical.*
8. *That unless it is deemed neither feasible nor economically practical, no overhead power and telephone lines be permitted within the rights-of-way of the major roads through the Northwest Industrial Area and that power and telephone facilities be placed under ground along such routes or constructed in lands or utility rights-of-way at the rear of properties adjacent to major roadways.*
9. *That any unnecessary road rights-of-way north of Highway 16 West, between 178 Street and 184 Street, be closed and consolidated with adjoining properties.*

- 10. That where areas are fragmented by subdivision, consolidation of parcels occur by private land assembly or by replot, unless the existing plan of subdivision and size of parcels involved is considered by the Planning and Development Department to be appropriate for industrial development.*
- 11. That a north/south bikeway/walkway between Highway 16 West and the Big Lake Recreation Area, be supported.*
- 12. The concept of a “highway service area”, for highway commercial uses be supported for the strip of land adjacent to Highway 16 between 170 Street and 184 Street.*
- 13. That existing auto-wrecking yards and open storage areas presently fronting onto major roadways where in the opinion of the Planning and Development Department these uses would prejudice future industrial development in the area.*
- 14. That permits not be issued for expansion of existing auto-wrecking and storage yards, or for new development of this nature, on any major roadways where in the opinion of the Planning and Development Department these uses would prejudice future industrial development in the area.*
- 15. That detailed planning for the small triangular areas of land south of the railway mainline which is outside the City limits be closely coordinated with the Edmonton Regional Planning Commission.*
- 16. That the area south of the railway mainline, west of the City be deleted from the Northwest Industrial Area Outline Plan as it is within the Restricted Development Area (Transportation and Utility Corridor).*
- 17. That the Outline Plan “D” map be updated on a regular basis to reflect the most current development status.*

2 AREA SURVEY AND ANALYSIS

A. SURVEY OF PLAN AREA

1. Setting

The Northwest Industrial Area lies generally west of 142 Street, north of Highway 16 (*Stony Plain Road*) and 111 Avenue, and is bounded by the City limits on the west and north. The area is well situated for future industrial development in terms of major road and rail access and as a future major employment center is also within easy commuting distance to residential districts in the City of Edmonton and the metropolitan area. It is also relatively near the Industrial Airport and the City Centre (see Fig. 1).

Amended by Editor

Figure 2 relates the Outline Plan area. to the overall study area as well as to the existing industrial development and City boundaries. These areas can be elaborated on as follows:

1. Established Industrial Districts

These districts are Youngstown, West Sheffield, Sheffield, High Park, Huff Bremner Estate, Dominion, Brown Estate and Bonaventure. For the most part, these industrial districts are subdivided and developed.

2. Outline Plan Area

Strictly speaking, the Outline Plan concerns itself primarily with two separate but adjoining areas which are largely under-developed to date. These two areas are identified on Figure 2 as the western portion bounded by Highway 16 on the south and the City limits on the north and by 170 Street on the east and the City limits to the west. This area was annexed by the City in 1972 as part of the expansion of Edmonton's western boundaries. The eastern portion is bounded by 114 Avenue on the south and the City limits to the north and by 149 Street on the east and 170 Street on the west. This area is generally known as the North Jasper Place area and was annexed to the City in 1964.

For convenient references, however, the Outline Plan area was extended west to the proposed Outer Ring Road (*Anthony Henday Drive*) and north to the *rail* main line.

Amended by Editor

3. Study Area

In preparing the Outline Plan for the areas mentioned above, consideration had to be given to the larger area which extended generally north and west of the City limits and has scattered industrial uses throughout.

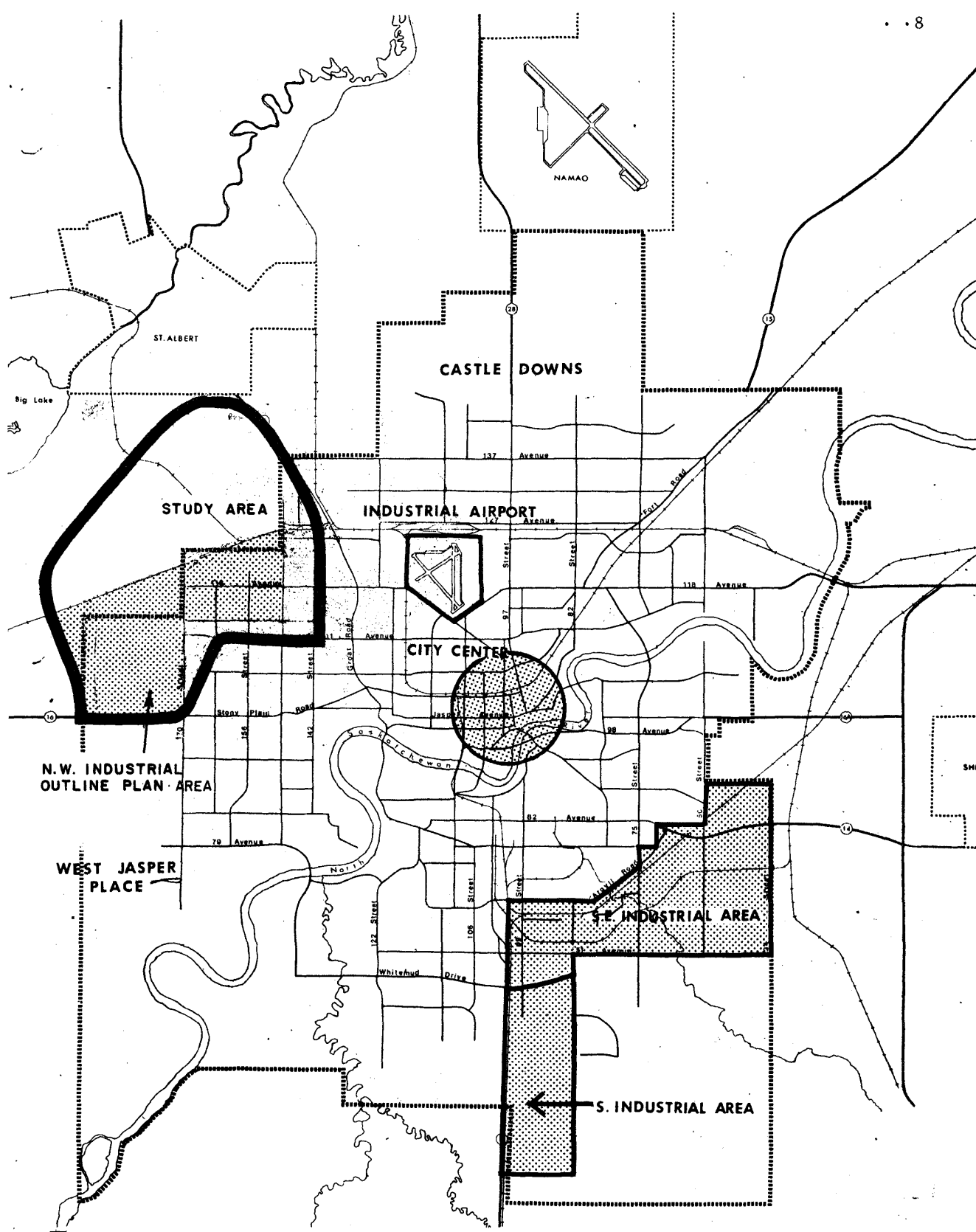
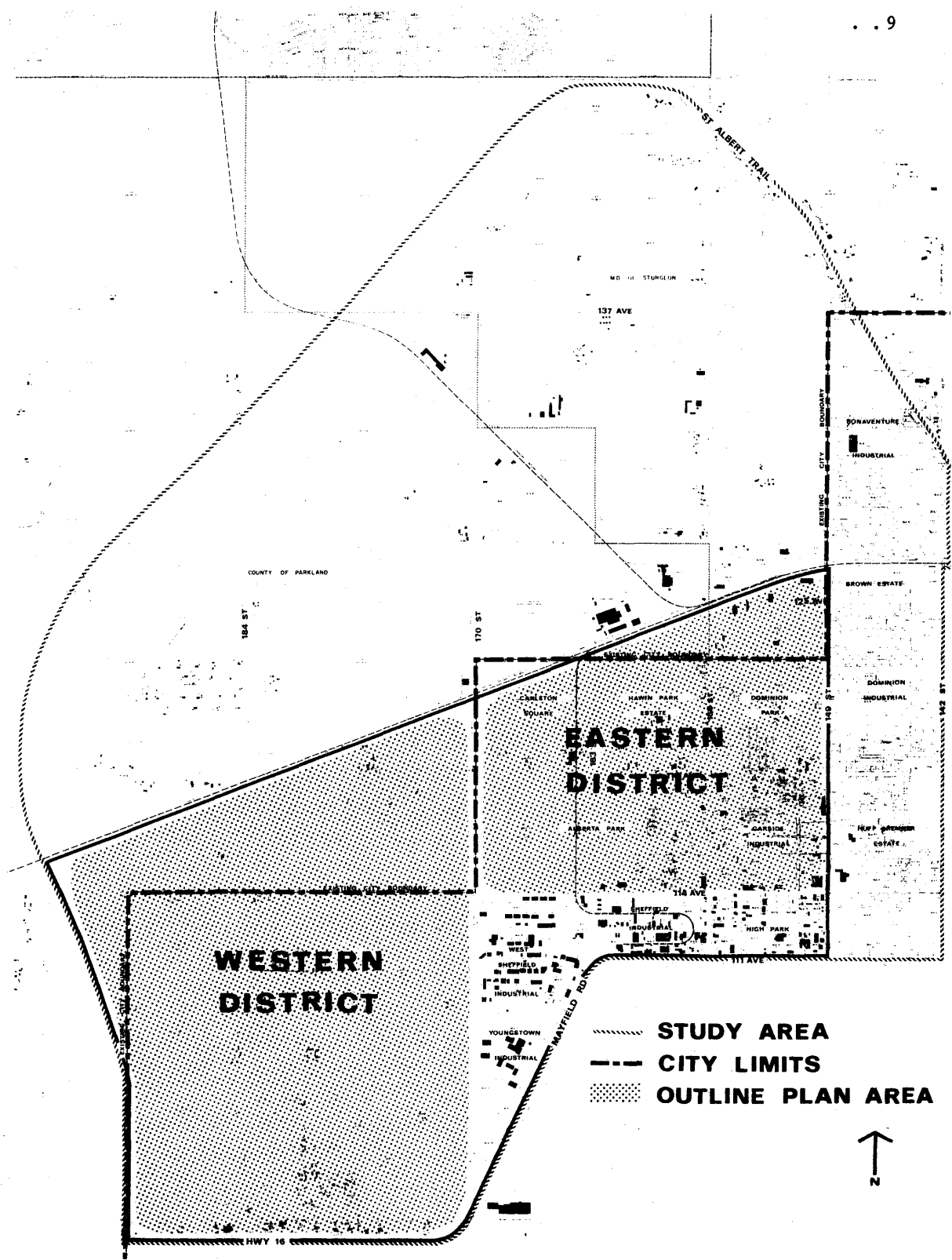


FIG.1 LOCATION OF NORTHWEST INDUSTRIAL AREA



**FIG.2 NORTH-WEST INDUSTRIAL OUTLINE PLAN
MAJOR ELEMENTS**

2. Existing Land Use

The Northwest Industrial Area is characterized by a broad mixture of land uses ranging from rural-agricultural developments to intensive industrial uses. As can be observed on Map B, the intensity of development decreases as one proceeds outward from the presently developed areas on the City's urban fringe.

The agricultural uses are scattered throughout the western portion of the study area and consist mainly of mixed farming and grain crop operations. Some of the original farm buildings have been converted to rudimentary industrial uses. Between the original farm buildings are "country residence" type developments. The largest such residential "cluster," within the City limits, is located north of *Stony Plain Road* between 184 and 178 Streets, and consists of over a dozen homes. A number of streets have been created by the plan of subdivision for this area. The sizes of parcels range from 33 x 150 foot (*10.1 x 45.7 metre*) lots to three and four acres (*1.2-1.6 hectares*). A number of residential dwellings are also intermixed with industrial uses in the area west of 149 Street, north and south of 118 Avenue.

Amended by Editor

Outside the City limits, the only large residential subdivision is "Mooncrest" which fronts on 184 Street, north of 118 Avenue and contains about twenty homes. A number of these houses have been relocated from the City to this area.

Within the City limits, existing industrial development is primarily concentrated in a band along Mayfield Road, 111 Avenue, and between 142 and 149 Streets. The types of industries which have located here are modern, single story structures accommodating a variety of light manufacturing, warehouses, and distribution functions. There is also a concentration of heavy construction equipment firms in this area, particularly west of 149 Street, between 111 and 114 Avenues. Some services such as banks, restaurants, and service stations are located within this existing industrial development.

In addition, there are a number of industrial uses situated north of 114 Avenue, and west of 149 Street. Most of these have only natural gas, power and telephone service and rely on their own sanitary sewer facilities. Storm water run-off is either absorbed in the soil or flows into the local road drainage system. Since there are no water mains in this area, each development must provide its own well supply or must rely on water being brought on site.

The type of industries which have located in this "unserved" area are trucking companies, building supply firms, some distribution outlets, construction companies, small warehouses, storage yards, machine works, towing companies, and body shops.

A peculiar feature of this district is the number of storage yards and auto "wreckers" which have located in the area north of 114 Avenue and west of 149 Street. The sites for these uses range in

size from one to twenty acres (*0.4 to 8.1 hectares*). Most are clustered in the vicinity of the intersection of 118 Avenue and 156 Street.

Many of these businesses had located in this area prior to annexation of Jasper Place by the City of Edmonton and, therefore, were not subject to City Zoning Regulations or Building Codes. Consequently, some of these developments are not adequate in terms of the City's setback, screening, parking or building requirements. They are characterized by open storage areas, unpaved parking lots, sign clutter, and lack of screening or landscaping.

There are also numerous isolated industrial uses in the area outside the City limits, north of the *rail* line. These range from major industrial developments such as *a private corporation's plant* to smaller industries such as wood working shops. A few auto wrecking yards are also in evidence in this area. Three separate industrial uses are also located north of *Stony Plain Road*, and west of 184 Street.

Amended by Editor

Some commercial development has also located within the Northwest Industrial Area. The most significant area of commercial development is situated adjacent to *Stony Plain Road* and includes highway commercial uses such as motels, hotels, restaurants, and service stations. The studios of the Sunwapta Broadcasting Company also front onto Highway 16 West between the highway commercial development. A private organization, the "Friends of Berlin," has its club house on this highway. There is also a dog kennel operation just north of the highway, east of 184 Street.

Amended by Editor

Other commercial uses in the area are found on 118 Avenue, west of 170 Street, where a drive-in movie theater (Golden West Drive-In) is located, while on the northwest corner of the 125 Avenue (*renamed Yellowhead Trail*)/149 Street intersection, a hotel is presently being constructed. Another hotel is also undergoing construction at Mayfield Road and 107 Avenue. Some mixed commercial development exists along 111 Avenue, between 163 Street and 149 Street. An older "trailer court" is located within this "strip" east of 156 Street.

Amended by Editor

3. Access

With respect to present access to and within the area, the main east-west routes in the vicinity of the Northwest Industrial Area are *Stony Plain Road*, 111, 118, and *Yellowhead Trail*. The main north-south facilities - 149 Street, 156 Street, 163 Street - Mayfield Road. 170 Street and 184 Street, which are both unimproved rural grid roads, offer additional north-south access to the area. Local road rights-of-way have also been provided at the time of subdivision of some of the quarter sections in the area; however, for the most part, no roadways have been constructed in these rights-of-way.

Amended by Editor

Only those roads which are in the developed industrial districts west of 149 Street and south of

114 Avenue, are built to City standards. The rural portion of 118 Avenue has recently been upgraded to secondary highway standards. The present roads within the Outline Plan area basically follow a grid system and it is anticipated that the existing roadways will be retained, with some exceptions, when the area develops in the future.

4. Site Area and Ownership

Those portions of the Northwest Industrial Area which are generally vacant and included within the present City limits, contain about fifteen quarter sections of land which is equivalent to approximately 2,400 gross acres (971.2 hectares) of land. Based on current industrial subdivision planning, and excluding areas which already contain industrial development of one form or another, there will likely be some 1,498 net acres (606.2 hectares) of land available for servicing and industrial development in this area in the future.

Amended by Editor

The easterly district (north of 114 Avenue, between 149 Street and 170 Street) consists of the most intensively subdivided property within the Outline Plan. Some of these subdivisions date back to the early part of the century when speculative residential lots were created in this area. The parcels in this district vary from small 33 x 150 foot (10.1 x 45.7 metre) lots to parcels of five acres (2 hectares) or more in size. Although there still are some vacant blocks, consisting from twenty to sixty acres (8-24.3 hectares) in size, they are not abundant in this district. One quarter section in this area, however, is still intact though planned for subdivision in the near future.

Amended by Editor

In the westerly district of the Outline Plan, lying between *Stony Plain Road*, 170 Street, 114 Avenue, and 184 Street, intense subdivision has been limited to only one quarter section, the S.W. ¼, section of 4-53-25-4, although there has been some subdivision of adjoining quarter sections into fairly large parcels. Three of the nine quarter sections in this area are virtually unsubdivided and, therefore, under single title. Map A illustrates the extent of subdivision on the Outline Plan Area.

Amended by Editor

5. Topography and Natural Features

The terrain of the Northwest Industrial Area is uniformly level and therefore ideally suited for industrial development. The slope rises gently from the south-east to the north-west, a difference of approximately sixty feet (18.8 metres) in vertical elevation over 1½ miles (2.4 kilometres). About ½ mile (0.8 kilometres) west of 184 Street, the topography assumes gently rolling to rolling characteristics before descending toward Big Lake and the Sturgeon River Valley.

Amended by Editor

Part of the area within and outside the City contains marsh land and a number of intermittent lakes or sloughs. The largest marsh area is located west of 184 Street, north of Highway 16

West (*Stony Plain Road*), and occupies the most part of three quarter sections. The greater portion of this land can eventually be drained, but one area will remain a barrier to development for some time. Two of the small intermittent lakes are located in the northerly extensions of the marsh area. A smaller marsh area is located just north of *Stony Plain Road*, in the vicinity of a *private corporation's* property.

Amended by Editor

The remaining intermittent bodies of water are situated outside the study area, north of the *rail* line. A few other low lying spots are in evidence throughout the area but these will present no problem once storm sewers are extended into the Outline Plan area. Another significant natural feature in this general area is a shallow ravine which is within the study area, north of the *rail* tracks. This ravine contains a water course which flows to Big Lake and the Sturgeon River. At the head of the water course is Kirk Lake, a permanent body of water. This lake and ravine area is zoned Metropolitan Recreational under the Preliminary Regional Plan. It should also be noted that a smaller man-made feature, an abandoned rail line embankment traverses part of the Outline Plan area just north of *Stony Plain Road*, between 170 Street and 184 Street.

Amended by Editor

The largest concentration of natural vegetation is in the marshy area. This consists mainly of poplar trees and a variety of shrubs. Otherwise, only small clusters of trees, including planted coniferous and deciduous varieties, grow throughout the area and particularly around farm buildings, country residences and fence lines. There are no substantial treed areas which could be retained and incorporated into the Outline Plan on a large scale.

6. Soil Conditions

With the exception of the marshy areas, the soil types in the Northwest Industrial Area are fairly well drained, posing no hindrance to industrial development. Two general categories of soil zones are present in the Outline Plan area. Good to very good arable soil is situated in the eastern portion of the plan area, while the soils west of 170 Street are classified as having fairly good to good arable quality. These ratings are based on agricultural requirements which are similar to requirements for urban development.

7. Existing Utilities and Rights-of-Way

Although gas power and telephone service is generally available throughout the Outline Plan area, the lack of sufficient water pressure and storm and sanitary sewers in the area has temporarily limited serviced industrial development to a line defined by 170 Street, 114 Avenue and 149 Street. However, major new sewer and sanitary trunk systems are being constructed at the present time as well as reservoirs for future water supply.

The only major pipeline rights-of-way within the Outline Plan area is the *private corporation's* *natural gas* line which parallels Highway 16 West (*Stony Plain Road*), some 500 feet

Amended by Editor

(152.4 metres) to the north, and then parallels the west side of 170 Street beyond the *rail* line. The right-of-way for this line is 50 feet (15.2 metres) wide and contains a six inch diameter pipeline carrying high pressure natural gas. This line is buried three feet under the surface. Other than this major gas line, there are numerous local power, gas, and telephone rights-of-way and easements in the area.

Other gas pipeline rights-of-way, owned by a *private corporation*, traverse the study area north of the *rail* main line. Several major Calgary Power rights-of-way are also located in the study area outside the Outline Plan area proper.

Amended by Editor

8. Existing Zoning

Within the study area described in Figure 2, land use control is governed by three documents: the Preliminary Regional Plan; the Zoning Bylaw No. 2135 and; the Development Control Bylaw No. 2624, adopted by resolution of Edmonton City Council and known as the Land Use Classification Guide.

The Preliminary Regional Plan, administered by the Edmonton Regional Planning Commission, provides the general land use zones for the City of Edmonton and for all land use zones beyond the City limits. The area east of 170 Street is classified General Industrial, while the area west of 170 Street contains Low Density Agricultural and County Residence "B" zoning. The "highway commercial" uses along *Stony Plain Road* West are governed by the Edmonton Regional Planning Commission highway commercial zoning district. The existing Edmonton Regional Planning Commission zones are shown on Figure 4.

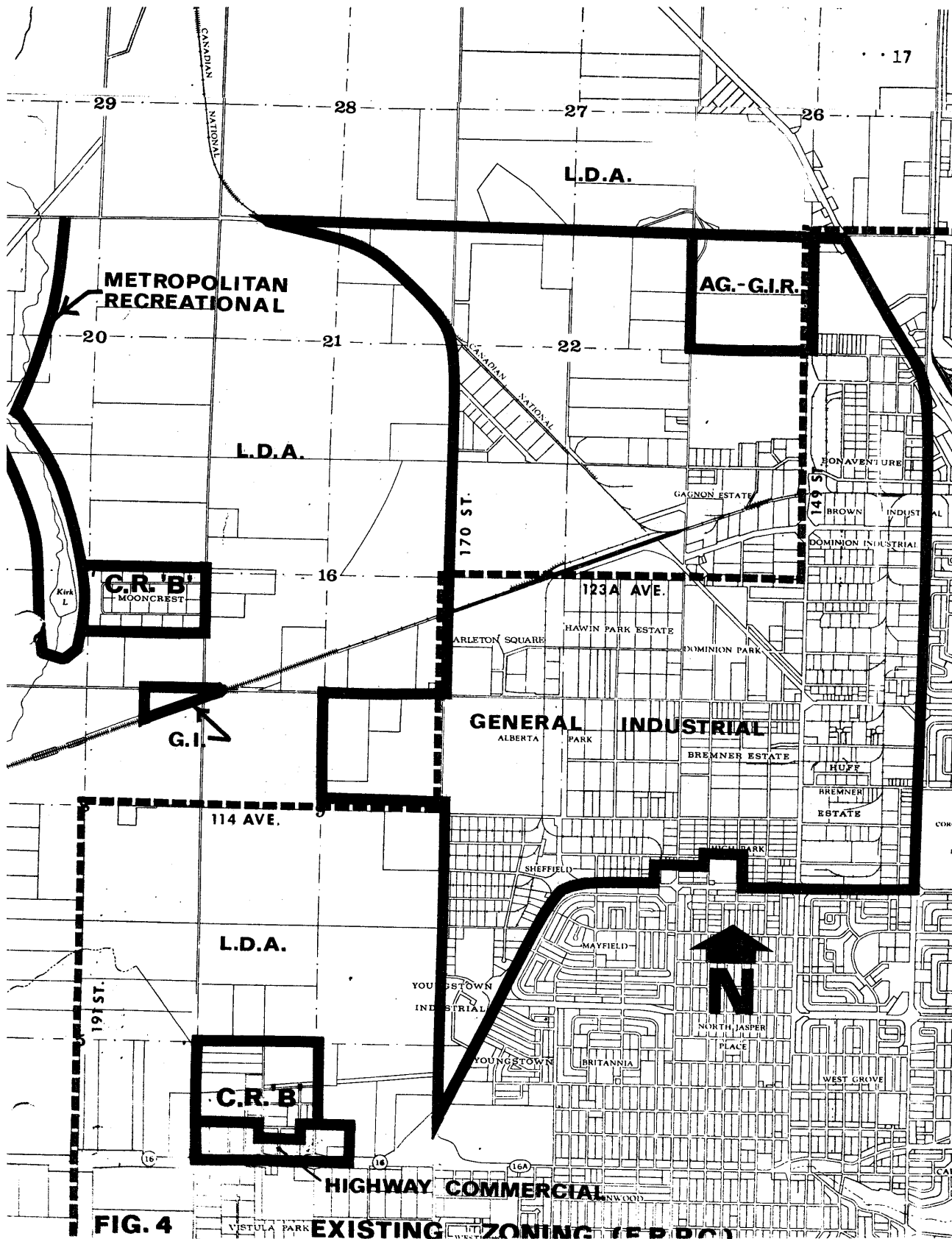
Amended by Editor

The Northwest Industrial Plan Area is covered by the detailed land use zoning of the City of Edmonton Zoning Bylaw and Development Control Bylaw (Land Use Classification Guide - Refer to Figure 3).

The areas which have been subdivided or developed as industrial districts, such as Youngstown, Sheffield, and High Park, are zoned for M-2 Industrial use, while Dominion Industrial is zoned M-1. A small strip along 111 Avenue is zoned C-8.

The largely undeveloped area north of 114 Avenue, and west of 149 Street, contains AG-MR1, M-3 and M-2 zoning. This area falls under the Development Control Bylaw.

The western district of the Industrial Outline Plan area is zoned AG, with the exception of the S.W. ¼ section 4-53-25-4, which is zoned as AS (Small Holdings) and an undesignated zone along *Stony Plain Road*.



City Zoning Designations

AG..... Agricultural District

AS..... Agricultural Small Holding District

AG-MR1 Industrial Reserve District

M-1 Light and Medium Industrial District – Restrictive

M-2..... Light and Medium Industrial District – Less Restrictive

M-3..... Heavy Industrial District

Edmonton Regional Planning Commission Zoning Designations

General Industrial

AG-GIR..... Industrial Reserve

LDA Low Density Agricultural

CR"B" Country Residence "B" (no sites less than one acre (*0.4 hectares*) permitted)

Note: Zoning designations prior to 1980

B. ANALYSIS OF PLAN AREA

In siting an industrial district, the following three main sets of advantages are usually sought: accessibility, availability of services, and physical suitability.

The Northwest Industrial area fulfills all these requirements and therefore is admirably suited for future industrial expansion. This is attested to by the fact that several industrial districts have already been established in this general area in the past. The future industrial potential for this section of the City is therefore excellent, especially in view of major access routes planned through the area and the relationship of this district to the overall growth patterns which are evolving in metropolitan Edmonton.

The Northwest Industrial Area also adjoins major residential districts to the south and west and therefore has the advantage of offering future employees of the area the opportunity to live in proximity to their place of work and thereby lessening commuting time. The nearby residential district also offers a variety of housing types and locations ranging from the established communities of Dovercourt, Woodcroft, North and West Glenora, North Jasper Place, Mayfield, and Youngstown, to the newer communities such as West Jasper Place, which are still undergoing development, and which will be expanded further as development of the industrial area occurs over the years. The area is also well situated in terms of other residential districts within and outside the City limits.

Existing major arterial roads connect to the Northwest Industrial Area from the south via 170 Street and the Whitemud Freeway, as well as from 107 Avenue and Groat Road. Connections to the east are available from Stony Plain Road, 107, 111, and 118 Avenues. 98 Avenue, Connors Road and the River Road - Groat Road system provide good access to the Northwest Industrial area from the southeastern residential district of Edmonton. Access to the area from the north and north-eastern residential districts is available via 137 Avenue and 127 Street.

On the metropolitan level, both St. Albert and Spruce Grove, as well as the acreage development in the west and north-west metropolitan Edmonton area, are within relatively easy commuting distance to the Northwest Industrial Area via the present inter-urban road network.

On February 26, 1974, Council approved a 48 million dollar City truck route loop to follow generally the alignment shown in Figure 5. The truck route is proposed to be constructed in stages up to 1980 with the portion in this area slated for initial development. The western leg of this proposed truck route will penetrate the Northwest Industrial area and will ensure that the eastern and western districts of the area have good access to and from this route. (See Figure 5)

When future roads into and around the City are constructed, the Northwest Industrial Area will

enjoy superb connections to the highway and regional road network, enabling employees, businessmen, and suppliers to gain good access to and from, as well as within, the Northwest Industrial Area. Distribution of goods from the area will also be facilitated by proposed routes in the vicinity of the Outline Plan.

The existence of the *rail* line along the north boundary of the Outline Plan area provides the area with distinct advantages for industrial development, despite the fact that the development of highways and the advantages of truck transportation have lessened the dependence of the lighter industries on railway facilities. By providing rail access to the Northwest Industrial Area industrial users may be more attracted to sites which can be served by both road and rail.

Amended by Editor

Within the Outline Plan area itself, there are a number of factors, including some minor constraints, which will influence the internal pattern of industrial development for the district. The major influences affecting future planning are the primary roadways proposed to penetrate into the area. Of these, the most significant are the proposed 125 Avenue (*Yellowhead Trail*)-118 Avenue, and 111 Avenue westerly extensions. *In 1978, an amendment realigned 118 Avenue, west of 170 Street, and no longer connects with the corridor (125 Avenue). The separation occurred as it was felt that there was too much access onto 118 Avenue from existing development and the Corridor is intended for through traffic.*

M.P.C.
July 7, 1978
Amended by Editor

At the present time *Yellowhead Trail*, which forms part of the future truck route in this area, is terminated at 156 Street. *This Corridor, paralleling the railroad tracks will connect to the Outer Ring Road (Anthony Henday Drive). 118 Avenue has been realigned west of 170 Street and will terminate at 184 Street.* It is proposed that 107 Avenue be extended westward in connection with future development in this area. The alignment of this roadway will be basically an extension of the present route within the City, with a slight deflection west of 184 Street. *111 Avenue will be connected to the future Outer Ring (Anthony Henday Drive).* 163 Street will become the northerly extension of Mayfield Road and will terminate at 118 Avenue.

Amended by Editor
M.P.C.
July 7, 1978

Since *Yellowhead Trail*, and 111 Avenues will be major routes into, and out of, the City, the type and quality of future development along these routes will require careful consideration. This is particularly important along those segments where some industrial development has already occurred.

Amended by Editor
M.P.C.
July 7, 1978

Several proposed secondary through routes are contemplated for the area. Their location will also have some bearing on the form and pattern of industrial development which can occur in the Northwest Industrial Area. These routes are primarily north-south connectors and include 149 Street, 156 Street, 170 Street, and 184 Street.

Both 149 and 156 Streets will extend north from 111 Avenue through to 137 Avenue and may link to the St. Albert Trail. As the western portion of the truck route system, 170 Street will become an arterial within the Northwest Industrial Area connecting Mayfield Road to 125 Avenue (*Yellowhead Trail*) and extending northward. The future 184 Street will also be an arterial roadway linking *Stony Plain Road* to a proposed local east-west roadway north of the plan area. All these routes will require special attention in regard to locating industrial uses adjacent to them.

Amended by Editor

The main natural features which could affect industrial development somewhat within the Outline Plan area are the marshy lands and slough areas which are present in the extreme west portion of the Outline Plan area. As indicated previously, this land can be drained for the most part once utilities are extended in this direction, but a small portion of about 40 to 50 acres, (16.2-20.2 hectares) where the depth of the water exceeds five feet (1.5 metres), will require considerable filling, draining, and perhaps special foundation requirements for buildings. The smaller slough area north of *Stony Plain Road*, on either side of 184 Street, poses no major problem for development.

Amended by Editor

Previous subdivision of land which has occurred within the Outline Plan area will exercise some control over the way the Northwest Industrial Area develops in the future. This is particularly true in the easterly district of the Outline Plan area where the bulk of the former quarter sections have been carved up into many small parcels. In some instances these areas can remain more or less as they presently exist while, in other cases, consolidation of fragmented parcels and changes from the present subdivision layout will be required if proper industrial subdivisions are to be established here. It is anticipated that these changes will be achieved by the replot method. A limited amount of replotting will likely be necessary for the westerly district of the Outline Plan area, especially in the vicinity of the AS zone north of Highway 16 (*Stony Plain Road*).

Amended by Editor

Special consideration will also have to be given to several other physical and man-made features present in the Outline Plan area. For instance the Northwest Industrial Area has attracted numerous uses such as auto wreckers, open storage yards, and similar operations which do not require extensive or sophisticated services. If many of these uses remain at their present locations they may tend to discourage other industries seeking to locate in this area from doing so until the general appearance of the area is upgraded. Therefore those uses which are not compatible with M-1 (high standard industrial) development would best be located into the interior of the Outline Plan Area where proposed M-3 industrial zones would be more appropriate for this form of development. In this regard 118 Avenue, where many of these uses are located, particularly requires urgent attention.

Still another possible problem which will ultimately require resolution is that of the scattered

residential development and the country residence subdivision. These are located north of *Stony Plain Road* and east of 184 Street while other isolated residential dwellings are situated in the vicinity of 118 Avenue and 156 Street. It is anticipated that the few residential uses in both the east and west districts of the plan area will be phased out over time as the area develops. The country residence zone, however, is much more difficult to deal with. In all likelihood this area will be rezoned for industrial use and those residents presently there would remain as non-conforming uses until such time as their property is sold and they relocate elsewhere on their own accord.

Amended by Editor

The only distinguishable physical barrier to development in the Outline Plan area affects both land outside the City and within. This barrier is the *railway* mainline which extends along the northern part of the Outline Plan area in a diagonal fashion from north-east to south-west. The *rail* line also forms an obstacle in terms of future road access between the areas north and south of the tracks. This has the effect of requiring roadway underpasses at 149, 156, 170, and 184 Streets in the future.

Amended by Editor

Finally, there are some miscellaneous factors which will have some influence on detail subdivision design of the Northwest Industrial Area. These include *a private corporation's 15.2 metre* gas line right-of-way which parallels both *Stony Plain Road* and 170 Street. This right-of-way will have the effect of requiring considerable setback for buildings fronting 170 Street and will render the space between the right-of-way for 170 Street and the pipeline right-of-way not usable for development. Another proposal which will affect detailed planning in the area west of 170 Street is the 100-foot (*30.5 metre*) power right-of-way that Edmonton Power requires in the area. Because Edmonton Power will need this line by 1975, the alignment of this facility will be on the east side of the City limits, extending northward along the quarter section line. Two additional east/west right-of-ways are proposed on the east side of the City limits, extending northward along the quarter section line. Two additional east/west right-of-way connections would be necessary to link with a proposed Edmonton Power substation site in the NE ¼, Section 4-53-25-4.

Amended by Editor

Map B summarizes the major factors influencing future development in the Northwest Industrial Area.

3 DEVELOPMENT CONCEPT AND PLAN

A. DEVELOPMENT CONCEPT

1. General

Normally land absorption in an industrial district progresses at a much slower rate than in residential or commercial areas. This observation underlines the fact that it can be a slow process to attract industry. Since full development of a large industrial tract may take ten or more years to complete, it is quite impossible to forecast the needs of some of the industrial plants that may have to be accommodated in the future. It should also be realized that the requirements for industrial sites in the early years of development of an industrial district may be far different than the needs of a fully mature development. Development of an industrial area, therefore, requires a long-term outlook. A development concept or strategy is therefore necessary to maintain the basic goals and objectives for development of the area over a period of time, while allowing for changing demands in site sizes, building types, and utility requirements. The development concept for an industrial area, therefore, should retain a certain degree of flexibility without destroying the planning principles being advocated.

The purpose of the development concept for the Northwest Industrial Area is to establish the basic approach to physical planning and development of the area for future industry according to an overall plan. The development concept should: (a) reflect the planning principles which are proposed to achieve the implementation of the concept, and; (b) consider the pattern of development which has occurred in the area to date in relation to plans for future development.

2. Development Concept

The development concept for the Northwest Industrial Area visualizes the creation of two separate, yet integrated, industrial districts. The northern and western legs of the proposed truck route system would separate the two industrial districts. The eastern district is defined by 170 Street; the *railway to the north*; 149 Street, 111 Avenue and Mayfield Road. Included within this district are the already subdivided and partially developed industrial areas of Youngstown and Sheffield. The older and more established industrial districts, such as Dominion Industrial and Bremner Estate, bound the district on the east. The western district is defined by 170 Street, Highway 16 West, the proposed Outer Ring (*Anthony Henday Drive*), and the *railway*

Amended by Editor

The main elements of the Outline Plan consist of the major east-west roads and 170 Street, which bisects the area into its eastern and western districts and serves the total area as the western leg of the truck route system. 118 Avenue provides the major spine road into and through the eastern district of the Outline Plan area and links to the western district. The major spine for the western district is 111 Avenue, which bisects the district and provides most of the

access into this district from the City of Edmonton.

To reinforce the major road network the development concept for the Northwest Industrial Outline Plan area also visualizes the provision of rail spurs from a proposed main spur line parallel to, and east of, 170 Street, similar to the main spur which has been previously provided for the area east of 170 Street.

It is proposed that the two districts will also each contain a major focus in the form of a service centre to which a central recreation area or facility could be adjoined or located nearby. The broad planning principle advocated for the two areas is that M-1 development be located adjacent to the major roadways in the area. The secondary routes would be retained for M-2 development, while M-3 uses would be placed in the interior of the industrial area. These principles are illustrated in Figure 11. While the demand for M-3 land is relatively low at the present time, acreage is being provided for this use in interior locations. The planning principles on which the distribution of the three industrial categories is based reflects the minimum permissible standard for these areas, and all areas designated for M-3 use are available for M-1 and M-2 uses should the demand warrant this.

The development concept, including a schematic representation of the easterly and westerly districts, is illustrated in Figure 6.

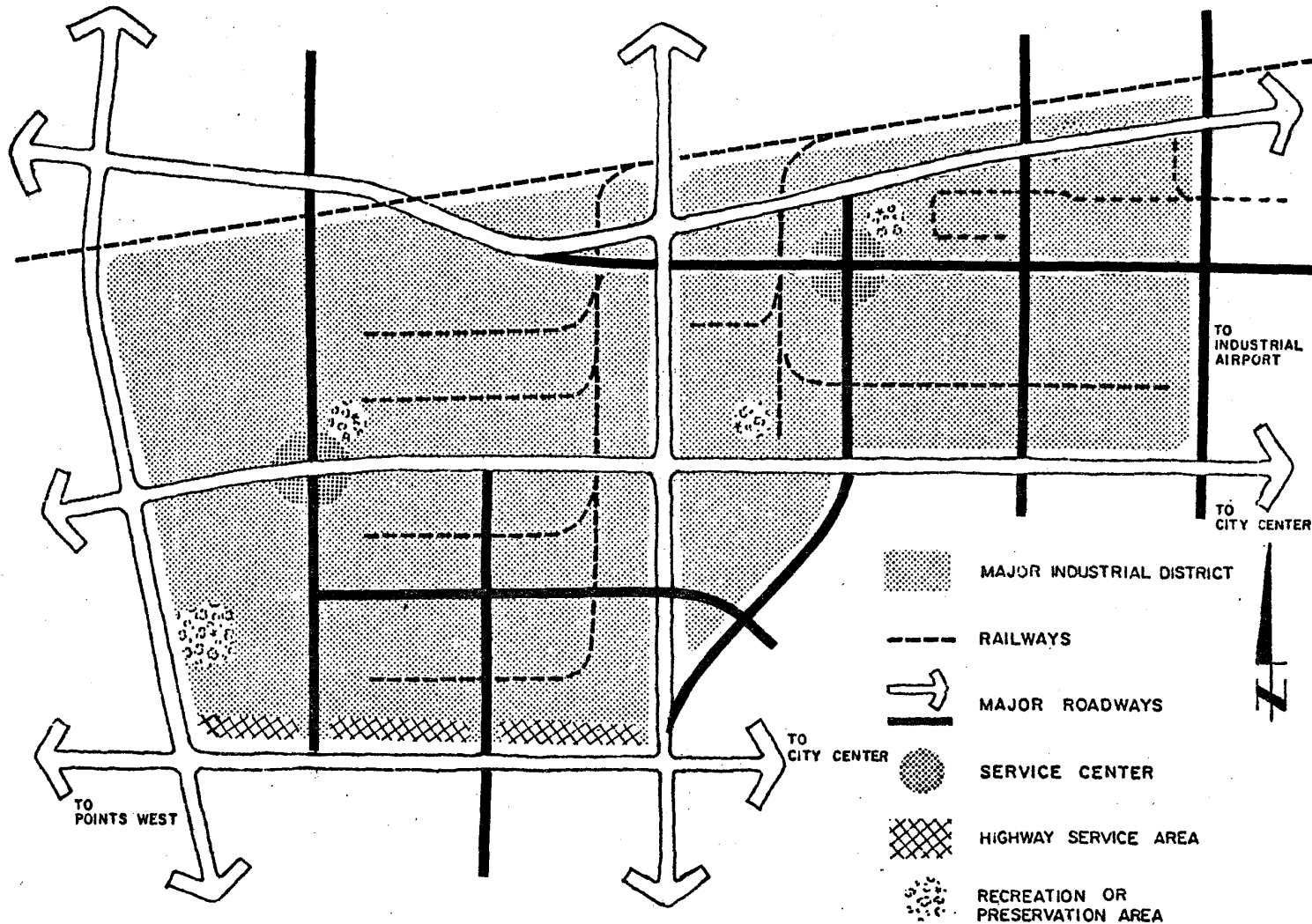


FIG.6 SCHEMATIC DEVELOPMENT CONCEPT

B. OUTLINE PLAN

1. General Distribution of Industrial Uses

The basic structural elements of the Outline Plan consist of the major east-west and north-south arterials which can be regarded as "the spines" of the plan area. These spines are connected to the existing and future major City and regional road network, i.e. *Stony Plain Road*, Mayfield Road, 111 Avenue, 149 Street, 118 Avenue, 128 Avenue, *125 Avenue (Yellowhead Trail)* and the west leg of the proposed Outer Ring (*Anthony Henday Drive*).

Amended by Editor

The Northwest Industrial Outline Plan has attempted to designate land uses to provide for a mixture of small, medium scale and larger industrial development which can be expected to locate in this area. While precise types of industrial development cannot be accurately predicted for such an area over the long term, it is expected that some demand for M-3 uses will be required. Present trends indicate a heavy demand for M-1 and M-2 uses. The Northwest Industrial Outline Plan is prepared to accommodate this trend through the allocation of M-1 and M-2 uses, as well as by the conversion of M-3 designated land to higher standards of industrial development.

The distribution of industrial land uses shown in the Outline Plan therefore reflect the current market need for M-2 and M-3 sites in this area. The only stipulation that the plan makes in respect to these uses is that they not be permitted on the major roadways through this area which will link to the primary highway and regional road network.

For this reason M-1 type development has been designated for sites fronting 125 Avenue (*Yellowhead Trail*), 118 Avenue, 111 Avenue, and 170 Street. It is presumed that the type of uses which would locate along these roads would be high performance, high standard, architecturally designed industrial plants, warehouses, and low profile office developments. On secondary road connectons, M-2 zoning has been generally proposed in the Outline Plan. The remaining land in the Outline Plan area could be devoted to M-3 uses. The greatest proportion of M-3 land will be situated in the western portion of the Outline Plan although the interior portions of the western district would provide substantial amounts of land for M-3 sites should these be required. It should also be stressed that M-2 or M-1 development could proceed in areas proposed for M-3 development, and M-1 uses could also be developed in areas designated for M-2. The industrial land use distribution shown on the Outline Plan reflect the minimum standard that would be permissible. It is envisaged that the final distribution of industrial land use by type will be determined at the detail subdivision design and zoning stage.

Amended by Editor

Based on the proposed distribution of industrial uses shown on Map C, the following estimate of land available in the three zoning categories would apply:

M-1 approximately 800 acres/323.7 hectares (gross)

Amended by Editor

M-2 approximately 1,000 acres/404.7 hectares (gross)

M-3 approximately 1,000 acres/404.7 hectares (gross)

b. Eastern District

The eastern portion of the Northwest Industrial Outline Plan (east of 170 Street) would be divided into two major segments, i.e. the areas lying north and south of 118 Avenue.

North of 118 Avenue, smaller industrial sub-units would be defined by the north-south roadways, i.e. 149, 156, and 163 Streets. At the present time these areas are known as Carlton Square, Hawin Park Estate, and Dominion Park (refer to Fig. 7). Each of these sub-units would contain its local internal road system providing access to interior industrial sites while discouraging their use as through routes. It is proposed that each area be serviced in a major rail spur connection. Development along 188 Avenue and Yellowhead Trail would be restricted to M-1 uses. Industry locating on the west side of 149 Street along 156 Street, and 163 Street in this northerly area, would be subject to M-2 zoning. With the exception of the area bounded by 170 Street, 118 Avenue, 163 Street and Yellowhead Trail, the interiors of these sub-units would be utilized for M-3 development.

Amended by Editor

Based on the development concept and the planning principles, advocated in the Outline Plan, it is proposed that full servicing and development of the sub-units north of 118 Avenue commence after implementation of detail plans for these areas as follows:

1. Dominion Park (*renamed Mitchell Industrial*), which is at present heavily fragmented by past subdivision, would be the subject of one or more replotting schemes, retaining only those existing roadways which will be essential for a sound industrial subdivision plan for this area. Furthermore, it is suggested that rail spurs to this area be extended westerly for the existing east-west spur line presently located between 121A and 123 Streets in *Mitchell Industrial*. A replotting scheme was passed for all those portions of SW 14-53-25-W4, north of 121A Avenue and west of 149 Street.
2. Some replotting will be necessary in the north-west corner of Hawin Park to accommodate the future right-of-way for the 125 Avenue segment of the truck route loop, which will penetrate through this area. The south-western quadrant of this sub-unit may also require some form of land consolidation, subdivision, or perhaps even replotting. This, however, would be based on the type of site demand in this area. Apart from this, the only other requirement in this area is for the provision of a right-of-way for the rail spur extension from Dominion Park.

Amended by Editor

Resolution
August 16, 1978

3. The Carleton Square sub-unit would be required to undergo further subdivision to provide the right-of-way for 125 Avenue in that portion of the Outline Plan area. Some replotting may also be required to tie in the subdivided with the unsubdivided parts of the area.
4. The triangle of land between the City boundary and the *railway* east of 149 Street would consist mainly of M-1 and M-2 industrial development, under the plan, with some M-3 uses contiguous to that proposed for Dominion Park to the south. Insofar as implementation of the plan in this area is concerned, that portion between 156 and 149 Street has been largely subdivided, while the area west of 156 Street will require subdivision in the future.

Amended by Editor

That portion of the eastern district lying between 118 Avenue and the existing industrial areas to the south consists of three smaller sub-units. These are defined by 170 Street, 163 Street, 156 Street, and 149 Street, with 114 Avenue forming the south boundary. The areas are presently known as Alberta Park and Garside Industrial.

1. Garside Industrial, bordered by 118 and 114 Avenues, and 156 and 149 Streets, contains some fragmentation in the northern portion where replotting would be required. The southern portion of this sub-unit could be left undisturbed. It is envisioned, however, that a new roadway pattern will be required for this area as there are presently a surplus of roads created by earlier subdivisions. *A replotting scheme was passed for portions of the NW 11-5-25-W4, located east of 154 Street at approximately 116 Avenue.*
2. The eastern part of the Alberta Park, located between 163 and 156 Streets, and 118 and 114 Avenues, will not require major re-subdivision as the present lot layout and street pattern can accommodate industrial development. The small pockets of fragmentation can be consolidated privately. In order to provide for rail spur rights-of-way those parcels affected will be required to provide 10 feet for rail access from the rear of their property lines.
3. The western portion of Alberta Park is under single ownership and no major problems are anticipated, as staged subdivision development should occur here.

Resolution
June 13, 1978

Connected to these external roadways will be local internal roads whose purpose will be to discourage through traffic movement. Each of these sub-units could form an independent "industrial park" or planned industrial area. Rail spur access is proposed for the two sub-units west of 156 Street. In accordance with the stated planning principles, development along 118 Avenue within each area would be restricted to M-1 uses as would sites along 170 Street between 114 and 118 Avenues. The Outline Plan also proposes that M-2 development locate along 163 and 156 Street, west of 149 Street, and north of 114 Avenue in this area. Land in the interior of each of these sub-units would accommodate industry requiring M-3 sites.

A service centre location is proposed for this eastern district at the intersection of 118 Avenue and 163 Street. However, two other locations, the intersection of 118 Avenue and 156 Street or 118 Avenue and 170 Street, could be utilized for this purpose if the preferred site was not available. The advantage to the first location is that it would be more centrally situated to serve the eastern district of the Outline Plan area. Also located in the vicinity of the service centre would be a recreation facility. The eastern industrial district would serve as its primary catchment area.

b. Western District

Planning for the western district (lying west of 170 Street) is not as constrained by existing subdivision or development as is the eastern district of the Outline Plan area. As this area is relatively undeveloped and unsubdivided, it can be planned (see Fig. 8) more functionally.

This western district can be considered to be divided into four separate segments with 111 Avenue and 184 Street as the axis dividing each segment. The first, bounded by 184 Street, 111 Avenue, the *railway*, and 170 Street would consist of four industrial sub-units of varying size. Of these the most northerly unit, (north of 118 Avenue) would be comprised entirely of M-1 development, since two major approach roads into the City will penetrate through this area. South of this would be a larger sub-unit bounded by 118 and 114 Avenues between 170 and 184 Streets. With the exception of the M-1 and M-2 strips proposed adjacent to 170 and 184 Streets respectively, this area would be reserved primarily for M-3 development. Included here is a large area proposed for automobile recycling yards. Rail access to this sub-unit would be provided via a main spur line from the *railway* main line to the north, paralleling 170 Street. Two smaller sub-units south of 114 Avenues complete this segment of the western district. A mixture of M-1, M-2 and M-3 uses are proposed within this latter area along with local rail spur access. A recreation component is also proposed in the westerly sub-unit. It is expected that all these areas will be subdivided with a minimum of

Amended by Editor

The second segment within the western district lies between 184 Street, *Stony Plain Road*, 170 Street, and 111 Avenue. This area can be compartmentalized into six smaller sub-units which are defined by 178 Street, 107 Avenue, and 105 Avenue. The first sub-unit is bounded by 118 Avenue, 184 Street, 178 Street and 107 Avenue. Again, following the planning principles illustrated by Figure 6A, M-3 sites should occupy a substantial position of this segment. An automobile recycling area has been provided north of 107 Avenue and east of 184 Street. It is proposed that this area be serviced by rail.

Amended by Editor

To the east is the second sub-unit, bordered by 118 Avenue, 178 Street, 107 Avenue, and 170 Street, which comprises the same mixture of industrial developments as the first area. An auto recycling zone is also provided east of 17C, Street and south of 107 Avenue. In addition, a power substation north of 104 Avenue, west of 170 Street, is required.

Two more industrial sub-units would be located south of 107 Avenue between 184, 178 Avenues, and 170 Street. These two sub-units will primarily contain M-3 development with M-2 and M-3 uses along 184 Street, 107 Avenue, and 170 Street. Except for M-1 and M-2 development proposed along 184 Street and 170 Street, and north of *Stony Plain Road*, this portion of the second segment will consist largely of M-3 uses. Rail access is also being proposed for the easterly sub-unit with the possibility that it could be extended to the area between 178 and 184 Street south of 105 Avenue. Part of the highway commercial zone is included within these two sub-units.

Amended by Editor

The third segment in the western district, south of 111 Avenue and west of 184 Street, can be considered independently as one large industrial unit. The uses included here will be predominantly M-1 and M-2 due to the fact that this area will have considerable exposure to the Outer Ring (*Anthony Henday Drive*) and 111 Avenue. It is proposed that a special landscaped buffer be established adjacent to the Outer Ring to improve the visual quality along this facility. Also, that portion of the marshland in this area most difficult to develop could be retained in its natural state. The remaining portion of the highway commercial zone would be included in this segment also. The balance of the developable area would be utilized for M-3 type industry. Rail access could be provided for the northerly portion of this area. Another auto recycling site could be established in this area within the M-3 land, should such a use be warranted in this area.

Amended by Editor

The final segment of the western district is the area north of 111 Avenue and west of 184 Street, which is similar to the area previously discussed, as it could remain as an independent industrial unit. Development in this area would see M-1 uses distributed along the *Anthony Henday Drive*, 111 Avenue, and 184 Street, with a transition inward to M-2 and M-3 uses. Rail access to this area would be provided via a spur connection to the *rail* line to the north. A landscaped buffer along the east side of the *Anthony Henday Drive* would also be required in this segment.

Amended by Editor

2. Circulation

The major east-west roads into and out of the Outline Plan area are 118 Avenue, 125 Avenue (*Yellowhead Trail*) and 111 Avenue. The major north-south routes would be 184 Street, 170 Street, and 156 Street. The truck route system, recently approved by City Council, has 170 Street as its western leg and *Yellowhead Trail* as the northern leg. Both legs of the truck

M.P.C.
July 7, 1978
Amended by Editor

route serve the Northwest Industrial area admirably. In the long term, it is anticipated that the *Anthony Henday Drive* will assume part of this function, as well as providing the Northwest Industrial Area excellent access to and from all points in the Edmonton region.

Within the plan area, 178 Street, 163 Street, 107 Avenue, and 114 Avenue, will create the internal framework to provide major access to the future industrial districts and sub-units in the Outline Plan area, as well as connect the already developed industrial areas with those planned for the future.

It is proposed that direct access to properties along the major roads will not be permitted. Such parcels would be required to make provision for the construction of service roads to gain frontal access and exposure from major roads.

The local road network will be connected to the major "grid" system but will be purposely designed to be discontinuous in order to minimize through traffic from utilizing the local roads within the industrial sub-units as access routes through the Outline Plan area. The layout of the local road system will be dependent of the type and intensity of industrial development within each sub-unit and the frontage and size of parcels which are necessary to accommodate future users. The planning principles utilized for designing the local road system is illustrated in Figure 10.

A special feature introduced into the Northwest Industrial Outline Plan Area is a proposed route for a walkway/ bikeway which would connect the pedestrian walkway system in the West Jasper Place residential area with Kirk Lake and the adjoining ravine system to the proposed Big Lake recreational area. This route would generally follow 184 Street up to the proposed service centre and recreation area at 184 Street and 111 Avenue, continue beyond the City limits and then proceed in a westerly direction north of "Mooncrest" to link up with Kirk Lake and Big Lake via the ravine system. It is expected that this facility would be accommodated within the future 184 Street right-of-way.

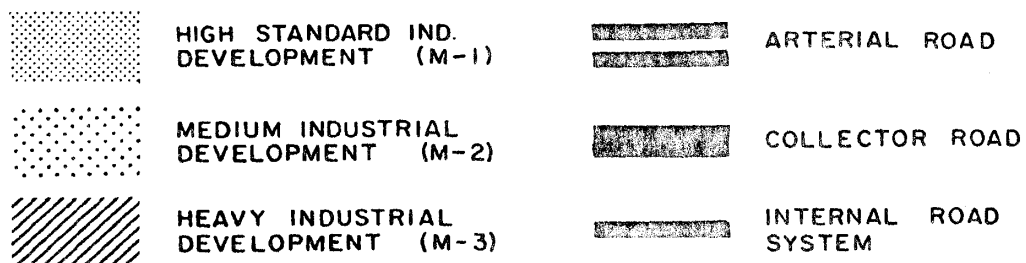
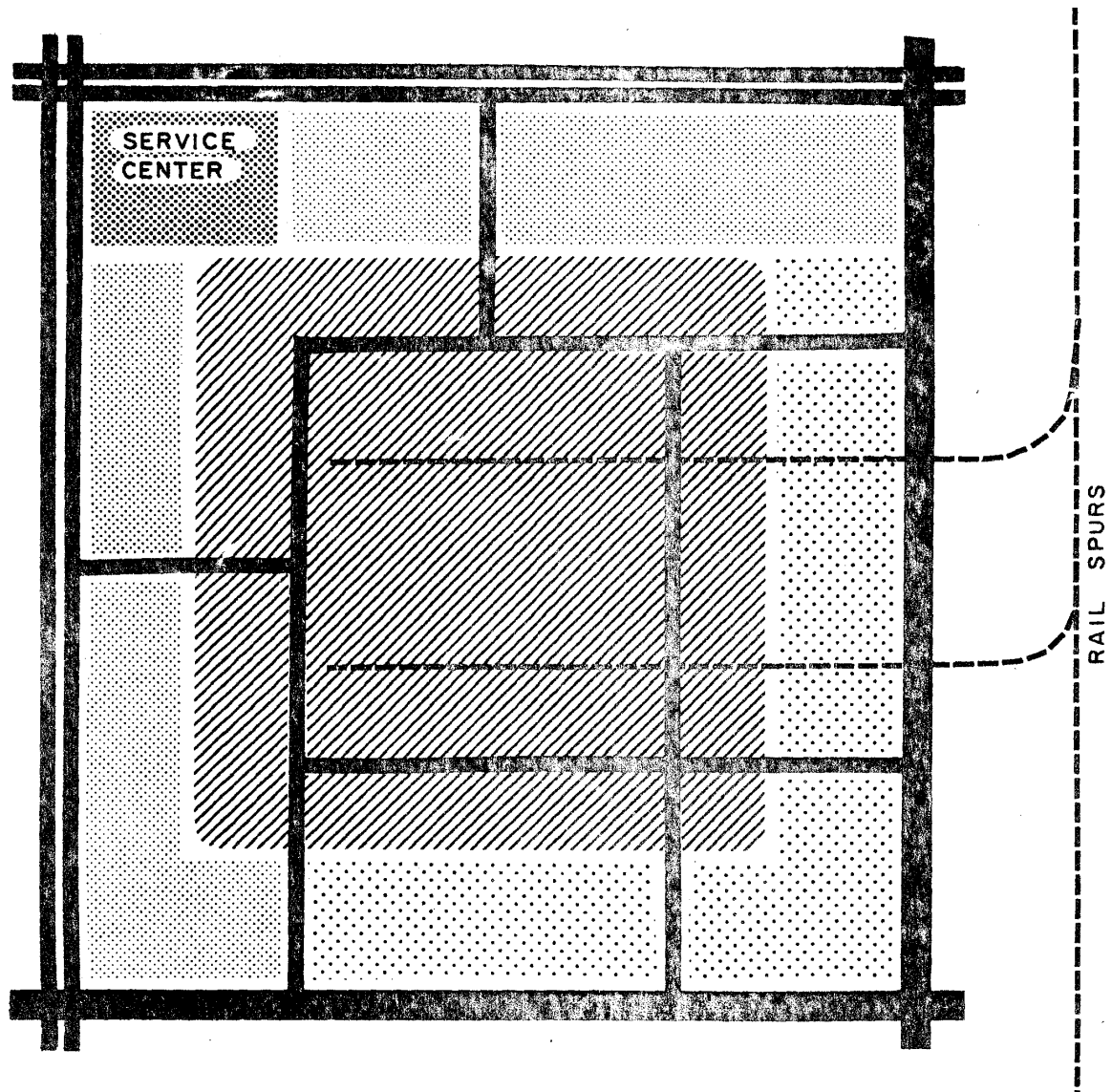


FIG. 10 PLANNING PRINCIPLE FOR INDUSTRIAL SUB-UNIT

3. Public Transportation

Although concrete plans for public transportation in this area have not been finalized to date, it is expected that public transportation service will be provided for the Northwest Industrial Outline Plan Area in conjunction with the level of the requirements for such service after development of the area is underway.

A total of four bus lines could ideally service the Outline Plan area including the existing industrial development. Two of the routes could serve the eastern portion of the Outline Plan while two other lines would serve the western part.

Should demand necessitate only two bus routes, service could be restricted to two separate lines. The bus loops under either proposal are shown in Figure 5. The spacing of the bus routes would be such that bus service would be available to any employee in the area at a distance of no more than two or three city blocks from his or her place of employment. If only two lines were to service the area, the walking distance from work place to bus stops will have to be increased.

The planned bus routes in the western district would provide connections to the Jasper Place Bus Terminal via Stony Plain Road and 107 Avenue, while those lines proposed for the eastern district would connect to 107 and 111 Avenues. If only two lines were provided for the Outline Plan Area, one could link the Jasper Place Bus Terminal and the other could tie in to the existing bus services along 111 Avenue.

In the event that rapid transit facilities are constructed in West Edmonton, no problems are anticipated in routing feeder bus service from the Northwest Industrial Area to future rapid transit stations or terminals.

4. Service Centers

Service centres for the Outline Plan also form a strong element in the development concept. In comparison to the already developed industrial districts in this section of the City, east of 149 Street and south of 114 Avenue, where no central service area with facilities catering to the needs of industrial users has been planned or developed in the past, the Northwest Industrial Outline Plan proposes the establishment of two service center areas which would serve as a nuclei for the western and eastern portion of the plan area.

The criteria established for locating service centers is that they be at the intersection of major roadways and that they be in a central location accessible to employees and industries in the area. Figure 6b illustrates suitable locations for such facilities.

The typical service center would contain banking facilities, a post office, service station, a small convenience market outlet, restaurant space for branch real estate offices, insurance companies, drafting services, stationers, local employment offices or manpower agencies, or other miscellaneous establishments and services catering to the surrounding industrial area. Ideally, the service center complex should be developed as a comprehensive unit or units of industrial buildings grouped in a specific location.

Adequate parking would also be required to be provided in conjunction with the service center. Special parking lots would have to be provided for trucks so that drivers waiting to deliver goods may be able to use the facilities in the service center. The bus routes which would serve the industrial district would connect with the service center to reinforce its function as a focus for the area.

For the eastern district, the preferred location for the service center is at the intersection of 163 Street and 118 Avenue. In the western district, the most suitable location for such a facility would be at 184 Street and 111 Avenue.

It is important to ensure that the facilities required to make the service center viable and to fulfill its function not be developed elsewhere in the early stages of industrial expansion of the area, otherwise the concept of providing centralized facilities would be eroded. Finally, it should be pointed out that no attempt has been made to define the precise acreage required for the service centers as proposals for facilities of this nature would be reviewed by the City prior to development.

It is felt that the service center concept will aid in promoting the Northwest Industrial Area as a well planned industrial district with an attractive environment.

5. Recreation, Open Space and Landscaping

The Northwest Industrial Area, when ultimately developed, will consist of well over seven square miles (*18 square kilometres*) of industrial land. In order to introduce some open space into this vast area, as well as to provide recreational facilities for employees in the area and residents in the City, several recreation sites, a number of which will be related to the service centers, are proposed for the Outline Plan. It is also suggested that specific areas be designated as non-developable open space. To further soften the effect of continuous industrial landscape and asphalt, generous buffers which would include planting and landscaping are suggested along major arterial routes. Furthermore, a special buffer zone is proposed along the eastern side of the Outer Ring (*Anthony Henday Drive*) within the Outline Plan area. It is also hoped that where there are small treed areas in the Outline Plan the developers involved would retain these as natural features within overall site planning for specific developments.

Amended by Editor

A major recreation area for the eastern portion of the Outline Plan, in association with the service center for this district, is suggested north of 118 Avenue and east of 163 Street. The size of this site could vary from ten to twenty acres (*4-8 hectares*) and might contain sport fields, a pitch and putt golf course, or even an indoor facility such as a curling rink, as well as a passive recreation component. Smaller recreation areas or facilities could be provided in other suitable portions of this district at the discretion of the *Planning and Development Department and the Parkland Services Branch of the Asset Management and Public Works Department*, at the time of subdivision or replot of these areas.

Amended by Editor

Another major recreation area is proposed for the westerly district of the Outline Plan in association with the service center. The preferred location for this site is in the vicinity of the intersection of 184 Street and 111 Avenue. The type of area and facilities provided here would be similar to the site proposed for the eastern district. The purpose of these recreation areas would be to primarily serve the employees in the industrial districts while also being used as overflow facilities for residents in adjoining residential districts where open space and recreational facilities are at a premium. Where possible some of the small clumps of natural tree cover in the Outline Plan area should be included within the recreation sites.

(Policy regarding the special consideration given to the marsh area was deleted as decided by the Municipal Planning Commission on July 7, 1978)

M.P.C
July 7, 1978

It is anticipated that the sites required for these recreation and open space areas would normally be acquired under the ten percent reserve entitlement at the time of subdivision and that reserve land be transferred, where required, to the appropriate central locations.

6. Utilities and Servicing

Although existing utility capacity in the area is limited, the Northwest Industrial Outline Plan can be readily serviced in the future by all City utilities once major trunk facilities are extended to this area. At the present time, storm and sanitary trunks are located south of 170 Street and Mayfield Road, and 99 Avenue and 152 Street, respectively. These facilities are currently being extended northward to provide service to the total Outline Plan area. Water service is also expected to be provided to the area with a water reservoir site (the North Jasper Place Water Reservoir) being located in the area north of 114 Avenue and east of 156 Street. This reservoir will service the easterly district and part of the westerly district of the Outline Plan area. The remainder of the westerly district will receive its water supply from a separate future system.

Edmonton Power has indicated changes in the siting of the Jasper Terminal Station and the associated power right-of-way requirements. The proposed widening of 170 Street has made it impossible to build the 240 KV power line between the present easterly property line, along 170 Street and the existing *private corporation's* gas easement, as was originally proposed. These changes will be dealt with in the detailed planning of the affected area and do not interfere with the concept of industrial development.

Amended by Editor

No major problems are anticipated in providing telephone and gas service to the Outline Plan area. *The private corporation* already services most of this area and once intensive industrial development occurs, additional lines will be installed in conjunction with approved plans of subdivision. *The private corporation* has also indicated the need for a gate station on their fifty foot (15.2 metre) right-of-way just north of Highway 16 West and 178 Street.

Amended by Editor

Telephone service to the Northwest Industrial Outline Plan area will be provided by the Westmount Wire Centre and the Jasper Place Wire Centre. With respect to the provision of future power and telephone requirements for the Northwest Industrial area it is recommended that, where possible, no overhead power and telephone lines be constructed along the major roadways through the area.

Insofar as timing of major services is concerned, the storm and sanitary trunks are proposed to reach the Outline Plan area by 1975 while major water lines are scheduled to be available by 1975-76. Connection from these trunks to individual parcels will be based on the initiative of land owners in the area to subdivide and develop their properties, and the proximity of properties in relation to availability of existing services. Once major trunks and distributor lines are installed, local servicing to each area will be available. The cost of providing local services to industrial sites will be based on the site area converted to an assessable frontage for storm, sanitary, and water distribution. Provision of curbs, gutters, lanes, paving, and sidewalks will be based on frontage charges. Lighting costs would also be based on street frontage. In providing local services to a site the option of the City undertaking the work and amortizing this cost over

a period of time, or having the developer install his own local services, will be available.

7. Fire Protection

No fire stations are proposed to be immediately constructed in the Northwest Industrial Area as existing fire halls, located at 142 Street and 105 Avenue, and 90 Avenue and 156 Street, can provide fire fighting protection for the area in the interim development period.

It is expected that, once substantial industrial development occurs in the Outline Plan area, and the type and intensity of industrial uses which establish themselves here is determined, the number and type of fire hall facilities will be determined. The site or sites for fire halls will probably be obtained at the time or prior to subdivision.

8. Railway Service

In view of the fact that a major rail line exists to the north of the Outline Plan area and that the present industrial development to the east and south is already served by rail, it is proposed that both the eastern and western districts of the Outline Plan be provided with rail spur facilities.

Since the Outline Plan area is relatively level, and no major physical barriers to the provision of railway trackage exist, no problems are anticipated in extending rail service throughout the area. Furthermore, the entire eastern district of the plan area lies within the four-mile railway interswitching limit. Only a smaller area in the northeast portion of the western district is within this limit. The remainder of the western district will require special agreements with the railway companies to establish freight rate charges to sites outside the interswitching limit. One solution to this problem would be to provide team track facilities in the areas within the interswitching limit in order that customers located beyond the limit could pick up or deliver goods via rail at the preferred rates.

Basically, the Outline Plan proposes a major rail spur south from *a private corporation's rail* line, paralleling the west side of 170 Street, to provide railway service to the industrial district west of 170 Street. This line could eventually be reconnected to the main line. From this line secondary spurs would be extended westward, primarily through the M-3 development. Although the railway lines shown in the Outline Plan have been laid out to minimize crossing of major roads in the area, some such crossings cannot be avoided.

Amended by Editor

The local spur lines required to serve the eastern district east of 170 Street would be connected by the existing rail extension from the *rail* line west of the proposed 163 Street. This line already services sites in Sheffield and Youngstown Industrial. Additional rail spurs or loops would be extended east and west from this existing line to service the east and west portions of Alberta Park. A supplemental spur connection could be made to the eastern district from an existing east-west spur line presently in Dominion Industrial (*Mitchell Industrial*) between

Resolution
August 16, 1978

121A Avenue and 123 Avenue. From here extensions could be made north and west. Such a connection would ensure future rail service to Hawin Park Estate and Dominion Park, which presently do not have rail access.

A special problem in the eastern district is that owners of properties which are already subdivided may be reluctant to provide land for spur line rights-of-way or to enter into replot plans in order to establish such rights-of-way in their area. Because these areas are within the interswitching limit it is proposed that the City encourage the provision of spur tracks in these areas prior to servicing commitments and approval of developments.

In order to provide efficient rail service to sites within the Outline Plan area and to ensure that facilities are available for the storage of rail cars, support tracks will be required adjacent to the *railway* main line. It is proposed that the location for these support tracks be between 156 and 170 Streets north of the future 125 Avenue (*Yellowhead Trail*).

Amended by Editor

C. SPECIAL CONSIDERATIONS

1. Consolidation of Fragmented Properties

Although the Northwest Industrial Area contains large tracts of undeveloped land which can be readily subdivided, there are, nevertheless, areas where subdivision had occurred prematurely many years ago at a time when planning was non-existent. Subsequently, such areas have been haphazardly subdivided and are characterized by a multiplicity of ownership and parcel sizes containing spotty development. These fragmented areas are mainly located north of 114 Avenue between 149 and 163 Streets, with some unplanned subdivision having also occurred in the S.E. ¼, Section 5, and S.W. ¼, Section 4-53-25-4.

This situation has tended to produce a feeling of uncertainty about the future of the area in the minds of owners, developers, and prospective investors and this has not helped the "image" of this area. As well, it has contributed to potential industrial users being discouraged from seriously considering this area for a building site. The result is that many of the industries which have located here are transitional, requiring minimal services. Also, because of the nature of subdivision of these areas, proper servicing of the area cannot be easily undertaken on the basis of the present subdivision.

To remedy this situation, it is suggested that private land assembly occur in the areas where smaller parcels exist while in the areas, where larger sized fragmentation has occurred, that new plans of subdivision be prepared, utilizing the replot method. These approaches will provide for more efficient, economical, and functional industrial subdivision in such areas. Furthermore, servicing will be facilitated under more appropriate plans of subdivision with the result that development will be able to proceed much more rapidly.

2. Relationship of Existing Uses to Future Planning and Development in the Area

With the exception of the planned and subdivided industrial districts such as Youngstown, Sheffield, Bremner, etc., already located in this general area, there are a number of industrial and non-industrial uses which have established themselves in the largely undeveloped part of the Outline Plan area. The bulk of these existing uses are prevalent in the eastern district east of 170 Street. However, there is also some spotty development in the western district.

In the future, when full scale industrial development occurs in this area, it is expected that the following will occur with respect to existing development in the area:

1. Certain existing industrial or commercial developments will be phased out in favour of higher and more economic use of land, especially in locations along major roadways.

2. Those developments which are in the interior locations may remain in the area for a longer period of time but most will likely be replaced by other uses as the area develops.
3. The residential uses scattered throughout the area will eventually be phased out and replaced by industrial development.
4. Substantial industrial developments which exist in the area at the present time will, in all likelihood, remain and be integrated with new development and be provided with standard City services.
5. Some of the existing commercial developments, such as the drive-in theatre, will probably remain in the area for some time until factors such as the market value of the property, increase in taxes, and availability of services, necessitates redevelopment to a higher use.

Any existing industrial or other uses which choose to remain in the area after servicing and development occurs, but which are at variance with the zoning designation that would be applied to the area, will be treated as non-conforming uses. It is hoped that such developments would be upgraded, particularly if these are strategically located or exposed to public view.

Garish or obsolete advertising signs, cluttered front yards, and unscreened storage areas would be the most important objectives in this regard. It is hoped that such upgrading could be accomplished by the owners themselves as responsible corporate citizens. Improvements could also occur at the time development applications are made by firms contemplating expansion of their sites or buildings. Such improvements would include appropriate landscaping, buffering, paving and screening of parking areas and rehabilitating the external appearance of buildings in compliance with the zoning bylaw requirements.

3. Storage Yards and Auto Wreckers

A special consideration in the Northwest Industrial Area is the presence of numerous storage yards and auto wreckers. Their distribution can be clearly seen on Map B. These types of uses require minimal servicing, fairly large sites, and relatively inexpensive land. Many have located in the Northwest Industrial Area, as portable or temporary developments, prior to the availability of full servicing and more intensive industrial development. Others, however, are more permanent.

The largest concentration of storage yards and auto wreckers is to be found in the vicinity of 156 Street and 118 Avenue, and north of 114 Avenue and west of 149 Street. It is proposed that those which front on 118 Avenue, 149 Street, and 156 Street be upgraded unless there are clear indications that the development will be phased out in the near future. In the meantime, it is

strongly recommended that no further development permits be issued for the expansion of existing storage yards and auto wreckers located on these routes. Furthermore, it is proposed that no permits be issued for new auto wreckers or storage yards fronting on the existing or proposed major roads in this area.

In order to accommodate such uses within the plan area it is proposed that storage areas and auto wrecking sites be relocated to the interior of the eastern district of the plan area, east of 170 Street, where they would be compatible with the M-3 uses proposed for the interior of the subdivisions there. In addition, it is also recommended that special areas be designated for the western district of the Outline Plan area, west of 170 Street, to accommodate these uses. Two such locations are shown on Map C. Where these locations have exposure to secondary through routes, such as 107 Avenue, 114 Avenue, and 184 Street, it is proposed that their frontage and side yards, where the latter are exposed to view, be specially screened and/or buffered.

4. Conversion of AS (Small Holdings) Zone to Industrial Use

At the present time there is an area which is subdivided and zoned AS (Agricultural Small Holdings) north of *Stony Plain Road* between 170 and 184 Streets. This area contains scattered industrial storage and residential development at this time. If this area were retained in its present state it would not be entirely compatible with the plans for the area.

Amended by Editor

Two of the major roads in this area, Lansdowne Street and Athabasca Avenue, could be retained, however, forming secondary roadways within the subdivision plan or replot for the area. Subject to future demand for industrial sites in this area additional existing roadways could also be retained in the final design plan for the area. It should be pointed out, however, that there is a surplus of local roads in this small holdings area which will require their consolidation with adjacent properties according to an approved subdivision plan or replot for the area.

Although a replot plan of the entire area may not be necessary, this would be the best means of ensuring that the existing residential subdivision is converted to industrial use in an orderly and economic fashion.

A replot would also ensure that consent from each owner is obtained before any new plans of subdivision within the small holdings area are finally approved. This will give present owners the opportunity to decide if they wish to remain as they are for some time, or sell their properties for future industrial development and possibly relocate their dwellings elsewhere.

5. Existing Zoning in Relation to Outline Plan Proposals

Part of the Northwest Industrial Area has been zoned for industrial use in the past without the benefit of an overall plan (see Figure 3). The portion east of 170 Street (eastern district), excluding the Sheffield, Youngstown, and Bremner Industrial areas, have had M-2, M-3, and

AGMR-1 zoning designations applied to them.

Furthermore, considerable development has occurred in these areas in the past without regard to the existing zoning designations and with practically no enforcement of conditions of approval on specific developments. For example in the AGMR-1 zone, which is a reserve or holding zone for future industrial uses but which does permit M-1 high standard development at the discretion of the development officer, there are a number of developments which do not meet the standards required for M-1. Similarly, there are some M-3 type developments in the M-2 zone, and still others not meeting the requirements for development in an M-3 zone.

It is recommended that the existing M-3 zoning on 114 Avenue 118 Avenue, 163 Street, and 156 Street be upgraded to the M-2 category as shown on Map C and that the existing AGMR-1 zoning be amended in conjunction with plans for subdivision and replots if required to reflect the proposals in the Outline Plan. Since a number of existing developments will not be compatible with the industrial uses proposed in this area these will require to be upgraded in the future.

Insofar as the area west of 170 Street is concerned, the procedure for rezoning this portion of the Outline Plan will be to request that City Council approve the rezoning to AGMR-1 for the developable areas within this portion of the Outline Plan, after the necessary regional zoning amendments are passed by the Edmonton Regional Planning Commission. Subsequently, as servicing is extended to this area, detail industrial zoning (M-1, M-2, or M-3) will be applied in conjunction with processing and registration of subdivision plans.

6. Highway Commercial Development

At the present time, a strip along *Stony Plain Road* is utilized for high commercial development with access provided from an existing service road. This area is zoned under the Preliminary Regional Plan as Highway Commercial. It is proposed that this use remain and that highway commercial development along this strip be upgraded and intensified as traffic volumes along Highway 16 West increase and the demand for additional highway services is warranted, **except that a node of general business use, approximately 5 hectares in area, be established at the northeast corner of the intersection of Stony Plain Road and the future 186 Street to provide an area for the development of general business uses and at 17930 Stony Plain Road; at 18120 Stony Plain Road; and at 18804 and 19030 Stony Plain Road (portion of SE 5-53-25-4), vehicle sales, rentals and repair service businesses will be allowed in addition to the existing opportunity for highway commercial services.**

Amended by Editor

April 24, 2003
June 11, 2003
January 19, 2009
March 10, 2014
Amended by Editor

Amended by Editor
Bylaw 16905
April 07, 2014

In this respect the portion of the strip within the Outline Plan has been designated as a "highway service area" which will ultimately be zoned C-8A. Development in this zone will be restricted to hotels, motels, restaurants and service stations catering to the motoring public.

Strict control over site planning, advertising, landscaping, architectural design of buildings, and external finish will be applied to this area. No other form of commercial development, other than what is specified under this zone, will be permitted.

7. Existing Municipal Boundaries

Present municipal boundaries in the northern part of the Outline Plan area bear no relationship to physical boundaries or barriers- As can be seen on Map A, the existing City Limits form a stepped pattern commencing north along westerly boundary of the City to 114 Avenue, then easterly along 114 Avenue and finally north along 149 Street.

If the *rail* line is taken as the northern limit of the Outline Plan, then it can be seen that land in the *Parkland County* and the Municipal District of Sturgeon falls within the Outline Plan area. Similarly, a triangular piece of land within the City limits lies isolated outside the Outline Plan area north of the rail line.

Amended by Editor

Because of the nature of overlapping municipal boundaries across the *rail* line, the Outline Plan proposals are not restricted purely to those lands falling within the City limits. To do so would have been to ignore the physical layout of the land and the major factors affecting future development in the area.

It is felt, therefore, that the proposals for the area beyond the City limits are valid irrespective of municipal boundaries or ownership patterns. In order, however, to enable the future planning for the area outside the City limits to be integrated with that within the City, it is being recommended that the Outline Plan be submitted to the respective municipalities via the Edmonton Regional Planning Commission for their consideration and approval.

8. Existing Religious Assembly Use

Resolution
October 20, 2005

A religious assembly use on Lot 3, Block 7, Plan 7721110 was temporarily approved in an area designated for medium industrial development as a result of a series of appeals to the Development Appeal Boards between 1979 and 1991. Through those hearings, the applicants stated that the assembly was a temporary facility and it was their intention to move to a custom built building. In 2004, following the expiration of the last temporary permit in 2001, the Development Officer again refused to extend the temporary use of the religious assembly use on this site.

*It is the intent of the Plan to allow the temporary religious assembly use to continue until **December 31, 2018**. When the religious assembly use ceases, on or before this date, medium industrial uses will be allowed to occupy this site.*

Resolution
June 22, 2015

D. OUTLINE PLAN IMPLEMENTATION

1. Staging of Development

The size of the Outline Plan Area alone dictates that development must proceed on a staged basis with a carefully scheduled order of priorities.

Development of the Northwest Industrial Area will be staged in conjunction with the provision of services to the area. It is anticipated that the south-western portion of the area east of 170 Street will be initially developed with services extended north and east as subdivision proceeds.

The south-eastern portion of the westerly district will also be available for servicing once the main trunks reach this area. Development will then occur in a north, northwest, and western direction. It is expected that the most westerly portion of this area will develop as a last stage.

2. Subdivision Planning

Once the Outline Plan for the Northwest Industrial area is approved by City Council and the Edmonton Regional Planning Commission, and the necessary zoning amendments are passed, detail industrial plans be processed for the area. These plans will be in the form of subdivisions for relatively large unsubdivided land, and replots in more complex areas where these are deemed necessary. Most of these plans will be initiated by the private sector and processed by the *Planning and Development Department*. In some instances the City may be involved in subdivision design or preparation of replots where required.

Amended by Editor

To facilitate detail subdivision planning in the Northwest Industrial Outline Plan area, it is proposed that applications for large or complex subdivisions in this area be accompanied by schematic outline plans indicating the general layout of the area to be subdivided. The area included on such outline plans should be bounded by the major roadway network shown on Map C.

3. Development Control

The development of the Northwest Industrial Outline Plan area will be guided by the recommendations in the Outline Plan document. Applications for development in the area will be subject to the regulations and conditions on development in the City of Edmonton Zoning Bylaw. Once detail zoning is applied to the areas not previously zoned, such development may proceed. Where there is existing zoning, subject to changes proposed in the Outline Plan but not implemented, decisions on individual applications for development in such an area will be at the discretion of the development officer in liaison with other civic departments and agencies. In addition, some developers of large tracts may wish to exercise further control over and above

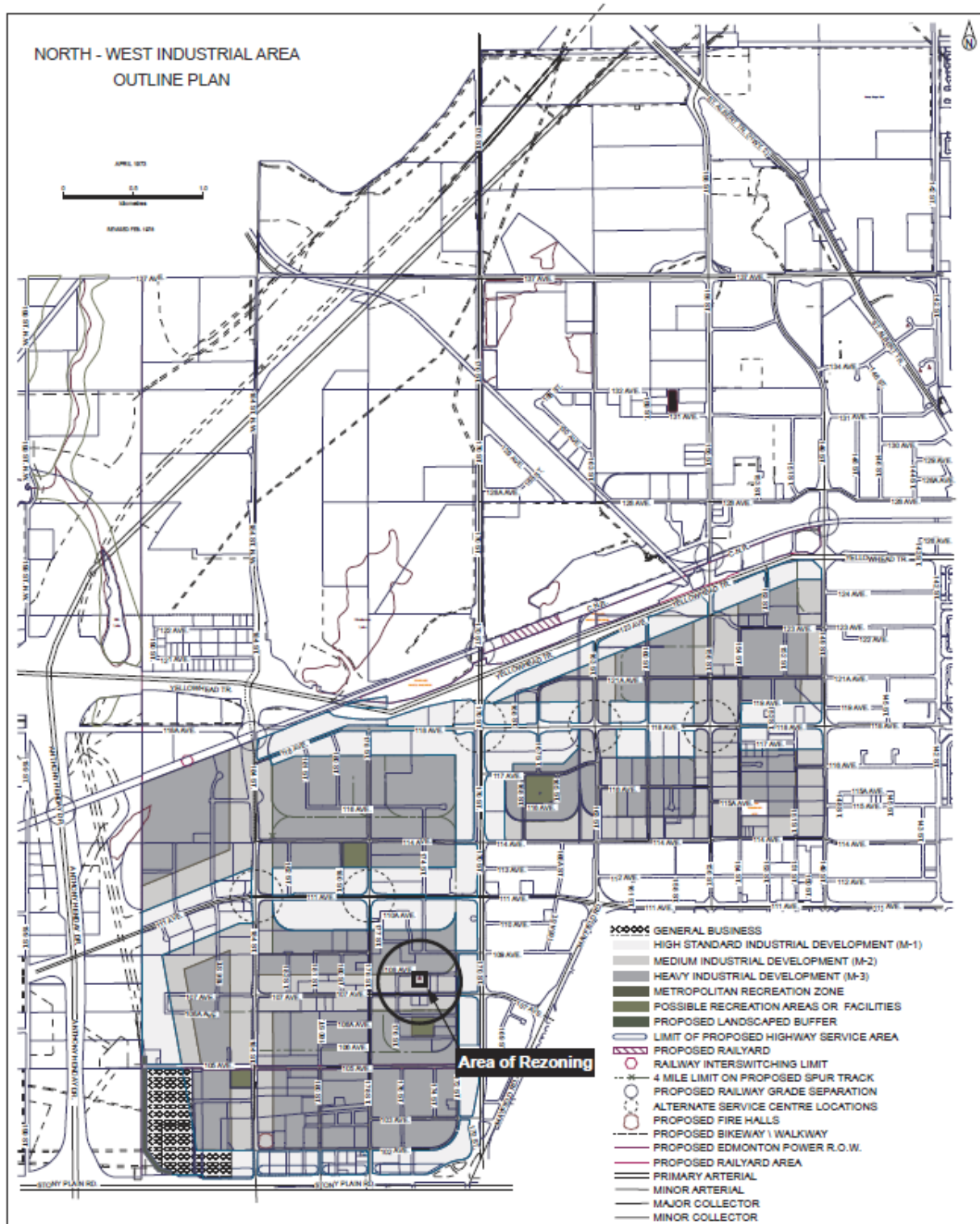
city zoning requirements. In these cases the developers will covenant the properties.

4. *Establishment of Arterial Roadway Assessment*

Resolution
April 24, 2003

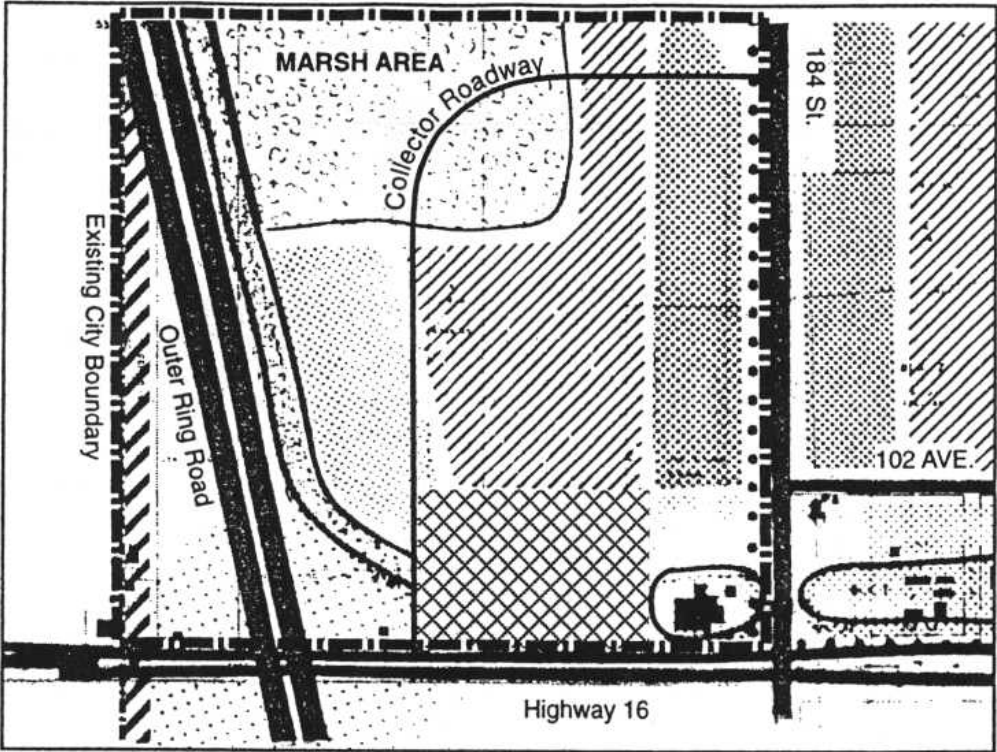
The development of the Sunwapta area requires upgrading to the adjacent arterial roadways including 184 Street and Stony Plain Road. An Arterial Roadway Assessment program has been implemented by the City in conjunction with the Urban Development Institute in order to equitably share arterial roadway construction costs among developers of land within the designated area. This plan establishes the Arterial Roadway Assessment area and the arterial roadway upgrades to be included in that assessment. The area from which the Arterial Roadway Assessment will be collected is identified on Figure D – “Arterial Roadway Assessment”. All land within the defined area will be required to contribute to the Arterial Roadway Assessment at the development stage. Funds collected under the Arterial Roadway Assessment from the defined area are to be contributed toward the construction of those roadways identified in Figure D.

MAP C: North-West Industrial Area Outline Plan



2017

Map C1: Amendment to the North-West Industrial Area Outline Plan (Resolution, April 24, 2003)



**AMENDMENT TO THE NORTH WEST INDUSTRIAL AREA
OUTLINE PLAN**

-  High Standard Industrial Development (M-1)
-  Medium Industrial Development (M-2)
-  Heavy Industrial Development (M-3)
-  Possible Recreation Areas or Facilities
-  Proposed Landscaped Buffer
-  Proposed Edmonton Power R.O.W.
-  Proposed Bikeway/Walkway
-  Proposed Interchange
-  Limit of Proposed Highway Service Area
-  General Business
-  Boundary of Amendment



PLANNING AND DEVELOPMENT

Map C2: Amendment to the North-West Industrial Area Outline Plan (Resolution, April 8, 2013)

