

# CN Intermodal Facility and Area Area Redevelopment Plan

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Office Consolidation June 2006

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*Prepared by:*

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City of Edmonton*

**Bylaw 13278 (as amended) was adopted by Council in March 2003. In June 2006, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original Bylaw 13278.**

Bylaw 13278    Approved March 28, 2003 (to adopt the CN Intermodal and Area Area Redevelopment Plan)  
Bylaw 14252    Approved May 3, 2006    (to replace Sections 4.1 a and d)

**Editor's Note:**

This is an office consolidation edition of the CN Intermodal Facility and Area Area Structure Plan, Bylaw 13278, as approved by City Council on March 28, 2003. This edition contains all subsequent amendments and additions to Bylaw 13278. 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 owner's names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted and are gray-scaled and italicized where applicable.

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

City of Edmonton  
Planning and Development Department

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## **1.0 INTRODUCTION**

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### **1.1 Area Redevelopment Plan Boundaries**

The CN Intermodal Facility and Area Redevelopment Plan (ARP) covers approximately 25.6 ha of land located south of 127 Avenue, between 82 Street and 97 Street (Map 1). The overall Plan area is made up of five titled parcels: Lot 1, Block 60A, Plan 3409MC (0.2 ha); Lot 2, Block 60A, Plan 3409MC (10.8 ha); Lot 3, Block 60A, Plan 1461NY (0.7 ha); Block OT, Plan 3409MC (0.06 ha); and a portion of NW 16-53-24-4 (13.8 ha). The former intermodal facility itself is approximately 9.2 ha in size, and is located immediately south of 127 Avenue. A portion of the existing CN Walker Yard, which contains the CN Rail main line and associated storage areas, is located immediately south of the former intermodal facility site and makes up the balance of the Plan area. Due to the immediate proximity of the Walker Yard to the former intermodal facility, it was determined that the Walker Yard should be included within the boundaries of the Plan area.

CN Rail relocated its intermodal facility to 184 Street along the Yellowhead Trail in 2001, leaving the subject intermodal site vacant. Throughout the Plan, the word 'site' will refer specifically to the area of the former intermodal facility. The balance of the Plan area is comprised of a portion of the CN Walker Yard. CN Rail has indicated that it has no plans to discontinue the rail and rail-related activities on any portion of the Walker Yard for the foreseeable future.

Communities adjacent to the Plan include: Killarney directly to the north, Balwin to the east, and Lauderdale to the west. Killarney, Balwin, and Lauderdale are primarily low density residential neighbourhoods. A variety of medium industrial uses are developed further to the south of the Plan area, on the north side of Yellowhead Trail.

The majority of the Plan area is currently zoned (AJ) Alternative Jurisdiction Zone. The purpose of this Zone is to provide for lands that do not require a Development Permit when operating under the jurisdiction of federal legislation, provincial legislation, or the Constitution Act, and to prescribe land uses and regulations for these lands if the legal status of these lands change and they become subject to this Bylaw. Lot 1, Block 60A, Plan 3409MC, located at the southwest corner of 127 Avenue and 82 Street, is currently zoned (CB1) Low Intensity Business Zone.

## 1.2 Historical Development

Rail activities in the Killarney/North Delton area date back to the early 1900s when the Walker Yard first became operational. Since that time, the Yard has expanded significantly with the addition of new track, structures, and the intermodal facility in the early 1960s. The intermodal facility complex was established to specifically handle truck and cargo container traffic. The facility operated until September 2001 when it was relocated to 184 Street just north of Yellowhead Trail.

## 1.3 Authority for the Area Redevelopment Plan

Section 634 of the Municipal Government Act, R.S.A. 2000, c. M-26, states that a council may, by bylaw, adopt an area redevelopment plan. At the regular meeting of City Council held August 27, 2002, the Planning and Development Department submitted a report to Council with the following recommendation:

“That the Planning and Development Department be authorized to prepare a land use study for the former CN Intermodal Facility adjacent to the Killarney neighbourhood.”

The request was approved by City Council at the same meeting. The study was intended to provide direction on the redevelopment of the former intermodal facility site with regard to transportation and servicing issues, noise impacts, potential environmental concerns, urban design, and the provision of Municipal Reserve. The study would be completed with the involvement of landowners, local residents, area Community Leagues, civic departments and affected private utility agencies, CN Rail, *and a perspective purchaser*. *The perspective purchaser* had made an offer to purchase the land from CN Rail. The Planning and Development Department determined that the study should take the form of an Area Redevelopment Plan.

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## 1.4 Background to the Area Redevelopment Plan

Activities related to the preparation of an Area Redevelopment Plan for the former CN Intermodal facility site were initiated in early September 2002.

Rezoning and subdivision applications for the site were initially submitted to the Planning and Development Department by *the perspective purchaser*. In March of 2002. The intent of the rezoning application was to amend the Zoning Bylaw as it applied to the site from (AJ) Alternative Jurisdiction Zone to (IB) Industrial Business Zone. The subdivision application proposed to create one industrial lot, representing the site of the former intermodal facility from the larger CN land holding in the Walker Yard. At that time, the Planning and Development Department determined that it was unable to

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properly review the rezoning and subdivision proposals without an Area Redevelopment Plan being prepared for the site to properly evaluate redevelopment alternatives and impacts.

The Planning and Development Department has been previously involved in the preparation of plans for the redevelopment of two other rail yards in the City. The first was the CN City Yard, north of 104 Avenue, between 101 Street and 116 Street, and the second was the CP Downtown Yard, north of Jasper Avenue and west of 109 Street. The redevelopment of the CN site was directed by the Council-approved CN Lands Area Redevelopment Plan (Bylaw 9171, approved in July 1989). Redevelopment of the CP site was directed by the CP Downtown Lands Master Plan, which was approved in January 1993. The Planning and Development Department determined that the redevelopment of the former CN Intermodal facility on 127 Avenue should be directed by a similar type of process.

### **1.5 Public Participation Process**

A Public Meeting was held at the Killarney Community League Hall on September 26, 2002. This meeting provided residents and landowners of the Killarney neighbourhood and the general area an opportunity to advise the Planning and Development Department what issues they saw as being important to the potential redevelopment of the site. The information and comments from that meeting were used in the analysis of the redevelopment options and impacts, and are discussed in Section 3.0 of the Plan.

## **2.0 ISSUES AND OPPORTUNITIES**

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### **2.1 Purpose of the Area Redevelopment Plan**

The purpose of this Plan is to guide and coordinate the future redevelopment of the former CN Intermodal facility site and adjacent lands. The Plan addresses the following components:

- Land Use Options
- Community Planning and Participation
- Commercial and Industrial Land Uses
- Protective Services
- Parks, Open Space, and Recreation
- Environmental Issues
- Transportation and Traffic
- Utilities
- Urban Design

The Plan contains City Council policy to guide the future redevelopment of the site. It is a policy document and includes an issue and opportunity resolution process. The Plan will also provide interested citizens with information about the redevelopment potential of the lands within the Plan area.

Early in the Plan preparation process, CN Rail advised that it will not permit residential uses on the site of the former intermodal facility, due to the immediate proximity of the Walker Yard and associated rail activities to the south. CN intends to register a caveat on the title(s) of the redevelopment lands after the subdivision of the site to restrict the new owner(s) from developing residential uses.

The Plan identifies various issues and opportunities associated with redevelopment of this site, describes the City and private utility agencies' servicing requirements, addresses concerns of residents in the area, and determines the most appropriate re-use of these lands. Keeping in mind CN Rail's approach to residential development, it is anticipated that the site could only be redeveloped with some form of commercial, industrial, recreational, or institutional development.

### **2.2 Major Opportunities**

Due to length of time that the intermodal facility operated from this site, several issues and opportunities exist regarding its redevelopment potential.



The objectives and recommended policies to address these issues are discussed in Section 4 of the Plan.

### 2.2.1 Community Planning and Participation

#### **Issues**

Due to the Federal jurisdiction of the rail activities conducted by CN Rail on its own sites, the City and local residents were limited in their ability to affect change to address any concerns that existed due to the rail activities. There was some cooperation undertaken between CN and area residents to address such concerns as noise, vibration, and dust, however, limited results were achieved.

#### **Opportunities**

As lands in the Plan area are sold for private development and non-rail uses will be eventually regulated by City Bylaws, residents and landowners in the area have an opportunity to provide input on the future use of this land.

The Killarney Community League is recognized by the City as the primary public group to work with respecting the redevelopment of the former intermodal site and other lands in the Plan area.

### 2.2.2 Protective Services

#### **Issues**

As lands immediately adjacent to the existing CN Rail main line activities in the Walker Yard will now be opened to development allowing full public access, consideration must be given to the safety of the public.

#### **Opportunities**

A clear physical definition between the rail uses and the non-rail uses can be required to ensure public safety, while providing CN Rail security to protect its facilities. Access for City emergency services will be defined through site design. CN Rail has its own police service that patrols the operations in their holdings on a regular basis.

### 2.2.3 Parks, Open Space, and Recreation

#### **Issues**

Pursuant to the provisions of the Municipal Government Act, the City is entitled to a maximum of 10% of the area of a parcel of land for Municipal Reserve purposes (Section 666). No Municipal Reserve has been provided to the City for this site in the past.

### **Opportunities**

The City may take Municipal Reserve as land or as money in place of land as a condition of the approval of a subdivision of a portion of the CN Rail holdings in the Walker Yard. Additional open space and recreational opportunities may be provided if the Killarney neighbourhood has inadequate facilities, both from a

local and district level. If not, alternative uses for the required Municipal Reserve may be developed in conjunction with the Community Services Department.

## 2.2.4 Environment

### Site Contamination

#### **Issues**

Years of rail-related uses on the intermodal facility site have potentially contaminated the soil. The potential soil contamination may be a factor in determining what kinds of land uses would be suitable or unsuitable for redevelopment.

#### **Opportunities**

To determine the nature of the potential contamination an Environmental Site Assessment (ESA) was commissioned by CN Rail for the site. The findings of the ESA are discussed in Section 3.1.

### Noise Impacts

#### **Issues**

A major area of concern for residents in the Killarney neighbourhood has been noise generated by activity in the Walker Yard, including the intermodal facility. No permanent noise attenuation structures have been built on the site to address this concern. Previously, CN Rail had stacked cargo containers along 127 Avenue as a temporary means of reducing the noise impacts of the intermodal activities and the Walker Yard further to the south on area residents. As the former intermodal facility site is now vacant, the containers have been removed and noise has become even more of a concern for residents.

#### **Opportunities**

A noise study was commissioned by *the perspective purchaser* to evaluate the noise environment in the Killarney neighbourhood. Such a study may identify certain land uses and building arrangements that could alleviate concerns about noise. The findings of the noise study are discussed in Section 3.1.

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### 2.2.5 Transportation and Traffic

#### **Issues**

The former intermodal facility is bounded on the north by 127 Avenue, an undivided four lane arterial road. This road was the sole roadway access point into the intermodal facility site for the various trucks that were loading and unloading containers on the site. These vehicles had an impact on local residents on a daily basis. 127 Avenue also served a wider City population as an arterial roadway

linking 82 Street and 97 Street, as well as areas further to the east to 66 Street, and west to 127 Street.

Redevelopment of the former intermodal facility site to other uses will change the nature of the daily vehicle traffic on 127 Avenue.

#### **Opportunities**

A Traffic Impact Assessment (TIA) was commissioned by *the perspective purchaser* to determine the existing vehicle traffic on 127 Avenue, compared with past traffic volumes, and to evaluate the potential traffic patterns that could be generated from the site if it were developed with some form of commercial or industrial uses. New development and new traffic characteristics present options for modifying roadway design and performance, including measures to address other issues such as shortcutting and potential changes in vehicle speeds. The findings of the TIA are discussed in Section 3.1.

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### 2.2.6 Utilities

#### **Issues**

Redevelopment will require the necessary urban services such as water, power, gas, and sewers. While such services do exist in the area, redevelopment must not result in system capacities being exceeded, or services to existing properties being reduced.

#### **Opportunities**

Any new development will need to provide adequate servicing, including water, power, gas, sewer, telephone, and cable services, while ensuring that properties in the area will not see an impact on the current level of service they experience. Any required upgrades to existing infrastructure as the result of new development may occur as a responsibility of the existing or future landowner.

### 2.2.7 Urban Design

#### **Issues**

Little has been done in the past to provide an aesthetic landscape along the south side of 127 Avenue adjacent to the former intermodal facility site. Due to jurisdictional limitations, the City was also unable to enforce the landscaping requirements contained within the Zoning Bylaw on any development on the site.

#### **Opportunities**

Opening the lands south of 127 Avenue to new forms of development would create the potential to improve pedestrian access and circulation, and upgrade the appearance of the public boulevard.

The Edmonton Zoning Bylaw contains requirements for all private development regarding landscaping, setbacks, architectural features, and site design to ensure attractive views and compatibility between areas of different land uses. These requirements may be used to improve the appearance of development on the south side of 127 Avenue.

### **3.0 ANALYSIS**

### 3.0 ANALYSIS

#### 3.1 Servicing, Infrastructure, and Utilities

##### Transportation and Traffic

A Traffic Impact Assessment (TIA) was prepared by UMA Engineering Ltd. on behalf of *the perspective purchaser* to identify and address the potential transportation-related impacts of redevelopment of the site. The TIA examined existing traffic patterns in the area based on data provided by the Transportation and Streets Department. This data was collected between 1999 and 2001, and therefore included truck traffic in the area that would have been generated by the then operating intermodal facility and other lands in the area. The TIA also reviewed predicted traffic flows based on the development of the site under the City's most intensive commercial zone, the (CB2) General Business Zone, and what the expected impact would be on roads in the area, including the local and collector roadways within the Killarney neighbourhood.

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The Transportation and Streets Department reviewed the TIA and advised that the proposed land use and associated traffic generation factors used were acceptable, and therefore, the conclusions were sound. The adjacent road network would be able to handle the additional traffic generated by potential intensive commercial redevelopment with minor modifications to signal timings and intersection configurations in the area. The intersections of 82 Street and 97 Street with 127 Avenue should be monitored, and improvements implemented as required. Any significant changes to the assumptions contained in the TIA may require additional traffic analysis.

Future accesses to 127 Avenue from the Plan area should be off-set from the north-south streets in the Killarney neighbourhood. Off-set entrances would limit the potential for short-cutting through the Killarney neighbourhood.

An Environmental Noise Study was prepared by Green Plan Ltd. Environmental Consultants on behalf of *the perspective purchaser* to identify and address the existing and anticipated noise impacts from the Walker Yard, the former intermodal facility site, and 127 Avenue on the Killarney neighbourhood. The main source of noise in the past was the activity on the former intermodal facility site, which has been removed. The principle objectives of the Noise Study were to determine the change in the noise climate since the intermodal facility was decommissioned; to compare current noise levels to recognized noise level criteria, specifically the City of Edmonton Noise Bylaw No. 7255 and the Canada Mortgage and Housing Corporation (CMHC) Road and Rail Noise: Effects on Housing (1981); to determine the contribution of railway noise from the Walker Yard to the

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overall noise climate; to comment on the possible affect of the proposed redevelopment of the former intermodal facility on the noise climate; and to recommend mitigation measures if required.

On-site monitoring of the noise climate in the area was conducted from Monday, September 9 to Thursday, September 12, 2002, for 24 hours each day. Eight noise monitoring sites were used - six were located in the Killarney community at the east end, central area, and west end of the neighbourhood, and two sites were located on the former intermodal facility site. The test sites were attended by Green Plan staff, and each significant noise event was logged with reference to the source or type of the noise generator.

The principle conclusions of the Noise Study were as follows:

- The activity at the former intermodal facility and the CN Walker Yard was not the dominant noise source in the community. Traffic on Yellowhead Trail, 127 Avenue, 97 Street, 82 Street, and local traffic in the community were the main contributors to background noise levels.
- The Study identified three locations where the resultant sound levels were higher than the permissible sound levels prescribed by Noise Bylaw No. 7255 and the CMHC guidelines. At these locations, however, the sound levels exceed the criteria by only 1 to 2 dBA, which was considered insignificant by the consultant. At these three locations, the dominant noise sources were the local traffic and the traffic on the major roadways nearby (i.e. Yellowhead Trail, 97 Street, 82 Street, and 127 Avenue).
- Although there were times when rail activities at the Walker Yard dominated the noise climate in the area, the relative contributions from the Walker Yard were not sufficient enough to increase the overall noise climate above permissible levels.
- The noise levels obtained in the 2002 Noise Study were either comparable or slightly lower than the noise levels measured in a 1995 study that was completed when the intermodal facility was in full operation.
- Although the 2002 Noise Study indicates that there is no appreciable increase in the overall noise climate for the area compared to the results of the 1995 study, and that rail activities are not the main noise contributor, local residents that were interviewed stated that railway noise appeared to be more noticeable now than when the intermodal facility was operating. The 2002 Study indicated that this observation may be attributed to an overall quieter noise environment from the decreased activity at the City Centre Airport and the removal of the shipping containers on the intermodal facility site along 127 Avenue.
- The Study assumed that the site would be redeveloped with commercial uses of one to two storeys in height. In that regard, the Study suggested that commercial development would have an acoustically neutral effect

on the noise climate in the area, and would not provide any specific form of noise attenuation.

The Transportation and Streets Department reviewed the Noise Study and its conclusions, and is supportive of its findings. The noise tests conducted as part of the study were not measured in strict accordance with the procedures outlined in the Urban Traffic Noise Policy (1983). Specifically, the testing equipment was set up in the front yard of the selected properties in Killarney, when noise samples should be collected from the ‘backyard amenity area’ of residential dwelling units. However, the Transportation and Streets Department is satisfied that the test results indicate that noise attenuation would not be warranted by existing traffic or rail noise levels.

While traffic noise tends to be relatively constant in the area, other noise sources cited in the report, mainly those resulting from the CN Rail activities in the Walker Yard, are occurring at intermittent intervals, and result in brief but substantial increases in noise levels. However, as these noise levels tend to be brief and intermittent, there is no requirement for noise attenuation facilities to be constructed on the site.

The Transportation and Streets Department cannot comment on the prediction in the noise study that the potential redevelopment of the site for commercial uses would have an “acoustically neutral” impact on the noise climate in the area. More detail of any proposed development would be required to fully assess the impact on the noise environment in the Killarney neighbourhood.

#### Drainage

Sanitary sewer services with sufficient capacity to suit typical commercial or industrial development are available to the site by use of existing service connections, by the construction of new service connections to existing sanitary sewer mains, or the construction of sanitary sewer main extensions connecting to the existing mains. If a specific redevelopment proposal resulting in excessive sewage generation was submitted, a detailed review of the requirements to accommodate the sanitary sewer servicing needs would be required. This review would occur as a routine part of the Development Permit review process and the proponent of the development would be responsible for the costs of complying with the City drainage standards.

Storm sewer servicing for the area is constrained by the limited availability of the capacity of the existing combined and storm sewer systems in the area. While outlet points are generally available along the 127 Avenue frontage for the site, there is a general requirement for on-site stormwater management with a controlled outflow rate. Stormwater management requirements could be satisfied through the use of on-site stormwater management with storage provisions for the 1:100 year rainfall event.



Public Open Space, School, and Recreation Needs

The current provision of park and open space in Killarney is appropriate for the neighbourhood. Therefore, there is no need for additional open space or school land in the Plan area or in the Killarney neighbourhood.

The utilization of the money-in-place of Municipal Reserve owing to the City as a result of the subdivision of this site should be allocated to projects outside the Plan area in accordance with City Policy and the practices of the Community Services Department.

Killarney is well served with schools, recreation facilities, and park space, including: Queen Elizabeth Composite High School, Killarney Junior High School, Mee-Yah-Noh Elementary School, St. Matthew Catholic Elementary School, the Killarney Community League Hall and grounds, and Killarney Park. Further, the Grand Trunk Fitness and Leisure Centre, which provides a district-level recreation function, is located in the Lauderdale neighbourhood to the west. Redevelopment for commercial or industrial uses would have little or no impact upon the neighbourhood open space or school requirements. The Community Services Department does not foresee any future need or demand for open space south of 127 Avenue.

Power

Electrical power is available through connection to the existing power facilities on 127 Avenue. The developer must pay all costs associated with the provision of power to the redevelopment site.

Water

Water service to the subject site is available through connection to existing water mains on 127 Avenue. On-site fire protection requirements will have to be reviewed to ensure adequate coverage when a specific development proposal is submitted. The detailed servicing requirements may be addressed as conditions of approval of a proposed subdivision.

Telephone and Cable

Telephone and cable services are available to the Plan area through connection to existing services in the area. Any existing right(s)-of-way must be maintained or new easements granted to protect telephone or cable facilities. Costs of relocations, removals, or modifications of existing telephone or cable facilities, if required as the result of redevelopment, will be at the owner's expense.

### Natural Gas

There is an existing ATCO Gas facility on a portion of the site. All costs to lower, relocate, or make any alteration to ATCO Gas facilities, if required as the result of redevelopment, will be the responsibility of the landowner. However, a gas main installation will be required to facilitate any redevelopment on the site.

### Environmental Planning

Phase I and II Environmental Site Assessments (ESAs) were prepared by Thurber Environmental Consultants Ltd. on behalf of Canadian National Railway Properties Inc. These documents examined the historical development and use of the intermodal facility site, and assessed the existing contamination levels. The ESAs were subsequently reviewed and approved by the City Planning and Development Department, Alberta Environment, the Capital Health Authority, and the Transportation and Streets Department.

The ESAs identified some hydrocarbon contamination of the site in specific locations, and advised that further testing was required. After this testing was undertaken, CN Rail and Thurber Environmental Consultants, in consultation with the above agencies, determined that the contamination was minimal enough that no further assessment or remediation was required.

The end result is that contamination identified by the ESAs would not prevent, from an environmental perspective, the redevelopment of the site to industrial, commercial, residential, recreational, or institutional uses.

## **3.2 Public Concerns**

The Planning and Development Department held a public meeting with area landowners, residents, and other interested citizens on September 26, 2002 at the Killarney Community League Hall. At the request of the Killarney Community League Executive, notice of the meeting was provided by the City through an advertisement in the Community League newsletter, which was distributed to every dwelling unit in the Killarney neighbourhood by members of the Community League. The meeting was also advertised in the local Edmonton Examiner newspaper. The meeting was attended by 46 residents, as well as representatives from the Planning and Development, Transportation and Streets, and Community Services Departments, and also representatives from CN Rail and *the perspective purchaser*.

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In general, residents at the meeting were supportive of the redevelopment of the site from its current vacant status. The Planning and Development Department advised residents that the redevelopment would likely be some form of industrial or commercial uses. The major issue discussed was that of the noise and associated vibration and dust emanating from the CN lands, and the impact it was having on residents in the area. Residents requested these

issues be addressed through the Plan. The Noise Study prepared by Green Plan concluded that there are some specific exceedances of the Noise Bylaw regulations resulting from rail activities at the Walker Yard. As discussed earlier, noise from the major roadways in the area and traffic on the local roads were found to be the major cause of background noise in the area. It will be necessary to determine what noise attenuation measures, if any, are to be provided when the former intermodal facility site is subdivided out of the balance of the Walker Yard.

Past activities on the intermodal facility site involved heavy volumes of truck traffic, and much of the site was not hardsurfaced, resulting in a lot of dust. It is anticipated that the redevelopment of the site will reduce some of the dust problem experienced by landowners and residents in the area, as heavy truck traffic will decrease, and the site will be landscaped and hardsurfaced. Further, as the lands will be privately owned, and therefore subject to City of Edmonton Bylaws, the Nuisance Bylaw (No. 10406) would apply to any dust problems that may occur.

Regarding concerns over vibrations resulting from the rail activities in the Walker Yard, there are no established federal, provincial, or municipal policies or standards for the mitigation of ground-borne vibration.

Another issue raised by the residents was the potential increased traffic that could be using 127 Avenue and other roads in Killarney as a result of redevelopment. A review of the potential redevelopment of the site indicated while traffic volumes would increase as a result of redevelopment, the adjacent road network would be able to handle any additional traffic generated by intensive commercial redevelopment. Minor modifications to signal timings and intersection configurations in the area may be required. The intersections of 82 Street and 97 Street with 127 Avenue should be monitored, and improvements implemented as required. Entrances to the site should be offset from the existing streets in the area to minimize potential shortcutting through the Killarney neighbourhood.

Some residents voiced concerns over the visual appearance of development on the south side of 127 Avenue if the site was redeveloped. The Planning and Development Department advised that the Edmonton Zoning Bylaw contains landscaping, setback, architectural feature, and site design requirements that aim to minimize the impact commercial or industrial development could have on the streetscape.

One resident suggested a park be developed on the site. The Community Services Department has advised that there is no need for additional open space or school land in the Plan area or in the Killarney neighbourhood.

A few residents expressed concern about the range of uses possible in commercial or industrial zones in the Zoning Bylaw. Liquor stores, bars, and casinos were cited as examples. One resident raised the potential of using a Site Specific Development Control Provision (DC2) to limit potential uses on the site. City policy requires casino developments to be implemented through the use of a DC2 Provision. Regarding other forms of development, the conventional Zones in the Zoning Bylaw contain adequate regulations to ensure development in those Zones is compatible with surrounding uses.

### **3.3 Land Use Options**

From the discussion with area landowners and residents at the public meeting and the comments and information received from the various City Departments and utility agencies, the Planning and Development Department was able to establish some redevelopment options for the site, starting from the premise that the site is not needed to provide local or district recreational opportunities for the area.

CN Rail has a corporate position prohibiting any form of residential development within 300 m of a major yard, such as the Walker Yard. The former intermodal facility site is within 300 m of the Walker Yard, therefore, CN Rail would not allow residential development on the site. Notwithstanding this position, residential uses may be appropriate if certain mitigation measures, such as noise attenuation facilities, noise reducing construction methods, and building orientation options are considered. However, CN Rail has indicated that a restriction on residential development will be imposed on any purchaser of the site, through a caveat on the title of the land. The City will respect the position of CN Rail. Therefore, the practical options for redevelopment involve some form of commercial, institutional, or industrial development.

The former intermodal facility's site characteristics make it a good candidate for commercial development. The site is located along a four lane undivided arterial roadway (127 Avenue), which has been designed to handle large amounts of vehicle traffic. The site is also served at the east and west ends by other arterial roads - 82 Street to the east, and 97 Street to the west. Both of these streets provide good access to the site from the north and south, and also provide access to Yellowhead Trail which allows potential city-wide access. Commercial uses have also been developed at either end of the site. Further, commercial uses would provide a transition between the rail and industrial uses to the south of the site and the low density residential uses on the north side of 127 Avenue. Many of the characteristics that make the site appropriate for commercial development also make it a potential site for institutional uses that serve the public, and may be publicly or privately owned.

The adjacent Killarney community, and also the Lauderdale and Balwin communities to the west and east respectively, are primarily low density residential neighbourhoods. The industrial Zones in the Zoning Bylaw offer certain use class opportunities, such as General Industrial Uses, that could potentially have a negative impact on the residential neighbourhoods in the area. Further, the Killarney neighbourhood has been relieved of large amounts of truck and industrial-related activities since the closure of the intermodal facility in 2001, and it is not desirable to re-introduce these types of uses again. Therefore, industrial uses of any type are not appropriate for the north portion of the Plan area.

The lands should be redeveloped with commercial or institutional uses. Acceptable redevelopment is that which serves the day-to-day needs of residents within Killarney or which serves a community or regional trade area. This includes low intensity sales, office or commercial services uses in a road-oriented linear or shopping centre fashion, or higher intensity businesses requiring large sites and good visibility from an arterial roadway, as well as publicly or privately operated institutional or community service uses. Uses catering to larger city-wide or inter-regional markets would not be acceptable.

## **4.0 OBJECTIVES AND POLICIES**

## 4.0 OBJECTIVES AND POLICIES

The purpose of this Area Redevelopment Plan is to guide and coordinate the future redevelopment of the former CN Intermodal facility site and adjacent lands in the Plan area. Using the information from the City Departments and utility agencies, the comments received from area residents, and by evaluating the site's location and context, the Planning and Development Department makes the following recommendations regarding redevelopment of the site.

### 4.1 Land Use

Conversion of land from rail-related industry to other uses can generate market demands for uses of different types and intensity than those uses existing in the vicinity.

**The Objective of the Plan is to encourage but limit new development to uses and structures that are compatible with and complementary to surrounding residential, rail, commercial, and industrial uses.**

Therefore, it is City Council's Policy that:

- a) *Lands on the south side of 127 Avenue between 82 Street and 97 Street shall be developed for commercial or institutional uses, except for that portion located between 90 and 93 Streets which will also include a limited range of general industrial uses with site specific development regulations to ensure compatibility with surrounding land uses.*
- b) Lands within the remaining Walker Yard area to the south of the former intermodal facility site will be limited to rail and rail-related uses.
- c) Institutional and recreational uses that have similar off-site impacts as commercial uses may be supported.
- d) *No proposal to apply industrial zoning or introduce industrial uses will be supported in the area designated for commercial or institutional uses except when incorporated within a (DC2) Site Specific Development Control Provision which includes regulations that encourage compatibility with surrounding land uses.*
- e) No proposal to apply residential zoning or introduce residential or residential-related uses will be supported anywhere in the Plan area.
- f) A continuous and uninterrupted barrier will be required to prevent access from the commercial development area to the existing rail and rail-related uses in the balance of the Plan area.
- g) Any funds derived from Municipal Reserve dedications determined through the subdivision process will be reallocated for parkland uses outside the Plan area.

Bylaw 14252  
May 3, 2006

Bylaw 14252  
May 3, 2006

## 4.2 Environmental

Rail and transportation-related activities on or adjacent to sites within the Plan area may place limits on their redevelopment potential. In addition, new forms of development may either reduce or exacerbate other environmental nuisances depending on factors such as structural materials and the design or placement of buildings and landscaping.

**The Objective of the Plan is to ensure that new development is not exposed to unsafe soil conditions and does not create other nuisances for adjacent residential areas.**

Therefore, it is City Council's Policy that:

- a) Any application to rezone lands in the Plan area for redevelopment will include an environmental screening to determine the environmental suitability of the lands for the use.
- b) All portions of lands subject to redevelopment will be landscaped and/or hardsurfaced.
- c) Any other nuisance issues that may result due to redevelopment will be addressed through the City of Edmonton Nuisance Bylaw No. 10406.

## 4.3 Transportation and Traffic

The nature and volume of traffic on 127 Avenue will change as the lands within the Plan area are converted from rail and rail-related industrial operations to district and local commercial uses.

**The Objective of the Plan is to accommodate such change within the transportation system's existing infrastructure and minimize the impact of changing traffic patterns on the Killarney neighbourhood.**

Therefore, it is City Council's Policy that:

- a) The City will evaluate development applications to ensure they do not cumulatively generate traffic exceeding the capacity of 127 Avenue and its intersections with 82 Street and 97 Street, unless upgrading of the capacity is provided by the development generating such need.
- b) Access and egress to and from the Plan area will not be permitted from 82 Street or 97 Street.



- c) Access to the former intermodal facility site from 127 Avenue will be reviewed by the Transportation and Streets Department and approved at the Development Permit stage.
- d) Emergency access to the rail and rail-related uses in the Walker Yard portion of the Plan area for City emergency services access to the Walker Yard will be from 127 Avenue through the former intermodal facility site.
- e) Access to the former intermodal facility site or other new sites created through subdivision will not align with streets north of 127 Avenue, to discourage the drawing of traffic generated by non-residential uses through residential areas in the Killarney neighbourhood.
- f) The Transportation and Streets Department will monitor traffic operations at the 82 Street and 97 Street intersections with 127 Avenue on a regular basis and implement improvements, where required, to maintain their effective functioning as a result of any new development in the Plan area.

#### **4.4 Servicing, Infrastructure, and Utilities**

Redevelopment of new commercial uses will necessitate the extension and possible upgrading of essential services and infrastructure.

**The Objective of the Plan is to ensure that the redevelopment of these lands adheres to the current utility servicing requirements and standards.**

Therefore, it is City Council's Policy that:

- a) The Subdivision Authority shall be responsible for ensuring that adequate levels of servicing are provided for redevelopment.
- b) Requirements for utility servicing, including water, power, gas, sewers, telephone, and cable, shall be in accordance with established standards and shall be reviewed by the appropriate Department or utility agency as part of a subdivision or Development Permit application.

#### **4.5 Urban Design**

Introduction of new uses and associated construction offers the opportunity to enhance the appearance of the area to a level better suited for an arterial roadway and a neighbouring low density residential community.

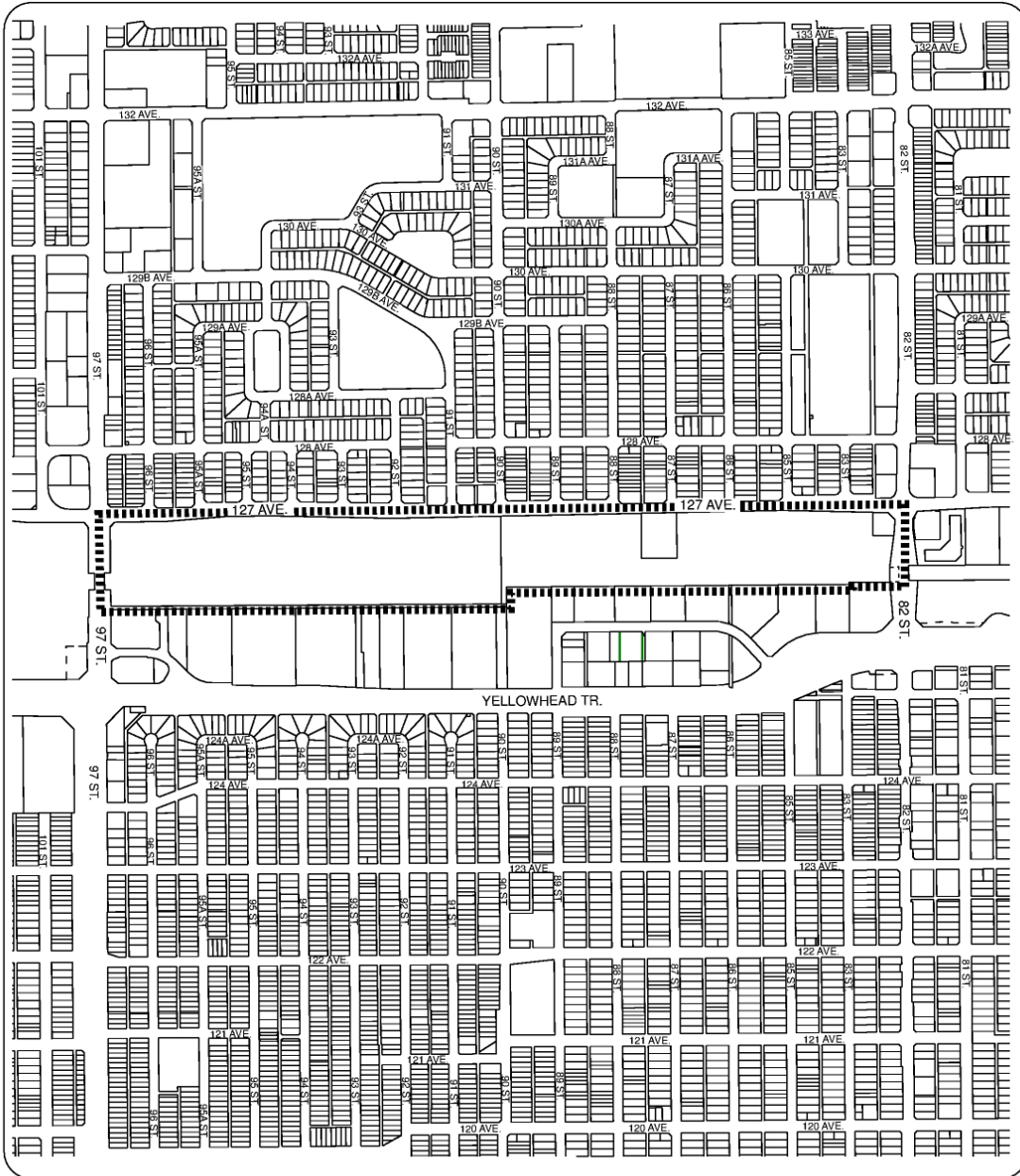
**The Objective of the Plan is to ensure a quality standard for private development and the public realm as seen by motorists and area residents.**

Therefore, it is City Council's Policy that:

- a) The Development Officer will ensure that the setback, landscaping, and architectural design standards required by the Zoning Bylaw will be applied in relation to the intensity or type of commercial redevelopment.
- b) The above requirements shall not be varied by the Development Officer without compensating equivalent design improvements.
- c) A boulevard sidewalk will be provided along the entire length of the Plan area on the south side of 127 Avenue.
- d) Boulevard trees will be added to the entire length of the Plan area on the south side of 127 Avenue.

## **5.0 MAPS**


**MAP 1 - CN INTERMODAL FACILITY AND AREA AREA REDEVELOPMENT PLAN**



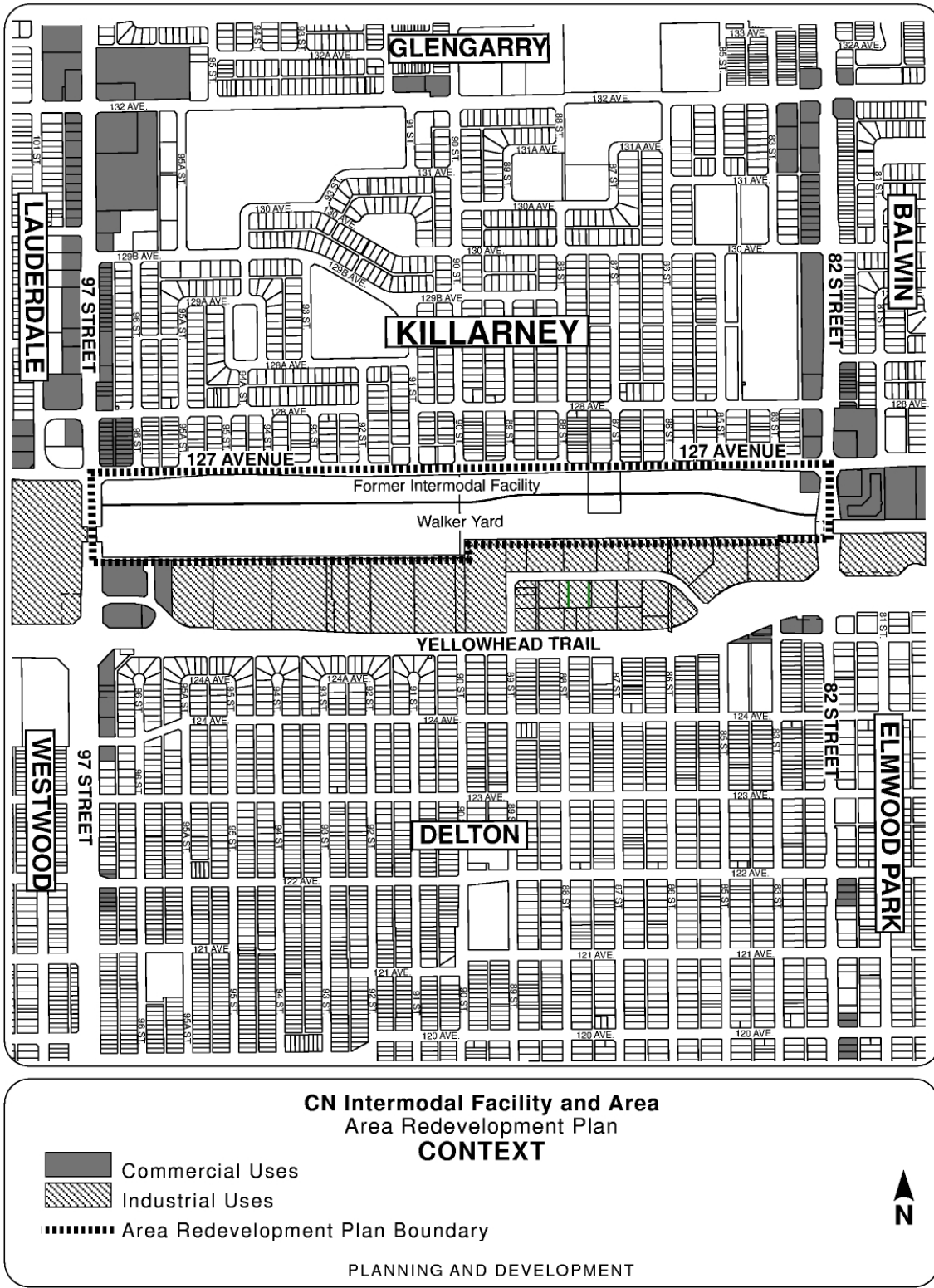
**BYLAW 13278**  
**CN Intermodal Facility and Area**  
**Area Redevelopment Plan**  
**Plan Area**

----- Area Redevelopment Plan Boundary

PLANNING AND DEVELOPMENT



MAP 2 – CONTEXT



**MAP 3 - DEVELOPMENT CONCEPT**

