

# *Mistatim Area Structure Plan*

---

Office Consolidation Feb 2023

---

*Prepared by:*

*Development Services  
Urban Planning and Economy  
City of Edmonton*

**Bylaw 7205 adopted by Council in July 1983. In April 2018, this document was consolidated by virtue of the incorporation of the following bylaws:**

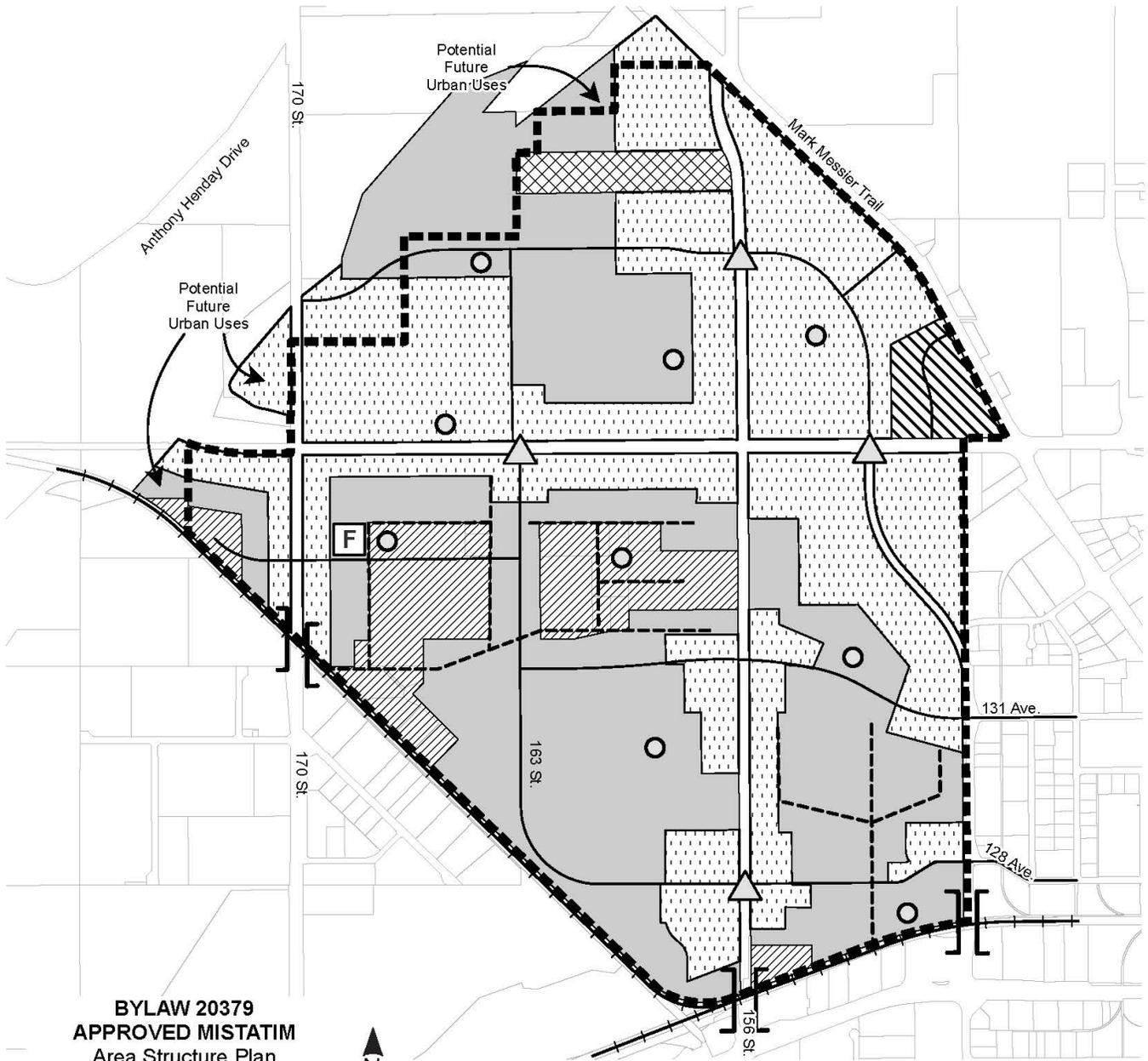
- Bylaw 7205* Approved July 13, 1983 (to adopt the Mistatim Area Structure Plan)
- Bylaw 13591* Approved April 7, 2004 (to add a 5 hectare commercial area at the northwest intersection of 137 Avenue and St. Albert Trail)
- Bylaw 14068* Approved August 22, 2006 (to re-designate area west of 156 Street, north of Yellowhead Trail to Industrial Business and to remove a Potential Industrial Service Center)
- Bylaw 15276* Approved October 28, 2009 (to add 4 hectares of commercial area at the northwest intersection of 137 Avenue and St. Albert Trail)
- Bylaw 16029* Approved May 16, 2012 (to change the designation of the western-half of Area 4 from a mixture of Industrial Business and Medium Industrial uses to entirely Industrial Business uses, as well as incorporate a potential park/recreational site in the northern portion of the amendment area)
- Bylaw 16448* Approved September 16, 2013 (to change the designation on the northwest corner of Mark Messier Trail and 137 Avenue from Industrial Business to Commercial uses)
- Bylaw 18102* Approved March 19, 2018 (to change the Section 6, with the designation of a specific site to allow the development of a cemetery)
- Bylaw 18358* Approved April 9, 2018 (To allow for the on-going operation of a temporary storage use and additional medium industrial uses)
- Bylaw 20379* Approved February, 21, 2023 (to amend the Mistatim Area Structure Plan)

**Editor's Note:**

This is an office consolidation edition of the Mistatim Area Structure Plan, Bylaw 7502, as approved by City Council on July 13, 1983. This edition contains all amendments and additions to Bylaw 7502.

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

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



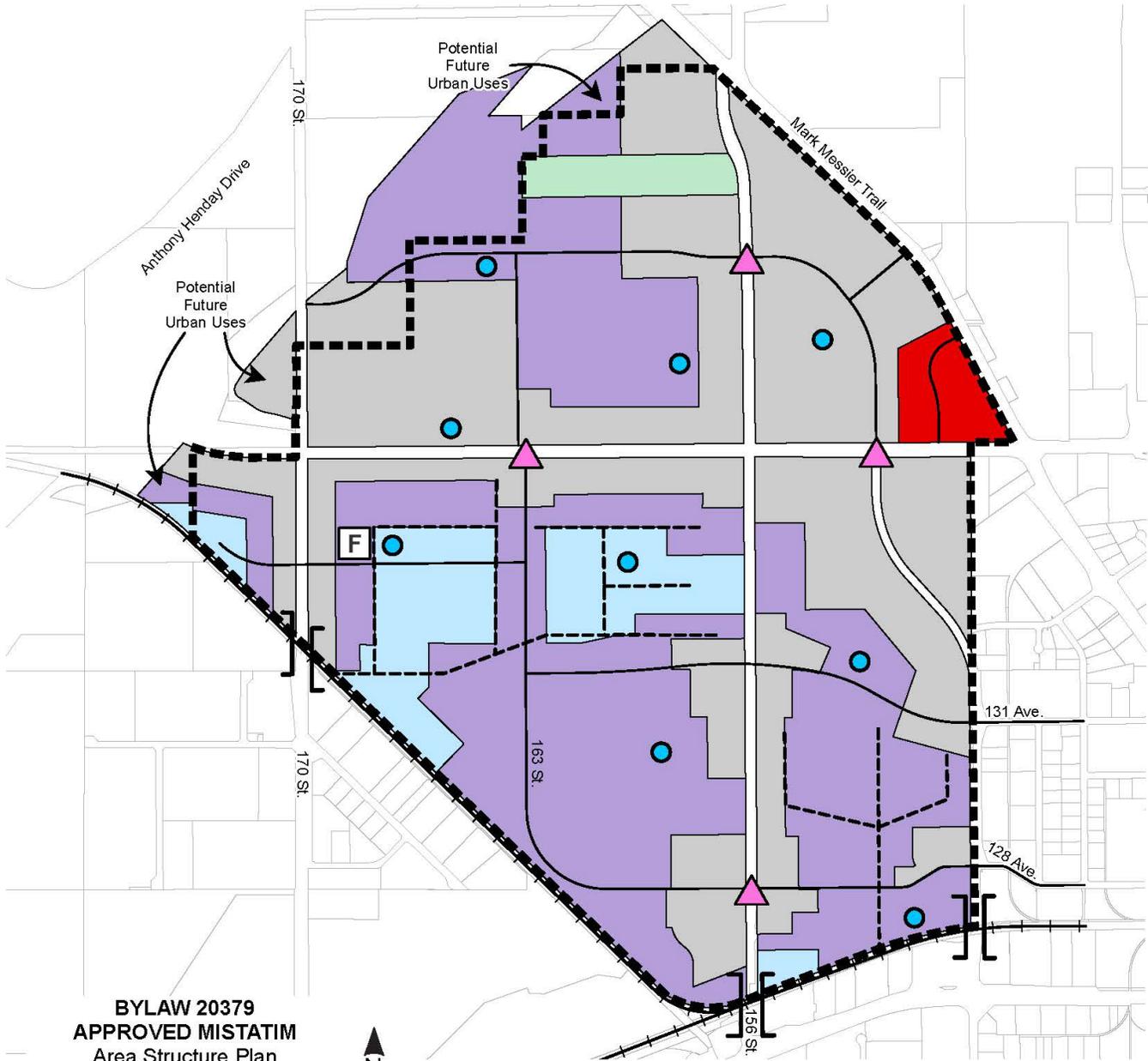
**BYLAW 20379**  
**APPROVED MISTATIM**  
 Area Structure Plan  
 (as amended)



- Industrial Business
- Medium Industrial
- Heavy Industrial
- Commercial
- Cemetery
- Potential Stormwater Facility

- Potential Industrial Service Centre
- Potential Fire Station
- ASP Boundary
- Grade Separations
- Potential Rail Spur Line

**Note:** Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.



**BYLAW 20379**  
**APPROVED MISTATIM**  
 Area Structure Plan  
 (as amended)



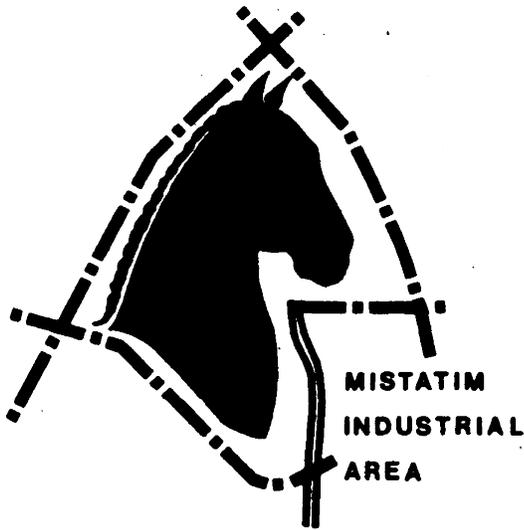
- Industrial Business
- Medium Industrial
- Heavy Industrial
- Commercial
- Cemetery
- F Potential Fire Station

- Potential Industrial Service Centre
- Potential Stormwater Facility
- ASP Boundary
- Grade Separations
- Potential Rail Spur Line

**Note:** Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

BYLAW #7205  
SCHEDULE "A"

**MISTATIM  
AREA STRUCTURE  
PLAN**



**MISTATIM**  
**AREA STRUCTURE PLAN**

Prepared For:  
A Private Ownership Group  
\*Amended by Editor

Prepared By:  
McELHANNEY SURVEYING & ENGINEERING LTD.  
#138, 14315 - 118 Avenue  
Edmonton, Alberta  
T5L 4S6

DECEMBER 22, 1982



## Table of Contents (Amended by Editor)

<b>SECTION 1 INTRODUCTION.....</b>	<b>1</b>
<b>SECTION 2 REGIONAL CONTEXT .....</b>	<b>4</b>
A. Major Industrial Locational Criteria .....	4
1. Proximate To Major Expanding Population Centres .....	4
2. Proximate To Regional Natural Resources .....	5
3. Proximate To Related Businesses and Markets .....	5
4. Regional and Inter-Regional Access.....	7
B. Regional Planning and Growth Management .....	8
<b>SECTION 3 URBAN CONTEXT .....</b>	<b>11</b>
A. Semi-Urban Development Pattern .....	13
B. The Edmonton General Municipal Plan (1980).....	13
C. The Urban Growth Strategy Phase 1 Report.....	15
<b>SECTION 4 OBJECTIVES .....</b>	<b>18</b>
A. Regional and Urban Objectives .....	18
B. Development Area Objectives .....	19
<b>SECTION 5 SURROUNDING CONDITIONS AND SITE PARAMETERS .....</b>	<b>20</b>
A. Surrounding Conditions .....	20
1. The Restricted Development Area (RDA) .....	20
2. The City of St. Albert.....	21
3. The St. Albert Trail and the Proposed Edmonton Northwest Area Structure Plan .....	21
B. Site Parameters.....	24
1. Topography and Drainage.....	24
2. Vegetation .....	25
3. Soils.....	27
4. Land Ownership.....	29
5. Existing Buildings and Conditions .....	31
6. Existing Land Uses .....	33
7. Existing Transportation System .....	37
8. Waterworks System .....	39
9. Sanitary Sewerage System .....	40
10. Storm Drainage .....	41
11. Pipelines and Transmission Lines.....	41
12. Existing Power and Gas Service .....	41
<b>SECTION 6 DEVELOPMENT CONCEPT.....</b>	<b>44</b>
A. Industrial Land Use Structure .....	44
B. <i>Commercial</i> .....	50
C. Potential Industrial Service Centers .....	51
D. Parks and Open Spaces .....	52
E. Transportation System .....	53

1.	Proposed Roadway System.....	53
2.	Public Transit System .....	56
3.	Potential Rail Service.....	56
F.	Proposed Municipal Services.....	57
1.	Proposed Water Works System .....	57
2.	Proposed Sanitary Sewerage System .....	59
3.	Proposed Storm Drainage .....	60
4.	Fire Protection.....	61
5.	Police Protection .....	62
6.	Health Services, Schools and Other Social Services .....	62
G.	Development and Design Guidelines.....	62
1.	Boundary Considerations.....	62
2.	Industrial Business and Industrial Service Centers.....	63
3.	Energy Efficiency .....	63
<b>SECTION 7 STATISTICAL SUMMARY .....</b>		<b>65</b>
A.	General Summary .....	65
B.	Proposed Land Use Summary.....	65
<b>SECTION 8 IMPLEMENTATION STRATEGY .....</b>		<b>67</b>
A.	Development Staging.....	67
1.	High Potential Infill Area.....	67
2.	Immediate Expansion Area.....	68
3.	Subsequent Expansion Areas .....	69
4.	Potential Additional Development Area.....	70
B.	Development Timing .....	70
1.	Annexation.....	70
2.	Regional and General Municipal Plan Amendments.....	70

**APPENDICES**

Appendix A List of Registered and Assessed Owners

Appendix B Employment Projections

*(Deleted)*

Bylaw 16029  
May 16, 2012

**LIST OF REFERENCES**

**LIST OF FIGURES** (Amended by Editor)  
(Amended by Bylaw 13591)

	<u>Page</u>
FIGURE 1 MISTATIM OWNERS GROUP	2
FIGURE 2 REGIONAL CONTEXT	6
FIGURE 3 URBAN CONTEXT	12
FIGURE 4 GENERAL SITE CONDITIONS	23
FIGURE 5 TOPOGRAPHY	26
FIGURE 6 CONDITIONS OF BUILDINGS	31
FIGURE 7 EXISTING LAND USES	33
FIGURE 8 EXISTING ROAD CONDITIONS	35
FIGURE 9 POTENTIAL RAIL SERVICE	37
FIGURE 10 EXISTING POWER AND GAS LINES	40
FIGURE 11 DEVELOPMENT CONCEPT	44
FIGURE 12 TRANSPORTATION	52
FIGURE 13 EXISTING AND PLANNED SERVICES	56
FIGURE 14 IMPLEMENTATION	68

## SECTION 1 INTRODUCTION

This Area Structure Plan has been prepared as a guide for additional subdivision and development of the Mistatim industrial area. The plan was initiated by *a private corporation (80; refer to the map Ownership Reference Plan in Appendix A)*, owners of the NW 1/4 of Section 23, Township 53, Range 25, West of the 4th Meridian, and was undertaken with the cooperation and assistance of other major land owners and their representatives.

Amended by Editor

Early co-operation was established among a group of interested owners who formed the core of the *Private Ownership Group*. This core group comprised of *six private corporations*. Two additional owners, *two other private corporations*, joined the group later in the project.

Amended by Editor

Bruyer Consulting Group Ltd., on behalf of *a private corporation (14)*, provided input on the proposed land use structure and development objectives for part of Section 26 in the plan area, and MacKenzie Spencer Ltd., on behalf of *a private owner (31)*, offered some initial guidelines for land uses pertaining to the latter's holdings at the northern apex of the plan area.

Amended by Editor

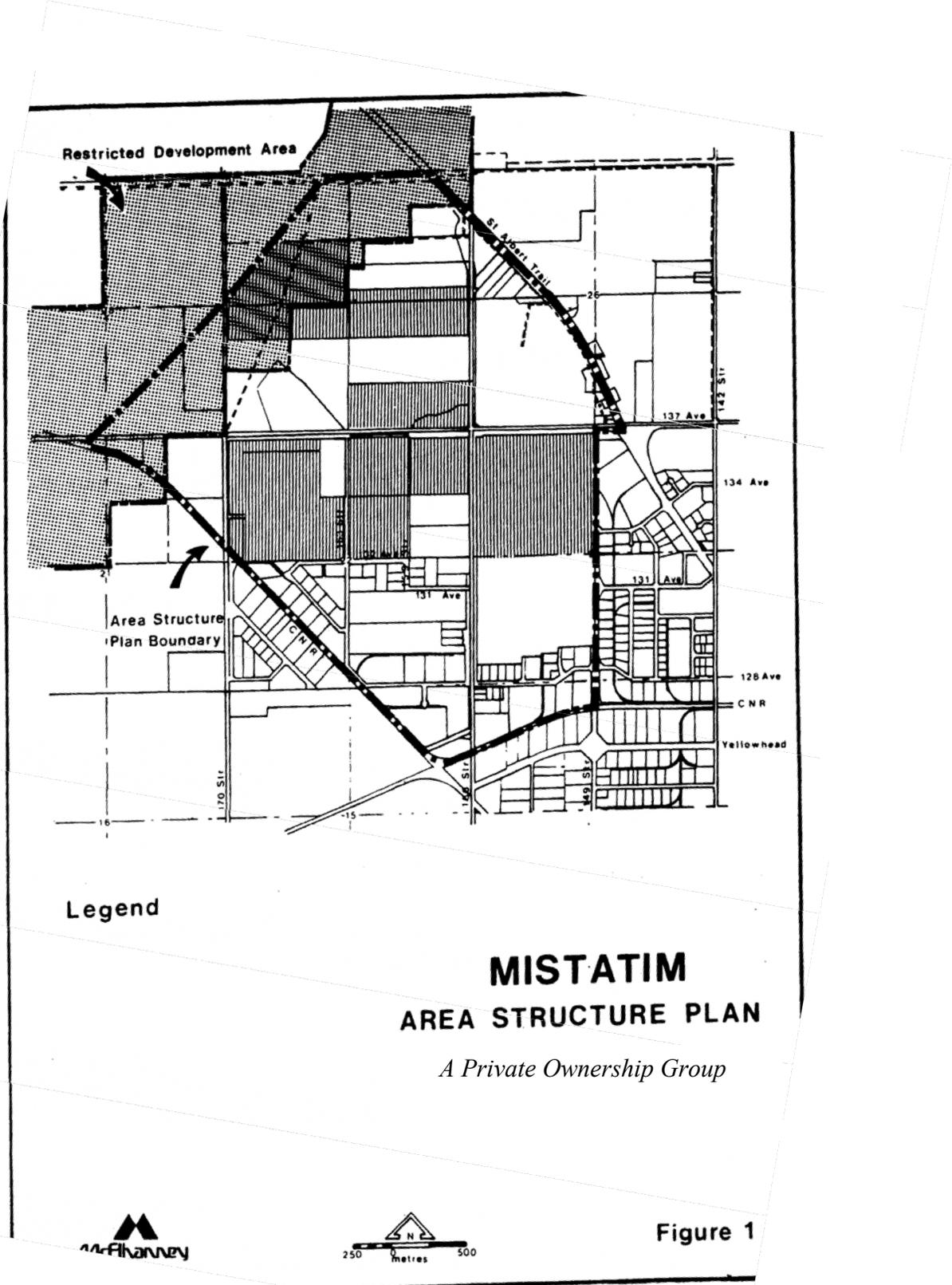
Other major owners and business *professionals* were contacted through the planning process for further input.

The boundaries of the plan area were established with the City Planning Department in response to a preliminary study undertaken by McElhanney Surveying & Engineering Ltd.(1) They comprise the existing City of Edmonton power line right-of-way on the northwest, the St. Albert Trail on the northeast, the old City of Edmonton corporate limits on the east and the *Private Corporation Railway (Sangudo)* line on the southwest. The area contained within these boundaries is estimated to be 745 hectares. Of this total area, it is estimated that 74 hectares will be required for the planned Utility and Transportation Corridor along the northwest boundary of Mistatim. Another 34 hectares is contained between this Corridor (ie. the Rationalized RDA) and the existing RDA boundary. This latter area could become developable upon written consent of the Minister of Environment to remove it from the RDA and therefore has been considered as "potentially" developable with consideration given in this Area Structure Plan for possible future development.

Amended by Editor

**Figure 1 – Mistatim Area Structure Plan – *A Private Ownership Group***  
(Bylaw 7205, July 13, 1983)

\*Amended by Editor



The Area Structure Plan is organized to conform with the requirements of the Alberta Planning Act (1977) and the City of Edmonton Terms of Reference for Area Structure Plans.

Section 2 following this introduction, provides an overview of the past and newly emerging regional context which provides the setting for various types of development in Mistatim.

Section 3 similarly provides an overview of the new urban context which forms a structured framework for future development to occur.

Section 4 is a statement of the objectives of the plan, taking into consideration the regional and urban contexts, as well as the local context.

Section 5 is a survey and analysis of bordering influences and existing site conditions which largely influence the internal structure of development of the plan area.

Section 6 outlines the development concept that has been synthesized from the objectives and analysis provided in Section 5, and also outlines some design guidelines for development of the area.

Section 7 is a statistical summary of the site and development concept.

Section 8 provides a development strategy and identifies a potential staging pattern.

Certain other informational requirements of the City of Edmonton have been included in appendices to this Area Structure Plan.

The name for the Area Structure has been approved by the City of Edmonton. The name, Mistatim, was chosen because of two lakes of that name which once occupied a part of the plan area. The word itself, is Plains Cree and means "horse".

## SECTION 2 REGIONAL CONTEXT

Located at the northwest corner of the City of Edmonton, between the old City boundary and the City of St. Albert, Mistatim is a highly attractive location for industrial development. It lies central to three major residential expansion areas, near a diversity of natural resources, proximate to central markets, and contains sufficient development to attract further expansion. In addition, the area is well provided with potential rail service, and major regional and provincial roadways. The latter, combined with a clearly defined urban arterial system, provide excellent access throughout the region, including access to two major airports.

In the past, the above features have helped to mold regional land use and transportation policies, and have attracted significant development to the area. Development pressures are continuing and in many parts of the plan area have been magnified subsequent to the 1981 annexation decision.

The 1981 annexation decision has impacted on the growth management philosophy for the Edmonton region. It was clearly indicated in that decision that the City will play a dominant role in accommodating future growth. Phase I of the Urban Growth Strategy Study has expanded upon that prescribed role for the City and its newly annexed lands, and has identified a strong need for additional industrial land to meet expected demands. The Phase I Report further indicates that the Mistatim area should be included as a high priority area for further planning and industrial development. (2)

As a result of Mistatim's annexation to the City of Edmonton, its growth will now be guided more by City policy and the urban context.

### **A. Major Industrial Locational Criteria**

Certain basic locational factors which generally favor industrial development are exhibited by Mistatim in its location in the region. These factors include the following:

#### 1. Proximate To Major Expanding Population Centres

Mistatim lies at the southwestern boundary of the City of St. Albert, only 0.8 kilometres west of one existing residential area in the City of Edmonton, and 2.8 kilometres north of another. Growth potential of these areas is extremely high

with Area Structure Plans and Neighbourhood Structure Plans already approved, and additional ones currently being proposed.

The potential of nearby residential areas to provide a major component of the labour force required by future industries in Mistatim will be greatest when industrial growth is allowed to occur simultaneously with the adjacent residential growth that has already been planned and projected. Simultaneous growth will, in turn, provide for the rational development of a more efficient regional circulation system and correspondingly greater potential energy savings.

2. Proximate To Regional Natural Resources

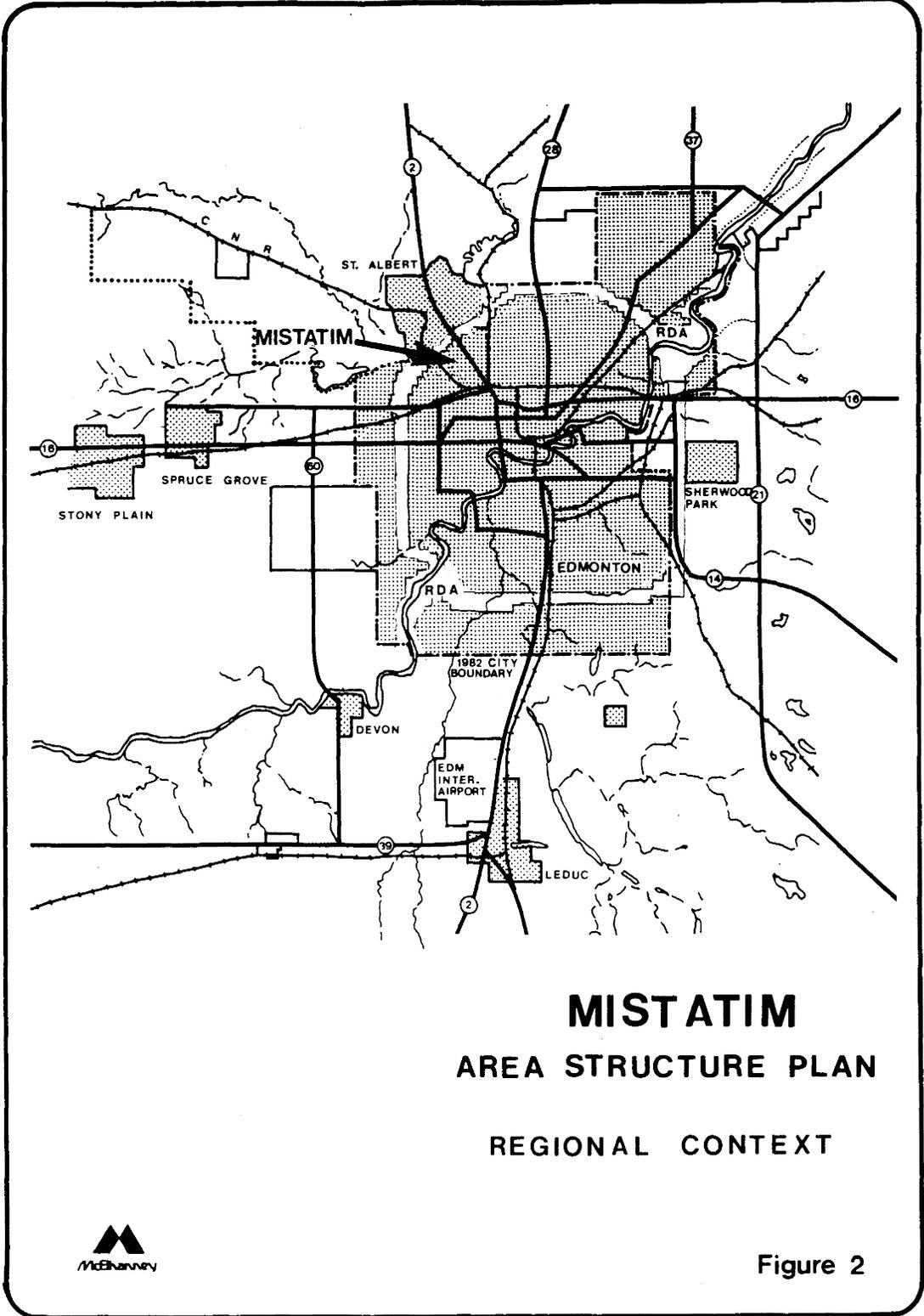
Immediately north and northwest of Mistatim lies the M.D. of Sturgeon with vast potential of resources ranging from oil, gas, and coal, to sands, gravel and clays. The sands and gravels are especially suited for concrete aggregate, asphalt and road base aggregate; and the clays are suited for concrete block processing (3). Industries in Mistatim are already making use of some of this resource base, and the potential for further expansion and use has been enhanced by the M.D. of Sturgeon General Municipal Plan which recognizes the importance of these resources "in the economy and development of the region" (3).

3. Proximate To Related Businesses and Markets

Mistatim is well located with regard to markets for a diversity of products and services. With the tremendous population growths that have been forecast for Edmonton and the surrounding region, will come a large demand for products and services. Industrial growth will be needed to assemble, service and distribute these products to their users.

With additional land development and building construction will come a demand for heavy equipment contractors and renters, manufacturers and suppliers of heavy materials, consultants and related services, building material distributors and suppliers, and sub-trade businesses and contractors. Initial growth in these areas will be followed by a spin-off and subsequent demand for food products, appliances, and other goods and services. Distributors and servicing businesses will be required, as will a wide range of personal service industries for new industrial, commercial, and residential users.

**Figure 2 – Mistatim Area Structure Plan – Regional Context**  
(Bylaw 7205, July 13, 1983)



The northwest industrial area has already been established and proven as an excellent location for a wide range of industries related to the growth phenonema described above. It now includes an interwoven community of industries and businesses related to land development and construction. It also includes major anchors in the distributing industry and is continuing to mature with personal service and industrial service industries, locating along major arterials, and collectors.

With growth expected to continue, and with a strong industrial component already established, Mistatim is a highly attractive location for a variety of new prospective industries.

4. Regional and Inter-Regional Access

The major transportation systems, which are already in place, provide excellent access in a well-defined structure to the surrounding region. This access will be further enhanced by the improvements that are either underway or have been planned for these systems.

Through a system of arterials, long established for Mistatim, the area has direct access to the regional roadways of the St. Albert Trail and Yellowhead Corridor. A grade separation being constructed south of Mistatim at 170th Street and the *railway* mainline will provide another direct route to the Yellowhead and will also provide the area with excellent access to the Whitemud Freeway and ultimately Highway 2, south of the City. This expanded system should be functional in the short term.

Amended by Editor

A longer term improvement that has been planned is the *Anthony Henday Drive*. This major roadway is proposed along the northwest boundary of the plan area and, once completed, will provide access to the entire region around the City. Direct access to *Anthony Henday Drive* is planned from Mistatim with an interchange at 137 Avenue on the northwest boundary of the area. Another grade separation planned for the 137 Avenue - St. Albert Trail intersection will provide freer flow at the main entrance to the plan area from the east.

Amended by Editor

Amended by Editor

The ultimate regional roadway network will improve the area's access to two airports in the region. The grade separation being constructed at the *railway*

Amended by Editor

mainline will improve the area's access to the International Airport in the short term, and will be supplemented with *Anthony Henday Drive* in the long term. The area is already provided with excellent links from the arterial system to the Edmonton Industrial Airport.

In addition to the excellent roadway access, Mistatim is afforded with excellent potential rail service. The *Private Corporation* Railway Sangudo and main lines form portions of the southern boundary. Combined, these two lines provide excellent service to markets and resources in the region and well beyond.

Amended by Editor

Access to tri-modal transportation services could add stability for a greater variety of industries that may rely on one or more of these systems. This stability may also be realized in the face of increased pressures from high energy and transportation costs. For example, in the long term, industries currently relying on the transport of materials by road from the Edmonton region may be able to obtain similar materials beyond the region and Province by changing to rail as a second means of transportation. With the vast resources in northwestern Alberta and British Columbia, materials destined for Mistatim could be transported without having to go through the entire City of Edmonton.

## **B. Regional Planning and Growth Management**

A long history of both formal and informal planning activities have occurred in terms of Mistatim and its relationship to the region. Control of development has been administered through the Preliminary Regional Plan, Metropolitan Part; the general municipal plans and land use by-laws of the M.D. of Sturgeon and County of Parkland; and the Edmonton Restricted Development Area (RDA) Regulations.

Compositely these plans and by-laws have recognized part of the industrial potential of Mistatim in encouraging development to that portion of the area lying south of 137 Avenue. Significant subdivision and development has taken place in accordance with those plans and policies.

Mistatim and portions thereof, have also been reviewed in more detail in at least two other planning studies: "The Northwest: An Industrial Strategy" prepared by The Edmonton Regional Planning Commission, 1976 (4); and the "Northwest Industrial Area Outline Plan", prepared by the City of Edmonton Planning

Department, 1974 (5). Further to the regional and municipal documents, these two plans illustrate and encourage the industrial development of the south half of Mistatim.

Recently, the City of Edmonton's latest annexation has placed the Mistatim area under the City's jurisdiction. Implications of this annexation are that further planning in Mistatim will be controlled directly by the City and must, therefore, reflect the policies on growth and development that are included in its planning philosophy.

The current philosophy of the City is expressed in the first phase of the Urban Growth Strategy Report, and extends from recent forecasts on population and employment growth, as well as, the Provincial Cabinet's decision on annexation.

More recent forecasts on regional growth indicate that the region will undergo major pressures. These pressures have been predicted while recognizing current national economic problems, and political and energy related issues.

The 1981 annexation decision of the Provincial Cabinet stated that the City of Edmonton should play a dominant role in accommodating the anticipated growth (6). This philosophy has been adopted by the Urban Growth Strategy Team in their Phase I Report to the Municipal Planning Commission (2).

In recommending that the Phase I Report be approved by Council, the Municipal Planning Commission indicated its support of the growth management philosophy expressed by the Urban Growth Strategy Team and the Provincial Cabinet.

Implications of the new growth management philosophy on Mistatim are that the full industrial potential of the area has been recognized. The portion of Mistatim lying north of 137 Avenue has been, as equally considered for industrial growth, as the area south of 137 Avenue. Toward implementing this strategy, the City, in the fall of 1982, applied to the recently formed Edmonton Metropolitan Regional Planning Commission for the appropriate amendments to the Edmonton Regional Plan - Metropolitan Part.

In January 1983, the Regional Planning Commission approved the *rezoning* to General Industrial Use of portions of those lands in Mistatim, which had, until

Amended by Editor

that time, been *zoned* by the Regional Plan as either Agricultural - General Industrial Reserve or Low Density Agricultural. On February 23, 1983, the *rezoning* of those lands was ratified by the Alberta Planning Board, thereby, effecting the General Industrial designation for those lands in Mistatim which are a) north of 137 Avenue and south of the RDA, and b) in the NW 1/4 of Sec. 23-53-25-W4M. With the *rezoning* of the above lands formalized, all lands in

Amended by Editor

Mistatim which are not contained within the RDA are now *zoned* General Industrial at the regional level. Under this designation the City can proceed with its appropriate Municipal By-Law amendments.

Amended by Editor

Amendments for lands within the RDA are not being proposed at this time. Should portions of these lands be removed from the RDA by the Minister of Environment, then appropriate amendments could be sought to allow those portions to be developed as a logical extension of the proposed uses adjacent to them in Mistatim.

Until the City of Edmonton is able to complete its own By-Law amendments for Mistatim, local jurisdiction over the uses technically remains with those municipalities whose jurisdiction prevailed before annexation. In summary these jurisdictions and their applicable zonings are as follows:

- County of Parkland Jurisdiction and Zoning
  - Part of NEB Sec. 21-53-25-W4M - Zoned Industrial Commercial
  - Part of SW Sec. 22-53-25-W4M - Zoned Industrial Commercial
  - Part of NEa Sec. 15-53-25-W4M - Zoned Industrial Commercial
- M.D. of Sturgeon Jurisdiction and Zoning
  - N 1/2 and SE 1/4 of Sec. 22-53-25-W4M - Zoned General Industrial
  - W 1/2 Sec. 23-53-25-W4M - Zoned General Industrial
  - Excluding RDA lands, the remainder of the Plan area lying north of 137 Avenue - Zoned Agricultural

### **SECTION 3 URBAN CONTEXT**

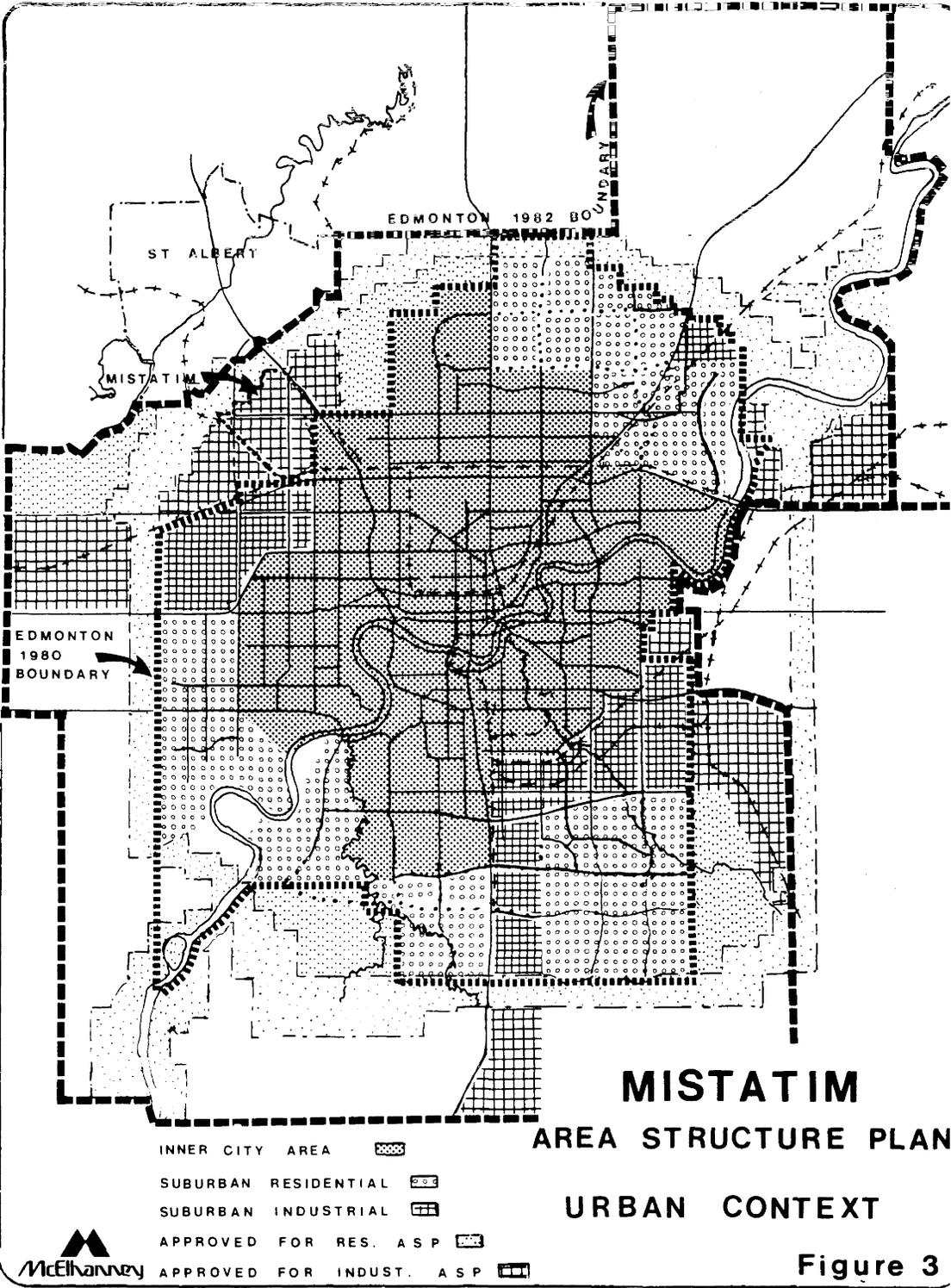
Prior to annexation and the recent shift in municipal boundaries, the Mistatim area lay immediately outside the City of Edmonton. Adjacent to an expanding northwest industrial area within the City, Mistatim began to develop in a typical semi-urban manner. Its outward appearance, though largely rural, reflected over time the influences of the urban context adjacent to which it had grown.

Over the last year and one-half when post-annexation boundaries were being established, improvements to the transportation system and large landing holdings, and further construction on smaller holdings have all continued to help establish a more urban appearance to Mistatim. These improvements have also precipitated an increase in development pressures throughout the plan area. As a result of planning authority being transferred to the City of Edmonton, the development occurring in Mistatim, as well as the development pressures in the area, can be more directly and rationally guided within the urban context of the City and its northwest industrial area.

The semi-urban development pattern of Mistatim has brought both benefit and problems to individual industries locating in the area. Those benefits enjoyed include proximity to labour and markets; advantageous land prices and taxes in comparison to their adjacent urban counterparts; and proximity to various services located within the City itself. Problems include actual performance and delivery of services required by the industries, as well as, the overall development pattern which included agricultural, residential, industrial, and various other uses all intertwined with each other.

Under the newly instituted urban context, it can be anticipated that most of the semi-urban problems will be eventually eliminated. Under one urban jurisdiction, rather than split between two rural and one urban jurisdiction, it can be assumed that the provision of hard and soft services can be more rationally planned and delivered in an equitable manner throughout the area. The City's Water and Sanitation Department has taken some initial steps in this direction in having consultants prepare the Watershed Plan Study and the Sanitary Systems Planning Study. Additional benefits will be achieved through a fully integrated circulation and City land use system. Greater benefits to the City, as a whole, will also be achieved through the orderly urbanization of Mistatim.

**Figure 3 – Mistatim Area Structure Plan – Urban Context**  
 (Bylaw 7205, July 13, 1983)



**Figure 3**

## **A. Semi-Urban Development Pattern**

Because of past planning, the semi-urban development that has evolved in Mistatim, for the most part, can be easily integrated into the expanding urban context of the northwest industrial area.

Most of the existing development is based upon individual water and sanitary systems and relies upon modified surface drainage that is typical of rural industrial subdivisions. Because of these aspects, development has tended to be more spread out, and interspersed with old established rural uses. However, under past planning regulations and guidelines, development and growth were not allowed to occur haphazardly throughout the area.

Major roadways in Mistatim are rationally planned extensions of the arterial system existing within the old City boundaries. Street numbering, pavement, and most recently traffic control lights have been brought to the area reflecting the urban context for which they have been planned. In the delivery of normal "hard" and "soft" urban services, 137 Avenue, 149 Street, 156 Street, and 170 Street have long been planned as arterials through the area. With the exception of intersections and interchanges, required right-of-ways for typical urban arterial cross-sections and typical traffic requirements have largely already been established along most of the lengths of these roadways.

The mixture of industrial land uses has progressed from primarily heavy in the western portion of the plan area, to medium and light in the eastern portion of the area. This general pattern can also be readily integrated with the existing mixed industrial uses within the old City boundaries in accordance with emerging City policy and philosophy.

## **B. The Edmonton General Municipal Plan (1980)**

The Edmonton General Municipal Plan (1980) outlines a general growth philosophy, principles and policies related to industrial growth, and specific indications for industrial growth in the northwest side of the City (7, 8).

In order for Mistatim to become fully integrated within the City context it must develop in accordance with the General Municipal Plan.

Reflecting the underlying philosophy for growth, the Plan lists a number of principle objectives for accommodating and managing future growth. Among those objectives, the following have the greatest impact on Mistatim.

- "Facilitate the growth of the City's economy, the expansion of its pool of employment opportunities, and the strengthening and diversification of its real property tax assessment base;
- Ensure the orderly, phased, and economical conversion of rural land to urban uses in a manner which minimizes the cost of extending and operating public services and utilities, promotes competition in the land market, and prevents premature or excessive consumption of arable land;
- Encourage efficient utilization of existing utilities and public services and reduce increases in the spending requirements for extension of these services to new areas;
- Promote the development of efficient travel patterns which will reduce transportation cost and traffic congestion;
- Promote the development of a high-quality physical environment through urban design and the preservation of significant features of the natural and man-made landscapes;" (7).

The General Municipal plan also provides a number of policies and objectives related to industrial growth. Included are the following:

- Maintain and slightly enhance the City's position with regard to regional industrial development;
- Exercise strict control over the development of non-industrial uses in industrial areas so as to ensure a supply of medium and heavy industrial uses;
- Allow some retail and office uses in business parks limiting their locations - to those areas near arterial roadways or within five minute walking distances to transit stops;

- Encourage the development of low intensity retail and service commercial facilities catering specifically to the industrial firms and employees in the area at Industrial Service Centers designated on an Area Structure Plan;
- Increase the flexibility in subdivision requirements and engineering standards in order to reduce the cost of industrial land;
- Maintain a balanced tax base between residential and industrial assessment;
- Provide opportunities for continuous involvement of the business community in the planning process for new industrial areas (7).

The General Plan indicates support for "continued development of the Northwest Outline Plan Area for light, medium and heavy industries." (7) This has specific implications on the development of the entire northwest industrial area of the City and generally suggests the ultimate establishment of a mixed industrial area of which Mistatim will be a part.

Application of the City's Land Use District of By-Law 5996 to Mistatim are planned for the near future and can be effected once regional amendments are in place.

### **C. The Urban Growth Strategy Phase 1 Report**

On December 17, 1981 the City of Edmonton Planning Department submitted to the Municipal Planning Commission (MPC) the Urban Growth Strategy for land annexed to the City effective January 1, 1982. The Planning Commission provided their support for the Department's Phase 1 Report and in their recommendations to Council for authorizing Area Structure Plans they included:

"the Mistatim industrial area located generally between the former and new City boundaries, southwest of the St. Albert Trail to the Canadian National Railway line" (2).

Support from the Planning Department and Municipal Planning Commission for the preparation of the Mistatim Area Structure Plan is in accordance with the objective of the Urban Growth Strategy for the newly annexed lands.

In the Phase 1 Report, it was indicated that the formation of a growth strategy for the future development of the annexed lands was ultimately "guided by the following objectives" (2).

- "effective use of the annexed area's renewable and non-renewable resources;
- orderly and economic urban development to create and maintain a compact urban form;
- provision of a full range and appropriate level of public and utility services;
- provision of a safe, economical and efficient transportation network to effectively meet the needs of the travelling public;
- establishment of urban growth policies to protect the environment, conserve scarce resources and enhance the quality of life;
- support for a competitive urban land market;
- support of energy conservation;
- optimization of the City's tax base split between residential and non-residential land uses;
- provision of adequate choices in employment and residential locations throughout the City;
- confirmation of the City's commitment to "wise stewardship" of prime agricultural lands" (2).

The above objectives were clearly reflected in the recommended Growth Strategy which evolved as a hybrid of four original alternatives that were analyzed. The main elements that were incorporated into the hybrid strategy are as follows:

- "designation of as much land for employment-related uses as can reasonably be expected to be absorbed by market demand for commercial and industrial land;

- encouragement of high density commercial and industrial uses in new;
  - employment areas to maximize the number of employment opportunities;
  - formulation of a residential staging policy which balances the need to minimize servicing costs with the need for adequate competition in the housing market and for a smooth transition in servicing between the existing City and the annexed area;
  - promotion of efficient subdivision layouts and compact building forms to encourage the maximum unit and population densities which can be reasonably be expected, given the projected composition of future housing demand;
  - consideration of transportation and servicing efficiency; and
  - designation of agricultural or natural resources conservation areas"
- (2).

## **SECTION 4 OBJECTIVES**

The two previous sections outline the regional and urban contexts in which the Mistatim industrial area lies. This Area Structure Plan's principle objective is to evolve a framework to encourage and guide further subdivision and development to Mistatim in a manner that reflects these regional and urban contexts, and which rationalizes the existing conditions and their potential.

Toward achieving the above, the following set of objectives were established from the preceding sections and from numerous discussions with various landowners, businessmen and affected agencies.

### **A. Regional and Urban Objectives**

- continue to encourage and establish the northwest portion of the City as an industrial component of a regional system of diverse residential, resource and market opportunities.
- reinforce the above regional significance by encouraging the expansion and use of the regional and metropolitan transportation system;
- help create greater diversity and stability for the area through encouraging expansion and use of a multi-modal transportation system;
- through encouragement of industrial growth to the City's northwest sector, help maintain an equitable tax base and maintain the City's position with respect to industrial development in the region;
- provide for orderly, economic growth in a manner that considers efficient delivery of "hard" and "soft" services and is consistent with a rational extension and utilization of existing services;
- promote the development of a high-quality urban environment;
- encourage energy efficiency in utilization of resources and in the ultimate development of the area;
- establish a framework in accordance with municipal policy on structuring industrial districts;

- help encourage strict control over non industrial uses in industrial areas;
- establish a framework that is a rational extension of a safe, economical and efficient urban transportation network; and
- to ensure a high standard of appearance along high traffic volume roadways and natural areas.

Bylaw 20379  
Feb 21, 2023  
Amended By Editor

#### **Development Area Objectives**

- provide a framework that links significant existing development to proposed development in a compatible and efficient manner;
- provide a suitable framework that combines the various aspirations and objectives of existing owners with the objectives of the City through sound planning principles;
- encourage competition and development opportunities for landowners in the area; and
- encourage development with low or only partial servicing requirements to locate in certain areas best suited for these uses in the plan area.

## SECTION 5 SURROUNDING CONDITIONS AND SITE PARAMETERS

Existing conditions of the surrounding areas and conditions within the Mistatim plan area indicate that the subject lands are highly suited for accommodating mixed industrial uses. They also indicate that the area is typical of an urban fringe area, subject to extreme development pressures, in a state of instability with both urban and rural environments, and requiring immediate planning to establish the framework for continued development that is anticipated to occur.

### A. Surrounding Conditions

#### 1. The Restricted Development Area (RDA)

The Edmonton Restricted Development Area (RDA) lies along the northwest side of the structure plan area and includes an estimated 108 hectares of Mistatim as defined by the Area Structure Plan. Currently, development of lands within the RDA designation are under the direct control of the Minister of Environment. No development within the RDA is permitted without the written consent of the Minister.

The RDA was originally established to provide for major pipelines, transmission lines, utility trunks, and *Anthony Henday Drive*. The boundaries of the RDA were established along legal boundaries of title areas which were required in part or whole to the anticipated utility and transportation needs.

Amended by Editor

A policy paper that was approved by the Province in 1979 provided the Department of Environment with more detailed criteria which have recently been used by the Department to define the limits of the transportation and utility corridor. These limits for the ultimate corridor right-of-ways form the "rationalized" RDA and boundary for this Area Structure Plan. An area estimated to be 34 hectares could potentially be freed for development between the existing RDA and the rationalized RDA. Although this Area Structure Plan does not propose any specific development in that area, planning consideration has been given to the types of uses that might be compatible with those adjacent uses proposed in the Area Structure Plan. The Development Concept therefore indicates only potential uses for the 34 hectares.

These potential land uses could become designated uses once permission of the Minister of Environment has been obtained, the RDA designation removed and possibly amendment requirements of the Regional Plan have been made.

2. The City of St. Albert

Immediately beyond the RDA lies the City of St. Albert. Virtually all of that portion of the City that lies across the RDA from the Mistatim area is designated for residential use.

The rationalized RDA and development of *Anthony Henday Drive* will provide a wide buffer between the ultimate residential development of St. Albert and development in the Mistatim area. *Anthony Henday Drive* will also restrict access between the two areas. With these wide buffers and the northwest to southeast orientation of prevailing winds there is considerable flexibility for designating uses along the northwest boundary of Mistatim.

Amended by Editor

However, due to the fact that the northwest boundary of the plan will also constitute the extent of the northwesterly expansion of industrial development and the City of Edmonton's jurisdiction, consideration should be given at the subdivision stage for encouraging the type of development which will require minimal levels of services, to locate in this area.

These uses will generally be labour extensive. All uses considered for this area should be developed so that they have a good visual and aesthetic appearance from *Anthony Henday Drive*.

Amended by Editor

3. The St. Albert Trail and the Proposed Edmonton Northwest Area Structure Plan

The St. Albert Trail is a highly travelled metropolitan route linking the City of St. Albert to major parts of the City of Edmonton. It also provides a direct link between the City of Edmonton and other communities lying further north. Because of these functions, access from the Mistatim area to the Trail should be optimized. Development near the Trail should be of a high visual and aesthetic quality in accordance with its function as an approach route to the City and in accordance with the objectives of the General Municipal Plan.

Immediately across the St. Albert Trail is another urban fringe area that has been proposed for mixed industrial, commercial and residential uses. The area is the subject of the Edmonton Northwest Area Structure Plan currently being proposed to the City of Edmonton. Although that plan has not been formally adopted by the City, its recognition of certain major existing land uses, and the proposed mixture of uses reflect significant planning and a general framework for the area and, therefore, should be considered in the proposed concept for Mistatim.

Significant existing uses northeast of the Trail include a cemetery, some highway commercial use along the Trail, and some private and public recreational uses between the Trail and 142 Street. The proposed plan for the area recommends expansion of these uses adjacent to the Trail and as far east as 142 Street.

*The existing highway commercial use is planned as part of an commercial business area at the intersection of the St. Albert Trail and 137 Avenue.*

Bylaw 16448  
September 16, 2013

The proposed arterial and collector systems are in accordance with the framework already established in Mistatim, and will provide direct access between the two plan areas at arterial intersections.

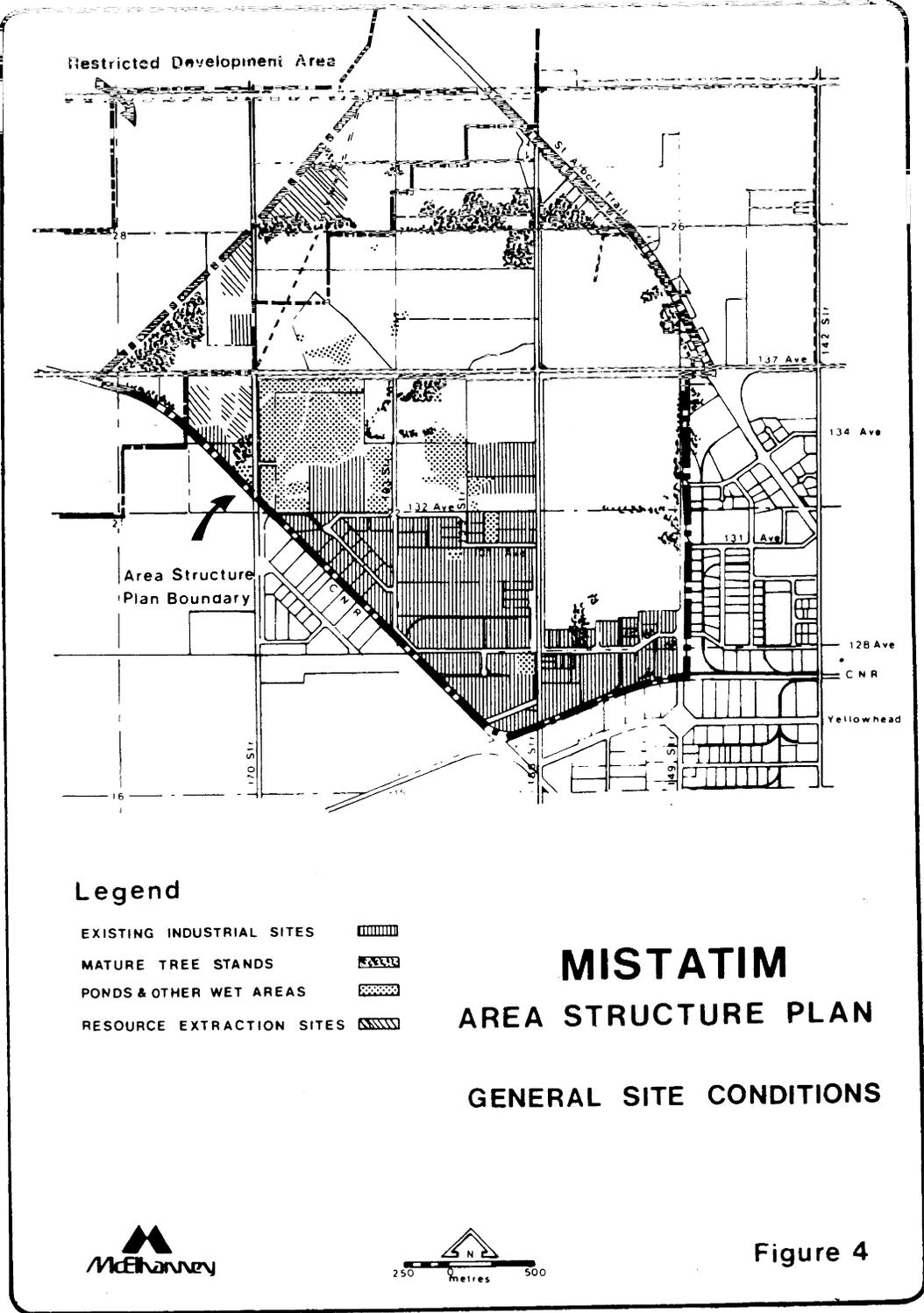
137 Avenue and 156 Street are such designated arterials. 145 Avenue is a proposed collector which will provide limited access to Edmonton Northwest from the Trail. A similar limited access intersection is proposed for Mistatim across the St. Albert Trail.

#### 4. Existing Railroads and Industrial Uses East and South of Mistatim

The old City boundary south of 137 Avenue forms a part of the east boundary of Mistatim. The area between this boundary and the St. Albert Trail is almost completely developed as a light and medium industrial area.

Part of 149 Street provides a common boundary with Mistatim and the existing development. This street has been designated as an arterial and industrial business uses front along the east side of it. Development proposed in Mistatim along this boundary should be compatible with these existing uses. A service road has been planned on the east side of 149 Street between

**Figure 4 – Mistatim Area Structure Plan – General Site Conditions**  
 (Bylaw 7205, July 13, 1983)



the *rail* line and 134 Avenue. A similar road and development should occur on the west side inside the Mistatim boundary.

The *private corporation railway* Sangudo and main lines form the southern and southwestern boundaries of Mistatim. Beyond these boundaries there is existing medium and heavy industrial development. Inland Cement is the most significant use providing both, a major anchor for other industries and a skyline that dominates the area. Additional development within Mistatim along these boundaries should be compatible with the heavy and medium districts and the *railway* tracks.

Amended by Editor

The tracks provide a physical barrier to the complete integration of Mistatim and the area to the south. Access across the tracks is available along three arterials; 170 Street, 156 Street and 149 Street.

The Yellowhead Corridor Study proposes that 156 Street and 149 Street intersect the Yellowhead Route south of the plan area and 170 Street be provided with an interchange to the Yellowhead Route.

## **B. Site Parameters**

### **1. Topography and Drainage**

Except for a pronounced rise towards the north, the plan area is generally flat having slight undulations which tend to obscure localized drainage patterns. There is, however, an overall tendency for the land to slope in a southeasterly direction, which will facilitate urban development, and drainage patterns are, in large measure, well established.

The original drainage patterns of the area have been considerably blurred by changes that have occurred over the last 70 to 80 years and give some indication of the further changes which may come about. An historical overview of the Mistatim area indicates that a significant portion of the eastern and southwestern areas were once occupied by a series of lakes - Kinokamau Lake and Mistatim Lakes No. 1 and No. 2.

Kinokamau Lake, which once occupied the western portion of the Mistatim area straddling 137 Avenue, was as early as 1912, depicted as dry land on the Township Plan. More recent times saw shallow excavation of the old lake

bed for underlying clay deposits. Taking advantage of the natural terrain, these clay pits have since been transformed into holding ponds to capture surface runoff for industrial use and thus Kinokamau Lake has, in a way, temporarily re-emerged. Water levels are, however, strongly dependent on seasonal climate.

Further to the east, Mistatim Lakes No. 1 and No. 2 have undergone similar changes. As a result of extensive infilling and road construction, Mistatim Lake No. 1 no longer exists. Mistatim Lake No. 2, which was essentially dry and used for agricultural purposes since the early 1900's, temporarily reemerged in the mid 1970's due to surrounding development, but has too, again, been reclaimed through the restoration of drainage.

The slough located north of 137 Avenue in the vicinity of the St. Albert Trail is being cleaned and filled as part of site improvements for anticipated development. The shallowness of the industrial holding ponds and the fact that they appear to be underlain by clays and not organic soils indicates that these areas too can be easily reclaimed.

Presently all drainage which is not intercepted by holding ponds, is oriented in a southeast direction by roadside ditches and is intercepted by the City of Edmonton storm sewer system. With the preparation and implementation of a Master Drainage Plan and in accordance with the general concept of the recently completed Watershed Plan Study a similar post-development pattern is foreseen and no significant obstacle to the development of the Mistatim area is apparent.

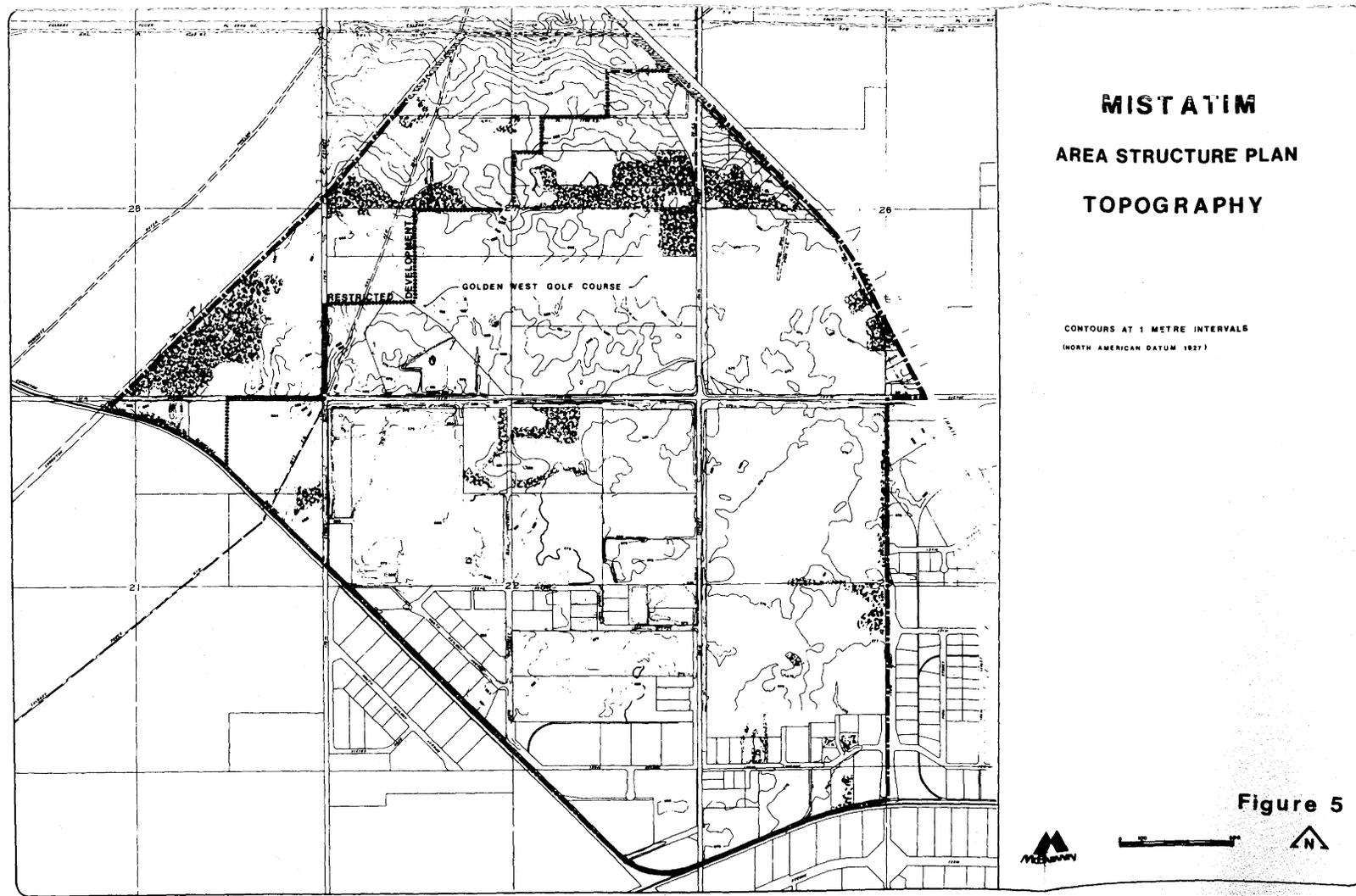
## 2. Vegetation

Most of the area has been cleared of its natural vegetation by agricultural and urban fringe development. The remaining areas of natural vegetation, therefore, provide few parameters for further development.

Many of the grass, sedges and willow which characteristically inhabited the low lying, poorly drained lands in much of the eastern portion of the plan area have already been removed.

gener

**Figure 5 – Mistatim Area Structure Plan – Topography**  
(Bylaw 7205, July 13, 1983)



The few significant populations of mature trees that exist are comprised largely of poplar and are concentrated in isolated locations within the plan area. As site preparation in the area continues in absence of an Area Structure Plan, these populations are being reduced and the potential for natural amenities to certain light industrial uses is lessened. If possible, some of the remaining populations should be maintained and incorporated with those uses in the plan concept.

### 3. Soils

A review of the Soil Survey of the Edmonton Sheet indicates that the majority of the plan area is classified within the Gleysolic Order that occupied most of the area now being developed for industrial parks north of Highway 16 and immediately west of 170 Street. Further classification of this order from the Edmonton Sheet shows that 60% of the soils are Peaty Meadow which appear to reflect the depressional topography around the Lakes that once occupied the area.

Virtually the entire plan area is classified by the above soil survey programme as having a silty clay loam texture.

The main order and majority of the sub-group of soils in the plan area is classified as part of the same that is featured in the newly developing industrial area north of Highway 16 and west of 170 Street. Therefore it may be expected that similar conditions will prevail for development of the Mistatim area.

Exceptions occur along the St. Albert Trail and along the *railway* tracks in the south and southeast portions of the plan area. In these locations soils are classified as chernozemic in the same group of silty clay loam soils that occupied most of the area that has been developed for industrial use immediately around the *railway* lines.

Amended by Editor

No severe restrictions to development are anticipated based upon mapped soil conditions. In areas where poorly drained depressional conditions have traditionally existed or significant evidence of organic material is apparent,

additional geotechnical information should be used to determine if more detailed development procedures should be established.

In many of these sites, land preparation has, however, already altered the original conditions. Much of the eastern portion has now been either extensively reshaped and molded for development or is characterized by a state of transition with topsoil in storage piles, rough fill piles, temporary drainage ditches and berms scattered over the landscape.

Approximately the northern two-thirds of the plan area has been classified under the Canadian Land Inventory (CLI) Soil Capability for Agriculture as Class 3W. Soils in Class 3 have moderately severe limitations that restrict the range of crops or require special conservation practices. The main limitations as indicated by the "W" subclass is excessive wetness.

The remaining one-third of the area is classified as 2W. These soils have moderate limitations that restrict the range of crops or require moderate conservation practices.

Generally, the poor Class 3 soils are located in undeveloped areas while the Class 2 soils are in the southern portion of the area where significant industrial development has already occurred, or been planned for many years.

The potential for retaining the area for agricultural use is, therefore, limited and is not the best and highest use that could be made of the area, considering its proximity to other industrial uses.

The Urban Growth Strategy Phase I Final Report has classified the entire Mistatim lands as "unsuitable" for agricultural conservation.

Additional development would not result in any large areas of good agricultural soils being taken out of production.

#### 4. Land Ownership

##### a) Ownership Pattern

Most of the Mistatim plan area is held under private ownership in a number of larger holdings of 17 hectares or more. This provides greater flexibility for planning and developing the area. Exceptions to this pattern occur in the subdivided and developed areas near the *rail* lines and the St. Albert Trail.

Amended by Editor

The smaller holdings located along the *rail* lines are virtually all developed. These holdings evolved as part of planned subdivisions and can easily be incorporated into an overall concept for Mistatim.

Amended by Editor

Many of the small holdings along the St. Albert Trail evolved as VLA lots and are not highly suited for large industrial uses. Their ultimate development should be compatible with development across the Trail, and with the function of the Trail itself. The fact that numerous individual owners are involved with these lots could slow their ultimate development as part of the overall plan for Mistatim.

##### b) Owners' Aspirations

Discussions with various owners in the Mistatim plan area indicated how different owners' aspirations could impact upon the development pattern.

Four main groups of owners were identified as having different aspirations.

One group includes major land owners and developers whose primary objective is to encourage development to the area as quickly as possible and in a compatible manner with individual development objectives. At least six owners with holdings of 17 hectares or larger are included in this group. Compositely, they hold an estimated 41-43 percent of privately held land within the rationalized RDA boundary. Geographically they are concentrated in the east half of the plan area.

A second group comprises some additional major landowners and various businesses with property already developed in Mistatim. This group is primarily interested in obtaining full municipal services as quickly as

possible. Together, these owners and businesses occupy an estimated 31 percent of privately owned land within the rationalized RDA boundary. Most of this group have holdings south of 137 Avenue in existing subdivisions.

A third group includes various small and large owners who are interested, for the short term, in continuation of their existing uses; who recognize the ultimate development of the area for industrial use; and, therefore, the long term implications of development. This group is generally spread throughout the plan area and compositely hold an estimated 14 percent of the holdings.

The fourth group includes owners with special non-industrial land uses planned for their lands. Objectives of these owners are for their planned uses to be included in a compatible framework with the remainder of the development area. Compositely they occupy an estimated 1-2 percent of the holdings at the extreme north portion of the plan area.

In addition to the above identified groups there is an additional 10 percent of the holdings for which no owner's objectives or aspirations could be identified. It is likely, however, that the majority of these owners fall into one or more of the above groups.

Only a small minority of owners exist who may not be in favor of development of any kind in the area.

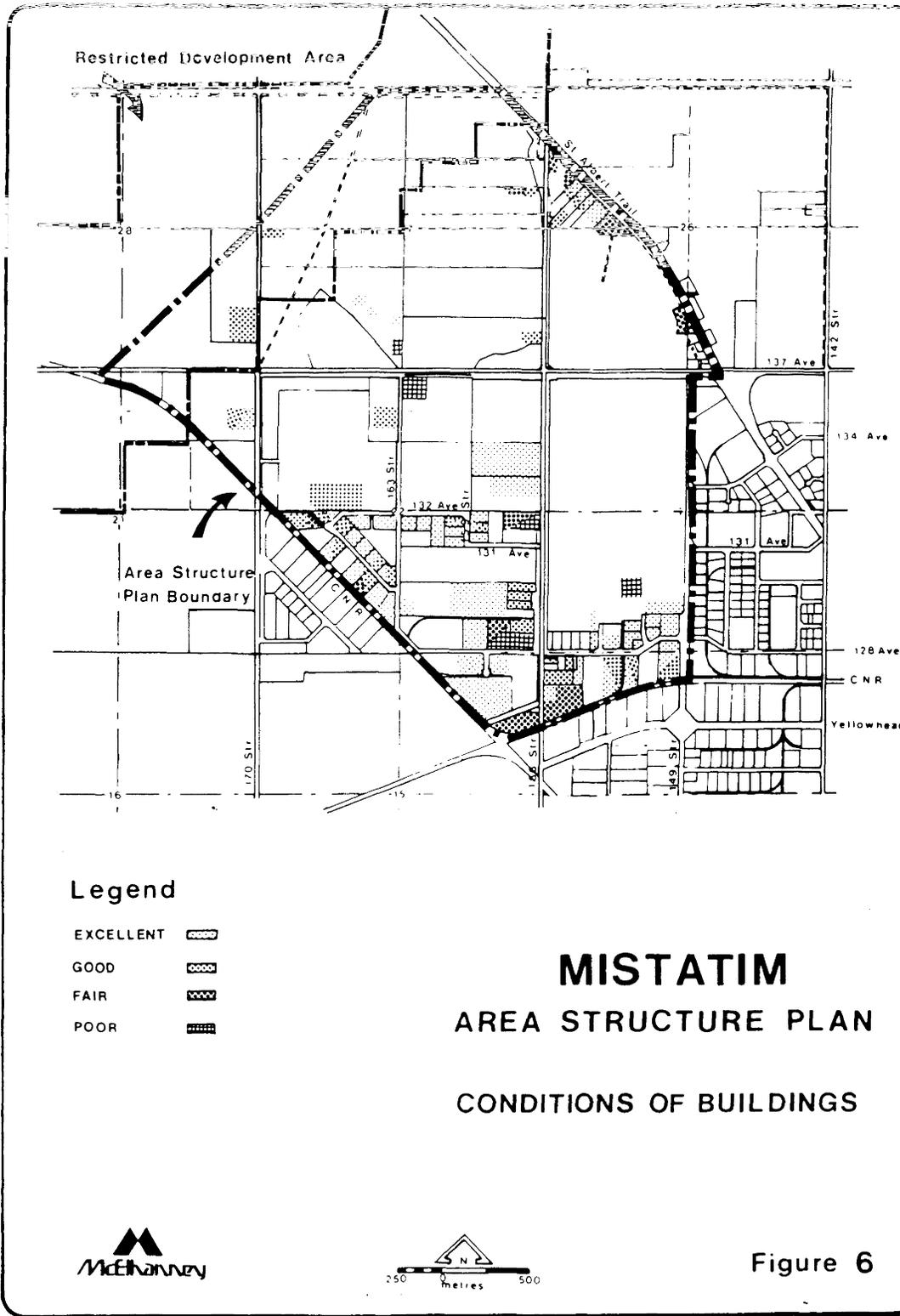
Generally, as a result of the above, development is highly favored by the landowners and businesses in the plan area. Identification of various owners' aspirations and the locations of their holdings generally favors early and simultaneous development and servicing from east to west and south to north.

These aspirations will tend to influence phasing and timing of development and should, therefore, be considered in conjunction with servicing potential to provide a development framework for the area.

5. Existing Buildings and Conditions

The existing distribution of buildings over the plan area parallels the ownership pattern. Existing clusters of buildings in the southern portion of the plan area provide clear direction for further development and infilling in that area, while considerable flexibility is afforded by the absence of buildings elsewhere.

**Figure 6 – Mistatim Area Structure Plan – Condition of Buildings**  
 (Bylaw 7205, July 13, 1983)



In subdivisions near the rail lines, buildings are generally new, of concrete block and steel construction and outwardly appear in good to excellent condition. The significant number of these buildings along with considerable investment that is reflected provides a strong and long term influence on the immediate area. Their use for industrial purposes reinforces their influence and discourages any significant redevelopment of the area.

The cluster of residential and ancillary buildings along the St. Albert Trail will likely exert a different influence on the development of the area. Residential buildings generally appear to be in good condition, while their ancillary buildings vary from fair to good condition requiring various levels of maintenance from additional structure support to new facade, roofing and exterior refinishing. The level of investment would not likely restrict long term development if higher and more intensive land uses are anticipated, but would tend to discourage immediate development.

Buildings located on the Golden West Golf Course in the central portion of the plan area, and some farmstead buildings scattered primarily along 156 Street will tend to exert a similar influence as those along the St. Albert Trail.

#### 6. Existing Land Uses

The general land use pattern that has established itself over the Mistatim area includes a mixture of light, medium and heavy industrial uses in the south half of the area, and along the western boundary within the existing RDA; and a major recreational use, largely undeveloped, semi-agricultural uses and a cluster of residences in the north half of the area.

Major heavy industries such as Medicine Hat Brick and Tile (IXL Industries Ltd.), Consolidated Concrete, Northern Alfalfa and Batoni Steel Structures Ltd. have firmly established operations in Mistatim's western and southwestern sectors. Consolidated Concrete and Batoni Structures have recently expanded their operations, and IXL is in the process of building another plant at its present location. Some of these industries rely on resources and markets to the west and northwest and are therefore strategically sited near future major roadways at the northwest periphery of the City.

**Figure 7 – Mistatim Area Structure Plan – Existing Land Uses**  
 (Bylaw 7205, July 13, 1983)

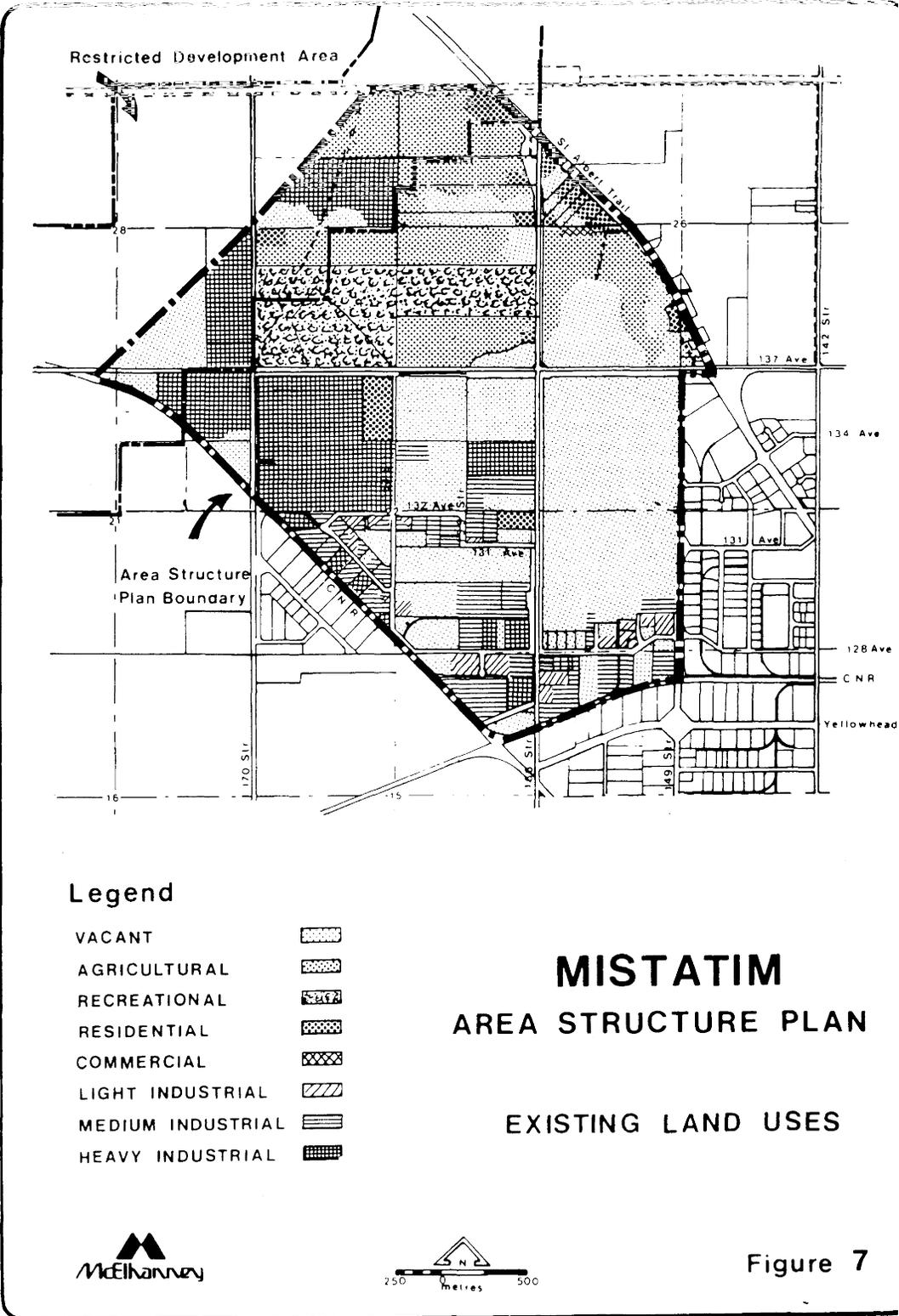


Figure 7

Other industrial uses in the south portion of Mistatim and west of 156 Street are primarily of a medium nature interspersed with some minor light and heavy industries. The medium industrial uses include primarily trucking depots, distribution centres, and combined offices and storage facilities for construction contractors and sub-trades. The heavy industries interspersed with this group include lumber and wood product storage yards, a scrap metal operation, and large exterior storage areas. The light industrial uses include primarily office and some wholesale and construction sub-trade contracting businesses.

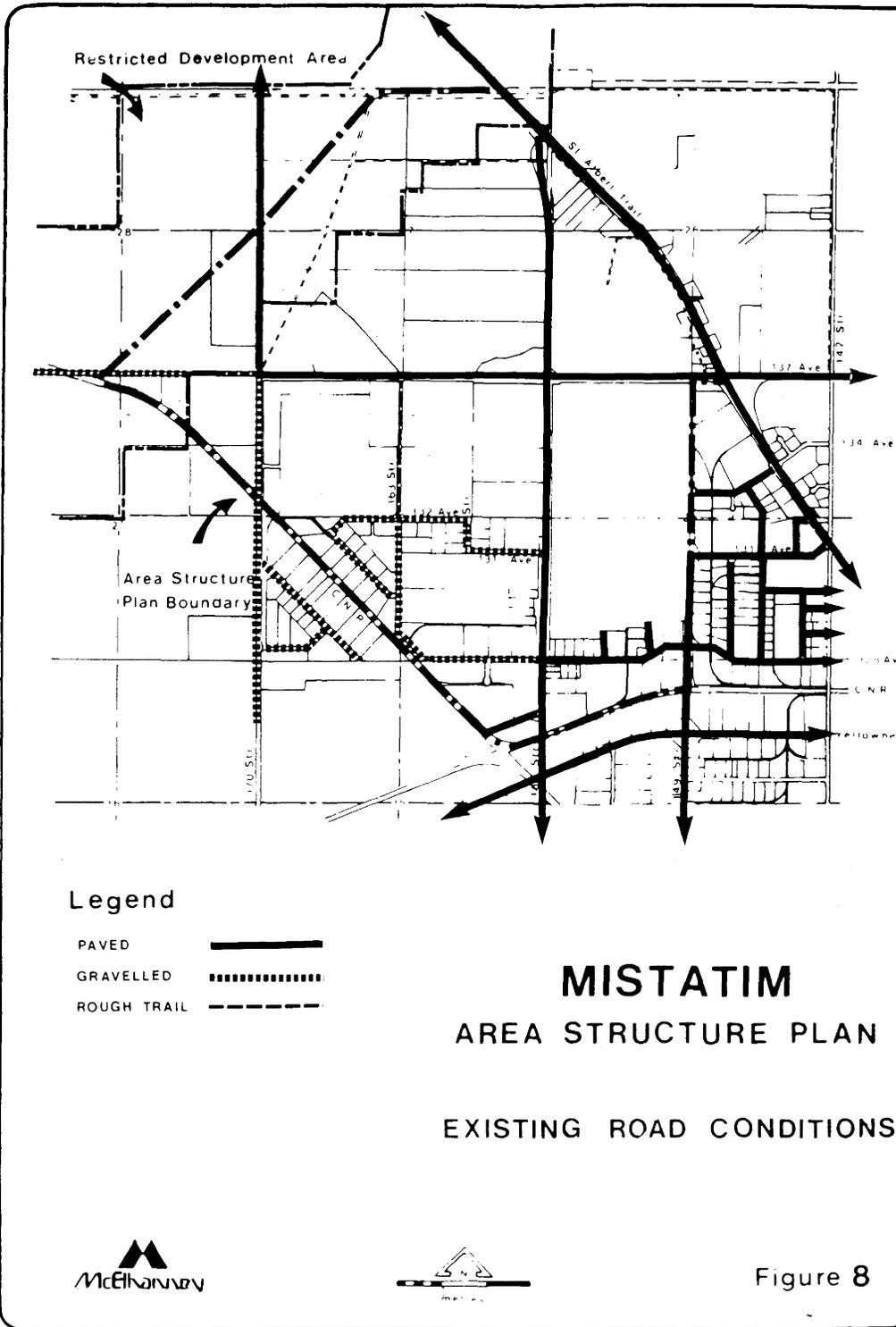
Horne and Pitfield Foods Ltd. have recently built a large office and warehouse and represent a major anchor for this area.

Industrial uses that have developed at the southeastern portion of the plan area include primarily warehouse storage and distribution centers, suppliers of building construction materials, and sub-trade offices. Significantly more landscaping and lighter uses located east of 156 Street provide a generally higher quality and more urban environment in that area.

Most of the remainder of the lands lying south of 137 Avenue lie vacant and are being improved for development.

The Golden West Golf Course is a major use located north of 137 Avenue. In response to increased pressures for industrial expansion in the area, it is likely that the golf course will be developed for industrial purposes. Divided ownership of the lands on which the golf course is located, and the excellent conditions of some of the buildings on the properties could favor gradual phasing out of the current use. A progression of development from the south and southeast to the northwest would allow the golf course and residences which are located on these lands to continue for some time before eventually being phased out. Development of a light industrial nature along 156 Street and 137 Avenue would not be incompatible with the golf course and so development could be permitted right to these edges, without any significant land use conflicts.

**Figure 8 – Mistatim Area Structure Plan – Existing Road Conditions**  
 (Bylaw 7205, July 13, 1983)



Northwest of the golf course a large area is being stripped for extraction of clay deposits. This area will require reclamation prior to development and will also not likely occur in the short term.

Except for the acreage residential uses along the St. Albert Trail and some farmsteads that are a part of larger land holdings controlled by development interests, the remainder of the north half is either vacant or accommodates some temporary minor agricultural use, which does not exert any apparent limitations to development.

## 7. Existing Transportation System

### a) Roadway System

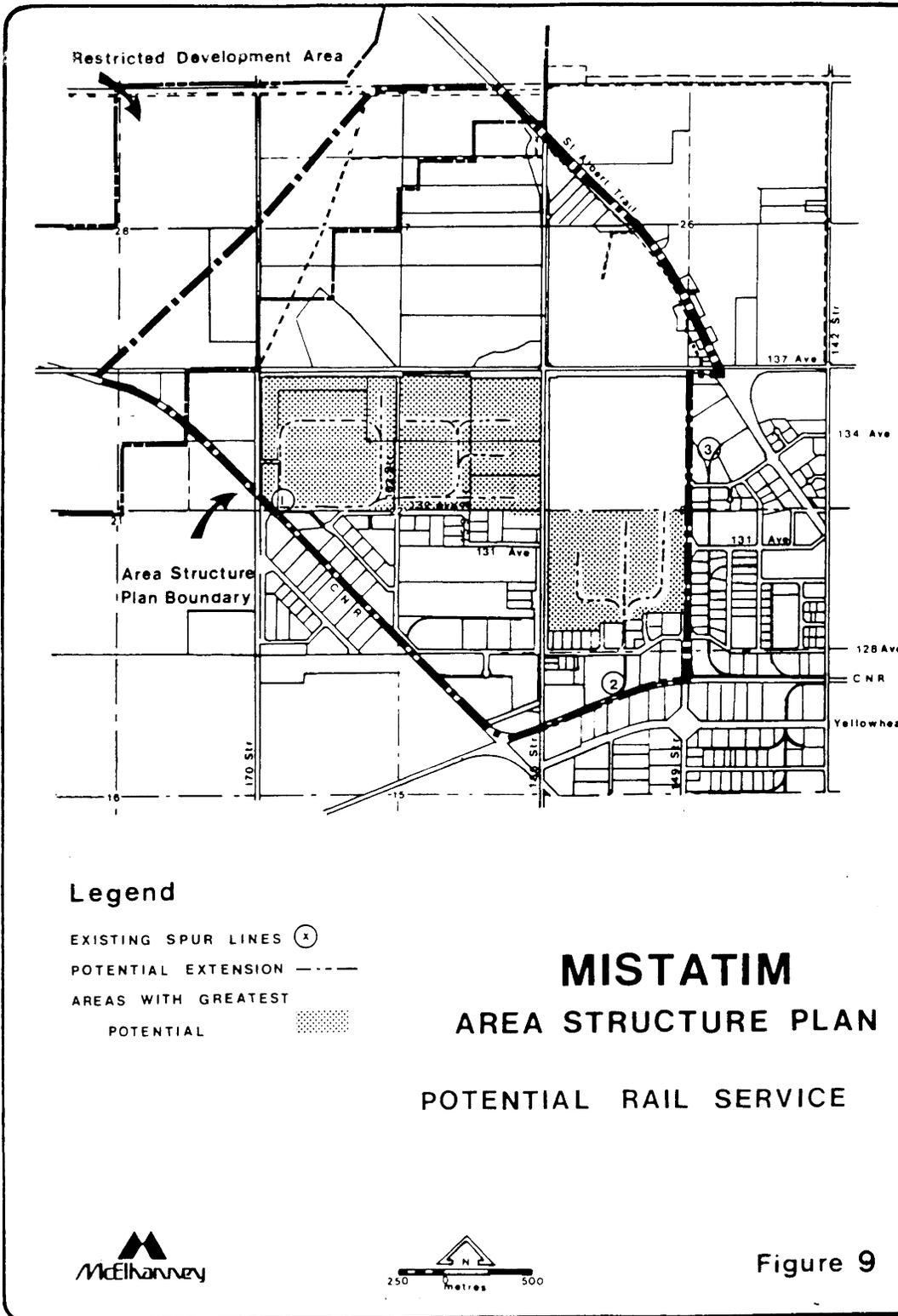
As previously indicated, Mistatim already has excellent access to metropolitan/regional corridors - The St. Albert Trail and the Yellowhead Route. With the possible exception of a portion of 149 Street all the arterials for Mistatim have been determined and provide connections to the two corridors. These arterials include 170 Street, 156 Street, 149 Street and 137 Avenue. Ultimately 137 Avenue is to be connected to *Anthony Henday Drive*, a third metropolitan facility for the area.

Amended by Editor

Most right-of-way widening requirements for the arterials (ie. except at intersection locations) have been obtained and portions of the carriage ways are now paved. Small portions of 170 Street and 137 Avenue south and west of their intersection are still unpaved. Approximately 0.8 kilometers of 149 street needs to be built, and an additional 0.8 kilometers of 149 Street needs to be widened to accommodate the basic arterial system for the area. With further development of the area additional improvements would be required to bring the system up to typical urban arterial cross-section standards.

Recent and current improvements include the widening and paving of 156 Street north of 137 Avenue, paving of the service road on the southwest side of the St. Albert Trail, the installation of traffic control lights at the intersection of 156 Street and 137 Avenue and the construction of an overpass at 170 Street, the CN mainline and the Yellowhead Route. These

**Figure 9 – Mistatim Area Structure Plan – Potential Rail Service**  
 (Bylaw 7205, July 13, 1983)



improvements should greatly enhance the circulation through Mistatim and to the surrounding region.

Much of 170 Street outside of the plan area is a designated Dangerous Goods Route (DGR). With improvements at the Yellowhead Route and *railway* mainline, and improvements to the road surface south of 137 Avenue, the safety factor of this arterial as a Dangerous Goods Route would be greatly enhanced.

Amended by Editor

Much of the right-of-way for the proposed main collector loop south of 137 Avenue has been obtained and approximately one third has been paved.

Some of the minor roads have also been built south of 137 Avenue, but will require paving and further improvements, to a typical urban standard.

#### b) Rail System

Mistatim has excellent potential for extending rail service for future development. Three spur lines exist from the bordering *private corporation* Sangudo and main line tracks. These three lines are currently on privately owned land. Prior to extending service to the area, public ownership of any spur lines involved in service extension, should be established. This can be undertaken prior to further subdivision of the adjacent lands, as ownership of the spur lines is the same as the adjacent large holdings. This provides those large holdings with the greatest potential for extending service into Mistatim.

### 8. Waterworks System

As shown on the existing and planned services map, portions of the Mistatim area are already served with watermain connections to the City of Edmonton water distribution system even though these areas were until recently within the M.D. of Sturgeon. In the past these water mains were operated as private water distribution systems through agreements with the City of Edmonton. The City of Edmonton has now commenced making minor • improvements in the form of additional hydrant installations and looping of these mains.

The City Water Engineering section has indicated that no difficulties are expected in providing adequate water supply and distribution services to the

Mistatim area. Proximity to existing mains may, however, influence staging of development.

9. Sanitary Sewerage System

As with the waterworks system, minor portions of the southern part of the Mistatim area are already serviced by sanitary sewer extensions of the City system and some further minor extensions to service existing small developments will likely be possible. Any significant development within the Mistatim area will, however, be contingent upon the construction of major new trunk facilities.

At the present time the closest sanitary trunk sewer with potential capacity to serve the Mistatim area is a 1525mm diameter tunnel located on 156 Street just south of 114 Avenue. The extension of this tunnel north along 156 Street and east along 137 Avenue has already been proposed as a means of providing sanitary services, not only to Mistatim, but also to the Edmonton Northwest planning area. Consideration has also already been given to the possibility of extending an alternative existing deep trunk which is located near the Edmonton Municipal Airport.

The point in question is not the immediate capacity of these trunks but rather the possibility of capacity constraints further downstream and the wisdom of directing sewage flows from the northwest area to the existing Gold Bar Sewage Treatment Plant at the possible expense of creating constraints in other areas. To address this issue the Edmonton Water and Sanitation Department has recently carried out a comprehensive analysis of its entire sanitary sewerage system and is currently attempting to formulate a citywide master plan which will allocate the sewage flows of recently annexed areas to specific city and regional systems. As such, serious consideration is being given to the possibility of servicing the entire northwest area through Alberta Environment's planned Parkland Regional Trunk System. It has already been determined that the forcemain component of this regional system, which is presently proposed to pass through the RDA, could be feasibly replaced by a gravity trunk paralleling 128 Avenue and 149 Street, thus providing an ideal system for the interception of sewage flows from the Mistatim area.

## 10. Storm Drainage

Reflecting the anticipated high development potential of the Mistatim area, some radical changes in drainage have occurred in the last few years. Mistatim Lakes Nos. 1 and 2 which once occupied a portion of the eastern side of the area temporarily reappeared as a result of disruptions caused by recent development. Most of the water which was evident in the area as late as one year ago has again disappeared through a progressive combination of filling and improved surface drainage. More recently the last remaining major slough north of 137 Avenue and east of 156 Street has been drained in preparation for development. All that now remains are the industrial holding ponds located south of 137 Avenue, east of 170 Street and even these could be easily drained and reclaimed were it not for the fact that they are presently an important source of raw industrial water.

From a planning and development perspective, the Mistatim area is ideally suited to the preparation and implementation of a Master Drainage Plan which can now be undertaken subsequent to the recently completed Basin Master Plan for the Northwest Annexation Area. The boundaries of the planning area also form the potential boundaries of a drainage area consistent with all criteria concerning functional stormwater management planning and design.

## 11. Pipelines and Transmission Lines

A network of power and gas lines which serve existing development traverse the area. For the most part these are located in existing road right-of-ways and will not cause any significant problems to development. Only a diagonally oriented and an east-west oriented gas line located in the north half of the plan area may require relocation or special planning consideration.

## 12. Existing Power and Gas Service

At the present, TransAlta Utilities provides power to the Mistatim area and have indicated no significant problems in providing service to future development as long as normal lead times for construction are given. *EPCOR* has applied to the Energy Resources Conservation Board to

Amended by Editor



take over power service as a result of annexation. It is expected, therefore, that *EPCOR* will soon be responsible for providing this service.

Amended by Editor

Gas service is supplied by *ATCO Gas* who have indicated that the area is well served by gas. No significant problems are anticipated in providing service to additional users.

## SECTION 6 DEVELOPMENT CONCEPT

*The development concept proposed for Mistatim establishes a framework for mixed industrial uses, with limited commercial opportunities, to help meet short and long term needs of the City of Edmonton. The concept reflects certain long established regional - objectives as well as emerging City objectives. It synthesizes these objectives into a form that considers local aspirations and development influences of the plan area.*

With full development potential, it is expected that the area will provide an estimated 16,500 employment opportunities for nearby expanding labour forces.

The development concept and implementation strategy support early development and extension of critical services to establish a balance between minimal cost and greater competition and development opportunities.

Generalized, the proposed concept is a compromise between the prototype where heavy and medium industrial uses are bordered by strips of light industrial uses located along arterials, and the influences of the existing conditions discussed in the previous section. Industrial Service Centers are proposed at certain strategic intersections to serve the industrial users and their employees. *A 5 ha (12.4 ac) Commercial area is proposed at the high traffic intersection of St. Albert Trail and 137 Avenue.*

### A. General Policies

All industrial uses and activities adjacent to arterial roadways and Anthony Henday Drive will be developed to a higher standard of appearance.

All infrastructure required to distribute and service development sites will be located underground.

The appearance standards, yards and landscaping requirements of the Zoning Bylaw shall be fully applied to those properties adjacent to high traffic volume roadways. For the purpose of this policy, Anthony Henday Drive and St. Albert Trail shall be deemed high traffic volume roadways."

### B. Industrial Land Use Structure

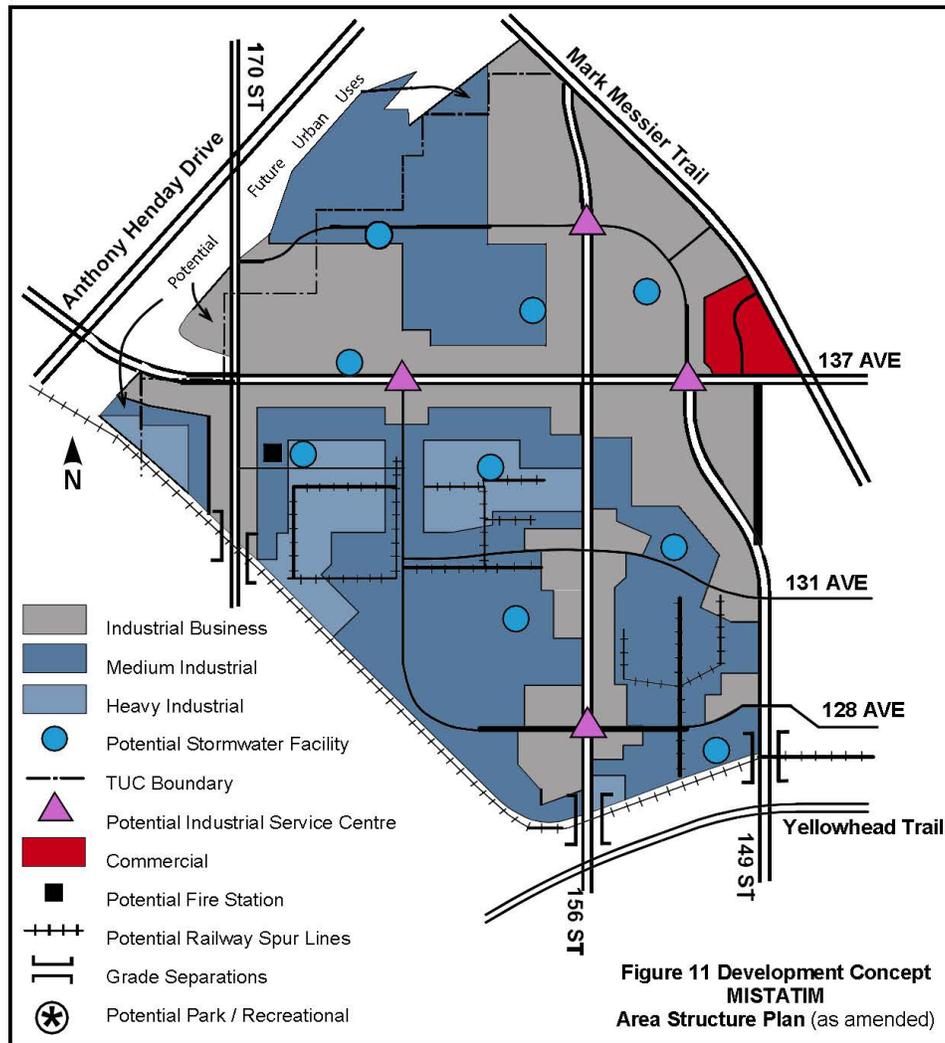
The Development Concept for Mistatim proposes a transitional structure of heavy to medium to light industrial uses across the plan area; and light industrial uses along major arterials and high exposure areas. For the purposes of further discussion on this industrial structure, the plan area is divided into five areas with somewhat distinct development potential and development influences.

Area 1: South of 137 Avenue and West of 156 Street



# Figure 11 – Development Concept (Bylaw 20379, February 21, 2023)

Figure 11 - Development Concept



Certain existing industries south of 137 Avenue and west of 156 Street are established anchors and will likely continue to play a prominent role in encouraging further heavy and medium development in this area. The Development Concept proposes heavy uses near existing heavy uses, in locations with highest potential for easy collector access to the major roadways which lead to the Metropolitan Roadway system, and with high potential for rail service extension.

Bylaw  
13591  
April 7,  
2004

Bordering these heavy uses and in locations where existing major medium anchors exist, the plan proposes further infilling of medium uses. Most of the area south of 134 Street and west of 156 Street has already been developed with a mixture of light and medium industries. The potential for accommodating heavy uses in this area is low due to the fact that the area is extensively subdivided into smaller lots, has little potential for further extension of rail service, and is already more intensively built. Continued development of this area for medium industries is, therefore, proposed.

Two major arterials, one which bounds the area on the north and one which transects the western portion of the area, are 137 Avenue and 170 Street. These arterials will function as major carriers of passenger vehicles connecting Mistatim as an employment area, to nearby residential areas. Due to this function, the adjacent land will have a high visibility from the traffic flows and, therefore, the plan proposes light industrial (ie. industrial business) uses along these two arterials.

Bylaw  
13591  
April 7,  
2004

A third arterial, 156 Street, borders the area on the east side. This arterial is not planned as a major arterial to the same extent as the previous two. Existing development along 156 Street immediately south of Mistatim is the most dominant element of the skyline for the entire northwest industrial area and is of a heavy industrial nature. Development along 156 Street within Mistatim is generally a mix of medium and heavy uses. The plan proposes that most of the southern portion of 156 Street lying south of 137 Avenue be developed as medium industry in keeping with the general character of the area, and as a transitional use adjacent to some existing heavy uses and between

proposed light industries.

The Plan proposes that one existing heavy use between 137 Avenue and 134 Avenue remain on 156 Street and be bordered by medium uses. The heavy use is developed such that offices, parking and

landscaping front 156 Street and can, therefore, be compatible with the medium uses proposed adjacent to the site and on 156 Street

Some light industrial uses are proposed along 156 Street at major collector intersections and near the intersection of 137 Avenue.

Area 2: South of 137 Avenue and East of 156 Street

Very little development currently exists south of 137 Avenue and east of 156 Street within the Mistatim plan area. However, the development that does exist and the development that borders this area on the east and south are of a light and medium nature. Continued development of these types are proposed within the plan area.

The south half of Area 2 still exhibits a high potential for rail service expansion and is, therefore, proposed largely for medium industrial use. The primary exceptions occur along 156 Street between 128 Avenue and 131 Avenue, at collector-arterial intersections where there are extensive light industrial designations, and along 149 Street where existing development on the east side is generally light industrial. The plan proposes light industrial uses at these collector intersections and along the west side of 149 Street.

For the north half of Area 2, development along 149 Street, 137 Avenue and that portion of 156 Street near 137 Avenue are proposed as natural extensions of the light industrial uses already proposed by the plan for other portions of these roadways. The alignment of 149 Street through the north half of Area 2, when combined with the locations of 137 Avenue and 156 Street, make virtually the entire site highly visible from these arterials. This exposure, the proposed and existing development along portions of these arterials, and the alignment of 149 Street all make the north half of Area 2 highly suited for a business park which the plan proposes.

Area 3: Southwest of the St. Albert Trail, East of 156 Street and North of 137 Avenue

Area 3 is similar to the north half of Area 2 in that it has a high exposure location to major and minor arterials. In addition to being bounded by 156 Street and 137 Avenue, and having the northerly extension of 149 Street transect the Area, Area 3 is bounded by the St. Albert Trail. The General Municipal Plan has recognized the St. Albert Trail as a major approach route to the City and, therefore, development along the Trail should be of a generally higher visual quality than development elsewhere in the plan.

The Development Concept proposes that development of virtually the entire extent of Area 3 be of a light industrial or business park nature. The Area Structure Plan also proposes that special design guidelines be considered for coordinating development, streetscape and site landscaping adjacent to the St. Albert Trail. These guidelines should be established at the subdivision stage in conjunction with the developer and should establish a relatively homogeneous character of development along the southwest and northeast sides of the Trail.

Special consideration should be given at the subdivision stage or at a *rezoning* stage for designating certain sites along the Trail as *DC2* development areas to permit a hotel or motel. Any application for such a use would have to be examined at that time in terms of satisfactory access, its compatibility, its quality of design, its ability to mainly cater to abutting industrial areas, and other planning considerations.

Amended by Editor

Area 4: West of 156 Street, North of 137 Avenue and Southeast of the Existing RDA

Area 4 is bounded on the east by 156 Street and the south by 137 Avenue. The Area Structure Plan already proposes light industrial uses along these major roadways in Areas 1 and 3. Therefore, the plan proposes similar light industrial uses along these roadways in Area 4. The configuration of Area 4 is such that the northern apex fronts 156 Street and the St. Albert Trail. A portion of the area in this location has similar high exposure features as Area 3 and the north half of Area 2. Therefore, light industrial or business park uses are proposed for the northern portion of Area 4.

The northwest edge of Area 4 forms the boundary of the existing RDA. A portion of the RDA will be used for *Anthony Henday Drive*. No direct access from Area 4 to *Anthony Henday Drive* is planned.

Amended by Editor

*Potential use of some of the RDA lands is possible at some time in the future. The Development Concept proposes that most of Area 4 including the Golden West golf course lands, that borders onto the existing RDA be developed as light, medium industrial or park space to allow greater flexibility in establishing a compatible land use in this portion of the plan area.*

Bylaw 16029  
May 16, 2012

The Area Structure Plan also recommends that consideration be given to labour extensive uses with large land and minimal servicing requirements in the northwestern portion of Area 4.

In addition, any uses proposed at the subdivision stage, should not have any adverse visual affect on *Anthony Henday Drive* or areas immediately across the RDA in the City of St. Albert. *For those lands in the Golden West golf courses lands, these lands should be designated for industrial business uses which offers a high quality industrial development. Site development under the designation for industrial business uses shall be addressed at the development permit stage. Site visibility, with appropriate landscaping/buffer off site will be considered at the subdivision stage to address those areas of development in chose proximity to 170 Street, 137 Avenue and Anthony Henday Drive. Thus industrial business uses are proposed along a portion for the east side of 170 Street eastward to the edge of the Golden West Business Parks, in Area 4.*

Amended by Editor

Bylaw 16029  
May 16, 2012

Finally, special planning consideration should be given at the subdivision stage for potentially extending services and roadways into that portion of the RDA lying between the existing RDA and the rationalized boundary.

Along the west edge of Area 4, 170 Street connects the Cities of St. Albert and Edmonton. Although this portion of 170 Street is not planned as a major arterial to the extent of its portion lying south of

137 Avenue, it can be expected to carry significant passenger vehicle traffic flows to residential areas north of Mistatim. Therefore, light industrial uses are proposed along a portion of the east side of 170 Street in Area 4.

*The remainder of Area 4 is highly suited for industrial business and medium industrial uses which the development Concept proposes.*

Bylaw 16029  
May 16, 2012

*However, Lot D, Block 4, Plan 2904NY (14710 - 156 STREET NW) will be redesignated to allow the development of a cemetery" to Section 6 Development Concept, A. Industrial Land Use Structure, Area 4: West of 156 Street, North of 137 Avenue and Southeast of the Existing RDA.*

Bylaw 18102  
March 14, 2018

Area 5: Southeast of the Rationalized RDA and Northwest of the Existing RDA Boundary

Area 5 is designated as that portion of the RDA which lies between the "rationalized" RDA and the existing RDA boundary along the northwest edge of Mistatim. As development of this area is directly controlled by the Minister of Environment and subject to the RDA regulations no specific uses are designated for this area by the Area Structure Plan.

Consideration to potential development of Area 5, however, has been given in evolving the Development Concept of the Area Structure Plan. The greatest potential for developing this area appears to be for medium industrial uses which require larger sites and possible minimal services, similar to the types of uses that the plan recommends for the northwest edge of Area 4.

### **C. Commercial**

*The Development Concept proposes a 12 ha Commercial area on the northwest corner of 137 Avenue and Mark Messier Trail. The purpose of this designation is to allow a wider scope of commercial use opportunities at the high traffic intersection. The uses shall generally be high quality, catering to visitors and the travelling public, as St. Albert Trail is a major entrance route into the City of*

Bylaw 16448  
September 16 2013  
Amended by Editor

*Edmonton. Commercial uses on the northeast corner of this intersection should be compatible with uses on the southwest and southeast corners, and future Trade and Service Commercial uses in the northeast corner in Rampart Industrial. Access to the commercial area will be dealt with at the subdivision and development permit stages.*

#### **D. Potential Industrial Service Centers**

The General Municipal Plan states that the "... City will encourage the development of low intensity retail and service commercial facilities catering specifically to the industrial firms and employees in the area at Industrial Service Centers " (7).

The Development Concept of the Area Structure Plan designates *three* Potential Industrial Service Centers for the Mistatim area. As these centers are to serve primarily local industries and their employees, the plan proposes that they be located at major entrances to each of the five areas which were discussed in the preceding section. The major entrances were estimated from and generally reflect the traffic analysis undertaken for Mistatim.

Bylaw 14068  
August 22, 2006

*A fourth Industrial Service Centre located south of 137 Avenue, along 156 Street, will be assessed in the future and the exact location determined through further review and study.*

Bylaw 14068  
August 22, 2006

The proposed industrial structure of Mistatim is such that there is a greater number of light industrial uses proposed in the northeast and east sides of the plan area. These uses can be expected to generate the greatest number of employees who, in turn, will require a greater number of and variety of services. Therefore, the Industrial Service Center proposed for the intersection of 137 Avenue and 149 Street is designated to be larger than each of the other three.

A maximum of three industrial service centers should be allowed initially and development of a fourth center should be permitted to commence only after development has commenced in all three initial centers and has reached an aggregate of 50% of their combined total ("Development" here means Development Permit or other firm commitment to service center uses).

The total proposed gross area for all four Industrial Service Centers is estimated to be 16 hectares. At 80% net development potential and a projected 1:2 Gross Floor Area Ratio, it is estimated that 64,000 square metres of commercial, service and office floor space could be realized to serve the entire Mistatim area if all four centers were developed to their maximum potential.

Specific sizes of the Industrial Service Centers should remain somewhat flexible to allow minor increases or decreases in each and in accordance with future market potential.

**E. Parks and Open Spaces**

The City of Edmonton has not identified any requirements for major active or passive recreational use in the Mistatim area. Further, the Provincial Recreation and Parks Department have determined that the area does not have any significant special features to be considered as high potential for Metropolitan recreational use. Discussions with various owners in the area have indicated that no aspirations exist for maintaining or developing any major recreational facilities in the long range. *(Deleted)*

Bylaw 16029  
May 16, 2012

The Parks and Recreation Master Plan (1979-83) recognizes some benefits of "reserve areas" in industrial subdivisions. These would generally accommodate ... "park and facility development directed toward workers in an area and their families" ... for community night time activities or for sports organizations" ... The benefits of these facilities are sometimes partially offset by potential security and generally high maintenance problems that result from greater after-businesshour activities. *Therefore, reserve areas could be provided at the subdivision stage by individual developers in accordance with City of Edmonton policy and objectives.*

Bylaw 16029  
May 16, 2012

*Furthermore, parks and open spaces provide connections for humans and wildlife. The plan will feature a number of trail connections and greenways between park spaces, and stormwater facilities, utility rights-of-way etc. that also act as minor corridors linking natural areas to the north and south that can be utilized by some species. The naturalization of stormwater wetlands increases the probability of them being used as stopovers or habitat for some wildlife and provides a setting for other valuable ecological functions.*

Bylaw 16029  
May 16, 2012

*(Deleted)* Some reserve areas that were provided with the subdivisions of Javelin, Bonaventure and Voyageur business parks have been disposed of by the municipalities whose jurisdictions over the area existed before annexation. Other small reserve areas still exist on the subdivision plans for these areas. Some of these reserve sites are in the form of buffer strips and others are potentially developable lots. As they occupy only very minor areas within the Area Structure Plan, and their future as reserves is not entirely certain, the Development Concept does not identify their specific locations.

Bylaw 16029  
May 16, 2012

The City of Edmonton *(deleted)* should determine on an individual basis if and how existing reserves should be disposed of. In some cases, excess reserves may be sold to adjacent properties, and in other instances they may be sold as separate developable lots.

Bylaw 16029  
May 16, 2012

*(Deleted)*

Bylaw 16029  
May 16, 2012

## **F. Transportation System**

- Proposed Roadway System

Four arterials have been designated to serve the area. These comprise 137 Avenue, 170 Street, 156 Street and 149 Street. These arterials will provide the flows into and out of the Mistatim plan area, and will ultimately establish direct links to adjacent regional systems involving the St. Albert Trail, the Yellowhead Corridor, and *Anthony Henday Drive*.

Amended by Editor

It has been indicated by the City's Transportation Department, that in the long term there will likely be requirements for grade separations at the railroad tracks where 170 Street, 156 Street and 149 Street intersect the tracks.

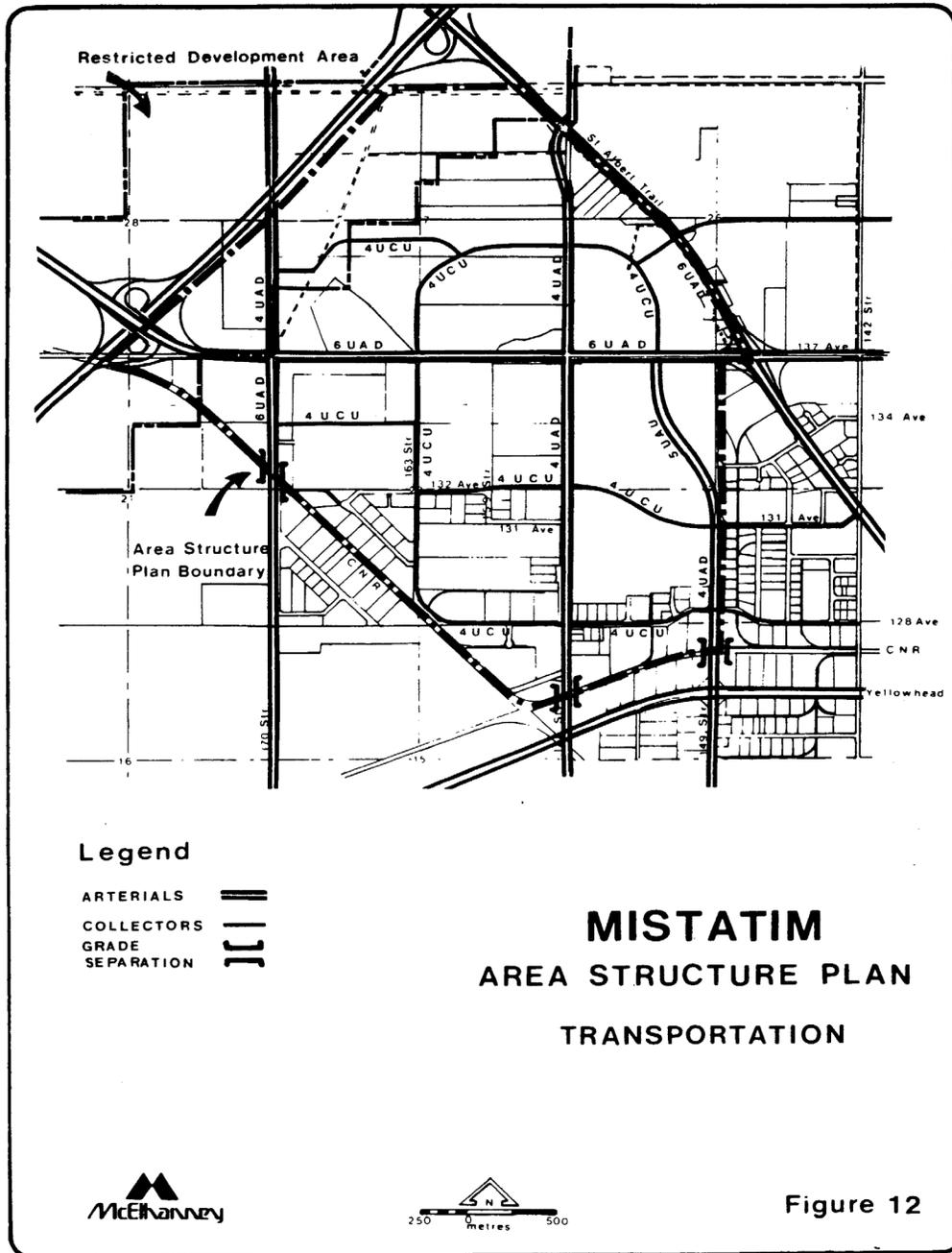
Access onto the arterial system should be limited to collectors and right hand movements. Service roads adjacent to the arterials will generally provide access to industrial business districts.

The above arterials divide Mistatim into four major areas which will be linked by a collector system involving the following:

- a) Extending 163 Street north to 137 Avenue.

- b) Improving 128 Avenue.
- c) Extending 131 Avenue west to 156 Street.
- d) Extending and improving 131 Avenue across 156 Street to meet the existing 134 Avenue right-of-way (This will likely require renumbering the existing portion of 134 Avenue to 131 Avenue).
- e) Extending 149 Street north to 137 Avenue and then extending it further to intersect with 156 Street.
- f) Extending 163 Street north of 137 Avenue to intersect with both 156 Street and the extension of 149 Street.

Figure 12 – Mistatim Area Structure Plan – Transportation (Bylaw 7205, July 13, 1983)



Extending a collector west from 163 Street to 170 Street between the *rail* line and 137 Avenue.

Amended by Editor

g) Extending a collector west from the northerly extension of 163 Street to intersect with 170 Street south of the rationalized RDA.

*h) Developing a north/south collector (148 Street) to provide a link between St. Albert Trail and 137 Avenue. All-directional access at St. Albert Trail will be subject to further review by the Transportation and Streets Department.*

Bylaw 13591  
April 7, 2004

Additional traffic control lights will likely be required at collector-arterial intersections, and at the intersection of 170 Street and 137 Avenue.

- Public Transit System

No high intensive uses are proposed for Mistatim that would support an LRT station or separate LRT route.

It is expected that public transit bus would serve the area along the arterial and collector system, and would ultimately link the area either directly to major residential areas, or major transit terminals in the northwest and west sides of the City.

- Potential Rail Service

There are a number of options available for extending rail service in Mistatim. One basic option is to transfer at least one of the existing private spurs to public ownership and extend service to adjacent lands which are currently under the same ownership as the existing spur lines. A 7.8 metre right-of-way would likely be required along existing spurs, and at least one "run-around" could be required, depending upon the length of trackage extended. Another "run-around" could also be required along the existing track area as a part of extending and upgrading the overall system.

The Mistatim Plan area has only slight relief across it, thereby, providing excellent flexibility for extending rail service throughout. The existing westerly most spur line would likely provide the greatest potential for extending service to the area. Presently, that line is privately held serving operations of Consolidated Concrete along the southern boundary of the NW 1/4 Section 22, Township 53,

Range 25, W4M. Its frequency of use appears to be limited at the present time. Through the extension of that line, virtually all of the north half of Section 22 could be served without any arterial crossings. This would provide potential service to + 90 hectares of industrial land.

Potential for rail service also exists by extending an existing spur line north through the SW 1/4 Section 23. This line is, again, on privately owned land, requiring transfer of ownership in the form of a public utility lot. If public ownership is affected, service could be extended to an additional 40 hectares of industrial land in the SW of Section 23.

In both of the above instances ownership of the land on which the existing spur lines are located is the same as the ownership of the nearest quarter section for which rail service would naturally be provided. This would facilitate service extension considerably.

Public utility lots or right-of-ways for rail service extension should be established at the time of subdivision and further consultation will be required with *a private railway's* officials prior to a rail extension.

A third spur line exists to the eastern edge of the plan area. The land along the northerly most section of that line is privately owned. Potential for extending service to Mistatim from that line is limited without crossing at least one arterial, and is therefore, not recommended. CN has also indicated that there are other problems with this line which would reduce its potential for future extension.

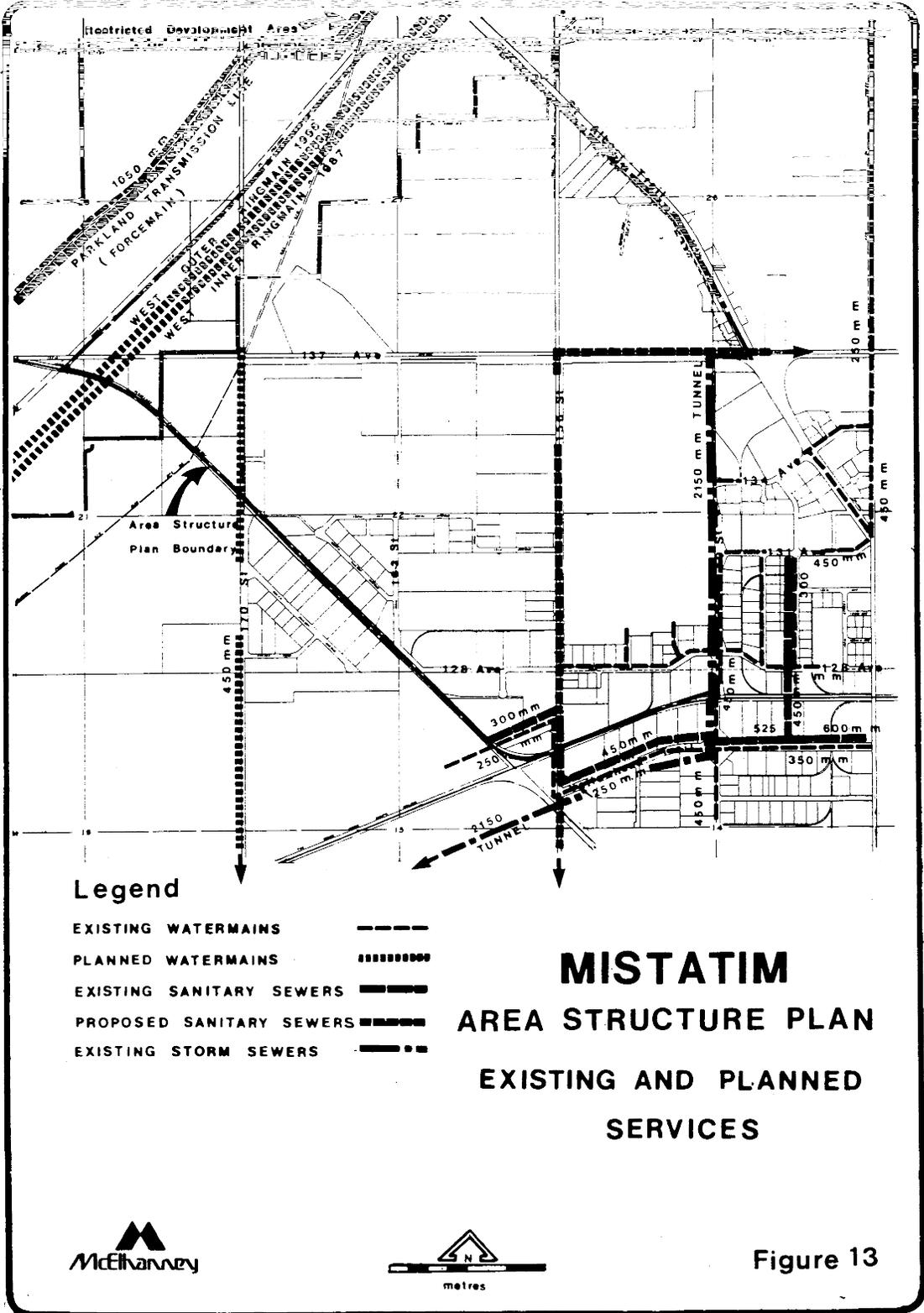
The Development Concept for Mistatim indicates schematic layout of potential rail service. The number and actual configuration of rail service should be determined at the subdivision stage.

## **G. Proposed Municipal Services**

- Proposed Water Works System

The City Water Engineering section has tentatively indicated that early development could likely be accommodated easily by extending the existing 450mm diameter main which borders the southeasterly portion of the study area on 149 Street. A new 450mm diameter main on 170 Street is also already

**Figure 13 – Mistatim Area Structure Plan – Existing and Planned Services**  
 (Bylaw 7205, July 13, 1983)



scheduled for 1983 construction and may, depending on demand and the City's schedule for upgrading 170 Street, be extended as far as 137 Avenue in this year. Existing and planned water mains thus favor early and immediate development of the southern portions of the Mistatim area.

The City currently has plans to eventually construct two ringmains within the confines of the transportation/utility corridor as shown conceptually on the Existing and Planned Services map. Full servicing of the Mistatim area is however not dependent on the construction of these mains. Rather, the City has indicated that to ultimately serve the northwest area including portions of Mistatim, primary water supply will be provided by the recently constructed 1050mm diameter main servicing St. Albert. This main does not have sufficient pressure to allow direct connections and thus a new reservoir and pump station is currently planned. Scheduled for staged construction commencing in 1991 and possibly earlier, this reservoir will likely be located in the RDA, either just east of the St. Albert Trail or near 170 Street.

The planned reservoir is intended primarily to enhance security of St. Albert's supply system and to allow repumping of supply flows to zones further east. For local distribution purposes, the City has thus indicated a temporary booster station connection to the 1050mm diameter supply main as a feasible immediate solution to allow development of the northern portions of the Mistatim area. It is expected that peak demands and fire flows for the southerly portions of the Mistatim area will be adequately served by the existing North Jasper Place reservoir located just 1 1/2 miles south of the area.

- Proposed Sanitary Sewerage System

The City of Edmonton is currently attempting to formulate a city-wide master plan which will allocate the sewage flows of new development areas to specific City and regional systems. Feasible options for servicing the northwest area of the City include extending the existing tunnel on 156 Street at 114 Avenue, alternatively extending an existing tunnel located near the Edmonton Municipal Airport or utilizing Alberta Environment's planned regional trunk system.

Predesign studies carried out by Alberta Environment indicate that the Parkland Regional Sewage Transmission Line, portions of which are already under design

and construction, could conveniently serve the entire Mistatim area. This concept would entail construction of a gravity trunk parallel with 128 Avenue and 149 Street to intercept flows from the Mistatim area. It has been indicated by Alberta Environment that the entire system could be operational by 1985. The economics of this concept, in comparison to the other alternatives mentioned above are however still under consideration. Talks are presently underway between Alberta Environment and the City of Edmonton and a decision is expected early in 1983.

Whether Mistatim will be served by the new regional system or whether it will be served by the extension of existing major City trunks will not materially influence the immediate development potential of the area. Once the decision is made, analysis indicates that existing minor trunks located to the southeast can be used on a temporary basis to potentially service as much as 150 hectares of new development. It is expected that the ultimate sewerage system will be in place long before this temporary spare capacity can be fully utilized.

- Proposed Storm Drainage

In accordance with the guidelines established in its recently revised Servicing Standards Manual, the City of Edmonton has already completed the preparation of a Watershed Plan titled the Northwest Annexation Area, Basin Master Plan. This study fulfills the prerequisite for the preparation of a Master Drainage Plan for the Mistatim area.

The objectives of a Master Drainage Plan is to develop and compare alternatives and to select the optimum storage and drainage solution for the development area, meeting the constraints and broad guidelines which have been identified in the Watershed Plan. In the Mistatim area these constraints are primarily the limitations of existing storm sewer capacity and the maximum permissible inflow rates which have thus been identified by the Basin Master Plan. Although the City has recently constructed a tunnel extension of a 2150mm diameter sewer on 149 Street up to 137 Avenue and although a separate 1050mm trunk is located on 128 Avenue at 149 Street, neither of these systems can accept unregulated storm runoff. The Basin Master Plan has therefore indicated that a system of storm ponds will be required to regulate and limit the rate of runoff flow entering the City storm sewer system from the Mistatim area.

In broad fashion the Basin Master Plan has determined that an interconnected system of 7 ponds is economically preferable to a system of fewer but larger ponds. This has subsequently been refined to take into account existing land use features, land ownership and the probable sequence of development with the result that a more balanced system of 8 storm ponds is shown in the proposed development concept. Subsequent to the approval of the Mistatim Area Structure Plan and prior to any major development taking place, the design parameters of this system will be further evaluated and defined through the preparation of a Master Drainage Plan carried out in accordance with the guidelines established in the City of Edmonton's Servicing Standards Manual.

- Fire Protection

The Edmonton Fire Department has indicated that adequate fire protection from existing stations could be provided to the plan area upon annexation.

Existing stations No. 8 and No. 17 would likely be the primary stations affected and their existing facilities and manpower could likely provide the necessary service.

Indications from the fire department were that tanker trucks may be required for servicing some of the newly annexed lands and that a tanker truck might be required to help serve. Mistatim until full water service is provided to the area.

With added infill and immediate continued development of Mistatim more economic utilization of fire protection services can be accomplished.

The existing paved arterial system would greatly assist in reducing access problems for fire fighting vehicles. Upgrading of existing minor roads and the collector system would further enhance access.

It was indicated by the fire department that ultimately another station located near the intersection of 134 Avenue and 170 Street area may be required to serve the Mistatim and adjacent industrial areas.

- Police Protection

Police protection to the area will be provided by the City of Edmonton Police *Service*. Efficient use of manpower and equipment favors consolidation of existing development and orderly growth from east to west and south to north.

- Health Services, Schools and Other Social Services

As the Mistatim proposal is virtually all industrial, requirements for soft services such as hospitals, schools, daycare, libraries and parks are minor relative to residential development. Rather, the tax base afforded by the industrial uses would naturally help support some of these services which would be required by the City in general.

Space for public schools would not be required in the Mistatim area. Some daycare services could be included as amenities for the plan area as part of commercial or office support sites.

## **H. Development and Design Guidelines**

- Boundary Considerations

The northwest and northeast boundaries have been identified as major metropolitan routes with high exposure to passenger traffic flows. The visual impact of future development along these boundaries is, therefore, an important consideration in accordance with the general objectives of the Edmonton General Municipal Plan.

The Development Concept has indicated that a high potential exists for developing the northwest boundary with medium industrial uses having low servicing requirements. Design guidelines for these and other potential uses along the northwest boundary should address the visual impact of these uses on *Anthony Henday Drive* and development northwest of this roadway. Potential need for fences, buffers, and other landscaping should be determined once *Anthony Henday Drive* design has been completed and elevations are known. In general, any potentially unsightly storage yards should be screened from traffic along the Ring Road.

Amended by Editor

The Development Concept proposes industrial business uses along the St. Albert Trail. The Area Structure Plan also indicates that an upgraded industrial business

use should be considered on an individual basis at the subdivision stage. These upgraded uses would help to establish a higher visual environment along the Trail. Further design guidelines should be considered at the development stage and in conjunction with the developer to ensure that proposals along the Trail are of a high visual quality and generally homogeneously related to one another. These guidelines should consider building set-backs as related to function, development across the Trail from Mistatim, building scale, signs and overall character. In general, no large massive buildings should overwhelm smaller ones.

- Industrial Business and Industrial Service Centers

The Development Concept for Mistatim proposes that industrial business uses be developed along the two main arterials, 137. Avenue and the southern portion of 170 Street. These uses will naturally provide a higher quality of environment along these main roadways with loading and unloading facilities, outdoor service areas, storage areas and parking facilities located at the rear of buildings or screened from the major arterials. A similar quality of environment can be expected at Industrial Service Centers. As these centers will have potential frontage along the entrances to industrial sub-areas at collector intersections, similar design considerations should also be given to the quality of development facing the collector roads.

Further design guidelines for industrial business districts (either along arterials or in business parks) are encouraged. At the time of subdivision individual developers/owners may establish design principles which builders would then be encouraged to follow at the time of actual construction.

- Energy Efficiency

Significant strides have been made in recent years toward more energy efficient buildings. The greatest strides, however, have been in light construction and primarily as related to residential development.

Gains in energy efficiency in industrial buildings have been less due partially to the complexity of the problem in dealing with the objective of optimizing the potential use of the buildings; use of heavier construction material involving steel, concrete and masonry components; and unwarranted high construction costs.

Many industrial buildings have to be designed for more than one potential use. Without knowing the full extent of the energy demands for the building it is difficult to incorporate specific energy efficient design factors. Further partitioning of open industrial space in a particular building can also lead to increased fluctuation in temperatures throughout one building and this can lead to further inefficient use of heating and cooling systems and consequently reduces energy efficiency.

The above problems are magnified in considering the structural components of most industrial structures. Typically these components comprise steel, concrete and masonry materials, all of which have high heat transfer properties resulting in increased heat losses. Many industrial buildings, further require large glassed areas for office uses.

The third factor complicating energy efficient industrial structures is the increased cost of the structures. In recent years costs of basic materials have increased dramatically. Additional attention paid to incorporating greater energy efficient structures could result in considerable cost increases which may be unwarranted due to the ultimate use and energy demands.

Despite the complexity of the challenge to make more energy efficient industrial buildings, some progress can be made in applying certain passive solar principles. These include taking advantage of southerly exposures where large glassed surfaces occur, and screening northerly and westerly exposures with evergreens for wind breaks. Utilizing these basic underlying principles the arterial-collector system in combination with the pattern of land holdings generally encourages further subdivision which would increase the north-south orientation of buildings.

With greater subsequent north-south exposures, greater use of energy efficient design principles can be applied in arranging windows, main entrances and other elements of the structure without, greatly reducing potential use of the structure, or incurring unwarranted costs.

## **SECTION 7 STATISTICAL SUMMARY**

### **A. General Summary**

For the purpose of determining a readily definable boundary on the northwest, this Area Structure Plan established the edge of the 30.48 metre Edmonton Power transmission line right-of-way as the northwest limit of the plan area. The total area within the Area Structure Plan was then established to be 745 hectares. Of this total area it was determined that approximately 74 hectares would be required for transportation and utility corridor. This leaves an estimated 671 hectares of gross area within the plan and to the edge of the rationalized RDA (ie. estimated limit of the utility and transportation corridor). An additional 34 hectares has been estimated to be located between the rationalized RDA and the existing RDA boundaries, leaving a total of 637 hectares.

It is proposed as a part of this Area Structure Plan that approximately 88% of the total 637 hectares be developed as industrial uses. The remaining 12% is proposed for urban service requirements, for major roads and storm facilities. Therefore, the proposed plan has retained as much land as possible for industrial uses and their requirements.

With the total estimated development potential it has been calculated that 16,500 employment opportunities could be generated by the area. These employment opportunities will be of great benefit to the expanding populations in the north and west sides of the Edmonton Metropolitan Area.

### **B. Proposed Land Use Summary**

The proposed land use summary indicates a general breakdown of major uses as proposed in the Development Concept for the Mistatim Structure Plan.

Some of the plan area has already been subdivided and accommodates existing industries. Existing subdivision in the Voyageur, Javelin and Bonaventure areas have already provided sufficient municipal reserve in accordance with the Planning Act. Most of this reserve dedication has been subsequently sold by the respective municipality.

The City of Edmonton has not indicated any specific reserve requirements as a result of future subdivision in Mistatim, so none has been proposed with this plan. The issue of specific reserve dedication should, however, be finalized at the subdivision stage.

**LAND USE SUMMARY**  
**(Bylaw 20379, February 21, 2023)**

	<b>To Existing RDA Boundary (ha)</b>	<b>Potential Additional Area To Rationalized RDA (ha)</b>	<b>Total Potential (ha)</b>
Commercial	12	0	12
Potential Industrial Service Centers	16	0	16
Industrial Business	206	15	221
Medium Industrial	300.9	16	316.9
Heavy Industrial	58	2	60
Storm Ponds	18.5	0	34.3
Major Collectors & Arterials	44	1	45
<b>Total</b>	<b>655.4</b>	<b>34</b>	<b>705.2</b>

## **SECTION 8 IMPLEMENTATION STRATEGY**

To help establish a framework for an orderly land use pattern to develop over the Mistatim lands, a development concept has been prepared as a part of this Area Structure Plan. Once fully developed the plan area could provide employment opportunities for ±16,500 people.

The potential implementation strategy has been formulated to help effect and manage the growth anticipated in the plan concept. This strategy outlines major critical events that should occur so that development proceeds in a rational manner, and also envelopes a generally sequential growth pattern. The indicated growth pattern reflects a combination of a number of factors including existing development and infill potential, development opportunities based upon a logical servicing pattern, anticipated absorption rates for industrial land, flexible market conditions, the indicated aspirations of major existing owners, existing site conditions, and City objectives reflected in the General Municipal Plan. It allows a mixture of uses to be included in each development area.

The factors, upon which the potential growth pattern has been outlined, are many and are subject to change. Therefore, the potential development sequence should be regarded as a general guideline.

In the absence of any other major information requirements as indicated from the City, the following provides an outline of the strategy to implement development in Mistatim. Other events will naturally be required as a part of the standard subdivision process.

### **A. Development Staging**

#### **1. High Potential Infill Area**

The south half of Mistatim is already extensively subdivided. These subdivided portions are virtually all served with gas, power, roads and some form of water and sewage systems. Much of this subdivided area is also occupied by some form of industrial use. Development is continuing to occur, although there is still potential for infilling and further, more permanent, improvement to occur. Infill should be allowed to occur in accordance with the proposed land use pattern of the Mistatim Area Structure Plan, and therefore, it is becoming more critical that the Plan be adopted in order to guide development.

On an interim basis, in many instances, infill can be served by water and sanitary systems in accordance with those approved in the subdivision of which they are a part. Similarly the storm drainage, on an interim basis, can be handled by the existing combination of ditches, storm water ponds, and City storm sewers that handle the existing runoff.

Other "hard" services will likely require simple extensions to the existing infrastructures.

In order to more efficiently utilize resources and manpower requirements for "soft" services, early infill should be encouraged with the approval of the Area Structure Plan and, in limited instances, should even be allowed before this time.

## 2. Immediate Expansion Area

The amount of land available for infill is limited. Many of the potential infill lots will already have been sold or, for some other reason, may not be on the market for lease or sale by the time the Area Structure Plan is approved.

There will, therefore, likely be an early, if not immediate, demand for additional industrial lots in Mistatim. In order to accommodate this demand as quickly as possible, the major events outlined for implementation of the Structure Plan should be undertaken early after the plan's approval.

In order to establish the first potential expansion stage, certain assumptions regarding water, sanitary and storm services are necessary. These assumptions, as outlined in preceding information briefs, are realistic approaches based upon information available to date.

As previously indicated, initial stages of development in Mistatim could likely be served by extending water mains from the southeast; depending upon the master drainage plan, by a system of storm water ponds ultimately linked to the City's tunnel and storm sewer systems at the east side of the plan area (i.e. along 149 Street); and by extending the existing sanitary trunks from the City's existing sanitary system in the area. These combined services would provide excellent opportunities for development of the southeast and east area of the Structure Plan indicated aspirations of owners and more

efficient utilization of soft services, which are in any event required in the area, also support early development of this area. The immediate expansion area has been outlined to reflect these considerations as well as changing aspirations of owners, flexible market conditions, a mixture of industrial uses, existing site features and competitive market conditions.

### 3. Subsequent Expansion Areas

With the assumptions made for the immediate stage expansion area, the growth pattern from southeast and east to northwest and west is favored. While considering again, the many factors behind expansion, the subsequent staging is outlined with emphasis on indicated aspirations, servicing potential and a mixture of land uses.

As the area drains primarily from the west and northwest to the east and southeast, a natural progression for implementing and extending sewer systems is reflected in subsequent stages. These stages also assume that the large holding ponds located in the western portion of the plan area could be drained into the storm system. This system, for the most part, could likely be in place at some time in the immediate stage or early into the next stage. Similarly, main components of the water and sanitary services could be established in the immediate area.

The boundaries containing subsequent expansion areas should be regarded as flexible and potentially flowing into one another.

Generally, if development proceeds in the subsequent stages in a westerly direction, drainage will be most easily facilitated.

The high pressure gas line running diagonally through the northwest part of the plan area presents a design constraint for which a final option must be determined. The line can be removed and the easement abandoned or development can define the easement as a non-buildable and limited use area.

#### 4. Potential Additional Development Area

Lands now contained within the Restricted Development Area (RDA) can be potentially included in a subsequent stage. At this time, however, no use can be prescribed or developed on these lands without the consent of the Minister of Environment.

A rationalized RDA is outlined on the basis of information required for planned transportation and utility needs, and as supplied through the Department of Environment. Lands with the greatest potential for development are located between the existing RDA boundary and the rationalized one.

### **B. Development Timing**

There are a number of critical events which must transpire in order to allow development to proceed. Foremost amongst these is the Area Structure Plan.

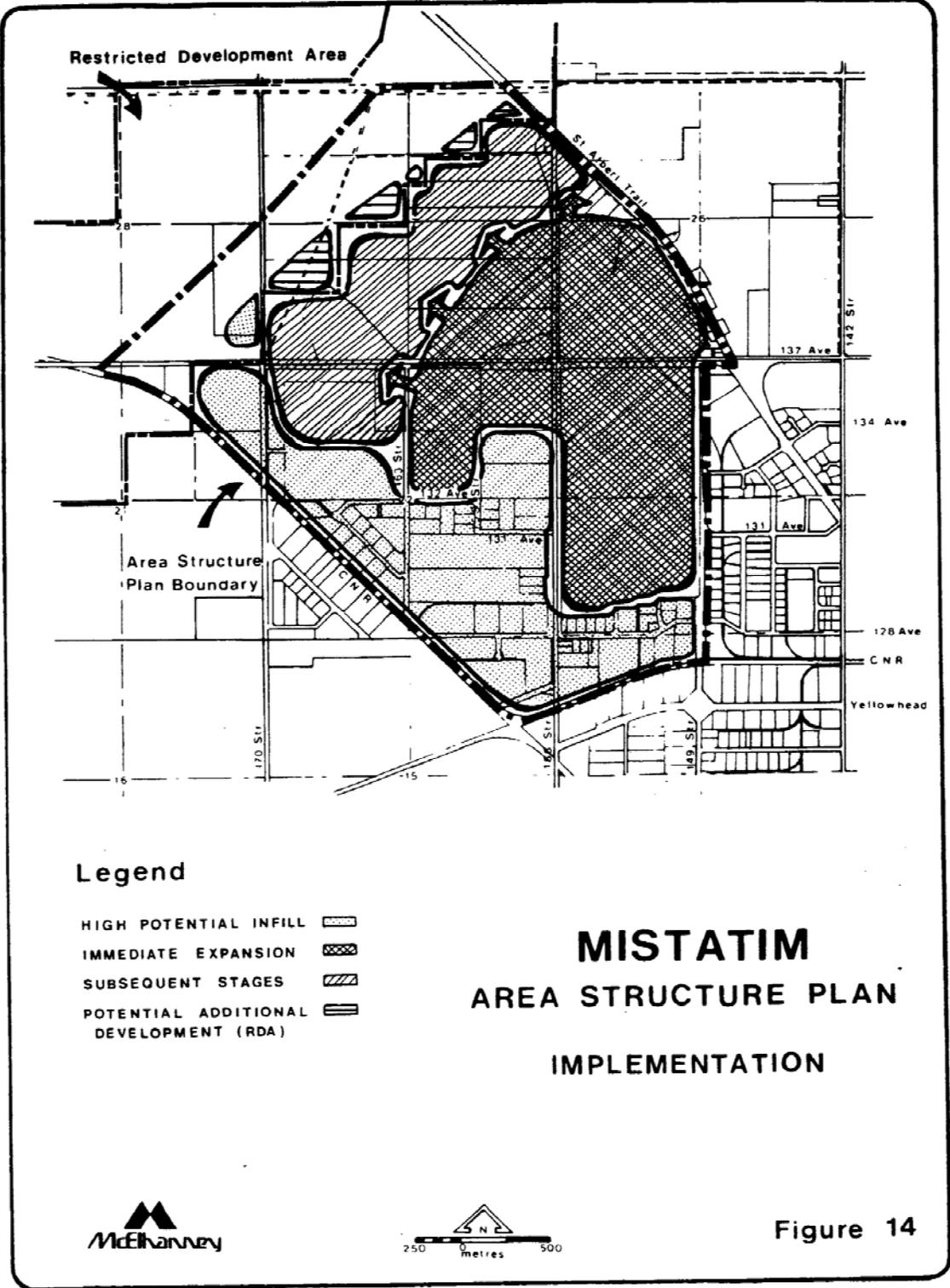
#### 1. Annexation

As the first step, annexation provides the political structure governing the future development of the area. Annexation to the City of Edmonton was formalized on January 1, 1982 thus opening the way for orderly development in accordance with established procedures and guidelines.

#### 2. Regional and General Municipal Plan Amendments

Subsequent to the annexation and in conjunction with the goals of the City's Urban Growth Strategy Phase 1 Report, an amendment to the Regional Plan - Metropolitan Part has just recently been completed which designates the entire Mistatim Area for General Industrial Use. The City of Edmonton has undertaken some amendments to the General Municipal Plan for most of the southern half of Mistatim. The City will now be able to amend the General Municipal Plan for the northern half of Mistatim. This will be undertaken prior to third reading of the Area Structure Plan.

**Figure 14 – Mistatim Area Structure Plan – Implementation**  
 (Bylaw 7205, July 13, 1983)



### 3. Area Structure Plan

Following annexation and concurrent with the regional and municipal amendments, the preparation and approval of the Area Structure Plan is the next critical task that is already underway.

The Mistatim area is recognized as a high priority growth area. Given the lead time normally required for the preparation and approval of an Area Structure Plan and the other mandatory steps in the land development process, the potential development timing of the Mistatim area is currently in synchronization with the time when the required major servicing systems can feasibly be expected to be in place. The Area Structure Plan is, therefore, an element in the critical path of the development process.

### 4. Coordination and Timing

The potential synchronization of the development process with the scheduled completion of key servicing studies, with timely construction seasons and with the anticipated availability of municipal services, is a relatively unique feature of the Mistatim area. The recent completions of the Watershed Plan (stormwater) and the city-wide sanitary sewer analysis, both carried out by the City of Edmonton, are ideal. The completion of the Watershed Plan allows preparation and approval of a Master Drainage Plan to occur within an ideal time frame. Likewise, with the sanitary sewer analysis which has been undertaken, it is expected that the discussions and negotiations with Alberta Environment for the possible sharing of the regional trunk system can be brought to a conclusion in early 1983. In this latter regard it has been determined that, regardless of which system is selected, unrestricted sanitary sewer capacity can be made available within three years. Within this intervening period, the availability of temporary space capacity is expected to be adequate for the foreseeable demands of new development.

Although the progression of development in the infill areas might resume as early as mid 1983 any such development is likely to be limited to individual building permits or to areas where services can be readily, extended with the agreement of existing tenants. It is not expected that this will add an appreciable supply of industrial land to the market. The synchronization of

construction seasons with potential new development, which is currently possible, is, therefore, an important element if a stable supply of industrial land dependent only on market conditions is to be maintained. There is an urgency, therefore, that the development of the Mistatim area be allowed to proceed at the designated pace.

**APPENDIX A**  
**LIST OF REGISTERED AND ASSESSED OWNERS**

## APPENDIX A

### LIST OF REGISTERED AND ASSESSED OWNERS (Amended by Editor)

(Bylaw 7205, July 13, 1983)

1. NW 26 (A-1, Blk B, Plan 4292 KS)  
Registered Owner: *Private Owner*  
Assessed Owner: *Private Owner*
2. NW 26 (Lot 2, Blk B, Plan 179 HW)  
Registered Owner: *Private Owners*  
Assessed Owner: Same
3. NW 26 (Lot 3, Blk B, Plan 179 HW)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
4. S  $\frac{1}{4}$  26 (Blk A, Plan 5372 NY)  
Registered Owner: Alberta Transportation Dept.  
Assessed Owner: Same
5. NW 26 (Lot C, Blk B, Plan 6011 HW)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
6. NW 26 (Lot A, Blk B, Plan 3054 HW)  
Registered Owner: *Private Owner*  
Assessed Owner: Same
7. NW 26 (Lot B, Blk B, Plan 3054 HW)  
Registered Owner: *Private Owners*  
Assessed Owner: *Private Owners*
8. NW 26 (Lot D, Blk B, Plan 484 KS)  
Registered Owner: *Private Owners*  
Assessed Owner: *Private Owner*
9. NW 26 (Lot 1, Blk B, Plan 179 HW)  
Registered Owner: *Private Owners*  
Assessed Owner: Same
10. SW 26 (Parcel D, Plan 1998 HW)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
11. SE 26 (Lot 1, Plan 6423 ET)

Registered Owner: Alberta Transportation Dept. 8th Floor, College Plaza 8215 - 112 Street  
Edmonton, Alberta

Assessed Owner: Same

12. SE 26 (Lot 2, Plan 6423 ET)

Registered Owner: Alberta Transportation Dept.

Assessed Owner: Same

13. SE 26 (Lot 3, Plan 6423 ET)

Registered Owner: Queen, represented Minister Highways & Transport

Assessed Owner: Same

14. Pt. SW 26

Registered Owner: *Private Corporation*

Assessed Owner: Same

15. SE 26 (77202258)

Registered Owner: Majesty the Queen

Assessed Owner: Same

16. - 26

SE 27 (802217370)M

SE 27 (802217370)N

SE 27 (812051017)A, (812051016)A

SE 27 (802217370)H

E 27 (802289174)

SE 27 (802289173)

SE 27 (802217370)L

SE 27 (802217370)J

SE 27 (802217370)K

SE 27 (802289172) SE 27 (802217370)1

Registered Owners: *Private Corporation; Private Corporation; Private Owner;  
Private Owner; Private Owne; Private Owner*

*Private Corporation*

*Private Owner*

*Private Owner*

27. SE 27 (56-R-239)

Registered Owner: *Private Corporation*

Assessed Owner: Same

28. NE 27 (782158159)

Registered Owner: *Two Private Corporations*

Assessed Owner: Same

29. NE 27 (10-X-216)A  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
30. NE 27 (782253282)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
31. NE 27 (181-P-217)  
Registered Owner: *Private Owner*  
Assessed Owner: Same
32. NW 27 (782177571)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
33. SW 27 (232-Q-278) & A  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
34. SW 27 (28-8-278)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
35. NW 22 (782132127)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
36. NE 22 (792246239)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
37. NE 22 (LS 9 772154449)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
38. SE 22 (160-W-260)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
39. SE 22 (192-C-261)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
40. SE 22 (792179896)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
41. NE 22 (Blk 5,752102301)A

Registered Owner: *Two Private Owners*  
Assessed Owner: *Private Corporation*

42. NE 22 (Blk 4, 752102301)  
Registered Owner: *Two Private Owners*  
Assessed Owner: *Private Corporation*
43. NW 22 (Lot A, 74-K-234)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
44. NW 22 (Lot B, 138-H-234)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
45. NW 22 (Lot C, 100-M-221)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
46. NE 21 (189-H-227)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
47. SE 28 (802256293)  
Registered Owner: Queen  
Assessed Owner: Same
48. SE 28 (Parcel A)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
49. NW 14 (Lot 8, Blk B, Plan 3136 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
50. NW 14 (Blk H, Plan 1352 KS)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
51. NW 14 (Lot 2, Blk B, Plan 3340 RS)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
52. NW 14 (Lot 3, Blk B, Plan 3340 RS)  
Registered Owner: Borden *Private Corporation*  
Assessed Owner: Same
53. NW 14 (Lot 4, Blk B, Plan 3340 RS)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

54. NW 14 (Lot 5, Blk B, Plan 3340 RS)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
55. NW 14 (Lot 9, Blk B, Plan 752-1545)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
56. NW 14 (Lot 10, Blk B, Plan 752-1545)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
57. NW 14 (Blk D, Plan 5714 BA)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
58. NW 14 (Blk E, Plan 5714 BA)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
59. NW 14 (Lot 7A, Blk B, Plan 752-1545)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
60. NE 15 (792174414)  
Registered Owner: *Private Corporation*  
Assessed Owner: *Private Corporation*
61. NE 15 (Parcel D, Plan 267 KS)  
Registered Owner: *Private Corporation*  
Assessed Owner: *Private Corporation*
62. SW 23 (Lot 17U, Blk 102, Plan 1152 TR)  
Registered Owner: M.D. of Sturgeon No. 90  
Assessed Owner: Same
63. SW 23 (Lot 1, Blk 102, Plan 1152 TR)  
Registered Owner: *Private Owner*  
Assessed Owner: *Private Corporation*
64. SW 23 (Lot 17, Blk 102, Plan 762-1436)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
65. SW 23 (Lot 18, Blk 102, Plan 762-1436)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
66. SW 23 (Lot 19, Blk 102, Plan 762-1436)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

67. SW 23 (Lot 6, Blk B, Plan 3341 RS)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

68. SW 23 (Lot 7R, Blk B, Plan 3341 RS)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

69. SW 23 (Lot 1, Blk 101, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

70. SW 23 (Lot 2, Blk 101, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: *Private Corporation*

71. SW 23 (Lot 18, Blk 101, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

72. SW 23 (Lot 15, Blk 102, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

73. SW 23 (Lot 6, Blk 103, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

74. SW 23 (Lot 7, Blk 103, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

75. SW 23 (Lot 8, Blk 103, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

76. SW 23 (Lot 9, Blk 103, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

77. SW 23 (Lot 10, Blk 103, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

78. SW 23 (Lot 11, Blk 103, Plan 1152 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

79. SW 23 (206-5-242)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
80. NW\* 23 (792016664)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
81. SE 22 (Lot 1, Blk 6, Plan 782-1107)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
82. SE 22 (Lot 2, Blk 6, Plan 782-1107) *Private Corporation*  
Assessed Owner: Same
83. SE 22 (Lot 3, Blk 6, Plan 782-1107)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
84. SE 22 (Lot 5, Blk 6, Plan 782-1107)  
Registered Owner: *Two Private Owners*  
Assessed Owner: Same
85. SE 22 (Lot 2, Blk 7, Plan 782-1107)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
86. SE 22 (Lot 3, Blk 7, Plan 782-1107)  
Registered Owner: *Private Corporation*  
Assessed Owner: *Private Owner*
87. SE 22 (Lot 4, Blk 7, Plan 782-1107)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
88. SE 22 (Lot R-5, Blk 7, Plan 782-1107)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
89. SE 22 (Lot 3, Plan 1365 MC)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
90. SE 22 (Lot 4, Plan 1365 MC)  
Registered Owner: *Private Corporation* Assessed Owner: Same
91. SE 22 (Lot 5-U, Plan 1365 MC)  
Registered Owner: M.D. of Sturgeon River No. 90  
Assessed Owner: Same
92. SE 22 (Lot 6, Plan 1365 MC)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

93. SW 22 (Lot 3A, Blk 4, Plan 762-2386)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

94. SW 22 (Lot 3B, Blk 4, Plan 762-2386)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

95. SE 22 (Lot 2, Plan 1365 MC)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

95. SW 22 (Lot 5, Blk 3, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

97. SW 22 (Lot 6, Blk 3, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

98. SW 22 (Lot 7, Blk 3, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

99. SW 22 (Lot U9, Blk 3, Plan 3443 TR)  
Registered Owner: County of Parkland No. 31  
Assessed Owner: Same

100. SW 22 (Lot 10, Blk 3, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

101. SW 22 (Lot 1, Blk 4, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

102. SW 22 (Lot 2, Blk 4, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

103. SW 22 (Lot 4, Blk 4, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

104. SW 22 (Lot 5, Blk 4, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

105. SW 22 (Lot 6, Blk 4, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
106. SW 22 (Lot 7, Blk 4, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
107. SW 22 (Lot R-8, Blk 4, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
108. SW 22 (Lot 8, Blk 3, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
109. SW 22 (Lot 1, Blk 3, Plan 3443 TR)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
110. NE 15 (Lot 8, Blk 1, Plan 812-1544)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
111. NE 15 (Lot 10, Blk 1, Plan 812-1544)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
112. NE 15 (Lot 11, Blk 1, Plan 812-1544)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
113. NE 15 (Lot 13, Blk 1, Plan 812-1544)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
114. NE 15 (Lot 12, Blk 1, Plan 812-1544)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
115. NE 22 (Blk A, Plan 6745 NY)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
116. SE 22 (Lot D, Plan 5253 NY)  
Registered Owner: *Private Corporation*  
Assessed Owner: *Private Corporation*
117. SE 22 (Lot B, Plan 5263 NY)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

118. SE 22 (Plan 802-0669)

Registered Owner: *Private Owner*  
Assessed Owner: Same

119. SE 22 (Plan 792-0827)

a) Unit 6

Registered Owner: *Private Corporation*  
Assessed Owner: Same

b) Unit 7

Registered Owner: *Private Corporation*  
Assessed Owner: Same

120. SE 22 (Lot E, Plan 3492 TR)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

121. SE 22 (Lot 1, Plan 792-1482)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

122. NE 15 (Lot 3, Blk 1, Plan 782-1885)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

123. NE 15 (Lot 4, Blk 1, Plan 782-1885)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

124. NE 15 (Lot 5, Blk 1, Plan 782-1885)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

125. SW 22 (Unit 3, Plan 802-3212)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

126. SE (96-J-135)

Registered Owner: *Private Owner*  
Assessed Owner: Same

127. SW (Lot 3, Blk 3, Plan 3443 TR)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

128. SW (Unit 4, Plan 802-3212)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

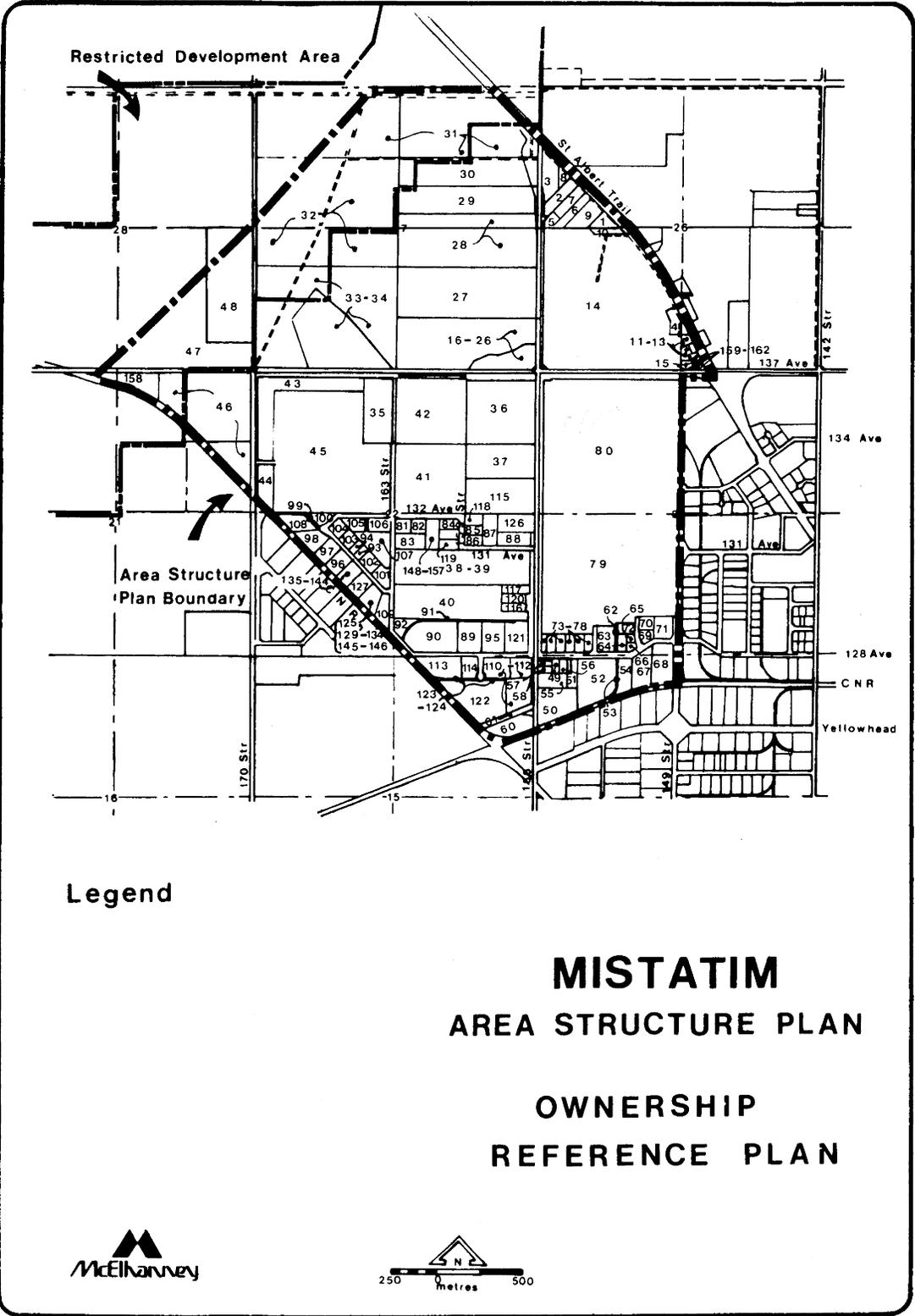
- 129. SW (Unit 5, Plan 802-3212)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 130. SW (Unit 6, Plan 802-3212)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 131. SW (Unit 7, Plan 802-3212)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 132. SW (Unit 8, Plan 802-3212)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 133. SW (Unit 9, Plan 802-3212)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 134. SW (Unit 10, Plan 802-3212)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 135. SW (Unit 1, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 136. SW (Unit 2, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 137. SW (Unit 3, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 138. SW (Unit 4, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 139. SW (Unit 5, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
- 140. SW (Unit 6, Plan 772-2952)

Registered Owner: *Private Corporation*  
Assessed Owner: Same

141. SW (Unit 7, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
142. SW (Unit 8, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
143. SW (Unit 9, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
144. SW (Unit 10, Plan 772-2952)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
145. SW (Unit 1, Plan 802-3212)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
146. SW (Unit 2, Plan 802-3212)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
147. SE 22 (Lot 2, Blk 7, Plan 782-1107)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
148. SE 22 (Unit 1, Condo Plan 812-1431)  
Registered Owner: *J Private Corporation*  
Assessed Owner: Same
149. SE 22 Unit 2, Condo Plan 812-1431)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
150. SE 22 (Unit 3, Condo Plan 812-1431)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
151. SE 22 (Unit 4, Condo Plan 812-1431)  
Registered Owner: *Two Private Owners*  
Assessed Owner: Same
152. SE 22 (Unit 5, Condo Plan 812-1431)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same

153. SE 22 (Unit 6, Condo Plan 812-1431)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
154. SE 22 (Unit 7, Condo Plan 812-1431)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
155. SE 22 (Unit 8, Condo Plan 812-1431)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
156. SE 22 (Unit 9, Condo Plan 812-1431)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
157. SE 22 (Unit 10, Condo Plan 812-1431)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
158. NE 21 (191-H-227)  
Registered Owner: *Private Corporation*  
Assessed Owner: Same
159. SE 26 (772069802)  
Registered Owner: Queen (Transportation)  
Assessed Owner: Same
160. SE 26 (99-X-248)  
Registered Owner: Queen (Highways & Transportation)  
Assessed Owner: Same
161. SE 26 (85-C-276) (67-D-137)  
Registered Owner: Queen (Highways & Transportation)  
Assessed Owner: Same
162. SE 26 (772042045)  
Registered Owner: Alberta Transportation  
Assessed Owner: Same

**Appendix A – Ownership Reference Map**  
 (Bylaw 7205, July 13, 1983)



**A P P E N D I X B**  
**E M P L O Y M E N T P R O J E C T I O N S**

## **APPENDIX B**

### **EMPLOYMENT PROJECTIONS**

**(Bylaw 7205, July 13, 1983)**

Some sources which have empirically determined employment generations for industrial areas in various major North American cities have indicated that labour extensive industries can average 6 employees per acre (14.8/hectare), intermediate extensive industries can average 12 per acre (29.6/hectare) and intensive industries can average 26 per acre (64/hectare). These figures generally applied to centers with populations in excess or near that of the City of Edmonton. For cities with populations of less than 100,000 which do not have any major labour intensive or extensive industries an average between 10 - 25 employees per net acre has been found in other sources. Assuming that approximately 80% of gross area is actually translated into net area, the generation for these mid to low ranged centers approximates 12 - 31 employees per gross acre (29 - 76 per hectare).

Many sources, in establishing that wide ranges exist between employment densities of industrial areas of one city and those of another, attribute these differences to specific industrial uses and to local regulations. The importance of local conditions, therefore, is emphasized in establishing any kind of forecast of employment opportunities for industrial areas.

In the past employment generation for large industrial areas in the Edmonton region have generally ranged between 9 and 15 employees per acre (ie. 22 - 37 per hectare). This range has been consistently applied and accepted in many Outline Plans and proposed Area Structure Plans involving general industrial uses.

Today little data is available on actual employment generation rates which could be applied separately to the City's current industrial land use districts. With recent and past amendments to the land use by-law, the task of generating accurate employment forecasts is even more difficult as in any given industrial district there are labour intensive, intermediate extensive and extensive industries. Therefore, without knowing the ultimate composition of industries in any given district, employment forecasts can only generally be applied. Employment factors, as general as they may be, however, are still very useful in depicting general future conditions, and in assessing likely demand patterns over a large area for roadways and other hard services. It is important in establishing employment factors, therefore, to ensure that ratios of labour intensive to other types are generally rational.

In establishing generalized generation factors for Mistatim, consideration was given to estimates as discussed above in relation to other North American cities and also to past ranges found to be indicative of the Edmonton area.

In the Edmonton region the high range of 15 employees per acre (37/hectare) is assumed to be most reflective of labour intensive industrial areas and is, therefore, applied as the generation factor for industrial business and potential industrial service center sites proposed in Mistatim.

The ratio of average labour intensive to average labour extensive industries that is indicated in various sources suggests a 3:1 or 4:1 spread. As indicated above, some North American cities of populations similar to Edmonton average 6 employees per acre (14.81/hectare). Therefore, the 3:1 ratio was applied to Edmonton and results in a generation factor of 5 employees per acre or 12 per hectare for heavy or more labour extensive industries.

In determining an intermediate extensive generation factor the 9 employees per acre (22/hectare) for the Edmonton area is applied and generally reflects the appropriate ratios of labour intensive and labour extensive that certain other North American sources have identified as an average. This factor is, therefore, applied to the proposed medium industrial districts in Mistatim.

Based upon the above rates and the proposed Development Concept an overall average of 27 employees per hectare of industrial and industrial service use is forecast for

Mistatim. This average is well within the range that has been historically found to be the case for the Edmonton area and is considered a realistic estimate for the future.

The following table provides a summary of employment projections based upon various land use districts proposed for Mistatim. An estimated potential of 16,435 opportunities are projected if portions of the RDA are also taken into consideration as generating employment areas.

Proposed Land Use	Gross Potential Development Area	Employment Generation Factor	Total Potential Employment Generation
Industrial Service Center	16 ha.	37/ha.	592
Industrial Business	223 ha.	37/ha.	8,251
Medium Industrial	314 ha.	22/ha.	6,908
Heavy Industrial	57 ha.	12/ha.	684
<b>TOTAL (or average)</b>	<b>610 ha.</b>	<b>27/ha.</b>	<b>16,435</b>

*Editor's Note: Employment Projections were calculated for Bylaw 7205, July 13, 1983 and were not recalculated when the ASP was amended by Bylaw 13591, April 7, 2004.*

## Partial List of Sources

(Bylaw 7205, July 13, 1983)

1. Community Builders Handbook Series Industrial Development Handbook ULI - 1975, Washington, D.C.
2. Urban Land Use Planning  
F. Stuart Chapin Jr., and Edward J. Kaiser 3rd Edition  
University of Illinois Press – Chicago
3. Site Planning  
K. Lynch  
2nd Edition  
MIT Press - 1974 Cambridge, Mass.
4. Pilot Sound Area Structure Plan  
MacKenzie Spencer Associates, December 1980 Edmonton, Alberta
5. Edmonton Draft General Plan  
City of Edmonton Planning Department - 1963 Edmonton, Alberta
6. South East Regional Trunk Sewerage System Stanley Associates Engineering Ltd., September, 1979 Alberta Environment  
Edmonton, Alberta

*(Deleted)*

Bylaw 16029  
May 16, 2012