

Pylypow Industrial Area Structure Plan

Office Consolidation December 2023

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 14135 was adopted by Council in January 2006. In December 2023, this document was consolidated by virtue of the incorporation of the following bylaws:

- Bylaw 14135* Approved January 11, 2006 (to adopt the Pylypow Industrial Area Structure Plan)
Bylaw 14322 Approved June 28, 2006 (to add local road crossing at Fulton Creek)
Bylaw 14522 Approved March 12, 2007 (to redesignate a medium industrial area to light industrial)
Bylaw 17543 Approved February 29, 2016 (to redesignate a light industrial area to business industrial area)
Bylaw 18715 Approved May 14, 2019 (reconfiguring the local road network, reconfiguring a stormwater management facility, revising the sanitary and storm sewer pipe alignments to match the proposed roadway network, adding multi-use trails along both sides of Fulton Creek and reconfiguring light and medium industrial lands to respond to the reconfigured roadway network)
Bylaw 20198 Approved August 16, 2022 (to redesignate a site in the southwest portion of the Pylypow Industrial Area Structure Plan from Industrial Business to Industrial Business & Educational Area)
Bylaw 20680 Approved December 11, 2023 (To redesignate lands from water reservoir to Medium Industrial)

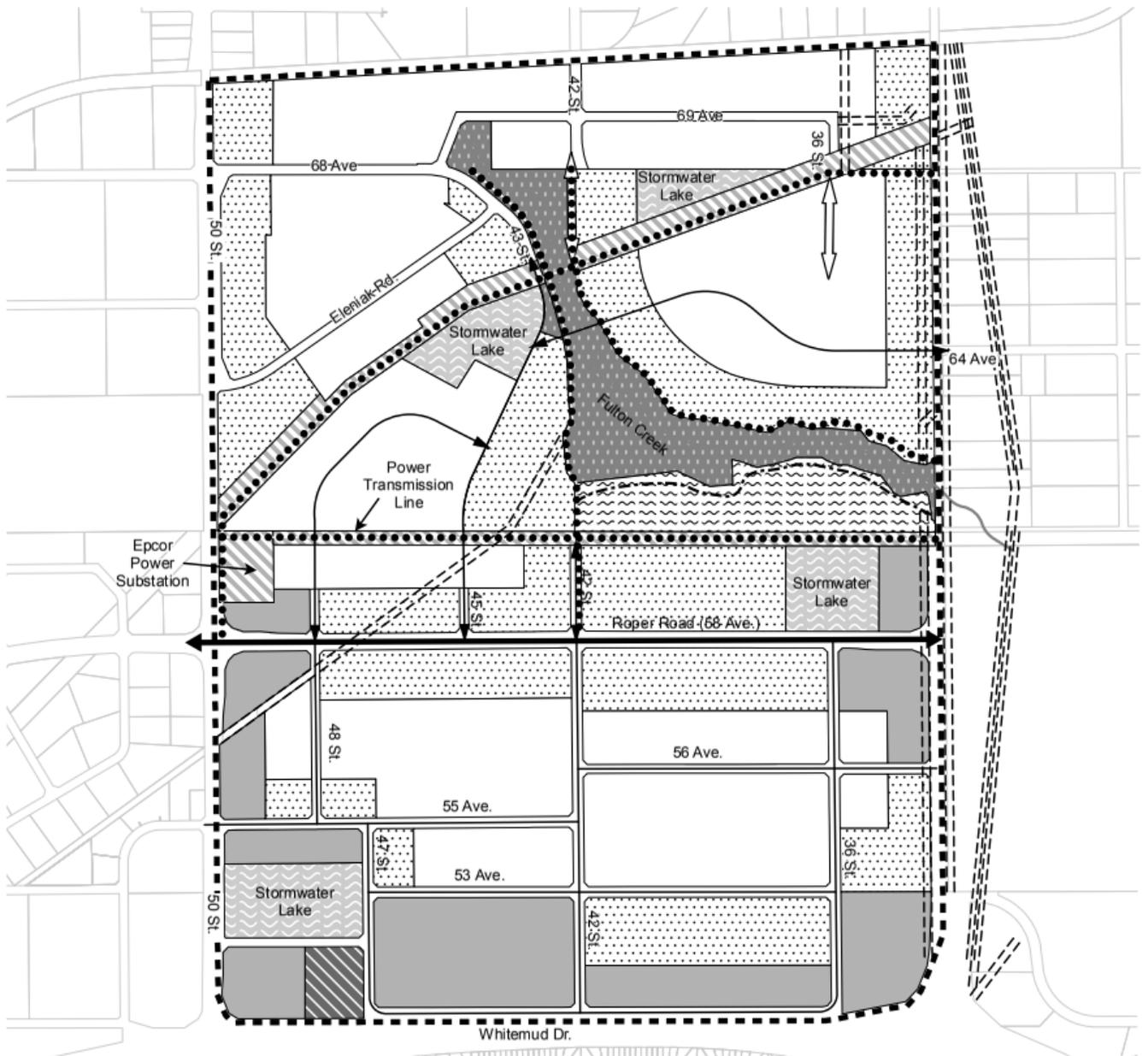
Editor's Note:

This is an office consolidation edition of the Pylypow Industrial Area Structure Plan, Bylaw 14135, as approved by City Council on January 11, 2006. This edition contains all amendments and additions to Bylaw 14135.

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

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

City of Edmonton
Urban Planning and Economy



**BYLAW 20680
PYLYPOW INDUSTRIAL
Area Structure Plan
(as amended)**

- | | |
|--|--|
|  Light Industrial Area |  Minor Utility Corridor |
|  Medium Industrial Area |  Arterial Roadway / Transit Route |
|  Industrial Business Area |  Local Roadway |
|  Industrial Business & Educational Area |  Local Roadway / Transit Route |
|  Open Space / Natural Area |  Potential Connections |
|  Regional Stormwater Lake |  Granular Trail Incorporated into Stormwater Management Facility Design |
|  Major Utility Corridor |  Multi-use Trail |
| |  Boundary of ASP |



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.

PYLYPOW INDUSTRIAL NEIGHBOURHOOD
AREA STRUCTURE PLAN

January, 2006

Prepared by:
The City of Edmonton
Urban Planning and Economy

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1.0 Introduction

1.1 Purpose

The purpose of the Pylypow Industrial Area Structure Plan (ASP) is to establish a development and servicing concept for the Pylypow Industrial Neighbourhood.

The Plan will specify:

- where industrial and other land uses are to be located;
- which site features are to be protected or incorporated;
- where various required infrastructure is to be provided; and
- how development will phased.

1.2 Location and Boundaries

The Pylypow Industrial neighbourhood is located within a larger industrial area in southeast Edmonton immediately north of the greater Mill Woods residential area. The Plan area contains 332 ha of land and is bounded on the east by 34 Street, on the south by Whitemud Drive, on the west by 50 Street, and on the north by *a private rail corporation* (see Map 1). Approximately 264 ha of undeveloped land exists within the Plan Area as of 2006.

Amended by Editor

1.3 Mandate

The Pylypow Industrial ASP was prepared by the City of Edmonton pursuant to the provisions of the Municipal Government Act and was considered for adoption by Edmonton City Council under Bylaw 14135, on January 11, 2006. This Plan was also prepared in conformance with Plan Edmonton and the North Saskatchewan River Valley Area Redevelopment Plan (NSRVARP), and in part, to implement Edmonton's Industrial Land Strategy.

1.4 Planning Context

The adoption of the Pylypow Industrial ASP replaced that portion of the Southeast Industrial Outline Plan that applied to the Pylypow industrial neighbourhood (see Map 2). The adoption of the Pylypow Industrial ASP was accompanied by the adoption of:

Bylaw 14127 to amend the text of the Edmonton Zoning Bylaw to create, among other

things, the (IL) Light Industrial Zone;

Bylaw 14161 to apply land use zoning (including the IL Zone) in accordance with the Pylypow Industrial ASP development concept, and to amend the boundary of the North Saskatchewan River Valley and Ravine System Protection Overlay; and

Bylaw 14162 to amend the boundary of the North Saskatchewan River Valley Area Redevelopment Plan (NSRVARP).

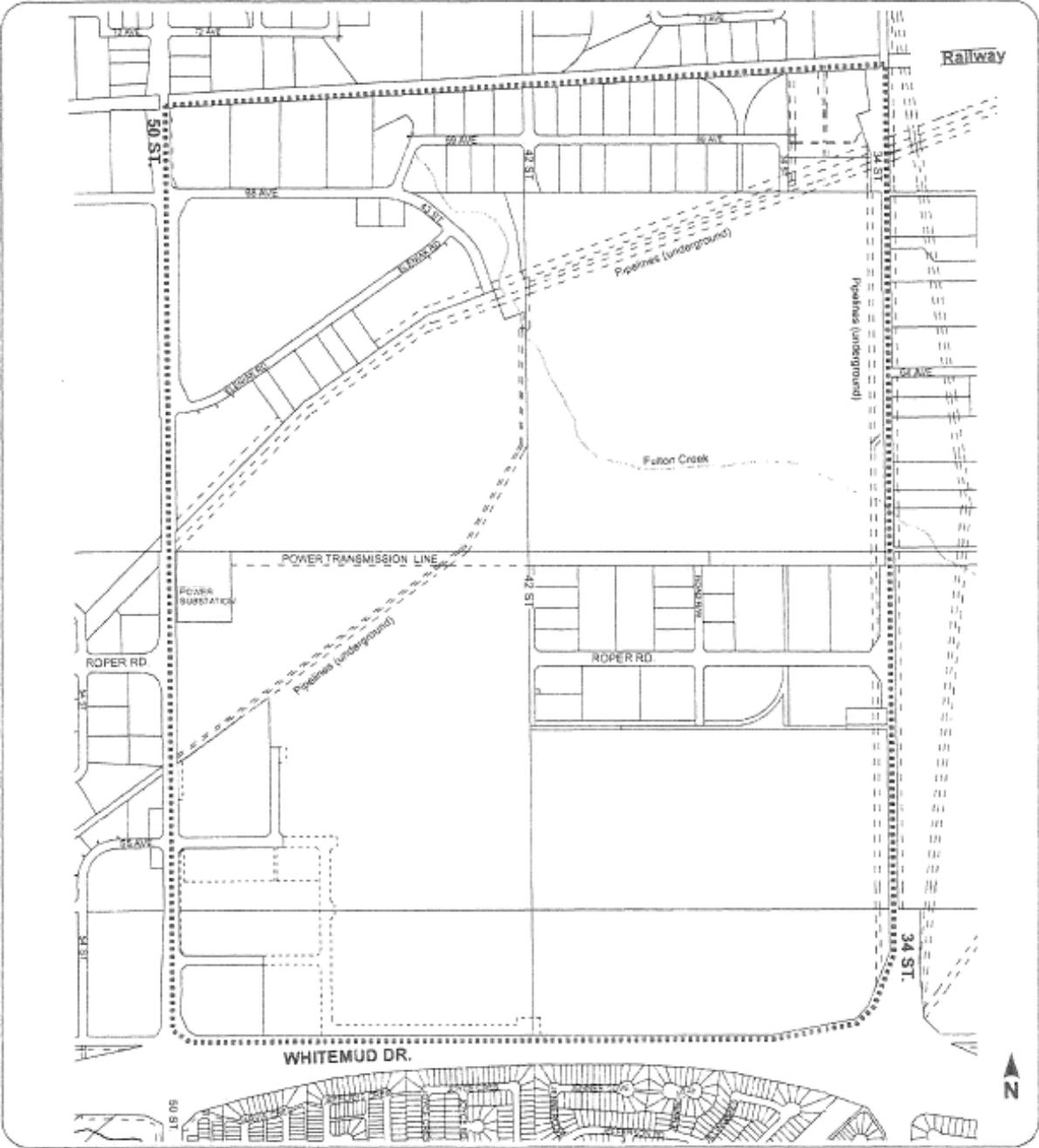
The IL Zone was created to accommodate light industrial uses and be applied along major roadways and adjacent to non-industrial uses, but without the commercial, recreational and cultural uses contained in the (IB) Business Industrial Zone.

1.5 About this Document

This document contains four sections and three appendices. Sections 2 and 3 describe the land use and servicing concepts for the Pylypow Industrial area, respectively. Section 4 contains information that was considered in preparing Sections 2 and 3. Appendix 1 is a table summarizing land use statistics associated with the development concept shown on Map 3 in Section 2. Appendix 2 is a table listing the major landowners in the Pylypow plan area at the time the plan was adopted in 2006. The holdings of these landowners are shown on Map 9. Appendix 3 contains a listing of technical studies that were considered and provided direction in the preparation of the development and servicing concepts.

Sections 2 and 3 each include a goal statement which is a general description of what is to be achieved in implementing the development and servicing concepts. These goals are addressed through statements on objectives, policies and methods of implementation pertaining to a number of specific topic areas. A discussion follows to provide background and rationale to the objectives and policies and in some cases a link to the information presented in Section 4.

Figure 1 – Pylypow Industrial – Structure Plan Boundary*
 (Bylaw 14135, January 11, 2006)



Map 1 Pylypow Industrial - Structure Plan Boundary

..... Boundary

Edmonton PLANNING AND DEVELOPMENT

*Amended by Editor

Figure 3 – Pylypow Industrial – Development Concept
(As amended by Bylaw 20680, December 11, 2023)



Figure 3
PYLYPOW INDUSTRIAL
 Area Structure Plan
 Development Concept

- | | | | |
|---|--|---|--|
|  | Light Industrial Area |  | Minor Utility Corridor |
|  | Medium Industrial Area |  | Arterial Roadway / Transit Route |
|  | Industrial Business Area |  | Local Roadway |
|  | Industrial Business & Educational Area |  | Local Roadway / Transit Route |
|  | Open Space / Natural Area |  | Potential Connections |
|  | Regional Stormwater Lake |  | Granular Trail Incorporated into Stormwater Management Facility Design |
|  | Major Utility Corridor |  | Multi-use Trail |
| | |  | Boundary of ASP |



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.

2.0 Development Concept & Implementation

Goal Statement: To create a functional and sustainable light and medium industrial area in which future urban development is complementary to, and compatible with, the surrounding industrial development and roadway network, the important site elements (Fulton Creek, utility rights-of-way) within the plan area, and the adjacent Jackson Heights residential neighbourhood.

2.1 Industrial Development

| Objective | Policy | Implementation |
|--|---|--|
| <p>2.1.1 To ensure that industrial land uses predominate in the Pylypow Industrial plan area.</p> | <p>2.1.1 All of the net developable area within the Plan will be designated for industrial and industrial related development.</p> | <p>2.1.1 Map 3 – Development Concept and Appendix 1 will guide the future application of industrial land use zones.</p> |
| <p>2.1.2 To bring serviced industrial lands to market in Pylypow Industrial plan area beginning in 2006.</p> | <p>2.1.2 The Asset Management and Public Works Department will initiate the subdivision, servicing and marketing of City owned land in Pylypow Industrial plan area in 2006.</p> | <p>2.1.2 The Asset Management and Public Works Department has budgeted funds to begin servicing and marketing of City- owned lands in Pylypow Industrial plan area in 2006.</p> |
| <p>2.1.3 To accommodate a limited amount of commercial development within the Pylypow Industrial plan area.</p> | <p>2.1.3 Opportunities for commercial development will be accommodated through application of the (IB) Business Industrial Zone.</p> | <p>2.1.3 Map 3 - Development Concept will guide the future application of the IB Land Use Zone.</p> |

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|--|--|---|
| <p>2.1.4 To provide opportunities for a limited amount of Private or Public Education Services uses to be located on an appropriate site at the perimeter of the Industrial Business Area that provides access to major roads and transit services.</p> | <p>2.1.4 One site will provide opportunities for Private or Public Education Services uses in addition to commercial and industrial business uses characteristic of the IB zone, to be accommodated through application of a (DC2) Site Specific Development Control Provision.</p> | <p>2.1.4 Map 3 – Development Concept will guide the future application of the DC2 Provision located on the site designated Industrial Business & Educational Area.</p> |
|--|--|---|

Discussion:

Until the adoption of the IL Zone under Bylaw 14127, the Edmonton Zoning Bylaw contained three industrial zones that were in active use; the (IH) Heavy Industrial, (IM) Medium Industrial, and (IB) Business Industrial Zones.

The IH Zone is intended to accommodate industrial uses that have potential for off site impacts including explosion and fire hazard. The IM Zone is intended for less intense industrial uses with impacts that can generally be contained on site. The IB Zone is intended for industrial uses with impacts that can be contained within an enclosed building and includes regulations that control for appearance. While the IH, and IM Zones are primarily industrial in nature, the IB Zone contains, in addition to a number of industrial based uses, a wide range of non-industrial land uses which accommodate commercial, recreational and cultural activities.

Over time, the IH, IM and IB Zones (and their precedents) have been applied in support of a traditional planning approach whereby heavy industrial (IH) land uses with higher impacts (associated with noise, dust, vibration, odour, appearance, fire and explosion hazard) are located in the centre of an industrial area and separated from non-industrial uses by surrounding medium (IM) and business (IB) industrial uses. The intent of this approach is to establish an impact gradient which is potentially highest in the centre of industrial areas and which decreases toward the periphery of industrial areas where they may be bounded by major roadways or non-industrial land uses.

The combination of this approach and the preference of many commercial businesses to locate on sites with high visibility and excellent access has resulted in some IB Zoned sites located along major roadways being marketed and developed for commercially oriented businesses. In some cases commercial businesses dominate IB Zoned strips along major roadways. The consequences of this are that:

- industrial businesses (to some extent) are displaced because they choose not to compete for these sites with commercially oriented businesses; and
- traffic flows along major roadways through industrial areas are often impeded by vehicle movements to and from abutting sites developed with commercially oriented businesses.

Like the IB Zone, the IL Zone:

- establishes an industrial zone intended to accommodate higher quality, light industrial developments that operate in such a manner that no nuisance factor is

created or is apparent outside an enclosed building:

- will permit limited outdoor activities that are accessory to a principle use provided they are appropriately screened from view; and
- is intended to be applied to sites adjacent to major roadways and non-industrial uses.

Unlike the IB Zone with its wide range of use opportunities, the IL Zone focuses more narrowly on providing opportunities for businesses of an industrial nature.

A focus of Plan Edmonton and Edmonton's Industrial Land Strategy (ILS) is to ensure an adequate supply of serviced industrial land. The ILS also seeks, among other things, to establish the priority of industrial development over other uses in industrial areas.

Policies 2.1.1, 2.1.2 respond to this direction by specifying that a clear majority of the lands in Pylypow will be designated for industrial use, and that development will begin soon after the Pylypow Industrial Area Structure Plan is adopted.

The Pylypow development concept specifies that the IL Zone will be applied to locations along major roadways and Fulton Creek to ensure a predominance of industrial development.

While the focus of the Pylypow Plan is to facilitate industrial development, Policy 2.1.3 directs that a limited amount of commercial land uses will be accommodated under the IB Zone. The Pylypow development concept indicates that the IB Zone will be applied where it is most desirable to commercial operators and where access will not unduly interfere with the flow of traffic along the abutting arterial roadways.

One site in the Southwest portion of the ASP area designated Industrial Business & Educational Area on Map 3 – Development Concept will allow for opportunities for Private or Public Education Services uses in addition to commercial and business industrial uses, through the application of a (DC2) Site Specific Development Control Provision. The DC2 should be guided by the uses and regulations of the IB Zone while providing opportunities for the operation of Private or Public Education Services uses, thereby enabling flexibility to return to an Industrial Business type of development in the future if educational uses are longer located on the site.

Bylaw 20198
August 16, 2022

2.2 Utility Rights-of-Way

| Objective | Policy | Implementation |
|---|---|---|
| <p>2.2.1 To protect utility rights-of-ways from encroachment by abutting uses.</p> | <p>2.2.1 Minor utility rights-of-way will be incorporated into development sites and protected by easement.</p> | <p>2.2.1 Easements to protect minor utility rights-of-way will be required as a condition of subdivision approval for the affected lands.</p> |
| | <p>2.2.2 Major utility rights-of-way not already owned by the operator will be dedicated as public utility lots to the City of Edmonton.</p> | <p>2.2.2 Public utility lots to accommodate major utility rights-of-way will be required as a condition of subdivision approval for the affected lands as identified on Map 3 - Development Concept.</p> |

Discussion:

As conveyors of volatile petrochemical products and high voltage electricity, transmission pipelines and powerlines must be protected from encroachment by abutting uses. Two recognized means of managing encroachment relative to these utilities are to place an easement on the affected lands in the right of the utility owner/operator, or to create a separately titled parcel to be dedicated to the City as a public utility lot (in some situations the right-of-way may already be owned by the operator). In the case of the latter, the City will ensure that the public utility lot is not made available for urban development. A development setback placed on the lands abutting the right-of-way (by way of a restrictive covenant) adds another measure of protection for the utility.

2.3 Natural Areas and Open Space Development

| Objective | Policy | Implementation |
|--|--|--|
| <p>2.3.1</p> <p>To fulfill City Policy C-647 and the North Saskatchewan River Valley Area Redevelopment Plan (ARP) by encouraging and/or facilitating the conservation of natural areas and river valley ravines within the Pylypow Industrial plan area.</p> | <p>2.3.1</p> <p>The Fulton Creek natural area (SE5094) will be conserved as natural area and passive open space.</p> | <p>2.3.1</p> <p>The bed and shore of Fulton Creek, as well as an abutting upland tree stand, will be acquired by the City of Edmonton through a combination of means, including Environmental Reserve and Municipal Reserve dedication, purchase via established programs, and/or other mechanisms as available. <i>The dedication of Environmental Reserve, an appropriate upland setback and Municipal Reserve lands will be achieved as a condition of subdivision approval of the affected lands.</i></p> |
| <p>2.3.2</p> <p>To protect the Fulton Creek Natural Area (SE5094) from encroachment by adjacent development.</p> | <p>2.3.2</p> <p>The Fulton Creek natural area will be separated from adjacent urban development by a top-of-bank roadway.</p> | <p>2.3.2</p> <p><i>The provision of a top-of-bank Multi-use trail abutting Fulton Creek will be required as a condition of subdivision approval for all lands adjacent to Fulton Creek in accordance with Map 3 – Development Concept.</i></p> |

Bylaw 14322
June 28, 2006

Bylaw 18715
May 14, 2019

| Objective | Policy | Implementation |
|-----------|--|--|
| | <p>2.3.3</p> <p>Roadway crossings of, and the installation of stormwater management infrastructure within, the Fulton Creek Natural Area will be minimized.</p> | <p>2.3.3</p> <p><i>One local road crossing of the Fulton Creek will be permitted in accordance with Map 3- Development Concept. The local road crossing of the Fulton Creek will be at full cost of the developer and will adhere to the requirements of all affected Departments and Agencies. The construction of the local road crossing within the Fulton Creek will be reviewed and conditioned at the subdivision stage of the planning approval process. Among other requirements, as will be identified at the subdivision stage, the owner will be required to complete the following before a local road crossing will be permitted:</i></p> <ul style="list-style-type: none"> • <i>a Management Plan for the local road crossing to the satisfaction of the Office of Natural Areas;</i> • <i>acquisition of land from the City of Edmonton, if required;</i> • <i>disposition of any Municipal Reserves, at fair market value, if required;</i> • <i>a hydro-technical</i> |

Bylaw 14322
June 28, 2006

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| | | <p><i>assessment for the local road crossing to identify the flood potential of the Fulton Creek and to identify any requirements for erosion protection for the banks of the creek at the crossing location; and</i></p> <ul style="list-style-type: none"> • <i>a geotechnical review of potential slope stability issues and to reduce uncertainty in relation to the design and construction of foundations for the proposed local road crossing.</i> <p><i>In order to minimize the disruption of the Fulton Creek, the local road crossing will be designed and constructed according to Environmental Best Practices and the location of the local road crossing will be required to be sensitive to the natural areas/ tree stands being retained by the City of Edmonton. If the road alignment bisects the natural area/tree stand, it should be located at the narrowest point in order to minimize the overall impact. The local road crossing is required to have logical tie-ins to the multi-use trail system</i></p> |
|--|--|---|

| | | |
|---|--|---|
| | | <p><i>abutting the Fulton Creek.</i></p> <p><i>The installation of stormwater infrastructure within the Fulton Creek Natural Area will be reviewed and conditioned at the subdivision stage of the planning approval process.</i></p> |
| <p>2.3.4</p> <p>To integrate portions of the major utility rights-of-way and required stormwater management facilities as open space elements in the Pylypow Industrial plan area.</p> | <p>2.3.4</p> <p>Portions of the major utility rights-of-way and the required stormwater management facilities will incorporate multi-use trails and landscaping to enhance these lands as open space areas.</p> | <p>2.3.4</p> <p>The provision of multi-use trails and associated landscaping will be required as a condition of subdivision approval for the abutting lands in accordance with Map 3 – Development Concept.</p> |

Discussion:

Ownership is an important step in establishing the City’s stewardship of a tributary to the North Saskatchewan River. Roadways and buffers between natural areas and adjacent urban development will provide an additional measure of protection from encroachment.

Roadway crossings and stormwater outfalls will negatively impact the integrity of Fulton Creek as a natural area and should therefore be minimized.

While the primary purpose of utility rights-of-way and stormwater management facilities are to accommodate important utilities and drainage infrastructure, these lands can also serve as open space areas and provide amenity opportunities to the working populace in the area.

2.4 Circulation

| Objective | Policy | Implementation |
|---|---|--|
| <p>2.4.1 To maintain traffic flows and minimize traffic conflicts along major roadways within and abutting the Pylypow Industrial plan area.</p> | <p>2.4.1 Vehicular access is not permitted directly between the Plan area and Whitemud Drive.</p> | <p>2.4.1 The Planning and Development and <i>Transportation</i> Departments will refuse proposals to develop vehicular accesses between the Plan area and Whitemud Drive.</p> |
| | <p>2.4.2 All-directional access to 34 and 50 Streets is restricted to major intersections to the satisfaction of the <i>Transportation</i> Department.</p> | <p>2.4.2 Access to 34 and 50 Streets will be reviewed and conditioned at the subdivision or development permit stage of the planning approvals process.</p> |
| | <p>2.4.3 All roadways within the plan area will be developed to a full urban standard. The 34 Street arterial roadway will be upgraded but remain as rural cross-section design until an urban standard is required.</p> | <p>2.4.3 Roadway standards and access will be reviewed and conditioned at the subdivision or development permit stage of the planning approvals process.</p> |

Amended by Editor

Amended by Editor

| Objective | Policy | Implementation |
|---|---|--|
| <p>2.4.4</p> <p>To maximize the sharing of roadway dedication and construction costs between area property owners.</p> | <p>2.4.4</p> <p>Sites with frontages of 30.0 m or less will be developed such that each site has a single vehicular access shared with an abutting Site.</p> | <p>2.4.4</p> <p>Access to sites will be reviewed and conditioned at the subdivision or development permit stage of the planning approvals process to the satisfaction of the <i>Transportation</i> Department.</p> |
| | <p>2.4.5</p> <p>Roadways internal to the Plan area will be placed along property lines (between different owners) wherever possible.</p> | <p>2.4.5</p> <p>The exact alignment of internal local roadways will be addressed at the time of subdivision in accordance with Map 3 - Development Concept.</p> |
| <p>2.4.6</p> <p>To provide pedestrian and bicycle circulation opportunities in the Pylypow Industrial plan area.</p> | <p>2.4.6 <i>(Bylaw 14322, June 28/06)</i></p> <p><i>A multi-use trail network with appropriate lighting will be developed within the Plan area utilizing portions of the major utility rights-of-way, the required stormwater management facilities and adjacent to the Fulton Creek Natural Area.</i></p> | <p>2.4.6</p> <p><i>The provision of a multi-use trail network with appropriate lighting will be required as a condition of subdivision approval and executed through associated servicing agreements in accordance with Map 3 -Development Concept. The portion of the multi-use trail network that abuts the Fulton Creek Natural Area will be constructed as follows:</i></p> <ul style="list-style-type: none"> <i>• on the North and Southwest sides of the Creek where the local road aligns and abuts the Creek, the multi-use trail will be incorporated into the local road design. A second sidewalk will not be required as part of the local road design;</i> <i>• on the North and South of</i> |

Amended by Editor

Bylaw 18715
May 14, 2019

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|--|--|---|
| | | <p><i>surfaced multi-use trail will be required adjacent to the Creek and the land will be dedicated to the City as legal road right-of way; and</i></p> <ul style="list-style-type: none"> <i>• on the South side of the Creek, abutting the regional storm water management facility (SWMF), a multi-use trail is not required. Rather, a granular trail is required to be provided for passive recreational uses only and incorporated into the design of the SWMF. This granular trail is required to be connected in a logical manner to both 34 Street and the multi-use trail network for the Creek area.</i> |
|--|--|---|

| Objective | Policy | Implementation |
|--|--|---|
| | <p>2.4.7 (<i>Bylaw 14322, June 28/06</i>)</p> <p>Sidewalks will be developed along at least one side of each roadway within the Plan area. Sidewalks must be located on the north side of Avenues (east – west alignment) and may be located on either side of Streets (north – south alignment) in a consistent fashion.</p> <p><i>Adjacent to the Fulton Creek Natural Area, where a multi-use trail is required to be incorporated into the local road design, a second sidewalk will not be required.</i></p> | <p>2.4.7</p> <p>The provision of sidewalks will be required as a condition of subdivision approval and executed through the associated servicing agreement, to the satisfaction of the <i>Transportation</i> Department.</p> |
| <p>2.4.8</p> <p><i>To provide transit opportunities within the plan area.</i></p> | <p>2.4.8</p> <p><i>All future roadways within the plan area will be designated as transit routes.</i></p> | <p>2.4.9</p> <p><i>Map 3 – Development Concept identifies transit routes within the plan area.</i></p> |

Amended by Editor

Bylaw 14322
June 28, 2006

Bylaw 14322
June 28, 2006

Discussion:

Vehicular access to Whitemud Drive will not be permitted and access to 34 and 50 Streets will be limited in order to maintain the free flow of traffic and to minimize traffic safety concerns on these roadways.

Lots with smaller frontages on any given roadway can lead to a higher number of access points and turning movements, which in turn may lead to traffic conflicts. Policy 2.4.4 limits access to small frontage lots such that one shared access is permitted for every two lots.

The placement of roads along property lines is an equitable means of sharing dedication and construction costs to the mutual benefit of the affected owners.

With an increased emphasis on healthy lifestyles, many individuals seek opportunities for exercise and passive or active recreation while at work. The creation of a separate multi-use trail system throughout Pylypow will provide a facility for the working populace to walk, run or bike before, during, or after work on a separate facility.

The provision of a sidewalk on at least one side of every road in Pylypow will provide a modal choice for pedestrians by allowing them to circulate between transit routes and places of business in a relatively safe manner on a facility dedicated to their movement. The provision of sidewalks along the northern side of Avenues (east – west alignments) will help to maximize the amount of time that the pedestrian network remains passable and ice-free given Edmonton’s northern location and winter climate.

2.5 *Development Standards*

| Objective | Policy | Implementation |
|---|---|--|
| <p>2.5.1 To ensure a high standard of appearance along high traffic volume roadways and the Fulton Creek natural area.</p> | <p>2.5.1 All industrial uses and activities along arterial roadways and the Fulton Creek natural area will be developed to a higher standard of appearance.</p> | <p>2.5.1 The IL and IB Zones will be applied to high profile areas, as per Map 3 - Development Concept.</p> |
| | <p>2.5.2 All infrastructure required to distribute and service development sites will be located underground.</p> | <p>2.5.2 Underground services will be required as a condition of subdivision and executed through associated servicing agreements.</p> |
| | <p>2.5.3 Rural cross section roadways (i.e., without curb and gutter) are not permitted within the Pylypow Industrial area. The abutting 34 Street will be developed as a rural cross section roadway.</p> | <p>2.5.3 Roadway standards will be reviewed and conditioned at the time of subdivision approval and executed through associated servicing agreements.</p> |

Discussion:

Whitemud Drive, 34 Street, and 50 Street circulate high volumes of traffic past the Pylypow Industrial area and are major approach roads to the Mill Woods residential area. As such, development along these roadways will present a lasting impression to the travelling public about the appearance and quality of development in Pylypow and the City as a whole. Establishing a higher standard of appearance for lands fronting onto these roadways is therefore appropriate.

Lands abutting Fulton Creek will likely be developed at a higher cost than other lands due to the requirement for an abutting top-of-bank roadway. This cost should be offset by the higher prices possible for lands fronting onto a large natural/open space area. Proximity to Fulton Creek should attract industrial users who may desire sites next to a major amenity area and be prepared to develop to a higher standard of appearance befitting their image. A higher standard of appearance is also compatible for development fronting onto to an amenity area that may attract the working populace throughout Pylypow and/or the public at large – especially when Fulton Creek is part of a multi-use trail system.

Aerial (overhead) power servicing and rural cross section roadway with ditches are unsightly and detract from the general appearance of an area, which in turn may inhibit lands being utilized for their highest and best use.

2.6 Environment

| Objective | Policy | Implementation |
|--|--|---|
| 2.6.1 To protect future industrial users from past land contamination in the Pylypow Industrial plan area. | 2.6.1 Planning applications for site(s) with suspected environmental concerns will be accompanied by documentation proving the affected lands are suitable for their intended use. | 2.6.1 The Planning and Development Department will refuse applications for site(s) identified on Map 8 - Development Context without appropriate verification that the affected site(s) is suitable for the intended use. |

Discussion:

Due to the activities of past uses in Pylypow, some lands within the Plan boundary may be environmentally contaminated and therefore pose a risk to future users. Such contamination is typically surficial in nature and can be easily remediated. Map 8 identifies locations that are suspected of being contaminated at the time of this plan’s writing and for which documented proof is required to ensure possible prior contamination is satisfactorily addressed and that the affected lands pose no risk to future users.

2.7 Risk Management

| Objective | Policy | Implementation |
|---|--|--|
| <p>2.7.1</p> <p>To restrict industrial uses and industrial activities associated with explosive or hazardous materials within the Pylypow Industrial plan area vis-à-vis the adjacent Mill Woods residential area.</p> | <p>2.7.1</p> <p>The (IH) Heavy Industrial Zone will not be applied to lands within the Pylypow Industrial plan area.</p> | <p>2.7.1</p> <p>The Planning and Development Department will refuse applications to rezone land within the Pylypow neighbourhood to the IH designation. Nor will the Department approve Development Permits for Uses that satisfy the criteria described in the “General Purpose” of the IH Zone.</p> |
| <p>2.7.2</p> <p>To prohibit residential land uses within the Pylypow Industrial area.</p> | <p>2.7.2</p> <p>Residential and residential related uses will not be permitted within the Pylypow Industrial plan area.</p> | <p>2.7.2</p> <p>The Planning and Development Department will refuse applications that propose residential or residential related uses within the Pylypow Industrial plan area.</p> |

Discussion:

Plan Edmonton endorses several methods of risk management. Two of these methods are to reduce risk through land use controls and at the source, respectively.

A means of reducing risk through land use controls may involve the application and

enforcement of regulations relative to uses that either pose a risk or that may be detrimentally impacted by a hazard event. A means of reducing risk at source is to outright prohibit uses that pose risk and and/or uses that would be detrimentally impacted should risk become reality.

Policy 2.7.1 reduces risk at source relative to the Mill Woods residential area by prohibiting development of hazardous land uses possible under the IH Zone within the Pylypow Industrial plan area.

Policy 2.7.2 also reduces risk at source by prohibiting residential land uses within the Pylypow Industrial plan area that might be detrimentally impacted by hazardous land uses located on lands in adjacent industrial areas. Policy 2.7.2 also reduces the potential for conflict between residents and industrial operators relative to nuisances generated by less intense industrial land uses.

2.8 Planning Approvals, Plan Monitoring and Amendments

| Objective | Policy | Implementation |
|--|---|---|
| <p>2.8.1</p> <p>To ensure an orderly process of planning and development process occurs in the Pylypow Industrial area.</p> | <p>2.8.1</p> <p>Lands not serviced to full urban standard will only be approved for limited and temporary land uses.</p> | <p>2.8.1</p> <p>The Development Officer will refuse, or approve with time limitation conditions, applications for development on lands with less than full urban services.</p> |
| <p>2.8.2</p> <p>To ensure the Plan remains relevant to the planning and development issues that may arise or abate over time.</p> | <p>2.8.2</p> <p>The Planning and Development Department will monitor the efficacy of the Plan in an ongoing manner.</p> | <p>2.8.2</p> <p>The Planning and Development Department will as part of its monitoring of the Industrial Land Strategy periodically review the supply and demand for particular types of industrial land and consider and initiate appropriate amendments to the Plan to ensure it is relevant to addressing trends in industrial development.</p> |

| Objective | Policy | Implementation |
|-----------|---|---|
| | <p>2.8.3</p> <p>Development proposals that do not comply with the policies, development concept map, or servicing concept maps of this Plan must be accompanied by an amendment to bring the Plan, into conformance with the proposed development.</p> | <p>2.8.3</p> <p>The Planning and Development Department will determine whether a development proposal is in compliance with the Plan and other affected Plans. Amendments shall comply with Plan Edmonton and all applicable City of Edmonton policies and guidelines and will be coordinated by the Planning and Development Department. Amendments to this Plan shall be comprehensive in that they will revise all parts of the Plan that are necessary to accommodate the proposed change(s) including modified text and map(s) and new/adjusted planning rationale. The Planning and Development Department will determine any studies necessary to support the proposed amendment.</p> |

Discussion:

With all other things being equal, serviced lands have a higher value than unserviced lands and are more likely to attract a highest and best use under the land use zoning in place for the affected lands. When lands are zoned for their highest and best use, but not serviced to full urban standard, they may attract a type and quality of development that is less than optimal. Once developed these uses may remain in place for a long time preventing development for highest and best use. Policy 2.8.1 addresses this issue by limiting the use of unserviced lands so that they may be readily “redeveloped” to their highest and best use when they are eventually serviced.

3.0 Servicing Concept

Goal: To ensure that utility services are provided in accordance with City approved studies and standards and extended in a logical and coordinated manner to support the demand for urban development.

4.3 Sanitary and Storm Sewer Infrastructure

| Objective | Policy | Implementation |
|--|--|---|
| <p>3.1.1</p> <p>To ensure that the Pylypow Industrial neighbourhood is serviced to a full urban standard.</p> | <p>3.1.1</p> <p>Sanitary and storm sewer infrastructure shall be provided in accordance with the approved Neighbourhood Design Report for Pylypow and the general Drainage Concept Maps to the satisfaction of Drainage Services.</p> | <p>3.1.1</p> <p>Sanitary and storm sewer servicing as per the approved drainage concept will be a condition of engineering drawing approval associated with future servicing agreements.</p> |

Discussion:

3.1.1 Pylypow Sanitary System

The Pylypow sanitary servicing boundaries are shown in Map 4 and divide the Pylypow plan area into three basins (northern, central and southern). The sanitary flows generated by an off-site area of approximately 65 ha located east of 34 Street are also included in the design of the sanitary sewer system for the north sanitary basin.

The Pylypow Neighbourhood will ultimately drain to the west and north, discharging to the future South Edmonton Sanitary Sewer (SESS) Trunk. As the SESS trunk has not yet been constructed through this area by 2005, interim servicing connections are required to the 50 Street and Burnewood Sanitary Trunks to service the south sanitary basin; at 43 Street south of Eleniak Road to service the central sanitary basin; and at 42 Street south of 69 Street to service the north sanitary basin. Downstream constraints may exist for the interim sanitary servicing scheme and potential upgrades have been identified. However, due to the range in sewage generation rates for industrial development, it is possible that much of the plan area could fully develop without the identified upgrading being

required. Due to these downstream sewer capacities, flows from the Pylypow plan area must be monitored to determine exactly how much of the area can be developed under the interim system. It will be important to establish whether the estimated flows match the actual flow generation rates.

3.1.2 Pylypow Stormwater System

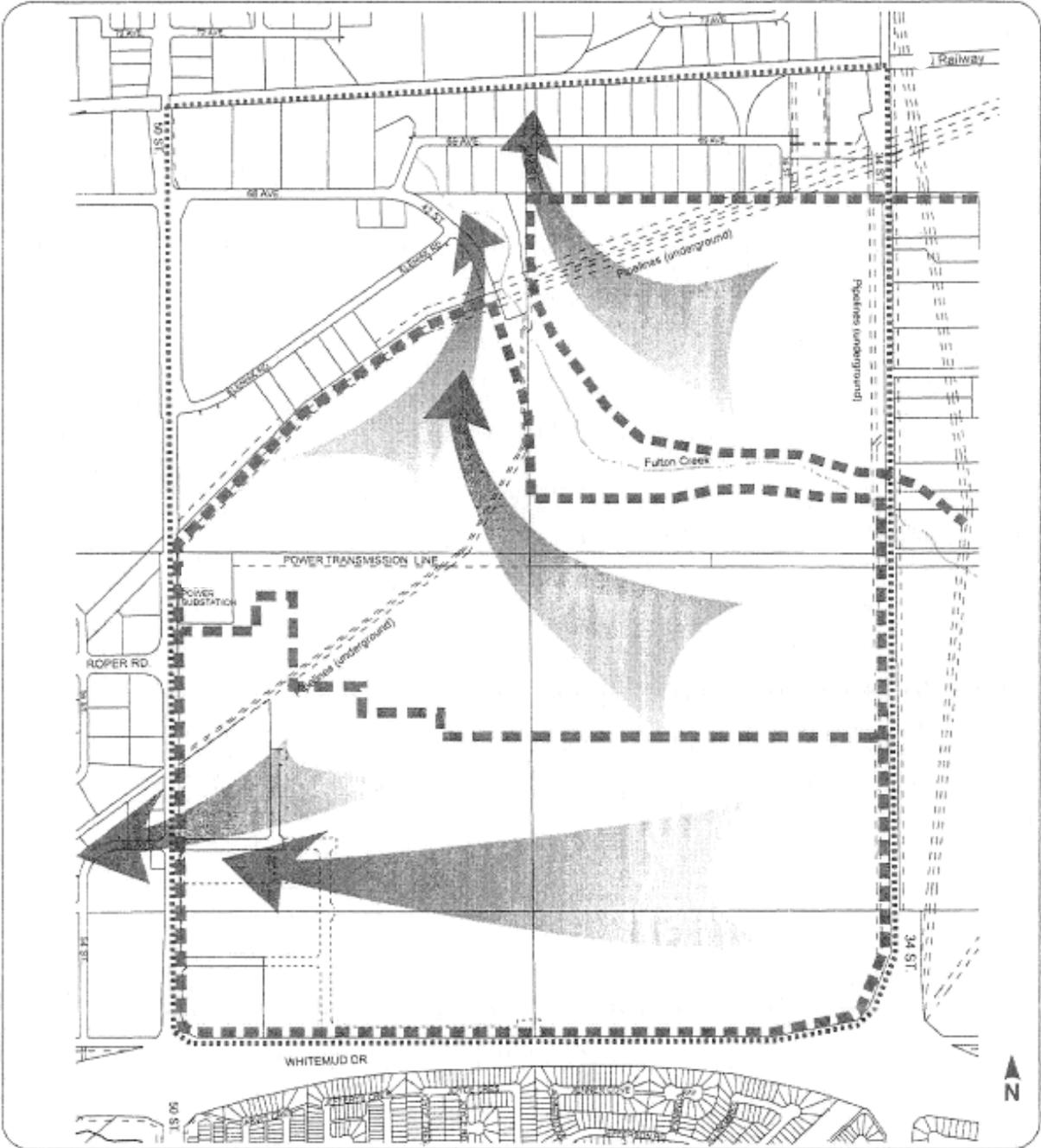
The Pylypow stormwater servicing boundaries are shown in Map 5. The major drainage system was designed to follow the natural topography as much as possible in order to minimize cut and fill requirements. All told, there are four distinct storm drainage basins within the Pylypow neighbourhood. In addition to the areas illustrated, a 23 ha area from the Whitemud Drive/34 Street interchange will drain to the west and through the Pylypow southwest stormwater management facility. Off-setting this, revisions to the basin boundaries will result in the transference of a 17.5 ha area from the Fulton Creek drainage basin to the Mill Creek drainage basin. This transfer will occur primarily between the southeast and southwest basins.

Discharges from new development within the Mill Creek and Fulton Creek drainage basins are to be controlled to a rate of 3 L/s/ha. Accordingly, stormwater management facilities (in the form of lakes or engineered wetlands) are needed for on-site storage purposes. Stormwater lakes will assist in sediment removal and increase water quality.

The Pylypow stormwater management concept specifies that the southwest basin will drain to a stormwater lake that will, in turn, discharge to the Burnewood Storm Trunk at 50 Street and 54 Avenue. The remaining basins will drain to stormwater management facilities that will then release into Fulton Creek.

In addition to the local stormwater flows that will be generated within the Pylypow neighbourhood, Drainage Services has also identified a need for a regional stormwater management facility within the plan area. The best location for this facility is the lands flanking the Fulton Creek Natural Area. The Pylypow neighbourhood is part of a larger drainage basin that encompasses the area between the Argyll tunnel inlet and the Fulton Marsh (located south of Whitemud Drive and east of 17 Street); the regional stormwater facility is required to detain flows from the portion of the drainage basin outside of the Pylypow neighbourhood.

Figure 4 – Pylypow Industrial – Sanitary Service Basins*
 (Bylaw 14135, January 11, 2006)



Map 4 Pylypow Industrial - Sanitary Service Basins

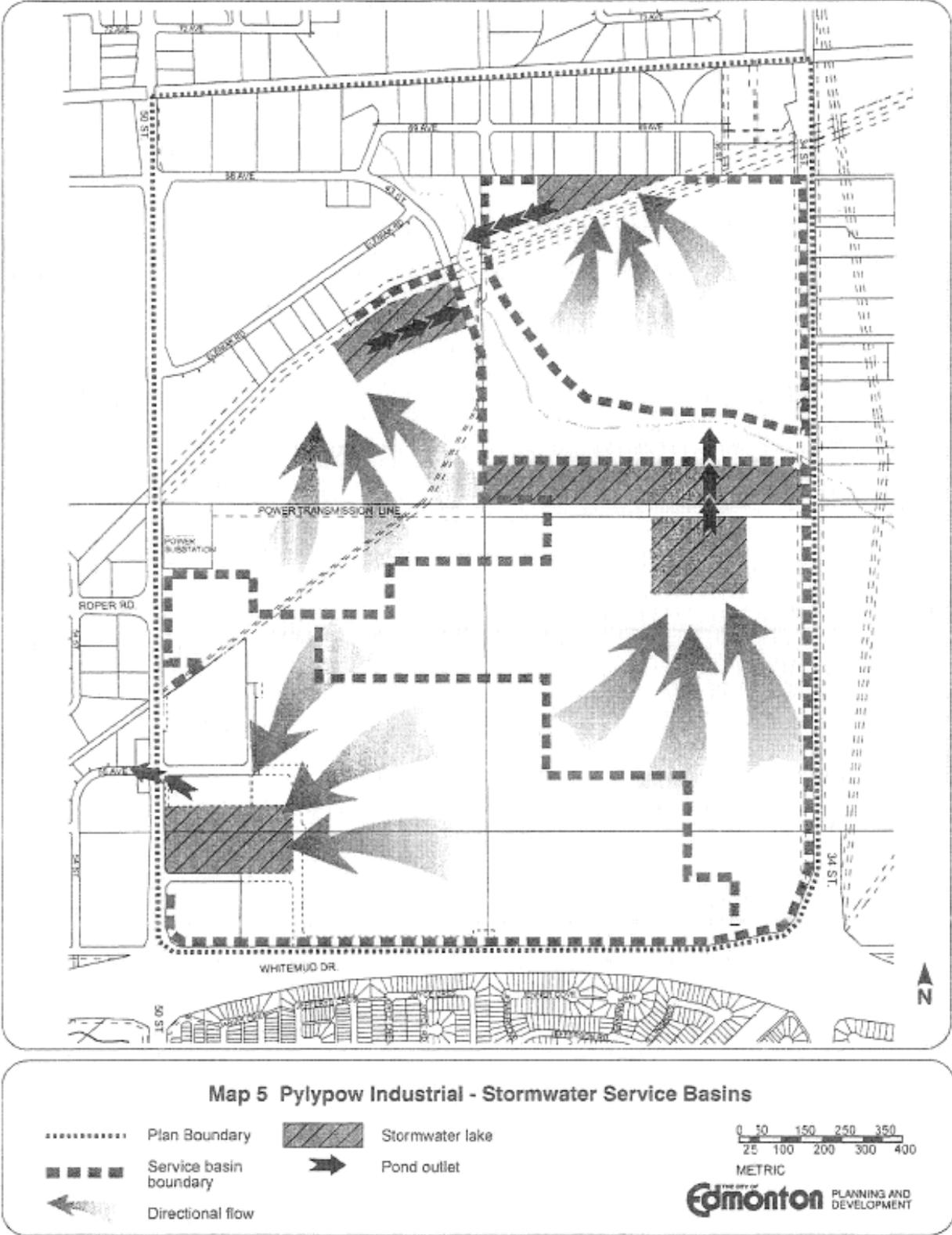
- Plan Boundary
- Service basin boundary
- ← Directional flow

0 50 100 150 200 250 300 350 400
 METRIC

Edmonton PLANNING AND DEVELOPMENT

*Amended by Editor

Figure 5 – Pylypow Industrial – Stormwater Service Basin*
 (Bylaw 14135, January 11, 2006)



*Amended by Editor

3.2 *Water Infrastructure*

| Objective | Policy | Implementation |
|--|---|---|
| <p>3.2.1</p> <p>To ensure that the Pylypow Industrial neighbourhood is serviced to a full urban standard.</p> | <p>3.2.A</p> <p>Water system infrastructure will be provided in accordance with the approved Water Network Analysis and the Water Network Map (see Map 6) to the satisfaction of EPCOR Water Network Services.</p> | <p>3.2.A</p> <p>Water servicing as per the approved water network concept will be a condition of engineering drawing approval associated with future servicing agreements.</p> |

Discussion:

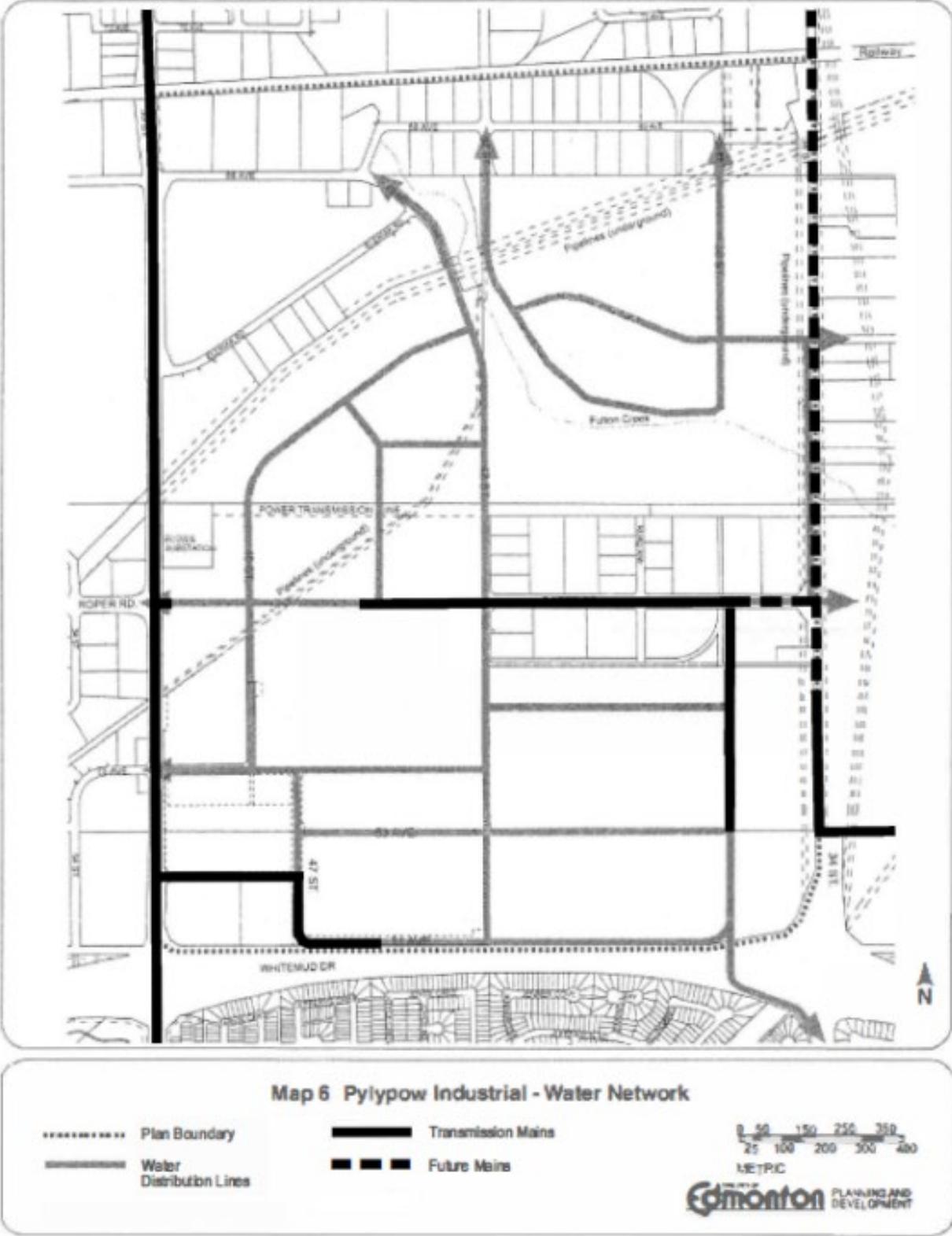
The designed water network for the Pylypow plan area is illustrated in Map 6. Water mains will be extended from connection points on 50 Street at 52 Avenue, 55 Avenue and Roper Road; at the southern termini of 36, 42 and 43 Streets near 69 Avenue; and from 34 Street at Roper Road and at 56 Avenue. It is expected that looping would be required in order to provide fire flows without causing excessive flow velocities.

Bylaw 20680,
December 11, 2023

3.3 *Shallow Utilities (Gas, Power, Telecommunications)*

| Objective | Policy | Implementation |
|--|---|--|
| <p>3.3.1</p> <p>To ensure that the Pylypow Industrial neighbourhood is serviced to a full urban standard.</p> | <p>3.3.A</p> <p>All shallow utility infrastructure required to provide service to development will be located underground.</p> | <p>3.3.A</p> <p>Underground utility services will be required as a condition of subdivision and executed through the associated servicing agreements.</p> |

Figure 6 – Pylypow Industrial – Water Network*
 (Bylaw 20680, December 11, 2023)



*Amended by Editor

Discussion:

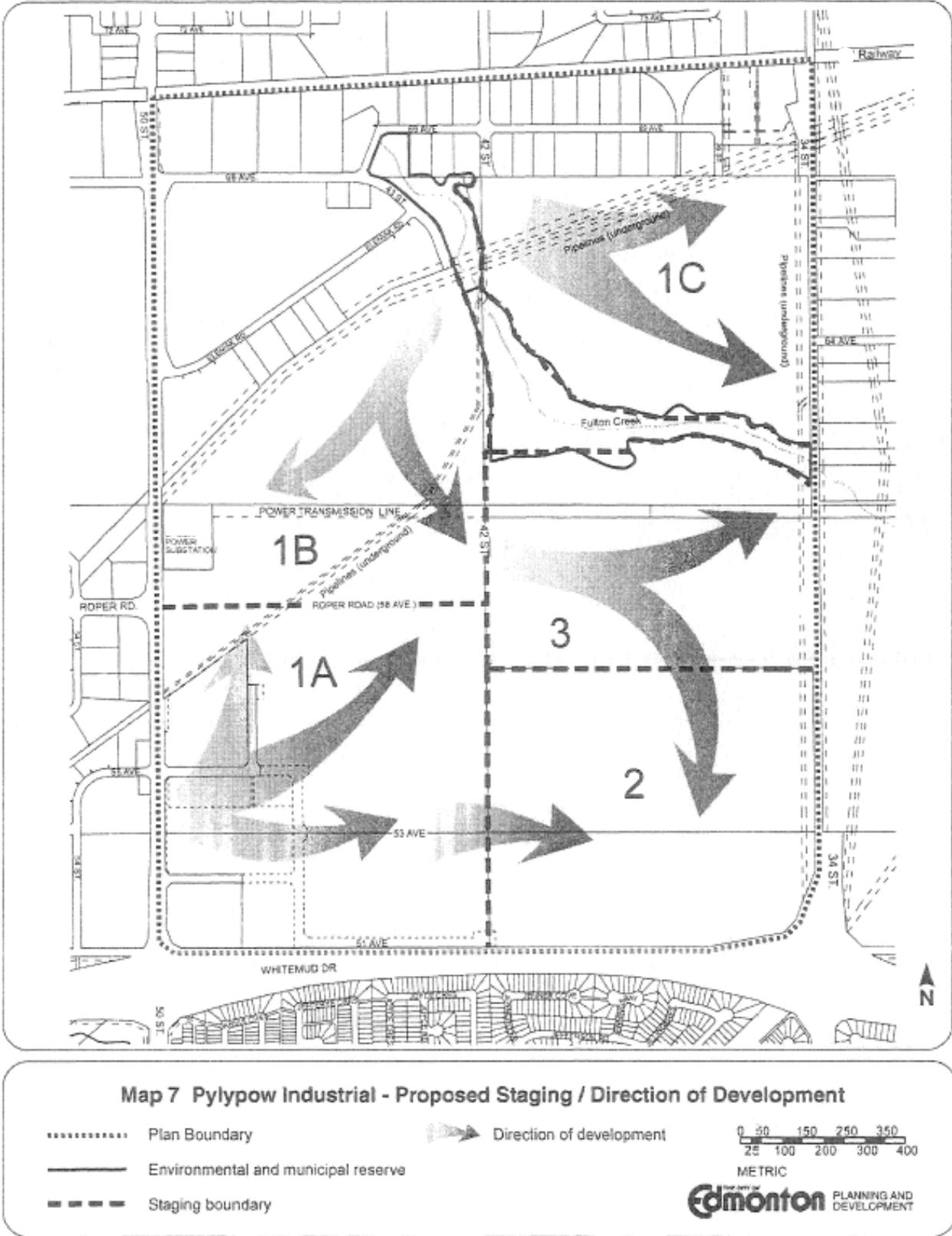
Power, gas and telephone services are readily available to the Plan area and will be extended contiguous with the advancement of development.

3.4 Development Staging

The recommended development staging within the Pylypow Industrial plan area is illustrated on Map 7. The availability of existing sewer and water infrastructure will allow simultaneous development to occur in Stage 1A, 1B and 1C.

| Stage | Area/Location | Required Connections and Infrastructure |
|--------------|---|--|
| 1A | Immediately east of 50 Street between Whitemud Drive and Roper Road | Sanitary servicing requires connection to 350 mm trunk on 50 Street at 55 Avenue for eventual connection Burnewood Sanitary Trunk and then to 71 Street combined trunk. Storm servicing requires construction of southwest stormwater lake and connection to 1,950 mm trunk which discharges to Burnewood storm trunk. |
| 1C | West of 34 Street and north of Fulton Creek | Sanitary servicing must be extended from 300 mm connection points at 36 and 42 Streets south of 69 Avenue. Storm servicing requires construction of outfall to Fulton Creek and northeast stormwater lake. This area may proceed independent of other stages. |
| 1B | Immediately east of 50 Street between Roper Road and Eleniak Road | Sanitary servicing must be extended from a 450 mm connection point at 43 Street south of 68 Avenue. Storm servicing requires construction of outfall to Fulton Creek and northwest stormwater lake. |
| 2 | West of 34 Street and south of Stage 3 | Sanitary servicing must be extended both eastward from Stage 1A and southward from Stage 3. Storm servicing requires a connection point in Stage 3. |
| 3 | West of 34 Street between Fulton Creek and the land south of Roper Road | Sanitary servicing must be extended eastward from Stages 1A or 1B. Storm servicing requires construction of outfall to Fulton Creek and Roper Road stormwater lake. |

Figure 7 – Pylypow Industrial – Proposed Staging / Direction of Development*
 (Bylaw 14135, January 11, 2006)



*Amended by Editor

4.0 Development Context

4.1 Previous Planning – The Southeast Industrial Outline Plan

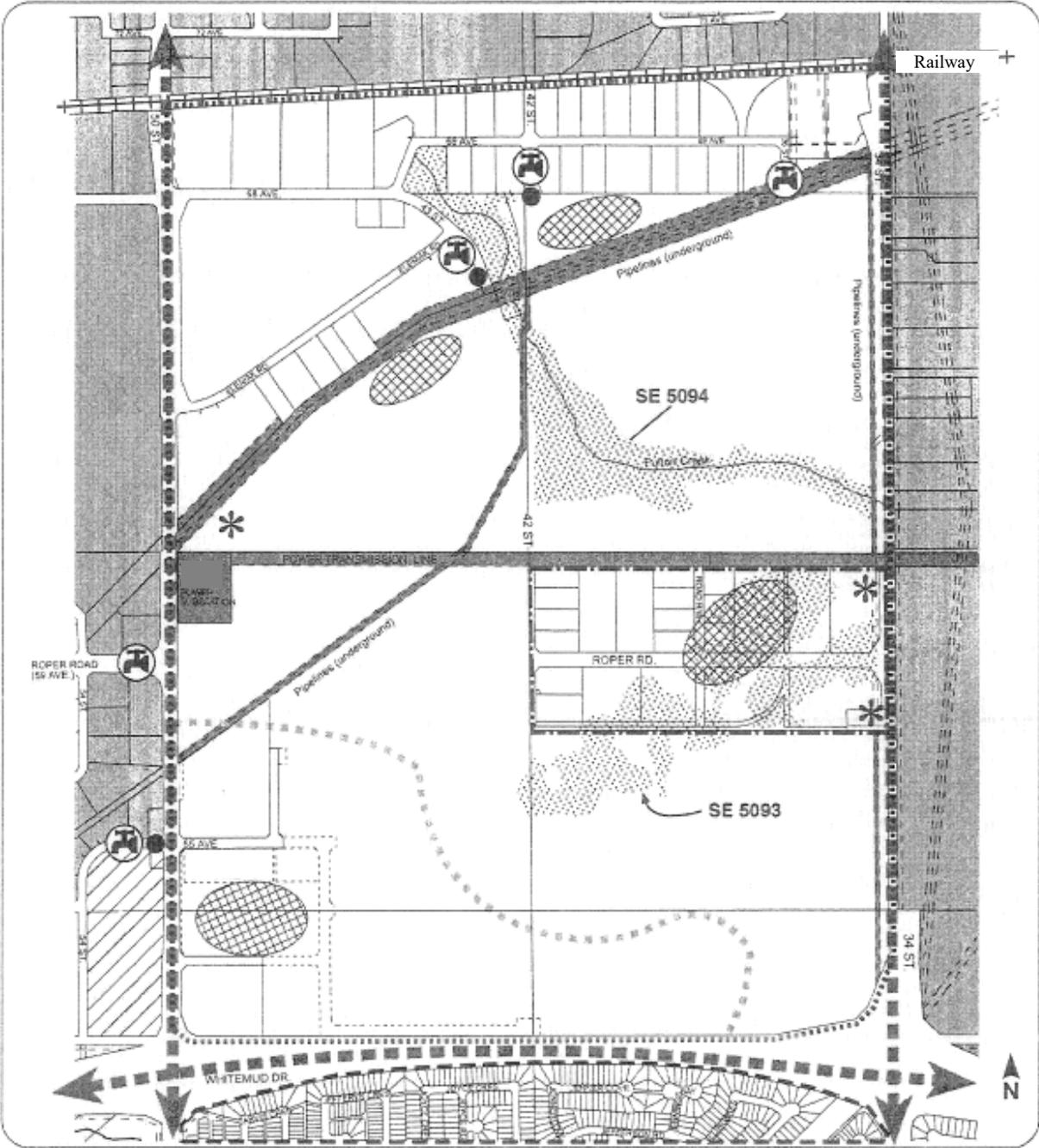
The Southeast Industrial Outline Plan was adopted by resolution of City Council on March 18, 1975 and applied to all lands between 34 and 91 Streets NW and from Whitemud Drive north to a boundary formed by 63 Avenue, Argyll Road, and 76 Avenue. The Pylypow industrial neighbourhood is located within the south-easternmost corner of the Southeast Industrial Outline Plan. Map 2 illustrates the location of the Pylypow Industrial neighbourhood in relation to the Southeast Outline Plan boundary and within the Edmonton area.

The development concept for the Southeast Industrial Outline Plan is based on a traditional approach to industrial development in which lands are designated for light, medium or heavy industrial use in accordance with their scale and expected impact and on the basis of a concentric ring format. Light industrial uses generally form the outer ring and front onto major roadways, medium industrial uses form an intermediate ring and surround areas of heavy industrial uses. In addition to specifying this pattern of development and with its site context in mind, the Southeast Industrial Outline Plan contains a number of recommendations that remain current as planning considerations in the Pylypow Industrial Plan. These recommendations are as follows:

- That 34 Street, 50 Street and Whitemud Drive, as approach roads to the Mill Woods residential area, be developed to higher appearance standards.
- That access to abutting major roadways be limited.
- That Fulton Creek and its upland forest be conserved in its natural state and enhanced with opportunities for pedestrian and bicycle circulation.
- That industrial development be separated from the Fulton Creek Natural Area by a local roadway and that adjacent industrial development be of a higher appearance standard.
- That stormwater outfalls to Fulton Creek be minimized.
- That utility rights-of-way be integrated as open spaces areas.

While the Southeast Industrial Outline Plan provides direction on future land use, it contains only limited guidance on its own implementation (e.g., how and what municipal services are provided and how development is phased). Over time the Outline Plan has become dated with respect to industrial land development issues.

Figure 8 – Pylypow Industrial – Development Context*
 (Bylaw 14135, January 11, 2006)

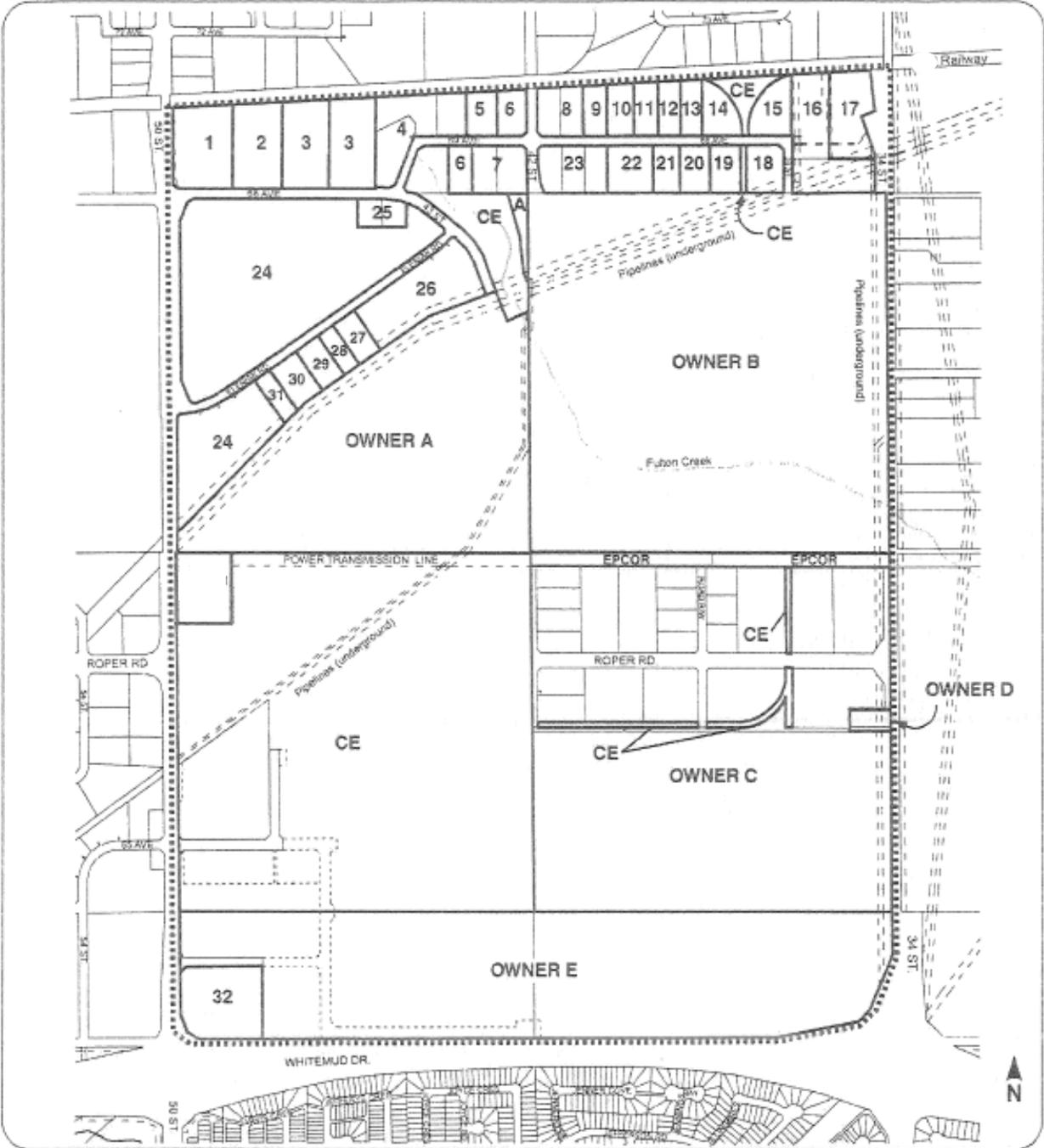


Map 8 Pylypow Industrial - Development Context

| | | | |
|----------------------------------|------------------------------|---------------------------------------|--|
| Plan Boundary | ▬▬▬▬▬▬▬ Topographical divide | ▬▬▬▬▬▬▬ Undeveloped subdivision | 0 50 100 150 200 250 300 350 400 METRIC |
| ▨▨▨▨▨▨▨ Low lying area | ▬▬▬▬▬▬▬ Arterial roadway | ▨▨▨▨▨▨▨ Commercial area (undeveloped) | |
| ▨▨▨▨▨▨▨ Significant natural area | ▬▬▬▬▬▬▬ Residential area | ▬▬▬▬▬▬▬ Railway | Edmonton PLANNING AND DEVELOPMENT |
| ▬▬▬▬▬▬▬ Utility corridor | ● Sanitary sewer connection | ▨▨▨▨▨▨▨ Industrial area | |
| * Known environmental concern | ⊕ Water system connection | | |

*Amended by Editor

Figure 10 – Pylypow Industrial – Land Ownership*
 (Bylaw 14135, January 11, 2006)



Map 9 Pylypow Industrial - Land Ownership

Plan Boundary
 CE City of Edmonton

0 50 150 250 350
 25 100 200 300 400
 METRIC

Edmonton PLANNING AND DEVELOPMENT

*Amended by Editor

4.2 *A New Approach to Industrial Land Use Planning*

Edmonton's Industrial Land Strategy (adopted by City Council on August 27, 2002) is a comprehensive program to facilitate the expansion of industrial business development in Edmonton. The strategy includes a series of linked initiatives to provide for an effective and efficient industrial land development process. Three key components in this strategy are for the City to:

- prepare integrated plans for new and established industrial areas;
- play an active role in bringing industrial land to the marketplace; and
- maintain a minimum three-year supply of serviced industrial land.

The Pylypow Neighbourhood is the first area for which a new City-initiated industrial Plan has been completed. The Strategy indicates that this plan and subsequent plans for other industrial areas are to be completed through the co-ordinated efforts of the Planning and Development, Asset Management and Public Works, and *Transportation* Departments.

Amended by Editor

Pylypow was selected as the pilot plan area for Edmonton's Industrial Land Strategy on the basis of the following:

- the City of Edmonton has substantial land holdings (64 ha of 332 ha) in Pylypow and is prepared to commit these lands to this project;
- Pylypow is roughly contiguous with existing developed industrial areas and is readily serviceable; and
- the lands within Pylypow are largely undeveloped, and when serviced will create a large supply of industrial land for business and employment growth.

The Pylypow neighbourhood was also chosen as the area to implement and evaluate a new industrial zoning instrument (the IL – Light Industrial Zone).

4.3 *Statutory and Policy Context*

| Legislative or Statutory Instrument | Designation, Provision, Direction or Impact (References provided where relevant) |
|--|---|
| <p>Municipal Government Act</p> | <ul style="list-style-type: none"> • Municipalities in Alberta may acquire, as “environmental reserve”, lands that are: <ul style="list-style-type: none"> • part of a swamp, gully, ravine, coulee or natural drainage course; • subject to flooding or instability: or • abutting the bed and shore of any lake, river, or stream. (Sec 664) • Municipalities in Alberta may acquire, without compensation, land for roads and public utilities, and land, or money-in-place of land, for “municipal reserves”. (Sec 661) • Subject to any other enactment, a municipality has the direction, control and management of the rivers, streams, watercourses, lakes and other natural bodies of water within the municipality, including the air space above and the ground below. (Sec 60) |
| <p>Public Lands Act</p> | <ul style="list-style-type: none"> • The title to the beds and shores of all permanent and naturally occurring bodies of water, and all naturally occurring rivers, streams, watercourses and lakes is vested in the Crown of Alberta. (Sec 3) |

| Legislative or Statutory Instrument | Designation, Provision, Direction or Impact (References provided where relevant) |
|---|---|
| Water Act | <ul style="list-style-type: none"> • The property in, and the right to the diversion and use of all water in the Province is vested in the Crown of Alberta (Sec 3). • The Government of Alberta may require mitigation for damage to, or the loss of, wetlands. • The Government of Alberta requires municipalities to address the quality of stormwater discharged to watercourses. The Province has accepted stormwater retention as a means of improving the quality of runoff water. |
| Plan Edmonton - Municipal Development Plan (MDP) | <ul style="list-style-type: none"> • Pylypow is designated as a “Business and Employment” area (Map 1). • The City of Edmonton will acquire Municipal Reserves at the time of subdivision (Sec 1.9). • Fulton Creek is to be protected as part of the North Saskatchewan River Valley and Ravine System (Sec 1.6.2). • The preservation of natural areas is to be considered through the planning process (Sec 1.6). • Urban design principles and guidelines are to be promoted to enhance the quality of the urban environment (Sec 1.1.3). • The integrity of pipeline and utility corridors is to be maintained while planning for growth and development (Sec 1.1.14). • The supply of industrial land is to be ensured (Sec 1.1.5). • Address adequate separation distances between heavy industry and other uses through a risk management approach (Sec 1.1.6). • Opportunities for clustering compatible development in economic activity centres are to be provided (Sec 1.1.7). |

| Legislative or Statutory Instrument | Designation, Provision, Direction or Impact (References provided where relevant) |
|---|---|
| North Saskatchewan River Valley Area Redevelopment Plan | <ul style="list-style-type: none"> • Fulton Creek is part of the North Saskatchewan River Valley and Ravine system. A major goal of the NSRV ARP is to ensure the preservation of the natural character and environment of the river valley and its ravine system (Sec 2.2). • Numerous other objectives and policies of this Plan apply to Fulton Creek and its upland forest. |
| Draft Policy on Development Setbacks from River Valley/Ravine Crests | <ul style="list-style-type: none"> • As part of the river valley and ravine system, Fulton Creek must be separated from adjacent urban development by a top-of-bank roadway to prevent encroachment of urban development on, and to provide public access to, the creek. |
| Conservation of Natural Sites in Edmonton's Table Lands - Policy C 467 | <ul style="list-style-type: none"> • Natural areas identified in the City of Edmonton inventory of natural sites, must be assessed as to their value and sustainability and a decision rendered on their future retention. A number of natural sites are located within the Pylypow area. |
| Stormwater Management Facilities Development Guidelines | <ul style="list-style-type: none"> • The primary use of the stormwater management facility is to control the rate, and improve the quality, of stormwater discharge into a receiving channel. • The secondary use of stormwater management facilities is to provide active and passive amenity space. • Legal and physical access to stormwater management facilities is a requirement; visual access is to be promoted. • Linkages between stormwater management facilities and other major amenity features are to be promoted to raise awareness of physical access. |

| Legislative or Statutory Instrument | Designation, Provision, Direction or Impact (References provided where relevant) |
|---|---|
| Subdivision Authority Directive - Planning for the Interface of Pipeline Rights-of-Way | <ul style="list-style-type: none"> Provides that a pipeline rights-of-way may be dedicated as a public utility lot in industrial areas. The application of easements is an accepted means to protect the operating integrity of the pipeline(s). |
| Edmonton's Industrial Land Strategy | <ul style="list-style-type: none"> The City is to service and market its industrial land holdings and where possible, partner with private owners to ensure a supply of serviced industrial land (Sec 1). A new Area Structure Plan is to be adopted for Pylypow (Sec 2.A). |

4.4 *Economic/Market Factors and Owner Aspirations*

| Factor | Comments |
|-------------------------|--|
| Edmonton Economy | <ul style="list-style-type: none"> Edmonton's regional economic growth rate is expected to decline from 4.3% in 2004 to 3.5% in 2005, due to weaker employment growth and softer consumer spending, brought on by lower net migration, tight labour market conditions and rising energy prices. Economic growth is expected to average 2.8% per year between 2006 and 2010 inclusive of continued strong investment in energy and infrastructure, tighter labour markets, and softening residential construction and consumer spending. Approximately \$111 billion worth of construction projects are expected in Alberta. Edmonton's share is expected to be approximately \$14 billion. The most significant influence in the region's economic prosperity lies with the energy and energy related industry and the world price of oil. |

| Factor | Comments |
|--------|----------|
|--------|----------|

| | |
|---|---|
| <p>Demand for Industrial Land</p> | <ul style="list-style-type: none"> • The <i>Edmonton Industrial Land Strategy Demand Study</i> forecasts strong demand for industrial land in Edmonton through 2010, with 1,145 hectares required for the City of Edmonton as a whole and 330 hectares in the Southeast Industrial Area. • The real estate industry points to a continued demand for vacant light and medium industrial lands. • Heavy industrial users are anticipated to locate in other areas further distant from residential areas and municipal services. • The requirement for rail spurs has declined and rail users are anticipated to locate in other industrial areas. |
| <p>Access to Major Roadways</p> | <ul style="list-style-type: none"> • Proximity to major roadways is preferred by business oriented, light industrial and commercial operations that desire locations with good access and high visibility vis-à-vis the travelling public. • Land abutting high volume roadways should have higher market value. |
| <p>Owner Development Aspirations</p> | <ul style="list-style-type: none"> • The owners of the lands that are vacant envision Pylypow being developed predominately with a mix of light and medium industrial uses and limited commercial opportunities located at the periphery of the Plan area. Rail service is not considered necessary. • The Province of Alberta has claimed the bed and shore of Fulton Creek as “public land” under the Public Lands Act. The Provincial Government is expected to require mitigation for the loss of any other water bodies within the plan area (such as the Pylypow Wetland - SE5093 within the City’s inventory of natural sites). Mitigation is expected to be addressed through standard development processes. |

4.5 Physical Site Conditions – see Map 8

This table includes an overview of the physical site conditions and their potential impact on the development concept, but also reflects the comments and requirements of the various affected provincial authorities, civic departments, private agencies and other stakeholders who reviewed the Pylypow Industrial Structure Plan.

| <i>Factors/Considerations</i> | Constraints | Opportunities |
|---|--|--|
| Geotechnical Conditions | <ul style="list-style-type: none"> No particular constraint. | |
| Topography – Pylypow’s topography is generally undulating with several scattered localized depressions (wetlands). | <ul style="list-style-type: none"> No particular constraint. The local topography forms several natural sanitary and storm drainage basins, which readily translate into development staging boundaries. Lands at higher elevations in the Plan area may be visible from surrounding areas and roadways and are appropriate for development with higher appearance standards. | <ul style="list-style-type: none"> Low-lying areas provide convenient locations for stormwater management facilities. Lands at higher elevations may be desirable to businesses seeking high visibility (vis-à-vis the southwest corner of the Plan area) and/or view opportunities (to the south) |
| Natural Areas – Pylypow contains the following natural areas/features: <ul style="list-style-type: none"> Fulton Creek Upland tree stands Wetlands | <ul style="list-style-type: none"> <i>Fulton Creek, an environmentally sensitive area, is not available for urban development & must be conserved and should be separated from adjacent urban development by a top-of-bank roadway. The Fulton Creek may accept stormwater runoff, but should not be utilized for stormwater retention. Utility crossings of the Fulton Creek must be kept to a minimum. One local road crossing of the Fulton Creek will be permitted.</i> | <ul style="list-style-type: none"> Fulton Creek and the associated upland treed areas may be utilized as an amenity feature. Developable lands adjacent to Fulton Creek should have higher market value and are suitable for a higher standard of development. The City’s requirements, vis-à-vis stormwater retention can be partially fulfilled by converting the Pylypow wetland into a stormwater management facility. |

Bylaw 14322
June 28, 2006

| Factors/Considerations | Constraints | Opportunities |
|------------------------|---|--|
| | <ul style="list-style-type: none"> • The Community Services Department has identified the upland tree stand associated with Fulton Creek for retention by means of Municipal Reserves. However the Department does not support the acquisition of other natural areas within the plan area using Municipal Reserves. • The Pylypow Wetland (SE5093) was assessed to be a valued Environmentally Sensitive Area. However, its acquisition by the City of Edmonton was not possible due to a number of circumstances and to the satisfaction of the affected landowner. As a result the City of Edmonton has abandoned the acquisition and retention of SE5093. • Drainage Services requires a regional stormwater management facility within the Pylypow area to address incidents of surcharging at the Argyll Tunnel inlet along Fulton Creek. The lands flanking the southern boundary of Fulton Creek are appropriate for this purpose. | <ul style="list-style-type: none"> • The development of a regional stormwater management facility abutting the southern boundary of Fulton Creek creates an opportunity to develop a naturalized wet pond to partially offset the loss of SE5093 and enhance the amenity and natural value of Fulton Creek. |

| Factors/Considerations | Constraints | Opportunities |
|---|--|---|
| Ownership Patterns. | <ul style="list-style-type: none"> No particular constraints. The majority of the Plan area is comprised of large parcels held by relatively few owners including the City of Edmonton. | <ul style="list-style-type: none"> Roadway dedication and development costs can be shared between owners by placing roadways on property boundaries. |
| Utility Rights-of-Way – consist of an EPCOR aerial powerline corridor and various underground petroleum products pipelines | <ul style="list-style-type: none"> Utility rights-of-way are generally not available for urban development and the facilities contained within must be protected from encroachment. The presence and alignment of various rights-of-way constrain roadway layout and lot configurations. | <ul style="list-style-type: none"> Some minor pipeline rights-of-way may be included within future lots and protected by easements. Rights-of-way may be utilized for bicycle and pedestrian circulation. |
| Existing Development within the Plan area | <ul style="list-style-type: none"> The lands in the northern portion of the Plan area are partially developed with a mix of light and medium industrial uses under conventional zoning. Existing development is relatively sparse south of the major/multiple pipeline right-of-way and should pose no particular constraint on the future roadway and parcel layout. One existing development south of the Roper Road alignment on 34 Street will not be allowed all directional access to 34 Street and may require road access internal to the Plan area. | <ul style="list-style-type: none"> The registered plan of subdivision for a portion of NE 13-52-24-4 may be developed, or abandoned in whole or in part, inclusive of closing local roadways and rail spurs to the satisfaction of the City of Edmonton. |

| Factors/Considerations | Constraints | Opportunities |
|---|--|--|
| | <ul style="list-style-type: none"> A plan of subdivision has been registered for a portion of NE 13-52-24-4 (located west of 34 Street and south of the EPCOR transmission line), but contains no physical roadways or development. | |
| <p>Surrounding Development</p> <ul style="list-style-type: none"> Industrial Commercial Residential (Jackson Heights, located south of Whitemud Drive) | <ul style="list-style-type: none"> The lands west (Roper Industrial) and north of Pylypow (Weir Industrial) are developed predominately with a mix of light and medium industrial uses. The lands east of 34 Street are generally unserviced and characterized by low intensity industrial development. These land uses pose no constraint. Existing commercial land uses surrounding the Pylypow neighbourhood are generally small in scale and pose no constraint. The adjacent Jackson Heights residential neighbourhood will influence the type and appearance of development located at the southern periphery of the Plan area. | <ul style="list-style-type: none"> The day to day commercial needs of future workers within the plan area may be satisfied through the use opportunities included in the (IB) Business Industrial Zone. |

| Factors/Considerations | Constraints | Opportunities |
|---|---|--|
| <p>Municipal Services – sanitary and storm sewers, water, power, gas and telephones.</p> | <ul style="list-style-type: none"> • The majority of the lands within the Plan area south of the major utility right-of-way were unserviced as of December 2004. • Sanitary, storm and water services can be extended into the Plan area from 50 Street and the roadways within the northern portion of the Plan area. Lands in the southeast portion of the Plan area must wait for services to be extended from the west and the north. • Development will follow a staging sequence based upon the availability of services, and cooperation among owners to extend services to the next property owner. • The Planning and Development Department does not support the development of land for urban purposes without full municipal services being first in place. | <ul style="list-style-type: none"> • The extension of drainage and water services for the lands east of 50 Street and those north of Fulton Creek can occur independent of one another. • Shallow utilities are readily available to all parts of the plan area. |

| Factors/Considerations | Constraints | Opportunities |
|---|--|---|
| <p>Transportation Network</p> | <ul style="list-style-type: none"> The <i>Transportation</i> Department will not support direct access to, or from, Whitemud Drive and only limited access to and from 34 and 50 Streets in order to maintain traffic flows and to minimize traffic safety concerns. | <ul style="list-style-type: none"> 34 and 50 Streets, and Whitemud Drive are truck routes and provide excellent transportation linkages to other locations within the Southeast Industrial area and the City as a whole. |
| | <ul style="list-style-type: none"> Arterial roadway dedication and construction must be developer funded. The City of Edmonton has established the Arterial Roadways Assessment fund to assist owners to track the expenditure and reimbursement of funds spent on arterial roadways. | <ul style="list-style-type: none"> Rail service can be extended from the abutting Weir Industrial area if needed. High volume roadways provide opportunities for high visibility along surrounding roadways |
| <p>Public Utility Requirements</p> | <ul style="list-style-type: none"> Stormwater collected within the Plan area must be detained within developer funded stormwater management facilities. City sponsored drainage studies identify the need for a regional stormwater management facility in Pylypow. The preferred location is abutting Fulton Creek. | <ul style="list-style-type: none"> Stormwater management facilities may be utilized for passive park space and pedestrian circulation. |

Amended by Editor

| Factors/Considerations | Constraints | Opportunities |
|------------------------------------|--|--|
| Appearance Standards | <ul style="list-style-type: none"> Development with higher appearance standards is desirable along high volume roadways and park amenities (i.e. Fulton Creek Natural Area). This objective will be implemented through the use of appropriate zoning. Higher appearance standards will marginally inflate development costs. | <ul style="list-style-type: none"> Higher appearance standards are likely to improve the profile of Pylypow and attract customers and additional development. |
| Environmental Contamination | <ul style="list-style-type: none"> Some areas within the Plan require additional testing and assessment to determine their suitability for development. Future risk of contaminating Fulton Creek will be minimized by the development of a Top-of-Bank roadway abutting the periphery of the Natural Area, and also by the potential development of an abutting public utility (regional storm pond). Urban development will not be permitted to abut the Natural Area. | <ul style="list-style-type: none"> Development fronting onto the Fulton Creek Natural Area will provide increased security via the opportunity for passive surveillance between the park and developed areas. |

Appendix 1

**Pylypow Area Structure Plan
Land Use and Population Statistics*
Bylaw 20680**

| | Area (ha) | % of GDA |
|---|--------------|-------------|
| | | |
| Gross Area | 332.4 | |
| | | |
| Pipelines and Utility Corridors | 13.0 | |
| Power Transmission Line | 6.7 | |
| | | |
| Gross Developable Area | 312.7 | 100% |
| | | |
| Open Space / Natural Area (including Lot 1R, Block 6, Plan 7520797) | 14.7 | 5% |
| | | |
| Net Developable Area | 298.0 | 95% |
| | | |
| Land Use | | |
| Industrial | 239.7 | 75% |
| Light Industrial | 58.3 | |
| Medium Industrial | 139.5 | |
| Industrial Business | 39.9 | |
| Industrial Business & Educational Uses | 2.1 | |
| Public Utilities | 22.6 | 6.7% |
| Storm Ponds | 14.9 | |
| Regional Stormwater Lake | 7.7 | |
| Circulation | 35.7 | 11% |

*Amended by Editor

Appendix 2

Land Ownership – Pylypow*

As of December 2002, the lands shown on Map 9 were held by owners listed in Table 4.

| Owner | | Legal Description | Hectares |
|-------|--|---|---------------|
| A | <i>Private Corporation</i> | Portion of SW 24-52-24-4 | 31.10 |
| B | <i>Private Corporation ½ interest</i> <i>Private Corporation ½ interest</i> | SE 24-52-24-4 | 64.75 |
| CE | City of Edmonton | Portion of NW 13-52-24-4, Lot 1R, Block 6, Plan 752 0797 | 59.65 |
| C | <i>Private Corporation</i> | Portion of NE 13-52-24-4, Blocks 14, 15, 16, and 17, Plan 802 0335 | 56.62 |
| D | <i>Private Corporation</i> | Lot 11, Plan 3252 AR | 0.42 |
| E | <i>Two Private Corporations</i> | Portions of SW & SE 13-52-24-4 | 42.84 |
| G | <i>Private Corporation</i> Transmission Inc. | Portion of Blocks A and B, Plan 3252 AR, Block OT, Plan 822 1614, and Block OT, Plan 822 1615 | 6.38 |
| | <i>Private Corporation</i> Water Services | | 4.05 |
| | Assorted Small Owners | | 66.6 |
| | | Total | 332.41 |

*Amended by Editor

References

1. *The Mill Creek and Fulton Creek Flood Study* (Associated Engineering, 1999), Edmonton, Alberta
2. *The Whitemud Drive, 75 Street to 34 Street, Conceptual Drainage Design* (Associated Engineering, 2000), Edmonton, Alberta
3. *The Mill Creek and Fulton Creek Area Master Plan* (Earth Tech, 2001), Edmonton, Alberta
4. *Pylypow Industrial Neighbourhood Design Report* (Focus Intec 2002), Edmonton, Alberta
5. *Pylypow Industrial Water Network Analysis* (Focus Intec July 2005), Edmonton, Alberta
6. *Pylypow Industrial Geotechnical and Hydrogeological Study* (AMEC Earth & Environmental Ltd., 2002), Edmonton, Alberta
7. *Pylypow Industrial Transportation Impact Assessment* (MPI Engineering, 2002), Edmonton, Alberta
8. *Natural Assessment for SE 5098, SE 5094, and SE 5094, Pylypow Industrial*, (Spencer Environmental, 2002), Edmonton, Alberta
9. *Phase 1 Environmental Screening Assessment* (City of Edmonton, Asset Management and Public Works Department, 2002), Edmonton, Alberta