

South Industrial Area Outline Plan

Office Consolidation June 2021

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

The South Industrial Area Outline Plan was approved by resolution by Council in January 1974. In June 2021, this document was consolidated by virtue of the incorporation of the following amendments:

South Industrial Area Outline Plan approved by resolution January 15, 1974

Amendment approved by resolution May 27, 1981 (to re-designate parcels along 99 Street/Parsons Road between 23rd and 34th Avenue from Industrial Reserve and Medium Industrial uses to High Standard Industrial Development uses)

Amendment approved by resolution July 10, 2003 (to recognize religious assembly uses within the High Standard Industrial Development areas based on specific site criteria.

Amendment approved by resolution October 15, 2003 (to delete M-1 and M-2 labels, replacing IB and IM respectively and to redesignate a site from High Standard Industrial Development to Medium Industrial Development)

Amendment approved by resolution September 13, 2004 (to redesignate three lots on the east side of 97 Street from Medium Industrial Development to High Standard Industrial Development)

Amendment approved by resolution April 4, 2006 (to redesignate a parcel from Medium Industrial to High Standard Industrial and to delete the area south of 23 Avenue from the Plan, this area is covered by the South Edmonton Common Plan and Edmonton Research and Development Park Area Structure Plan adopted in 1998)

Amendment approved by resolution February 2, 2009 (to redesignate 15 parcels from Medium Industrial Development to High Standard Industrial Development)

Amendment approved by resolution August 27, 2012 (to redesignate 1 parcel from Medium Industrial Development to High Standard Industrial Development)

Amendment approved by resolution December 3, 2012 (to redesignate 1 parcel from Medium Industrial Development to High Standard Industrial Development)

Amendment approved by resolution September 8, 2015 (to expand a Service Centre location to include the area east of Parsons Road NW and south of 34 Avenue NW to allow retail and commercial uses that support the industrial area.)

Amendment approved by resolution March 20, 2017 (to redesignate 1 parcel from Medium Industrial Development to High Standard Industrial Development)

Amendment approved by resolution August 28, 2017 (to redesignate 1 parcel from Medium Industrial Development to High Standard Industrial Development)

Amendment approved by Resolution October 22, 2018 (to redesignate 3 parcels from Medium Industrial Development to High Standard Industrial Development)

Amendment approved by resolution September 9, 2019 (to redesignate 1 parcel from Medium Industrial development to High Standard Industrial)

Amendment approved by resolution September 9, 2019 (to amend Figure 4. Development Concept to identify the site that is the subject of associated Charter Bylaw 18990 for High Standard Industrial Development)

Amendment approved by resolution November 25, 2019 (to amend Figure 4. Development Concept to identify the site that is the subject of associated Charter Bylaw 19080 for High Standard Industrial Development)

Amendment approved by resolution May 12, 2020 (to amend Figure 4. Development Concept to identify the site that is the subject of associated Charter Bylaw 19218 for High Standard Industrial Development)

Amendment approved by resolution June 8, 2021 (to amend Figure 4. Development Concept to identify the site that is the subject of associated Charter Bylaw 19728 for High Standard Industrial Development)

Editor's Note:

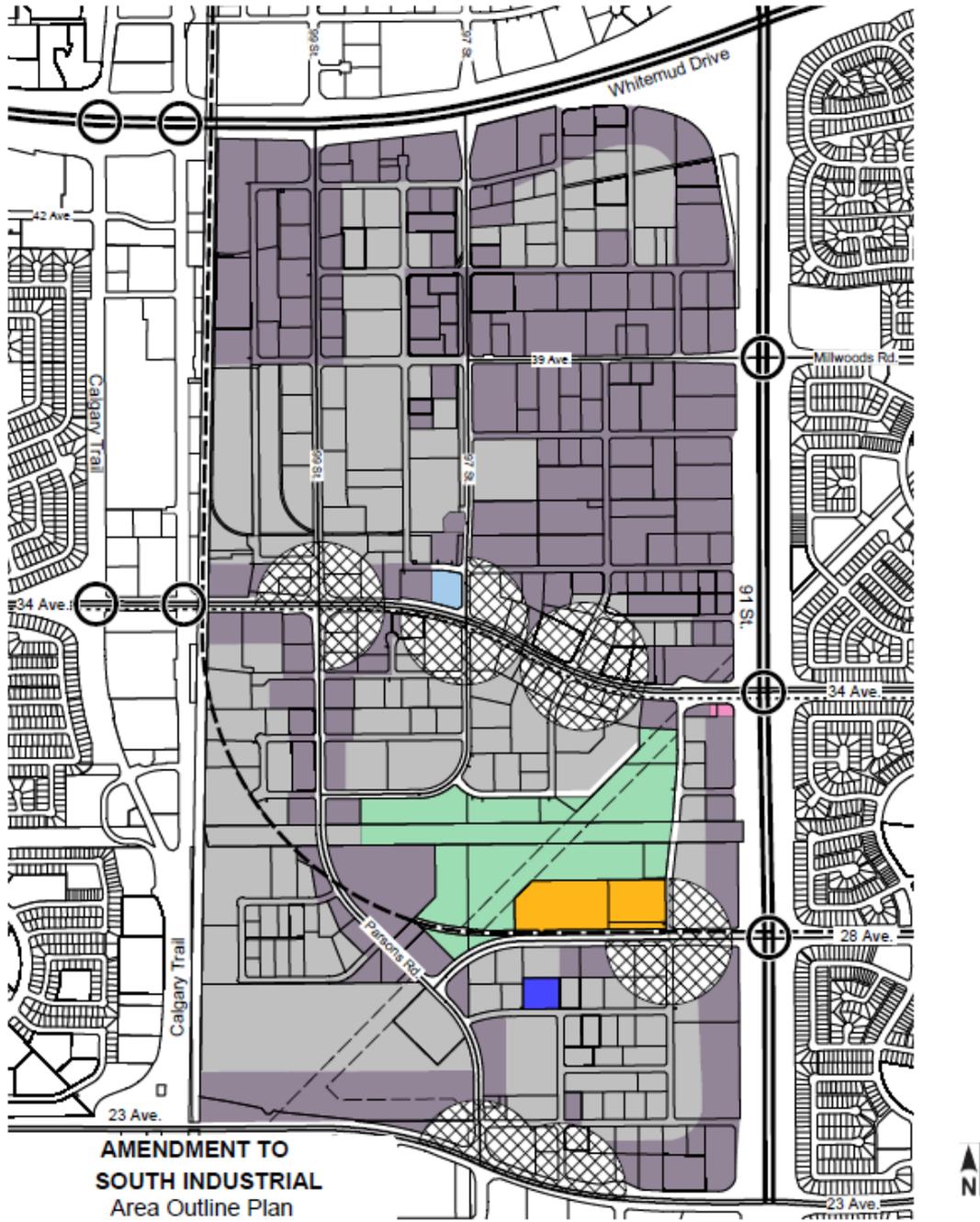
This is an office consolidation edition of the South Industrial Area Outline as approved by resolution by City Council on January 15, 1974. This edition contains all amendments and additions to the Outline Plan.

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

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

City of Edmonton
Urban Planning and Economy

Approved by Resolution June 8, 2021



**AMENDMENT TO
SOUTH INDUSTRIAL
Area Outline Plan
(as amended)**

- | | | | |
|---|--|---|-----------------------------|
|  | Alternate Service Centre Locations |  | NUL Gate Station |
|  | High Standard Industrial Development (DC2) |  | LRT Station |
|  | High Standard Industrial Development (IL & IB) |  | Proposed Rapid Transit Line |
|  | Medium Industrial Development (IM) |  | Collector |
|  | Recreation Area |  | Proposed Interchange |
|  | Water Reservoir Site |  | Bikeway / Walkway |

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.

CITY OF EDMONTON

SOUTH INDUSTRIAL AREA OUTLINE PLAN

TABLE OF CONTENTS

Amended by Editor

I.	Introduction and Recommendations	3
II.	Area Surveying and Analysis	8
	A. Survey of Plan Area	9
	1. Setting	9
	2. Existing Land Use and Access	9
	3. Area and Ownership	10
	4. Topography and Natural Features	11
	5. Soil Conditions	11
	6. Pipeline and Power Line Rights-of-way	11
	7. Existing Zoning	12
	B. Analysis of Plan Area	15
III.	Development Concept and Plan	18
	A. Development Concept	19
	B. Outline Plan	21
	1. General Structure and Plan Summary	21
	2. Circulation	22
	3. Public Transportation	23
	4. General Distribution of Industrial Uses	23
	5. Service Centers and Secondary Commercial Uses	24
	6. Open Space and Recreation	26
	7. Utilities	26
	8. Fire Protection	27
	9. Railway Service	27
	C. Special Considerations	28
	1. Consolidation of Fragmented Properties	28
	2. Conversion of Small Holdings Area to Industrial Use	28
	3. Relationships of Existing Industrial Uses to Future Development	28
	4. <i>Consideration of Non-Industrial Uses</i>	29
	D. Outline Plan Implementation	30
	1. Subdivision Planning	30
	2. Development Staging	30
	<i>Appendix A: Map A</i>	31

Section I

INTRODUCTION AND RECOMMENDATIONS

I. INTRODUCTION

Today industrial growth in communities does not occur by chance. Since cities desire to improve their economic base, competition for industry by municipalities is intense with large sums of money being expended on industrial promotion programs. Yet it is still true that many municipalities are unable to attract industrial development, primarily because planning for industrial growth has not been taken either seriously enough or has been sadly neglected in the past.

It has now become almost universally accepted that a proper environment be created and permanently maintained for industrial development. Furthermore, it is desirable that industrial developers and firms wishing to locate in an area should be aware in advance of the type of industrial area which is being planned, the uses proposed and the utilities and other services which will be provided in that area. It is also necessary that plans for industrial development be integrated with general development plans for the surrounding community.

The South Industrial Outline Plan, which is the first plan for long term development of a large industrial tract in the City of Edmonton, has been prepared primarily for this reason.

OUTLINE PLAN RECOMMENDATIONS:

1. That the South Industrial Outline Plan be approved in principle as a guide for development of the area.
2. That future industrial development in this area be restricted to light industrial uses of a non-polluting nature conforming to *IB* and *IM* zoning and that *IM* development be permitted only in suitable interior locations. October 15, 2003
Resolution
3. That in accordance with the policy report on the approach roads to Mill Woods, approved by the Municipal Planning Commission on March 23, 1973, future development along 39, 34, 28 and 23 Avenues and 91 Street be of high architectural standard (i.e., *IB* zoning) incorporating appropriate buffering, landscape treatment and advertising controls and that this principle be observed for the South Industrial area. October 15, 2003
Resolution
4. *That development or redevelopment to high standard industrial uses conforming to the regulations and industrial performance standards of the Land Use Bylaw #5996 IB District, be permitted on those lots immediately abutting 99 Street/Parsons Road, between 23 and 34 Avenues.* May 27, 1981
Resolution
5. That in general no overhead power and telephone lines be permitted within the rights-of-way of the major approach roads to Mill Woods (i.e. 39, 34, 28, 23 Avenues and 91 Street) and that power and telephone facilities for properties adjacent to these roadways be either placed underground or constructed in lanes or utility rights-of-way at the "rear" of such properties.
6. That no direct access be permitted to or from individual parcels along the major roadways through the area (i.e. 91 Street 28, and 34 Avenues and a portion of 39 Avenue adjacent to 91 Street).
7. That subdivision of those areas which are fragmented and under multiple ownership proceed by replot unless the existing plan of subdivision or size of parcels involved is considered by the Planning Department appropriate for industrial development.
8. That prior to approval of any subdivision of development on the undeveloped portion of *a private corporations'* plant site, situated in the S.W. 1/4 of Section 4-52-24 W4, the commitments made by *the private corporation* as contained in Amended by Editor

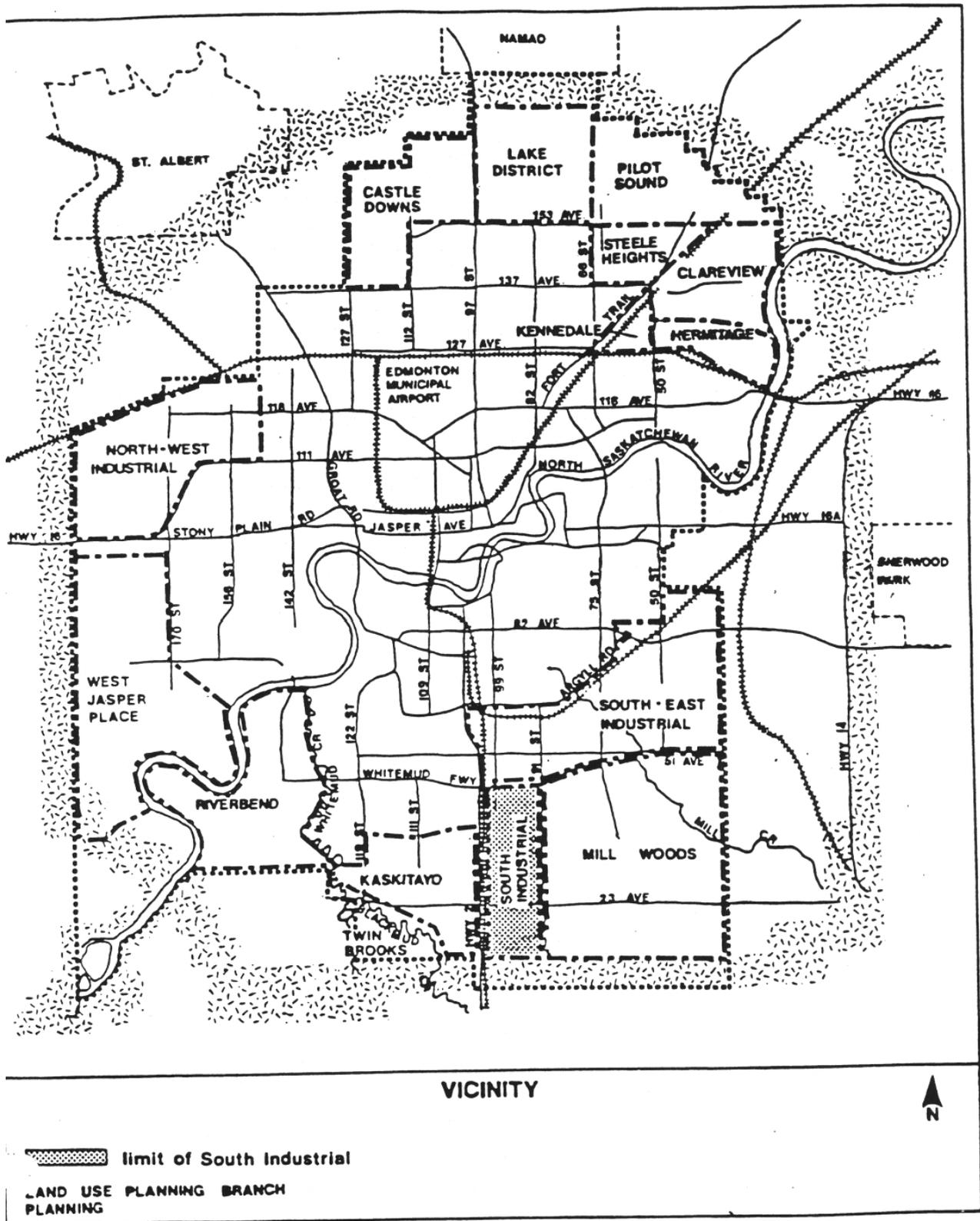
their Outline of proposed development dated August 23, 1961 pertaining to overall appearance of the plant odour and noise emission, landscaping, etc., be complied with.

9. The Outline Plan proposes the establishment of special service centres to accommodate-retail and other commercial uses of a size and type necessary to satisfy the needs generated by, and at the time of, industrial development in the area. The concept of service centres for the South Industrial Area be supported and that "secondary commercial" development, recommended in the Mill Woods Outline Plan, to be in the Industrial areas outside Mill Woods, be encouraged to located in proximity to the service centres.
10. That the proposal for one or more centrally located sites for recreational use in the South Industrial area be supported in principle and that the reserves arising from subdivision of land in this area be utilized for this purpose where it is deemed these are required.
11. That future industrial development in the small holdings area (existing AS zone) be restricted to high standard industrial uses (*IB* type) so as not to adversely affect the environment of the area.
12. That encouragement be given to the provision of railway services to the South Industrial area and that right-of-way for railway spur lines be designed into the plans of subdivision where it is determined these are physically possible and economically practical.
13. That the location of the proposed rapid transit line and station site as shown in the Outline Plan be approved in principle and that the right-of-way for this line and the land required for the station site and auxiliary facilities be acquired prior to approval of detail subdivision plans or industrial zoning for the areas where these facilities are proposed.
14. That prior to the development of any railway yards or similar activities on the *rail-line* properties in the South Industrial Area and the *rail line* be contacted to discuss adequate measures whereby noise levels resulting from such an operation would be minimized or eliminated.
15. That the proposal for an east-west bikeway/walkway through the South Industrial area, linking Mill Woods and Kaskitayo and with possible connections within future industrial subdivisions, be supported.

October 15, 2003

Amended by Editor

Figure 1.0 Vicinity (January 15, 1974)



Section II

AREA SURVEY AND ANALYSIS

A. SURVEY OF PLAN AREA

1. SETTING

The South Industrial Area is one of three outline plan areas which are intended to accommodate major industrial expansion in Edmonton over the next decade or two. Being on the southern edge of the City between Mill Woods and Highway 2, the South Industrial Area is well situated for future industrial development as it is adjacent to major roadway and railway facilities and in close proximity to other industrial areas and residential developments (see Figure 1). Both the International Airport and the City centre are minutes driving time away while rail access is available from the *railway* main line which parallels Highway 2 and forms the western boundary of the plan area. From an industrial location point of view therefore, it is clear that this area offers many advantages and has considerable potential for industrial growth in the future. The northwest portion of the plan area already contains the Strathcona Industrial Park which is almost 50% occupied.

Amended by Editor

2. EXISTING LAND USE AND ACCESS

A major portion of the South Industrial area however, is presently undeveloped and is utilized primarily for agricultural purposes. Two quarter sections have also been subdivided in the past into smaller parcels, averaging 3 acres, and are presently zoned AS (Agricultural Small Holdings). These are situated in the northerly portion of the plan area.

The larger consisting of about a quarter section of land is immediately west of 91 Street, mainly south of 39 Avenue. Of the 36 parcels in this area approximately 20 contain residential developments, the majority of which are older homes in fair to poor condition. The newer homes are primarily north of 39 Avenue. Two of these small holdings parcels are also occupied by industrial uses which have located in this area in the past.

There are approximately 13 parcels in the small holding area north and south of the existing 34 Avenue. These generally are 5 acres in size. Eight of these parcels are developed for residential use while one is a combination residential small business operation (dog kennel). A city water reservoir site, currently under construction, occupies the north east corner of this area.

The only major industrial development in the plan area, at the present time, is the Strathcona Industrial Park, situated in the north west portion of the area. This "Industrial Park" has attracted industrial developments of the type generally proposed for the South Industrial Area. The buildings are predominantly single storey structures with landscaping and screened storage areas. The light manufacturing, warehousing and distribution functions carried out here do not produce excessive emissions that could detract from the overall quality of the South Industrial Area.

A smaller, isolated, industrial development, *a private corporations'* plant site, is also located in the South Industrial Area, being immediately east of the *railway* track north of 23 Avenue. In contrast with the type of development in Strathcona Industrial Park, this use is normally associated with "heavy" (*IH* type) industry. This plant is basically a refinery operation producing butane and propane and marketing of these products in the Edmonton area. The remainder of development in the area consists of scattered agricultural or former agricultural buildings.

Amended by Editor

The main western road access to the South Industrial Area is via Highway 2 which is a major entrance into the City of Edmonton. Existing access from the north is provided by 45 Avenue while 91 Street provides access to the area from the east. At the present time east west road facilities to and through the South Industrial Area are limited to 34/35 Avenue, which were primarily created to serve the small holdings area described earlier, and 23 Avenue which forms part of the original rural grid road system. The only roadways built to city standards in the area are those serving the Strathcona Industrial Park. Internal road access to the balance of the area is generally poor at this time.

3. AREA AND OWNERSHIP

The South Industrial Area encompasses approximately 1600 gross acres of developable land. The largest single landholder is the *railway* with two quarter sections in the South west portion of the plan area, in addition to its holdings in the Strathcona Industrial Park. Three quarter sections are under single title while the city owns a quarter section in the north east corner of the area as well as four smaller parcels throughout. The remainder of the area is subdivided into parcels of various size. Map 'A' (*refer to Appendix A, page 30*) shows the existing subdivision of land within the plan area.

Amended by Editor

4. TOPOGRAPHY AND NATURAL FEATURES

The land which makes up the South Industrial Area is generally level with a 60 foot difference between the lowest and highest points. The area of greatest height variation is situated on the eastern side of the plan area, north of its centre. The two rises of land here are not particularly significant as hinderances to development since the greatest slope of either is only 3.33%. There are a number of low lying poorly drained patches of land scattered throughout the plan area with their greatest concentration in the south and southwest portion (of the area). For the most part, however, the land which makes up the South Industrial Area is quite level and well suited for industrial development.

Since the area has previously been cleared for cultivation, the tree cover is sparse with only scattered clumps of trees remaining consisting of natural aspen and evergreens. These trees are primarily concentrated in and around the small holding subdivisions and farm buildings. The western edge of the plan area, parallel to the *rail line* and Highway 2, contains a strip of trees of considerable length. This serves as a natural screen between the railway and highway corridor and the proposed industrial area.

Amended by Editor

5. SOIL CONDITIONS

The soils of the South Industrial area are fairly well drained and generally pose no hinderance to industrial development. The poorest soils, in terms of agricultural use, are located in the north east portion of the site, particularly on the slopes of the small rise in that area. The balance of the area is covered with black chernozemic soils ranging from low to high salinity.

6. POWER AND PIPELINE RIGHTS OF WAY

Several pipeline rights-of-way and a major power line traverse the South Industrial Area. The two major oil and gas pipeline corridors cross the area in a north east to south west direction. The smaller one, *a private corporation's pipeline*, is located in the Northern portion between 39 and 45 Avenues and has a right-of-way 60 feet wide. The second corridor having a combined right-of-way of 200 feet, is shared by four firms and crosses the central part of the plan area in a diagonal fashion, commencing approximately at the intersection of Highway 2 and 23 Avenue and extending to 91 Street and the proposed 34 Avenue alignment.

Amended by Editor

A third pipeline right-of-way extends south from this diagonal line, *that of a private corporations*, bisecting most of the south Section 4-52-24-W4 and Section 33-52-24-W4. The various pipelines crossing the South Industrial Area transport products such as crude oil, natural gas, butane, propane and liquid hydrocarbons. The lines themselves are located generally 30 to 42 inches below the surface.

Amended by Editor

The only major power line in the plan area *is that owned by a private corporation, which* bisects the South Industrial Area east west through the center of Section 4. This power line corridor is 200 feet wide and is proposed to be relocated further south in the future. The location of all power and pipeline rights-of-way are clearly illustrated on Map B (*Map B is missing from the document*).

Amended by Editor

7. EXISTING ZONING

At the present time the South Industrial Plan area contains a variety of zones, reflecting both the existing and future land uses for the area. The most northerly portion within the developed lands of Strathcona Industrial Park are zoned for *IB Zone* and *IM Zone* type industrial development. The two small holding areas are presently zoned AS. The south half of Section 4-52-24-W4 is AG-MR1 under the Land Use Classification Guide. The remainder of the area is zoned AG. Figure 2 identifies the present City Of Edmonton zoning.

October 15, 2003

The regional zoning for the area is for the most part Agricultural-General Industrial Reserve except for *a private corporaitons*' Plant site and a large part of the Marathon Industrial Park which are zoned as General Industrial. The area in the south half of Section 33-52-24-W4 is zoned Low Density Agricultural. These categories are all based on the Edmonton Regional Planning Commission Preliminary Regional Plan (Metropolitan Part). Figure 3 indicates the present regional zoning.

Amended by Editor

NOTE: (October 15, 2003, Amended by Editor)

AG	Agricultural District	<i>IB (Formerly M-1)</i>	<i>High Standard Industrial</i>
AS	Agricultural Small Holding District	<i>IM (Formerly M-2)</i>	<i>Medium Industrial</i>
AG-MR1	Industrial Reserve District	<i>IH (Formerly M-3)</i>	<i>Heavy Industrial</i>

Figure 2: Existing Zoning (City)

(January 15, 1974)

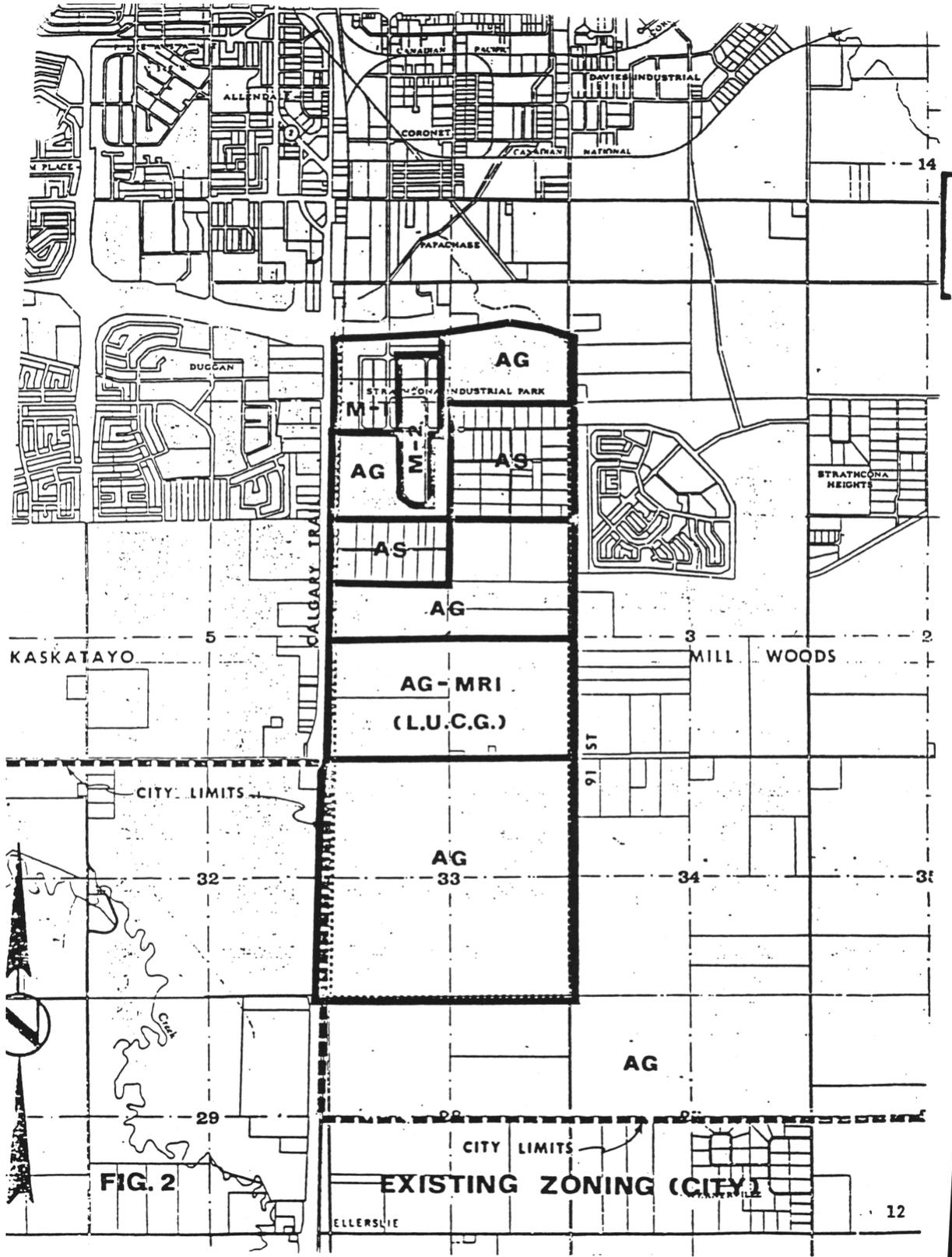
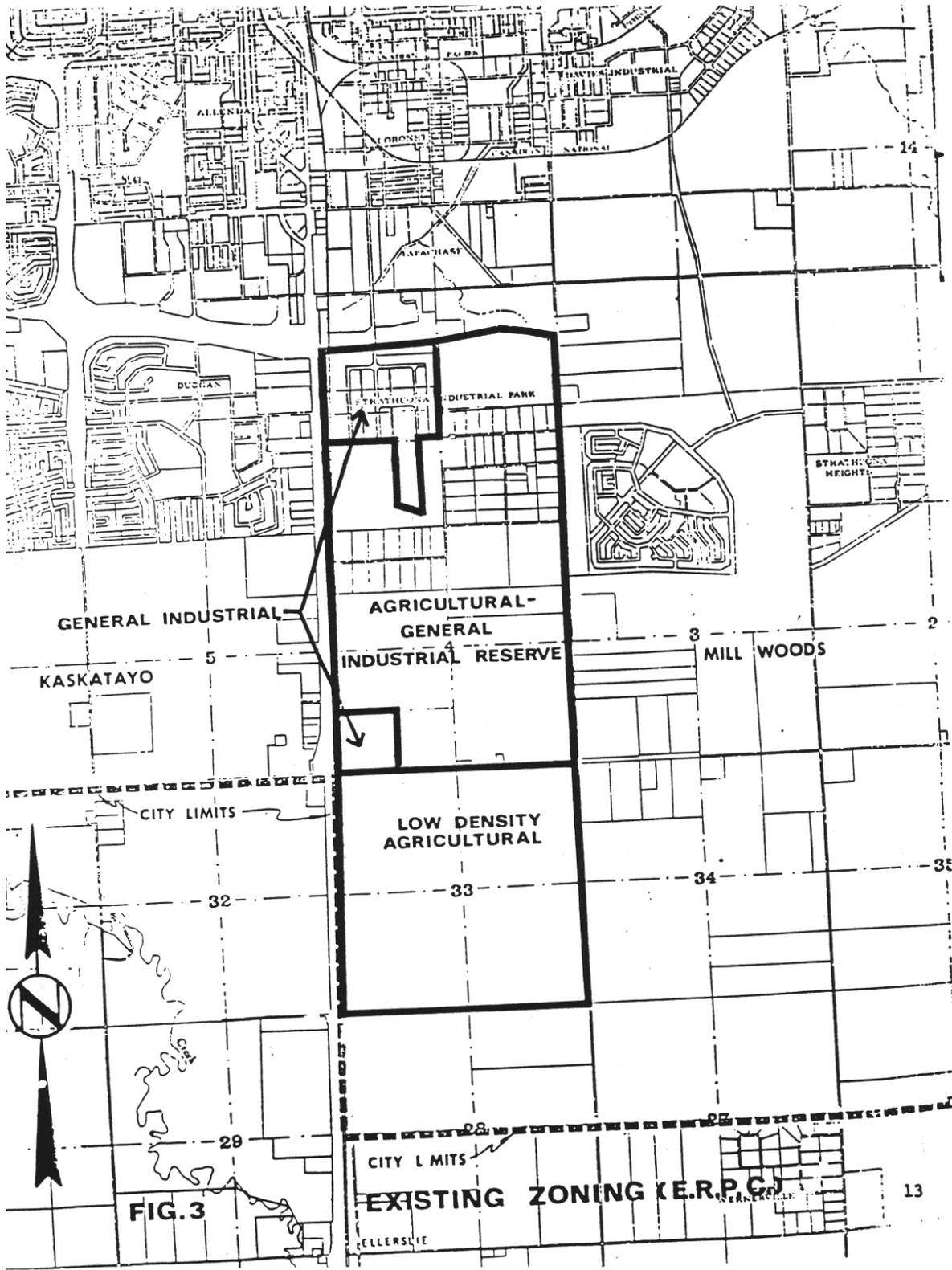


Figure 3: Existing Zoning (E.R.P.C.)

(January 15, 1974)



B. ANALYSIS OF PLAN AREA

The principal external factor to be considered in determining the type of plan for the South Industrial Area is the location of the area itself. Because it is a relatively narrow band - one mile wide and situated between major residential areas, considerable care must be exercised in locating non-polluting industry here compared to other industrial areas where proximity to residential uses may not be of major importance.

A second external factor to be considered in planning for industrial development in this area is Highway 2 itself. This facility is a major approach road into the City of Edmonton and it is felt that heavier industrial uses visible to motorists from the highway would not enhance the view from such a roadway entrance into the city.

Insofar as internal factors are concerned there are a number of these which will influence the physical development of the plan area. Even though the South Industrial Area is relatively flat with no, natural features which could adversely affect development of the area, it is apparent from the foregoing section that a number of man made elements will have a bearing in determining the type and form of industrial plan which is best suited for the area.

The most obvious constraints to development are the power line and in particular the pipe-line rights-of-way. Not only do the latter fragment the legal subdivision of land, but the construction of roads over pipelines is expensive. One of the planning principles which should minimize such cross overs is to ensure that industrial lots back on to these rights-of-way where possible. In this manner the form of subdivision will be more economic. Where there are no alternatives but to cross pipelines, these crossings should preferably be at right angles.

Another factor influencing the development of the area is the existing small holding subdivisions. Since industry and residences are not usually compatible uses in most instances, it is suggested that in order to minimize the effect of future industrial development on the existing residential uses, this area be planned for high quality industrial uses which could facilitate the transition from residential to industrial development more easily.

The possible location of the *rail* yards also has some influence on physical development of the entire area. If railway yards are to be built within the plan area in the location shown on Map C (*Figure 4*), the normal grid street systems will require

Amended by Editor

some modification in order to skirt this development. Furthermore, railway yards may also require special treatment to limit the effects of noise or visual pollution on the surrounding residential areas.

Since the proposed 23, 28, 34, and 39 Avenues and 91 Street will become approach roads to the Mill Woods and Kaskitayo residential areas, the type of development permitted along these facilities through the South Industrial Area will also have some influence on future development here. In addition, since these roadways are through roads connecting to adjacent residential and industrial areas, controls prohibiting direct access to or from parcels along these roadways will be required in order not to impede through traffic flow. This requirement will also have some implications on the type of development permitted along these roadways.

Although no detail engineering soil analysis has been undertaken for the South Industrial area there are indications, from soil types at certain locations, that where drainage is poor or where the salinity content is above average, detail soil studies may be required prior to subdivision and development on these lands. This should be initiated as a normal precaution to determine if special foundations or concrete type should be used.

The existence of the *rail line* to the west and the Whitemud Freeway, 91 Street and the Outer Ring to the north, east and south respectively, will, by their nature, place constraints on the type of developments which will be permitted along their rights-of-way. These major roads and highway links will also influence the design of the internal road system and will require a departure from the traditional grid system in certain portions of the plan area where connections to the external roadways may not be allowed.

Amended by Editor

Because of the possible location of *rail* yards in the west half of Section 33 and the type and alignment of the major east west arterials, which will bisect the South Industrial area, it will also be difficult to provide railway spur service to all portions of the plan area. Such service therefore would appear to be limited to the area generally north of the proposed 23 Avenue.

Amended by Editor

The location of the *private corporations'* Plant could also affect future development in the vicinity of the plant site. For example, certain industrial users may not feel that a site near this plant is compatible with their operations. It will be necessary therefore to ensure that this site is buffered from adjoining users.

Amended by Editor

Finally, it should be pointed out that the Rapid Transit line which is proposed to penetrate through the South Industrial Area will control the form of detail subdivision design on those lands affected by the right-of-way. This line will also influence to some extent, the alignment of major roadways in the area in order to minimize conflicts between roads and Rapid Transit.

Map B (*missing from this consolidation*) summarizes the factors influencing development of the South Industrial Area.

Amended by Editor

Section III

DEVELOPMENT CONCEPT AND PLAN

A. DEVELOPMENT CONCEPT

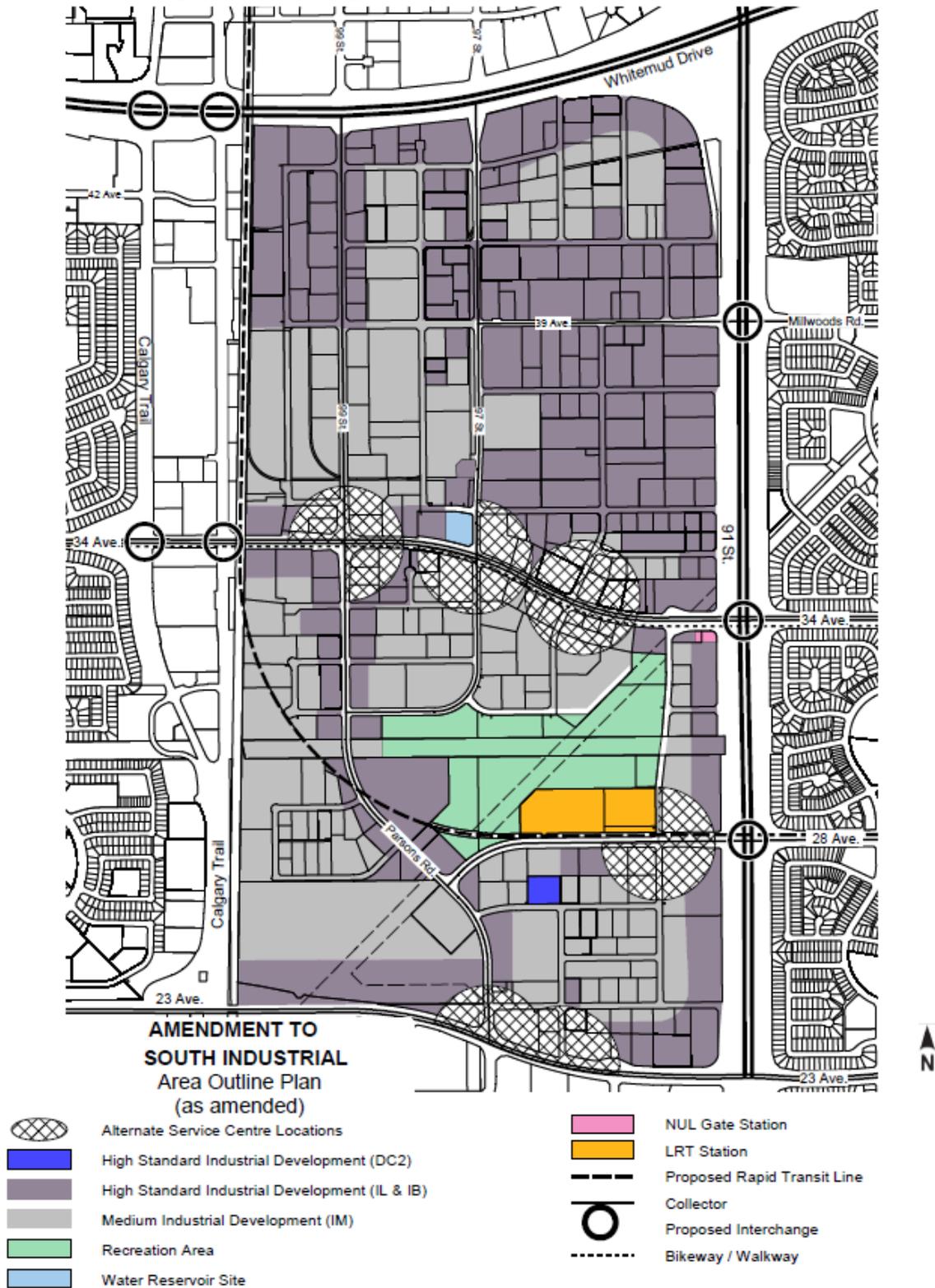
In order to plan for industrial growth on an area basis, a development concept or strategy for that area is required. Such a concept should provide the basic frame-work for planned industrial development of the area i.e., proposed roads, distribution of industrial and related uses, provision of utilities and services, etc. The development concept should also relate to future plans for the surrounding area, outside the industrial outline plan.

The development concept for the South Industrial Area has taken these factors into consideration. It has also recognized that the City of Edmonton's economy is basically that of a service center with secondary industrial uses increasing in importance. Therefore, adequately serviced industrial sites, generally ranging from 3 to 20 acres in size, for a variety of service, distribution oriented and manufacturing firms will be required.

To accommodate such light and medium industrial users, the development concept for the South Industrial Area visualizes the creation of three separate districts within the plan area, the first being north of the proposed 34 Avenue (Strathcona Industrial Park), the second between 34 Avenue and 23 Avenue (Parsons Industrial) and the third being south of 23 Avenue (Poundmaker Industrial). Each will be interconnected by north south road-ways while external access to and from each district will be principally via the major east west arterial system.

The development concept also envisages the creation of three service nodes within the plan area. Two of these service centers would have a catchment area which can be roughly described as the north and south half of the plan area while the third node would be a smaller sub-center in conjunction with the proposed rapid transit station. The size of these centers is variable since the amount of commercial space which must be provided to serve this sector of the city has not been specifically determined while the plan area itself requires only a small amount of commercial space to serve its specialized needs. The development concept is schematically illustrated in Fig. 4.

Figure 4: Development Concept (As Amended June 8, 2021)



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.

B. OUTLINE PLAN

1. General Structure and Plan Summary

The Structural elements of the Outline Plan consist of the major east west and north south arterials which can be regarded as the "spines" of the plan area. These would be connected to the existing and proposed external major road network (i.e., Highway 2, 91 Street, Whitemud Freeway and the Outer Ring).

That portion of the Outline Plan north of 34 Avenue can be considered a relatively self contained area. At the present time the developed part of the Strathcona Industrial Park occupies primarily the north west quarter of this area while the balance of the district consists of mainly undeveloped land and the small holdings subdivision. The undeveloped portion can accommodate industrial development by an expansion of the local road network in a southerly and easterly direction from the developed portion of the Strathcona Industrial Park and the future north south roadway (97 Street). A segment of land along the 34 Avenue arterial, included in this northerly district, could be developed for service or secondary commercial use as shown on *Map C (Figure 4)*. The 39 Avenue/99 Street connection will also provide an auxiliary roadway link to and through this district for some period until such time as the major east west arterials to the south and 91 Street are developed. It is proposed that *IB Zone* type industrial development be located adjacent to 45, 39 and 34 Avenue and 91 Street. Furthermore the existing AS (Small Holdings). zone would be designated for *IB Zone* development.

Amended by Editor

October 15, 2003

The central district (Parsons Industrial), between 34 and 23 Avenues, can also be considered an independent industrial unit. The structural elements within this area are the future rapid transit alignment and the section of arterial roadway (28 Avenue) which would connect to the proposed 99 Street extension. In addition, a Rapid transit station, Edmonton Transit System Garage and rapid transit system maintenance facility could be located here. It is also being recommended that a recreation area serving the entire South Industrial area be situated in close proximity to these facilities as shown on *Map C (Figure 4)*. The possibility also exists of locating service and secondary commercial uses south of 34 Avenue and north of 23 Avenue within Parsons Industrial district. The location of the major elements in this district are dictated to a great extent by the constraints to development here, i.e., pipelines, power lines, existing development, proposed rapid transit line, etc. The design of local roadway system for this area is also greatly influenced by these constraints.

Amended by Editor

Internal access to this district will be via 23, 28, 34 Avenues and 99 and 97 Streets in the future. It is proposed that *IB Zone* type industrial development be located along 34, 28, and 23 Avenues and 91 and 99 Streets (as amended by Council on 1981 05 26) within this district. *A Direct Development Control Provision may be used to allow for redevelopment in close proximity to major roads. The intent is to maintain the industrial nature of the area and limit commercial uses.*

October 15, 2003

September 9, 2019

The most southerly industrial district in the plan area (Poundmaker Industrial) lies south of 23 Avenue. Due to the Possibility that future *rail* yards may be developed in the west half of this district, the major north south roadway (99 Street) has been deflected to the east, north of 23 Avenue, occupying an alignment centered on the quarter section line as shown on the accompanying plan A. This means that industrial development in the Poundmaker Industrial district would be restricted to the area east of 99 Street. Local access to this area would be via 23 Avenue and 99 Street. The internal roadway system for this district will not allow direct connection to the Outer Ring or the Southeast Freeway (91 Street). It is proposed that *IB Zone* type industrial development be situated adjacent to 23 Avenue, 91 Street, and the Outer Ring within this district.

Amended by Editor

October 15, 2003

It is anticipated that some of the proposed service and secondary commercial uses which would locate in the node near 99 Street and 23 Avenue would be within the Poundmaker Industrial district.

2. Circulation

As previously indicated, the major circulation routes through the South Industrial Area are proposed to be 39, 34, 28, and 23 Avenues and 99 and 97 Streets, all of which would interconnect and provide internal distribution of traffic to the plan area. These major roads would also collect internal industrial traffic destined for points outside the plan area. Improvements are currently underway on 91 Street and 99 Street and the City will maintain and upgrade all existing roads which are to remain under the plan.

The local road network will be connected to the major road system but will be purposely designed to be discontinuous, at the detail subdivision stage, to minimize through traffic from utilizing the local roads between the various industrial units as primary access routes into the industrial area. The layout of the local road system will be dependent of the type and intensity of industrial development within each sub-unit and the frontage and size of parcels which are necessary to accommodate future users.

Because the South Industrial Area lies between the Mill Woods and Kaskitayo residential areas the Outline Plan proposes a major east west walkway/bikeway through the plan area. This would provide an alternative to automobile access between the residential districts east and west of the South Industrial Area and aid in the realization of a walkway/bikeway system for the city at large by providing a segment of such a system in this area. This route would generally follow 34 Avenue and link to the walkway system proposed for Mill Woods and Kaskitayo, as well as to the node envisioned around the proposed recreation area near the Rapid Transit Station. There is also the possibility that walkway/bikeway connections could be provided from the major east west route throughout the industrial area should this be warranted.

3. Public Transportation

It is expected that the road system within the South Industrial Area could be utilized for bus routes when demand warrants such service. Ultimately the rapid transit station which is proposed to be located in the center of the industrial area would serve as the collection and distribution point for local public transportation in the area. A shuttle bus service could be provided for this purpose. The station would serve those people working in the industrial area as well as some 20,000 to 30,000 residents from the western part of Mill Woods and possibly even residents in Kaskitayo. As indicated in the Mill Woods Development Concept Report, the rapid transit in the South Industrial Area could serve as a "park and ride" facility. Initially a temporary bus service to and from Mill Woods via 99 Street and 39 Avenue would provide public transportation to the South Industrial Area.

4. General Distribution of Industrial Uses

To safeguard the major approach roads to Mill Woods and Kaskitayo, through the South Industrial Area, as well as to provide a visually and environmentally pleasing industrial development along these approach roads, the South Industrial Outline Plan proposes that the following basic planning principle be adopted as a guide to overall industrial development of the area. It is suggested that future development along the major arterial roadways through the area (91 Street, 99 Street/Parsons Road, between 23 and 34 Avenues, 39, 34, 28 and 23 Avenues) be restricted to industrial uses of high architectural standard incorporating appropriate landscaping measures and conforming to *IB* zoning. The location for the proposed *IB Zone* uses is shown on Map C (*Figure 4*). *IB Zone* development is also proposed within the small holdings area. Otherwise, *IM Zone* type industries will be permitted for the remainder of the

October 15, 2003
Amended by Editor

plan area. Examples of the principles to be employed in distributing industrial and related uses are illustrated in Fig. 5.

5. Service Centers and Secondary Commercial Uses

The Outline Plan proposes the establishment of special service centers to accommodate retail and other commercial uses of a size and type necessary to satisfy the needs generated by, and at the time of, industrial development in the area. These would be located on the major arterial roadways particularly. 34 Avenue and 23 Avenue, where they intersect with major north south streets and could contain facilities such as bank service stations, hotels, restaurants, post office and other businesses catering principally to the industrial firms and employees in the area. It has also been suggested that social service and day care centers could be situated within these service centers. It is being recommended that secondary service facilities, which would include uses not compatible with residential development yet serving the needs of the residents of the surrounding areas, be located in proximity to the service centers, away from the major arterial roadways.

It is felt that the concept of the service center and associated uses could encourage a generally more pleasing over all environment in an industrial area in comparison to random distribution or mixture of such facilities as evident in industrial areas elsewhere in the city. However, such a proposal should not preclude the establishment of independent secondary commercial uses in the interior of the industrial area providing that such developments conform to the provision contained in the Zoning Bylaw. The size of these centers is variable since the amount of commercial space necessary to serve the plan area is small and the needs of the surrounding areas have not been determined. It is anticipated that the developers of facilities to be accommodated in the service centers will themselves determine the space required to service the market area. The service centers, as shown on Map C (*Figure 4*), are numbered in order of locational preference to serve each part of the plan area.

Amended by Editor

Figure 5: Principles of Land Use Planning

(January 15, 1974)

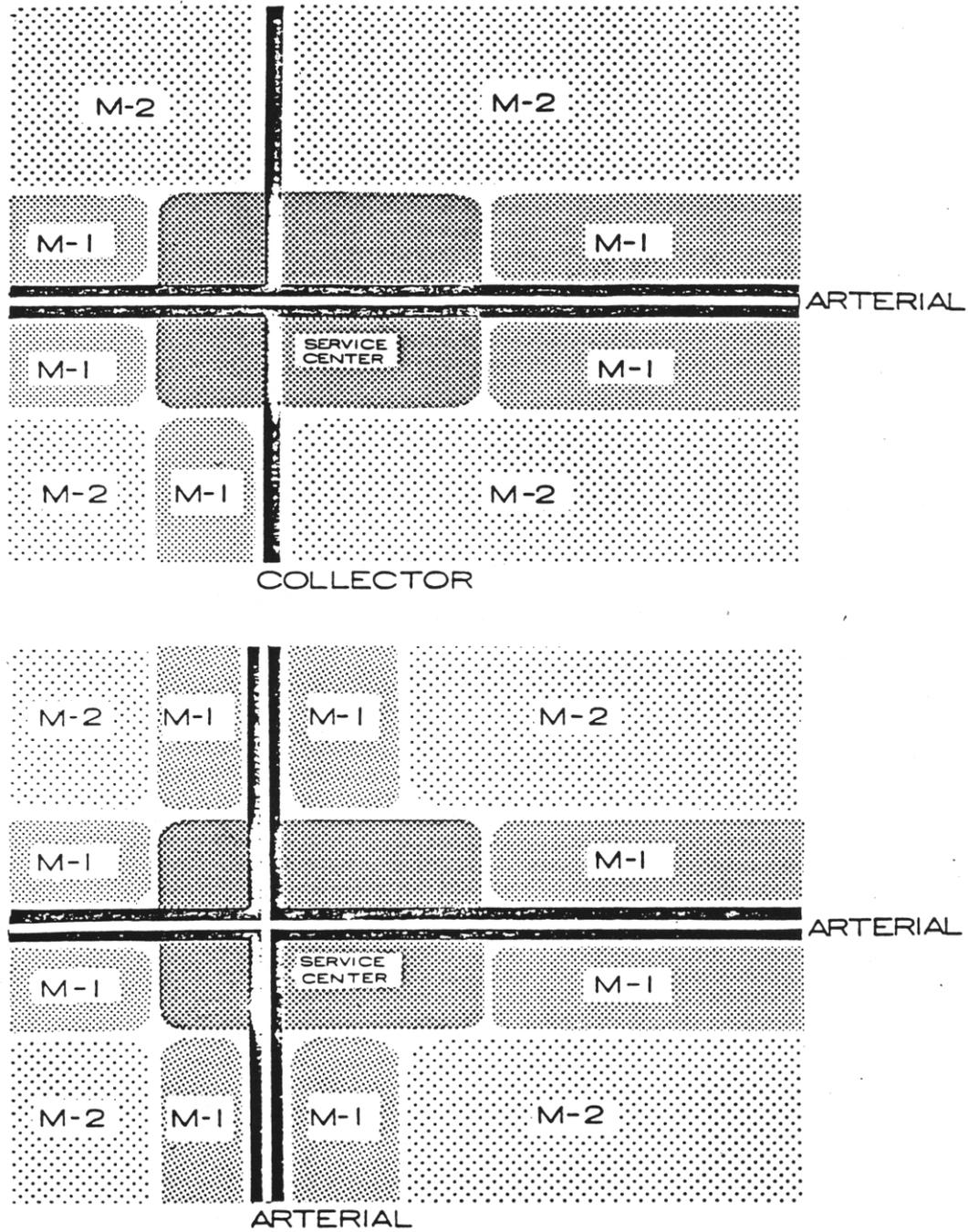


FIG. 5 PRINCIPLE OF LAND USE PLANNING

23.

LEDGEND (October 15, 2003)	
IB (Formerly M-1)	High Standard Industrial
IM (Formerly M-2)	Medium Industrial

6. Open Space and Recreation

Although somewhat of a departure from the practice in other industrial areas, the South Industrial Outline Plan proposes the establishment of one or more central recreational facilities within the industrial area. These facilities would serve two purposes. First, they would provide some visual relief in an industrial area by introducing open space and second, they would ensure that a recreational area is available in the vicinity, primarily for the benefit of employees working in the industrial area, in addition to serving as an overflow recreation area for the community at large.

Should this concept be approved and implemented, it will be some time before the necessary expertise in this field is gained in providing for such facilities, determining an employee to recreation area ratio and establishing the most desirable type of facilities to construct on such land. While climate, short lunch hours, etc., may limit the use of outdoor recreation areas in industrial districts, such facilities are provided for in other parts of the city and all indications are that with the increase in leisure time, more park and recreation space will be required to meet the demand. Indoor recreation facilities such as curling rinks, basketball and volleyball courts and a field house could reduce the impact of climatic extremes on recreation programs.

It is proposed that the land required for recreational uses of this nature in industrial areas be acquired under the normal 10% reserve requirement at the time of subdivision.

In addition to allocating reserve land to the proposed recreation area, it will also be necessary to utilize some of the reserve land for landscaped buffers along the major roadways throughout the South Industrial Area.

* Refer to the interim guidelines adopted by the Municipal Planning Commission in September, 1973.

7. Utilities

It is expected that the South Industrial Area will have the complete range of utilities which are normally available in fully serviced industrial areas of the City of Edmonton. These include water supply, storm and sanitary sewers, power and telephones and natural gas. Provisions have already been made for a *private corporations*' gate station and a water reservoir in the plan. Detail servicing will

Amended by Editor

follow the staging program outlined later in this document.

It is desirable that power and telephone lines be kept away from the major roadways adjacent to and throughout the South Industrial Area. This could be achieved by locating these facilities underground or placing them at the rear of parcels fronting on such road-ways. If economically feasible and concurred by the developers, power and telephone lines should be placed underground where possible to enhance the high standard industrial uses generally contemplated for the area.

8. Fire Protection

Based on current plans, the fire hall to serve the South Industrial Area will be located at 97 Street and 51 Avenue. It is also possible that future fire halls in Mill Woods or Kaskitayo will service part of the area.

9. Railway Service

The *rail line* to Calgary is located on the west boundary of the South Industrial Area and thus provides ideal rail access to future industrial users. Furthermore, as the South Industrial Area is largely within the four mile railway interswitching limit and since a considerable portion of the Outline Plan can be serviced by spur trackage, it is being recommended that rights-of-way for rail spurs be provided in future plans of subdivision for the area where these are feasible.

Amended by Editor

Since other industrial areas in the City have considerable acreage which is not likely to be rail serviced, it is intended that the provision of rail spurs in the South Industrial Area be maximized. For this reason, those firms which do not require such facilities should be encouraged to locate in the parts of the plan area where rail access is not practical.

C. SPECIAL CONSIDERATIONS

1. Consolidation of Fragmented Properties

Since there is some fragmentation of property under various ownerships, particularly in the northern portion of the South Industrial Area, it is recommended that where parcels are not in a form suitable for industrial development, sub-division in such areas will utilize the replot method. This approach will enable a more efficient and economic industrial subdivision lay out and will minimize future development problems associated with fragmentation and multiple ownership of parcels. This requirement would apply particularly to the small holdings area east of the *rail line* right-of-way in the vicinity of the proposed 34 Avenue and to the subdivided portions of Section 4-54-24-W.4.

Amended by Editor

2. Conversion of Small Holdings Area to Industrial Use

Due to the fact that the small holding area (AS zone), situated west of 91 Street and north of 34 Avenue, is presently sub-divided and partially, developed, it would appear that the best means of ensuring that the transition from residential to industrial development occurs in an orderly fashion is to retain most of the subdivision including the existing road system, in its present form and utilize the replot method only in certain cases where it is deemed necessary. This would result in minimum disruption for those residential uses which may wish to remain here for some time and will allow industrial development on parcels which are presently vacant or where the owners wish to sell the property and relocate their dwellings outside the South Industrial Area. In the event of a future replot in the small holdings area, previous reserve will be taken into account.

It is also recommended that in order to avoid major environmental disturbance to the residential uses in this area that only high standard industrial development be permitted here.

3. Relationship of Existing Industrial Uses to Future Development

In so far as existing and proposed industrial uses are concerned, there are two developments which require careful consideration in planning the South Industrial Area. These are the existing *private corporations'* plant and the possible *rail* yards development in the south west corner of the plan area. Due to the nature of the plant operation, i.e., heavy industry (*IH Zone* type) it is being recommended that prior to

Amended by Editor

development or subdivision proceeding on the undeveloped portion of the plant site, the original commitments made to the City by *the private corporation* respecting appearance, buffering and landscaping of the Plant site, at the time this development was approved, be complied with. This would ensure that the Plant is sufficiently screened and buffered in relation to future developments on or adjacent to their property.

Amended by Editor

With respect to possible development of *railway* switching yards, in the west half of Section 3-52-24-W.4, it is being recommended that due to the adverse effects that such an operation would have on the surrounding community, particularly on future residential development in Mill Woods and Kaskitayo, the *rail line* be advised that they must provide for adequate buffering in any plans for development of such a facility at this location to the satisfaction of the City. It is hoped that this stipulation will ensure a considerable reduction of the noise levels which would be generated by this type of a railway operation.

Amended by Editor

4. *Consideration of Non-Industrial Uses*

July 10, 2003

Religious assembly uses may be located in High Standard Industrial Development (IB) areas near major arterial and collector roadways. Proposed religious assembly developments within the plan area will be reviewed on ease of access, visibility, compatibility to adjacent land uses, and environmental assessment.

D. OUTLINE PLAN IMPLEMENTATION

1. Subdivision Planning

The South Industrial Outline Plan will be implemented via the normal subdivision and development process. Detail plans of subdivision will be considered once applications for subdivision in the area are received after approval of the Outline plan for the area.

To facilitate the processing of detail plans of subdivision, it is proposed that the applications for subdivision be accompanied by schematic outline plans illustrating the relationships of the area to be subdivided to that part of the South Industrial Outline Plan area bounded by the arterial roadways as shown on Map C (*Figure 4*).

2. Development Staging

Generally speaking the development of the South Industrial Outline Plan area will commence roughly in the center of Section 4-52-25-W4. From here development, based on the availability of services, will radiate outward. It should be stressed that subdivision and rate of development of the South Industrial Area will depend on the capacity of the utility system, the budget allocated for expansion of utilities in the area by the City and the initiative of the owners of land in the area. As there is at present a limit to the capacity of the storm drainage system,' this will exercise some control as to how much area can be fully serviced. After 1976, however, it is anticipated that the entire area will be serviced by the storm sewer system.

APPENDIX A: MAP A

