

Bylaw No. 592-2005

A BYLAW OF THE CITY OF LEDUC IN THE PROVINCE OF ALBERTA, TO AMEND BYLAW 485-2000 TO ADOPT THE AREA STRUCTURE PLAN FOR THE EAST ½ OF SECTION 1, TOWNSHIP 50, RANGE 25, WEST OF THE 4TH MERIDIAN, SECTION 12, TOWNSHIP 50, RANGE 25, WEST OF THE 4TH MERIDIAN, THE NORTHEAST ¼ SECTION 11, TOWNSHIP 50, RANGE 25, WEST OF THE 4TH MERIDIAN, THE SOUTHEAST ¼ SECTION 2, TOWNSHIP 50, RANGE 25, WEST OF THE 4TH MERIDIAN

WHEREAS, Section 633 of the Municipal Government Act, R.S.A. 2000, Chapter M-26, as amended enables a Municipal Council to adopt by Bylaw an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality;

WHEREAS, Bylaw 485-2000 to adopt the Area Structure Plan for the East ½ of Section 1, Township 50, Range 25, West of the 4th Meridian, Section 12, Township, 50, Range 25, West of the 4th Meridian, the Northeast ¼ Section 11, Township 50, Range 25, West of the 4th Meridian, The Southeast ¼ Section 2, Township 50, Range 25, West of the 4th Meridian was passed by Council May 14, 2001;

WHEREAS, the Council has deemed it expedient and necessary to further amend Bylaw 485-2000. Notice of intention to pass this Bylaw has been given and a Public Hearing held in accordance with the provisions of the Municipal Government Act, R.S.A. 2000, Chapter M-26, as amended;

THEREFORE, the Council of the City of Leduc in the Province of Alberta duly assembled, hereby enacts as follows:

That Bylaw 485-2000 be amended as per the documents attached hereto as Schedule A and Schedule B.

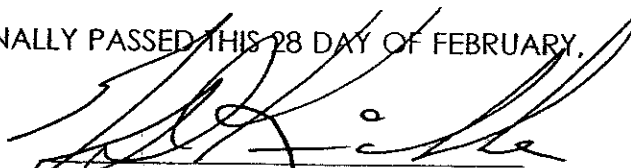
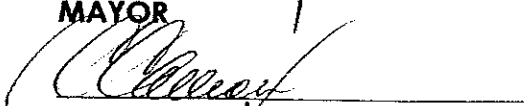
This Bylaw shall come into force and effect when it receives Third Reading and is duly signed.

READ A FIRST TIME IN COUNCIL THIS 14 DAY OF FEBRUARY, AD 2005.

READ A SECOND TIME IN COUNCIL THIS 28 DAY OF FEBRUARY, AD 2005.

READ A THIRD TIME IN COUNCIL AND FINALLY PASSED THIS 28 DAY OF FEBRUARY, AD 2005.


Date Signed

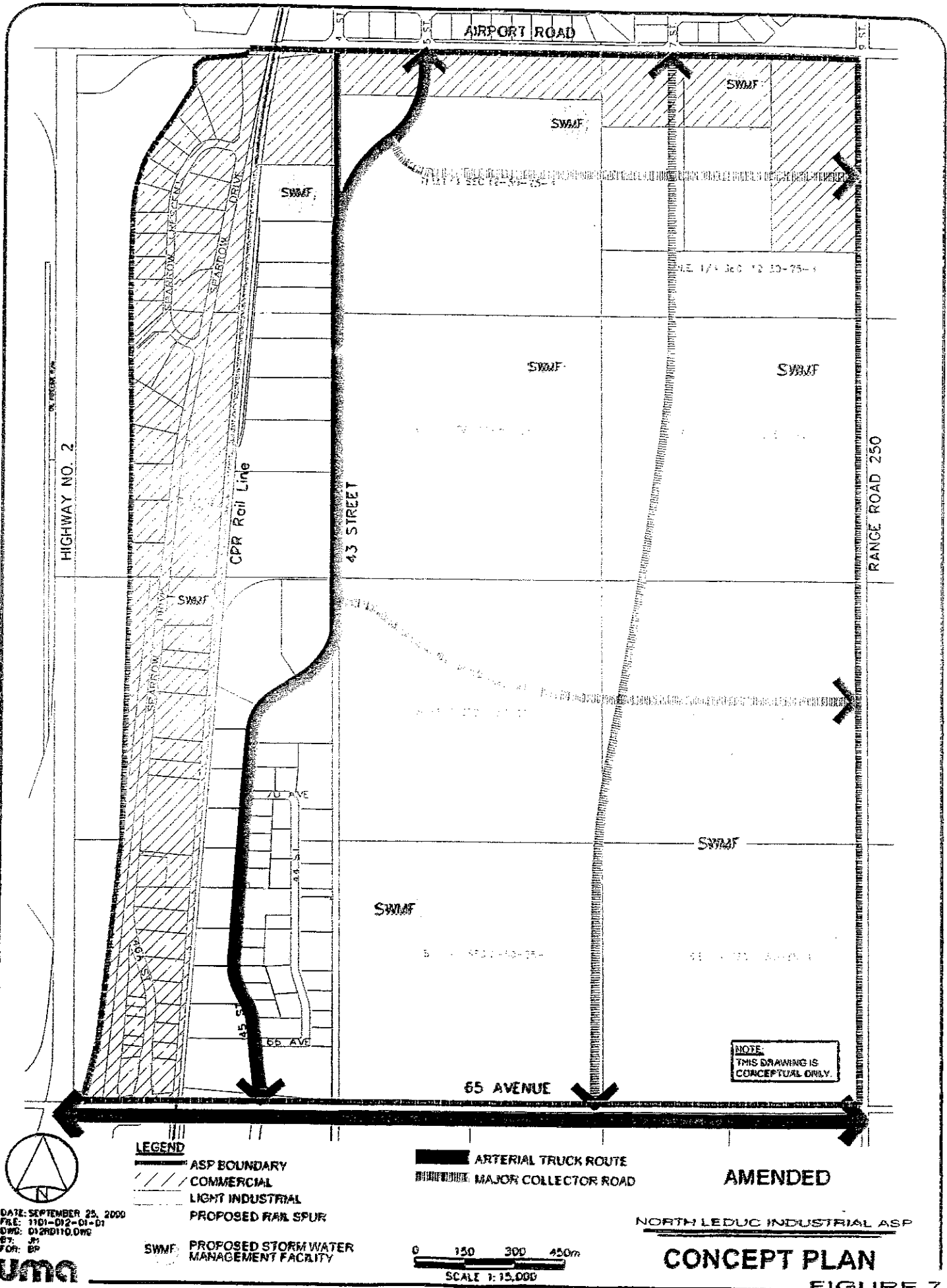

Greg Krischke
MAYOR

Coral Callioux
CITY CLERK

BYLAW 592-2005

SCHEDULE A

ITEM 2 IN SECTION 4.2.2 SHALL BE REPLACED WITH THE FOLLOWING:

"The areas designated commercial include those areas along major transportation routes within and at the perimeter of the ASP area which have high traffic flow, accessibility and visibility. These areas include the south frontage of Airport Road, and the lands on both sides of Sparrow Drive. The lands fronting the west side of that portion of Range Road 250 (9th Street, Nisku) extending some 600 meters south of the Airport Road intersection are also designated commercial to partially mirror future commercial development proposed for the east side of the Range Road."



DATE: SEPTEMBER 25, 2000
 P.R.E.: 1101-012-01-01
 D.W.D.: 012RD110.0WG
 BY: JF
 FOR: BP



- LEGEND**
- ASP BOUNDARY
 - COMMERCIAL
 - LIGHT INDUSTRIAL
 - PROPOSED RAIL SPUR
 - SWMF PROPOSED STORM WATER MANAGEMENT FACILITY

- ARTERIAL TRUCK ROUTE
- MAJOR COLLECTOR ROAD



NOTE:
 THIS DRAWING IS
 CONCEPTUAL ONLY.

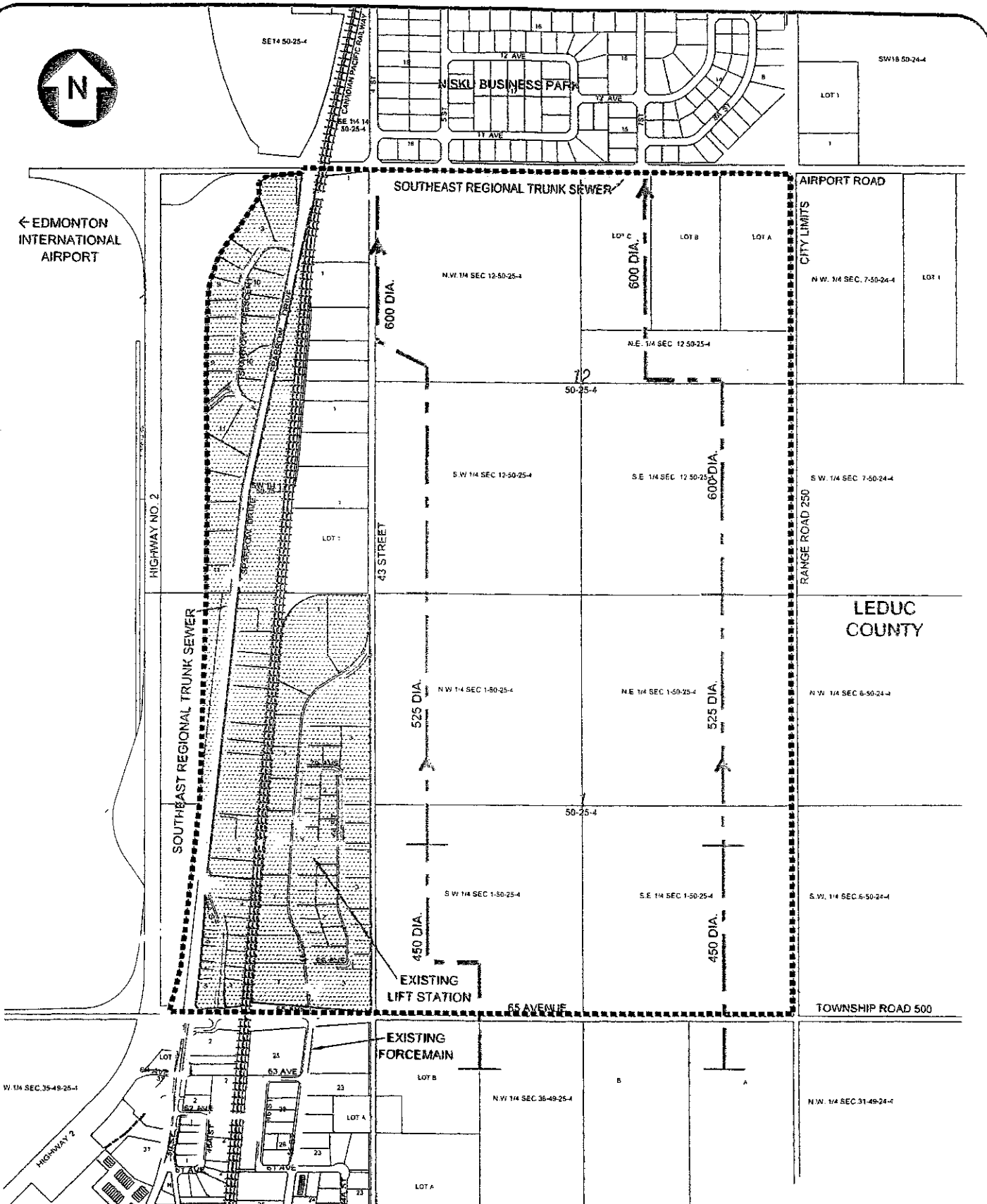
AMENDED
 NORTH LEDUC INDUSTRIAL ASP

CONCEPT PLAN

FIGURE 7



← EDMONTON INTERNATIONAL AIRPORT

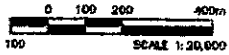


DURRANCE PROJECTS

DATE: DECEMBER 15, 2004
FILE: 50441
DWG: 012RD103.DWG
BY: ERIC DURRANCE, P. ENG.
FOR: LOVATT PLANNING

NOTE: PRELIMINARY SIZES FROM CITY OF LEDUC LONG RANGE INFRASTRUCTURE SERVICING PLAN. ACTUAL SIZES TO BE CONFIRMED WITH DETAILED DESIGNS.

- LEGEND:**
- ASP BOUNDARY
 - EXISTING SANITARY SEWERS
 - - - PROPOSED SANITARY SEWERS
 - [Hatched Box] AREA CURRENTLY SERVICED BY SANITARY SEWER (1999)



**AMENDED
2nd & 3rd Reading**

NORTH LEDUC INDUSTRIAL ASP

SANITARY SERVICE

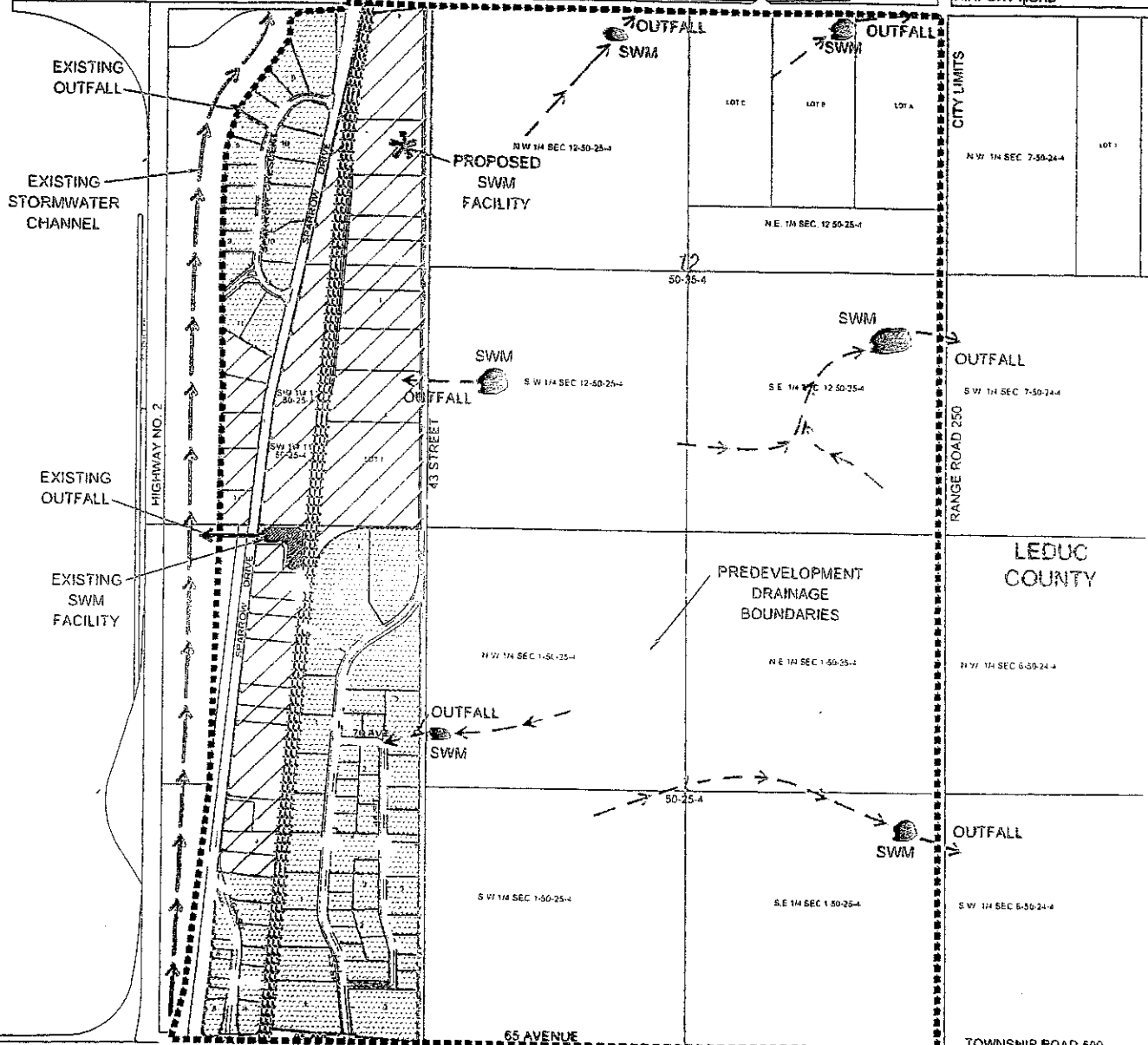
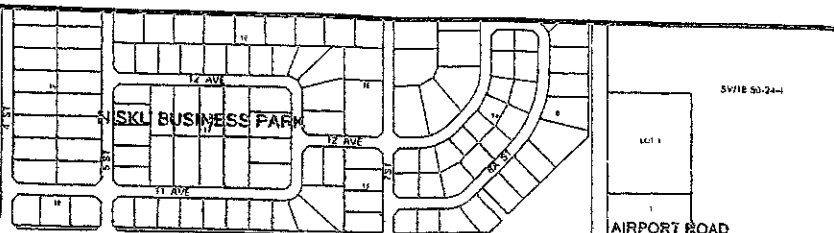
FIGURE 8





← EDMONTON INTERNATIONAL AIRPORT

TO BLACKMUD CREEK



EXISTING OUTFALL

EXISTING STORMWATER CHANNEL

EXISTING OUTFALL

EXISTING SWM FACILITY

PROPOSED SWM FACILITY

OUTFALL SWM

OUTFALL SWM

OUTFALL SWM

OUTFALL SWM

OUTFALL SWM

OUTFALL SWM

OUTFALL SWM

PREDEVELOPMENT DRAINAGE BOUNDARIES

CITY LIMITS

RANGE ROAD 250

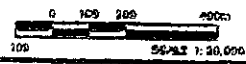
TOWNSHIP ROAD 500

LEUC COUNTY

DURRANCE PROJECTS

DATE: DECEMBER 15, 2004
FILE: S04451
DWG: 012RB101.DWG
BY: ERIC DURRANCE, P. ENG.
FOR: LOVATT PLANNING

NOTE:
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CONCEPTUAL ONLY.



LEGEND:

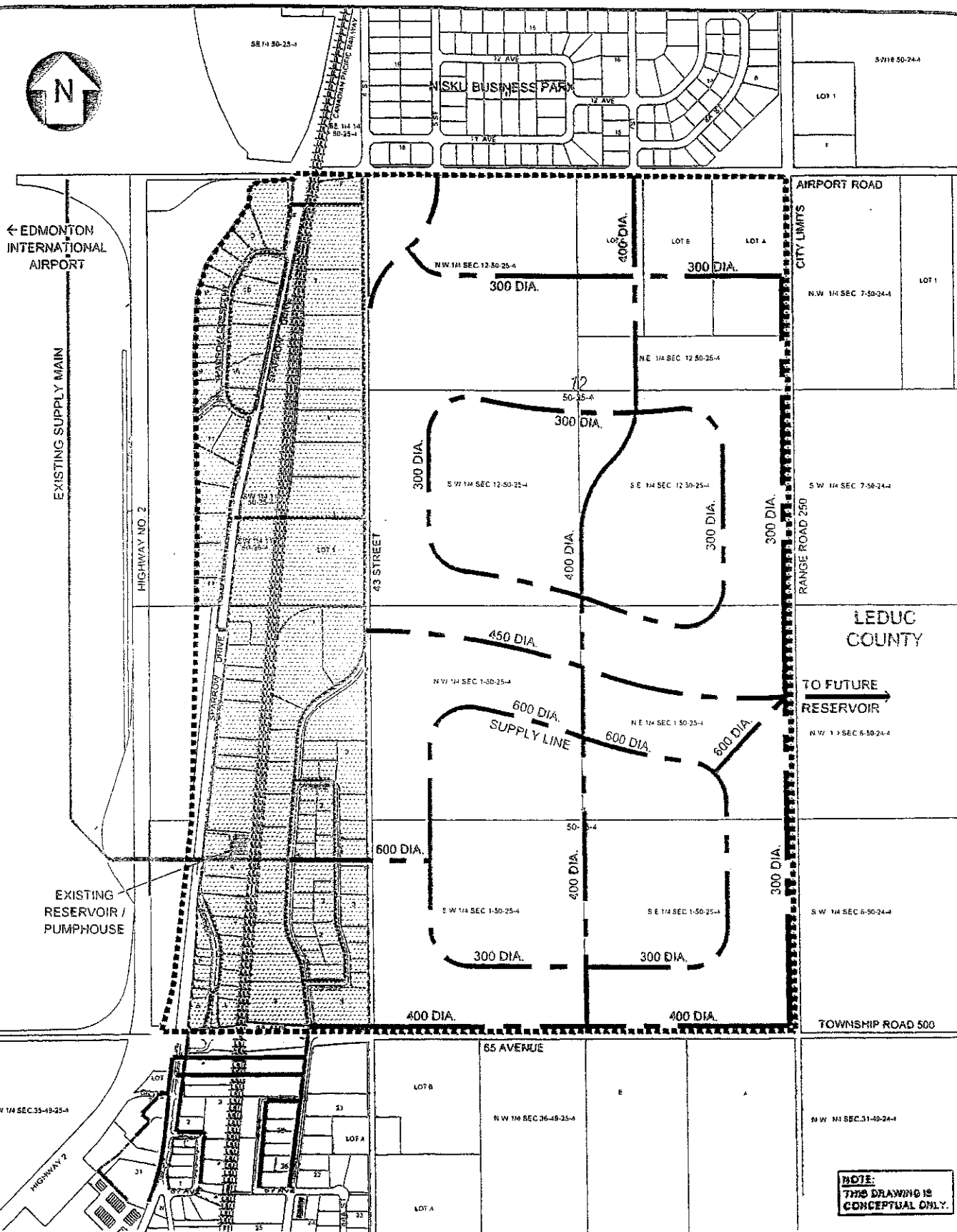
- ASP BOUNDARY
- ▨ EXISTING STORM LINE
- ▨ AREA SERVICED BY DITCH/ OVERLAND DRAINAGE
- ▨ AREA SERVICED BY CURB AND GUTTER AND PIPED DRAINAGE

AMENDED

NORTH LEUC INDUSTRIAL ASP

STORM SERVICE

FIGURE 9



NOTE:
THIS DRAWING IS
CONCEPTUAL ONLY.

DURRANCE
PROJECTS

DATE: DECEMBER 15, 2004
FILE: 50441
DWG: 012R0102.DWG
BY: ERIC DURRANCE, P. ENG.
FOR: LOWATT PLANNING

NOTE: PRELIMINARY WATERMAIN SIZES FROM CITY OF LEDUC LONG RANGE INFRASTRUCTURE SERVICING PLAN JAN, 1992. ACTUAL SIZES TO BE CONFIRMED WITH A DETAILED WATER NETWORK ANALYSIS.

- LEGEND:**
- ASP BOUNDARY
 - EXISTING WATER LINE
 - FUTURE WATER LINE
 - ▨ AREA SERVICED BY WATERMANS (1999)

AMENDED

NORTH LEDUC INDUSTRIAL ASP

WATER SERVICE

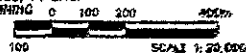


FIGURE 10

City of Leduc
North Leduc Industrial
Area Structure Plan

Prepared for
City of Leduc

Prepared by
UMA Engineering Ltd.
17007 - 107 Avenue
Edmonton Alberta T5S 1G3
1101-012-00-01

March 2001 - Amended

Bylaw No. 485-2000

PAGE 1

Code 06/05

A BY-LAW OF THE CITY OF LEDUC IN THE PROVINCE OF ALBERTA, TO ADOPT THE AREA STRUCTURE PLAN FOR THE EAST ½ OF SECTION 1, TOWNSHIP 50, RANGE 25, WEST OF THE 4TH MERIDIAN, SECTION 12, TOWNSHIP 50, RANGE 25, WEST OF THE 4TH MERIDIAN, THE NORTHEAST ¼ SECTION 11, TOWNSHIP 50, RANGE 25, WEST OF THE 4TH MERIDIAN, THE SOUTHEAST ¼ SECTION 2, TOWNSHIP 50, RANGE 25, WEST OF THE 4TH MERIDIAN

WHEREAS, Section 633 of the Municipal Government Act, S.A. 1994, C. M-26-1, enables a Municipal Council to adopt by Bylaw an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality;

AND the East ½ of Section 1, Township 50, Range 25, West of the 4th Meridian, Section 12, Township 50, Range 25, West of the 4th Meridian, the Northeast ¼ Section 11, Township 50, Range 25, West of the 4th Meridian, the Southeast ¼ Section 2, Township 50, Range 25, West of the 4th Meridian Area Structure Plan addresses the requirements of an Area Structure Plan outlined in the Act. Notice of intention to pass this Bylaw has been given and a public hearing has been held in accordance with the Act.

THEREFORE, the Council of the City of Leduc in the Province of Alberta duly assembled, hereby enacts as follows:

- I This Bylaw be cited as the North Leduc Industrial Area Structure Plan Bylaw.
- II The North Leduc Industrial Area Structure Plan is attached hereto as Schedule A.
- III That Bylaw Nos. 1404-79 and 1458-80 are hereby repealed.

This Bylaw shall come into force and effect when it receives Third Reading and is duly signed.

READ A FIRST TIME IN COUNCIL THIS 12th DAY OF MARCH, AD 2001.

READ A SECOND TIME IN COUNCIL THIS 9th DAY OF APRIL, AD 2001.

READ A THIRD TIME IN COUNCIL AND FINALLY PASSED THIS 1st DAY OF MAY, AD 2001.


George Rogers
MAYOR


Coral Calloux
CITY CLERK

May 17, 2001
Date Signed

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**UMA ENGINEERING LTD.
THIRD PARTY DISCLAIMER**

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1.0 INTRODUCTION

1.1 PURPOSE

The purpose of an Area Structure Plan under Section 633 of the Municipal Government Act, 1994 is to describe the proposed land use, sequence and density of development, and general location of major transportation routes and public utilities for the general area.

The purpose of the North Leduc Industrial Area Structure Plan is to provide a framework for the development of industrial and commercial land within the City of Leduc.

1.2 BACKGROUND

The strength of the North Leduc Industrial Area lies in its strategic location and proximity to major transportation corridors. The combination of transportation routes, highway frontage, proximity to the City of Edmonton, the Edmonton International Airport and other major facilities, place the North Leduc Industrial Area in a very competitive position relative to other commercial/industrial developments in the Edmonton region. With sewer and water readily available, the North Leduc Industrial Area can offer fully serviced properties at very reasonable rates.

The combination of servicing capability, locational advantages, transportation linkages and favourable costs provide opportunities for a variety of businesses in transportation, distribution and storage, commercial, manufacturing and fabricating, resource service and supply and related industries.

1.3 PLAN AREA

The North Leduc Industrial Area contains approximately 720 ha/1780 ac of land. This area includes both developed (200 ha) and undeveloped (520 ha) parcels.

The plan area is defined by the following limits (See Figure 1):

- **Airport Road to the north:** Airport Road is the municipal boundary between the City of Leduc and Leduc County. Airport Road is under the jurisdiction of Leduc County. Nisku Business Park lies to the north of Airport Road;
- **Range Road 250 to the east:** Range Road 250 is under the jurisdiction of Leduc County. Agricultural lands within Leduc County lie to the east of Range Road 250;
- **65 Avenue (Township Road 500) to the south:** To the south of 65 Ave. lies agricultural and industrial land within the City of Leduc; and
- **Highway 2 to the west:** The Edmonton International Airport lies within Leduc County beyond Highway 2.

Figure 1 shows the location of the North Leduc Industrial Area within the context of municipal boundaries and surrounding features.

1.4 PLANNING CONTEXT

1.4.1 Annexation Agreement

The four easterly quarter sections of the ASP area were annexed by the City of Leduc from Leduc County as of January 1, 1999 as part of a comprehensive annexation agreement between the two municipal corporations.

1.4.2 General Municipal Plan/Municipal Development Plan

The City of Leduc adopted a General Municipal Plan in 1992. This was revised as a Municipal Development Plan (MDP) and adopted in late 1999. The new MDP provides direction for the development of the lands which were annexed in 1999.

Under the new MDP, North Leduc Industrial Area has three land use designations (Figure 2):

- commercial designation of all lands along Sparrow Drive west of the CP rail line, and along the south frontage of Airport Road;

- industrial designation of lands east of the CP rail line and west of the quarter section line through the middle of Sections 1 and 12; and
- industrial reserve designation for three quarter sections of land east of the quarter section through the middle of Sections 1 and 12.

Municipal Development Plan policies designate the Northeast Industrial Area as the major area for future industrial development. Several policies of the MDP are pertinent to this Area Structure Plan. These include the following:

- *The City, as an immediate priority will actively promote the development of a new industrial subdivision in the Northeast Industrial Area to ensure a supply of serviced industrial lots immediately.*
- *The City will ensure, through the Area Structure Plan process, that a right-of-way is set aside for a spur line to service the Northeast Industrial Area.*
- *The City will endeavour to maintain a continuous supply of industrial land.*
- *The City will encourage light manufacturing and service industries to locate and expand in Leduc.*
- *The City will zone lands of sufficient size and in suitable locations to provide for a mix of light and service oriented industries.*
- *The City will ensure that industrial sites are developed with high quality buildings appropriately landscaped in a manner that considers adjacent sites and the streetscape.*
- *The City may consider alternate uses for the Industrial Reserve blocks providing:*
 - a. it is clearly shown that the City will not need this land for industrial development in the long term future,*
 - b. the majority of the property owners agree to prepare an Area Structure Plan,*
 - c. the use proposed does not detract from similar uses in existing designated areas.*
 - d. the soft services required by the proposed use can be made available.*
 - e. the hard services required by the use proposed are available.*

Similarly, the MDP policies identify the Sparrow Drive Commercial land and lands immediately south of Airport Road for future commercial development. The Sparrow Drive Commercial area will continue to develop with a mixture of commercial services, highway services and tourist facilities.

The City will amend the MDP to consider medium and heavy industrial development on a site specific basis.

Other provisions of the Municipal Development Plan are identified in the appropriate sections.

1.4.3 Existing Area Structure Plans

The Nisku Area Structure Plan, Bylaw No. 1404-79, adopted by Leduc County on July 17, 1980 provided the framework for existing development within the Plan area west of 43 Street. The undeveloped quarter sections within the Plan area are designated for premium and light industrial uses. The portion of the Nisku Area Structure Plan within the City of Leduc has been repealed by the adoption of this Bylaw.

The Nisku West Area Structure Plan adopted in 1980 included lands south of Airport Road and west of Sparrow Drive. The Nisku West Area Structure Plan has developed under its original land use classifications of business/light industrial and park/open space. The portion of the Nisku West Area Structure Plan within the City of Leduc has been repealed by the adoption of this Bylaw.

1.4.4 Airport Vicinity Protection Area (AVPA) Regulation

Alberta Regulation 63/81, the Edmonton International Airport Vicinity Protection Area Regulation was adopted by Ministerial Order in 1981. The purpose of the AVPA Regulation is to restrict land uses which:

- produce emissions reducing visibility;
- produce electro-magnetic reflections or radiation above certain levels;
- attract birds; and
- are affected by airport noise

The ASP area is designated under the AVPA regulations as Airport Industrial District (A-M) or Airport Urban District (A-U) (Figure 6). Land uses permitted within the A-M district include industrial uses and appropriate commercial uses. Land uses permitted within the A-U district include restricted residential, commercial, public and semi-public, and industrial uses. Depending on proposed land uses and their relationship to the NEF contours, restrictions will apply. Pending development regulations should be reviewed.

A significant portion of the ASP area is located within the A-U and A-M land use districts between the 35 to 25 NEF (Noise Exposure Forecast) Areas. The land use restrictions that apply are summarized in Appendix 1. The City may, in the future, apply to the Province to modify the land use districts as required.

The AVPA Regulation as amended, supersedes the Intermunicipal Development Plan (IDP) in cases where there may be a conflict between them.

New NEF contours have been generated and their effects on the AVPA have been assessed. It is considered that any potential change in the NEF contour, and associated land use implications, can be accommodated within the flexibility provided by this Area Structure Plan.

1.4.5 Intermunicipal Development Plan (IDP)

An Intermunicipal Development Plan (IDP) between the City of Leduc and Leduc County was approved on July 20, 1998. It fulfilled a requirement of the Annexation Agreement effective January 1, 1999, and provided a basis for future planning and the orderly development of lands within the border area between the City of Leduc and Leduc County.

Land Use Policies identified in the IDP which apply to the ASP area are:

- Within the City, east of 43rd Street and south of Airport Road, a commercial corridor with full urban services may be developed subject to the provisions of an Area Structure Plan.

- Within the City, west of 43rd Street and south of Airport Road, urban business and industrial uses may be located subject to the provisions of the City's Municipal Development Plan and/or an Area Structure Plan.

1.4.6 Land Use Bylaw

Three land use district regulations pertain to the ASP area in the City of Leduc Land Use Bylaw 340-94 as adopted on April 19, 1995, and as amended. The land use districts, as shown on Figure 6, are as follows:

- **C-3 Commercial - Vehicle Oriented:** The intent of this district is to provide for the development of businesses intended to serve vehicular traffic.
- **C-MX Commercial - General Commercial:** This district is intended to provide for the location of mixed use developments containing both retail and service outlets. This district will normally be applied in areas close to commercial or industrial districts, but is not intended to make provision for intensive or downtown shopping activities.
- **M-1 Industrial - Light Industry:** This district is intended to provide for an area of light industrial uses where a high standard of site design, open space and landscaping are required. Storage areas must be enclosed or entirely out of view from the general public. Land uses in this district will not cause any external, objectionable or dangerous conditions beyond any building on the site.

2.0 EXISTING LAND USE

2.1 EXISTING SITE FEATURES

2.1.1 Topography and Drainage

The topography of the ASP area is level to gently rolling, with long smooth slopes. The overall slope is from south to north (Figure 3). The highest elevation is 734 metres above sea level (asl) in the south central portion, while the lowest elevation is 716 metres (asl) in the northeast corner of the area. The overall elevation difference is approximately 18 metres from south to north. Four high points located along a north-south line near the centre of the area define a “spine” through the area.

Much of the land drains to the east through several intermittent drainage channels, which convey water to Saunders Lake. These low-lying channels provide natural opportunities to retain surface flows as part of the stormwater management system.

2.1.2 Soils and Surficial Deposits

The soils over much of the ASP area are described as shallow, residual, soils developed on Edmonton formation bedrock. The soils are classified under the Canada Land Inventory as Class 4 and have severe limitations for crop production, a contrast to more productive soils to the northeast and northwest.

2.1.3 Vegetation

Most of the ASP area has been cleared for agricultural production and later for industrial/commercial development. Scattered residual poplar bluffs and farm shelterbelts occur throughout the area.

2.2 LAND OWNERSHIP

Developed portions of the ASP area west of 43 Street are subdivided into a number of smaller parcels with numerous owners. The quarter sections east of 43 Street are largely unsubdivided. The SE and NE quarters of Section 1 have been split into 80 acre parcels, while the NE of section 12 has been subdivided into four 40 acre parcels (Figure 4 and Table 1- Land Ownership).

2.3 EXISTING LAND USE

The main land uses within the ASP area at present are commercial, industrial and agricultural uses (Figures 5 and 6).

A corridor of commercial land use extends along Sparrow Drive west of the CP rail line. A mix of land uses is found here, with tourism accommodations found in the vicinity of Sparrow Crescent and near Airport Road. Other uses include automobile sales and service, office uses, storage and food establishments. Approximately half of the available parcels are developed.

The northern and southern portions of this corridor are developed as a mix of Commercial and Light Industrial and have full urban services (Figure 6). The central portion is designated for Light Industrial. It has sanitary and water services but lacks a piped storm sewer system.

Industrial land use is concentrated within a corridor between the CP rail line and 43 Street. This corridor comprises about 22% of the ASP area. There is a range of business uses including manufacturing, warehousing, oilfield service, construction and commercial uses on parcel sizes ranging from 0.4 ha to 3.0 ha. While there has been a substantial build-up of businesses, approximately half of the parcels are not occupied.

The southern half of this corridor has full urban services, including urban road cross-sections, sanitary and storm sewer and water services. The northern half is served by water and has the regional trunk sewer line running by the most northerly parcel. Sanitary sewer mains are still required to service this area. The northern half has surface drainage, while 43 Street is paved on a rural cross-section. This entire corridor is designated for Light Industrial.

Two of the existing businesses have rail access from a siding to the CP rail mainline. A public utility lot along the boundary between Sections 1 and 12 provides an opportunity for a future spur line to serve the lands to the east of 43 Street.

Agriculture remains the predominant use of land east of 43 Street, with the exception of a large pipe storage area located in the northeast quarter section of the ASP area. Three residential farmsteads are located in the ASP area.

Table 1 - Land Ownership of Vacant Land- North Leduc Industrial Area Structure Plan

Legal	C. of T.	Owner	Area
1. NW 12-50-25-4 (74.84%)	902 292 453	Capitol Cities Development Ltd. 210 Riviera Plaza 5324 Calgary Trail Edmonton, Alberta T6H 4J8	64.7ha./160ac.
2. NW 12-50-25-4 (25.16%)	912 040 783	Capitol Cities Development Ltd.	
3. Pt. NE 12-50-25-4	982 156 069	Durco Inc. 15089 - 8 th Street Nisku, Alberta T9E 7S6	16.3ha./40.3ac.
4. SW 12-50-25-47	902 292 450+7	Capitol Cities Development Ltd.	64.7ha./160ac.
5. SE 12-50-25-4	932 331 381	Cathton Holdings Ltd. 210 Riviera Plaza 5324 Calgary Trail Edmonton, Alberta T6H 4J8	64.7ha./160ac.
6. NW 1-50-25-4	902 292 450+6	Capitol Cities Development Ltd.	64.7ha./160ac.
7. NE 1-50-25-4 (N1/2)	932 331 403	Cathton Holdings Ltd.	32.4ha./80ac.
8. NE 1-50-25-4 (S1/2)	792 028 597	Harold William Grigat Margaret Ellen Grigat Box 174, Leduc, Alberta T9E 2X1	32.4ha./80ac.
9. SE 1-50-25-4 (E1/2)	952 119 414	Peter Brouer Robin Grigat Box 3351, Leduc, Alberta T9E 6M1	32.4ha./80ac.
10. SE 1-50-25-4 (W1/2)	882 124 048 A	Harold and Margaret Ellen Grigat	32.4ha./80ac.
11. SW 1-50-25-4	902 292 450+8	Capitol Cities Development Ltd.	64.7ha./160ac.
12. NE 12-50-25-4 Lot C Plan 354 TR	882 123 845	M&L Developments 1993 Ltd P.O. Box 137 Nisku, Alberta T0C 2G0	15.76ha./39.04 ac.
13. NE 12-50-25-4 Lot B Plan 354 TR	902 089 911+1	Terraspan Investments Ltd. 14111 - 96 Avenue Edmonton, Alberta T5N 0B9	16.06ha./39.66 ac.
14. NE 12-50-25-4 Lot A 354 TR	902 089 912	Sitonie Investments Inc. c/o 2800 Scotia Place 10060 Jasper Avenue Edmonton, Alberta T5J 3V9	16.06ha./39.66 ac.

Source - Certificates of Title, May 22, 1999, UMA

2.4 TRANSPORTATION NETWORK

The North Leduc Industrial Area is well served by major transportation routes.

2.4.1 Highway 2/Airport Road

Highway 2 is the major north-south highway in Alberta, providing the most direct link between the Edmonton and Calgary regions. Access to Highway 2 is via Airport Road. Airport Road is under the jurisdiction of Leduc County and has an arterial designation. Access will be limited and a service road required along its southern frontage. The standard for the ultimate right-of-way width required for Airport Road is established in the Municipal Development Plan at 53 metres. This will require an additional 14 metre widening south of the current right-of-way. This widening does not include the requirement for the service road.

A major issue is to provide a direct highway link to Highway 2 at 65 Avenue, thus avoiding the necessity for south-bound traffic to pass through the City of Leduc or back-track to Airport Road.

Airport Road provides an east-west road link to the International Airport at the north end of the ASP area. While it was formerly a two-lane urban cross section road, an increase in traffic has required that it be widened to four lanes between Sparrow Drive and 360 metres west of 43 Street. It is anticipated that the County and the City will participate in widening Airport Road to four lanes along the northern edge of the ASP area, as demand warrants and as funds become available.

2.4.2 Sparrow Drive

Sparrow Drive runs parallel to Highway 2, providing a north-south link west of the CP rail line between the centre of Leduc and Airport Road.

2.4.3 Forty-fifth/Forty-third Street

Forty-fifth/Forty-third Street (North Mile Road) is the main north-south street in the ASP area east of the CP rail line. It links downtown Leduc with the Nisku Business Park. It has a wide urban cross-section in its southern half and the northern half has been rebuilt to a 2 lane paved rural cross section in 1999. This upgrading has greatly increased the convenience of its use and has led to greater traffic flows, thus increasing development opportunities along its northern length. A realignment of 43 Street at its northern end to access Airport Road opposite 5 Street in the County, has been proposed in order to create greater separation between all-directional access points along Airport Road.

2.4.4 Range Road 250

Sixty-fifth Avenue and Range Road 250 are the perimeter roads to the south and east respectively. While they are currently 2 lane, gravelled, rural cross-section roads they will be upgraded, ultimately, to paved arterial status. The ultimate right-of-way requirements for 65th Avenue and Range Road 250 in the MDP are 56 metres and 45 metres respectively.

Leduc County is the road authority for Range Road 250. As such, it is the approval authority for access to this roadway.

2.4.5 Canadian Pacific Railway

Rail access is provided by the Canadian Pacific Railway line, which runs north/south on the western portion of the plan within the developed portion of the Plan.

The North Leduc Industrial Area has excellent external transportation linkages and these are a significant advantage in developing its industrial/commercial base. The future highway network, as it becomes fully developed, may also have a great effect on the use of land adjacent to highways.

The City of Leduc Transportation Study update, completed in 2000, provides recommendations to the City of Leduc on right-of-way standards for arterial, collector and local roads, including industrial roads.

3.0 ISSUES AND OBJECTIVES

The issue identification process through technical analysis and stakeholder consultation revealed a number of points, which are presented according to five general categories. A set of objectives has been developed in response to these issues to guide preparation of the plan.

3.1 ECONOMIC DEVELOPMENT

Issues

- to achieve the full development potential of the North Leduc area;
- to obtain economies of scale for economical and efficient servicing; and
- improved links between the ASP area and Highway 2.

Objectives

- 1. To build on the North Leduc Industrial Area's location and infrastructure advantages to become a leading industrial/commercial location in metropolitan Edmonton.*
- 2. To accommodate a variety of business/commercial/industrial opportunities including retail centres, major distribution and shipping warehouses, resource industry supply and services, light manufacturing and assembly, transportation and related uses.*
- 3. To ensure that the North Leduc Industrial Area continues to remain competitive in key areas of land costs, taxation, servicing and accessibility.*

3.2 LAND USE

Issues

- the need for greater certainty about the short and long term use of land;
- the need to relate land use to levels of servicing;
- the separation of various types of industrial uses;
- the direction, extent and staging of future industrial/commercial development related to transportation and infrastructure considerations; and
- the encourage positive effects of development in terms of groundwater, surface water, noise, traffic increase or encroachment on the area.

Objectives

1. *To balance the designation of land for industrial/commercial purposes with a realistic expectation of the timing of such development.*
2. *To avoid the development of major permanent residential areas, within areas intended for industrial/commercial use.*
3. *To facilitate orderly, contiguous commercial/industrial development.*
4. *To achieve compatible land use with surrounding areas.*
5. *To accommodate a variety of commercial/industrial land uses with appropriate servicing levels.*

3.3 TRANSPORTATION

Issues

- creation of better access to the south to Highway 2 through an interchange at 65th Avenue;
- timing and right-of-way standards for upgrading perimeter arterial roadways;
- access and management along future perimeter arterial roadways;
- the proposed realignment of 43rd Street south of Airport Road to line up with 5th Street in the County, and the effect of this realignment on adjacent properties;
- the need for a collector system in the currently undeveloped area; and
- appropriate standards for collector and internal local roads.

Objectives

1. *To provide for the continued safe, efficient and convenient movement of traffic both internally and externally.*
2. *To secure better access to the south on Highway 2.*
3. *To create a staged internal road system that reflects planned access, street upgrades and service road development to maximize access to existing properties.*
4. *To promote and maximize the access provided by the main line of the Canadian Pacific Railway to the North Leduc Industrial Area.*
5. *To establish appropriate street design standards.*

3.4 SERVICING/INFRASTRUCTURE

Issues

- the most economical and logical extension of the basic infrastructure to facilitate economic development;
- the appropriate level of servicing relative to market conditions;
- the future staging of servicing to facilitate development;
- the cost of extending services to various areas; and
- limiting post-development overland water flows to pre-development levels.

Objectives

1. *To develop servicing infrastructure in an orderly, efficient and cost-effective manner to facilitate industrial/commercial and other development.*
2. *To define appropriate levels of servicing .*
3. *To provide a staging plan that will result in economical and orderly expansion of basic infrastructure.*
4. *To achieve "critical mass" or economies of scale of development so as to minimize infrastructure costs.*

3.5 ENVIRONMENTAL

Issues

- the protection of any significant natural areas;
- potential air emissions and water and soil pollution;
- noise generation;
- the constraints associated with gas infrastructure; and
- visual aspects.

Objectives

1. *To maintain, where feasible under post development conditions, all other areas identified as natural features, including wetlands and reed areas.*
2. *To promote continued public health and safety in the operation of the facilities of the North Leduc Industrial Area and to avoid incompatible development in the vicinity.*
3. *To avoid industrial development which creates undue emissions, noise, glare or contaminants.*
4. *To create an attractive, visually pleasing environment in areas which are highly visible to the public. Increased landscaping requirements may be enforced in these areas.*

4.0 LAND USE CONCEPT

4.1 INTRODUCTION

The North Leduc Industrial Area Land Use Concept defines future land uses within the Plan area (Figure 7). The Land Use Concept establishes general development policies that reflect future land use, transportation and servicing patterns.

The Land Use Concept is based on a number of factors including:

- information received through the public consultation process;
- an evaluation of existing conditions within the Plan area;
- a technical evaluation of the opportunities and constraints relating to transportation facilities and utility infrastructure;
- the provision and staging of servicing systems; and
- a consideration of planning principles relating to long-term future land use.

4.2 LAND USE CONCEPT

4.2.1 General

1. The North Leduc Industrial Area ASP is designated as predominantly an industrial/commercial area. Development will be staged in sequence with the implementation of water, sewer and/or road infrastructure.
2. The rationale for continued industrial/commercial development includes consideration of the following factors:
 - location between Leduc's Industrial Area and the Nisku Business Park;
 - access to the Edmonton International Airport;

- access to major transportation routes, including Highway 2 and the Canadian Pacific rail line;
 - serviceability options for major piped services;
 - compatibility with adjacent land uses; and
 - reasonable expectation of development given current and future market conditions.
3. Infill and re-development of the existing partially developed areas will be encouraged, recognizing that users requiring large parcels not available within the existing developed area may choose or require other nearby locations.
 4. Staging of development will proceed in response to market conditions and at the initiation of the land owners, through the Outline Plan or Detailed ASP process presented in Section 5.0.
 5. A variety of lot sizes should be provided through the subdivision process to meet the requirements of the market place.

4.2.2 Commercial Use

1. The commercial designation will provide for retail and service outlets, tourism accommodation and services, automobile and farm equipment sales and services and related uses.
2. The area designated commercial includes those areas along major transportation routes within and at the perimeter of the ASP area which have high traffic flow, accessibility and visibility. These areas includes the south frontage of Airport Road, and the lands on both sides of Sparrow Drive.
3. The commercial designation along the south side of Airport Drive will extend at least one tier of lots south from the northern limit of the ASP area. The commercial designation may extend further south through designation by an Outline Plan or detailed Area Structure Plan, without an amendment to this Area Structure Plan. Industrial designation for the first tier of lots along the south side of Airport Drive will not be permitted.

4. Access to the commercial area south of Airport Road will be provided by either a single loaded frontage service road or by a double loaded internal service road south of the first tier of commercial lots. The alignment of the service road will be defined by the Outline Plan or Detailed Area Structure Plan.
5. The service road format, whether frontage or internal, will be consistent along the entire south side of Airport Road.
6. The commercial use area south of Airport Road will be developed to the servicing standards established in Section 4.6. Due to the high visibility of this location, businesses will be required to establish and maintain a positive aesthetic. Any activities related to loading and minor storage for these businesses will require locations off the frontage road and an appropriate form of screening.
7. The staging of commercial development will be determined by market, servicing, and transportation considerations.
8. In general, development may proceed from Airport Road to the south. A portion of the southwest corner of the ASP area may be serviced on a temporary basis only.

4.2.3 Industrial Use

1. Light industrial land use will be encouraged on lands so designated on the Concept Plan (Figure 7). Such land use will include light manufacturing, service industry and warehousing.
2. Medium industrial land use will be permitted within the area designated for light industrial land use, subject to the following conditions:
 - Medium industrial land use will be based on the preparation of an Outline Plan/Detailed Area Structure Plan for the quarter section or larger area within which the proposed land use is to be located;

- The Outline Plan/Detailed Area Structure Plan will make provisions for the mitigation of any adverse impacts on adjacent light industrial development; and
 - The City will amend Industrial Development Policy 9 in the Municipal Development Plan to encourage or permit medium industrial development within the City.
3. Some general criteria for development will be used for the entire area designated for light industrial use.
 4. Alternate uses for the lands designated for Industrial Reserve in the Municipal Development Plan will be considered in accordance with the criteria established by Industrial Development Policy 11 of the Municipal Development Plan and with the requirements of the current or future Airport Vicinity Protection Area regulations.

4.2.4 Land for Stormwater Management Facilities

1. Locations for future stormwater management facilities are identified for the Plan area. These locations coincide with natural drainage routes and existing low areas and storage requirements will be set at the Outline Plan stage.
2. Storm drainage will generally be accommodated with the use of swale ditches. A high standard for landscaping and maintenance of these swale ditches will be required. A piped storm system may be required in areas where deep cut is necessary or where location and number of driveways require it. Requirements for piped storm system will be determined at the outline plan stage.

4.2.5 Municipal Reserve

1. Under the *Municipal Government Act*, Municipal Reserve (MR) lands are dedicated at the time of subdivision for the purpose of a public park, public recreation area, school or separation of differing land uses.

2. Municipal Reserve may be taken as money in lieu of land unless it can be clearly demonstrated that there is a potential benefit to taking land.
3. Municipal Reserve may be taken as land if required to facilitate the continuation of Leduc's multi-way system, or to protect natural areas.

TABLE 4-1: GENERAL LAND USE STATISTICS

		%
Gross Area	722.16 ha	
- Developed	209.65 ha	
- Undeveloped	512.51 ha	100%
Stormwater Management Facility	20.50 ha	4%
Total Roads	102.50 ha	20%
Commercial	68.55 ha	13%
Light Industrial	320.96 ha	63%

4.3 TRANSPORTATION AND CIRCULATION

4.3.1 Arterial Road Network

1. Airport Road is classified as an arterial. Access points are shown on Figure 7. All directional access will be permitted at the realignment of 43 Street at 5 Street and Airport Road at 7 Street and Range Road 250. Additional right-in/right-out access points may be permitted at the following locations, subject to full technical evaluation and agreement from the County as road authority:

- at the current intersection 43 Street and Airport Road;
- between realigned 43 Street and 7 Street; and
- between 7 Street and 9 Street.

The proposed access points to Airport Road are as agreed to in the Intermunicipal Development Plan except for the easterly in/out access. This is proposed instead of connecting the service road to Range Road 250 immediately south of Airport Road. From a traffic point of view this will facilitate traffic movement and allow for a greater storage capacity on turning lanes at the intersection of Airport Road and Range Road 250.

2. An internal service road south of Airport Road will require a reconsideration of access points from Airport Road.

3. Adequate right-of-way must be preserved at the intersection of Airport Road and Range Road 250 to allow for the future widening of both roadways to a four lane structure. Forty-third Street at the north end will be realigned with 5 Street (County side) and is classified as an arterial roadway.
4. Sixty-fifth Avenue and Range Road 250 are outside the ASP boundary and are classified as arterial roads. Access to these roadways will be at a minimum spacing of 800 m or such greater or lesser intervals as determined by Leduc County and the City of Leduc, taking into account the Transportation Study and the Transportation Association of Canada (TAC) guidelines. Range Road 250 will ultimately be built to a four lane standard. Improvements to Range Road 250 will be cost-shared between the County and the City as per the Annexation Agreement.
5. Subject to Provincial funding, a direct link to and from Highway 2 at 65 Avenue would eliminate the need for southbound traffic to pass through the City of Leduc or backtrack to Airport Road, as addressed in the City of Leduc Transportation Study 2000 update.
6. Arterial roads will be paved rural cross-sections with the possibility of curb and gutter along some sections, with surface drainage and water and sewer where required to service adjacent properties.

4.3.2 Collector Road Network

1. The collector road system is shown in Figure 7 and consists of a north-south collector and an east-west collector road.
2. These collectors will have a 35 m right-of-way. Final width will be determined in detailed design.
3. Collector roads will be paved rural cross-sections with surface drainage, underground or above ground power and water and sewer.

4.3.3 Local Network

1. Internal roadways will be designated as local roads and will have a 30 m right-of-way.
2. The local roads will be paved rural cross-sections with surface drainage, overhead power and water and sewer.

4.3.4 Rail

An opportunity for rail access is provided using a 10m right-of-way in SW 12-50-25-4 and in NW 1-50-25-4. The opportunity and feasibility for rail-oriented industrial development will be investigated further at the time of Outline Plan preparation and approval.

4.3.5 Multiway

The opportunity for a multi-purpose pedestrian/bicycle pathway as shown in the Municipal Development Plan will be implemented through the Outline Plan process. Land for the multi-way may be provided within the arterial or collector road right-of-way or through dedication of Municipal Reserve.

4.4 INFRASTRUCTURE SERVICING

4.4.1 Sanitary Service

The City of Leduc is serviced by the Southeast Regional Trunk Sewer (Alberta Capital Region Wastewater Commission), which is located along the South side of Airport Road and extends south along Sparrow Drive. (Figure 8) The westerly portion of the North Leduc Industrial ASP area is serviced by gravity sanitary sewer system. A lift station located on the east side of 45 St services a portion of the area west of 43 Street. This lift station is intended to be abandoned in the future and replaced with a gravity connection to the Southeast Regional Trunk Sewer.

Future development areas within the North Leduc Industrial ASP are readily serviced by gravity sewers which would connect to the Southeast Regional Trunk Sewer located along Airport Road. Two trunk sewer connections would facilitate servicing in the ASP area. Oversizing the trunk sewers will be required so that areas south of 65th Avenue can be developed in the future.

It is expected that development of the areas immediately south of Airport Road would occur first, as they are the most accessible to the existing trunk sewer. Development in the Southwest corner of the intersection of 65 Avenue and 43 Street may be possible with a temporary connection to the existing sanitary system to the west. The temporary connection would be abandoned once the trunk sewer is extended from the north.

The proposed western trunk sewer parallel to 43 Street would also provide sanitary servicing to the existing industrial sites that are not serviced by sanitary sewer along 43rd Street.

4.4.2 Storm Service

The existing areas serviced by storm within the North Leduc Industrial ASP are identified on Figure 9. A combination of curb and gutter, piped and overland ditched drainage exist in the developed areas west of 43rd Street. The westerly area uses a pond located east of Sparrow Drive to provide stormwater retention east of the railway tracks.

A SWM facility is proposed west of 43rd Street and east of the CPR tracks in the northern portion of the existing developed area. This future pond is intended to provide retention for the developed sites between the tracks and 43rd Street. A deep drainage channel east of Highway 2 is used as an outfall for the developed area in this ASP. The channel is well defined and eventually discharges into Blackmud Creek.

The majority of the future developable area within the ASP drain towards the east to Saunders Lake. Some improvements to define the drainage courses east of the study area have been made over the years.

Potential locations for stormwater management facilities are illustrated on Figure 7. The eastern portion of the study area has well defined natural drainage routes that provide opportunities for stormwater management facilities. Consideration should be given to incorporating a naturalized wetland/storage facility within the natural drainage routes that exist in the eastern portions of the study area.

The proposed stormwater management system must give careful consideration to the effect of increased or extended flows on the capacity of receiving channels and downstream land use. The recommendations of the downstream stormwater management study should be considered, to avoid any negative effects downstream and to identify appropriate channel enhancement or erosion protection measures.

Individual property owners will be required to provide some level of on-site stormwater management to minimize the downstream storage requirements. Given the nature and uses of most commercial/ industrial sites, onsite storage should not be difficult to incorporate into the site designs. This on site storage will not eliminate the requirement for independent storm water management facilities which have to be built in accordance with the guidelines as established by Alberta Environment.

4.4.3 Water Service

The areas west of 43 Street in the North Leduc Industrial Area are currently serviced by a network of pipes connected to an existing reservoir/pumphouse near 68th Avenue and 50th Street. (Figure 10) Water for the City of Leduc is supplied by the Alberta Capital Region Southwest Water Services Commission through a 600 mm transition main that discharges to the reservoir. The water source for the northerly developed quadrant south of Airport Road was originally from the Nisku Business Park. The connection at Airport Road is valved off, and can only be used in emergency situations.

It is possible to provide water servicing to the North Leduc Industrial Area by means of a network of water feeder mains as illustrated in Figure 10. As development occurs, expansion and upgrades to the existing facilities may be required.

Opportunities for staging developments in the northern areas of the ASP exist by a possible temporary connections to the Nisku Industrial Park.

The City of Leduc's Long Range Infrastructure Servicing Plan, 1992, indicates that a third reservoir is required at a location east of the ASP area and West of Saunders Lake. A supply line from the north reservoir through the ASP area would be required to accommodate the future reservoir. As the North Leduc area is now identified as a commercial/industrial area, the future reservoir location and construction timing should be reviewed.

The existing serviced area provides fire protection by means of hydrants at regular spacing. Although limited fire flow information is available for the existing serviced area, the city has installed large diameter feeder mains in the area. The large mains along with the close proximity of the reservoir/pumphouse would indicate that fire flows should be adequate in the developed areas and immediate developable area. Minimum fire flows of 250-300 l/s are generally considered adequate for commercial / industrial areas. Looped watermains with a minimum size of 300 mm are usually required to provide fire flows for industrial/commercial areas.

4.4.4 Shallow Utilities

Natural Gas

Atagas Utilities provides gas servicing to the developed areas within the North Leduc Industrial ASP area. Extensions and upgrades to the existing facilities are required to provide gas servicing to the undeveloped areas (Figure 11).

Power

The existing developed area has a combination of overhead and underground power facilities. Figure 11 illustrates the areas that have either overhead or underground power servicing the existing sites. TransAlta Utilities provides power to the North Leduc area, extensions of these facilities will be required to provide underground power to the undeveloped areas.

Overhead power may be acceptable on all roadways, with the exception of the 65th Avenue right-of-way. Underground will be required for 65th Avenue due to the presence of future residential areas adjacent to the right-of-way.

Telephone

The telephone service for the area is provided by Telus. Servicing is primarily underground. Extension of the existing facilities would provide telephone service to the North Leduc Industrial ASP area.

4.5 WETLAND AND DRAINAGE COURSE PROTECTION

1. Natural areas, including such features as depressions, overland drainage courses, established wetlands and recognized groundwater recharge area, as indicated in Figures 3 and 5 of this Plan, should be considered at the outline plan stage and proposals established for the management and protection of these areas.
2. In the case where there is doubt as to the significance of these natural areas, the City of Leduc may require the proponent to undertake hydrological, geotechnical and/or environmental assessments of the lands to determine the potential consequences of development along with appropriate mitigating measures.
3. Natural areas may be protected through designation as Municipal Reserve at the time of subdivision.
4. The City of Leduc may use Conservation Easements to preserve wetland, woodlands or drainage courses. If this approach proves to be viable, the City may encourage the application of Conservation Easements to protect natural areas.

4.6 SUMMARY OF SERVICING STANDARDS

1. All areas should be serviced by the City's water supply and distribution service to ensure proper fire protection. Oversizing of mains to service adjacent areas should be considered in conjunction with City at the time of ASP/OLP preparation.

2. All areas should be serviced by the City's sanitary sewage system. Oversizing of the trunk lines to serve adjacent areas should be considered in conjunction with the City at the time of ASP/OLP preparation.
3. Where M2 Medium Industrial uses are considered, the City of Leduc may waive the requirement for sanitary servicing, provided that there are no unfavourable effects on servicing adjacent areas outside of the ASP area. This decision will be made at the time of ASP/OLP preparation.
4. Surface drainage, utilizing swales and ditches integrated into the overall stormwater management system will be the minimum acceptable standard within the ASP area. The swale system should be properly designed with respect to both functional and aesthetic considerations.
5. Overhead power may be acceptable on all roadways, with the exception of the 65th Avenue right-of-way. Underground power will be required for 65th Avenue due to the presence of future residential areas adjacent to the right-of-way.

5.0 PLAN IMPLEMENTATION

5.1 MUNICIPAL DEVELOPMENT PLAN

1. The land use proposed by the ASP is consistent with the approved Municipal Development Plan for the City of Leduc. The City of Leduc will undertake any necessary amendments to the Municipal Development Plan (MDP) to comply with Section 636 of the *Municipal Development Plan* which requires that all statutory plans must be consistent with each other.

5.2 AREA STRUCTURE PLAN AND OUTLINE PLAN (DASP/OPL)

1. Within the Leduc North Industrial Area a Detailed Area Structure Plan (DASP) or Outline Plan (OPL) will be required for each quarter section area, or other such area as is mutually agreeable to the land owner and the City of Leduc.
2. Approval of the DASP/OPL will be required prior to the approval of any Land Use Bylaw amendment and/or subdivision for that parcel of land.
3. The DASP or OPL will be prepared and approved according to the Guidelines for ASP or OLP preparation approved by the City of Leduc.
4. The Outline Plan or Detailed Area Structure Plan will require similar analysis and information.
5. Approval of an Outline Plan will be by resolution of Council, following administrative review and an advertised public meeting.
6. Approval of a Detailed Area Structure Plan will be by bylaw, following Administrative Review and an advertised public hearing.
7. The decision as to whether to proceed with a Detailed Area Structure Plan or Outline Plan will be based on the following guidelines:

- An Outline Plan will be considered only when it is proposed by a developer;
- An Outline Plan will be acceptable where the proposed patterns of land use, transportation and infrastructure are straightforward and clearly reflect the pattern indicated within the North Leduc Industrial Area Structure Plan; and
- If the proposed OLP proposes to introduce substantive changes or significant new concepts to the North Leduc Industrial Area Structure Plan, the City will re-direct the plan to become an ASP.

5.3 SUBDIVISION PLAN

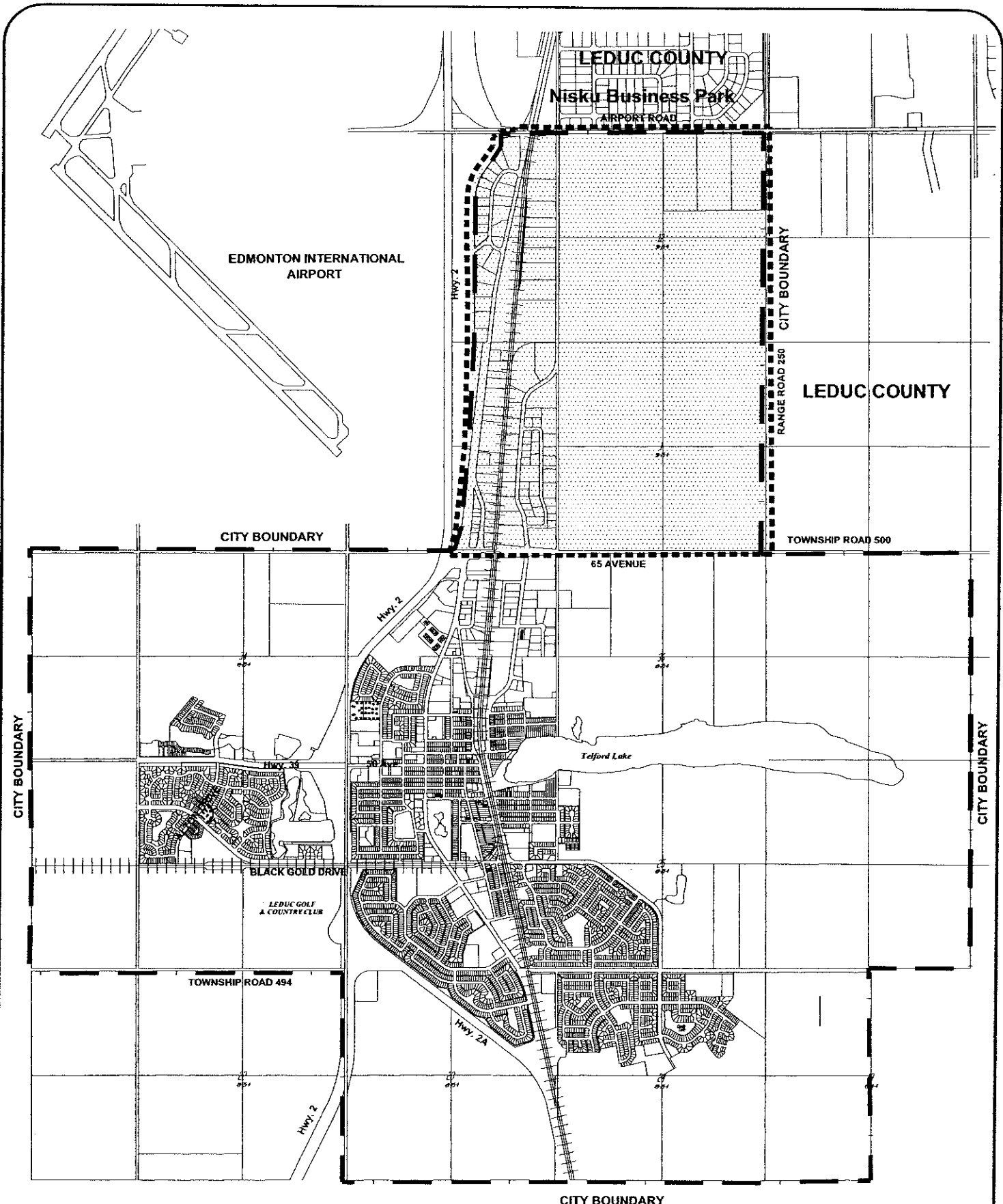
1. Subdivision plans will be required to set out the proposed division of the land into lots and blocks.
2. Servicing agreements will set out the standard of servicing and cost to be allocated to the developer.

5.4 LAND USE BYLAW

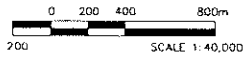
1. Land Use Redistricting will be required to allow approved uses following approval of subdivision plans.

FIGURES

- 1. Context Plan**
- 2. Approved Municipal Development Plan**
- 3. Existing Site Features**
- 4. Land Ownership**
- 5. Existing Land Use**
- 6. Land Use Bylaw**
- 7. Concept Plan**
- 8. Sanitary Service**
- 9. Storm Service**
- 10. Water Service**
- 11. Power and Gas Servicing**



DATE: MARCH 28, 2000
 FILE: 1101-012-01-01
 DWG: 012RD107.DWG
 BY: JH
 FOR: BP



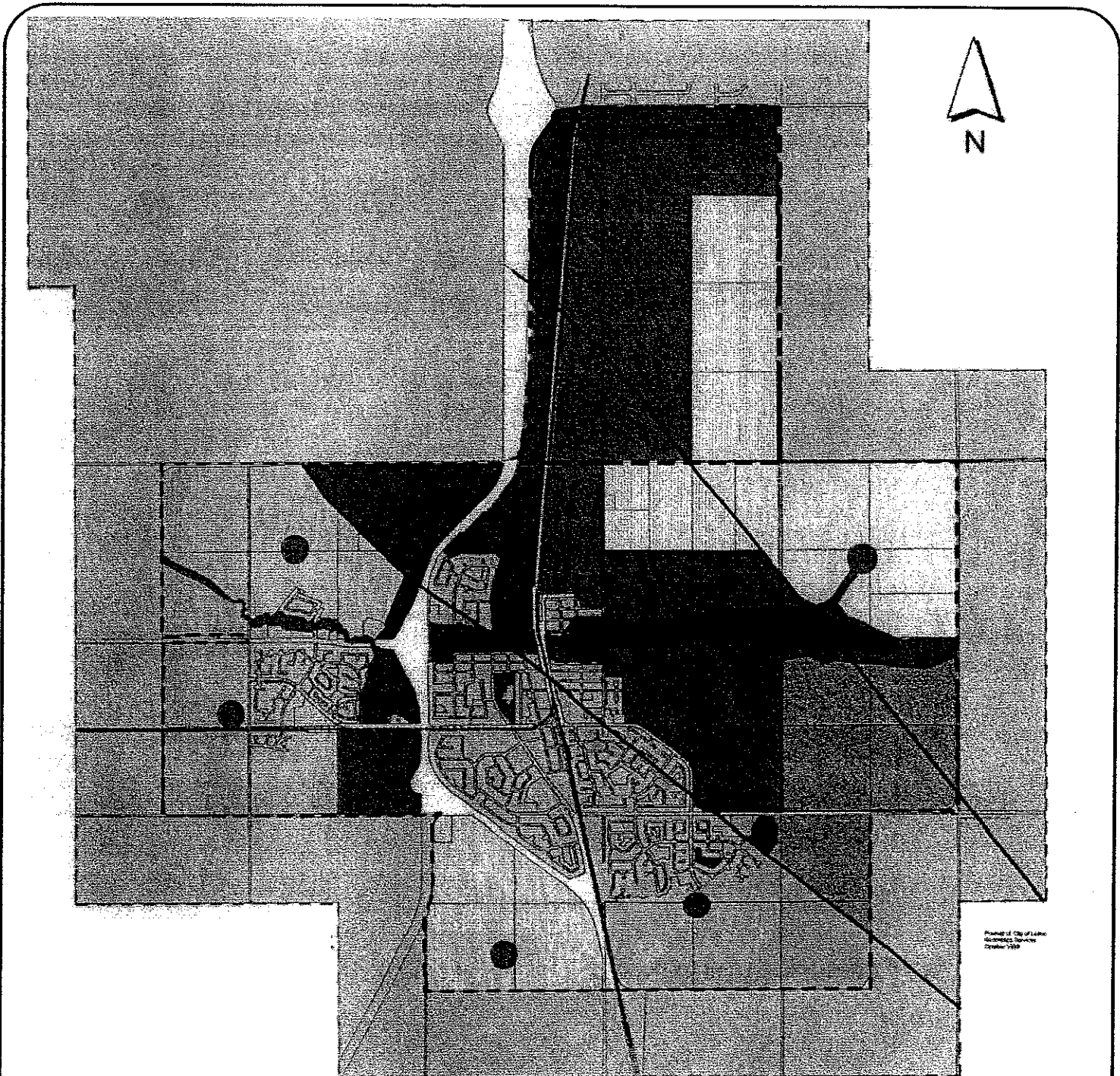
- CITY BOUNDARY
- ASP BOUNDARY
- ASP AREA

NORTH LEDUC INDUSTRIAL ASP

CONTEXT PLAN










FIGURE 1





Planning & City of Leduc
Geographical Services
October 1999

Future Land Use

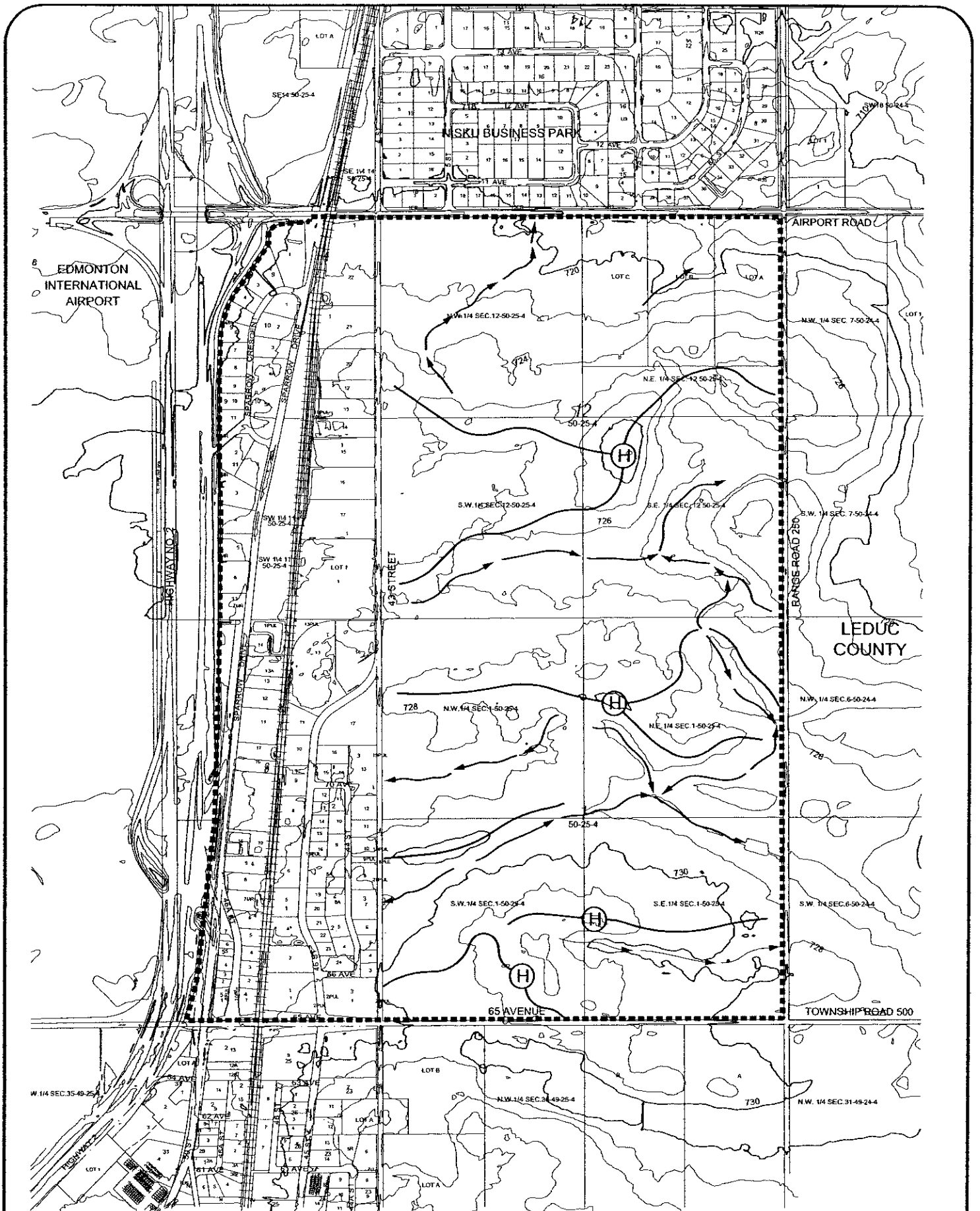
Residential		Residential Reserve		Major Public and Private Open Space	
Industrial		Industrial Reserve		District Parks	
Commercial		Agriculture		Notification Boundary	

NORTH LEDUC INDUSTRIAL ASP

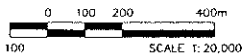
APPROVED MUNICIPAL DEVELOPMENT PLAN

DATE: MARCH 28, 2000
FILE: 1101-012-01-01
DWG: 012RD106.DWG
BY: JH
FOR: BP





DATE: MARCH 28, 2000
 FILE: 1101-012-01-01
 DWG: 012RD104.DWG
 BY: JH
 FOR: BP

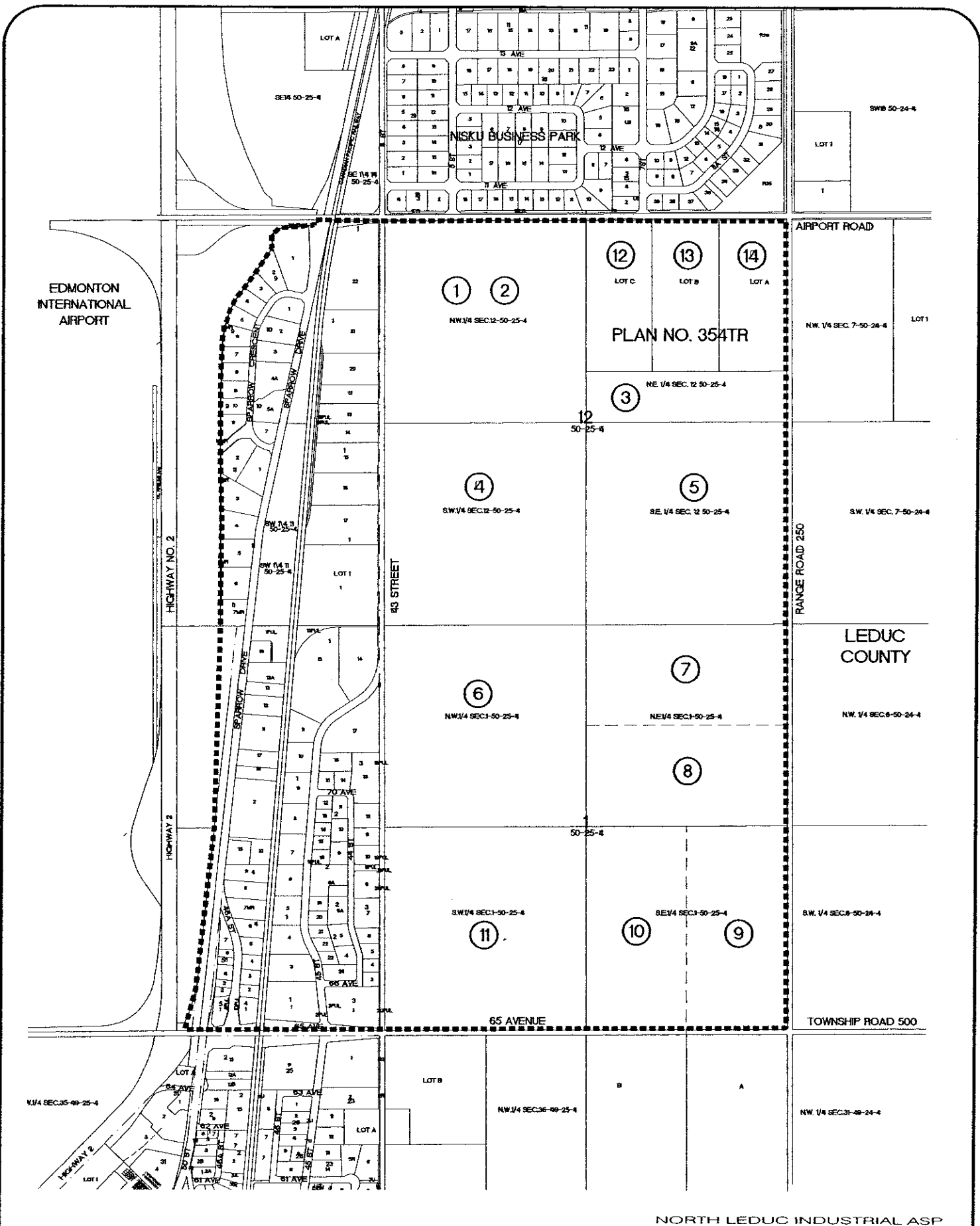


NORTH LEDUC INDUSTRIAL ASP

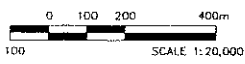
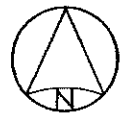
EXISTING SITE FEATURES

FIGURE 3





DATE: MARCH 28, 2000
 FILE: 1101-012-01-01
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 BY: JH
 FOR: BP

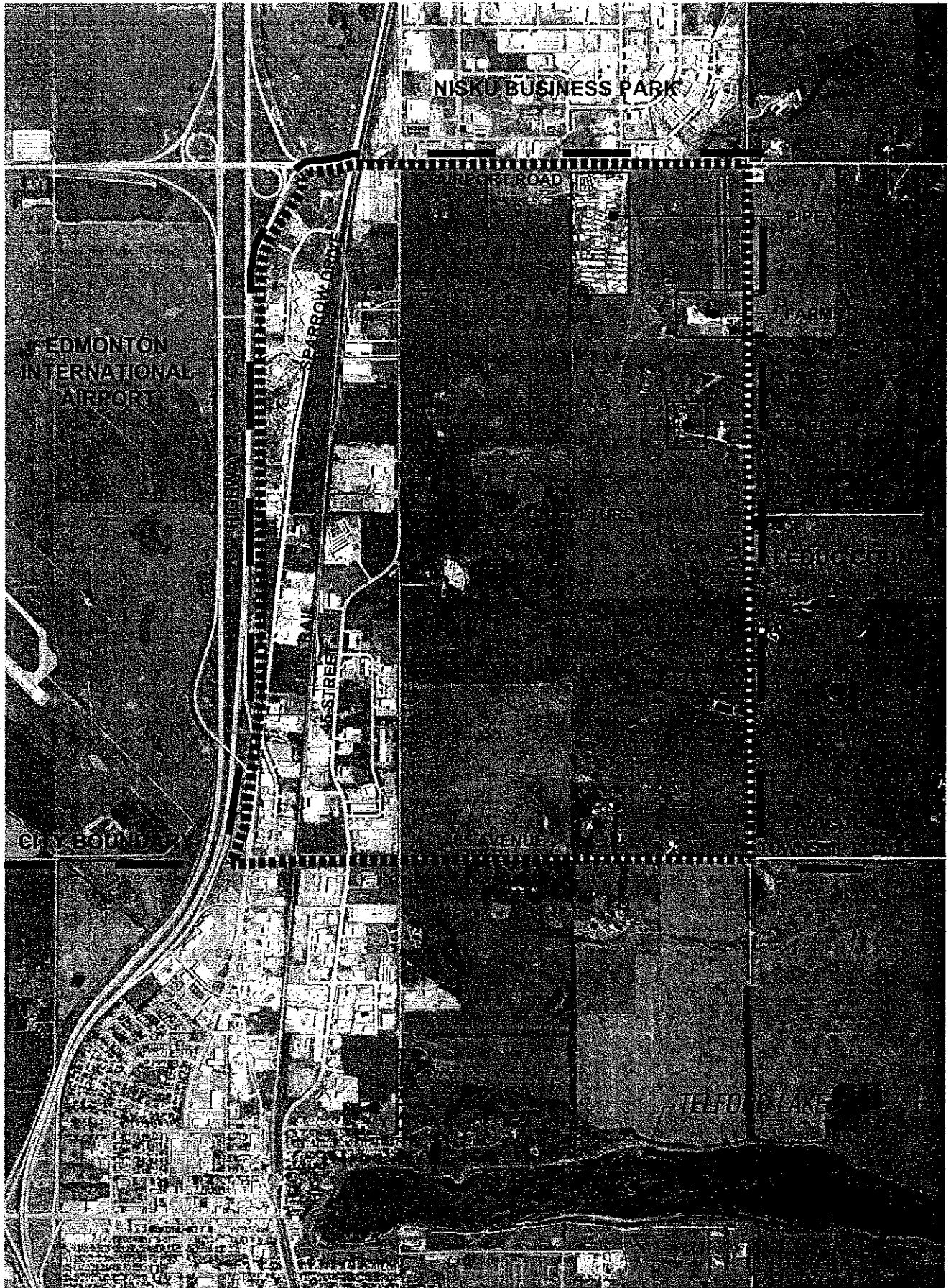


NORTH LEDUC INDUSTRIAL ASP

LAND OWNERSHIP
 (VACANT LAND ONLY)

FIGURE 4





NISKU BUSINESS PARK

EDMONTON INTERNATIONAL AIRPORT

CITY BOUNDARY

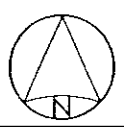
FARM

INDUSTRIAL

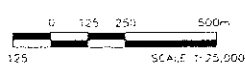
INDUSTRIAL

TELFORD LAKE

DATE: MARCH 30, 2000
 FILE: 11G1-012-01-01
 DWG: 012FD105.DWG
 BY: JH
 FOR: EP



NOTE:
 AERIAL PHOTOGRAPHY FROM 1998

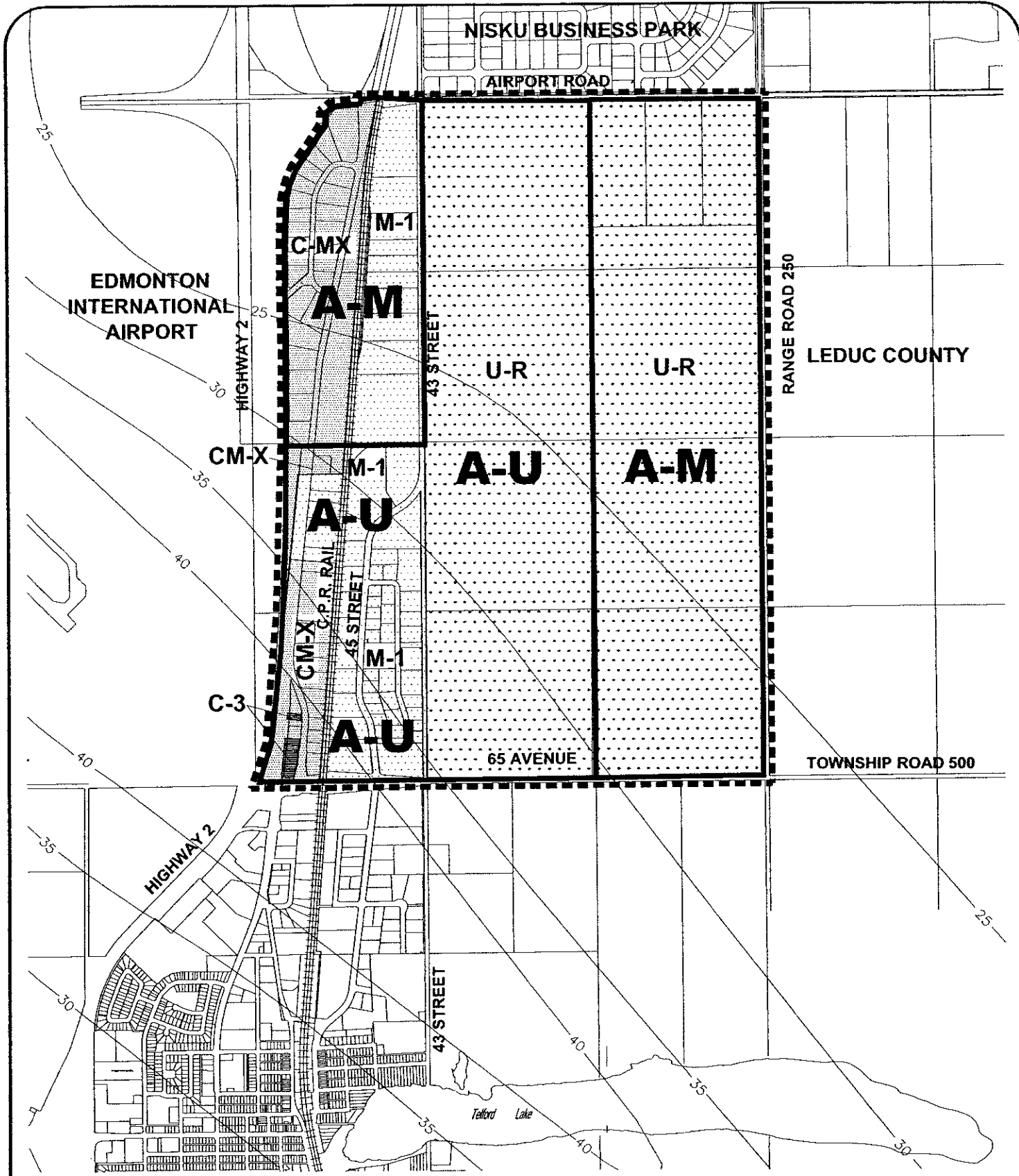


NORTH LEDUC INDUSTRIAL ASP

EXISTING LAND USE

FIGURE 5





NISKU BUSINESS PARK

AIRPORT ROAD

EDMONTON INTERNATIONAL AIRPORT

LEDUC COUNTY

RANGE ROAD 250

TOWNSHIP ROAD 500

65 AVENUE

HIGHWAY 2

43 STREET

Telford Lake

LEGEND
 ■■■■■ ASP BOUNDARY
 - - - NEF CONTOURS

A-U AIRPORT DISTRICT USES
 A-U AIRPORT URBAN DISTRICT
 A-M AIRPORT INDUSTRIAL DISTRICT

CITY OF LEDUC ZONING
 ■■■ C-3
 ■■■ C-MX
 ■■■ M-1
 ■■■ U-R

**NORTH LEDUC INDUSTRIAL ASP
 LAND USE BYLAW
 DESIGNATION & NOISE
 EXPOSURE FORECAST**

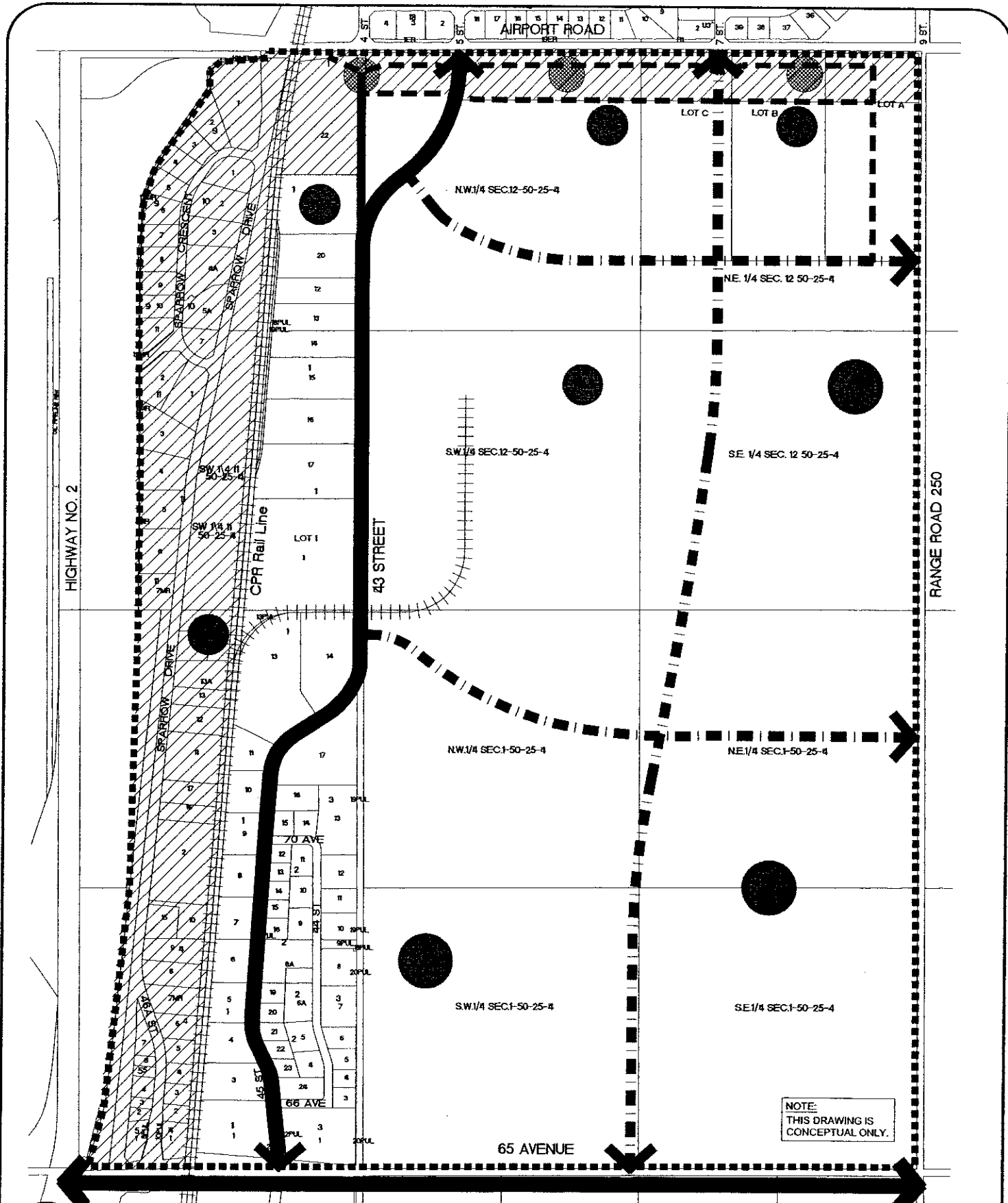


DATE: JULY 10, 2000
 FILE: 1101-012-01-01
 DWG: 012RD109.DWG
 BY: JH
 FOR: BP

0 125 250 375m
 SCALE 1:25,000



FIGURE 6



NOTE:
THIS DRAWING IS
CONCEPTUAL ONLY.

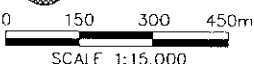


DATE: SEPTEMBER 25, 2000
 FILE: 1101-012-01-01
 DWG: 012RD110.DWG
 BY: JH
 FOR: BP

LEGEND

- ASP BOUNDARY
- COMMERCIAL
- LIGHT INDUSTRIAL
- PROPOSED RAIL SPUR
- PROPOSED STORM WATER MANAGEMENT FACILITY

- ARTERIAL TRUCK ROUTE
- MAJOR COLLECTOR ROAD
- SERVICE ROAD OPTIONS
- POSSIBLE RIGHT IN RIGHT OUT ACCESS

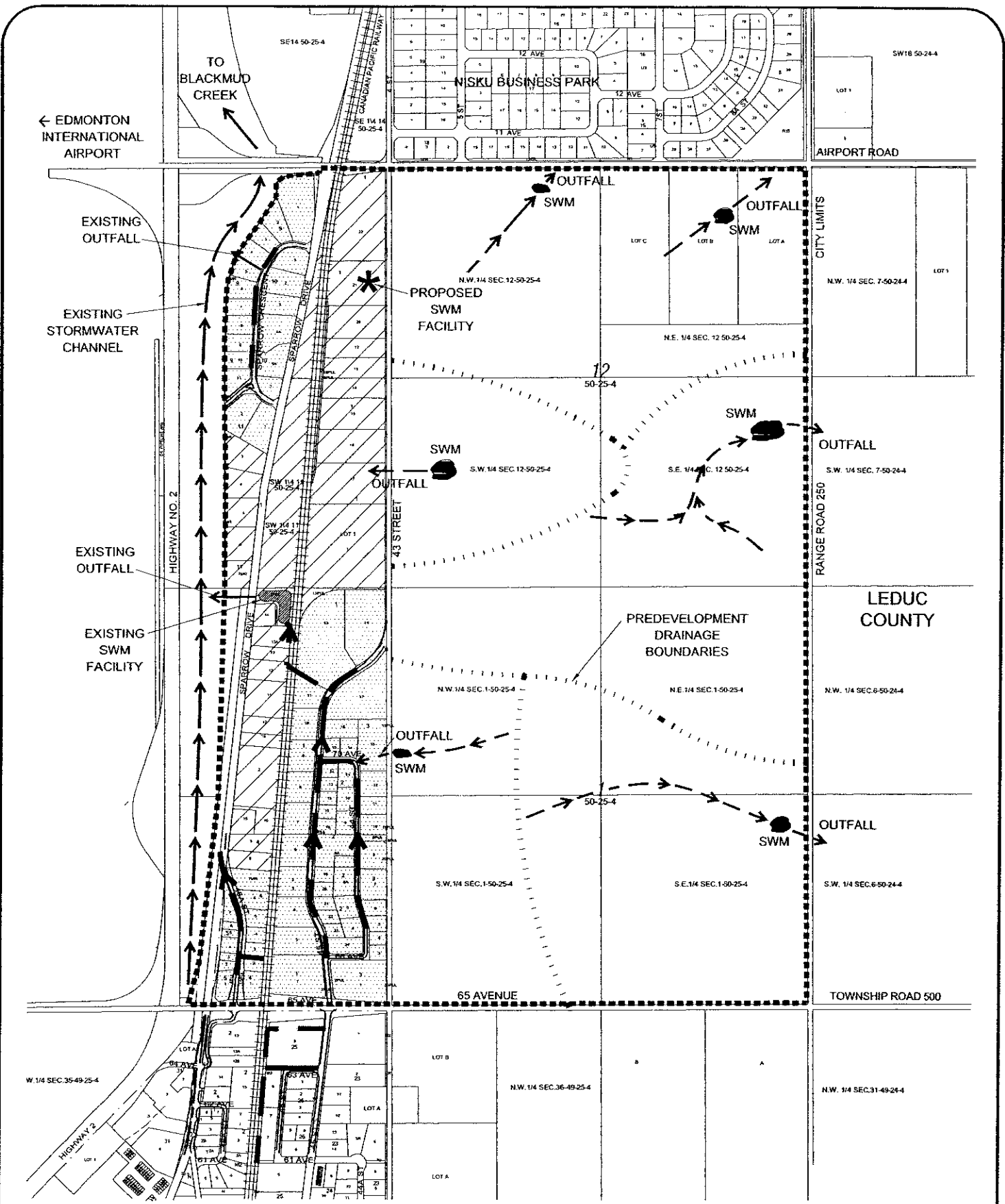


NORTH LEDUC INDUSTRIAL ASP

CONCEPT PLAN

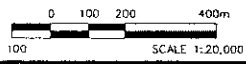
FIGURE 7





DATE: MARCH 28, 2000
 FILE: 1101-012-01-01
 DWG: 012RD101.DWG
 BY: JH
 FOR: BP

NOTE:
 THIS DRAWING IS
 CONCEPTUAL ONLY.



LEGEND:

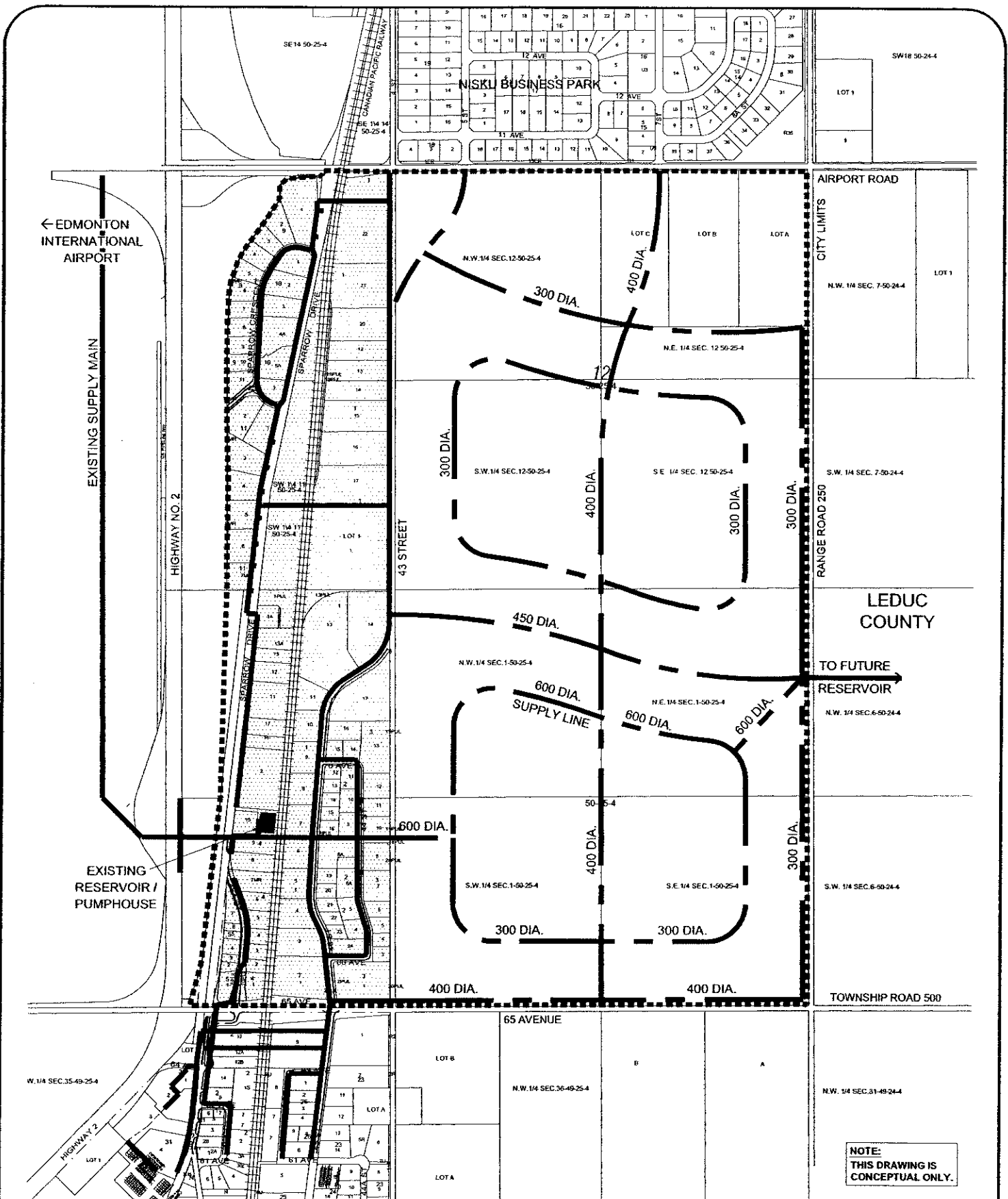
- ASP BOUNDARY
- EXISTING STORM LINE
- AREA SERVICED BY DITCH/OVERLAND DRAINAGE
- AREA SERVICED BY CURB AND GUTTER AND PIPED DRAINAGE

NORTH LEDUC INDUSTRIAL ASP

STORM SERVICE

FIGURE 9

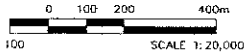




NOTE:
THIS DRAWING IS
CONCEPTUAL ONLY.

NOTE:
PRELIMINARY WATERMAIN SIZES FROM CITY OF LEDUC LONG RANGE INFRASTRUCTURE SERVICING PLAN JAN, 1992. ACTUAL SIZES TO BE CONFIRMED WITH A DETAILED WATER NETWORK ANALYSIS.

DATE: MARCH 28, 2000
FILE: 1101-012-01-01
DWG: 012RD102.DWG
BY: JH
FOR: BP



LEGEND:

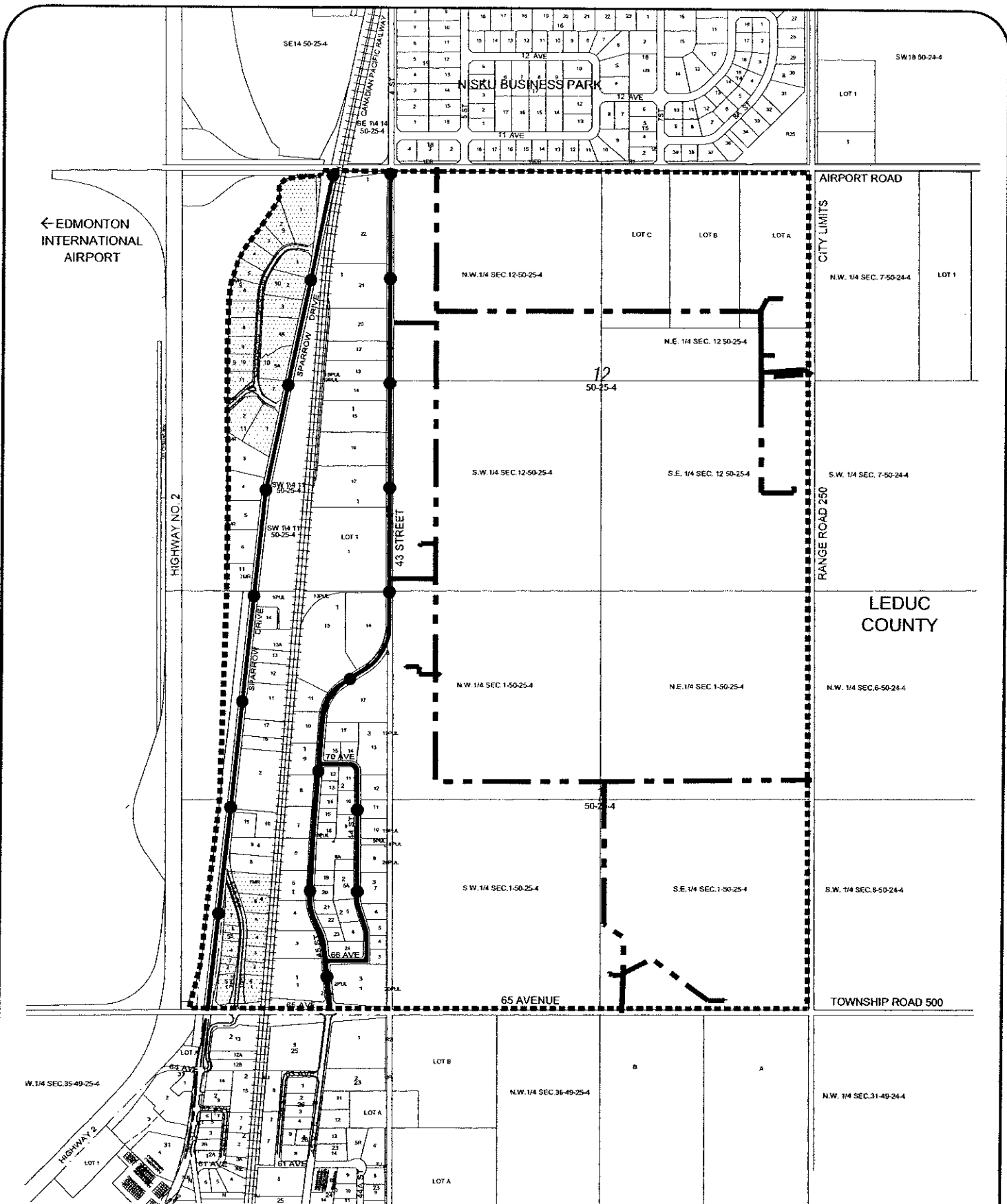
- ASP BOUNDARY
- EXISTING WATER LINE
- - - - FUTURE WATER LINE
- ▨ AREA SERVED BY WATERMAINS (1999)

NORTH LEDUC INDUSTRIAL ASP

WATER SERVICE

FIGURE 10





← EDMONTON INTERNATIONAL AIRPORT

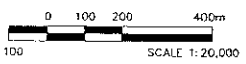
LEGEND:

- ASP BOUNDARY
- EXISTING GAS LINE
- EXISTING OVERHEAD POWER SERVICING AND STREET LIGHTS
- COMMERCIAL / INDUSTRIAL AREAS SERVICED BY UNDERGROUND POWER

NORTH LEDUC INDUSTRIAL ASP

POWER AND GAS SERVICING

NOTE:
THIS DRAWING IS CONCEPTUAL ONLY.



DATE: MARCH 28, 2000
FILE: 1101-012-01-01
DWG: 012RD100.DWG
BY: JH
FOR: BP



FIGURE 11

**APPENDIX 1
AVPA SUMMARY**

APPENDIX 1 - AVPA SUMMARY

- C1 or C2 – means that the land use is permitted subject to construction of buildings which conform to the exterior acoustic insulation requirements of the Alberta Building Code that applies to the construction for those NEF Areas other than the NEF 25- Area unless otherwise stated in this regulation.
- C3 – means that the development in that NEF Area shall be covered completely.
- P – means that the land use in that NEF Area is not prohibited by this Regulation.
- NA – means that the land use is prohibited in that NEF Area.

A-U (Airport Urban District)

Direction from Airport



Land Uses	NEF 25- Area	NEF 25-30 Area	NEF 30-35 Area	NEF 35-40 Area	NEF 40+ Area
1. Residential Uses					
All types except replacement or infilling units	P	C1	NA	NA	NA
Farm	P	P	P	P	P
Farm Building, Livestock Pastures, Crops	P	P	P	P	P
Residential replacement or infilling units	P	C1	C1	C1	NA
2. Public and Semi-Public Uses					
Aquarium	P	P	C2	NA	NA
Arboretum and Plant Conservatories	P	P	C2	NA	NA
Arenas and Stadiums	P	P	C2	NA	NA
Athletic Fields and Playgrounds	P	P	P	C4	C4
Auditoriums	P	P	C2	NA	NA
Bandshells	P	P	P	NA	NA
Campgrounds	P	NA	NA	NA	NA
Cemetery	P	P	P	P	P

Land Uses	NEF 25- Area	NEF 25-30 Area	NEF 30-35 Area	NEF 35-40 Area	NEF 40+ Area
Churches or Other Religious Facility	P	C2	C2	NA	NA
Community Centre	P	C2	C2	NA	NA
Cross Country Hiking and Ski Trails	P	P	P	P	P
Exhibition and Fairgrounds	P	P	P	NA	NA
Golf Courses and Driving Range	P	P	C2	C2	C2
Government Office and Buildings	P	P	C2	C2	C2
Group Care Facilities	P	C2	NA	NA	NA
Health Services	P	C2	C2	NA	NA
Hospitals	P	C2	NA	NA	NA
Libraries	P	C2	C2	NA	NA
Picnic Grounds	P	P	P	NA	NA
Planetariums	P	P	C2	NA	NA
Riding Trails and Stables	P	P	P	C4	NA
Schools, Kindergartens and Day Care Facilities	P	C2	C2	NA	NA
Senior Citizens Lodge	P	C2	NA	NA	NA
Tennis Courts	P	P	P	C4	C4
Zoos	P	P	P	NA	NA
3. Commercial Uses					
Auction Rooms	P	P	C2	C2	C2
Auto, Truck and Farm Equipment, Sales and Service Establishments	P	P	C2	C2	C2
Barber and Ladies Hairdressing Shops	P	P	C2	C2	C2
Billiard Halls or Pool Rooms	P	P	C2	C2	C2
Bowling Alleys	P	P	C2	C2	C2

Land Uses	NEF 25- Area	NEF 25-30 Area	NEF 30-35 Area	NEF 35-40 Area	NEF 40+ Area
Business and Trade Schools	P	C2	C2	NA	NA
Car Washing Establishments	P	P	C2	C2	C2
Cinemas	P	C2	C2	NA	NA
Clinics	P	C2	C2	NA	NA
Drive-in Restaurants	P	P	P	C2	C2
Dry Cleaning and Laundry Establishments	P	P	C2	C2	C2
Financial Institutions	P	P	C2	C2	C2
Hotels, Motels, and Motor Hotels	P	C2	C2	NA	NA
Hotels, Motels, and Motor Hotels Replacement or Infilling Unit	P	C2	C2	C2	NA
Moving and Cartage Firms	P	P	C2	C2	C2
Office Buildings	P	P	C2	C2	C2
Parking Area	P	P	C2	C2	C2
Private Clubs and Lounges	P	P	C2	C2	C2
Restaurants	P	P	C2	C2	C2
Retail Commercial Shops	P	P	C2	C2	C2
Service Stations and Gas Bars	P	P	C2	C2	C2
Trademmen's Work Shops, Service and Repair Stations	P	P	C2	C2	C2
Travel Trailer Parks and Campsites	P	NA	NA	NA	NA
Wholesale Equipment and Supplies	P	P	C2	C2	C2
4. Industrial Uses					
Agricultural Auctions and Sales	P	P	C2	C2	C2
Building Materials, Mills and Storage	P	P	C2	C2	C2
Cartage Freighting, Trucking Yards and Terminals	P	P	C2	C2	C2

Land Uses	NEF 25- Area	NEF 25-30 Area	NEF 30-35 Area	NEF 35-40 Area	NEF 40+ Area
Contractor Service	P	P	C2	C2	C2
Electric Generating Plants	P	P	P	P	P
Equipment Sales, Storage and Repair	P	P	C2	C2	C2
Grain Elevator	P	P	P	P	P
Light Manufacturing and Fabrication Activities	P	P	C2	C2	C2
Municipal Utility Plants (Excluding Sewage Treatment Plants and Water Treatment Plants)	P	P	C2	C2	C2
Sewage Treatment Plants (Excluding Lagoons)	P	P	C2	C2	C2
Storage	P	P	C2	C2	C2
Veterinary Clinics and Hospitals	P	P	C2,C3	NA	NA

A-M (Airport Industrial District)

Direction from Airport



Land Uses	NEF 25- Area	NEF 25-30 Area	NEF 30-35 Area
Building Materials, Mills and Storage	P	P	C2
Cartage, Freighting, Trucking Yards and Terminals	P	P	C2
Equipment Sales, Storage and Repair	P	P	C2
Grain Elevator	P	P	P
Heavy and Light Manufacturing and Fabrication Activities	P	P	C2
Municipal and Utility Building (Excluding Water Treatment and Sewage Treatment Plants)	P	P	C2
Oil and Gas Storage	P	P	P
Open Storage	P	P	P

Land Uses	NEF 25- Area	NEF 25-30 Area	NEF 30-35 Area
Warehouses	P	P	C2
Residential Accommodation for Custodian or Watchman	P	C1	NA

NOTE: Appropriate commercial uses in the Airport Industrial District (A-M) may be permitted in accordance with the provisions of item 3 respecting "Commercial Uses" in the portion of this Table relating to the Airport Urban District (A-U).

Source: Alberta Regulation 63/81. Municipal Government Act, Edmonton International Airport Vicinity Protection Area Regulation

