

WAM INDUSTRIAL PARK LOCAL AREA STRUCTURE PLAN

BYLAW NO. 21-23

LEDUC COUNTY

A BYLAW FOR THE ADOPTION OF THE WAM INDUSTRIAL PARK LOCAL AREA STRUCTURE PLAN AND THAT BYLAWS 40-07 AND 04-16 BE REPEALED.

WHEREAS


pursuant to Section 630 of the *Municipal Government Act*, being Chapter M-26, Revised Statutes of Alberta, 2000, and amendments thereto, the Council of Leduc County wishes to adopt a Local Area Structure Plan Bylaw for the purposes of directing the use and development of lands within the County.

NOW THEREFORE


be it resolved that the Council of Leduc County, duly assembled, enacts as follows:

1. That the attached Schedule A, "WAM Industrial Park Local Area Structure Plan" is hereby adopted.
2. That Bylaws 40-07 and 04-16 are repealed upon this bylaw coming into force.
3. This bylaw shall take effect on the date of third reading.

Read a first time this 14th day of November, A.D. 2023.



MAYOR



COUNTY MANAGER

Read a second time this 12 day of December, A.D. 2023.

Read a third time and finally passed this 12 day of December, A.D. 2023.



MAYOR



COUNTY MANAGER



WAM Industrial Park Local Area Structure Plan

Created: January 2008


Last updated: September 2023

Prepared by: UMA Engineering Ltd.



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1 Introduction

1.1 Purpose

The purpose of this WAM Industrial Park Local Area Structure Plan (LASP) is to describe the land use framework and development objectives for industrial development on approximately 317 hectares of land in Leduc County. This LASP is intended to define the Plan area and pattern of development for industrial uses generally prescribed by the approved Leduc County Nisku Major Employment Centre Area Structure Plan (Nisku MEC) in terms of land use, pattern of development, location of major roads and utilities, servicing and sequence of development.

Once adopted and passed through bylaw, further applications for redistricting, subdivision and development permit applications, will be guided by the LASP, which is required to be consistent with the Nisku MEC, Municipal Development Plan (MDP) and Edmonton Metropolitan Region Growth Plan (EMRGP).

The proximity of lands within the WAM Industrial Park to major transportation nodes such as, the Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) corridor, Anthony Henday Drive, the International Airport, and the Canadian Pacific Railways line creates a tremendous opportunity for industrial businesses to locate in proximity to a key hub in the Edmonton region's transportation network.

1.2 Background

- WAM Industrial Park Local Area Structure Plan Traffic Impact Assessment (2008, Bunt and Associates).
- The LASP was previously contained with the North Major Area Structure Plan, which was repealed and replaced with the Nisku MEC.

1.3 Location and Boundaries

WAM Industrial Park is located in Leduc County immediately adjacent to the south boundary of the City of Edmonton. 41 Avenue SW, which forms the north boundary of the Plan area, is the boundary between the City of Edmonton and Leduc County. Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) creates the west boundary. The LASP is bounded to the east and south by the Royal Cubera Local Area Structure Plan and the Queen Elizabeth II Business Park Local Area Structure Plans respectively (see Figure 1).

The Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) is located on the west boundary of the Plan area. In order to maintain a high quality appearance along this major entrance route to the City of Edmonton, highly visible developments adjacent to Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) are governed by the Highway 2 Corridor Landscape Design Guidelines.



1.4 Public Participation

Public Participation has been conducted through the standard County referral and Legislative Public Hearing processes.

2 Policy Framework

The LASP complies with Leduc County's statutory plans and is grandfathered under the Edmonton Metropolitan Region Growth Plan (EMRGP).

2.1 *Alberta Municipal Government Act*

Statutory plans are regulated under Section 633 of the Municipal Government Act. It states that an area structure plan must describe the sequence of development proposed for the area; the land uses proposed for the area; and the general location of major transportation routes and public utilities. An area structure plan must be consistent with all higher-order plans, including the Municipal Development Plan and intermunicipal development plans.

Leduc County's planning hierarchy includes two levels of area structure plans being "Major" and "Local" area structure plans. If an area is identified for significant development, such as the Major Employment Area, then the County will often undertake a high level "Major Area Structure Plan" to provide a holistic view of how the larger area is expected to develop. However, a plan at that level is not able to provide the specific policies and directions that are necessary for development to proceed, and so they are supported by the creation of "Local Area Structure Plans" that provide specific direction for growth in the smaller areas in accordance with the general direction provided by the overarching plan.

In this instance, the Nisku Major Employment Centre Area Structure Plan is the overarching plan, which provides general direction for the entire area. This overall direction is then refined through Local Area Structure Plans such as this one.

2.2 **Edmonton Metropolitan Region Growth Plan**

Compliance with the Edmonton Metropolitan Region Growth Plan (EMRGP) is provincially mandated through the Municipal Government Act. A fundamental requirement of the EMRGP is to intensify development to minimize the development footprint and utilize existing and future infrastructure as efficiently as possible.

The Plan area is within the boundaries of the EMRGP and is described as a major employment area. Major employment areas are lands with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business, economic activities, and high levels of employment.



2.3 Airport Vicinity Protection Area

In 1981, the Provincial Government adopted the Edmonton International Airport Vicinity Protection Area Regulation (AR 63/81) to regulate development on lands in the vicinity of the airport. The AVPA regulation is regularly updated and allows a variety of industrial and commercial activities, but depending on the use may apply acoustical conditions on buildings within the NEF 25-30 and the NEF 30-35 areas.

2.4 Intermunicipal Planning

The LASP is contained within the Intermunicipal Planning Framework Agreement (IPF). The IPF is an agreement between the municipalities of Edmonton, Beaumont, and Leduc County that provides a high-level conceptual framework to identify land use, infrastructure, and transportation concepts for the Study Area to inform future projects, plans, and studies.

2.5 Municipal Development Plan

The LASP was adopted under the 1999 Municipal Development Plan (MDP), which described planning objectives and policies for a range of topics including Industrial and Commercial development. The MDP was updated in 2019 to reflect the Edmonton Metropolitan Region Growth Plan. The LASP area is contained within the Nisku Area of the updated MDP where it is identified as being a part of Leduc County's Major Employment Area. This area is intended to provide a broad range of employment uses with a focus on light and medium industrial and agribusiness uses.

2.6 Nisku Major Employment Area Structure Plan

The Nisku Major Employment Centre (MEC) Area Structure Plan was adopted on September 28, 2021. The purpose of this ASP is to guide and direct development of local area structure plans to accommodate new and future business, while supporting existing industrial land use by outlining objectives, policies, natural areas, transportation, utility networks and staging plans for the next 30 years.

The LASP is described within the Nisku MEC ASP as being part of the North Nisku area where both primary and secondary developments are permitted. Warehousing and logistics are primary developments and are highly encouraged to develop within Nisku North. Secondary developments such as, commercial, retail and hospitality are also encouraged along major arterial roads such as the Nisku Spine Road. The LASP meets the goals, objectives, and policies of the Nisku MEC ASP, therefore, no amendment is required.

Leduc County Land Use Bylaw No. 1665-83 was in effect when the LASP was adopted. It was replaced by Leduc County Land Use Bylaw 7-08 on March 11, 2008. The LUB specifies a range of permitted and discretionary land districts as well as standards, regulations, and other provisions to administer the use, development and subdivision of land within each district. Future land use

redistricting will need to conform to the industrial districts in the approved Bylaw at the time of submission.

Edmonton Metropolitan Region Growth Plan Policy Review		
Section	Policy Statement	How does the plan meet the policy
5.1.1	Consistent with the CRB Regulation, existing area structure plans that were adopted in accordance with the MGA prior to the date this Plan comes into force will remain in effect and will be grandfathered. Substantive amendments to these approved plans will be subject to the Regional Evaluation Framework (REF) evaluation, as established through the REF submission criteria	The LASP is an adopted Statutory Plan under the CRB regulation and therefore is grandfathered.
REF 4.1(a)	All new statutory plans must be referred to the EMRB for approval except for: a) a new sub-area structure plan that is subordinate to and consistent with its higher order area structure plan or area redevelopment plan; Defined as a sub asp by emrb and according to ref do not need to be submitted	The LASP is a “sub-area structure plan” under the Nisku Major Employment Centre Area Structure Plan. As such, it is not required to be submitted to the EMRB.

Municipal Development Plan Policy Review		
Section	Policy Statement	How does the plan meet the policy
3.2.0.1	The development pattern in the Nisku Area shall be contiguous.	Development pattern of the LASP is contiguous
3.2.0.2	The County shall promote an orderly progression and staging of development to prevent the premature conversion of agricultural lands to non-agricultural uses and to minimize land use conflicts with existing agricultural operations.	The LASP is contained with the Nisku Major Employment Centre Area Structure Plan and follows the development progression in accordance with that plan
3.2.0.7	Revisions proposed to existing Area Structure Plans and Local Area Structure Plans within the Nisku Area will be subject to the provisions of the Regional Evaluation Framework (REF)	All revisions will be compared against REF and the County will comply with the requirements found therein,
3.4.1.2	A broad range of employment uses are encouraged within the Major Employment Area with a focus on light and medium industrial development and agribusiness.	The LASP focuses on industrial development while still containing the flexibility to adapt for medium or light industrial uses or agribusinesses.
3.4.1.3	Commercial, retail, and institutional uses are encouraged within the Major Employment Area where they meet the needs of the local employment base and are compatible with adjacent land uses.	The LASP allows for flexibility in land uses as needed to meet the needs of the immediate area and the region as a whole.
3.4.1.8	Heavy industrial development is not supported within Major Employment Areas due to its offsite impacts.	Heavy industrial uses are not supported in the LASP
7.2.0.1	Municipal and school reserve shall be provided at no less than 10 per cent in land, money in place of land, or a combination of land and money in accordance	Reserve dedications in the LASP area shall be conducted in accordance with the provisions of the MGA

	with the Municipal Government Act to ensure the educational, recreational and social needs of residents are met.	
8.1.0.2	As part of any land use decision, the County shall consider the safe, efficient, and cost-effective provision of transportation infrastructure services to ensure a sustainable development pattern within the County.	Transportation planning in the LASP is guided by the supporting Traffic Impact Assessment.
8.1.1.1	Development and subdivision adjacent to local and regional roads and over dimensional corridors as identified in Map 8: Transportation Infrastructure shall not impede the existing or future flow of traffic on local and regional roads or over dimensional corridors.	Development within the LASP will be designed to ensure it does not impede area traffic.
8.1.1.10	All development proposals must include information assessing the traffic and intersection implications of the development on road networks to the satisfaction of the County and, where applicable, Alberta Transportation.	The LASP is supported by a suitable Traffic Impact Assessment.
8.1.1.11	A traffic impact assessment, prepared by a qualified engineer, may be required for development proposals, including Area Structure Plans, land use bylaw amendments, subdivision, and development permit applications as deemed necessary by the County.	The LASP is supported by a suitable Traffic Impact Assessment. All development within the LASP will be required to provide suitable supporting studies as deemed necessary by the County.

Nisku MEC Area Structure Plan Policy Review		
Section	Policy Statement	How does the plan meet the policy
4.3.1	The Nisku MEC Area Structure Plan encourages redevelopment and infill of brownfields or under-utilized properties and the reuse of structures. A leapfrog approach of development is not supported	Development within the LASP is contiguous.
4.3.3	No heavy industrial development shall be allowed within the Nisku Major Employment Center Area Structure Plan	The LASP does not enable heavy industrial development.
	Development shall follow architectural and landscape design guidelines along key entrances, roadways and nodes as outlined in policy or in Local Area Structure/Redevelopment Plans	At the time of adoption, these have not yet been developed. Once developed they will be applicable within the LASP area.
4.3.6	Local Area Structure Plans (LASP's) and Local Area Redevelopment Plans (LARP's) are required prior to development in order to provide more specific and detailed information and a localized vision. LASP's and LARP's should include at minimum: <ul style="list-style-type: none"> o Objectives, o Policies, o Transportation and infrastructure, o Environment Constraints, o Parks and Recreation, o Staging and Development Pattern(s), o Public Engagement, o Outline Plan Requirements and o Other requirements such as floor area ratios to maximize building sites, relevant statistical data and specific background information. 	The LASP is a grandfathered document and met the standard of the day when adopted. Should it see a significant amendment it will be expected to comply with all applicable policy at that time.

3 Plan Area Context

3.1 Topography

The Plan area is relatively flat but gently sloping to the west. The land naturally drains from east to west into minor low areas. Site contours and elevations throughout WAM Industrial Park vary from approximately 696 in the northwest Plan area to 706 in the southeast Plan area. Small pockets of domestic trees and shrubs are scattered in the farmsteads.

3.2 Geotechnical and Hydrology

The soil in the Plan area generally consists of black loam, covering a clay base. A stripping permit was issued by Leduc County in the summer of 2007 for 71 hectares of the Plan area and stripping was completed I for Stage 1 in the fall of 2007.



3.3 Existing Land Uses

The majority of the central and eastern Plan area is cleared and has been used primarily for agricultural purposes in the past. Historically there were several homes and associated farm buildings as well as a feedlot operation within the plan area. However those were removed as development proceeded.

At the time of the original LASPs adoption, Approximately 80 hectare on the west side of the plan area directly east of Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) contained a number of established industrial businesses which were included unchanged in the LASP. These businesses were previously approved under the then Highway 2 Industrial Area Structure Plan, which was repealed with the approval of the North Major ASP.

A back beam marker site exists in the north central plan area. NAV CANADA, a private sector, non profit capital corporation owns and operates the back beam marker site. NAV CANADA coordinates the safe and efficient movement of air traffic in Canada and international airspace assigned to Canadian control. Through its coast to coast operations NAV CANADA provides air traffic control flight information, weather briefing, aeronautical information, airport advisory services, and electrical aids to navigation. The site within the Plan area contains a non-directional beacon (NDB) which must remain on the centre line of the approach to the Edmonton International Airport. NAV Canada and Transport Canada have no objections to this proposal but development details must be referred to them in the future.

NAV Canada has also stated that it may be possible to relocate the NDB to a location outside the Plan area in the future. Costs and financial obligations related to the relocation would be determined when a new location for the NDB was confirmed.

3.4 Existing Infrastructure

3.4.1 *Transportation*

Primary access into the WAM Industrial Park is provided by the Nisku Spine Road. The Nisku Spine Road runs south through the Plan area and creates two distinct modules on the east and west. Access to the eastern module is achieved from 37th Ave, 39th Ave, and 13th Street.

3.4.2 *Water & Sanitary Systems*

Water service in the eastern module of the plan area is provided through water mains along the internal subdivision road.


Sanitary services are provided through the South East Regional Trunk Line (SERT).

3.4.3 *Stormwater Management*

The drainage on the site is generally from the southeast to the northwest.

An approximately 7.53 hectare SWMF is in the northwest Plan area south of 41 Avenue with an additional stormwater facility southeast of the 36 Ave and 8 St intersection.

3.4.4 *Shallow Utility Services*



Shallow utilities, such as street lighting, natural gas, power, telephone and cable TV, are available for extension into the Plan area from adjacent lands. Gas, power, telephone and cable TV lines will be located within the road right-of-way or through easements on private land, providing service to all lots.

3.4.5 Oil & Gas Infrastructure

Two oil and gas Transmission pipelines that run diagonally from northwest to southeast in the NW-9-51- 24-4 and turn north through the NE-8-51-24-4 will be retained in their existing locations.

3.5 Existing Environmental Features

A wetland assessment was completed by Spencer Environmental Management Services Ltd. for the entire Plan area in the spring of 2007. Twenty scattered wetland sites, mostly minimal in size were identified. Public Lands did not claim any of the wetlands and a package outlining WAM's proposal for compensation for those wetlands being removed was submitted to Alberta Environment for review.


4 Land Use Concepts

The Development Concept proposed for the Plan area is illustrated on Figure 2. The diversity and flexibility proposed by the WAM Industrial Park LASP will enhance the strong industrial base already existing in Leduc County and ensure its success into the future.

The Nisku MEC ASP identifies the LASP as being part of the North Nisku area where both primary and secondary developments are permitted. Warehousing and logistics are primary developments and are highly encouraged to develop within Nisku North. Secondary developments such as commercial, retail and hospitality are also encouraged along major arterial roads such as the Nisku Spine Road.

The eastern boundary of the existing businesses creates a natural boundary line in the Plan area and provides a suitable transition into the business industrial land uses proposed in the central Plan area. The existing businesses are districted Industrial District (IND-DC) under the previous Land Use Bylaw No. 1665-83. The west central Plan area is designated for Business Industrial land use which is compatible with the existing Industrial District- IND-DC. This central plan area would be districted Industrial District to accommodate a range of compatible light industrial and commercial uses that have a low to moderate impact on adjacent land uses. Parcels in this western area may be consolidated to address market demands for large parcels.

The Plan area east of the Nisku Spine Road is proposed as Business Park District which allows for development, within a park like setting, of light industrial businesses operated in such a way as to create no disturbance outside of the enclosed buildings and be compatible with non-industrial development.




As noted previously, warehousing and storage are encouraged. The light industrial nature of the business park designation provides a compatible transition to the Business Park District (BP), or Industrial District (IND) uses being proposed in the adjacent Royal Cubera LASP.

A 30 m municipal reserve strip along the east boundary will be utilized to construct a berm adjacent to future development to create a buffer. This municipal reserve strip will widen at the north end along 41 Avenue to 45 m to accommodate a separation of land uses between existing development and future business industrial. Additional municipal reserve is designated west of the buffer strip in the east plan area. Two large contoured mounds will be developed on this municipal reserve site to provide a landscaped amenity for the industrial area.

4.1 Land Use Statistics

	Area (ha)	% of GDA
Plan Area	315.88	
Environmentally Sensitive Areas		
Environmental Reserves		
Gross Developable Area		
Pipeline and Airport Beacon	3.2	1
Other Land Uses	83.97 (previously approved businesses)	27
Roads – Arterial & Collector	13.18	4
Roads - Local	14.66	5
Municipal Reserve	18.5	6
Stormwater Management PUL's	10.69	3
Public Utility Lots		
Subtotal Other Land Uses		
Net Developable Area		



Development Lands		
Medium Industrial		
Light Industrial	92.39	29
Business Park	79.29	25
Subtotal		

5 Natural Areas and Reserves

5.1 Reserves

The Leduc County Parks and Open Spaces Master Plan outlines the County's criteria for dedication of Municipal and Environmental Reserve. The use of Municipal Reserve proposed in the LASP to provide a greenway buffer between the WAM Industrial Park and future adjacent land uses beyond Plan boundary to the east is considered an acceptable municipal reserve use. The buffer strip will contain a landscape berm and provide pedestrian connections between the area and future development. Additional Municipal Reserve designated in the east plan area expands the buffer area and will be developed as a recreational amenity for the area.

The small under dedication or shortfall of Municipal Reserve in land will be paid as cash in lieu to Leduc County on a stage by stage subdivision basis and or deferred to the remainder of the parcel subject to subdivision. The plan area does not contain any land that could be designated as Environmental Reserve by the municipality.


5.1.1 Municipal Reserves

As noted previously, a 30 m municipal reserve strip along the east boundary will be utilized to construct a berm and used and create a buffer. This municipal reserve strip will widen at the north end along 41 Avenue to 45 m to accommodate a separation of land uses existing development and future business industrial.

Additional municipal reserve is designated west of the buffer strip in the east plan area. Two large contoured mounds will be developed on this municipal reserve site to provide a landscaped amenity for the industrial area.

6 Transportation

6.1 Off-Site Transportation Infrastructure



The Queen Elizabeth II Highway is located adjacent to the western boundary of the Plan area. In order to maintain a high-quality appearance along this major entrance route to the City of Edmonton, highly visible developments adjacent to Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) are governed by the Highway 2 Corridor Landscape Design Guidelines.

The existing businesses along the Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) are accessed by a service road that parallels the Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail). There is no direct access from the Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) to the existing businesses in the Plan area now and there will be no direct access in the future. Two additional access points are provided through the LASP area to the existing businesses so they can have safe and direct access to the Nisku Spine Road.

Primary access into the Plan area is provided in the north central Plan area from the 41 Avenue SW arterial and by the Nisku Spine Road arterial. The Nisku Spine Road is identified on the City of Edmonton's Ellerslie ASP to the north as it extends from 41 Avenue SW north and eventually becomes Parsons Road (see Figure 3). The proposed Nisku Spine Road runs south through the central Plan area and creates two distinct modules on the east and west. Nisku Spine Road is currently proposed as a 60 m wide, six lane arterial roadway. The first all-directional access point is proposed at a minimum of 400 m south along the Nisku Spine Road. The second access is located at a minimum of 600 m further south and the third access is split on the property line at the south boundary. Direct access to parcels from the Nisku Spine Road will not be allowed.

6.2 On-Site Transportation Infrastructure

Figure 3 illustrates the general alignment of proposed local roads. The local road network allows for direct access to all land parcels. Local roads are subject to change with the detailed subdivisions. Direct access from the Nisku Spine Road will not be allowed.


Access to existing businesses included in the western LASP area are currently provided from a service road that parallels Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail). Two access points are extended west from the Nisku Spine Road to the boundary of the existing businesses to ensure access to the Nisku Spine Road.

7 Utilities

7.1 Water

The potable water main service will be extended from both the current service to the west and the service area found to the south of the proposed site. Water servicing will be provided to each lot and include a fire hydrant network along the roadway for fire protection. The water main will also be available for servicing the future residential to the east of the site (Figure 4).

7.2 Wastewater



Each lot will have full sanitary service as shown in Figure 5. The sanitary network can be configured to tie into the South East Regional Trunk Line (SERT) upstream of the Nisku meter station. The SERT connection may be made by easement through the north of the Monarch Industrial lands, or alternatively by a connection along 41 Avenue SW as determined by final detailed design. The SERT line is located to the northwest of the site running parallel to the Queen Elizabeth II Highway (Gateway Boulevard/ Calgary Trail) (Figure 5). Tie-in to the SERT line would be coordinated with all other developments (current and future) in the area. The sanitary system on the site would be designed for maximum capacity for the proposed 317 hectare Industrial Development; however it could also be oversized to account for future developments to the east of the site upon consultation with the County.

7.3 Stormwater Management

To take advantage of the natural topography of the Plan area, Stormwater Management Facilities are identified in the northwest and north central Plan area as shown in Figure 6. The northwest site has been developed as outlined in Section 3.4.3. Another 3.17 hectare SWMF is proposed in the north central Plan area south of 41 Avenue and east of the Nisku Spine Road. It will be developed as a constructed wetland to improve the water quality of the runoff before it is discharged into the Blackmud Creek and North Saskatchewan River. The constructed wetland landscaping concept will be designed to deter migratory birds from settling in the SWMF. (Figure 6). The storm drainage system will be designed to flow through the ditches to the SWMF sedimentation ponds.

8 Implementation

8.1 Phasing of Development

The Plan area is proposed to be subdivided into five stages. The actual staging sequence may vary depending on market conditions and development constraints. The proposed staging is illustrated on Figure 7. Stages will be initiated by detailed subdivision applications to Leduc County. The applications will be reviewed by Leduc County administration and circulated to relevant agencies with respect to the planned development concept outlined by this LASP. Subdivision approvals will be granted by the Subdivision Authority.

8.2 Subsequent Plan Requirements

It is anticipated that development within the plan area will proceed directly to subdivision, followed by development and building permits.

WAM Local Area Structure Plan

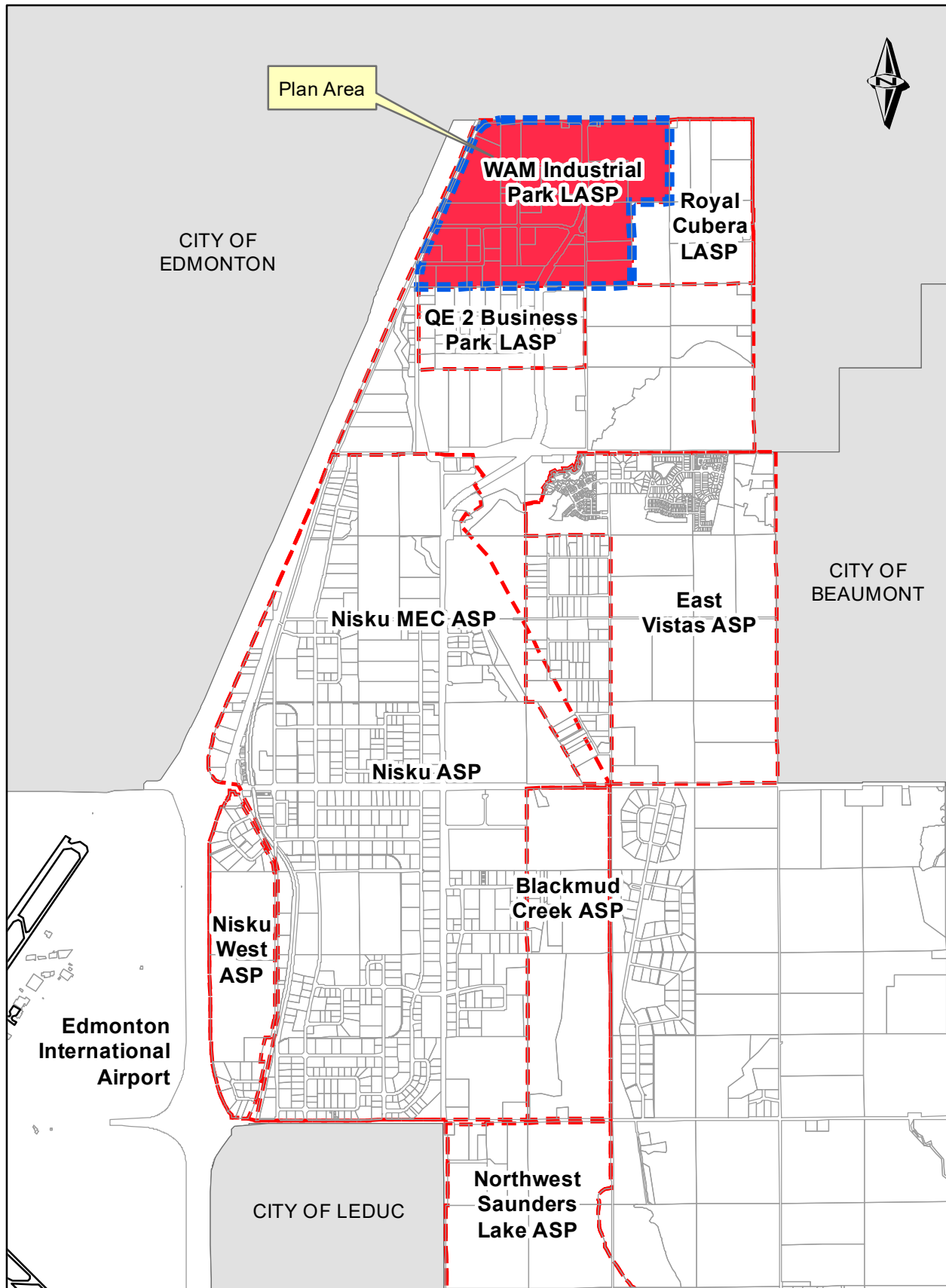
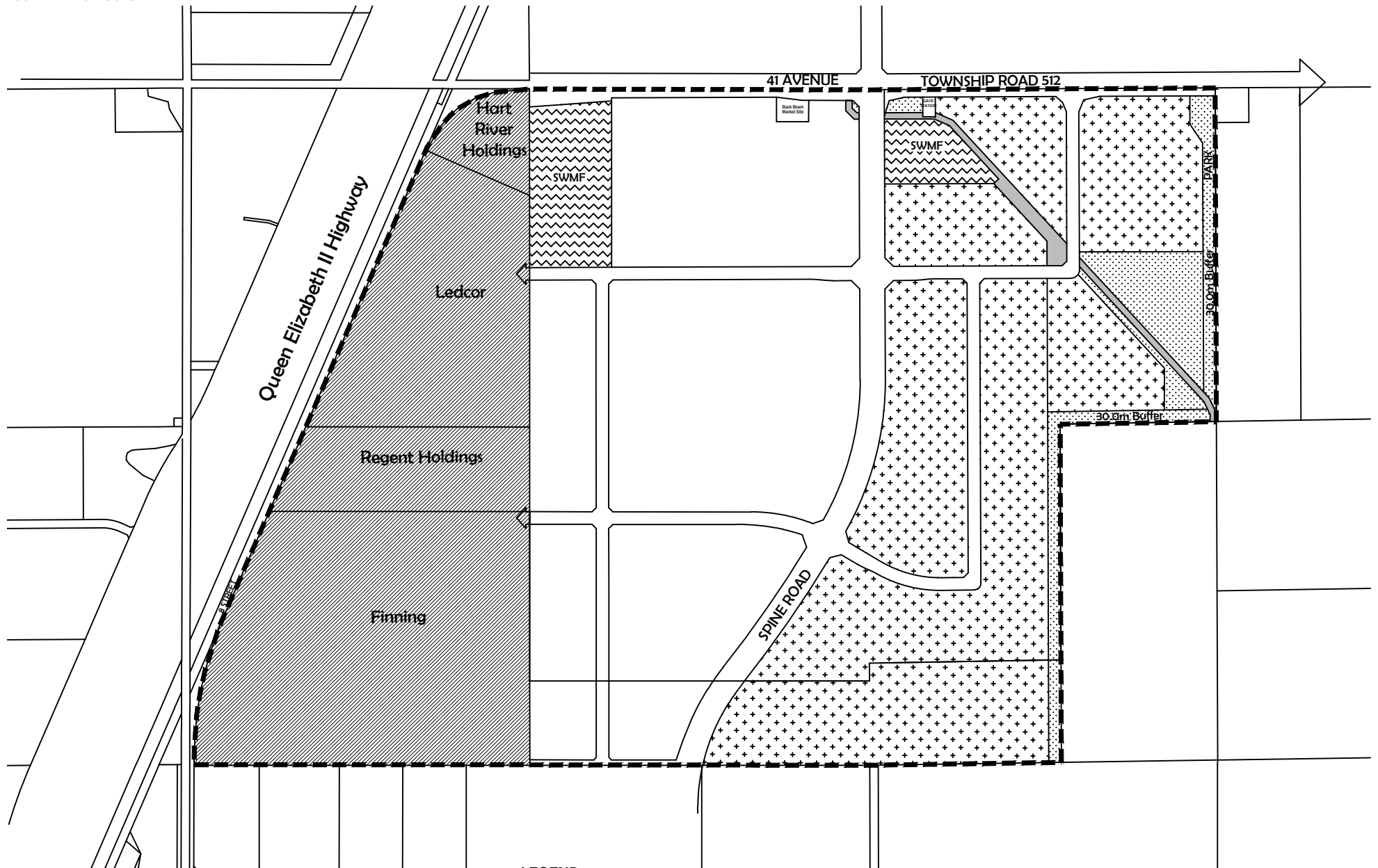


Figure 1. - Context Plan

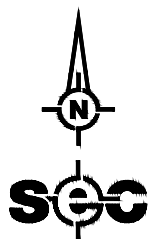


LEGEND

- LASP BOUNDARY
- BUSINESS INDUSTRIAL (EXISTING)
- BUSINESS INDUSTRIAL

- BUSINESS PARK
- MUNICIPAL RESERVE
- STORMWATER MANAGEMENT FACILITY
- PUBLIC UTILITY LOT

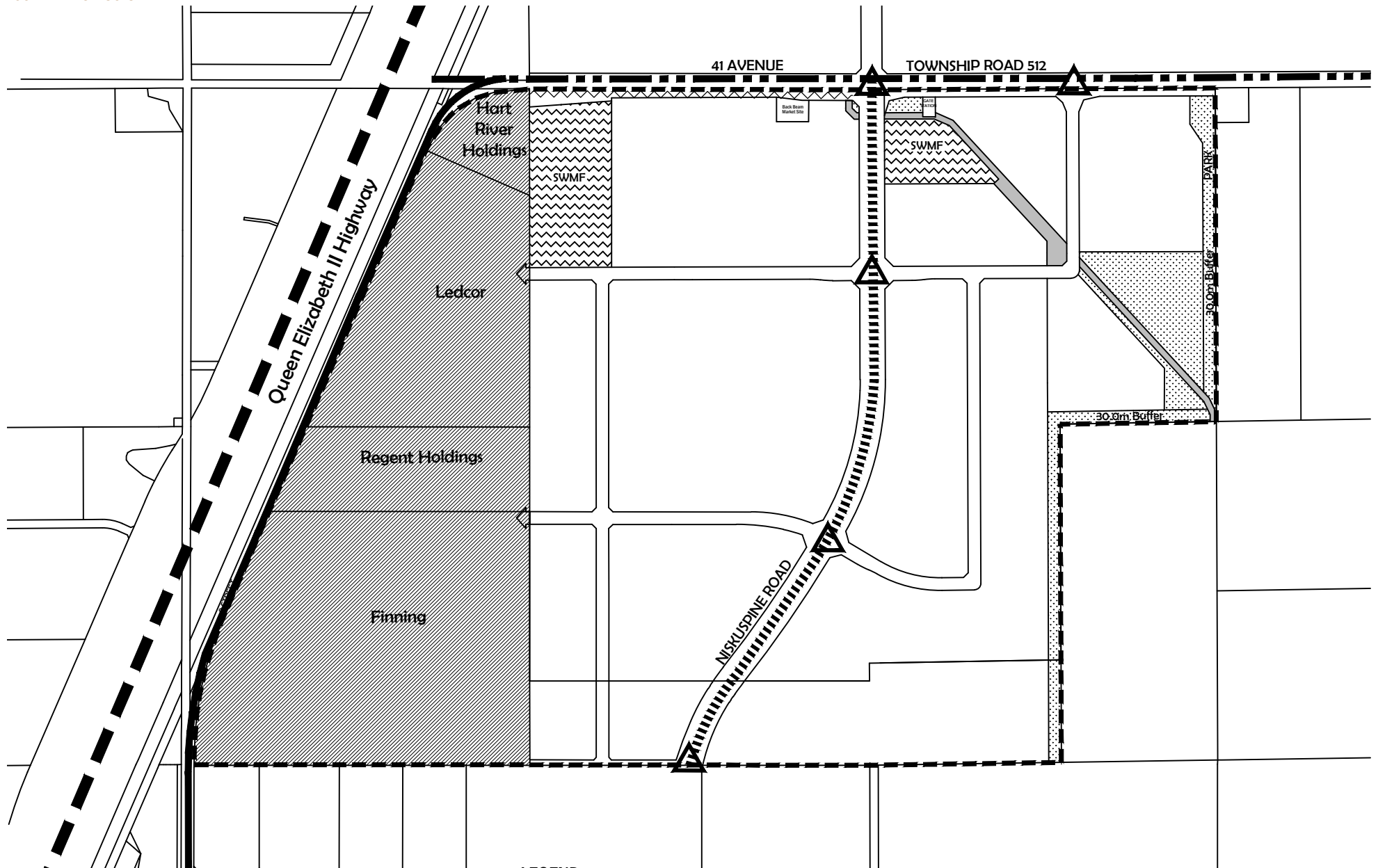
NISKU INDUSTRIAL DEVELOPMENT
LEDUC COUNTY



DEVELOPMENT CONCEPT



SCALE 1:12,500



LEGEND

- LASP BOUNDARY
- Q.E. II HIGHWAY
- ARTERIAL ROAD

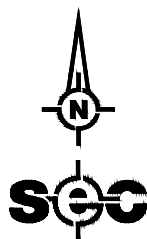
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— SERVICE ROAD

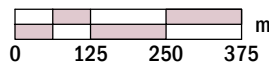
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NISKU INDUSTRIAL DEVELOPMENT  
LEDUC COUNTY

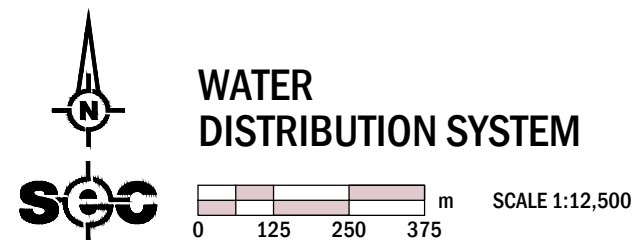





**TRANSPORTATION NETWORK**



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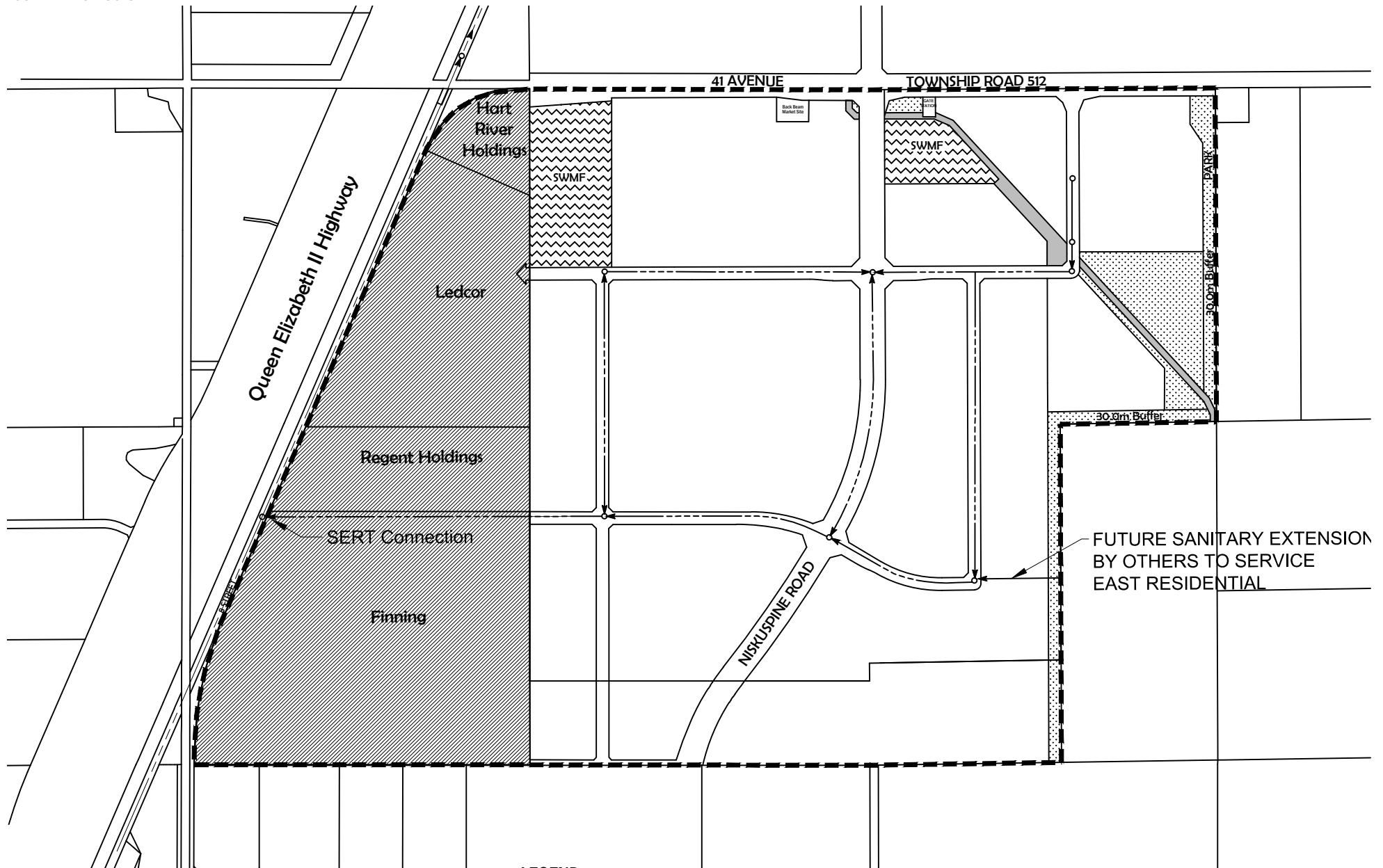


 **LASP BOUNDARY**  
 **PROPOSED WATER MAINS**  
 **FUTURE WATER EXTENSION BY OTHERS**

**NISKU INDUSTRIAL DEVELOPMENT  
LEDUC COUNTY**

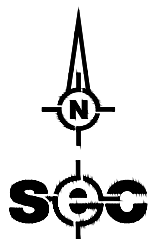
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## FIGURE 4

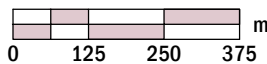


**LEGEND**

- LASP BOUNDARY
- ..... PROPOSED SANITARY SEWERS



**SANITARY SEWER  
SERVICING SYSTEM**

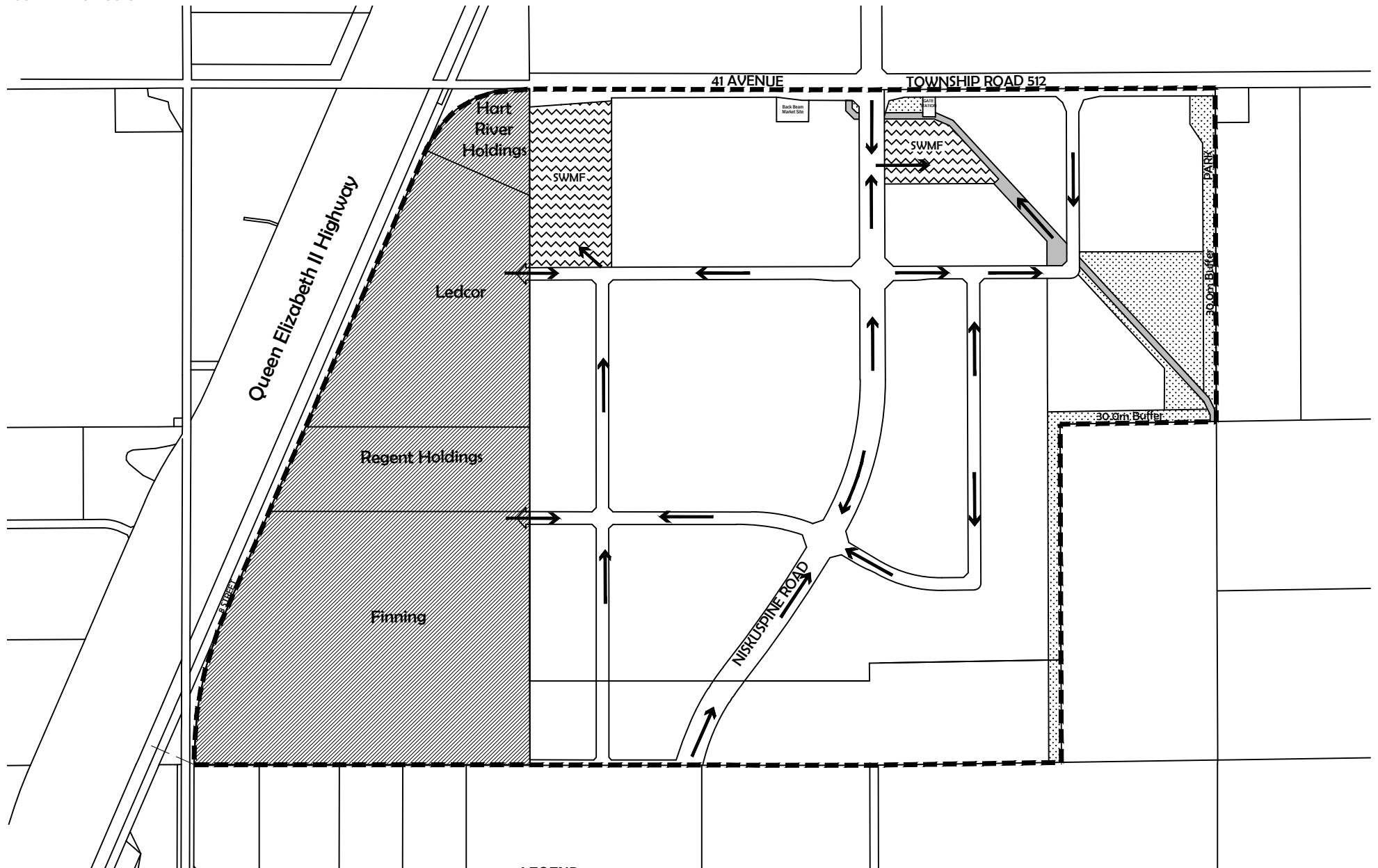


SCALE 1:12,500

NISKU INDUSTRIAL DEVELOPMENT  
LEDUC COUNTY

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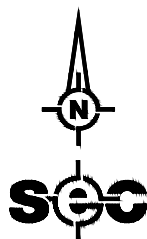
**FIGURE 5**



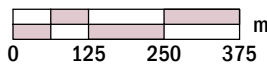
**LEGEND**

- LASP BOUNDARY
- DRAINAGE DIRECTION

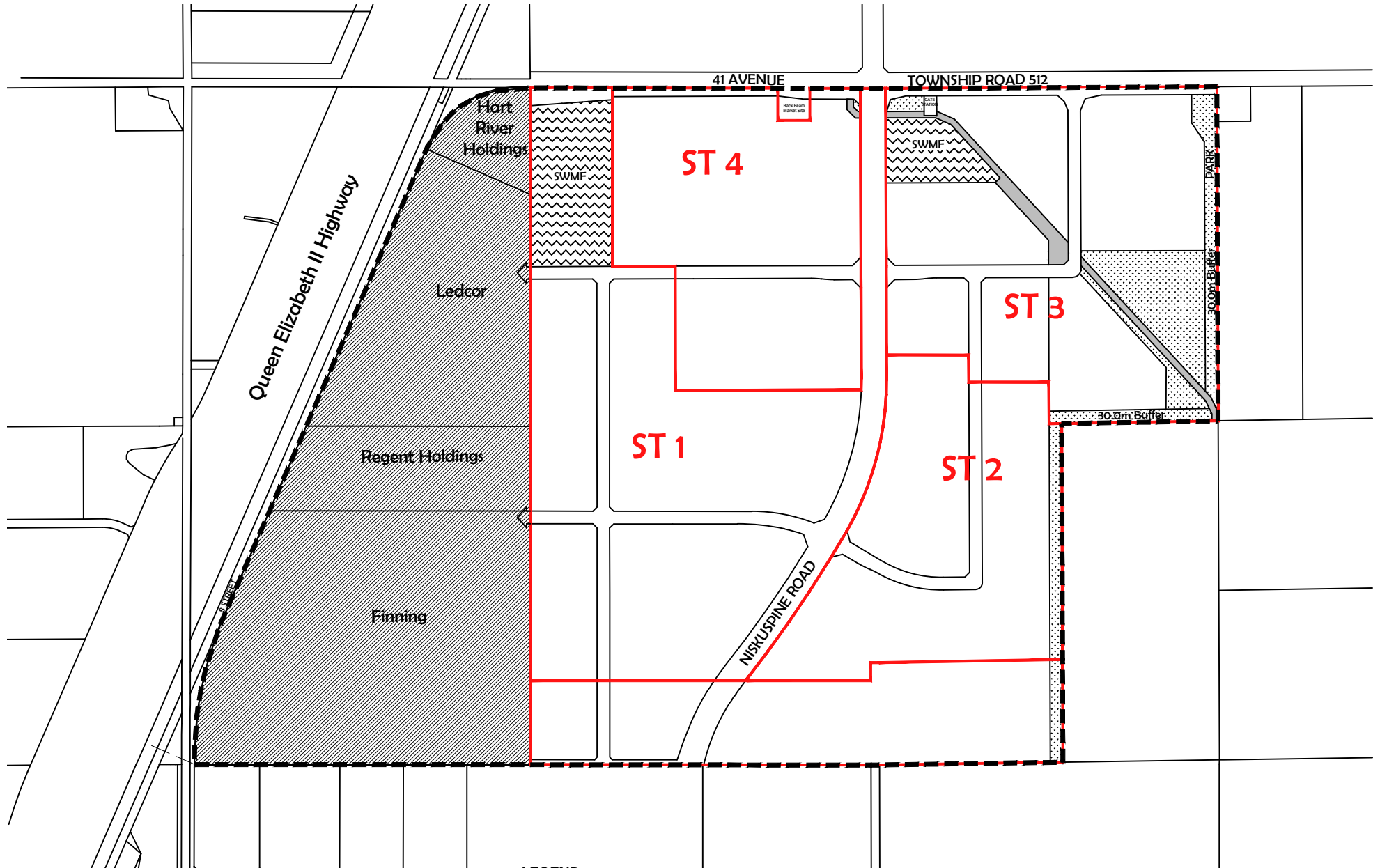
NISKU INDUSTRIAL DEVELOPMENT  
LEDUC COUNTY



**STORMWATER  
SERVICING SYSTEM**

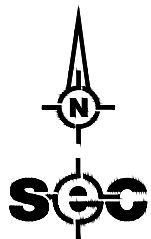


SCALE 1:12,500

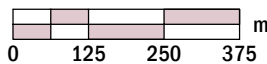


**LEGEND**

- LASP BOUNDARY
- DEVELOPMENT STAGING



**DEVELOPMENT STAGING**



SCALE 1:12,500

NISKU INDUSTRIAL DEVELOPMENT  
LEDUC COUNTY