

**AMEND THE LEDUC COUNTY QEII BUSINESS PARK LOCAL  
AREA STRUCTURE PLAN BYLAW NO. 23-12**

**BYLAW NO. 01-22**

**LEDUC COUNTY**

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**A BYLAW TO AMEND THE LEDUC COUNTY QEII BUSINESS PARK LOCAL AREA STRUCTURE PLAN BYLAW  
NO. 23-12**

**WHEREAS**


pursuant to Section 633 of the Municipal Government Act, being Chapter M-26, Revised Statutes of Alberta, 2000, and amendments thereto, the Council of Leduc County may pass a bylaw to amend the Leduc County QEII Business Park Local Area Structure Plan Bylaw No. 23-12.


**NOW THEREFORE**

be it resolved that the Council of Leduc County, duly assembled, enacts that Bylaw No. 23-12 be amended as follows:

1. The QEII Business Park Local Area Structure Plan dated August 28, 2012, as identified as Schedule "A", be amended in accordance with the QEII Business Park Local Area Structure Plan dated September 23, 2021.
2. This bylaw shall take effect on the date of third reading.


Read a first time this 25 day of January, A.D. 2022.

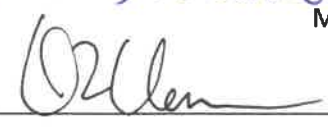
  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
COUNTY MANAGER

Read a second time this 22 day of February, A.D. 2022.

Read a third time and passed this 22 day of February, A.D. 2022.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
COUNTY MANAGER

# QEII BUSINESS PARK LOCAL AREA STRUCTURE PLAN



PREPARED FOR:  
**Pioneer Skies Business Park Inc.**

September 23, 2021

RPT1-312-21004-8.5-QEII LAMP AMENDMENT-210914



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# 1.0 Introduction

## 1.1 Purpose

The purpose of this proposed amendment to the QEII Business Park Local Area Structure Plan (LASP) is to add approximately 31.5 ha of land into the plan boundary. This will establish a land use framework for the subject lands and outline the objectives, planning principles, servicing, and requirements to develop Light Industrial Business Park uses in accordance with applicable statutory plans.

Once this amendment is approved by Council, further applications for redistricting, subdivision, and development permit applications, will be guided by the LASP, which is required to be consistent with the Municipal Development Plan and Land Use Bylaw.

## 1.2 Location



The QEII LASP area is located in Leduc County directly east of the QE II Highway and CP Rail corridor. The proposed Phase 2 amendment area is located east of Nisku Spine Road, north of 30 Avenue, south of 35 Avenue, and west of Range Road 244. The address is 51056 Range Road 244, Leduc County, Alberta.

The majority of the QE II LASP plan area has been developed within Stage 1, but this amendment adds approximately 31.5ha described as part of N.E. ¼ Section 5 Township 51 Range 24 W4M to the plan area as Phase 2, east of Nisku Spine Road. (**See Figure 1**)



## 1.3 Land Ownership

The lands within Phase 1 are subdivided into privately owned industrial small holdings in accordance with the approved LASP. Phase 2 expansion area is owned by Pioneer Skies Business Park Inc. **(See Figure 2)**

## 1.4 Policy Context

The LASP complies with Leduc County's statutory plans, as well as the principles and policies of the Edmonton Metropolitan Region Board Growth Plan (EMRBGP).

### 1.4.1 Edmonton Metropolitan Regional Board

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

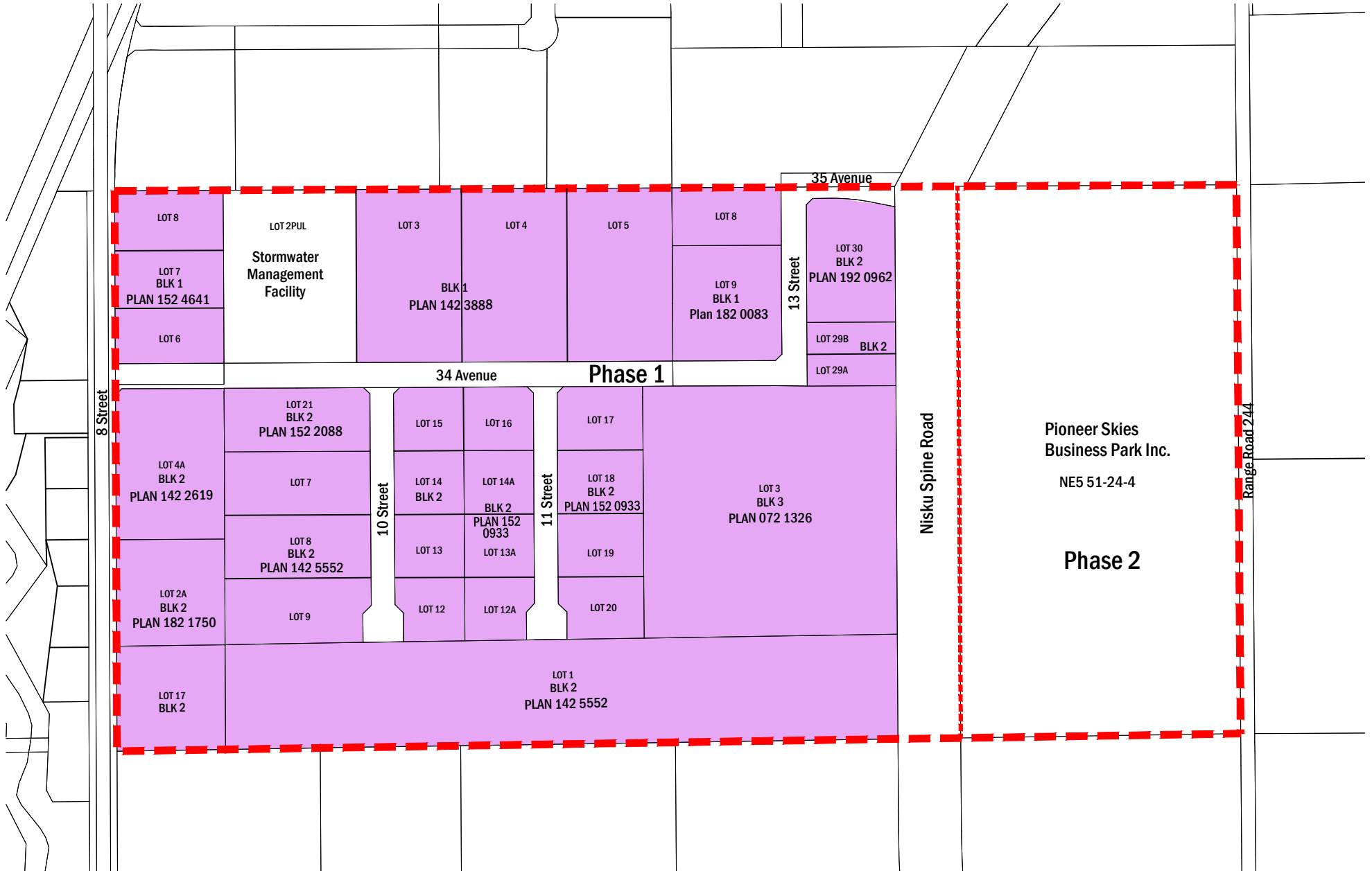
The Plan area is within the boundaries of the EMRBGP and is described as a major employment area. Major employment areas are lands with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business, economic activities and high levels of employment.

Development west of Nisku Spine Road is already complete with internal rural industrial roadways and many industrial businesses currently operating on site. Approximately 31.5 ha of undeveloped land east of Nisku Spine Road has been added to the plan area and is proposed to be developed as a Light Industrial Business Park land use. The QEII Business Park LASP conforms to the policies of the EMRBGP and based off a review of section 4.1(a) of the Regional Evaluation Framework, it does not require approval from EMRB to proceed because it conforms to the higher order Nisku Major Employment Centre Area Structure Plan.

### 1.4.2 Municipal Development Plan

Leduc County's Municipal Development Plan (MDP) was adopted by Council in 2019 and describes planning objectives and policies for a range of land uses throughout the County. The MDP supports growth and prosperity across all regions of the County by identifying and recognizing unique assets and building upon them.

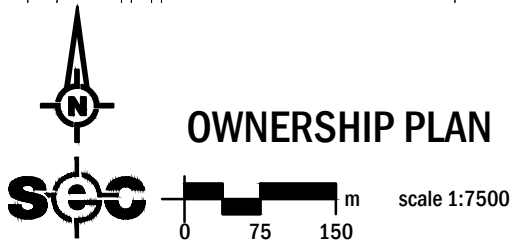
This LASP is described within the MDP as being a major employment area which aims to provide opportunities for a wide range of business development opportunities including commercial, and light and medium industrial development that can be serviced by transit. This LASP complies with the MDP policies and regulations, therefore, no amendment to the approved MDP is required.



**LEGEND**

- Private Owner (Phase 1)
- LASP Boundary
- Phasing Boundary

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### 1.4.3 Nisku Major Employment Centre Area Structure Plan

The Nisku Major Employment Centre (MEC) Area Structure Plan Bylaw No. 14-21 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 QEII Business Park 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 QEII Business Park LASP meets the goals, objectives, and policies of the Nisku MEC ASP, therefore, no amendment is required.

The QEII LASP will develop in accordance with the following general policies of the MEC.

- 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.
- No heavy industrial development shall be allowed within the Nisku Major Employment Center Area Structure Plan.
- 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.
- 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:
  - + Objectives,
  - + Policies,
  - + Transportation and infrastructure,
  - + Environment Constraints,
  - + Parks and Recreation,
  - + Staging and Development Pattern(s),
  - + Public Engagement,
  - + Outline Plan Requirements and
  - + Other requirements such as floor area ratios to maximize building sites, relevant statistical data and specific background information.

#### 1.4.4 Leduc County Land Use Bylaw

Leduc County Land Use Bylaw (LUB) No. 7-08 was approved in March 2009 and updated in May 2021. The LUB currently specifies a range of permitted and discretionary land use districts as well as standards, regulations, and other provisions to administer the use, development, and subdivision of land within each district.

Lands currently in operation west of the Nisku Spine Road are designated as Industrial (IND) and lands east of Nisku Spine Road are designated Agricultural (AG).

A new Land Use Bylaw update is being initiated and anticipated to be adopted in 2023.

#### 1.4.5 Edmonton International Airport Vicinity Protection Area Regulations



The Edmonton International Airport Vicinity Protection Area (AVPA) regulations are governed by provincial legislation as part of the Municipal Government Act (MGA). The regulations were adopted to control how land is developed in certain areas around the airport, due to the potential noise from aircrafts flying overhead as they arrive or depart the Edmonton International Airport.

The AVPA regulation allows a variety of industrial and commercial activities however may apply acoustical conditions on buildings within certain areas of the 2040 Noise Exposure Forecast contours (NEF). No electronic facilities protection zones or height restrictions are imposed within the QEII Business Park LASP and the proposed lands are in alignment with the regulations of the AVPA.

## 2.0 Development Area

The following technical information is specific to lands within Phase 2 of the QE II Business Park LASP.

### 2.1 Topography and Vegetation

The Plan area contains no significant physical features. The land is relatively flat with slight undulations. There is a general slope from east to west draining towards the Nisku Spine Road and eventually to the Blackmud Creek drainage channel that parallels CP Rail and the QE II Highway to the west.

Much of the property has been under agricultural production for many years. Following a wildlife sweep of the property, in accordance with Provincial requirements, a number of trees surrounding the central homestead were removed in the summer of 2021 to allow for demolition activities of existing buildings. **(See Figure 3)**

### 2.2 Geotechnical Conditions

A Geotechnical Investigation was completed for the subject lands in November of 2020 by J.R. Paine and Associates Ltd. Eight test holes were located throughout the east half of NE 5-51-24 W4M.

Soil samples from the eight test holes were tested for moisture content and contamination. Groundwater levels were within 3 meters of the surface in three (3) of the eight (8) test holes drilled on the property. Groundwater seepage may occur in some trenches on site while servicing, and some considerations will need to be made when constructing on site stormwater management facilities, but no other concerns of note were found through the investigation.

### 2.3 Wetland Assessment

The Wetland Assessment and Impact Report completed by EnviroMak Inc. in September of 2021 found that the assessment area contained five wetland/waterbody features. Of the five features found, one is classified as a natural wetland, two are classified as ephemeral waterbodies and two are considered man-made wetlands. The ephemeral water bodies and the natural wetland will require water act approval for any alterations. Compensation will need to be paid for any alterations required to be made to the 2.85 ha natural wetland due to the development, while ephemeral water bodies are not required to be compensated for. The natural wetland is considered as a 'C' value wetland.

No significant wildlife or plant species were found within the waterbody features on site, however nesting birds' vulnerable periods and the general amphibian breeding periods will need to be respected when alterations to the wetland are to occur.

## 2.4 Phase 1 Environmental Site Assessments

Based on the findings of the Phase 1 ESA completed by Pinchin Ltd., it has been determined that the plan area is generally flat, vacant and has fallen into overall disrepair. Three aboveground storage tanks (ASTs) were observed in the central portion of the Site. Two ASTs were observed adjacent to the east and west of a shed, while the third AST was located within the shed. All the ASTs were observed on elevated metal stands with no secondary containment. The use of polychlorinated biphenyls (PCBs) was commonplace circa 1980, given the construction of structures before 1980, there is potential that on-Site electrical equipment may contain PCBs. Asbestos-containing materials (ACMs) are commonly found in building construction materials. Asbestos use in Canada was formally banned in December 2018. Given the building of construction of on-Site structures (circa 1960), there is potential for ACMs to be present in the buildings.

At time of writing this LASP document, the buildings and structures located on the property have been removed or are being removed and remediated in accordance with recommendations contained within the Pinchin ESA report.

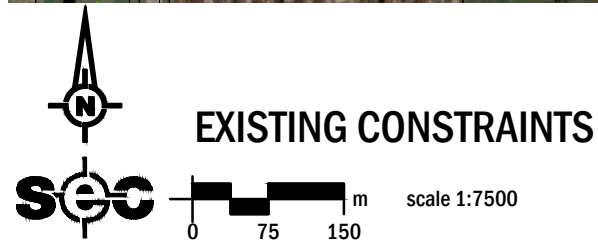
## 2.5 Existing Land Use



The lands within the existing Plan area are a mix of business park and business industrial. The lands south of 30 Avenue is Urban Service Area. The lands west of Nisku Spine Road are designated for Industrial use and to the north is districted for Business Park land uses.

The subject lands within Phase 2 are currently agricultural and the homestead and associated farm buildings, storage and machinery are being removed from site. Where possible, materials are being reused or recycled, such as metal from storage bins, wood from fences and barns, concrete sidewalk blocks and a large tractor tire repurposed for a planter in a local pumpkin patch. Of special note, an intact vintage dairy barn built in the 1950's was moved off site to a farm 5 miles east of Beaumont for continued use.





— — — Easement/Utility Right of Way

■ ■ LASP Boundary

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## 2.6 Surrounding Land Uses

The Plan area is surrounded by a combination of industrial and agricultural development.

To the north south and east of Phase 2 is agricultural lands with Business Park Land Use in the new MEC ASP. Developed industrial lots are accessed from 35 Avenue to the west and stretch over to QE II Highway.

## 2.7 Environmental Reserve

There is a predominant water course that runs diagonally east/west through the east portion of the Phase 1 plan area named Irvine Creek that has been dedicated as Environmental Reserve. The proposed Pioneer Skies (Phase 2) expansion area does not contain any areas to be dedicated as Environmental Reserve.

## 2.8 Abandoned Wells

According to the Alberta Energy Regulator (AER) there are no abandoned wells located within the amendment boundary.

## 2.9 Historical Resources

A Historical Resource Act clearance was granted for the subject lands of Pioneer Skies Business Park and is included under separate cover.



### 3.0 Development Concept



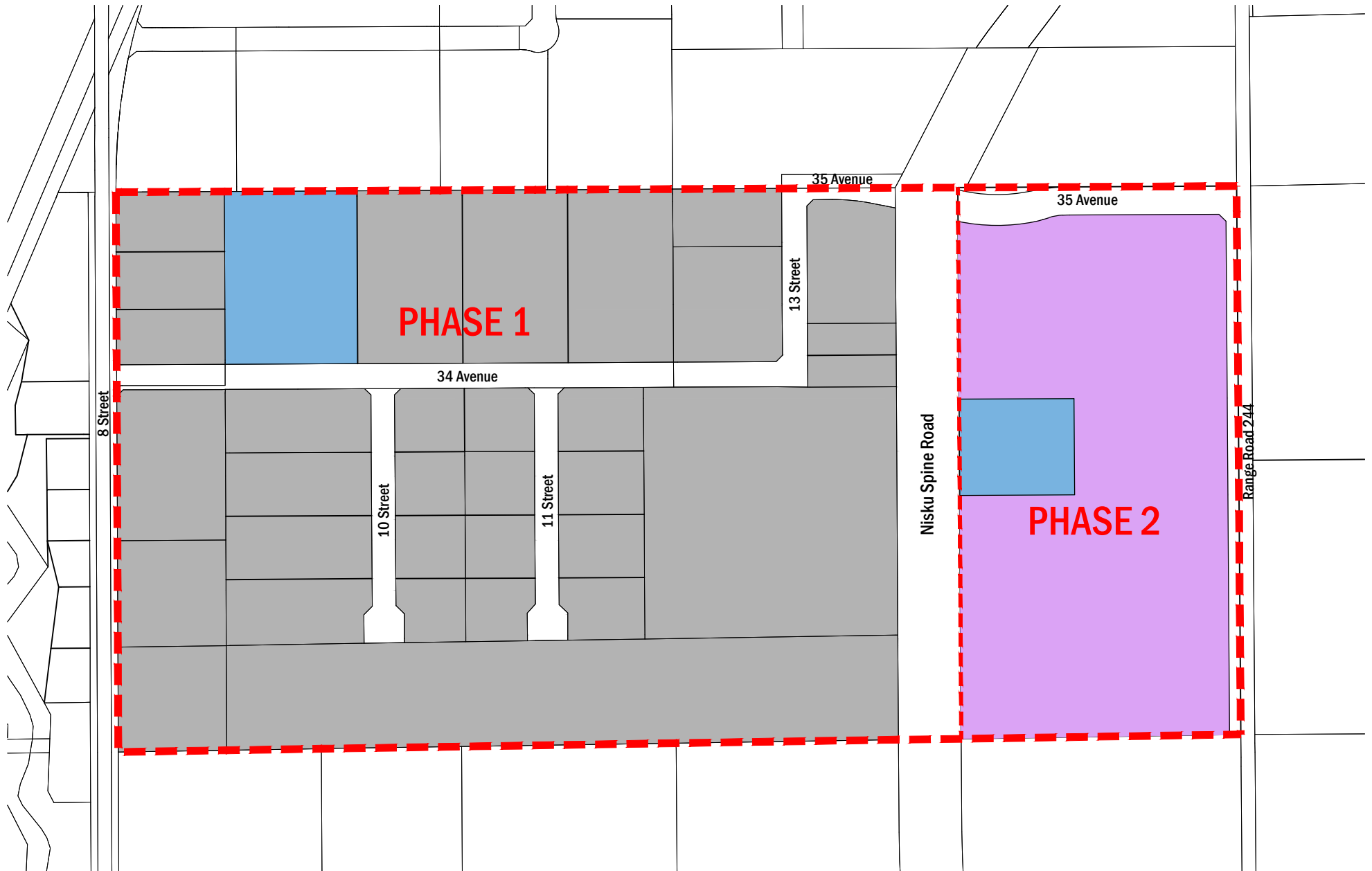
The proposed Development Concept for this amendment to the QEII LASP extends the boundary of the existing LASP east of the Nisku Spine Road to Range Road 244, adding about 31.5ha of land to the existing LASP. The plan for the Pioneer Skies expansion area includes one stormwater management facility and several business industrial lots with individual access from 35 Avenue and Range Road 244 (**See Figure 4**).

The development will allow for Business Park and Light Industrial uses, in accordance with the land use policies for Nisku North, contained in the recently approved Nisku MEC ASP. The business and industrial uses will benefit from high visibility and access opportunities near the QE II Highway and off the Nisku Spine Road. The proposed development of Phase 2 adds to the operating businesses in the area that contribute to the provision of services and the commercial tax base within Leduc County.






Land uses for Phase 2 of QE II LASP are listed in **Table 2** below.

**Table 2 - Land Use Statistics**

	Area (ha)	% of GA
<b>GROSS AREA</b>	<b>31.5</b>	
Nisku Spine Road	0.00	
<b>GROSS DEVELOPABLE AREA</b>	<b>31.5</b>	
Stormwater Management Facilities (PUL)	2.27	7.2%
Roadways	2.95	9.2%
Business Park Lots	26.29	83.6%
<b>TOTAL AREA</b>	<b>31.5</b>	<b>100.0%</b>



**LEGEND**

- |   |                        |   |                                |   |               |
|---|------------------------|---|--------------------------------|---|---------------|
|  | Existing Business Park |  | Stormwater Management Facility |  | LASP Boundary |
|  | Business Industrial    |  | Phasing Boundary               |   |               |

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### 3.1 Business Park

In accordance with Nisku Major Employment Centre (MEC) ASP, the major land use within the Pioneer Skies development is described as Business Park. This land use consists of light industrial businesses such as warehousing, manufacturing and logistics operated in such a way as to create minimal disturbance outside of the enclosed buildings and to be compatible with non-industrial development.

Development within Phase 2 shall comply with the regulations within IB – Industrial Business District, BP – Business Park District, or LI – Light Industrial District of the Leduc County Land Use Bylaw. If one of the above districts does not satisfy the regulations required for a specific development, a Direct Control District could be created as a site-specific use. Should the districts above be replaced or removed from the Land Use Bylaw, the districts most similar and suitable for this development shall apply.

Phase 2 of the QE II LASP will comply with the following land use policies within 4.4.2 of MEC.	
Policy 1	Development in North Nisku shall not negatively impact or interfere with existing or future warehousing, logistics or commercial and office development and where possible should be placed to maximize linkages and logistic to other developments.
Policy 2	Parcel size may be flexible to meet the needs of both primary and secondary uses as long as the uses are compatible and meet safety and engineering standards.
Policy 3	Businesses shall operate in such a way as to limit disturbance outside of the enclosed buildings or property. Buffers and/or transitional land uses to minimize conflicts and nuisances between uses shall be identified in Local Area Structure Plans or Redevelopment Plans.
Policy 4	No outdoor storage areas shall be allowed as a primary use. Outdoor storage may be allowed as a secondary use in support of a primary use, so long as the storage is minimized in size, and duration. Any outdoor storage shall be fully screened.
Policy 5	Commercial and retail services are encouraged to locate in high-visibility areas and shall have access to local and major transportation networks. Developments in these areas shall have a higher standard of site and landscaping standards and shall have limited outdoor storage for the use of inventory and building materials only.

Development within Phase 2 of the LASP is similar in nature to existing businesses in the area and will generally comply with the policies above. Landscaping within development setbacks shall be comprised of native species hardy to central Alberta climate in accordance with the requirements of the Leduc County Land Use Bylaw. It is anticipated that nearby development will be compatible with the proposed business park land use. Landscaping may be used in combination with other features to help screen outdoor storage from view of nearby public roadways.

Parcel sizes shall be determined through subsequent application for subdivision. The extension of 35 Avenue east of the Spine Road and upgrades to Range Road 244 will help provide access to future development east of the plan area.

Without any planned pedestrian destinations or internal roadways, pedestrian activity is anticipated to be very low within the business park. The County's rural road cross-section drains stormwater through ditches and does not include dedicated sidewalks. Planned roads abutting the development are generally straight, providing good visibility for traffic to see

pedestrians. On occasions where pedestrians use the road, there is sufficient width for pedestrians to safely walk along the side with passing vehicles. Currently there is no transit route to the subject property. If local transit routes are established in the future, bus pads should be installed for comfort and convenience of transit riders at the bus stop locations yet to be determined.

A stormwater management facility is planned next to a portion of the Nisku Spine Road. Landscaping of the facility will be designed to be low maintenance and naturalized in accordance with Leduc County Engineering Standards and applicable Provincial standards. The proposed facility provides dual benefit of functional stormwater management and views of a natural setting for passing vehicles and local workers.

## 3.2 Municipal Reserve

There is currently no Municipal Reserve dedicated within Phase 2 of the LASP. Consistent with the industrial lands in Phase 1, Municipal Reserve for Phase 2 is anticipated to be provided as cash in lieu for the proposed amendment area, in accordance with the Municipal Government Act.

## 4.0 Transportation

### 4.1 Queen Elizabeth II Highway

Although the QE II Highway (Gateway Boulevard/ Calgary Trail) does not directly border the Plan area, all highly visible developments in this area adjacent to the QE II are governed by the Highway 2 Corridor Landscape Design Guidelines to ensure high quality appearance. No direct access to the QE II from the Plan area exists now or in the future.

The Phase 2 lands are not visible from the QE II and are not subject to the design guidelines.

### 4.2 Existing Business Access

Existing businesses located within Phase 1 are accessed from 35 Avenue at the Nisku Spine Road on the east and from 8 Street on the west. 8 street runs parallel to QE II Highway and north through the WAM LASP, but no longer connects to 41 Avenue as the connection was removed with the construction of the QE II interchange. With visibility from QE II and access from the Nisku Spine Road, Phase 1 has excellent access for its businesses.

The proposed extension of 35 Avenue north of the Phase 2 plan area aligns with the existing intersection of 35 Avenue on the east side of the Spine Road.

### 4.3 Nisku Spine Road

The Nisku Spine Road is currently constructed as a four-lane divided arterial between 41 Avenue and Township Road 510. It is planned to be a future 6 lane divided arterial connecting City of Leduc to City of Edmonton through the Nisku Business Park. The Spine Road divides the LASP in two with Phase 1 on the west and Phase 2 on the east. Direct access to parcels from the Spine Road will not be permitted. The access to parcels is planned to be from future extension of 35 Avenue across the Spine Road and from upgraded Range Road 244.

## 4.4 Transportation Impact Analysis



A Transportation Impact Analysis (TIA) was undertaken by Bunt & Associates to determine the impacts of the proposed development traffic on the existing roadway network and identify connections with future roadway systems.

The findings within the TIA anticipate no modifications to the 41 Avenue/Nisku Spine Road Intersection based on the additional development. 35 Avenue shall be constructed as a two-lane undivided collector roadway from the Spine Road to service the subject lands, however right of way for an ultimate four-lane undivided collector roadway should be protected for when the road is extended east to Range Road 243 to service future industrial development. The 2021 TIA report is submitted under separate cover.



## 5.0 Utility Services

### 5.1 Water

Water main service will be extended east along 35 Avenue from the existing 450mm diameter water main located on Spine Road and south through the future development (Phase 2). Water servicing will be provided to each lot and include a fire hydrant network along the roadway for protection. The water main will also be extended to the east end of 35 Avenue to provide service to the future lands east of Phase 2. Water main looping within Phase 2 is to be confirmed once a Hydraulic Network Analysis is completed. **(See Figure 5)**

### 5.2 Sanitary Sewer Services

Sanitary sewer servicing will be brought into the future development from the existing 300mm sanitary sewer main located on the east side of Spine Road **(See Figure 6)**. The existing sanitary sewer main connects to the Southeast Regional Trunk line (SERT) near the north boundary of the LASP.

The sanitary sewer will be extended east along 35 Avenue and south through the future development (Phase 2). The system will be designed to accommodate the anticipated sanitary flows for the future commercial/industrial development. Due to the insufficient pipe size and shallow depth, the sanitary sewer will not be able to accommodate sanitary flows from the future lands east of Phase 2.

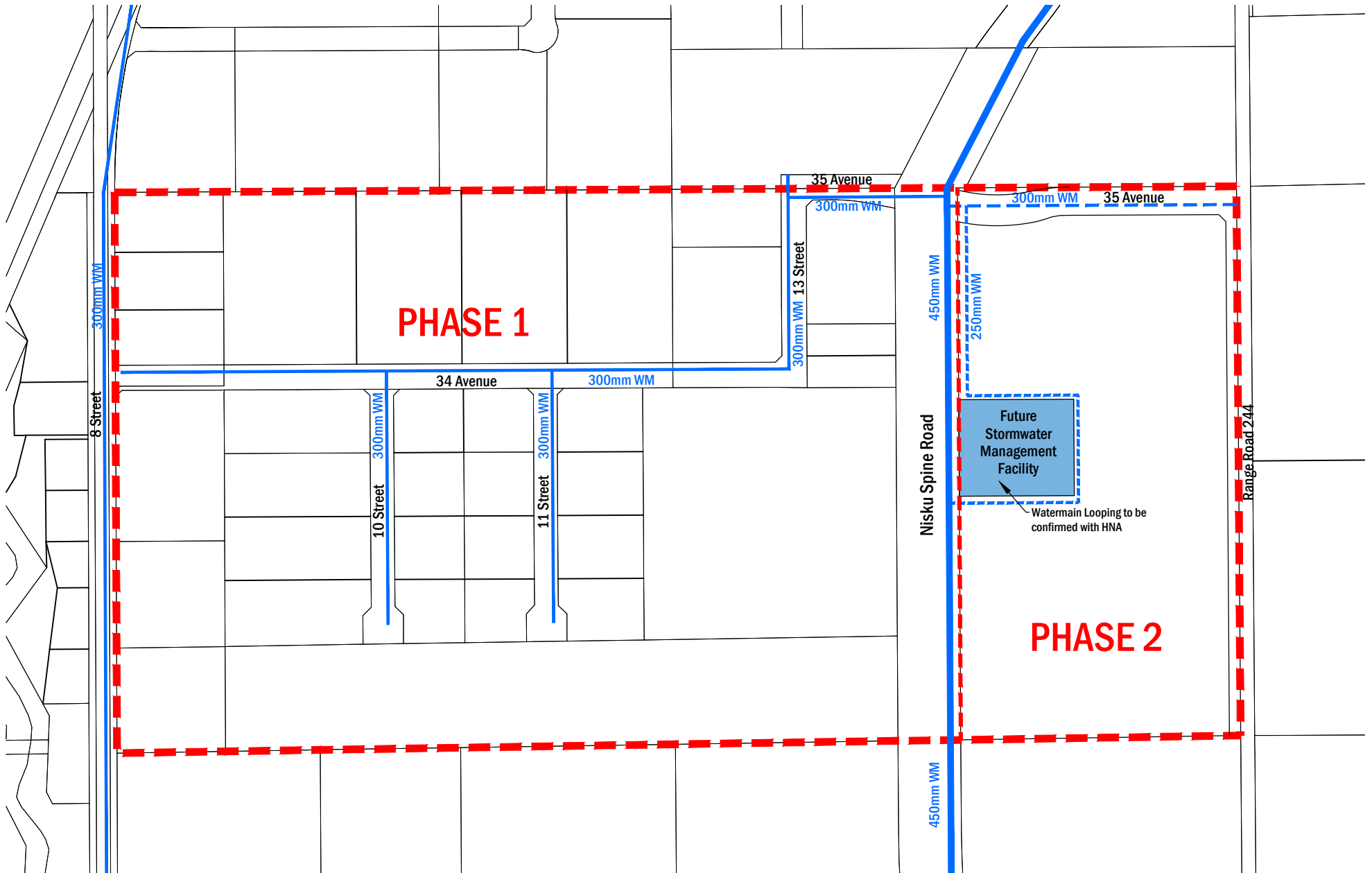
### 5.3 Stormwater Management Facilities (SWMF)

The existing overland drainage patterns for Phase 2 are generally from the east to the west. The proposed site grading will slightly alter the drainage patterns to ensure the flows are directed to the proposed SWMF **(See Figure 7)**. The 2.3 hectare SWMF will be located on the west end of Phase 2 in a centralized location. Overland flows will be directed to the SWMF through the roadway ditch system. From the SWMF, an underground storm pipe will discharge water into the existing Spine Road ditch where it flows through a system of ditches and culverts to the south and west, ultimately into Blackmud Creek. Discharge from the facility will be limited to a flow rate of 2.0 L/s/ha.

The Storm Water Management Facility will be designed as a low maintenance naturalized facility with a shallow vegetated swale along the bottom to provide necessary water quality treatment. Open water within the facility will be restricted to adhere with the requirements of the Edmonton International Airport. The wetland vegetation and naturalization of the facility will consider passive bird hazard mitigation measures to ensure that birds do not use the site, especially large flocking waterfowl such as gulls and geese. The facility will be designed to comply with Alberta Environment's regulations for water quality and treatment.

## 5.4 Shallow Utilities

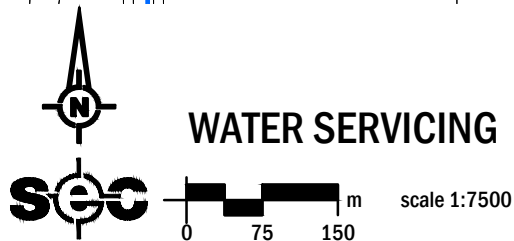
Shallow utilities including street lighting, natural gas, power and communication services are available for extension into Phase 2 from the adjacent developments. Gas, power and communication lines will be located in road right-of-way or through easements on private land. Services will be available to all lots. Connections to lots will be the responsibility of landowners and individual developers.

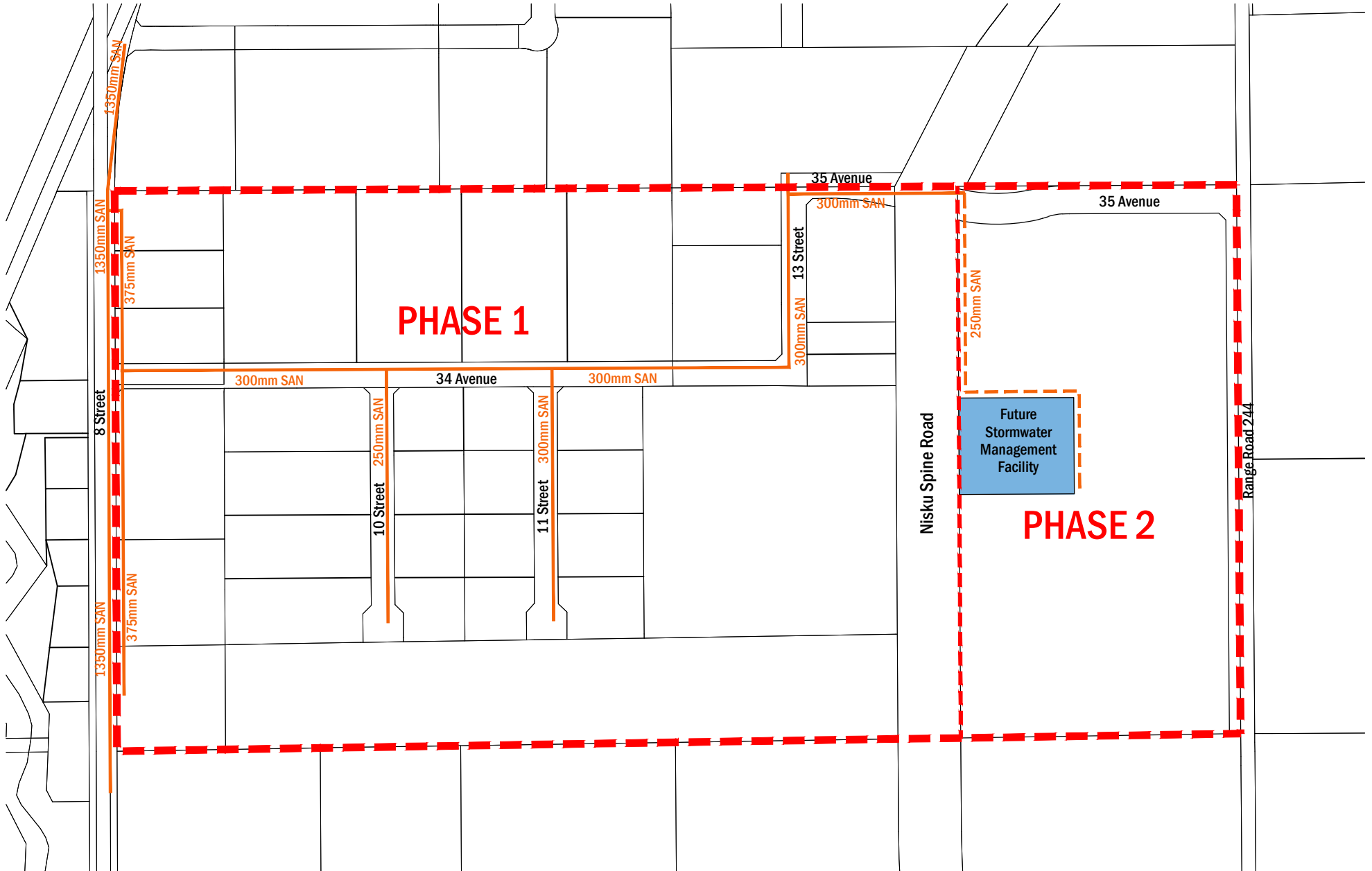


**LEGEND**

- |  |                          |  |                        |  |                  |
|--|--------------------------|--|------------------------|--|------------------|
|  | Existing 300mm Watermain |  | Future 300mm Watermain |  | LASP Boundary    |
|  | Existing 450mm Watermain |  | Future 250mm Watermain |  | Phasing Boundary |

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**LEGEND**

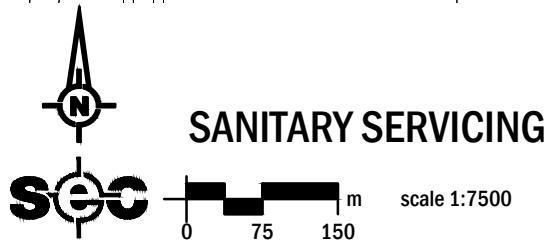
— Existing Sanitary

- - - Future Sanitary

- - - LASP Boundary

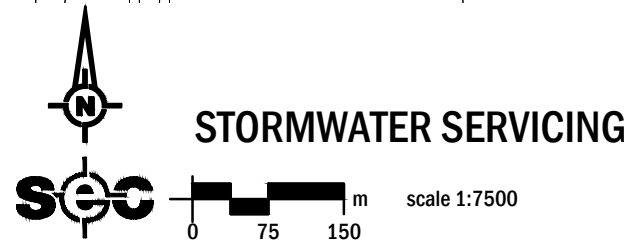
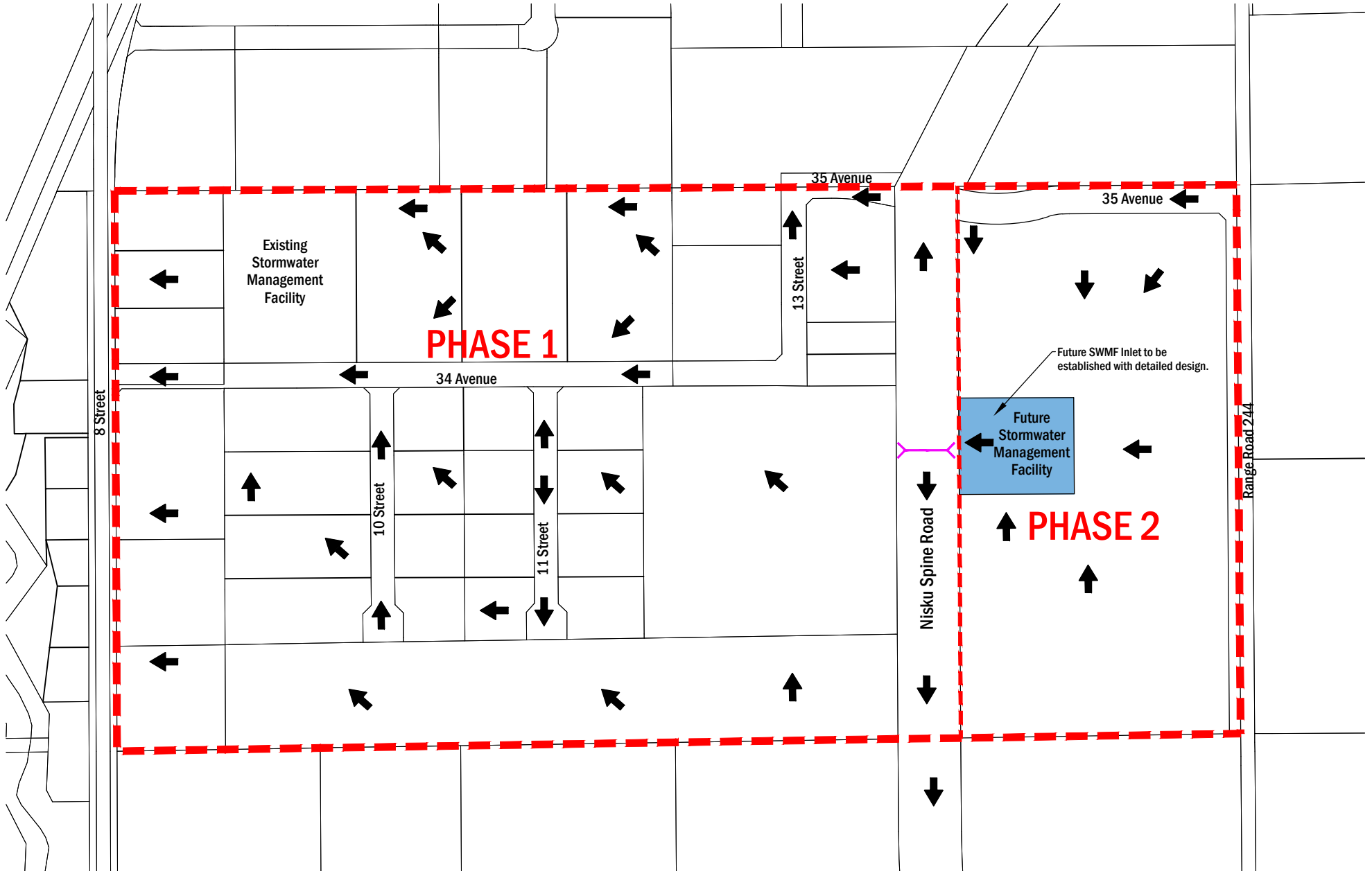
- - - Phasing Boundary

QE II BUSINESS PARK  
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**SANITARY SERVICING**





**LEGEND**



Stormwater Management Facility



Direction of Major Flow



800mm Culvert Drainage Crossing



Phasing Boundary



LASP Boundary

QE II BUSINESS PARK  
LEDUC COUNTY

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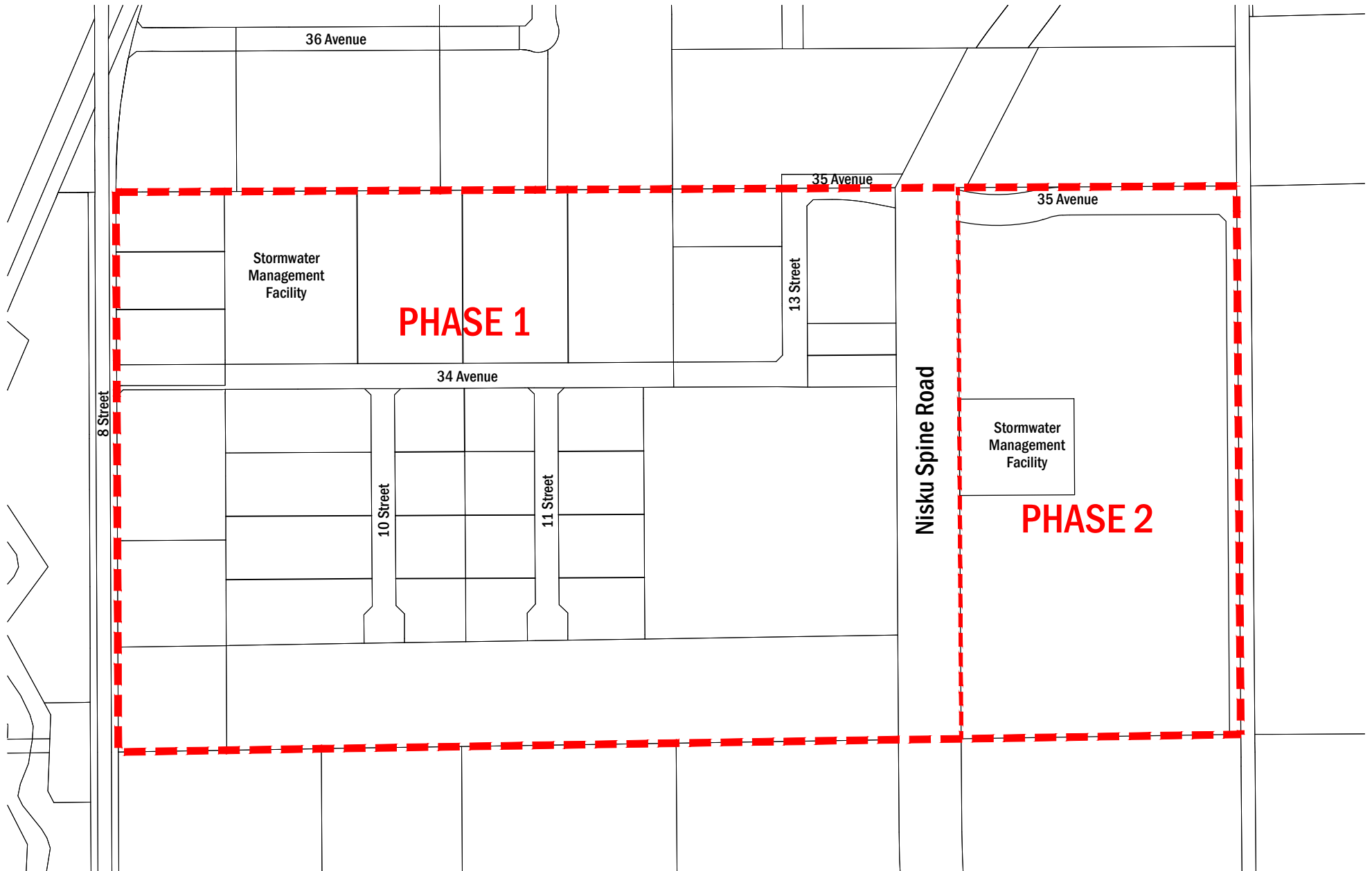
**FIGURE 7**

## 6.0 Implementation

### 6.1 Development Staging

The land and infrastructure located west of Nisku Spine Road (Phase 1) has been fully developed. The proposed amendment area contains approximately 31.5 hectares of land east of the Nisku Spine Road, which may take about 5 years to develop depending on market demand for business industrial land use.

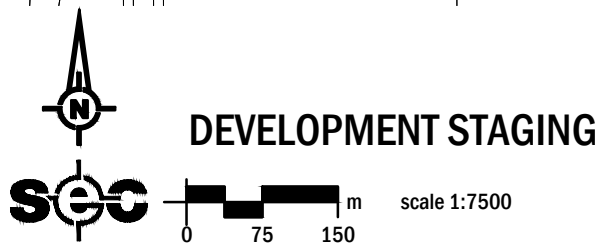
With only one access planned, development will proceed from the north off 35 Avenue. It is important to note that the staging being proposed is conceptual. Construction will proceed in an orderly fashion dependent upon market conditions and development constraints. Redistricting and subdivision applications will be submitted to Leduc County for review and approval by the Subdivision Authority. **(See Figure 8)**



**LEGEND**

- LASP Boundary
- Phasing Boundary

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# APPENDIX A

## Technical Studies