

REPORT

Land Use and Economic Area Analysis

Leduc County Investment Readiness and Implementation
Strategy



Prepared for Leduc County
by IBI Group
March 31, 2020

Table of Contents

1	Land Use and Policy Framework	1
1.1	Regional Context	1
1.1.1	Edmonton Metropolitan Region Board.....	1
1.1.2	Neighbouring Municipalities	2
1.2	Municipal Development Plan	3
1.2.1	Nisku Area.....	3
1.2.2	Rural Area	3
1.3	Area Structure Plans and Local Area Structure Plans.....	4
1.3.1	Rural Area Structure Plans	5
1.3.2	Urban Area Structure Plans and Local Area Structure Plans	7
1.4	Leduc County Land Use Bylaw.....	9
1.5	Edmonton International Airport	10
1.5.1	Airport Vicinity Protection Area	10
1.5.2	Edmonton International Airport Master Plan	11
1.5.3	Edmonton Aerotropolis Viability Study.....	11
2	Servicing Framework	12
2.1	Transportation.....	12
2.1.1	Highways and Roads	12
2.1.2	Rail	13
2.1.3	Public Transit	13
2.2	Utility Infrastructure	14
2.2.1	Water and Wastewater	14
2.2.2	Electricity	15
2.2.3	Natural Gas	15
2.2.4	Broadband.....	15
3	Policy and Land Use Constraints	16
3.1	Municipal Development Plan	16
3.2	Intermunicipal Development Plans/Collaboration Frameworks	16

Table of Contents (continued)

3.3	Area Structure Plans	16
3.3.1	Nisku ASP	16
3.3.2	New Serepta ASP	17
3.4	Land Use Bylaw	17
4	Summary of Vacant Lands Designated for Employment Uses	18
4.1	Rural Area	18
4.2	Nisku Area	19
5	Economic Focus Analysis	20
5.1.1	Agricultural Areas	20
5.1.2	Agricultural Hubs	21
5.1.3	Natural Resource Extraction Areas	23
5.1.4	Industrial Development	24
5.1.5	Commercial Development	24
5.1.6	Residential Development	24
5.1.7	Hamlets	24
6	Summary and Recommendations	26
	Appendix A – Land Use Bylaw Use Matrix	29
	Appendix B – Inventory of Development Lands	30

1 Land Use and Policy Framework

Land use and development in Alberta are guided by the identification and management of growth areas within a municipality. In the case of Leduc County, growth management is accomplished through a hierarchy of plans, established by the Province of Alberta, the Edmonton Metropolitan Region Board, and the County itself.

The County has identified specific areas for growth within its Municipal Development Plan, and County Council has approved more detailed planning and servicing studies known as Area Structure Plans. Area Structure Plans provide a more detailed development framework and provide guidance for land subdivision and development.

Specific plans for development are regulated through the application of the County's Land Use Bylaw.

1.1 Regional Context

1.1.1 Edmonton Metropolitan Region Board

Leduc County is a member of the Edmonton Metropolitan Region Board (EMRB). The EMRB has 13 member municipalities (rural and urban municipalities greater than 5000) and strives to provide integrated and managed growth, regional mobility, and agricultural and natural resource preservation. The region's municipalities are guided by the EMRB Growth Plan that was approved in 2017 and is expected to guide development and preservation over a 50-year period. The EMRB Growth Plan emphasizes growth through two areas of development that apply to Leduc County.

Metropolitan Area

The Metropolitan Area includes the Nisku Area and the Edmonton International Airport. The growth directions that are relevant to Leduc County include:

- Encourage intensification of built-up urban areas including brownfield sites to optimize existing and planned infrastructure;
- Plan and develop greenfield areas that are compact and contiguous, with a diverse and compatible mix of land uses including a range of housing and employment types;
- Support employment growth in major employment areas, local employment areas and within urban centres and TOD centres and encourage the growth of institutional, health and education sectors;
- Promote the diversification and growth of the agricultural sector including urban agriculture in an urban context;

Rural Area

The Rural Area includes the balance of the County. Growth directions that are relevant to Leduc County include:

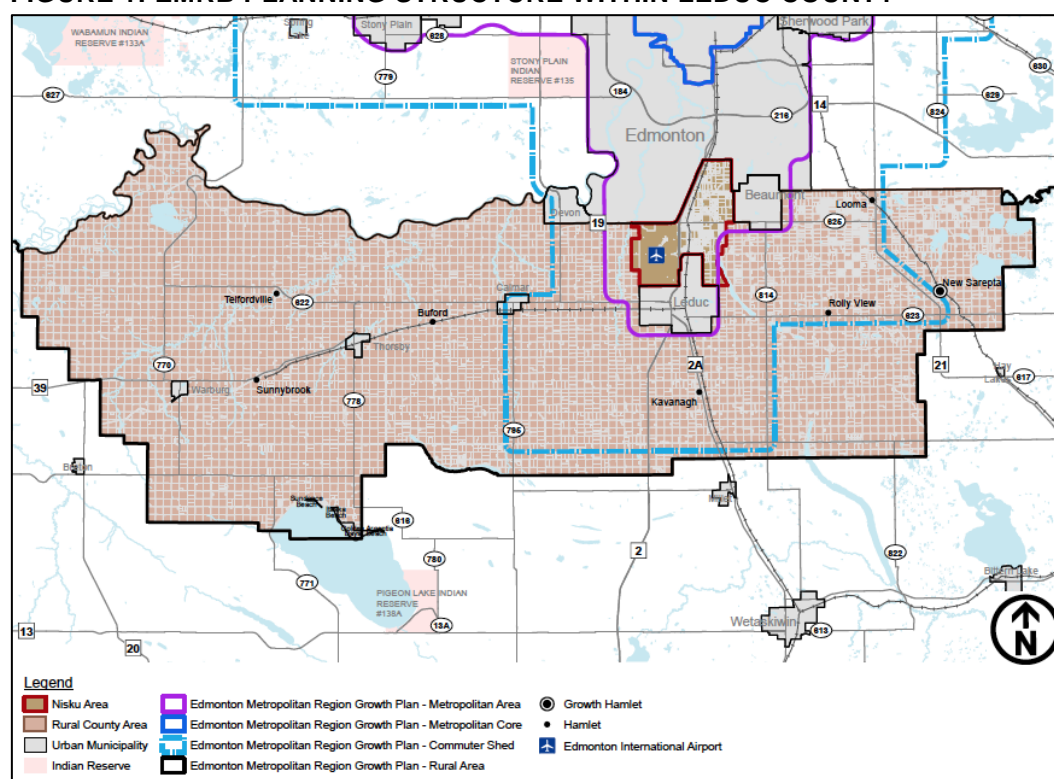
- Encourage growth in existing towns, villages and in the built-up urban area and brownfield sites and plan and develop compact and contiguous greenfield areas to optimize servicing capacity and transportation connections;

- Permit infill and build out of existing country residential areas in accordance with existing zoning and land use permissions and in new areas, subject to specific criteria;
- Support employment growth in the major employment areas including local employment areas, within rural/sub-regional centres and within agriculture, forestry, resource extraction and processing areas;
- Promote the growth and diversification of the agricultural sector.

The Growth Plan also identifies a regional commuter shed where rural growth is encouraged to occur, including in identified growth hamlets, urban municipalities (in the case of Leduc County, the Towns of Devon and Calmar), and country residential designated areas.

The Figure below shows the relationship of each area within the County.

FIGURE 1: EMRB PLANNING STRUCTURE WITHIN LEDUC COUNTY



Source: Leduc County Municipal Development Plan

The EMRB is also involved in preparing policy regarding a regional framework for agriculture, shared investment, water and wastewater servicing, transit, and geographical information systems.

1.1.2 Neighbouring Municipalities

Leduc County shares a common boundary with six urban municipalities, three summer villages, and six counties. The County has worked with many of its partner municipalities to approve Intermunicipal Development Plans (IDP) and Intermunicipal Collaboration Frameworks (ICF) that detail areas of importance and cooperation between the municipalities. The County has been diligent in working with the neighbouring small urban municipalities that due to size are not part of the EMRB (Warburg, Thorsby, and Calmar), and the summer villages in the south parts of the County, in creating IDPs and ICFs for each municipality. The County also has IDPs and ICFs for Camrose County and the County of Wetaskiwin, and older IDPs for the Town of Devon and City

of Leduc. Finally, the County has a joint growth study with the former Town of Beaumont that is somewhat dated.

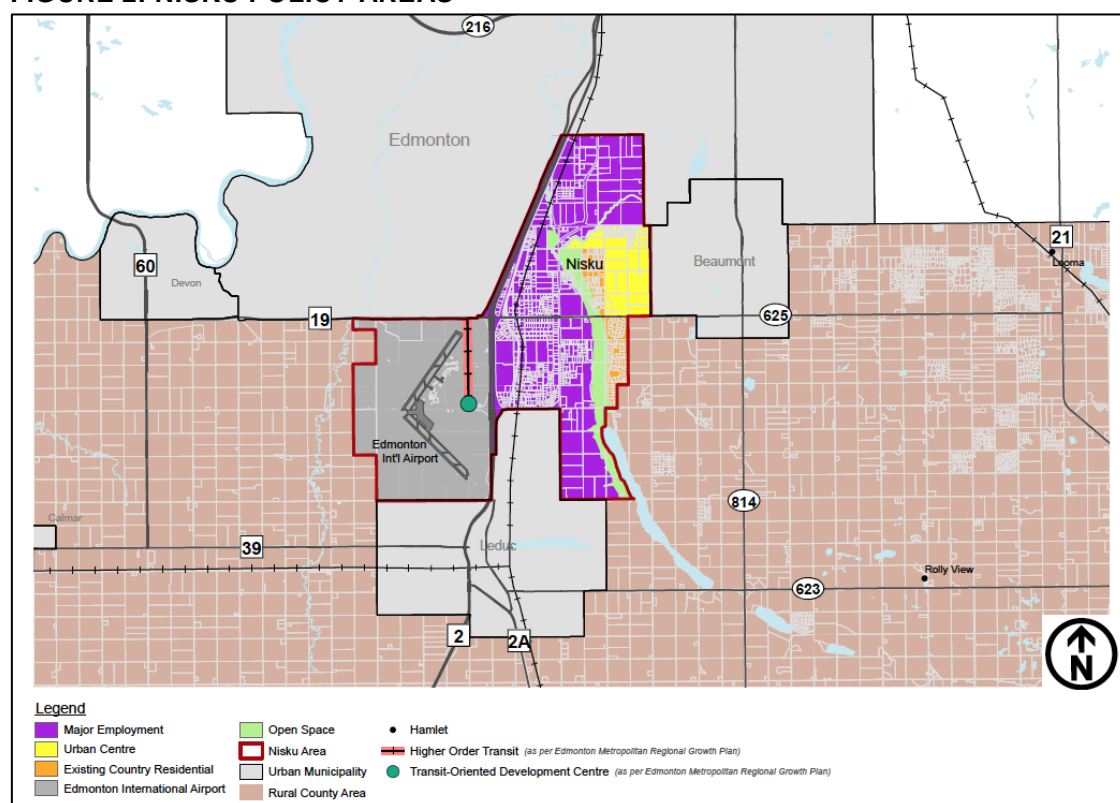
1.2 Municipal Development Plan

The County's Municipal Development Plan (MDP) came into force and effect on June 25, 2019. The MDP conforms to the EMRB Growth Plan and divides the County into two major areas for growth and development.

1.2.1 Nisku Area

The Nisku area is intended for compact urban, and mixed-use development, encompassing commercial, employment, and urban-density residential (Urban Centre, which also intends for some commercial uses). The Nisku area also includes existing country residential areas, but the MDP does not contemplate its expansion. The Figure below shows the policy areas identified for development in the Nisku area.

FIGURE 2: NISKU POLICY AREAS

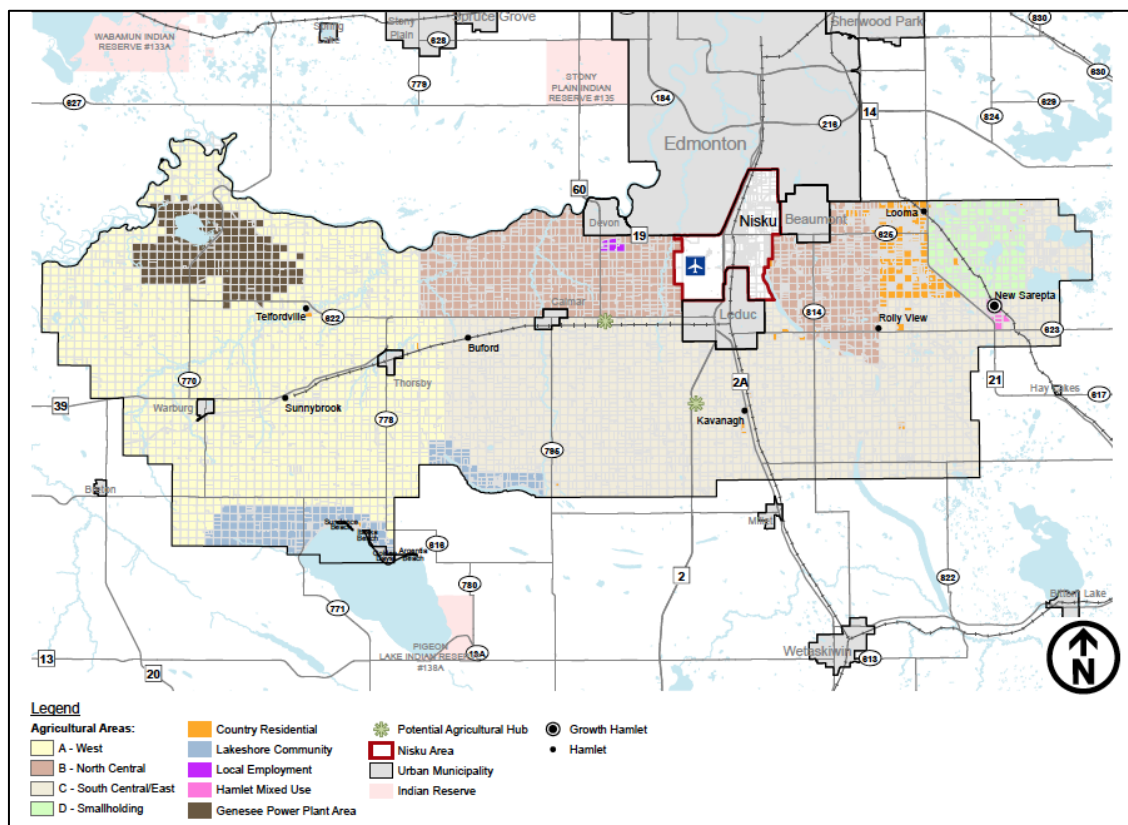


Source: Leduc County Municipal Development Plan

1.2.2 Rural Area

The Rural Area is intended to preserve agricultural lands and uses, but also provide areas of employment through local employment areas, natural resource extraction areas, an existing power generation facility, and potential agricultural hubs. Residential development is expected to occur in the form of country residential subdivisions, resort recreational areas, and hamlets. The Figure below shows the various rural policy areas identified in the MDP.

FIGURE 3: RURAL POLICY AREAS



Source: Leduc County Municipal Development Plan

The MDP provides overall policy guidance for the four designated agricultural areas:

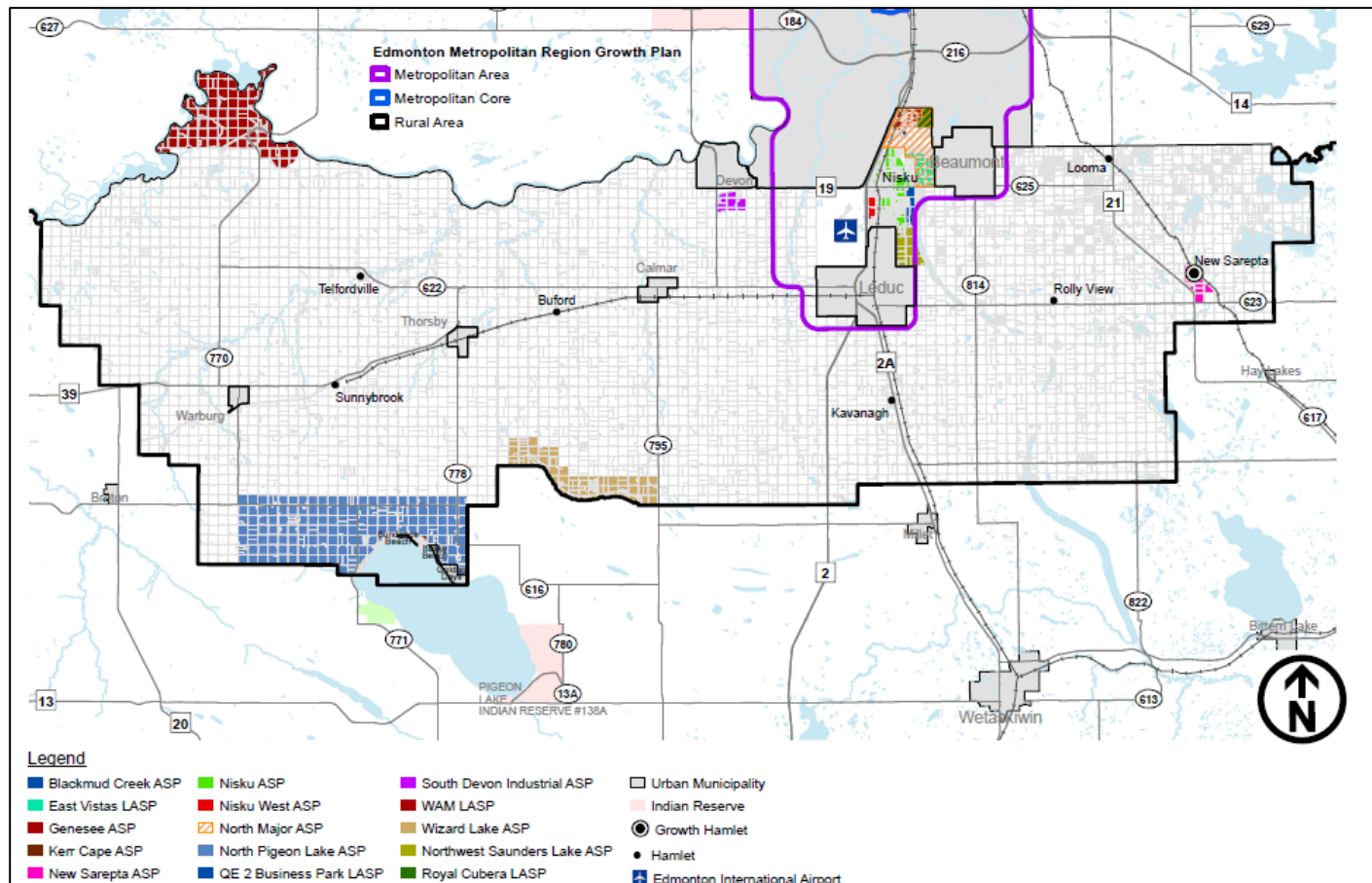
- Area A (West) is to provide for a broad range of agriculture with limited subdivision opportunities
- Area B (North Central) is to provide larger-scale cropping operations on higher-quality soils, with limited subdivision opportunities. An area designated for local employment (the existing South of Devon Area Structure Plan is also included).
- Area C (South/East) is to provide for a mix of agricultural operations, including Confined Feeding Operations. The area also includes two identified areas that could serve as agricultural hubs, and the growth hamlet of New Serepta.
- Area D (Small Holdings) which are to provide for agricultural services on land that is more fragmented than the other three policy areas. The Small Holdings area also contains portion of the Beaver Hills Moraine, an environmentally sensitive area.

The MDP also provides context for the continued protection and operation of natural resource extraction areas and requires mitigation measures to be put into place so neighbouring residences and agricultural operations are not impacted.

1.3 Area Structure Plans and Local Area Structure Plans

Leduc County's Municipal Development Plan identifies twelve areas of the County which are governed by Area Structure Plans (ASP), and four smaller areas within the Nisku area which have smaller Local Area Structure Plans (LASP) in effect. The Figure below shows the location of these plans within the municipality.

FIGURE 4: LOCATION OF AREA STRUCTURE PLANS WITHIN LEDUC COUNTY



1.3.1 Rural Area Structure Plans

There are currently five ASPs in force and effect in the rural part of Leduc County. Three of the ASPs specifically address development that can shape Leduc County's economy and investment readiness activities.

FIGURE 5: AREA STRUCTURE PLANS – RURAL AREA

AREA STRUCTURE PLAN	MUNCIPAL DEVELOPMENT PLAN AREA	FOCUS OF ASP
Genesee	West Agriculture	Agricultural, Aggregate Extraction
New Serepta	Growth Hamlet	Residential, Commercial
North Pigeon Lake	West Agriculture, Lakeshore Communities	Agricultural, Environmental

		Protection, Resort Residential
South of Devon	North Central Agriculture/Local Employment	Industrial/Business Park
Wizard Lake	Lakeshore Communities	Agricultural, Resort Residential, Environmental Protection

Genesee Area Structure Plan

The Genesee ASP was approved in 2013, and guides aggregate resource development, agricultural lands, and environmental protection of the North Saskatchewan river valley. The Plan Area is located north of the existing Genesee power station, and in the far northwest corner of the County. The ASP is relevant due to the presence of major aggregate operations, and the need for minimizing impacts on neighbouring properties.

The plan encourages the preservation of aggregate extraction, particularly in areas that are not in direct conflict with the North Saskatchewan River Valley. Operations, though the implementation of the Land Use Bylaw are to minimize impact on adjacent agricultural operations and roadways and must have reclamation plans approved by the County.

Agricultural operations within the Plan Area are expected to continue in operation, but further development and subdivision is discouraged.

New Serepta Area Structure Plan

New Serepta has been identified as a growth hamlet in both the EMRB Growth Plan and the County's MDP. The New Serepta Area Structure Plan, updated in 2018, provides a framework for development and the expansion of the existing hamlet of New Serepta, located near Highway 21 in the eastern part of Leduc County. Areas for expansion that could accommodate business industrial-type uses have been identified, but no immediate plans for expansion have been considered at this time.

The Mixed Business land use designation covers more than half of New Serepta, in the southern portion, bounded by Highway 21 to the west, the Hamlet Reserve land uses to the north, the railway and Range Road 222 to the east and Highway 623 to the south. The Mixed Business designation aims to provide a service centre in the eastern part of the County for mixed commercial, industrial (light and medium) and agricultural development. Industrial development is encouraged where traffic in the area is directed away from residential areas. However, prior to further development, the servicing plan should be updated to ensure utilities can be accommodated.

South of Devon Area Structure Plan

The South of Devon Area Structure Plan includes 217 net hectares of development land and contemplates a mix of business, light and medium industrial uses near the intersection of Highway 39 and 60. Although some lands within the Plan Area have been afforded development rights through the Land Use Bylaw, no immediate plans for further development within the Plan Area are under consideration.

This location was chosen because of accessibility to highways (including the High Load Corridor), and proximity to urban services in the town of Devon.

The land use concept encourages the use of energy efficient technologies and development practices in building design, construction and landscaping. The County's Land Use Bylaw allows for a number of interim uses on three parcels in the Plan Area. These parcels have Direct Control Bylaws implemented, which will allow for a number of dry industrial uses on private services. Beyond this, full urban servicing to be provided by the Town of Devon will be required.

Two other constraints to development within the Plan Area are noted. First, there is a significant presence of active and abandoned wells and pipelines in and around the Plan Area, which will require additional setbacks in accordance with Alberta Energy Regulator requirements.

Second, there will be a realignment of Highway 19 which upgraded to an expressway, then freeway, as an outer ring road around greater Edmonton. An interchange for Highway 19 and 60 is also planned in the next 20 years. As such, the ASP contemplates that temporary access to the industrial development in the ASP area is from the Township Road 503 and Highway 60 intersection.

1.3.2 Urban Area Structure Plans and Local Area Structure Plans

Leduc County's Urban Area is defined in the Municipal Development Plan as an area where higher density, fully serviced development is to be concentrated. The area is intended to be a central location for a range of businesses, services, housing types, and amenities. The MDP acknowledges the presence of the Edmonton International Airport Aerotropolis, which contemplates intermunicipal development in the Leduc Country, but also in the Cities of Leduc and Edmonton.

Several ASPs and LASPs are currently in force and effect within the Urban Area. ASPs within the Urban Area generally promote industrial and employment development, but also consider providing appropriate buffer and protection to existing country residential and future urban residential development to the east of the developed portion of Nisku. The Figure below summarizes the intended land uses and amount of gross developable area identified within each Plan Area:

FIGURE 6: AREA STRUCTURE PLANS – URBAN AREA

AREA STRUCTURE PLAN	TYPE OF DEVELOPMENT	NET DEVELOPABLE AREA	AMOUNT OF DEVELOPMENT ACTIVITY
Blackmud Creek	Country Residential Industrial/Business Park	Not included – mostly developed	At full build out
Nisku	Industrial, Commercial	Not Included – mostly developed	Approaching full buildout
Nisku West	Business Industrial, Commercial	Not included in ASP document	Under development
North Major	Industrial, Business Park, Residential, Commercial	Not applicable – implementation to occur through LASPs	Under development
Northwest Saunders Lake	Aerotropolis-related uses, Industrial	304.2 ha	Little or no development activity

Blackmud Creek Area Structure Plan

The Blackmud Creek ASP was approved for to facilitate the development of four quarter sections to the east of 9 Street, south of Highway 625. The ASP provided buffer areas to protect Blackmud Creek and existing country residential subdivisions on the east side of the creek. The designated industrial land is almost fully developed, although there may be longer-term redevelopment opportunities.

Nisku and Nisku West Area Structure Plans

The Nisku and Nisku West ASPs provide policy guidance for the traditional Nisku Business Park, and commercial area west of Sparrow Drive between Airport Road and Highway 625 respectively. Both areas are approaching build-out, however two new service commercial subdivisions in the Nisku West Plan Area have recently been developed. As with the Blackmud Creek ASP, there may be redevelopment opportunities of underutilized lands in the longer term.

North Major Area Structure Plan

The North Major ASP was developed as a comprehensive land use policy document for County lands between the Town of Devon, and the Town of Beaumont. The recent annexation of lands west of Highway 2 and east of Devon have narrowed the geographical scope of the ASP. Development within the ASP Plan Area is to proceed through the passage of a more detailed Local Area Structure Plan (LASP). Four LASPs are currently in effect in the Plan Area:

- East Vistas LASP
- Queen Elizabeth II LASP
- Royal Cubera LASP
- WAM LASP

The Figure below shows the proposed uses and net developable areas within each of the four LASPs.

FIGURE 7: LOCAL AREA STRUCTURE PLANS – NORTH MAJOR ASP AREA

LOCAL AREA STRUCTURE PLAN	TYPE OF DEVELOPMENT	NET DEVELOPABLE AREA	AMOUNT OF DEVELOPMENT ACTIVITY
East Vistas	Residential, Commercial	Residential, 320 ha Commercial, 9 ha	Active, under development
Queen Elizabeth II	Industrial	60.6 ha	Active, under development
WAM	Business Industrial, Business Park	Bus. Industrial 92.4 ha Business Park 79.3 ha	Active, under development
Royal Cubera	Commercial, Business Park, Light Industrial	Commercial 18.9 ha Business Park 20 ha Light Industrial 86.7 ha	No Development Activity

The East Vistas LASP promotes the development of an urban residential community to the east of Nisku and existing country residential developments. The ASP includes two existing estate residential subdivisions and proposes a range of urban-density residential development. Residential development is underway with the creation of the Royal Oak community. Royal Oak

is approximately one-third developed, with vacant lands set aside for further residential and commercial development.

The other three LASPs contemplate urban business park and industrial uses centred on the Nisku Spine Road.

The WAM and Queen Elizabeth II ASP Plan Areas are currently under development, with

The Royal Cubera Local Area Structure Plan provides for a mix of business park, light Industrial and Commercial uses. These lands are intended to be flexible in terms of lot size and specific uses. The intent of the light Industrial area is to support a mix of uses, including but not limited to, business offices, warehousing and logistics operations, commercial retail, just-in-time manufacturing, small-scale outdoor storage (at the discretion of the County), and other similar uses. The LASP encourages proponents to explore the potential of renewable energy such as solar, geothermal, wind and biomass energy alongside regular power supplies to create a hybrid system that can protect against power interruptions that is a benefit for any industrial/commercial area.

Northwest Saunders Lake Area Structure Plan

The Northwest Saunders Lake Area Structure Plan is divided into several different land uses, including two business employment uses – Saunders Lake Business and Saunders Lake Transition. Saunders Lake Transition is located adjacent to an open space area, providing a land use transition between public open spaces and the more intensive business park development of the Saunders Lake Business designation. The type of development proposed is a mix of employment uses similar to those successfully developed in Leduc Business Park, while also facilitating Aerotropolis employment uses, with opportunities for a range of industrial, manufacturing, research, information technology, institutional and office uses.

Within the area that is designated for Saunders Lake Business, Altalink proposes an electrical substation on Lot 1, Plan 9021595. There are currently a number of transmission lines proposed for the site and potentially more in the future. Proponents are required to coordinate with the County as well as Altalink for future development.

Currently there are no municipal sanitary or water mains within the Plan Area. The closest connection to the South Edmonton Regional Trunk Sewer (SERTS) line is located northwest of the Plan Area in the vicinity of Sparrow Drive and 24 Avenue. Municipal water connection to County lines is available to the west of 7th Street/Airport Road, to the east at 10th Street/Airport Road, and to the north between Section 18 and 19-50-24-4.

The City of Leduc North Leduc Industrial Area Structure Plan, which affects an area south of Airport Road and west of Range Road 250/9th Street, indicates that there may be potential for intermunicipal servicing arrangements.

1.4 Leduc County Land Use Bylaw

The Leduc County Land Use Bylaw was approved in 2008 to provide an implementation framework for the development of lands within the County's control. The LUB establishes the Development Authority for the County and provides procedures for appealing a decision of the Development Authority to the Subdivision and Development Appeal Board. The LUB also provides regulations for obtaining a development permit, enforcement, and amendments to the LUB. The LUB contains general and specific development regulations for uses, natural resource and environmental areas, and ancillary development including signage.

The LUB divides the County 38 specific land use districts for agricultural, residential, institutional, industrial, commercial, direct control, and urban reserve districts. Direct Control districts apply to

specific parcels of land and may not have the range of listed uses that regular land use districts have. The LUB has 29 specific Direct Control districts, located throughout the County.

Appendix A shows a matrix of land uses for agricultural, industrial, and commercial land use districts, including the type of permission granted for each use, per land use district.

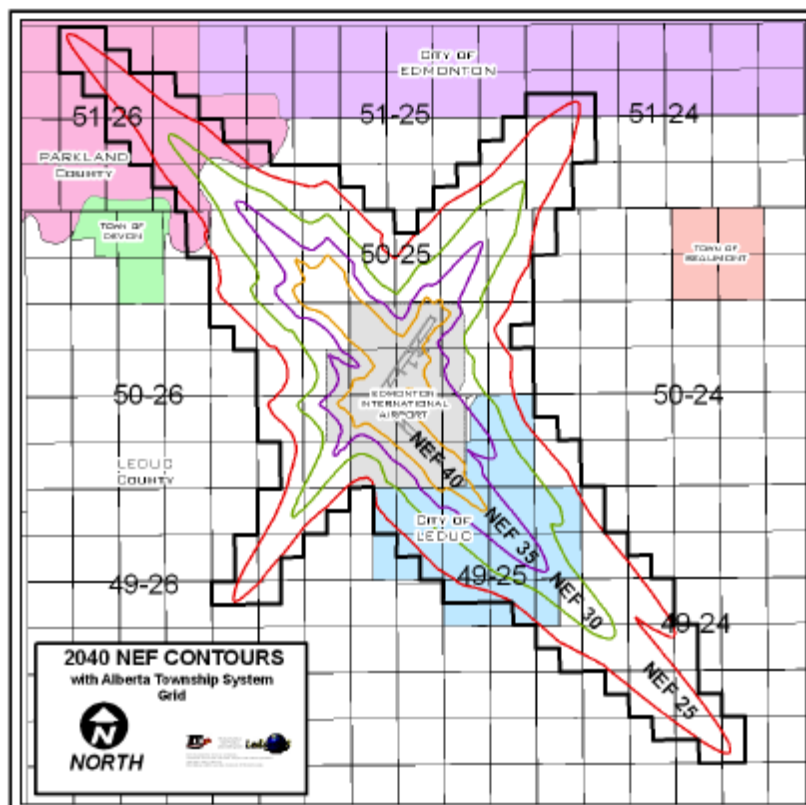
1.5 Edmonton International Airport

Documents prepared to support the growth and development of Edmonton International Airport (EIA) are not statutory plans prepared by the County but have an impact on the County's economy and development patterns. Airport development plans and zoning regulations are approved by Transport Canada due to federal jurisdiction over airport lands. Leduc County acts as the Safety Codes Authority and provides building permit review and inspection services. The County also tracks and reports on all building permits issued for all development within the Edmonton Airport lands.

1.5.1 Airport Vicinity Protection Area

Airport Vicinity Protection Areas (AVPA) are established by Transport Canada and adopted by provincial regulation to regulate development around airports. AVPAs restrict development, including land use, building height, and building construction in proximity to airport runways and facilities. Transport Canada provides Noise Exposure Forecast layers (shown on the Figure below). AVPAs generally prohibit land use according to which NEF contour the development falls within. Development proposals within the AVPA for uses that are otherwise permitted through land use control bylaws also have to demonstrate that sufficient noise mitigation measures are accounted for in the design of a building.

FIGURE 8: EDMONTON INTERNATIONAL AIRPORT AVPA



Source: Edmonton International Airport Vicinity Protection Area Regulation AR55/2006

Lands within Leduc County that are affected by the AVPA include in the vicinity of Runway 12-30, where aircraft takes off and approaches to/from the northeast of the airport. This would include some lands within the North Area Structure Plan, where industrial and business park uses are proposed. This does not really act as a constraint, as the restricted land uses for the affected Noise Exposure Forecast areas only restrict residential and sensitive land uses, such as hospitals, schools, nursing homes or campgrounds.

1.5.2 Edmonton International Airport Master Plan

The EIA Master Plan 2010-2035 was approved by Transport Canada and guides development on the EIA lands for both air- and land-side operations. The Master Plan has two key functions:

- Documenting EIA's vision for facility development and providing a land use plan that reflects EIA's vision and strategic plan; and
- Involving and informing the airport's community and business partners to provide clarity and understanding of proposed development in the Plan Area.

The Master Plan has several components that address airport development including the expansion of the air terminal, runways, and air cargo facilities. The Master Plan also proposes business park areas to better facilitate complementary land uses for business aviation, support services.

The airport authority is currently preparing an update to the Master Plan, which will again look at airport operations over a 25-year period. The plan is expected to be completed in 2021 and submitted to Transport Canada for approval.

1.5.3 Edmonton Aerotropolis Viability Study

The Aerotropolis Viability Study was prepared in 2015 and uses the concept of a core "Airport City" of lands on and adjacent to the airport brings together aviation and air cargo-focused businesses, retail, office, accommodation, educational, recreational, and business amenities in a dynamic hub of activity. The broader off-airport "Aerotropolis" area leverages the strength of existing businesses and encourages further economic diversification and job growth.

The report identifies the energy sector to continue to be dominant employment cluster with other clusters feeding off it such as transportation, distribution and advanced manufacturing. Emerging clusters not currently present in the study area in 2015 were forecast to include information communications technology and life sciences to foster strong connections and reliance to proximity to educational institutions in the City of Edmonton.

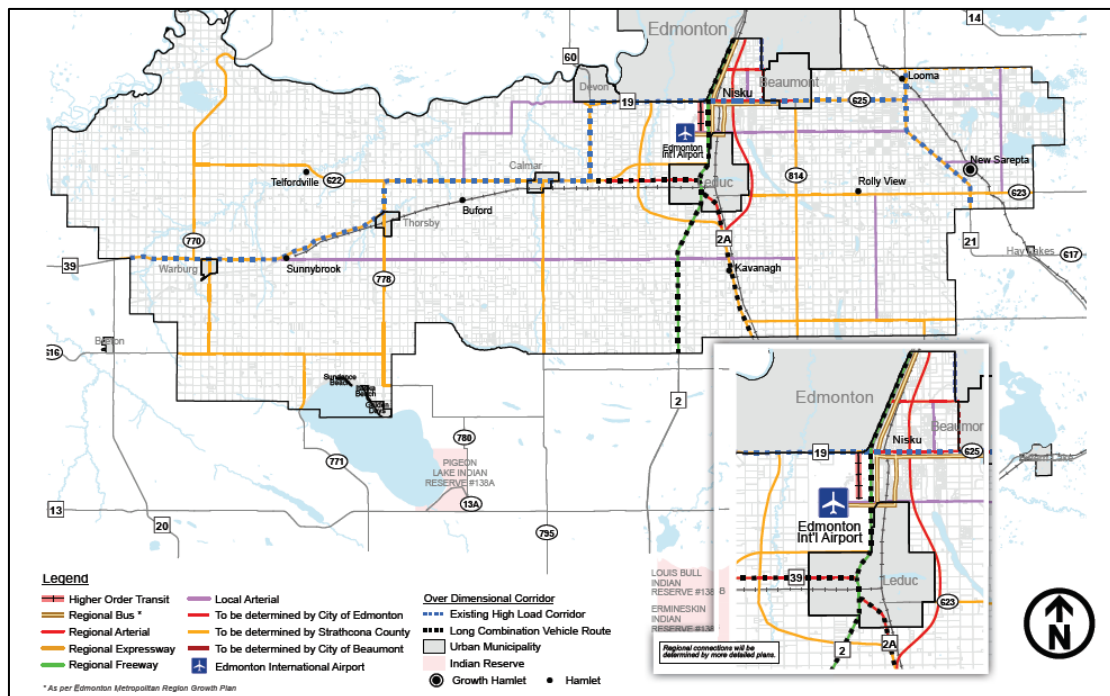
The study area identifies four areas surrounding the airport that could be developed to provide complementary and supportive services to the EIA. Within the County, the North Saunders Lake ASP is the development area within Leduc County that has been identified, with other areas identified in the City of Edmonton and City of Leduc.

2 Servicing Framework

2.1 Transportation

Leduc County benefits from access to rail, highway, and air corridors that provide linkages to major centers in Alberta, the rest of Canada, and abroad. The Figure below, from the County's Municipal Development Plan shows the County's transportation infrastructure network and corridors.

FIGURE 9: TRANSPORTATION CORRIDORS



Source: Leduc County Municipal Development Plan

2.1.1 Highways and Roads

Leduc County is well-served by Provincial Highways, which are identified in Figure 1. Highway 2 is the main corridor which connects Edmonton with Calgary, and beyond to markets in the United States. The County also has a number of east-west provincial highways, which provide access to central Alberta communities such as Drayton Valley. These provincial highways form part of the provincially-regulated High Load Corridor which allows for over-height loads that may originate in Nisku to travel westward along Highways 19, 60, and 39. The High Load Corridor also uses Highway 625 eastward from Nisku to Highway 21, which is a north/south connector towards Alberta's Industrial Heartland and points north, and southward past Camrose.

Within the Urban Area, the Nisku Spine Road expansion is a multi-phase arterial road project that will be an important north-south corridor running parallel to the QEII Highway, connecting South Edmonton to Nisku, the EIA, Leduc County, and the City of Leduc. When the Spine Road is fully developed, it will run from 41st Avenue to Highway 2A (south of the City of Leduc) totaling 23 kilometers in length. Phases 2 and 3 are to be constructed between Airport Road and Rolly View Road (Highway 623), strategically unlocking large segments of high priority land within the North Saunders Lake ASP, which is part of the Aerotropolis development.

2.1.2 Rail

Canadian Pacific (CP) and Canadian National both operates rail subdivisions that span Leduc County. The CP Leduc subdivision runs north/south between South Edmonton and Red Deer. This line runs along Highway 2 from the County/City of Edmonton Boundary, then jogs to the southeast near the Highways 2/19/625 interchange. The rail line then continues in a southerly direction and enters the City of Leduc near the intersection of Sparrow Drive and Airport Road. South of the City of Leduc, the rail line continues in a southerly direction and runs through the hamlet of Kavanagh towards Millet and Wetaskiwin. A siding has also been constructed in Kavanagh.

Trackage through Nisku is mostly single-tracked with a double-track section through the north part of Nisku. Two major spur lines run from the main rail line through central and south Nisku. two spur lines through Nisku. The first spur runs through the central part of Nisku in an east/west direction between the main rail line and 9 Street. The second spur runs in a circular direction

The second CP subdivision that runs through the County is the Breton Subdivision, running in an east/west direction between the City of Leduc and the hamlet of Sunnybrook, in the County. The subdivision runs through the hamlet of Buford, along with the municipalities of Calmar and Thorsby. A private company currently operates a transload facility at a siding approximately midway between Buford and Calmar.

CN operates one rail subdivision through Leduc County. The Camrose subdivision runs in a southeasterly direction between east Edmonton and Camrose. In the County, the rail line runs past the hamlets of Looma and New Serepta, with sidings in both hamlets.

The development of the transload facility near Buford is an important feature for the loading of agricultural chemicals and fertilizers in the County. There may be opportunities for complementary agricultural supply chain facility to develop on the north side of the rail line, as the area abutting the rail siding has been designated as Industrial Agricultural Resource in the County's Land Use Bylaw.

The County's identified Agricultural Hub also abuts the CP rail line, and there is the potential for a rail spur to be developed into these lands if warranted by the development.

The other sidings within the rural area of the County do not afford the same opportunities, as residential development within Kavanagh, Looma and New Serepta makes the development of rail spurs into larger adjacent properties difficult.

Within Nisku, almost all the lands that have access to the two existing rail spurs are already developed, however one parcel of land within the property inventory is located at the east end of the northern rail spur, east of 9 Street. This parcel is large enough to accommodate rail trackage into the property and consideration should be given with potential future uses.

2.1.3 Public Transit

Leduc Transit operates public transit within the city of Leduc and Nisku, and commuter service to Edmonton. There are two routes that serve the Nisku area from Monday to Friday:

Route 1 provides reverse commuter service to Nisku and allows Edmonton area residents to access the area. In the morning, the bus route runs on Nisku Spine Road from Township Road 512 to 30 Avenue, and generally continues southward along 8 Street towards the County Centre building. The route continues into the City of Leduc at the 4 Street/Airport Road intersection. In the afternoon, the bus route reverses and runs through Nisku and then into Edmonton via the Township Road 512/Highway 2 interchange.

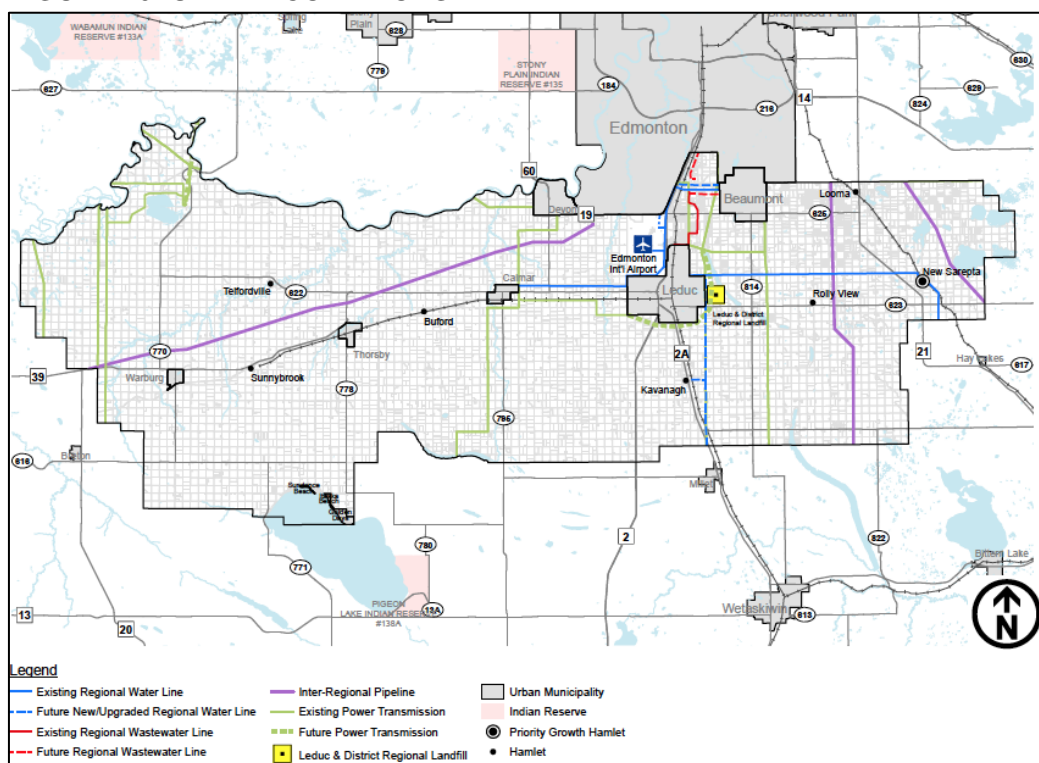
Route 5 provides morning and late afternoon service within Nisku, between the County Centre building and 25 Avenue, essentially running north/south along 5 Street and 8 Street.

Leduc County along with 11 other municipalities in the Edmonton Metro Region, is also in the process of exploring the viability of a Regional Transit Services Commission, which would aim to provide more integrated service between municipalities instead of the current commuter and local service model. This could allow for better service to Nisku (and Edmonton International Airport) from area municipalities including Beaumont and Devon.

2.2 Utility Infrastructure

Leduc County benefits from access to rail, highway, and air corridors that provide linkages to major centers in Alberta, the rest of Canada, and abroad. The Figure below, from the County's Municipal Development Plan shows the County's utility network and corridors.

FIGURE 10: UTILITY CORRIDORS



Source: Leduc County Municipal Development Plan

2.2.1 Water and Wastewater

Water infrastructure is provided by Capital Region Southwest Water Services Commission with potable water supplied from Edmonton by EPCOR. Distribution lines from the main water trunk are owned and operated by the County. The major areas of the County that are serviced by this infrastructure are the Urban Area as defined by the MDP, Edmonton International Airport, and the hamlet of New Serepta. Future water service is proposed south of the City of Leduc to the hamlet of Kavanagh.

Wastewater collection is provided by the Alberta Capital Region Wastewater Commission. Similar to regional water distribution systems, the County owns and operates the distribution network feeding into the regional trunk lines. Wastewater service that connects to this trunk line is limited to the Urban Area of the County. The County operates sewage lagoons within all hamlets, including New Serepta.

2.2.2 Electricity

Power servicing in the County is concentrated in between Edmonton and the City of Leduc, moving north and south through Nisku and around the Edmonton Airport. Major power transmission lines also run north to south from Beaumont, connecting Devon, Calmar with the City of Leduc and straight south from Calmar. There is a considerable cluster of power transmission lines located at the far west edge of the County as well. The main power transmission line is owned and operated by Fortis Alberta. A future power transmission line is proposed to circle the edge of the City of Leduc, before connecting to an existing line in south Nisku.

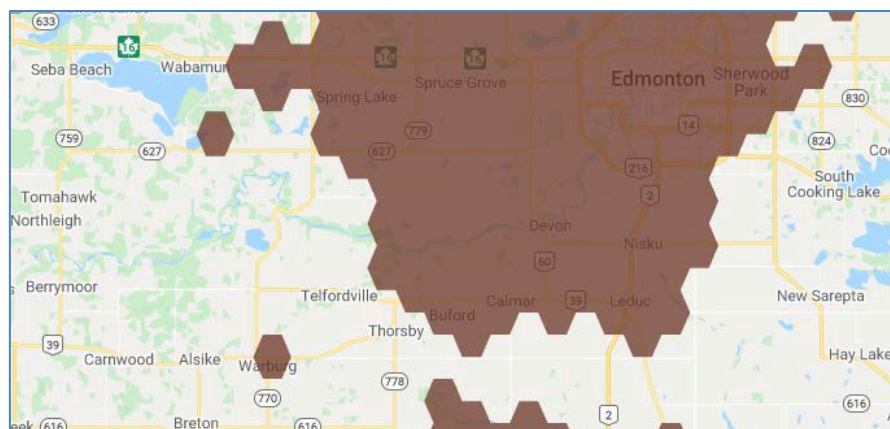
2.2.3 Natural Gas

Three natural gas franchises provide natural gas service to Leduc County. Altagas Utilities provides natural gas to the largest area of the County, including the Urban Area, and rural areas to the east and south of the Urban Area, including the hamlets of New Serepta, Rolly View, Looma, and Kavanagh. ATCO provides service to rural areas surrounding the Towns of Devon and Calmar and includes the hamlet of Buford. Buck Mountain Gas Co-op provides natural gas service to areas west and northwest of the Town of Thorsby. The Nisku area has access to full natural gas service and new subdivisions are coordinated to provide service as part of construction. Service in the rural area is less comprehensive, with the franchise company extending service to an agricultural operation where requested by the property owner/operator.

2.2.4 Broadband

Leduc County is in the process of developing a Broadband Strategy to increase quality of service to all portions of the County. Broadband service is currently available in different forms to businesses in Leduc County. The Urban Area of the County has access to cable and fibre optic services and the rural area has a combination of cable/DSL and satellite service. Information from Innovation, Science and Economic Development Canada shows that the urban and central portions of the County currently receive 50/10 Mbps speeds for 75 to 100 percent of area customers. The Figure below provides a graphic representation of this, where the brown area reflects the 75 to 100 percent mark.

FIGURE 11: BROADBAND ACCESS, LEDUC COUNTY AND AREA



Source: National Broadband Internet Service Availability Map, Innovation, Science, and Economic Development Canada.

3 Policy and Land Use Constraints

From the review of the various statutory and non-statutory plans and implementation tools currently in use by the County, there are a number of constraints that are noted from an investment readiness perspective.

3.1 Municipal Development Plan

The Municipal Development Plan is a statutory document that must conform to the regional EMRB Growth Plan. As the Growth Plan has set growth management and preservation of agricultural lands as a priority, the MDP must follow suit. This may not necessarily be a constraint, and the MDP provides opportunities for local employment through the designation of the South of Devon Area Structure Plan, the identification of New Serepta as a growth hamlet, and the identification of the two future agricultural hubs in the south part of the County.

With a future review of the MDP, there are a number of issues that should be examined and discussed:

- The MDP notes a number of parcels adjacent to hamlets, including Sunnybrook and Kavanagh that are undersized for agricultural use and could potentially be looked for development adjacent to a hamlet. If modest growth and expansion of hamlets is a consideration, these parcels should be looked at for developability potential.
- A special policy area for the Agricultural Small Holdings should be created, where agricultural diversity and related development opportunities can be better assessed for all of the designated area.
- With the Nisku Business Park (south of Highway 625) approaching full development, consideration should be given for potential redevelopment opportunities for larger parcels that are currently used for outdoor storage. There will always be a need for outdoor storage uses, but changes to economic fundamentals may shift some of the demand to businesses with smaller land requirements. This may also necessitate a replacement document for the Nisku Area Structure Plan.

3.2 Intermunicipal Development Plans/Collaboration Frameworks

Leduc County has Intermunicipal Development Plans and Collaboration Frameworks in place with all neighbouring Towns and the Villages. The recent IDPs provide estimates for land supply in the small urban communities and should be monitored on an annual basis.

The IDPs do not specifically address the possibility of inter-municipal development projects, but this should be considered, particularly in the case of the Town of Calmar, which has industrial development on its south boundary with the County. Rather than an annexation, there may be a longer-term opportunity to extend the industrial area into the adjacent parcel, currently used for agricultural purposes, and share costs and revenues.

3.3 Area Structure Plans

The Area Structure Plans that have been approved all generally conform to the County's MDP. Through the review of the planning documents, the following constraints should be noted and considered for future planning or updates to the ASPs.

3.3.1 Nisku ASP

Lands within the Nisku ASP Plan Area are approaching full build-out with the exception of several infill lots, and a recently registered subdivision on the east side of 9 Street, south of 30

Avenue. With the next MDP review, consideration should be given for a replacement document (not necessarily an Area Redevelopment Plan) that either amends or replaces the Nisku ASP to identify underused land parcels and how a redevelopment scheme may result in more efficient land use within this area.

3.3.2 New Serepta ASP

The New Serepta ASP was recently updated in 2018. As this community is identified as a growth hamlet in both the Regional Growth Plan and the County's MDP, any update to the plan should more explicitly address the aspiration of providing more employment uses in the community. The ASP identifies expansion areas in general terms but areas that have more potential for employment-type uses are in implementation Phases 2 and 3. Vacant lots within Phase 1 are all adjacent to residential areas, thus limiting their desirability for employment uses.

The second constraint within the New Serepta ASP is the ability to access the CN rail line. Policy language in the ASP document encourages the use of the railway, however, the rail line is mostly constrained through the presence of existing residences and roadways on both sides of the rail. Despite this, there is one property identified further in this report that is large enough and has some separation from existing residences that it could accommodate a rail spur into the property.

3.4 Land Use Bylaw

The Land Use Bylaw is approximately 12 years old and has been subject to a number of amendments. With the recent approval of the EMRB Growth Plan and the MDP, it should be a priority of Leduc County to undertake a project to prepare a completely new LUB. Several issues and constraints related to the current LUB have been identified and should be addressed to assist in investment readiness:

- Agricultural Processing as a use is only listed within two urban land use districts, Industrial and Manufacturing Business Incubation; and one rural land use district, Industrial Agricultural Resource. Agricultural Processing facilities prefer to locate in urban areas and should be listed in land use districts that restrict outdoor storage or outdoor industrial activities.
- Agricultural Processing, Limited is a listed use in most agricultural land use districts, allowing for agricultural operations to process their own agricultural production. This should be continued.
- A separate land use district should be considered for the small holdings area, as defined in the MDP. Strathcona County has a similar designated area within their MDP and has a separate land use district that allows for different uses within their general agricultural land use district. This would also be consistent with the vision for the small holdings area as noted in the County's Agricultural Strategy.
- There are no regulations, nor land use districts available for the installation and use of renewable energy facilities or accessory uses. This includes both solar arrays and wind energy conversion systems.
- There are a number of urban land use districts that are similar to each other in terms of use permissions. The Light Industrial land use district contains uses similar to Industrial Business, Manufacturing Business Incubation, and Business Park. These districts could likely be consolidated into Light Industrial, with perhaps a second land use district for business parks.
- Urban Commercial land use districts are limited in the number of listed uses. As the Urban Centre/East Vista LASP Plan Area continues to develop, there will be a need for

a commercial development with more types of retail and services than what is currently allowed. The uses within the Urban Commercial 2 district may pose a particular challenge for the eventual development of a small commercial plaza in the East Vistas LASP area.

4 Summary of Vacant Lands Designated for Employment Uses

An inventory of lands that are designated for industrial or commercial uses has been prepared as part of this study. To assist with this analysis, available information on the County's webspace (WebGIS, Public Tax Roll) and air photo information was reviewed to determine parcel availability. This information was cross-referenced with the County's monthly building permit activity reports, which lists the building address, purpose of the permit, and value of construction. An inventory of lands that appear to be ready for development is listed within Appendix B, along with maps that reference parcel location.

4.1 Rural Area

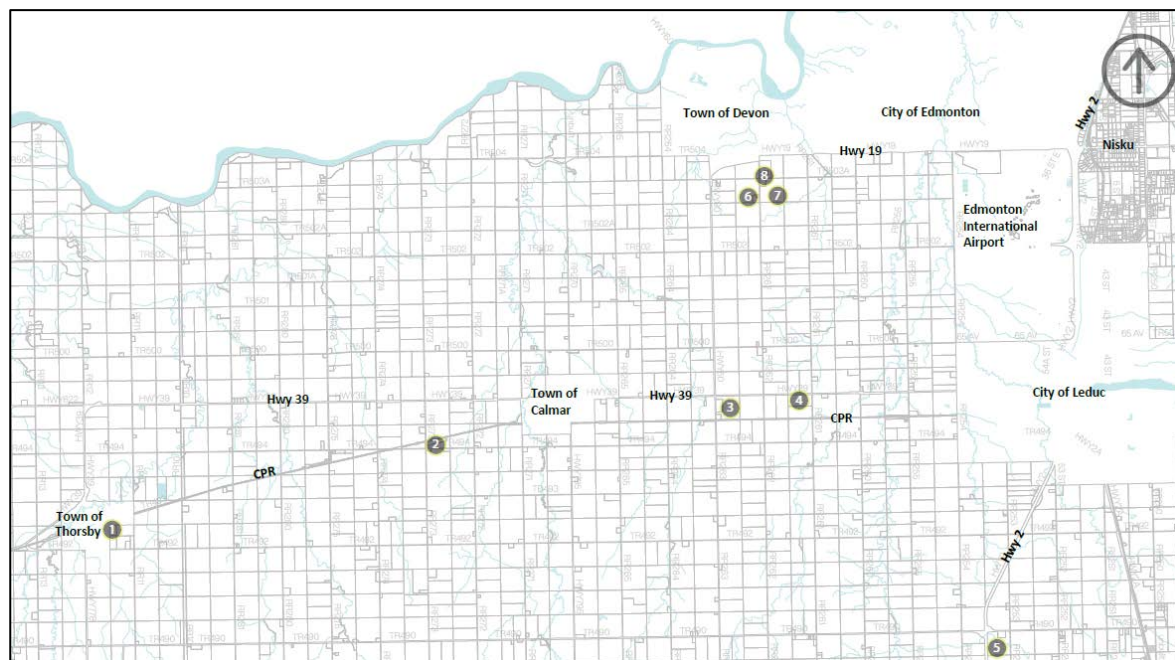
The Rural Area contains lands that have been designated for employment uses, but for the most part dispersed through Agricultural Areas A, B, and C. The majority of lands within the Rural Area that have a land use designation other than Lands that are vacant are captured in the Figure below.

The Figure below summarizes the amount of vacant land that is designated for development within the Rural Area.

FIGURE 12: AVAILABLE DEVELOPMENT LANDS – RURAL AREA

ECONOMIC AREA	NO. OF PARCELS	LAND USE DISTRICT	AREA (AC.)	COMMENTS
Area A	1	IAR	19.6	Near Town of Thorsby
Area B	3	Direct Control	162.3	Lands within South of Devon ASP
Area C	2	IAR	169.4	Near Transload facility; NE of west Ag Hub
Area D	0			No designated parcels
Ag Hubs	2	IAR, Direct Control	253.5	East Ag Hub has natural gas service
Hamlets	0			No vacant, designated parcels
Totals	7		604.8	

FIGURE 13: AVAILABLE DEVELOPMENT LANDS – RURAL AREA



4.2 Nisku Area

To better categorize development within Nisku, lands within the inventory are categorized according to site location:

- Nisku North (between 41 Avenue and 30 Avenue)
- Nisku Centre (between 30 Avenue and Highway 625)
- Nisku South (between Highway 625 and Airport Road)

The area has a range of lands that are designated for employment (industrial or commercial uses) and have services available or could be serviced in the short term. The inventory also captures lands captured within the LASP areas but have not been subdivided or require land use redesignation.

The Figure below lists the amount of vacant, developable lands within each area of Nisku.

FIGURE 14: AVAILABLE DEVELOPMENT LANDS – NISKU

LOCATION	NO. OF PARCELS	LAND USE DISTRICT	AREA (AC.)	COMMENTS
Nisku North	27	Industrial	204.4	WAM, QEII LASPs
Nisku Centre	19	Light Industrial Direct Control	61.1	East side of 9 St near 25 Avenue
South Nisku	2	Direct Control	3.9	5 Street and 12 Avenue
South Nisku	15	Service Commercial	37.1	North of Airport Road, West of Sparrow Drive
Totals	7			

5 Economic Focus Analysis

5.1.1 Agricultural Areas

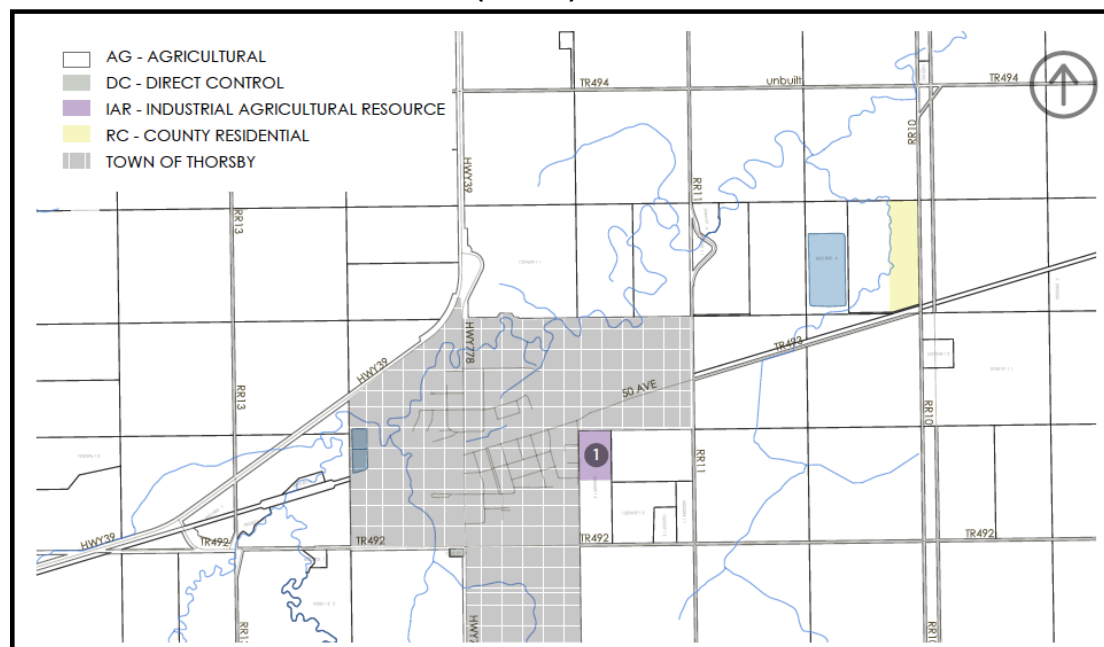
Areas A, B, and C all have vacant development parcels. The majority of the parcels listed in the inventory have been designated Industrial Agricultural Resource, which allows for dry industrial uses that support the agricultural industry and/or supply chain but may not require higher intensity electrical servicing or natural gas service. Other parcels (within the South of Devon ASP) have been designated Direct Control, which in the case of allow for interim uses.

Agricultural land preservation and the ability to diversify farm operations will be important to the area economy. Several agricultural operations, particularly in Areas A (West) and C (South/East) have farm operations that have the above land use designations on the portions of the operations where development is occurring that is ancillary to the agricultural operation.

The ability to allow for an agricultural operator to redesignate part of an agricultural holding for this type of development could be important for the advancement of the agricultural economy.

The Figure below shows the location of the identified vacant parcel within Area A, which is located adjacent to the Town of Thorsby.

FIGURE 15: AREA A VACANT SITE (SITE 1)

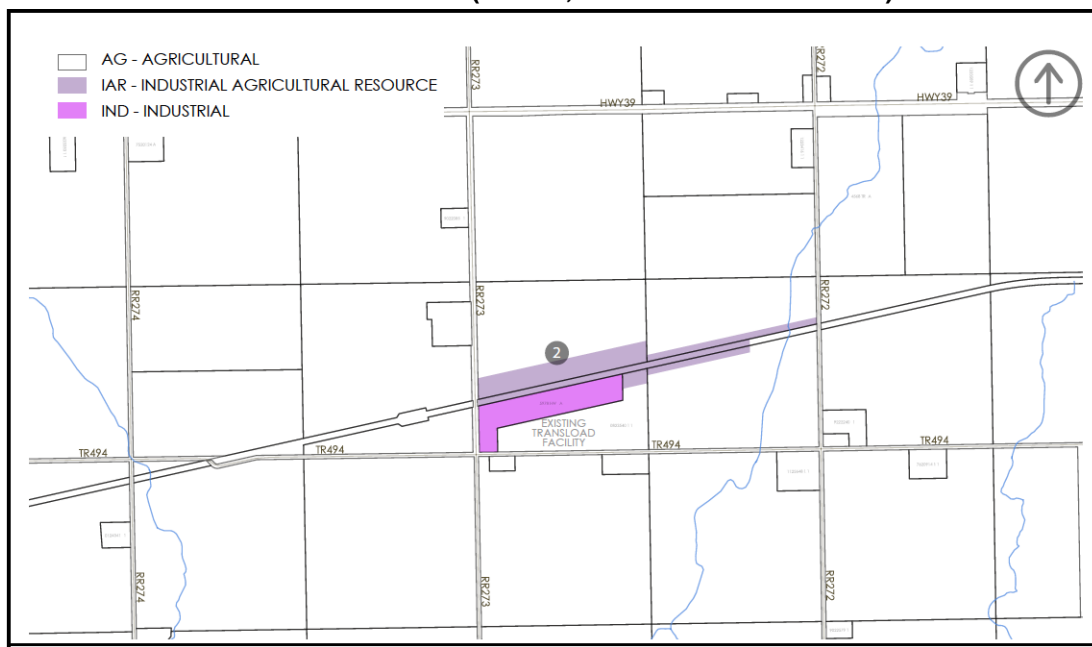


Area B is identified as a larger area for crop agriculture, with a need to locate supportive uses within areas already identified for development. This is the lands approved for the South of Devon ASP, and the LUB allows for interim development that can be commenced without the need for bringing water and wastewater service from Devon. Natural gas service is present along Range Road 262, which is a benefit for future subdivision development. To have a better understanding of industrial user demands for this area, the County should have an understanding of the industrial land supply and potential industrial land expansion within Devon.

Area C contains two vacant parcels of land that have Industrial Agricultural Resource land use designations. One parcel is adjacent to the private transload facility between Calmar and Buford. The second parcel is located in the vicinity of the west Ag Hub but is a stand-alone parcel that is

part of a larger agricultural holding (see Figure 16, the property is identified as Site 4). The County should encourage the marketing of the property adjacent to the transload facility, as there is existing rail access and is located near Highway 39. The property is not serviced by natural gas, however. The Figure below shows the location of the property, identified as Site 2.

FIGURE 16: AREA C VACANT SITE (SITE 2, TRANSLOAD FACILITY)



Within Area D, there are currently no parcels available for development where specific primary agricultural activities are taking place. The lands within the area are mostly designated Agricultural in the LUB, with the exception of existing country residential subdivisions. Within this area, the County should be looking what types of agriculture are currently being employed and consider if a separate land use district with a different set of development criteria would aid continued agricultural diversity in this area.

5.1.2 Agricultural Hubs

Agricultural Hubs have been identified in the MDP as future development areas within the Rural Area. Both of the future agricultural hubs are approximately a quarter section in area and have access to provincial highways (Highway 39/60, and Highway 2, respectively).

The Figures below shows the location of the agricultural hubs.

FIGURE 17: WEST AGRICULTURAL HUB (SITE 3)

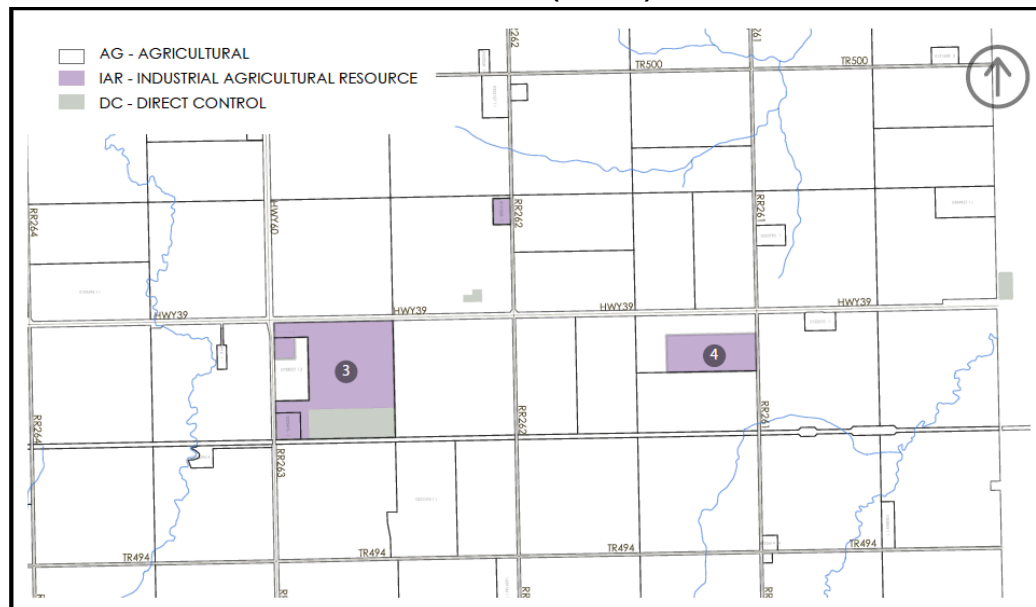
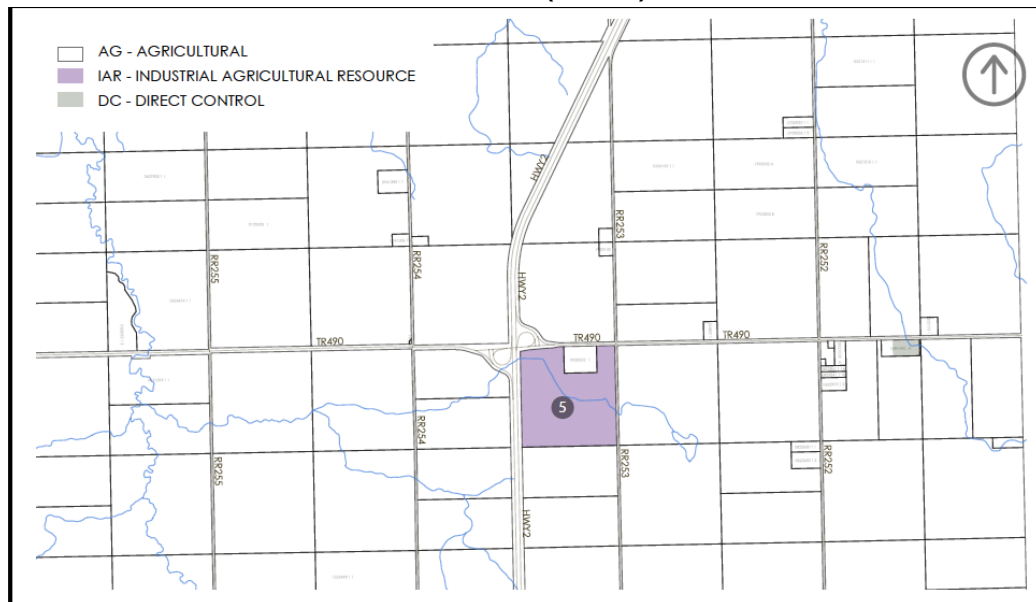


FIGURE 18: EAST AGRICULTURAL HUB (SITE 5)



With the Industrial Agricultural Resource land use bylaw designation, both locations could proceed with interim development if an opportunity arose. Development on both parcels would have to be through private services. The west hub benefits from having rail access (which is at a premium in Leduc County) and proximity to two provincial highways that are part of the High Load Corridor. The west hub is also located in proximity to the regional water line that services the Town of Calmar but does not presently have natural gas servicing available.

The east hub also benefits from close access to the province's major north/south highway transportation corridor. Unlike the west hub, the lands on the east hub do not have ready access to a regional water line (but service could be extended with the future expansion to the south). The lands do have natural gas serviced into the quarter section. It is also likely that higher

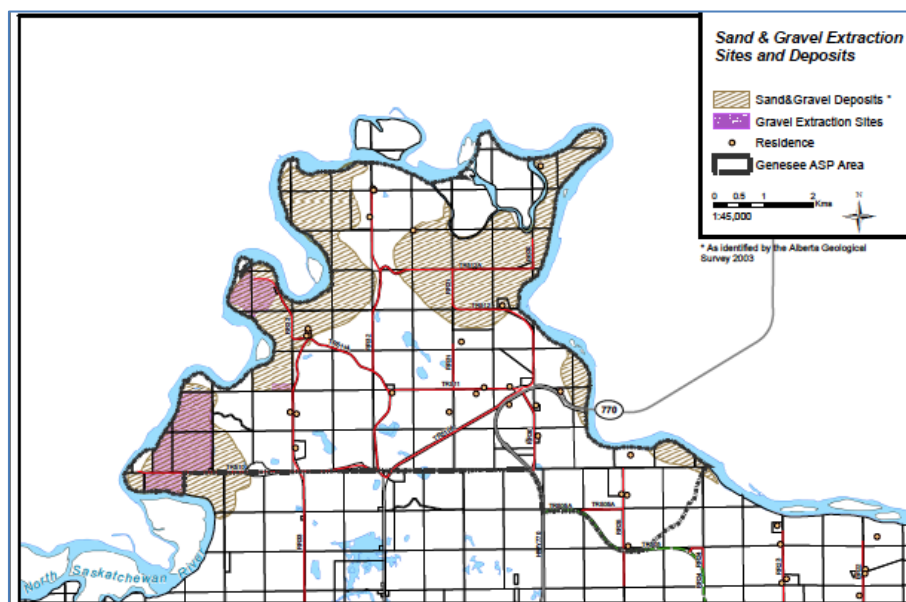
quality broadband service could be extended to this area, due to its closer proximity to the Leduc urban area.

From a transportation perspective alone, the west hub appears to be more attractive for longer-term development. In considering whether to proceed with an Area Structure Plan, the County should have a good understanding of industrial land supplies within the neighbouring urban municipalities and consider if it is more efficient to collaborate with those communities to jointly develop (and benefit) from employment lands. It would be to the County's benefit to also obtain higher level (Class C) engineering estimates for extending services to the west hub lands prior to proceeding with an Area Structure Plan exercise.

5.1.3 Natural Resource Extraction Areas

Natural resource extraction areas are mostly concentrated in the northwest corner of the County, in the area captured by the Genesee ASP. The MDP notes a small pocket of sand and gravel in the southwest part of the County but the location is significantly farther from markets than the existing gravel operations. The Figure below shows the location of the extraction sites within the Genesee area.

FIGURE 19: AGGREGATE HOLDINGS – GENESEE AREA



Source: Genesee Area Structure Plan

Leduc County has a significantly smaller amount of sand and gravel available for extraction than Parkland County to the north. It is important that the existing extraction operations be allowed to continue in operation, provided they are in compliance with Provincial and County operating regulations.

To better understand the amount of gravel available for extraction, the County should keep in contact with the operators of the extraction operations and continue to work with them, so the resource is extracted and natural resource features important to the County (e.g., the North Saskatchewan river valley) are protected and maintained. The County should also be diligent in monitoring land reclamation requirements to ensure that these operations continue to be 'good neighbours' with the area agricultural operations.

5.1.4 Industrial Development

Industrial development remains an important part of Leduc County's economy, and the County is in an enviable position to have significant amounts of land already designated for development in both the rural and Nisku areas. Maps of the specific sites available for development may be found in Appendix B.

The County has three approved LASPs in the north part of the Nisku Area, with two under development, WAM and Queen Elizabeth II industrial areas. Both areas have lots that are ready for development, and more lands that will be subdivided to suit an end-user. The development of Nisku Spine Road is a tremendous asset for businesses locating in this part of Nisku and it is expected that the continued development of Nisku Spine Road will make movement of goods to Highway 2 and the High Load Corridor more efficient.

The County should monitor land supplies and end-users within the industrial areas under development, and work with the developer for the Royal Cubera LASP to ensure that there continues to be a large amount of choice for prospective tenants wishing to build in Nisku.

The County should also be looking at lands within the older parts of the Nisku Business Park to ensure that any land that is underutilized can be repurposed for development. This may include businesses that had greater needs for outdoor storage, but no longer requires it. These lands may be eligible for brownfield remediation funding or other incentives to repurpose industrial lands into cleaner, less intrusive uses.

5.1.5 Commercial Development

Commercial development in the County is somewhat restricted due to location factors such as proximity to larger-format commercial sites at the Edmonton International Airport, City of Leduc (Leduc Common), south Edmonton (Ellerslie Road Corridor), and the City of Beaumont (commercial development at Township Road 622 and 50 Street). Two service commercial subdivisions along Sparrow Drive in Nisku have recently been developed, with the subdivision near Highway 625 nearing build-out. The other subdivision near Airport Road is mostly undeveloped at this time. Maps of the specific sites may be found in Appendix B.

Future commercial development lands have been designated in the Royal Cubera and East Vistas LASP, and it is likely that they will have more of a neighbourhood-serving focus. The commercial parcel along Township Road 622 in East Vista will likely develop first, as it will serve the Royal Oak neighbourhood. The County should be proactive in working with the neighbourhood developer and a potential commercial developer to ensure that the land uses that are contemplated in the current land use district are in line with the uses desired for the property. A review of the current uses shows that there may be some uses that could be added regardless, including a drive-through accessory use, liquor store, and a small grocery store.

5.1.6 Residential Development

The County has a comparatively small residential neighbourhood under development (Royal Oak) within the East Vistas LASP. This is the only area currently designated for urban-density residential in the County. Lands within the current outline plan for Royal Oak have been pre-designated in the LUB, which only requires further subdivision to bring the land on-stream for development. The County should continue to encourage development within this area, as economic conditions make further development of designated country residential areas unlikely.

5.1.7 Hamlets

The MDP notes that there are six hamlets within Leduc County: New Serepta, Looma, Rolly View, Buford, Sunnybrook, and Kavanagh. With the exception of New Sarepta, the MDP does not promote the other hamlets within Leduc County as growth centres due to limited servicing

and a relatively low population base. In reviewing lands for the property inventory, there were no properties found that were vacant and had a zoning designation for employment-type uses.

Despite this, there are several properties in and adjacent to some of the hamlets which warrant consideration should a development opportunity present itself. Within Kavanagh, there is a vacant parcel of land on the east side of the rail line and has frontage on Range Road 250 that is currently designated for Country Residential. Given the relatively slow market for Country Residential Development and the location of the lands next to a mainline rail corridor, consideration should be given through a future review of the MDP to change this land use designation.

The property adjacent to the hamlet of Sunnybrook is what appears to be a property that is storing vehicles and looks like a former garage/auto repair shop. The property is located at the northeast corner of Highway 39 and Range Road 22, across from the Sunnybrook Hotel. While the property is designated Agricultural in both the MDP and Land Use Bylaw, it is an already fragmented parcel of land that could be converted for an agricultural business or a highway commercial use.

The property in Looma is part of a larger tract of land that is currently occupied by a trucking and hauling business. There may be a long-term possibility that the property owner may wish to subdivide a portion of the parcel for another business use, but this would depend upon access and servicing capacity within the hamlet.

In New Serepta, two parcels of hamlet expansion land have potential for future industrial use. The first is a parcel that has flankage on the CN rail line and is deep enough that a spur line could be located on the property. The property has frontage onto Centre Street, and the back of the property also has frontage onto Highway 21A.

The second property in New Serepta is part of a larger tract of land that contains the hamlet's sewage lagoon. It is doubtful that the entire property could be developed, but there is enough frontage on Centre Street and depth that that lots could be developed as needed, or a small subdivision be created.

The Figure below provides a summary of the five parcels that could be developed either within or adjacent to the four hamlets.

FIGURE 20: POTENTIAL DEVELOPMENT LANDS – HAMLETS

HAMLET	ADDRESS	LAND USE DISTRICT	AREA (AC.)	COMMENTS
Kavanagh	48513 Range Rd 250	Country Residential	29.1	Needs MDP amendment
Sunnybrook	2172 Hwy 39	Agricultural	11.8	Across from Hotel
Looma	20 50516 Hwy 21	Industrial	30.9	Existing trucking facility
New Serepta	5200 Centre St	Urban Reserve	96.8	Near sewage lagoon, west side of Centre St
New Serepta	No address (roll 6601012)	Urban Reserve	32.13	Potential rail access
Totals	7		252.5	

6 Summary and Recommendations

The following recommendations stem from the Land Use Analysis conducted in the earlier phases of the project. At the time of this report, the County is seen to have a good supply of urban employment land that is either development-ready now or could be brought on-stream through subdivision and servicing approvals. In the rural areas, some lands are vacant and have the appropriate land use bylaw designation for development. However, they are somewhat scattered across Agricultural Areas A, B, and C detailed in the Appendix. There is little land currently available for development in the hamlets. Still, there are lands that could be developed in New Serepta that would service the community and likely the Agricultural Area D.

6.1.1 Update the County Land Use Bylaw (Short-Term)

The County's Land Use Bylaw is the most important tool to implement an investment readiness program and improve the County's overall competitiveness. With the recent passage of the Municipal Development Plan, a review of the LUB should be undertaken to ensure conformity and also to modernize a rather dated document. Several issues have been identified as constraints within this report, and a comprehensive update to the LUB should address the following:

- The number of industrial land use districts, especially within the urban area, should be reduced and simplified with more permitted uses. Nisku is unique in the Edmonton region in that there are few land-use conflicts with sensitive residential and institutional uses.
- Agricultural Processing should be a permitted use within urban industrial land use districts to better promote this type of industrial activity.
- Alternative energy uses need to be included within both urban and rural industrial land use districts.
- The County should review listed uses within urban industrial Direct Control districts and discuss the possibility of converting them to regular land use districts.
- The County should consult with landowners within Agricultural Area D (smallholdings) to assess the need to create a separate land use district better suited to lot sizes and activities within this area.
- The County should verify listed uses within commercial land use districts with landowners/operators to identify any gaps that would improve their competitiveness, particularly in the East Vistas plan area.

6.1.2 Promote lands that have Industrial Agricultural Resource and Direct Control land use designations within the Rural Area (Short-Term)

The study identified a small number (three) of vacant lands in the agricultural areas that have Industrial Agricultural Resource land use designation but are not part of, or do not have the potential to be part of an area structure plan. The County should consult with the property owners regarding any development plans they may have and assist them in identifying potential businesses that could take advantage of the zoned property.

The County should also be working with the landowners within the South of Devon Area Structure Plan area that may be interested in attracting initial development on lands that have the Direct Control designations. This could potentially jump-start development within this area and provide for further development within the Rural Area of the County.

Continue to identify the expansion of Nisku Spine Road in the County's Capital Plan (Short to Medium-Term)

Nisku Spine Road will continue to play a crucial role in the movement of goods through the Nisku area. The County must continue to plan for the Road's expansion to the south, further into Nisku and to access the Saunders Lake ASP area.

There are a significant number of sites located on the East side of the Spine road that has steep sloping holes and hills leading down to a low valley in the agricultural lands between the road and Beaumont. These lands will not be investment-ready if the grading and infrastructure are not completed. These lands will be highly desirable as they are close to both Edmonton and the new Amazon facility.

6.1.3 Investigate the feasibility of developing County lands adjacent to the Town of Calmar industrial park (Short to Medium-Term)

Although not identified within the County's Municipal Development Plan or the Town/County Intermunicipal Development Plan, the lands within the County that are immediately south of the Town may be conducive to a small expansion that could benefit the business community in both municipalities. This should be a topic of discussion with Calmar to see if there is a desire to cooperate and arrive at a process that sees both municipalities assessing the environment to cooperate and investigate further.

6.1.4 Investigate the feasibility of developing an Area Structure Plan for the western agricultural hub (Short to Medium-Term)

The identified western agricultural hub should be the focus of further study to investigate the interest of current property owners to further develop this area. The County could assist the property owners in assessing development that could benefit from the hub's location, particularly regarding highway and rail access, and better understanding development constraints (e.g., natural gas servicing, private servicing).

6.1.5 Investigate the feasibility of developing a small business park in New Serepta (Medium-Term)

The property inventory identified two potential properties that are separated from the residential part of the hamlet and have road, and in the case of one property, have potential rail access. The County should consult with the property owner regarding willingness to develop either parcel and should assist the landowner in either finding a potential property developer or identify potential consultants who could assist with assessing servicing needs within New Serepta.

6.1.6 Promote the Saunders Lake Area Structure Plan as an expansion to airport-related development (Medium-Term)

Although the County does not have control over what businesses or uses located on the Edmonton International Airport lands, the County should discuss the implementation or promotion of the Saunders Lake ASP area as an expansion area for employment uses with EIA. This would implement the ideas discussed in the Aerotropolis report and would provide marketing opportunities for this ASP area, as opposed to the north Nisku development areas.

6.1.7 Document potential properties that could be re-designated in the next Municipal Development Plan review (Medium-Term)

The property inventory identified several properties that could be redesignated through the next update to the Municipal Development Plan (which may not happen until after the EMRB Growth Plan is updated). The County should consult with the property owners to gauge the desire to

develop the id identified properties adjacent to Kavanagh and Sunnybrook or assess any new demand for industrial land that could support the agricultural communities surrounding those two hamlets.

6.1.8 Identify infill or intensification opportunities within the Nisku Business Park (Long-Term)

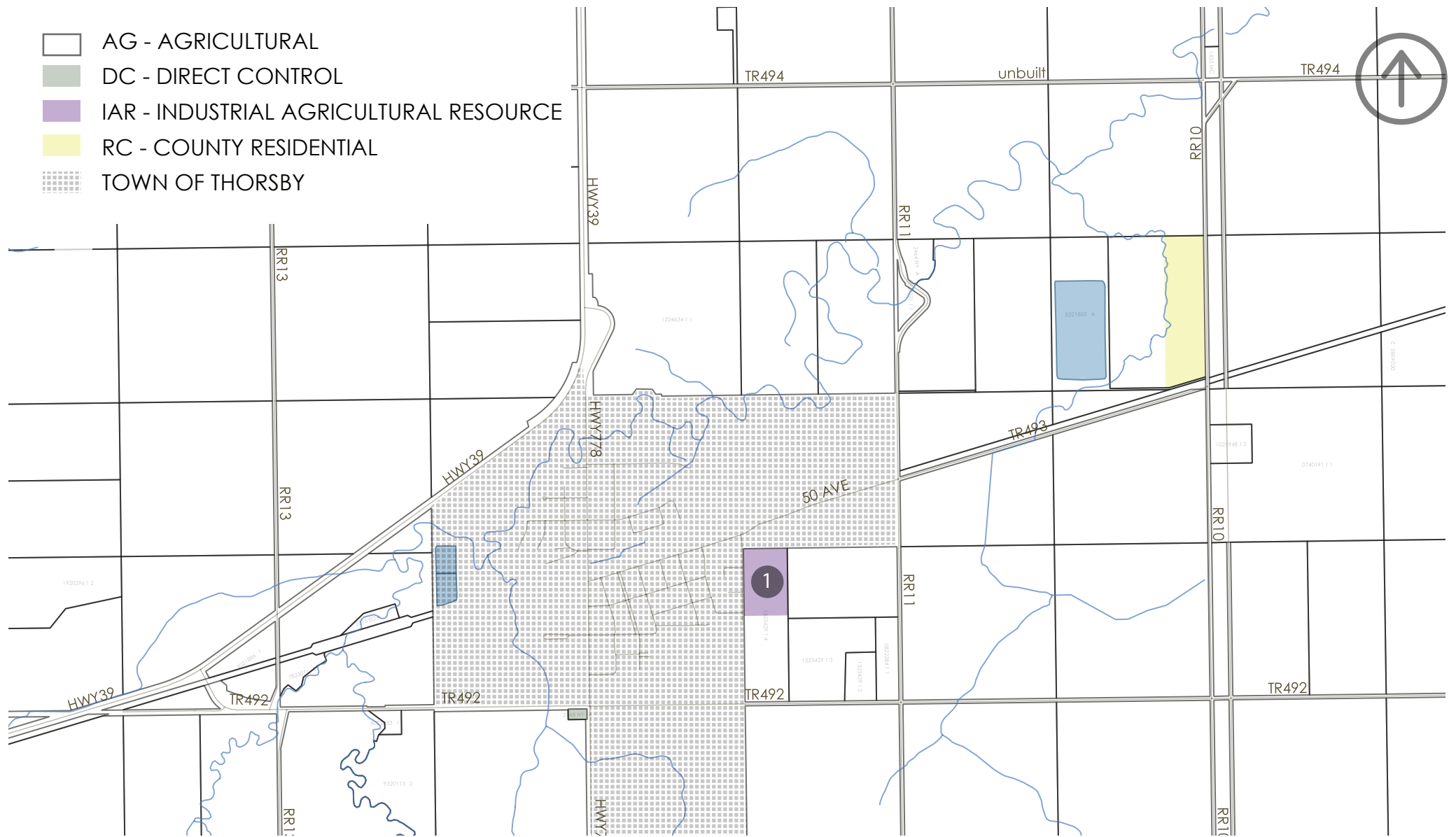
The Nisku Business Park is approaching full build-out with only a few infill properties remaining as undeveloped. As the needs of business and industry evolve, the County should consider (as a longer-term project) the spatial needs and demand of the local industry. It may mean that some properties no longer rely as much on outdoor storage as a part of their business, and infill opportunities may be identified. Given the age of the Nisku ASP, the development of an updated ASP document may be warranted.

Appendix A – Land Use Bylaw Use Matrix

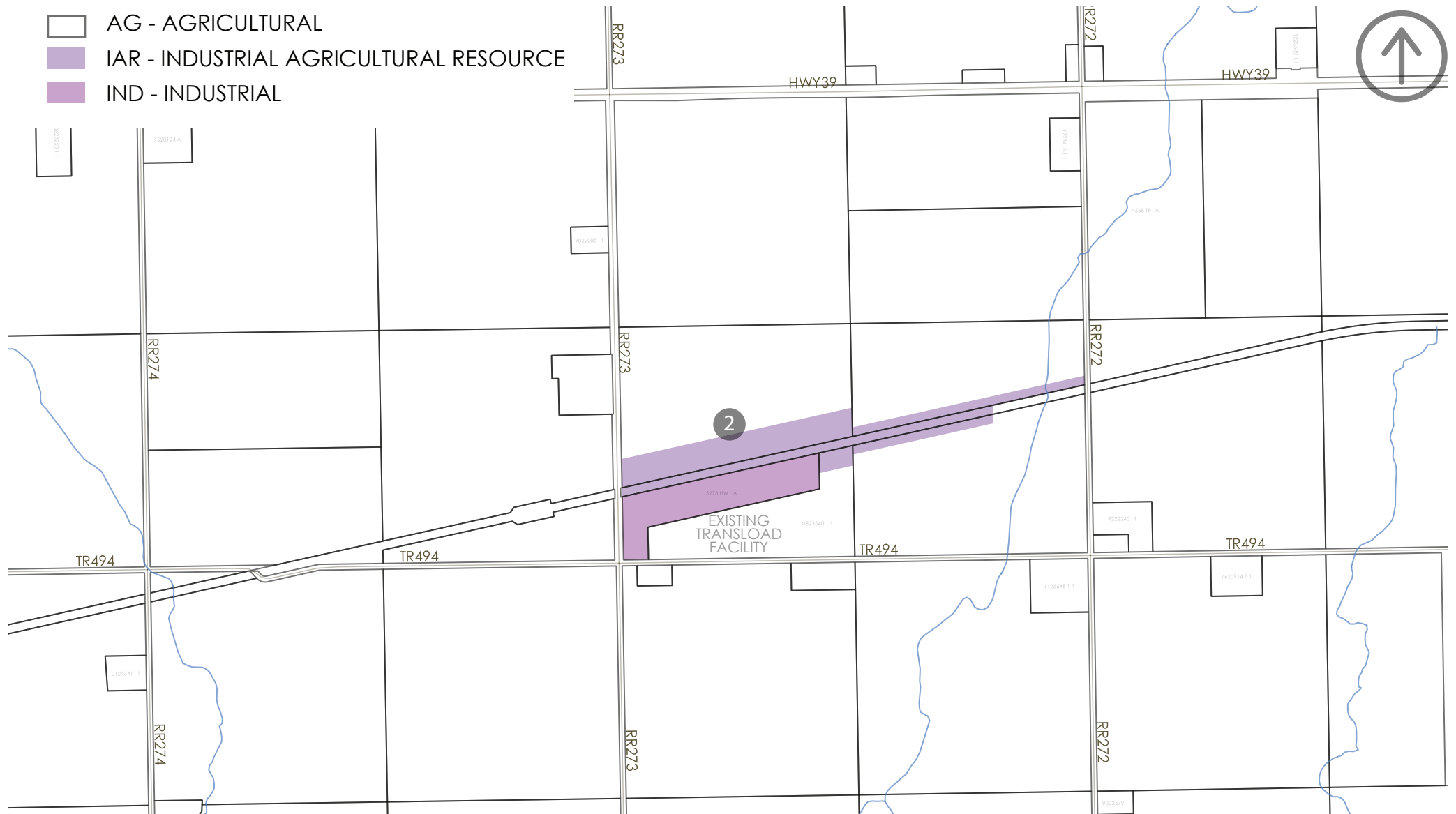
Number	Economic Area	Property Information				Access to Market					Services					Planning Documents		
		Number	Road/Street	Tax Roll	Area (ac)	Site Location	Existing Public Road Access	Nearest Provincial Highway	Proximity to Highway 2	Proximity to Airport	Available Rail	Water/Wastewater	Natural Gas	Hydro	Broadband	Municipal Dev Plan	Area Structure Plan	Land Use Bylaw
1	West Ag		45 St (Thorsby)	2705050	19.60	Adjacent to Thorsby	Yes	Highway 39	> 10 km	40 min drive	No	Private Service	Serviceable in Short Term	Serviceable in Short Term	Satellite	Ag Area A	None	Industrial Agricultural Resource
2	South Ag		Range Rd 273	2170000	93.39	Adjacent to Transload Facility	Yes	Highway 39	>10 km	30 min drive	Yes	Private Service	Not Serviced	Serviced	Satellite	Ag Area B	None	IAR/ Agricultural
3	South Ag	49451	Range Rd 263	1750000	118.50	Future Ag Hub (west)	Yes	Highway 39	> 10 km	30 min drive	Yes	Private Service	Not Serviced	Serviced	Satellite	Ag Area B	None	IAR/Direct Control-19
4	South Ag		Range Rd 261	1745000	76.00	Standalone Property	Yes	Highway 39	> 10 km	30 min drive	No	Private Service	Not Serviced	Serviced	Satellite	Ag Area B	None	IAR/Agricultural
5	South Ag	48550	Range Rd 253	1266000	135.00	Future Ag Hub (east)	Yes	Highway 2	1 km	15 min drive	No	Private Service	Serviced	Serviced	Satellite	Ag Area C	None	Industrial Agricultural Resource
6	North Central Ag	50314	Range Rd 262	1875010	2.26	South of Town of Devon	Yes	Highway 19	> 10 km	15 min drive	No	Private Service	Serviceable in Short Term	Serviced	Satellite	Local Employment	South of Devon	DC-20
7	North Central Ag		Range Rd 262	1880010	12.75	South of Town of Devon	Yes	Highway 19	> 10 km	15 min drive	No	Private Service	Serviceable in Short Term	Serviced	Satellite	Local Employment	South of Devon	DC-21
8	North Central Ag		Range Rd 262	1880000	147.25	South of Town of Devon	Yes	Highway 19	> 10 km	15 min drive	No	Private Service	Serviceable in Short Term	Serviced	Satellite	Local Employment	South of Devon	DC-21
9	Nisku	3850	13 Street	6373650	10.0	Nisku North	Yes	Highway 2	3 km	10 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	WAM	Industrial
10	Nisku	3650	13 Street	6374400	14.5	Nisku North	Yes	Highway 2	3 km	10 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	WAM	Industrial
11	Nisku	3675	11 Street	6372020	8.0	Nisku North	Yes	Highway 2	3 km	10 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	WAM	Industrial
12	Nisku	3635	11 Street	6372030	5.2	Nisku North	Yes	Highway 2	3 km	10 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	WAM	Industrial
13	Nisku	3615	11 Street	6372040	10.6	Nisku North	Yes	Highway 2	3 km	10 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	WAM	Industrial
14	Nisku		Spine Rd	6374660	32.1	Nisku North	Yes	Highway 2	3 km	10 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	WAM	Industrial
15	Nisku		Spine Rd	6374510	28.4	Nisku North	Yes	Highway 2	3 km	10 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	WAM	Industrial
16	Nisku	3480	13 Street	6367057	3.2	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
17	Nisku	3435	13 Street	6367058	5.5	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
18	Nisku	3419	13 Street	6367059	2.8	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
19	Nisku	3415	13 Street	6367080	2.8	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
20	Nisku		34 Avenue	6370000	32.3	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
21	Nisku	3385	11 Street	6367077	2.7	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
22	Nisku	3285	11 Street	6367074	2.6	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
23	Nisku	3280	11 Street	6367073	2.1	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
24	Nisku	3320	11 Street	6367072	2.2	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
25	Nisku	3360	11 Street	6367071	2.2	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
26	Nisku	1071	34 Avenue	6367070	2.2	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
27	Nisku	1041	34 Avenue	6367069	2.2	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
28	Nisku	3285	10 Street	6367066	4.3	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
29	Nisku	3320	10 Street	6367063	4.7	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
30	Nisku	3360	10 Street	6367062	4.7	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
31	Nisku	3461	8 Street	6367011	3.2	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
32	Nisku	3481	8 Street	6367012	3.3	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
33	Nisku		8 Street	6367020	5.8	Nisku North	Yes	Highway 625	5 km	20 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	QEII Bus. Park	Industrial
34	Nisku	1126	30 Avenue	6368000	55.84	Nisku North	Yes	Highway 2	5 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	North Major	Industrial
35	Nisku		30 Avenue	6376000	55.13	Nisku North	Yes	Highway 2	5 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	North Major	Agricultural
36	Nisku		Spine Rd	6367065	35.58	Nisku North	Yes	Highway 2	3 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	QEII Bus. Park	Industrial
37	Nisku		Spine Rd	6374075	34.17	Nisku North	Yes	Highway 2	3 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	WAM	Industrial/Business Park

Number	Economic Area	Property Information				Access to Market					Services					Planning Documents		
		Number	Road/Street	Tax Roll	Area (ac)	Site Location	Existing Public Road Access	Nearest Provincial Highway	Proximity to Highway 2	Proximity to Airport	Available Rail	Water/Wastewater	Natural Gas	Hydro	Broadband	Municipal Dev Plan	Area Structure Plan	Land Use Bylaw
38	Nisku		Spine Rd	6374050	11.12	Nisku North	Yes	Highway 2	3 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	WAM	Business Park
39	Nisku	3370	8 Street	6369008	1.11	Nisku North	Yes	Highway 2	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	North Major	Industrial
40	Nisku	3402	8 Street	6369011	5.68	Nisku North	Yes	Highway 2	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	North Major	Industrial
41	Nisku	2305	9 Street	6323060	26.0	Nisku Centre	Yes	Highway 625	3 km	5 min drive	Yes	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku	Light Industrial
42	Nisku	2431	9 Street	6323100	1.49	Nisku Centre	Yes	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
43	Nisku	2423	9 Street	6323110	1.51	Nisku Centre	Yes	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
44	Nisku	2415	9 Street	6323120	1.51	Nisku Centre	Yes	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
45	Nisku	916	24 Avenue	6323130	1.68	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
46	Nisku	922	24 Avenue	6323140	2.59	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
47	Nisku	2405	10 Street	6323150	1.85	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
48	Nisku	2383	10 Street	6323160	1.92	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
49	Nisku	2377	10 Street	6323170	1.92	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
50	Nisku	2371	10 Street	6323180	2.06	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
51	Nisku	2365	10 Street	6323190	5.09	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
52	Nisku	919	23A Avenue	6323220	1.51	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
53	Nisku	915	23A Avenue	6323210	1.69	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
54	Nisku	2377	9 Street	6323240	1.49	Nisku Centre	Yes	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
55	Nisku	2361	9 Street	6323220	3.01	Nisku Centre	Yes	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
56	Nisku	905	24 Avenue	6323260	1.45	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
57	Nisku	913	24 Avenue	6323270	1.45	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
58	Nisku	906	23A Avenue	6323250	1.45	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
59	Nisku	914	23A Avenue	6323280	1.45	Nisku Centre	To be constructed	Highway 625	4 km	15 min drive	No	Serviceable in short term	Serviceable in short term	Serviceable in short term	Serviceable in short term	Major Employment	Nisku	Direct Control
60	Nisku	505	12 Avenue	7922576	1.3	Nisku South	Yes	Highway 2	1 km	5 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku	Industrial
61	Nisku	402	13 Avenue	6316850	2.6	Nisku South	Yes	Highway 2	1 km	5 min drive	No	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku	Industrial
62	Nisku	1109	4 Street	6316720	1.8	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku	Service Commercial
63	Nisku	1107	4 Street	6316710	1.8	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku	Service Commercial
64	Nisku	216	12 Avenue	6336020	4.7	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
65	Nisku	1206	2 Street	6336023	5.0	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
66	Nisku	1108	2 Street	6336025	5.3	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
67	Nisku	203	11 Avenue	6336026	2.7	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
68	Nisku	211	11 Avenue	6336027	2.7	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
69	Nisku	217	11 Avenue	6336028	2.9	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
70	Nisku	216	11 Avenue	6336029	1.2	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
71	Nisku	210	11 Avenue	6336030	1.3	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
72	Nisku	204	11 Avenue	6336031	1.1	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
73	Nisku	203	12 Avenue	6336032	1.5	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
74	Nisku	211	12 Avenue	6336033	1.4	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
75	Nisku	217	12 Avenue	6336034	1.4	Nisku South	Yes	Highway 2	1 km	5 Min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial
76	Nisku	1803	2 Street	6341130	2.0	Nisku South	Yes	Highway 2	1 km	10 min Drive	N/A	Serviced	Serviced	Serviced	Cable/Fiber	Major Employment	Nisku West	Service Commercial

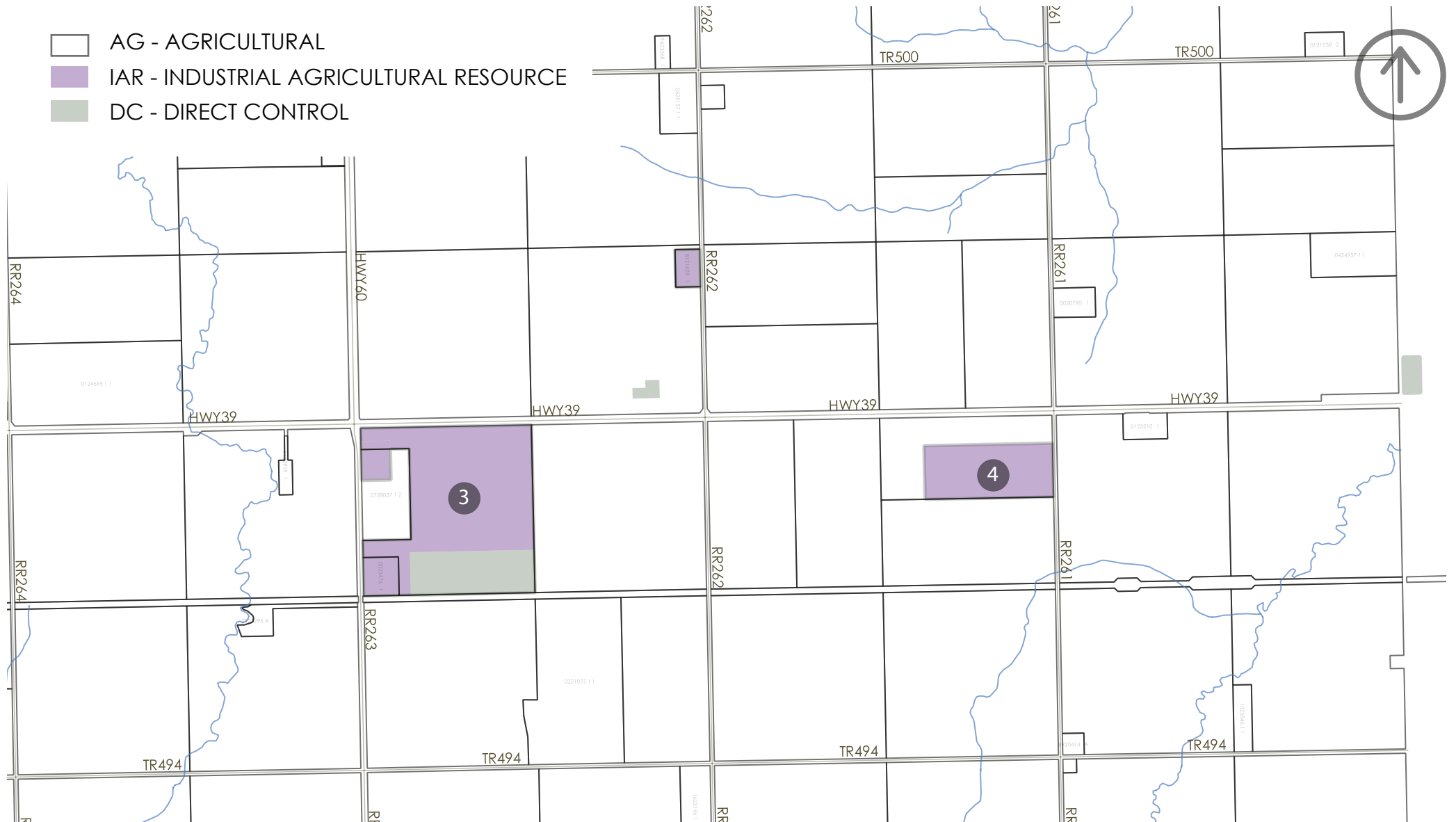
Appendix B – Inventory of Development Lands



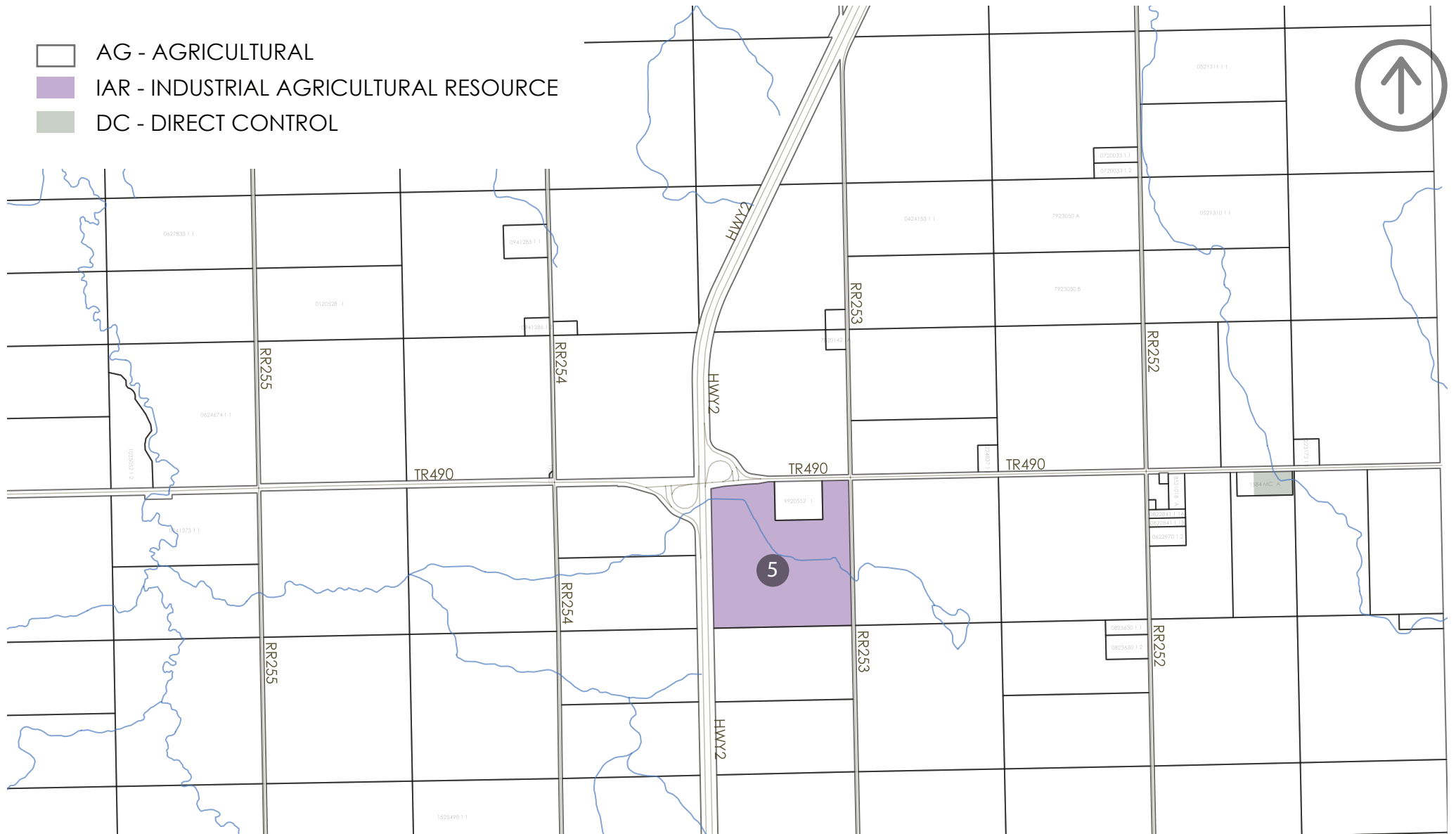
- AG - AGRICULTURAL
- IAR - INDUSTRIAL AGRICULTURAL RESOURCE
- IND - INDUSTRIAL



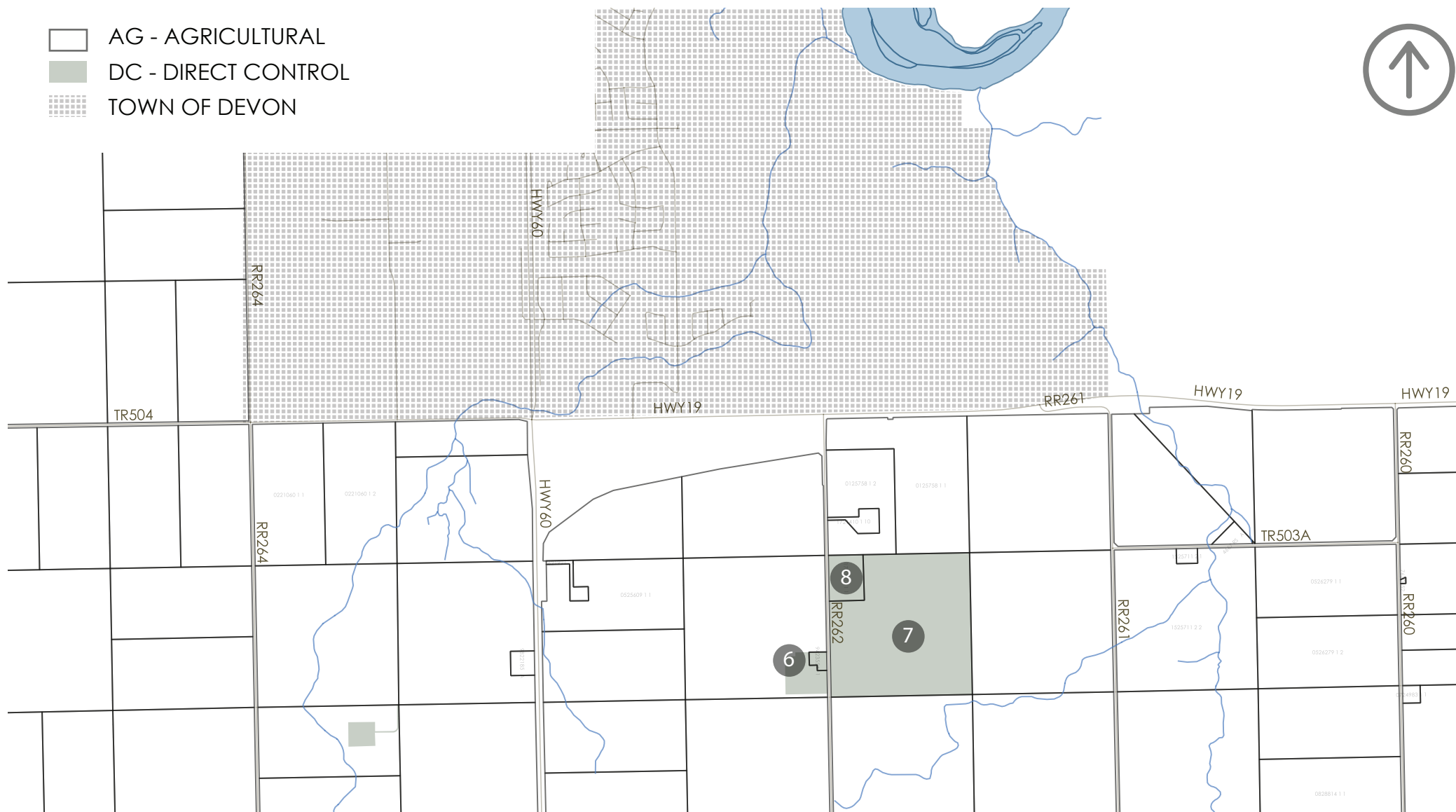
- AG - AGRICULTURAL
- IAR - INDUSTRIAL AGRICULTURAL RESOURCE
- DC - DIRECT CONTROL



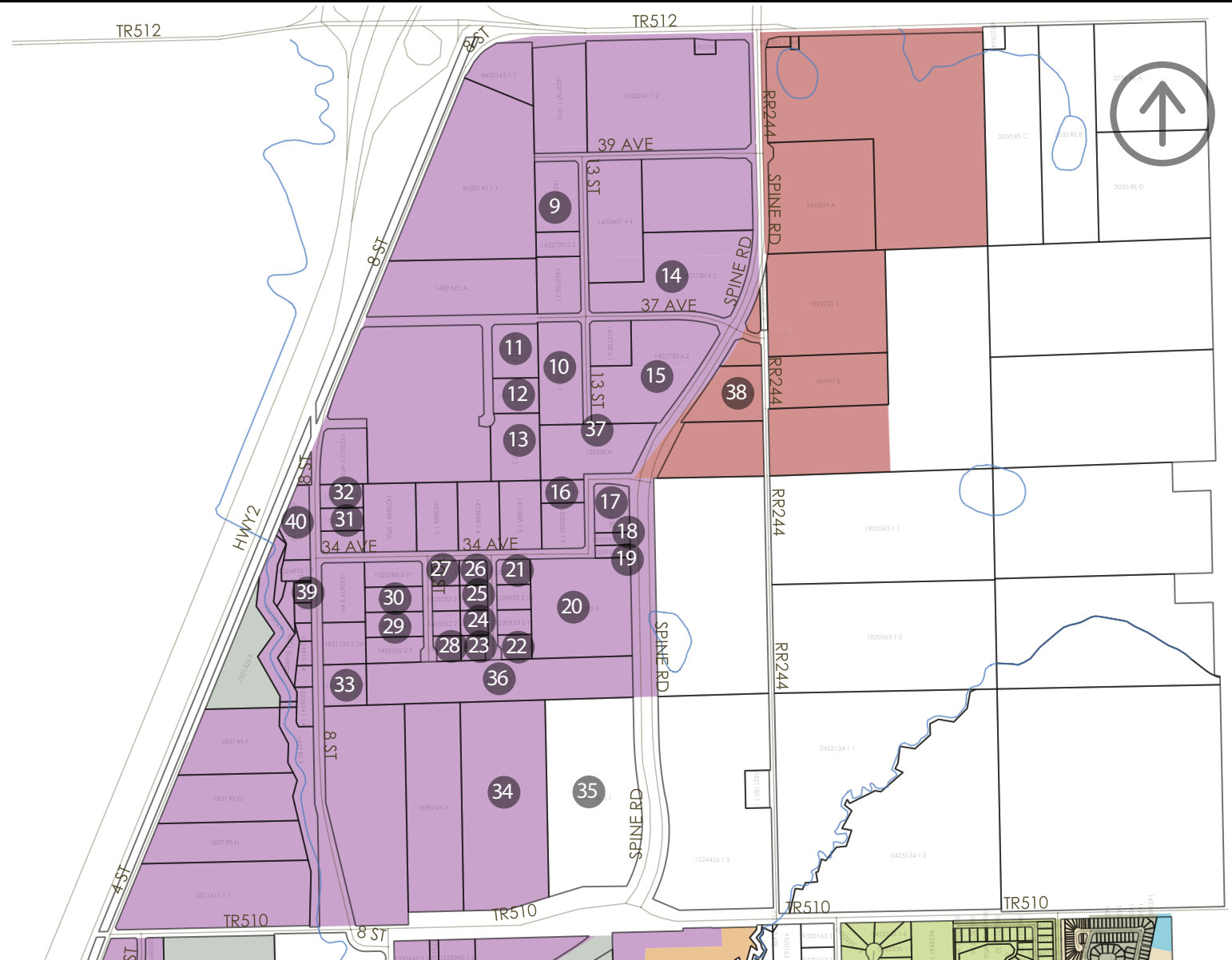
-  AG - AGRICULTURAL
-  IAR - INDUSTRIAL AGRICULTURAL RESOURCE
-  DC - DIRECT CONTROL



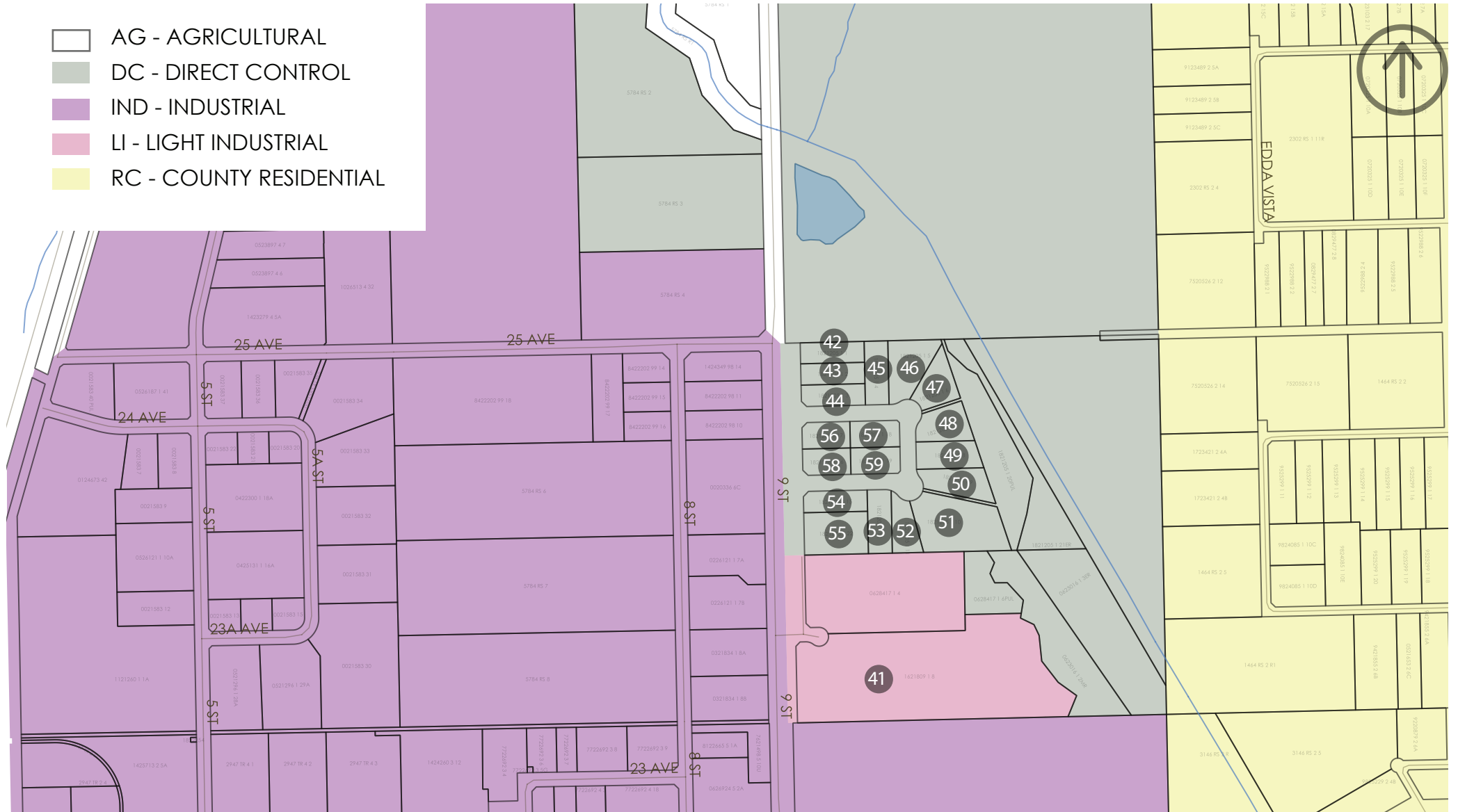
- AG - AGRICULTURAL
- DC - DIRECT CONTROL
- TOWN OF DEVON



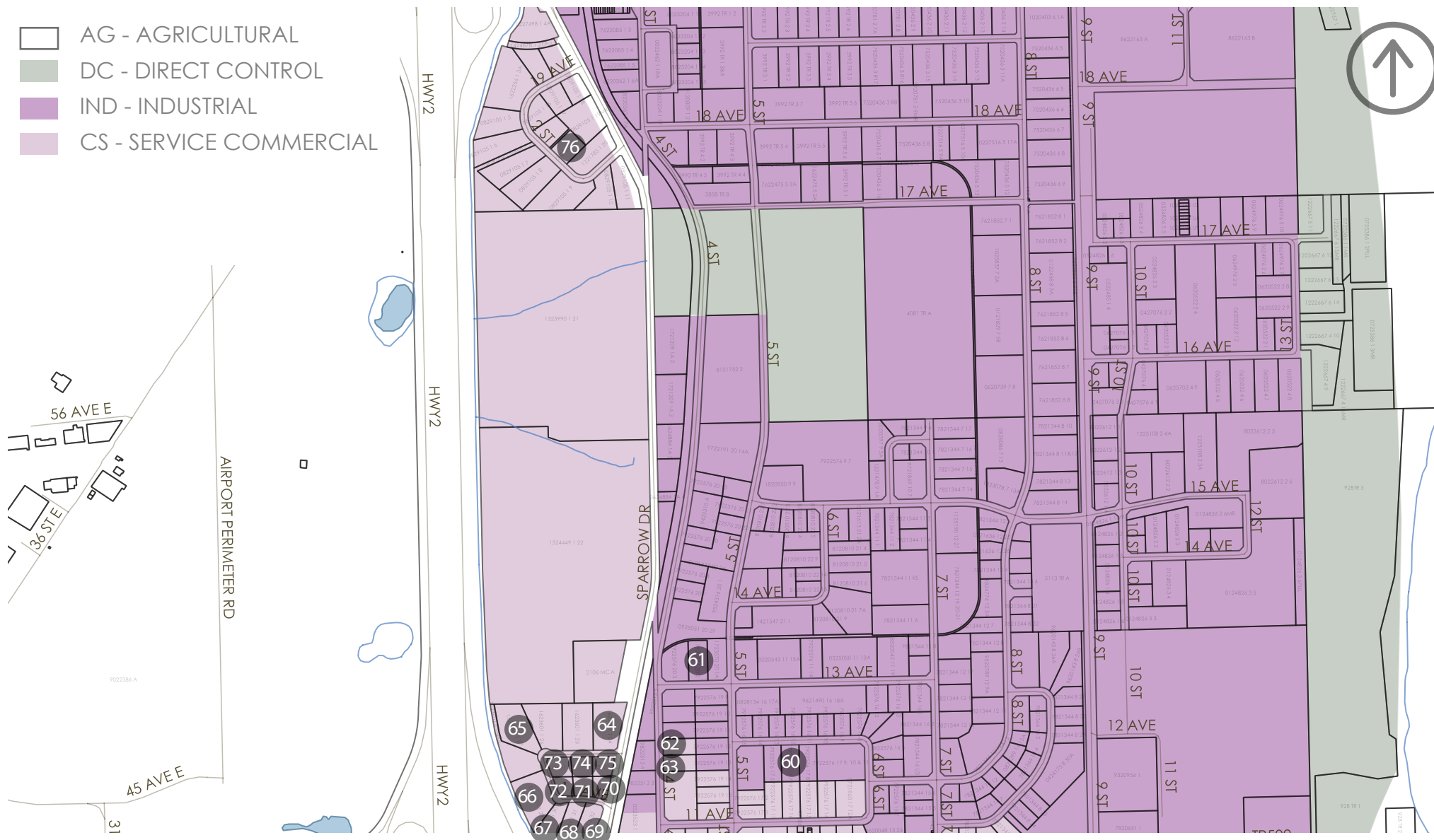
- AG - AGRICULTURAL
- BP - BUSINESS PARK
- DC - DIRECT CONTROL
- IND - INDUSTRIAL
- RE - ESTATE RESIDENTIAL
- RM1
- UC2
- MB



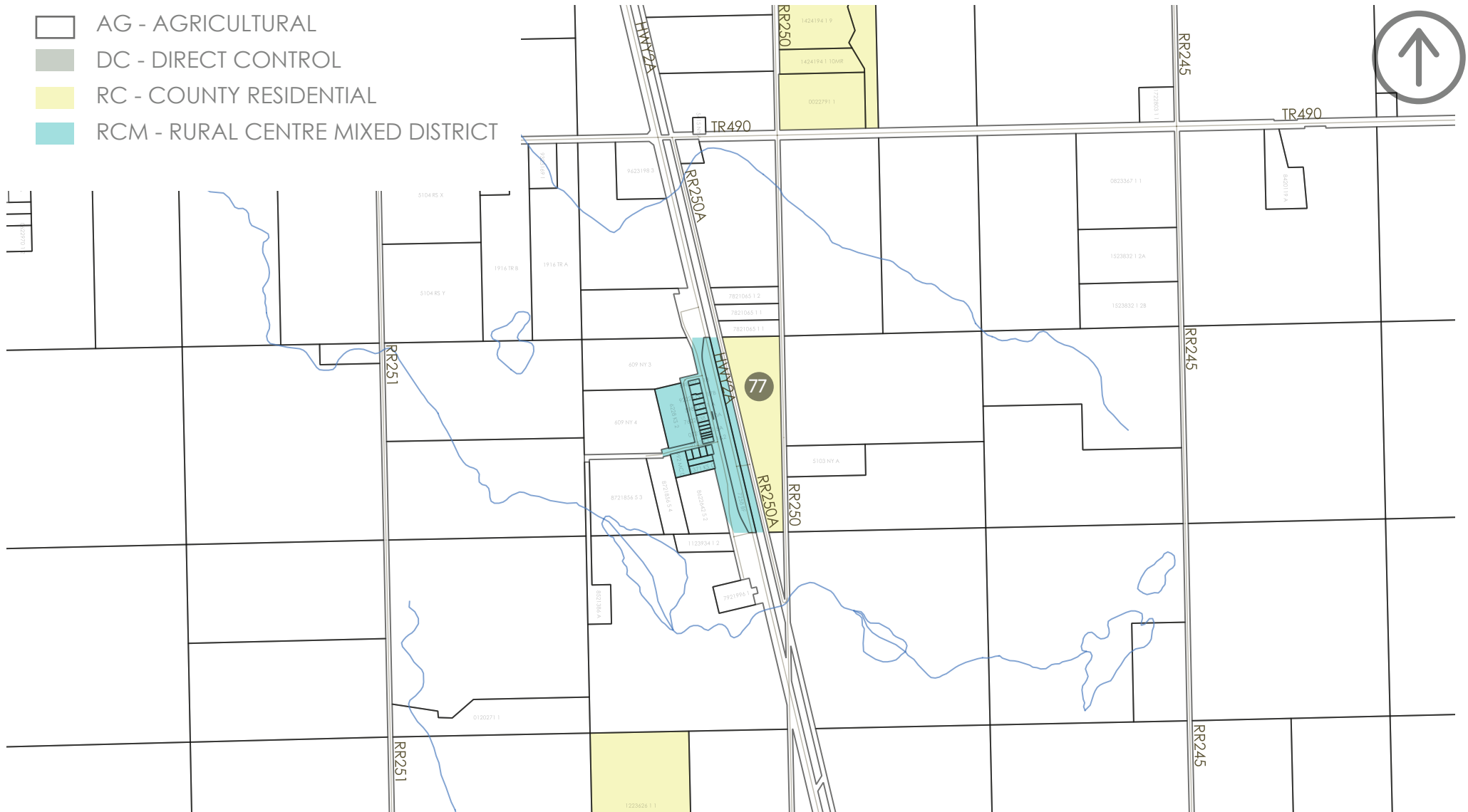
-  AG - AGRICULTURAL
-  DC - DIRECT CONTROL
-  IND - INDUSTRIAL
-  LI - LIGHT INDUSTRIAL
-  RC - COUNTY RESIDENTIAL





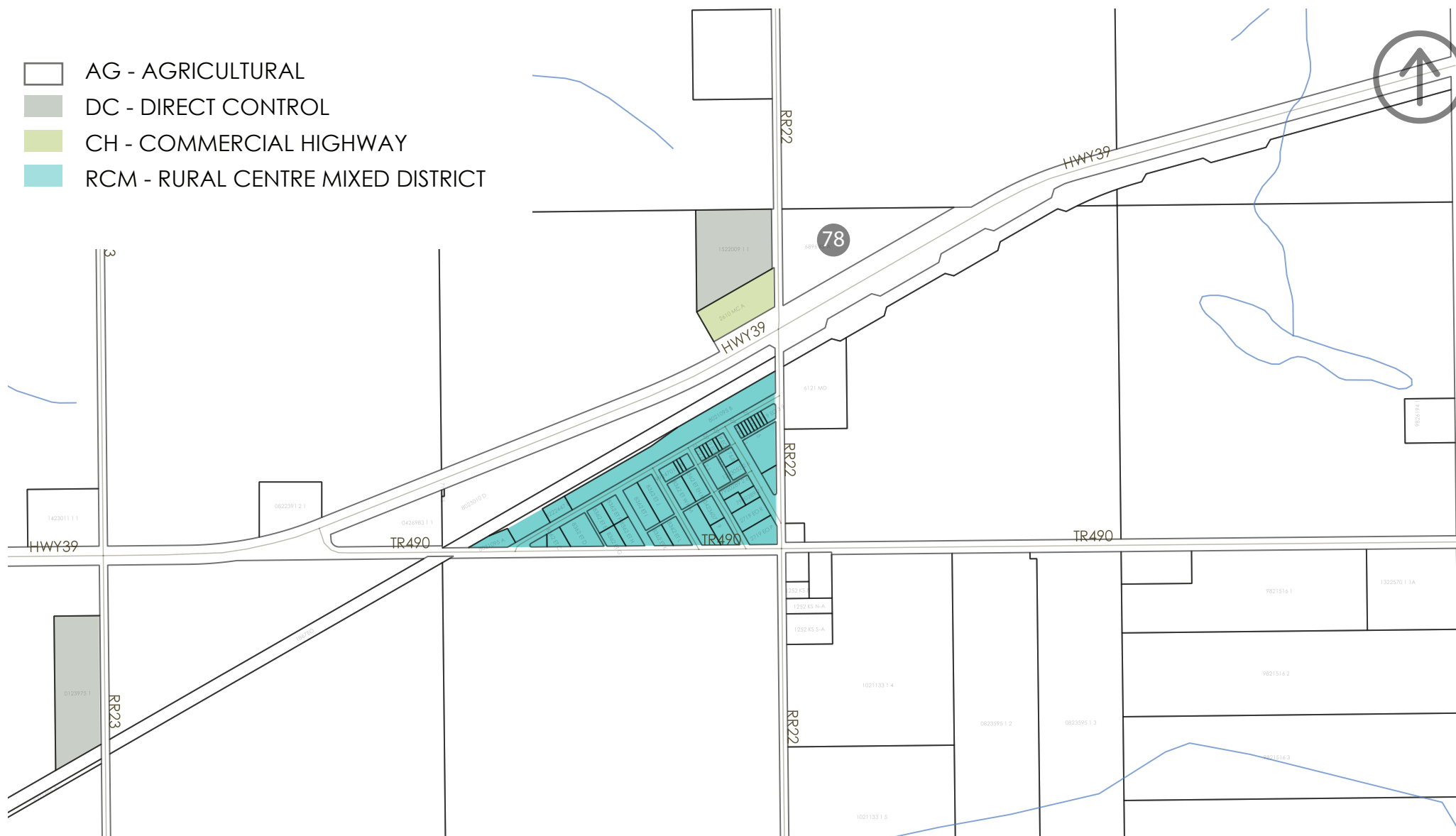
-  AG - AGRICULTURAL
-  DC - DIRECT CONTROL
-  IND - INDUSTRIAL
-  CS - SERVICE COMMERCIAL



-  AG - AGRICULTURAL
-  DC - DIRECT CONTROL
-  RC - COUNTY RESIDENTIAL
-  RCM - RURAL CENTRE MIXED DISTRICT



-  AG - AGRICULTURAL
-  DC - DIRECT CONTROL
-  CH - COMMERCIAL HIGHWAY
-  RCM - RURAL CENTRE MIXED DISTRICT



-  AG - AGRICULTURAL
-  AG-CR - TRANSITIONAL
-  C1 - COMMERCIAL
-  INS - INSTITUTIONAL
-  IR - INDUSTRIAL RESERVE
-  LI - LIGHT INDUSTRIAL
-  LW - LAKE WATERSHED
-  PARKSPACE
-  POND
-  PR - GENERAL RECREATION
-  RM1
-  RMHC - MOBILE HOME COURT
-  RU1
-  RU2
-  RU3
-  UC1 - URBAN COMMERCIAL
-  UR - URBAN RESERVE

