

Outline Plan • Cathton Lands

Northwest Quarter of Section 12-50-25-W4

North Leduc Industrial Area Structure Plan
City of Leduc

June, 2001

Mackenzie Associates
Consulting Group Limited

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Outline Plan • Cathton Lands

Northwest Quarter of Section 12-50-25-W4

North Leduc Industrial Area Structure Plan City of Leduc

1.0 Purpose of Plan

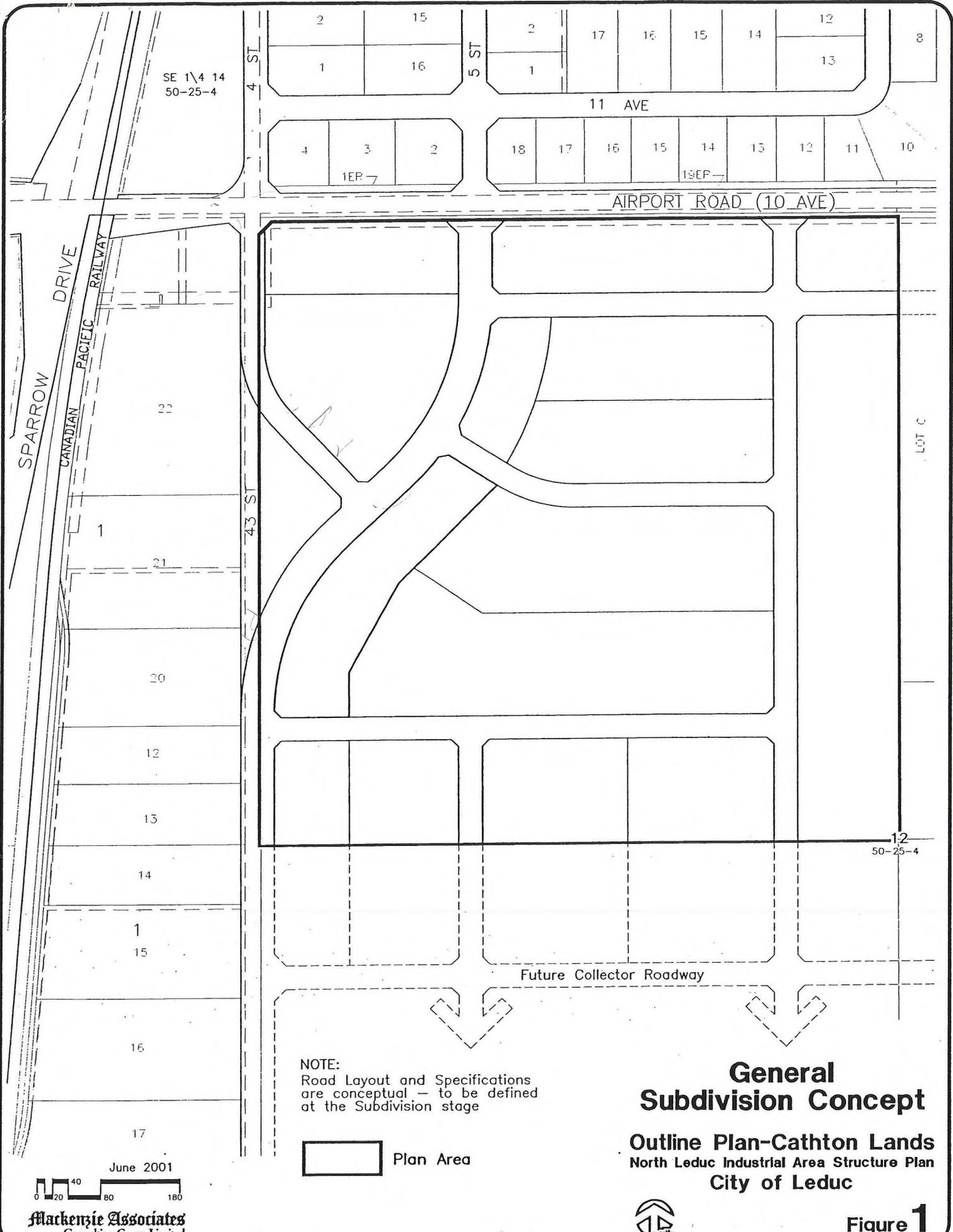
This Outline Plan is intended to illustrate the manner in which the North Leduc Industrial Area Structure Plan (ASP) will be applied to guide future subdivision and development of the Northwest Quarter of Section 12-50-25-W4 which is owned by Farm Air Properties Inc., and managed by Cathton Holdings Ltd..

The plan area to which this Outline Plan applies is the N.W. Quarter of Section 12-50-25-4 and is outlined on **Figure 1**.

This Outline Plan is intended to define more specifically the general pattern of industrial and commercial land uses and the development pattern within the plan area as contemplated in the North Leduc Industrial Area Structure Plan (ASP). The background information and base data contained within the North Leduc Industrial ASP is not reproduced in this Outline Plan and is intended to serve the same purpose in this Outline Plan with respect to the plan area.

2.0 General Subdivision Concept

The General Subdivision Concept of the Outline Plan consists of a basic modified grid layout which is depicted on **Figure 1**. The actual subdivision pattern will be delineated more precisely, on a stage by stage basis, as individual stages of subdivision are proposed to the City for approval.



SE 1/4 14
50-25-4

11 AVE

AIRPORT ROAD (10 AVE)

SPARROW DRIVE
CANADIAN PACIFIC RAILWAY

43 ST

LOT C

12
50-25-4

Future Collector Roadway

NOTE:
Road Layout and Specifications
are conceptual - to be defined
at the Subdivision stage

 Plan Area

General Subdivision Concept

Outline Plan-Cathton Lands
North Leduc Industrial Area Structure Plan
City of Leduc



Figure 1

The basic grid layout depicted on **Figure 1** is intended to be flexible and will be modified to provide for:

- a) variations in parcel sizes;
- b) variations in roadway access;
- c) adjustment to topography and provision of stormwater management;
- d) adaptation of servicing requirements to meet needs of particular land uses; and
- e) accommodation of potential large parcel uses as may be identified in the future marketing program.

3.0 Proposed Land Use Designation

The Proposed Land Use Designation within the plan area is outlined on **Figure 2**. The land uses envisioned for the areas which are specified include:

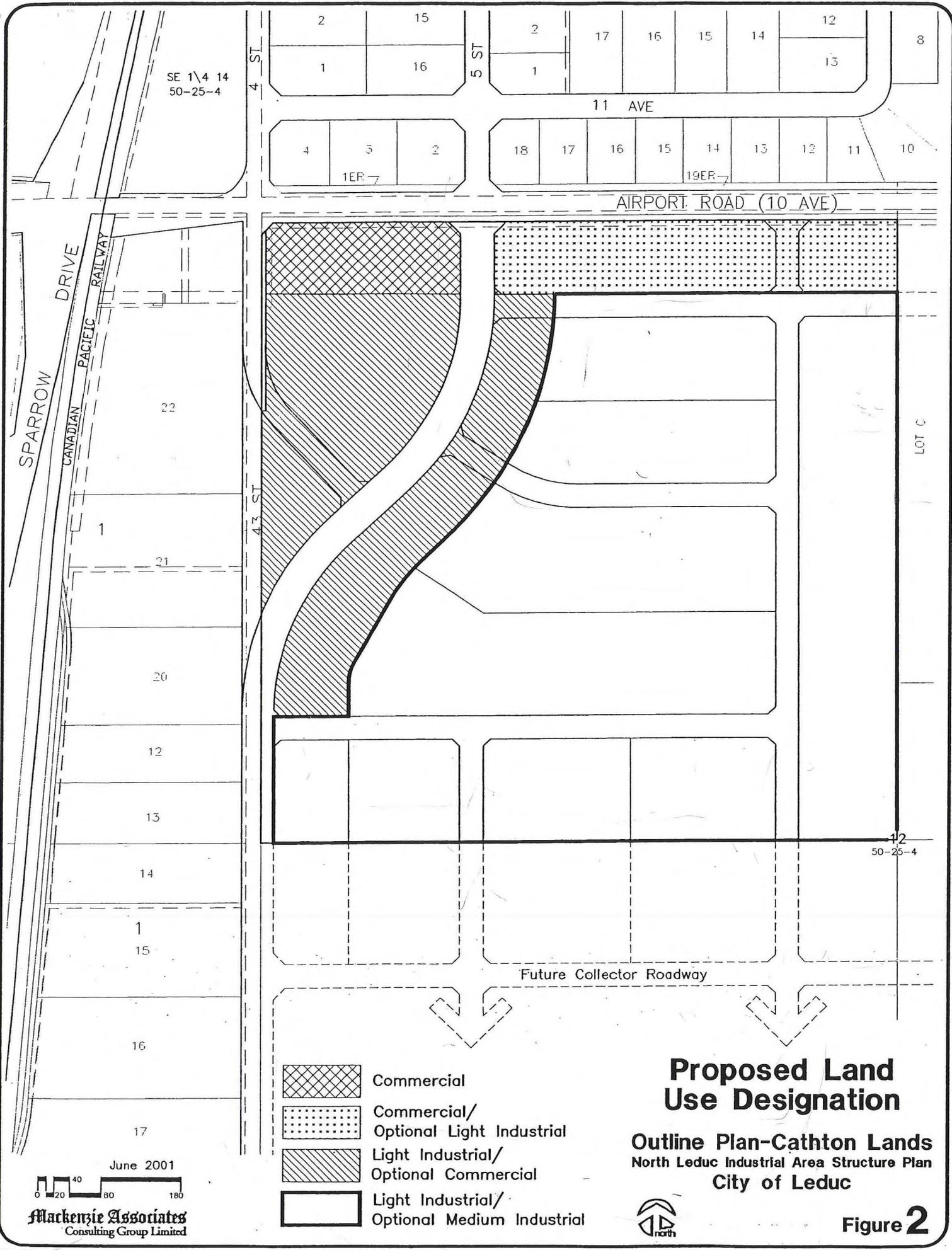
a) Commercial:

Areas identified as Commercial will be designated C-3 or C-5 under the Land Use Bylaw, whichever may be the most appropriate category to accommodate retail and service outlets, tourism accommodation and services, and automobile and farm equipment sales and services as contemplated by the ASP.

b) Commercial/Light Industrial Optional

Areas identified as Commercial/Light Industrial Optional will be designated:

- i) C-3 or C-5 under the Land Use Bylaw, whichever may be the most appropriate category to accommodate retail and



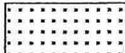
SE 1\4 14
50-25-4

AIRPORT ROAD (10 AVE)

LOT C

12
50-25-4

Future Collector Roadway

-  Commercial
-  Commercial/
Optional Light Industrial
-  Light Industrial/
Optional Commercial
-  Light Industrial/
Optional Medium Industrial

Proposed Land Use Designation

Outline Plan-Cathton Lands
North Leduc Industrial Area Structure Plan
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Figure 2

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0 20 40 80 180
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service outlets, tourism accommodation and services, and automobile and farm equipment sales and services as contemplated by the ASP; or

- ii) M-1 to accommodate high quality business and industrial uses, as may be considered appropriate by City Council. The optional Light Industrial land use would be proposed by the developer when required, but would require the final approval of City Council through the rezoning procedure when the Land Use Bylaw is proposed for amendment with respect to the particular stage of development that is proposed for subdivision.

c) Light Industrial/Optional Commercial:

Areas identified as Light Industrial/Optional Commercial will be designated as M-1, or an appropriate commercial district such as C-3 or C-5, under the Land Use Bylaw as may be considered appropriate by City Council. The optional Commercial land use would be proposed by the developer when required, but would require the final approval of City Council through the rezoning procedure when the Land Use Bylaw is proposed for amendment with respect to the particular stage of development that is proposed for subdivision.

d) Light Industrial/Optional Medium Industrial:

Areas identified as Light Industrial/Optional Medium Industrial will be designated as M-1 or M-2, as may be considered appropriate by City Council under the Land Use Bylaw. The optional Medium Industrial land use would be proposed by the developer when required, but would require the final approval of

City Council through the rezoning procedure when the Land Use Bylaw is proposed for amendment with respect to the particular stage of development that is proposed for subdivision.

All Land Use Bylaw designations are intended to be established at the time when specific land areas are proposed for subdivision, and the land use district or districts are approved by City Council.

The areas of land proposed for various uses within the plan area is summarized on Table. 1:

Table 1 - Proposed Land Use Designation

<u>Land Use Type</u>	<u>Approximate Area</u>
Commercial	2.18 hectares
Commercial/Light Industrial Optional	4.35 hectares
Light Industrial/Optional Commercial	10.04 hectares
Light Industrial/Optional Medium Industrial	35.65 hectares
Roadways	11.20 hectares
Utilities (Storm ponds, etc.) (Approximate - to be determined at Subdivision)	2.00 hectares
Municipal Reserve Requirement (10% of Gross Developable Area)	6.34 hectares

4.0 Landscaping and Municipal Reserve

Landscaping of individual parcels will be provided in accordance with the Land Use Bylaw as part of the review and approval of applications for development permits on subdivided properties.

Municipal Reserves will be required in accordance with the Municipal Government Act under which 10% of any developable area proposed for subdivision may be required to be dedicated to the City, or cash in place of municipal reserves may be required to be paid to the City. The City will also require dedication for utilities and circulation when lands are proposed for subdivision pursuant to the Municipal Government Act.

If Industrial (optional) land uses are proposed on the lands adjacent to Airport Road, it is possible that the City may require a lineal strip of municipal reserve land to be dedicated parallel to Airport Road to provide a landscaping buffer. Any specific requirements for landscaping and buffering will be addressed during the subdivision process and subsequent Development Agreement.

5.0 Roadways

43 Street is proposed by the ASP to be an arterial road, and is also proposed by the ASP to be realigned to connect with 5th Street in the Nisku Industrial area. Although the ASP designates the realigned 43 Street as an arterial roadway, the actual function of the roadway where it now exists is as a collector type roadway. Access standards from 43 Street to lands within the plan area should be similar to those which exist along other sections of 43 Street, provided that the basic function and safe operation of the roadway can be maintained. Proposed access points for local roadways and lot accesses will be reviewed and dependent on a traffic impact assessment prepared by a qualified transportation engineer that will be required at the time of subdivision and/or development.

The intersection of Airport Road and the realigned 43 Street will ultimately be a full control signalized intersection, and developed in conjunction with Leduc County under the City of Leduc Arterial Roadway Assessment Policy.

The intersection of Airport Road and the local north/south road (east of 43 Street "Nisku") is proposed ultimately to be an all-directional intersection. The intersection will operate as a right-in/right-out access with the possibility of an all-directional operation of the intersection if approved by Leduc County.

Road right-of-way widths will be as required in the City of Leduc Transportation Plan.

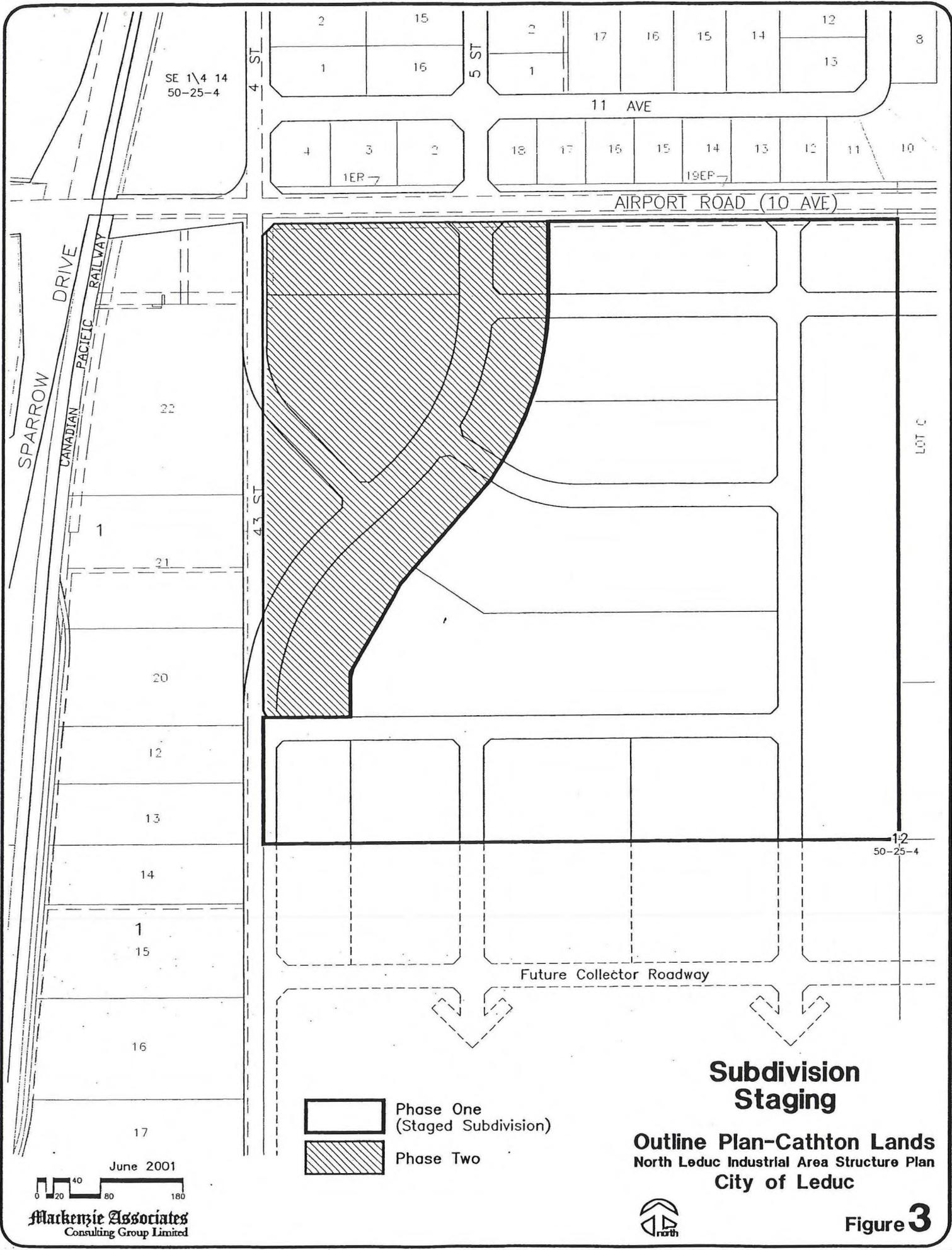
Construction of local and collector roads will be the responsibility of the developer. Construction of arterial roadways will be in accordance with the City of Leduc Arterial Roadway Assessment Policy, and any cost sharing that may be defined in a development agreement prepared in conjunction with the review and approval of individual stages of subdivision.

6.0 Subdivision Sequence

The sequence in which the plan area will likely be proposed for subdivision is indicated on Figure 3.

Within the area identified as Phase One, the initial sequence of subdivision is envisioned. It will likely consist of two or three sequential stages of subdivision, that will be proposed from north to south.

Within the area identified as Phase Two, subdivision will likely be proposed in stages that will be driven by market demand for the types of uses contemplated for this area.



SE 1\4 14
50-25-4

11 AVE

AIRPORT ROAD (10 AVE)

SPARROW DRIVE
CANADIAN PACIFIC RAILWAY

43 ST

LOT C

12
50-25-4

Future Collector Roadway

-  Phase One
(Staged Subdivision)
-  Phase Two

Subdivision Staging

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0 20 40 80 160
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Figure 3

7.0 Major Utility Servicing

7.1 Servicing Standards

The general standard to which municipal services and infrastructure will be developed within the plan area shall be based upon the City of Leduc minimum Engineering standards.

Municipal services and infrastructure required within the Phase One area depicted on **Figure 3** will be designed to meet the identified requirements of the specific types of industrial users which are anticipated. It is intended that a reasonable degree of flexibility will be provided by the City to allow for variations in the level, or the extent, of utility services that are required for different parcels, depending upon the actual needs of industrial users. For example, if some larger parcels do not require sanitary sewer service to all portions of the parcel, sanitary sewer service would only be supplied to those portions of the parcel which require that service. The actual services and infrastructure which are required will be defined at the subdivision stage of the development process.

Municipal services and infrastructure required within the Phase Two area depicted on **Figure 3** will be designed to meet the requirements of the specific types of commercial and/or industrial users for parcels of land when proposed for subdivision and zoning approval.

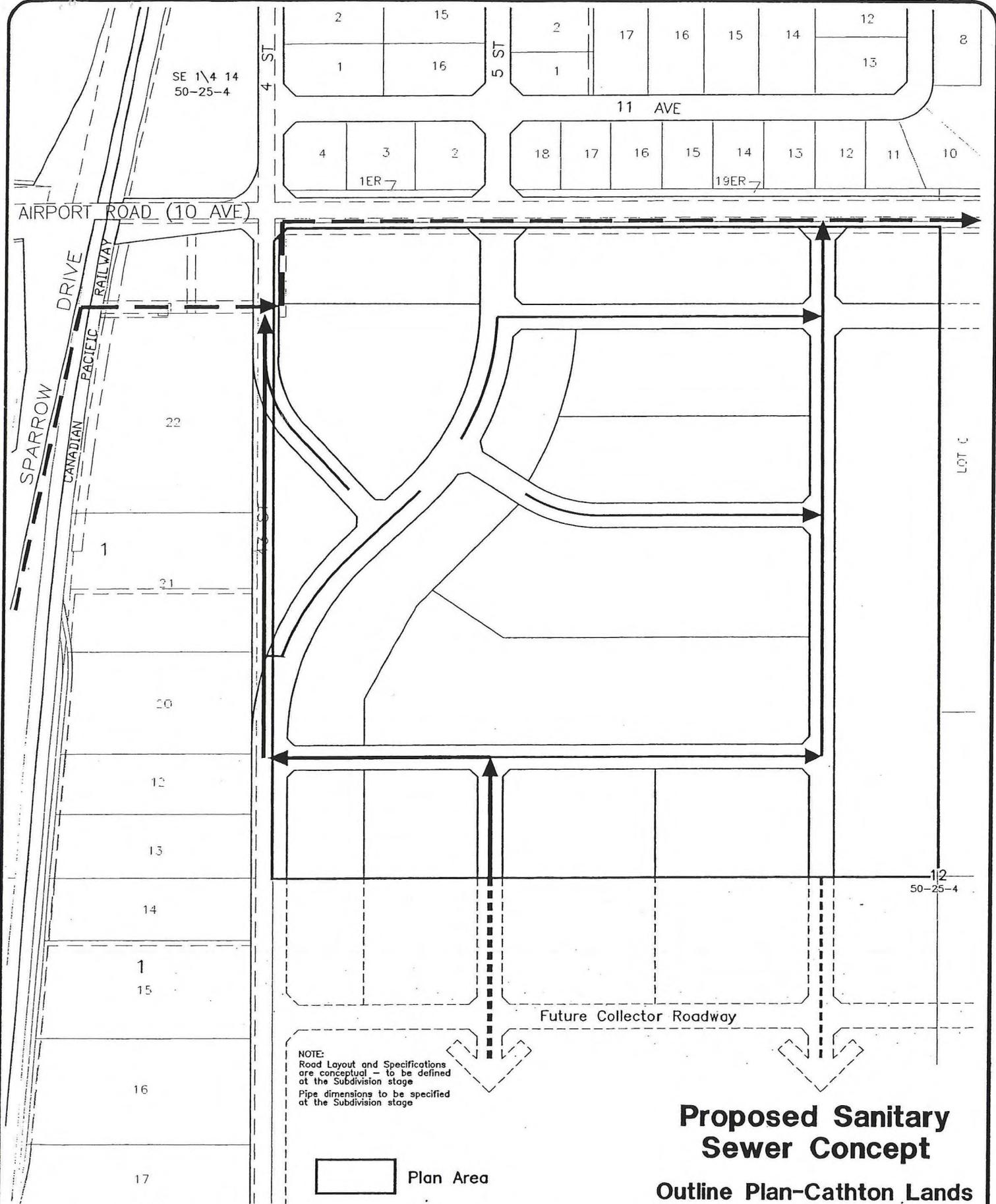
7.2 Conceptual Servicing System

The manner in which major utility services will be provided to serve future land uses within the plan area shall be based on long-term servicing plans developed by the City of Leduc. The general pattern according to which each of the major utility services, including water distribution, sanitary sewer, and stormwater drainage are proposed to be extended to the plan area will be considered when subdivision proposals are submitted. Detailed servicing plans are intended to be prepared later, in conjunction with the future subdivision process when actual lot areas and road rights-of-way are defined within any portions of the plan area that may be proposed for subdivision.

The general pattern of the proposed water distribution system within the plan area is illustrated on **Figure 4**. Detailed plans for the system of water distribution mains will be submitted in conjunction with specific plans of subdivision for each stage of subdivision when proposed.

The general pattern for the extension of the sanitary sewer system into the plan area is illustrated on **Figure 5**. Detailed plans for the system of sanitary sewers will be submitted in conjunction with specific plans of subdivision for each stage of subdivision when proposed.

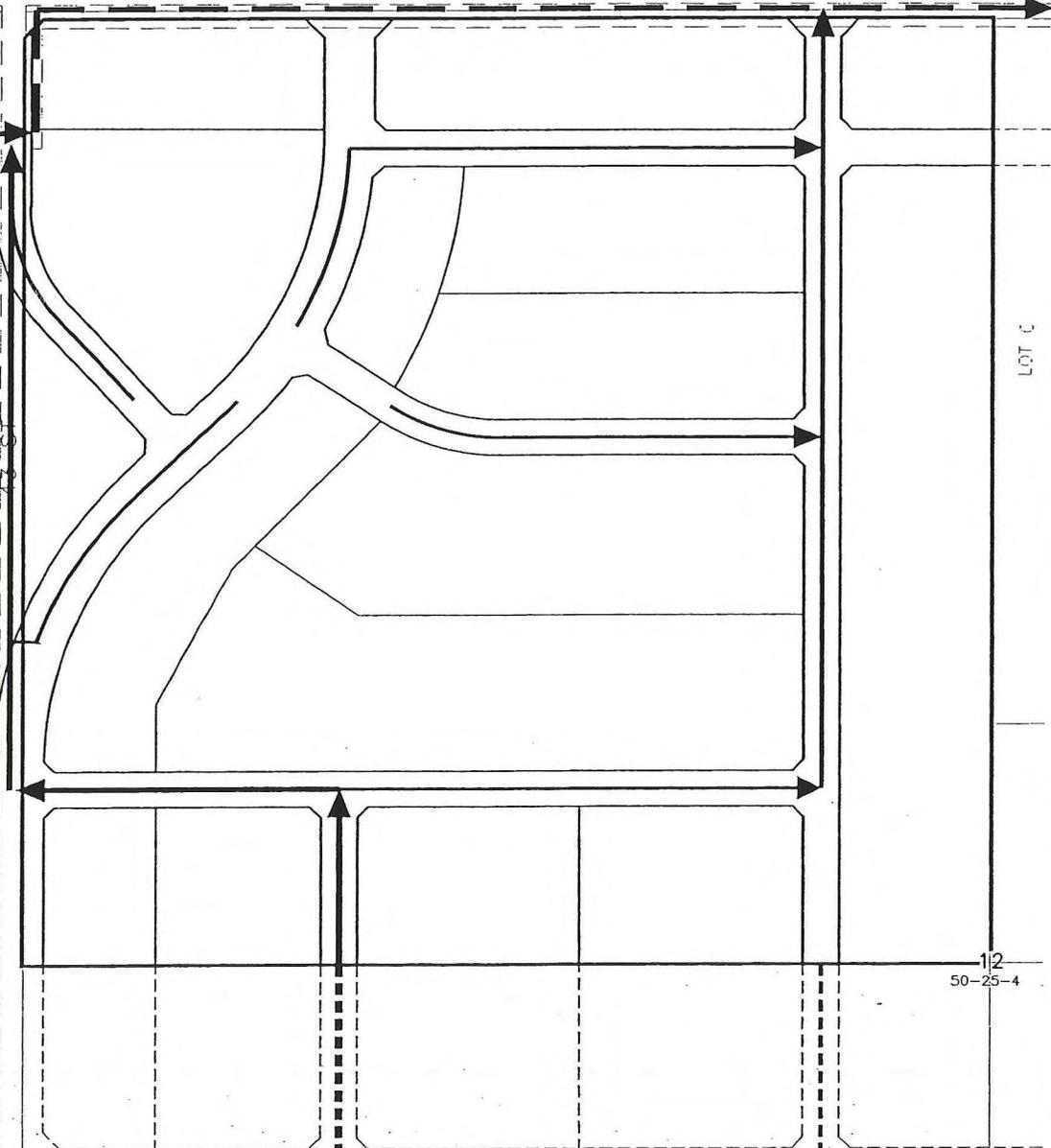
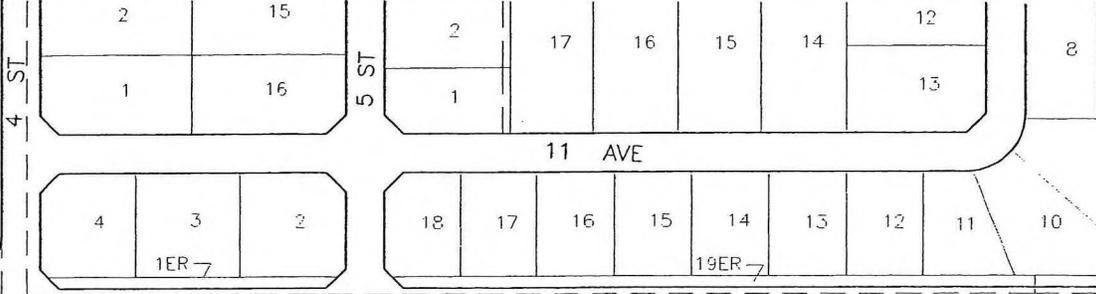
The general pattern of the proposed storm water drainage system within the plan area is illustrated on **Figure 6**. The location of the storm water retention facility is identified generally, and will be more specifically defined and located in conjunction with the first phase of subdivision when proposed.



SE 1\4 14
50-25-4

AIRPORT ROAD (10 AVE)

SPARROW DRIVE
CANADIAN PACIFIC RAILWAY



LOT C

12
50-25-4

Future Collector Roadway

NOTE:
Road Layout and Specifications
are conceptual - to be defined
at the Subdivision stage
Pipe dimensions to be specified
at the Subdivision stage

 Plan Area

 Existing SERT Main

 Proposed Mains

Proposed Sanitary Sewer Concept

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Figure 5

