Royal Cubera

Local Area Structure Plan

May 2016
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1. Introduction

1.1 Vision & Guiding Principles

The Royal Cubera Local Area Structure Plan (LASP) will provide the framework for a well-connected, economically prosperous, and environmentally respectful, business, commercial, and light industrial complex. It will build upon the successes of Nisku Business Industrial Park and provide a transition to a more urban style of development in Leduc County.

The preparation of the Royal Cubera LASP has been guided by the following principles:

- Provide for land uses that are economically advantageous for Leduc County and the Capital Region.
- Create a strong sense of place with comprehensive design and compatible development that supports and enhances adjacent land uses.
- Provide interconnected, efficient and economically viable infrastructure and transportation networks.
- Plan for social interaction and association with the natural environment by providing multi-use trails and green space that allow both passive recreation and purposeful journeys.
- Maximize advantageous features of the site, acknowledging the Edmonton International Airport, Nisku Business Industrial Park, the CP intermodal yard, the 41st Avenue SW Interchange, and connections to south Edmonton.
- Encourage high quality, energy efficient and environmentally respectful development.

1.2 Purpose

The Royal Cubera LASP describes how approximately 160.88 hectares (397.54 acres) of agricultural land located south of Township Road 512 / 41st Avenue SW (TWP 512 / 41st Avenue SW) and east of the Queen Elizabeth II (QE II) Highway in Leduc County will be developed into an efficient and logical business, commercial and light industrial complex. The purpose of this document is to provide a foundation for the development of the LASP lands and to form the basis for an amendment to the North Major Area Structure Plan. This LASP meets the required policies of the North Major Area Structure Plan (as amended), the Leduc County Municipal Development Plan, and the Capital Region Growth Plan.
1.3 Background & Context

Opportunities abound in the vicinity of where the Royal Cubera LASP is situated. The plan area is well positioned to take advantage of the growing demand for business park, light industrial, and commercial land located within proximity to the QE II corridor, Nisku Business Industrial Park, the future CP intermodal yard and the Edmonton International Airport. Recent improvements to the regional transportation infrastructure including Anthony Henday Drive, and the planned 41st Avenue SW interchange, have made this site attractive for diverse development.

Nisku Industrial Park

The Royal Cubera LASP is adjacent to and is intended to ultimately be an extension of Nisku Business Industrial Park (Nisku). With its establishment in the 1970s, Nisku was immediately booming and soon after reputed as being the world’s largest energy park. Today, Nisku is home to over 400 companies and is a vibrant centre of diversified industry. While energy sector companies remain an important part of Nisku, manufacturing and service industries have increased in number, creating new types of employment and providing the park with a broader industrial base. It is estimated that between eight and ten thousand people work in Nisku, while twelve to fourteen thousand, inclusive of those in the field, are directly employed by Nisku-based companies. (Source: Nisku Business Association)

Edmonton International Airport

The Royal Cubera LASP is located within 10 kilometres of the Edmonton International Airport (EIA), one of the fastest growing airports in North America. EIA is considered the premier “Gateway to the North”, as it is a major international transportation hub that supports the people and industries of Canada’s north. The expansion plans of EIA include locating a Free-Trade zone within a new development called Port Alberta. Port Alberta is to provide a centre for logistics and just-in-time (JIT) manufacturing that combines, air, rail and truck transportation from a single point, with future connections to the ports of Prince Rupert and Vancouver, British Columbia.
East Vistas

Leduc County’s first urban service area, the East Vistas, is located within close proximity (approximately 1.6 kilometres or 1 mile) of the southern boundary of the Royal Cubera LASP. The East Vistas development was designed to feel like a traditional Alberta small town, yet it is planned to include all of the modern conveniences expected in today’s communities. It will be fully serviced with municipal water and sewer and is well connected with direct access to Highway 625 and Township Road 510. It is anticipated that at full build-out, the East Vistas will have an ultimate residential population of just over 22,500. The Royal Cubera LASP will provide employment lands that are easily accessible to residents of East Vistas. The proposed land uses in the plan will also provide a variety of local employment opportunities, including trades, service, and professional oriented positions.

41st Avenue SW Interchange

The Province of Alberta has recently begun the construction of an interchange at 41st Avenue SW and the Queen Elizabeth II Highway (QE II). This interchange will provide efficient and convenient all-directional access to the QE II and is a critical transportation connection to the Royal Cubera LASP. The QE II forms part of the CANAMEX corridor that connects Canada to the United States and Mexico. Having direct access to this corridor enhances the attractiveness of the Royal Cubera LASP for commercial, light industrial and business park uses.

South Edmonton Developments

The southern portion of the City of Edmonton has experienced tremendous growth over the past decade. This trend is expected to continue given its proximity to the QE II Corridor, Nisku and the EIA. North of the plan area, within the City of Edmonton, there are multiple residential neighbourhoods that are currently being developed (The Orchards) or in the planning stages (Ellerslie Neighbourhood 4 and Mattson). These neighbourhoods are within close proximity to Royal Cubera LASP and will provide an opportunity for residents to be located close to this light industrial / business park and support the planned commercial land uses. The CP intermodal yard located immediately north of 41st Avenue SW and east of the QE II is an important catalyst that will attract new commercial, industrial and residential growth in the south of Edmonton. It is anticipated that the demand for logistics and distribution uses in the Royal Cubera area will be strong given Plan’s proximity to the intermodal yard, QE II and the EIA.

In addition to County residents, the Royal Cubera LASP will also provide local employment lands and a variety of local employment opportunities to the residents of south Edmonton.
Regional Planning

The Royal Cubera LASP is intended to maximize the benefits of the new regional planning requirements by providing local employment land uses that will support the concentrated growth called for in the Capital Region Growth Plan. The land uses proposed support regional prosperity by promoting local economic wellbeing and allowing for business opportunities that support regionally beneficial operations such as the CP intermodal yard and Edmonton International Airport.

The plan has been prepared from a healthy communities perspective by providing infrastructure for active transportation (walking and cycling) and by having local services available in walking or cycling distance from the East Vistas and the communities in south Edmonton. The plan also proposes to preserve and integrate with existing natural environmental features and it encourages the use of renewable energy.

2. Development Area

2.1 Location

The Royal Cubera LASP is composed of eight individually-owned parcels and encompasses approximately 160.88 hectares (397.54 acres) of land. It is located immediately south of the City of Edmonton and approximately 4.02 kilometres (2.5 miles), by roadway, west from the Town of Beaumont.

The LASP area is defined by the following boundaries, see Figure 1 – Regional Context:

- North – Leduc County boundary (TWP 512) / City of Edmonton boundary (41st Avenue SW)
- East – Range Road 243 / 66th Street (within the City of Edmonton)
- South – South Boundary of SE ¼ 9-51-24-4
- West – West Boundary of SW ¼ 9-51-24-4 and East Boundary of NW ¼ 9-51-24-4

These boundaries provide a logical division between the LASP and the adjacent land uses set out in the North Major Area Structure Plan and in south Edmonton. With the exception of the western boundary, the plan area is bordered by roadways: TWP 512 / 41st Avenue SW; Range Road 243 / 66th Street (RR 243 / 66th Street); and a collector road that runs east-west connecting RR 243 / 66th Street to Border Business Park (as required by the WAM Area Structure Plan). The western boundary of the LASP is contiguous with Border Business Park.

Cawes Lake is located approximately 1.6 Kilometres (1 mile) east of the LASP lands. Currently there is very little water to be found in the lake and it contains ephemeral wetland vegetation. The Royal Cubera LASP is not dependent on Cawes Lake for stormwater management.
The current use of the LASP lands and the lands to the south and east is agricultural. The lands to the west in Border Business Park are planned to be business park and light industrial. The lands to the north of the LASP are planned to be business park and urban residential.

The Royal Cubera LASP has been prepared in response to the current and anticipated market demands in Leduc County and the Capital Region, as well as the aspirations of the landowners in the plan area. The City of Edmonton and Alberta Transportation are currently in the process of constructing the interchange for 41st Avenue SW at the QE II. These upgrades will promote development and improve the accessibility of the area.
2.2 Legal Description and Ownership

Lands within the Royal Cubera LASP are owned by a number of different landowners, landowner groups, and development groups, please refer to Figure 2 – Ownership Plan. As per Leduc County policy, only those involved in the preparation of the LASP have been identified. All other landowners were notified and invited to participate in the preparation of the LASP. The choice of non-participation does not indicate either support or non-support for the Plan.

Table 1 - Land Ownership

<table>
<thead>
<tr>
<th>#</th>
<th>Legal Description</th>
<th>Owner</th>
<th>Certificate of Title</th>
<th>Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lot 1 Plan 8222964</td>
<td>Private Owner</td>
<td>012 213 534</td>
<td>0.66</td>
</tr>
<tr>
<td>2</td>
<td>Lot A Plan 2030RS</td>
<td>Private Owner</td>
<td>082 269 484</td>
<td>15.8</td>
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<tr>
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<td>Lot B Plan 2030RS</td>
<td>Private Owner</td>
<td>972 278 342</td>
<td>15.9</td>
</tr>
<tr>
<td>4</td>
<td>Lot C Plan 2030RS</td>
<td>Private Owner</td>
<td>012 240 694</td>
<td>15.9</td>
</tr>
<tr>
<td>5</td>
<td>Lot D Plan 2030RS</td>
<td>Private Owner</td>
<td>67Y274</td>
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</tr>
<tr>
<td>6</td>
<td>SE 9-51-24-4</td>
<td>Cancom Holdings Ltd.</td>
<td>902 021 962</td>
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<td>7</td>
<td>SE 9-51-24-4</td>
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<td>092 022 753</td>
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<tr>
<td>8</td>
<td>Portion of SW 9-51-24-4</td>
<td>Private Owner</td>
<td>962 110 809</td>
<td>32.4</td>
</tr>
<tr>
<td></td>
<td>Total Area (ha)</td>
<td></td>
<td></td>
<td>161.36</td>
</tr>
</tbody>
</table>
Figure 2: Ownership Plan

- SW 16-51-26-W4
- LOT D PLAN 3186 TR
- LOT C PLAN 3186 TR
- 41 Avenue SW
- LOT A PLAN 2030 RS
- LOT B PLAN 2030 RS
- Private Owner
- Private Owner
- Private Owner
- Private Owner
- Private Owner
- LOT D PLAN 2030 RS
- Private Owner
- LOT 1 PLAN 1423 RS
- LOT 1 B/L 1 PLAN 102 2722
- N1/2 SE9 51-24-4
- Cancom Holdings Ltd.
- Lot 8 607 NY
- Future Collector 35 Avenue
- NE4 51-24-4
- Lot 1 R/l 1 PLAN 092 7221
- NW3 51-24
2.3 Pipelines and Wellheads

Three pipelines have been identified as being located within or adjacent to the Plan area; please refer to Figure 3 - Pipelines and Wellheads. Two of these pipelines contain natural gas and are licensed to ATCO Gas and Pipelines Ltd. with the third pipeline transporting crude oil and being licensed to Plains Midstream Canada ULC, see Table 2 – Pipelines within the Royal Cubera LASP. Pipelines containing natural gas, oil and similar products are regulated by the Alberta Energy Resources Conservation Board (ERCB). These regulations include minimum setback distances from high pressure pipelines. As these pipelines are considered to be high pressure, Section 6.11 of the Leduc County Land Use Bylaw, which specifies setback distances for buildings adjacent to pipeline rights-of-way, will apply. No active oil or gas wells were identified in the Plan area, according to ERCB data. However, a land reclamation certificate was issued in 1967 for an oil well lease site located in NE 04-51-24-4.

Table 2 – Pipelines within the Royal Cubera LASP

<table>
<thead>
<tr>
<th>Licence/Line#</th>
<th>Company</th>
<th>Substance</th>
<th>Status</th>
<th>Max. Pressure</th>
<th>H₂S</th>
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<tbody>
<tr>
<td>7231-22</td>
<td>ATCO GAS AND Pipelines LTD. (SOUTH)</td>
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<td>0</td>
</tr>
<tr>
<td>21719-3</td>
<td>PLAINS MIDSTREAM CANADA ULC</td>
<td>Crude Oil</td>
<td>Operating</td>
<td>8080 kPa</td>
<td>0</td>
</tr>
<tr>
<td>30417-19</td>
<td>ATCO GAS AND Pipelines LTD. (SOUTH)</td>
<td>Natural Gas</td>
<td>Operating</td>
<td>7660</td>
<td>0</td>
</tr>
</tbody>
</table>
2.4 Landscape, Vegetation and Wildlife

A Biophysical Assessment was prepared by Stantec Consulting Ltd. for the lands legally described as E ½ 9-51-24-4 and the east half of SW 9-51-24-4 which encompass all of the lands located within the LASP. The report is available under separate cover. The objective of the Biophysical Assessment was to determine the ecological value of natural areas located within the Plan area. The assessment consisted of a desktop review of relevant literature and information databases; a historical aerial photograph review, pre-mapping of all natural features; and a field program to assess natural features within the Plan area.

The topography of the LASP lands is flat to undulating. The Plan area includes a number of farmhouses and outbuildings and landscape features such as agricultural fields of varying size, wetlands, man-made dugouts and a tree farm with the dominant land use being agriculture.

The Royal Cubera LASP is located within the Parkland Natural Region and Central Parkland Subregion. The Parkland Natural Region is a transition vegetation zone, characterized by fescue grassland interspersed with pockets of broad-leaved forest and mixed-wood forest. The Central Parkland Region typically consists of groves of broad leaves intermixed with grasslands dominated by rough fescue.

The LASP lands are a mosaic of cultivated land, woodlots and wetland features. The cultivated lands are dominated by canola crops. The woodlots are predominantly upland communities that consist of trembling aspen and balsam poplar overstory, with a shrubby understory. Twenty-two wetlands of various classifications (Class 1 - Ephemeral to Class 4 – Semi-permanent) are located in the LASP. Hydrophilic vegetation occurs in the wetlands that have standing water.
There are a number of species associated with the Central Parkland Subregion. Common mammal species include the white-tailed deer, moose, coyote, porcupine, red fox, skunk, snowshoe hare and white-tailed jackrabbit. Assortments of resident and migratory birds are also present within the Central Parkland Subregion. Raptors such as the great horned owl, red-tailed hawk, northern harrier, and falcons are typically common when prey is abundant. Resident and migratory songbirds such as the black-capped chickadee, american robin, red-breasted nuthatch, warblers, and sparrows are abundant across the landscape. Wetlands provide habitat for numerous waterfowl and shorebird species, such as the mallard, Canada goose, northern pintail, northern shoveler, red-winged blackbird and killdeer.

A review was conducted of the Fish and Wildlife Management Information System (FWMIS) for records of rare wildlife species occurrences within five kilometres of the Plan area. Two birds and one amphibian species were identified as having the potential to occur in the Plan area. While not observed during the site visit, the Plan area may support habitat types that these species prefer. The species identified in the FWMIS included the short-eared owl (classified as may be at risk), the swainson’s hawk (classified as sensitive), and the northern leopard frog (classified as at risk).

Natural features predominately in the form of wetlands were found throughout the Plan area. Of the wetlands identified, six were determined to be of high ecological value (W5, W12, W14, W17A, W17B, and W22). Woodlots WL1 and WL2 were also identified as being of high ecological value. These wetlands and woodlots are considered of high value for conservation and would be preferentially used by wildlife because of their size, level of hydrological permanence, and potential for floristic and community diversity, see Figure 4 – Natural Features. It should be advised that woodlot WL2 has been significantly disturbed.

Natural features considered of medium value for conservation include W2, W13, W15, W17c, W21 and W23. These features provide some level of environmental value providing a degree of inter – and intra-linkages for wildlife use, are of moderate size, provide a degree of hydrological function and may provide some degree of fauna habitat for resting and foraging.

The remaining wetlands (W1, W3, W4, W6 through W11, W16, W18, and W19) and treed areas observed were considered of low value for conservation. Currently, these features represent low connectivity potential, are relatively small and fragmented, and likely represent low wildlife potential.
2.5 Geology, Soils and Groundwater

A Geotechnical Report was prepared by J.R. Payne and Associates Ltd. for the Royal Cubera LASP lands and is provided under separate cover. The purpose of the report was to determine if the LASP lands are developable, with evaluation of geological, soil, and water table characteristics. The report speaks generally to the entire LASP lands, with specific data provided for test-hole drilling that occurred on the north half of SE 09-51-24-4. Further geotechnical investigation will be required at the time of redistricting and/or subdivision for the other LASP lands.

The surficial geology found in the region of the Royal Cubera LASP is glacial draped moraine, which consists of till of uneven thickness with minor amounts of water sorted material and local bedrock exposure. According to the Geological Map of Alberta, the general bedrock geology in the region is identified as the Horseshoe Canyon Formation of the late Cretaceous age. The Horseshoe Canyon Formation is generally comprised of grey feldspathic, clayey sandstone, bentonitic mudstone and carbonaceous shale, with scattered coal and bentonite beds of various thicknesses.

Draped glacial moraine generally contains clay till soils at the surface below the topsoil. The actual soil conditions found in the four test-holes on the north half of the SE 09-51-24-4 had 1.2 to 2.1 metres of lacustrine clay followed by clay till. The topography across the LASP lands is similar so it is expected that these two soil types should dominate the area. Low areas on the site may have deeper organics or moister, softer near surface clays followed by the noted two main soil types. The soils found in the LASP lands can support servicing and surface utilities.

Groundwater level ranged from 1.1 meters below ground surface to dry in the reviewed test holes on the north half of SE 09-51-24-4, which indicates a variable water table level across the site. At the completion of drilling, no significant free water or slough were observed in three of the four test holes. The fourth test hole with higher water table is located in an identified wetland. Water table readings were taken twelve and forty-nine days after drilling.

The probable groundwater flow is estimated to be 0.1 to 0.4 liters/second, with general groundwater movement toward the northwest, in the direction of the North Saskatchewan River.
### 2.6 Environmental Assessment

A Phase I Environmental Site Assessment (ESA) was undertaken by Stantec Consulting Ltd. for the lands located in the LASP. This report is available under separate cover. The properties are legally described as Plan 892 2964; Lot 1, Plan 2030RS; Lots A through D, the north half of SE 09-51-14-4, the south half of SE 09-051-24-4, and SW 09-51-24-4. The purpose for undertaking the Phase I ESA was to assess if there was evidence of potential or actual environmental contamination existing in connection with the site, as a result of current or past activities on the site or surrounding properties.

The Phase I ESA consisted of a records review process and a site visit. Access to the north half of SE 09-51-24-4 was available, while access onto the private lands in the remainder of the Plan area was not. As a result, these properties were viewed from public roadways and from the north half of SE 09-51-24-4. The results of the Phase I ESA noted 12 areas of concern and as a result the following will need to be undertaken:

- Prior to renovations, construction or demolition, a hazardous building materials assessment must be completed on buildings located in the Plan area.
- A Phase I ESA will need to be undertaken for each of the properties not accessed during the preparation of this Plan, these include all properties located within the Plan area other than the north half of SE 09-51-24-4. The Phase I ESA would be required in conjunction with a rezoning application for the property in question.
- A Phase II ESA including a drilling program will need to be completed on the north half of SE 09-051-24-4 in conjunction with a rezoning application.

### 2.7 Archaeological Significance

A Statement of Justification (SoJ) for Historical Resources Act requirements of the Plan area has been submitted to Alberta Culture (AC). The SoJ included the following recommendations:

- The project area holds low archaeological potential. No further archaeological assessment is recommended.
- Four of the five currently occupied yards within the project area potentially contain historic structures. Additional research into the yards and recording of the historic structures are recommended.
- The lands within the development area have low paleontological potential. Due to thickness of surficial sediments, bedrock will not be disturbed by construction activities and the
potential for impacts to paleontological resources are considered low. No further paleontological work or monitoring is recommended.

Alberta Culture has granted *Historical Resources Act* clearance for the Royal Cubera LASP; please see Appendix B. Development within the Royal Cubera LASP should have regard for the preservation of historical, archaeological and paleontological resources. Pursuant to Section 31 of the Historical Resources Act, development proponents and/or their representatives are required to report the discovery of any archaeological, historic period or paleontological resources, which may be encountered during construction. The historic structures located in the farm yards, identified in the SOJ, will need to be recorded prior to clearance and construction of the proposed development.

### 2.8 Other Features

Within the Plan area there are four residences with associated out buildings. These residences shall remain until such time as the landowner(s) for each of these parcels of land decides to move forward with the redevelopment of their property, see *Figure 5 – Opportunities and Constraints*. 
3. Policy Context

3.1 General

The Royal Cubera LASP has considered applicable legislation and has achieved consistency with the regulations outlined in sections 3.2 through 3.10 of this Plan. For all intents and purposes, Leduc County considers a Local Area Structure Plan to hold the same stature as an Area Structure Plan (ASP). As such, it must be consistent with all higher-order plans, including the Municipal Government Act, the Provincial Land Use Policies, the Capital Region Growth Plan, and all Leduc County Statutory Plans.

3.2 Municipal Government Act (MGA)

The Royal Cubera LASP has been prepared in accordance with the provisions of the Municipal Government Act (Revised Statutes of Alberta, 2000, Chapter M26). Section 633(1), Part 17, of the MGA provides for a municipality to adopt an ASP as a statutory planning document for the purpose of providing a framework for future land use, subdivision, and development within the Plan area. Regarding the preparation of an ASP, the MGA states the following:

Area Structure Plan

633 (1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An area structure plan

   a) must describe:

      i. the sequence of development proposed for the area;

      ii. the land uses proposed for the area, either generally or with respect to specific parts of the area;

      iii. the density of population proposed for the area either generally or with respect to specific parts of the area; and

      iv. the general location of major transportation routes and public utilities; and

   b) may contain any other matters the council considers necessary.

Statutory Plan Preparation

636 (1) While preparing a statutory plan a municipality must:

   a) provide a means for any person who may be affected by it to make suggestions and representations;

   b) notify the public of the plan preparation process and of the means to make suggestions and representations referred to in clause (a);
c) notify the school boards with jurisdiction in the area to which the plan preparation applies and provide opportunities to those authorities to make suggestions and representations; and

d) in the case of an area structure plan, where the land that is the subject of the plan is adjacent to another municipality, notify that municipality of the plan preparation and provide opportunities to that municipality to make suggestions and representations.

(2) Subsection (1) does not apply to amendments to statutory plans

Plans Consistent

638 All statutory plans adopted by a municipality must be consistent with each other.

3.3 Provincial Land Use Policies & Alberta Land Stewardship Act

Section 622(3), Part 17 of the MGA stipulates that every statutory plan must be consistent with the Land Use Policies. There are eight sections contained within the Provincial Land Use Policies addressing plan implementation, general planning approaches, municipal interaction and specific planning issues. The Royal Cubera LASP meets the goals set out in the Land Use Policies.

It should be noted that Section 622 (4), Part 17 of the MGA, indicates that the Land Use Policies will not apply to the Royal Cubera LASP once the North Saskatchewan Regional Plan is developed and enacted in accordance with the Alberta Land Stewardship Act (ALSA). ALSA is the enabling legislation that supports the Land Use Framework (LUF). Pursuant to 638(1), Part 17, of the MGA, all statutory plans must be in compliance with ALSA; regional plans enacted under ALSA will prevail over any statutory plan to the extent of any conflict or inconsistency.

The purpose of the LUF is to manage growth and sustain Alberta’s economy, while providing a balance with the social and environmental goals of Albertans. Essentially, the framework provides a blueprint for land-use management and decision-making that will address the needs of Alberta. While the North Saskatchewan Regional Plan has yet to be developed and enacted, the Royal Cubera LASP has taken into account the desired outcomes of the LUF, which include:

1. A healthy economy supported by our land and natural resources;
2. Healthy eco-systems; and
3. People friendly communities with ample recreational and cultural opportunities.
3.4 Capital Region Board Regulation: Capital Region Growth Plan

The Municipal Government Act, Capital Region Board Regulation (Alberta Regulation 17/2010, MGA) is the enabling legislation that establishes the Capital Region Board (CRB) and the Capital Region Growth Plan (CRGP).

Pursuant to Section 11 of the Capital Region Board Regulation, the objectives of the CRGP are:

a) to promote an integrated and strategic approach to planning for future growth in the Capital Region;

b) to identify the overall development pattern and key future infrastructure investments that would;
   i. best complement existing infrastructure, services and land uses in the Capital Region;
   ii. maximize the benefits to the Capital Region; and

c) to co-ordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment.

According to Sections 17(1) and 18 of the Capital Region Board Regulation, all statutory plans must meet the requirements of CRGP. In the event of a conflict, the CRGP will prevail. This LASP has been developed to comply with the CRGP. The CRGP identifies Capital Region Priority Growth Areas (PGAs) as well as Cluster Country Residential Areas (CCRA’s). The Royal Cubera LASP Plan area is found within Priority Growth Area CE. This area has been targeted for future growth by the Capital Region Board.

Growth forecasts for Leduc County indicate the potential for a 1.3% to 2.7% average annual increase in population from 2008 and 2043. Correspondingly, total employment is projected to increase 3.2% to 3.3% annually between 2008 and 2043. (Source: Capital Region Population & Employment Projections Report – Appendix 1, March 2009)

According to the CRGP, Appendix 2 (March 2009), Policy II(B)(ii), priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria:

a) Existing and proposed multi-mode movement corridors, including transit nodes;

b) Adjacent to existing and proposed major employment areas;

c) Redevelopment and intensification opportunities within existing urban areas; and

d) Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure.

The Royal Cubera LASP proposes to utilize and connect to multi-mode movement corridors, via TWP 512 / 41st Avenue SW, RR 234 / 66th Street, and the future 41st Avenue SW interchange to the QEII. The plan
is designed to allow for public transportation as the region develops. The Royal Cubera lands provide a logical extension to one of the Capital Region’s and western Canada’s major employment areas, Nisku Business Industrial Park. The LASP further proposes land uses that diversify and increase this employment node. It also provides for the logical and efficient extension of local infrastructure.

The Capital Region Growth Plan was adopted by the Alberta Government in March of 2010. To evaluate statutory plans for consistency with the CRGP, the Regional Evaluation Framework (REF) was created (Ministerial Order L:046/10). Pursuant to Section 21(1) of the CRB Regulation, the REF contains:

a) criteria to be used to determine whether a statutory plan must be submitted for approval under section 22(1);

b) procedures for submitting statutory plans for approval under section 22(1); and

c) the criteria and procedures to be followed by the Capital Region Board in evaluating and approving statutory plans.

Pursuant to 3.2(a)(iv) and 3.2(b)(ii), of Ministerial Order L:270/10, the Royal Cubera LASP must be submitted to the CRB for review under the Regional Evaluation Framework. The Plan area is within 0.8 kilometres (0.5 miles) of the 9th Street Extension, which is identified in the Regional Transportation Infrastructure Map of the CRGP as Future Regional Road. Development of the LASP lands will also add to the distribution demands on regional water and sewer infrastructure.

<table>
<thead>
<tr>
<th>3.5 Edmonton International Vicinity Protection Area Regulation (Alta. Reg. 55/2006)</th>
</tr>
</thead>
</table>
A very small portion of the LASP is located in the Edmonton International Airport Vicinity Protection Area (AVPA); see Figure 6 – EIA Vicinity Protection Area. The regulation is based on the Noise Exposure Forecast (NEF) system utilized by Transport Canada (TC), which accounts for the noise of aircrafts operating at an airport, based on actual or forecast aircraft movement by runways and the time of night/day of movements. The impacted lands of the LASP are located outside of the 25 to 30 Noise Exposure Forecast (NEF) contour lines and therefore do not have any listed prohibited uses in Section 2(1) of the regulation. Stormwater management facilities included in the Plan are also located outside of the AVPA. The following sections from the AVPA apply to the impacted lands of the Royal Cubera LASP:

**Developments within Leduc County and Parkland County**

8(1) Except for lands within the NEF 40+ Area, Leduc County may approve subdivisions and allow development for residential use in the Protection Area in accordance with its statutory plans and land use bylaws to a limit of not more than 4 dwellings per quarter section of land.
Duty of Municipality

9(1) A municipality must notify the Airport Operator where a subdivision of land has been approved or a development permit has been issued relating to land in the Protection Area in a NEF Area of 30 or more and the use of the land will change as a result.

(2) Before adopting a statutory plan or land use bylaw, or an amendment of either, that relates to land in the Protection Area, a municipality must refer the statutory plan or land use bylaw, or the amendment, to the Airport Operator.
Figure 6.- EIA Vicinity Protection Area
3.6 Leduc County Municipal Development Plan (Bylaw No. 13-04)

The Municipal Development Plan (MDP) provides the overall planning framework for Leduc County. It outlines the following planning goals:

1. Preservation and enhancement of the agricultural community
2. Population growth in desirable areas
3. Rural and alternative lifestyle choices
4. A compatible and harmonious land development pattern
5. Strong and sustained economic growth tax base
6. Efficient and economic provision of municipal services and facilities
7. Protection of significant environmental areas and prevention of land, water, air, noise and visual pollution
8. Mutually beneficial relationships with neighbouring municipalities.

The MDP also provides objectives and specific policies for different land uses (residential, agricultural, etc.), infrastructure (transportation, community services, etc.) and other services or issues (economic development and tourism, heritage conservation).

The MDP specifies (Bylaw 13-04) that the uses for the lands located in the Royal Cubera LASP are to be as identified in the North Major Area Structure Plan. Of particular note is policy 3.3.7 within the MDP when it comes any question of soil capability:

3.3.7. Non-agricultural land uses and subdivisions on high capability agricultural land shall be avoided unless the County is convinced that the land use or subdivision:

   d) the non-agricultural use or subdivision is consistent with an approved Area Structure Plan.

By amending the North Major Area Structure Plan (NMASP), the Royal Cubera LASP will be consistent with the policies of the MDP. Refer to Figure 7 – Leduc County MDP which identifies land uses and other statutory plans that are in proximity to the Plan area.
3.7 **Leduc County North Major Area Structure Plan (Bylaw No. 14-04, as amended)**

The North Major Area Structure Plan was adopted in 2004. The purpose for this Plan was to balance and provide for the orderly development of several different land uses including agriculture, residential, commercial, business park and industrial. Due to the new density requirements of the CRGP, the NMASP is expected to be updated in the near future, see Figure 8 – North Major Area Structure Plan.

The Royal Cubera LASP is proposing an amendment to the NMASP that will see the lands subject to the LASP be changed from Residential Estate to a combination of Business Park, Light Industrial, and Commercial uses. This amendment acknowledges the land use and infrastructure requirements of the Capital Region Growth Plan that are currently not included in the NMASP. The residential land uses set out in the NMASP no longer meet the needs of the County or the region. The Royal Cubera LASP is planned based on the new regional reality and is intended to serve future local urban density residential neighbourhoods, diversify the local economy, and satisfy the market demands of the region in general.

Specific sections of the NMASP relevant to requirements for the preparation of the Royal Cubera LASP include:

**7.1 Economic Development**

7.1.8 Pursuant to Section 8.4, the County shall require the preparation and adoption of one or more local area structure plans for the lands allocated Business Industrial Area, Business Park Area and the Commercial Area east of QE II, to address among other matters:

a) a more specific list of land uses for each of the one or more land use areas allocated within the plan area;

b) the road pattern, including the Nisku Spine Road and associated collector and local roads;
c) phased development of the areas, based upon the phased extension of municipal water and sewer services into the areas;

d) policies regarding restrictions of airborne contaminants, vibration, light and noise emissions; and

e) the form of municipal reserve dedication, including consideration of deferral of reserves in early phases of subdivision; the preferred form of dedication is by cash-in-lieu, except where buffer open spaces or other public spaces are required by the Leduc County North Major ASP or other directives by the County.

8.4 Implementation through Local Area Structure Plans and Outline Plans

8.4.2 Each of the following areas allocated Residential Estate on Map 6 will require a local area structure plan to be adopted by the County to provide more specific guidance to land use change and development:

a) the lands east of Highway 2 lying south of Township Road 510;

b) the lands east of Highway 2 lying north of Township Road 510; and

c) the lands west of Highway 2; and

when required, for the extension of residential estate development beyond the areas in (a), (b) and (c) above.

8.4.4 Each local area structure plan required in Section 8.4.2 and 8.4.3 should encompass at least 518 ha (1,280 acres or two sections). The plan shall articulate the framework for orderly land use development and include transportation and utility provisions that support the intended land use pattern and density of development in the plan area. The plan will address:

a) the forms and pattern of residential and associated compatible land uses,

b) the density of development, including if applicable the transition of densities from existing adjacent lower density developments,

c) the phasing of development,

d) the open space areas and linkages, including those associated with sensitive features, and to provide connectivity to adjacent present and future development,

e) the sites allocated or available for community facilities, if required,

f) the location of arterial and collector roads, including where required connectivity to adjacent present and future development,

g) the servicing concept as required in Sections 7.7.3 and 7.8.8,

h) the consistency of the plan with the Leduc County North Major Area Structure Plan, including any variances which the County will need to address as part of the plan approval process, and
i) any other matters the County wishes to have addressed in the plan.

8.6 Monitoring
Because factors affecting land use, development, settlement, farming and resource use are dynamic, the effectiveness and continued relevance of this Plan will be monitored on an ongoing basis and may be reviewed from time to time.

8.6.2 The County should undertake a major review of this Plan at least every five years.

8.7 Plan Amendment
Because of the dynamics of social and economic change, it may be necessary from time to time to consider changes to the Leduc County North Major Area Structure Plan.

8.7.1 The Council of Leduc County or a person or persons having an interest in land in the plan area may initiate an amendment to the Leduc County North Major Area Structure Plan.
North Major Area Structure Plan

Map 8

Land Use Strategy

Plan Area
Provincial Highway
Major Arterial (4 Lane)
Potential Major Arterial (2 or 4 Lane)
Minor Arterial (2 Lane)
Major Road Intersection
Railway
Future LRT Station

Commercial Area
Business Park Area
Business Industrial Area
Residential Estate Area
Country Residential Area
Future Residential Area

Recreation and Conservation Open Space Area
Major Recreation Node
Greenway Buffer
Agricultural Area

Notes:
The boundaries between land use policy areas are conceptual (see Policy 8.2.3).
Land Use Strategy is consistent with proposed ACPA Regulation.

Adopted October 12, 2004
Amended November 28, 2006

IMAGE SOURCE: Leduc County North Major Area Structure Plan

Figure 8b.- North Major Area Structure Plan Amendment
3.8 WAM Industrial Park Local Area Structure Plan

The statutory WAM Industrial Park Local Area Structure Plan (WAM LASP) was prepared for a 317 hectare (783 acres) development called Border Business Park. Border Business Park is located immediately to the west of the Royal Cubera LASP and is planned for industrial and business park uses. The Royal Cubera LASP will connect to and extend the services and the east-west collector roadway (shown on the southern boundary of both plans) as outlined in the WAM LASP. Figure 9 – LASP Context displays the WAM LASP in relation to the Royal Cubera LASP lands.
3.9 Leduc County Land Use Bylaw No. 7-08

The Leduc County Land Use Bylaw 7-08 (LUB) was adopted March 2008 and assigns districts to lands within the County. Districts specify the permitted and discretionary uses, as well as other standards or regulations for the land. Lands located within the Royal Cubera LASP area are currently zoned AG – Agricultural. The purpose of the AG – Agricultural district is to “provide primarily for larger agricultural operations and limited higher intensity agricultural activities on smaller lots, while at the same time providing for limited residential and other uses having a secondary role to agriculture” (p. 9-1). The lands within the Plan area must be re-zoned to develop Royal Cubera in accordance with the Development Concept for this LASP.

3.10 Highway 2 Corridor Design Guidelines

In accordance with the NMASP, the Highway 2 Corridor Design Guidelines are applicable to development along TWP 512 / 41st Avenue SW, in the vicinity of where the future 41 Avenue overpass of the QE II (also known as Highway 2) is to be located.

The Highway 2 Corridor Design Guidelines primarily focus on the travel experience of entering, leaving and moving through the Gateway to and from the Capital Region. The guidelines emphasize the cooperative realization of local objectives that include economic development, environmental quality and preservation and/or enhancement of areas of cultural and aesthetic value.

Specifically, the Guidelines provide direction with respect to development of such corridor elements as lighting, signage, landscaping and bridge overpass architecture in order to:

- Improve the corridor’s visual appearance
- Better integrate private and public land use and transportation
- Protect and interpret significant historical, cultural, environmental and agricultural features and lands
- Enhance access to and operations of the Edmonton International Airport
- Enhance the corridor’s economic development potential.
4. Development Concept

The Royal Cubera LASP development concept, see Figure 10 – Development Concept, has been designed in accordance with Leduc County policies and servicing standards, the Capital Region Growth Plan, as well as relevant Provincial and Federal statutes and regulations. Development staging and extension of infrastructure will be logical, efficient, and economical while having regard for potential environmental and ecological impacts. The LASP development concept recognizes that lands within the Plan area represent a transition from the Nisku Business Industrial Park to surrounding urban residential uses, and therefore developments within the LASP will be subject to a high standard of architectural design and landscaping requirements.

4.1 Land Use

The development concept for the Royal Cubera LASP has been designed to support a mix of Business Park, Light Industrial and Commercial uses, see Table 3 – Distribution of Lands. The area is intended to capitalize on being adjacent to Nisku Business Industrial Park, the CP intermodal yard, as well as several approved and developing residential neighbourhoods in the City of Edmonton. The Royal Cubera LASP is anticipated to contribute to and diversify the business employment base in Leduc County and promote economic prosperity in the Capital Region.

Table 3 – Distribution of Lands

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Area (ha)</th>
<th>% of GDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Area</td>
<td>160.88</td>
<td></td>
</tr>
<tr>
<td>Environmental Reserve</td>
<td>3.28</td>
<td></td>
</tr>
<tr>
<td>Gross Developable Area</td>
<td>157.60</td>
<td>100%</td>
</tr>
<tr>
<td>Municipal Reserve</td>
<td>1.94</td>
<td>1.2 %</td>
</tr>
<tr>
<td>Commercial</td>
<td>18.91</td>
<td>12.0 %</td>
</tr>
<tr>
<td>Business Park</td>
<td>20.06</td>
<td>12.7 %</td>
</tr>
<tr>
<td>Light Industrial</td>
<td>86.73</td>
<td>55.0 %</td>
</tr>
<tr>
<td>Mobility (Roadways)</td>
<td>19.23</td>
<td>12.2 %</td>
</tr>
<tr>
<td>Stormwater Management</td>
<td>9.23</td>
<td>5.9 %</td>
</tr>
<tr>
<td>Public Utility Lot</td>
<td>1.50</td>
<td>1 %</td>
</tr>
</tbody>
</table>
Light Industrial

The majority of the Royal Cubera LASP lands, 86.73 hectares (214.31 acres), are identified as Light Industrial. These lands are intended to be flexible in terms of lot size and specific uses. They also will not contain any heavy industrial or uses that create a nuisance beyond the building or the site. It is envisioned that the Light Industrial area will have a mix of uses, including but not limited to, business offices, warehousing and logistics operations, commercial retail, just-in-time (JIT) manufacturing, small-scale outdoor storage (at the discretion of the County), and other similar uses. It is anticipated that many of the uses in the Light Industrial area will take advantage of being in close proximity to the CP intermodal yard, EIA and the QE II.

Commercial

Approximately 18.91 hectares (46.73 acres) of land have been identified as Commercial. These lands are located on the highly visible and accessible corner of TWP 512 / 41st Avenue SW and Range Road 243/66th Street. The intent of the commercial area is to provide for a wide range of goods and services to support the Royal Cubera plan area, adjacent residential developments, Nisku Business Industrial Park, the Business Park Area in South Edmonton, and the travelling public in general. This development is envisioned to include uses such as commercial and convenience retail, food and entertainment establishments, medical clinics, financial services, possibly a gas station, and other related uses. The commercial area will be comprehensively planned with pedestrian-friendly access and connections to adjacent lands.

Currently there is no other commercial development planned along the south side TWP 512 / 41st Avenue SW. Leduc County By-law no. 25-05, Schedule A, indicates that the NMASP was amended to include Business Industrial and Business Park to accommodate the WAM LASP. This amendment essentially removed any planned commercial character areas from the NMASP on the east side of the QE II – this is also reflected in the Land Use Bylaw. There is also no reference in the WAM LASP for a stand-alone commercial development area; the plan proposes to include some commercial in the industrial area. By planning an area for commercial development, the Royal Cubera LASP is providing an important service node to meet the future needs of surrounding land uses and the travelling public.
Business Park

In order to provide a seamless transition and buffering from the LASP lands to adjacent residential uses, approximately 20.06 hectares (49.57 acres), located along TWP 512 / 41st Avenue SW, RR 243 / 66th Street, and a portion of the southerly east-west collector roadway, have been designated as Business Park. The Business Park area will be characterized by corporate offices, research institutions, financial services, educational institutions, and other similar uses. The Business Park area will incorporate green space, and wetlands that will fulfill a storm water management function. There will be no outdoor storage in the Business Park character area.

It is envisioned that the Business Park will have visually impressive buildings and landscaping that will complement nearby residential uses.
Objectives:

- To maximize the economically advantageous value of the lands; and
- To provide a seamless transition between the Royal Cubera LASP and adjacent land uses.

Policies:

4.1.1 Land use and development within the Light Industrial Area shall comply with the IB-Industrial Business District and/or LI – Light Industrial District of the Leduc County Land Use Bylaw No. 7-08.

4.1.2 Land use and development within Business Park Areas shall comply with the IB – Industrial Business District and/or BP - Business Park District of the Leduc County Land Use Bylaw No. 7-08.

4.1.3 Land use and development within the Commercial Area shall comply with the UC3 – Urban Commercial 3 District of the Leduc County Land Use Bylaw No. 7-08.

4.1.4 Should the above mentioned Districts in 4.1.1, 4.1.2, and 4.1.3, be amended or removed from the Leduc County Land Use Bylaw or the Bylaw is revised, the most suitable Districts to meet the goals and character of this LASP shall apply.

4.1.5 There shall be no outdoor storage in the Commercial or Business Park Areas.

4.1.6 Any outdoor storage permitted in the Light Industrial area shall be screened from local roadways, trails, and the adjacent Commercial and Business Park Areas.

4.1.7 Developments shall endeavour to exceed the requirements of the Highway 2 Corridor Design Guidelines along TWP 512 / 41st Avenue SW.

4.1.8 All developments that face onto a roadway that abuts residential uses shall be required to have higher architectural standards and landscaping requirements.

4.1.9 Landscaping in all character areas shall be in accordance with the requirements of the Leduc County Land Use Bylaw and the specific land use districts.

4.1.10 All developments shall endeavour to incorporate Crime Prevention Through Environmental Design (CPTED) and Dark Skies principles.
4.2 Parks and Open Space

Parks and open space improve quality of life by providing opportunities for passive recreation and purposeful journeys. The Royal Cubera LASP has been designed to incorporate natural features and to provide connectivity to parks and trails in adjacent developments. Many of the wetlands in the plan area are seasonal, and will be enhanced with a shared purpose as a stormwater management facility, see Figure 10 – Development Concept. The lands that surround these wetlands or stormwater management facilities provide a natural location for protective and supportive park space. This park space will be available to residents of Leduc County, those employed in the plan area, and will provide aesthetic value to the development as a whole.

Municipal Reserve will be dedicated through a combination of land and cash in lieu to Leduc County on a stage by stage basis.

Objectives:

- To provide adequate access and appropriate open space amenity to meet the needs of the Plan area’s employee base;
- To provide pedestrian-friendly connectivity from the LASP to adjacent developments; and
- To protect the ecological integrity of natural features deemed to be of high ecological value in the Plan area.

Policies:

4.2.1 Municipal Reserve shall be utilized first to provide connective trails, park space, and buffers around natural areas, wetlands and stormwater management facilities.

4.2.2 Where possible, trails and park space should be located to provide logical connectivity between adjacent developments, thereby maximizing park size and trail length.

4.2.3 Stormwater management facilities should be included as part of the park and/or trail system.

4.2.4 Proponents shall work with the County and the pipeline right-of-way owner to determine the location and construction standards for a connective trail through and along the public utility lot.
4.2.5 Lands recommended for retention in Figure 4 – Natural Features should be incorporated into subdivision design where possible. Where incorporation is not feasible, the proponent shall work with Leduc County and Alberta Environment and Sustainable Resource Development (AESRD) for alternative solutions.

4.2.6 Prior to the removal of any wetlands in the plan area, approval shall be received from AESRD.

4.2.7 In accordance with AESRD and Leduc County regulations and policies, certain wetlands recommended for retention in Figure 4 – Natural Features, may be utilized as a stormwater management facilities.

4.3 Development in Vicinity of the EIA

A small portion of the LASP lands are located in the Airport Vicinity Protection Area (AVPA), see Figure 6 – EIA Vicinity Protection Area. It is important that these lands develop in a way that is complementary to airport operations. This means that development on these lands must meet certain requirements in addition to standard Leduc County land use policies.

Objective:
To minimize negative impacts on the operations of the Edmonton International Airport (EIA).

Policies:

4.3.1 The Airport Vicinity Protection Regulation and Transport Canada publication TP1247 shall guide all development on the lands identified in Figure 6 – EIA Vicinity Protection Area.

4.3.2 Uses and development within the LASP shall not:
   a) emit smoke, vapour, dust or light in quantities that may, in the opinion of Leduc County or EIA, reduce visibility of airport operations;
   b) obstruct airport operations either by height or location;
   c) interrupt NAVCANADA radar, VHF/UHF communications, and navigational aids; or
   d) have characteristics that increase bird hazards for EIA.

4.3.3 The EIA shall be notified of all development, building permits, land use changes, or building-use changes on the impacted lands (identified in Figure 6 – EIA Vicinity Protection Area) within the Royal Cubera LASP.
5. Transportation

The Royal Cubera LASP lands are well positioned for future transportation connectivity to the QEII, one of Alberta’s major highways and a central dangerous goods route. The Plan will also have access to the Nisku Spine Road, which will provide an efficient linkage both to the City of Leduc and the City of Edmonton. The Plan area is located approximately 1.6 kilometres (1 mile) east of the QEII and approximately 3.2 kilometres (2 miles) west of Highway 814. Current residential access is gained to the Plan area from RR 243 / 66th St. and TWP 512 / 41st Avenue SW.

Collector roadways for the LASP have been designed to provide for efficient ingress and egress of automobiles, transport trucks, and public transportation, please refer to Figure 11 – Mobility Plan. By utilizing a modified rural roadway cross-section with added multi-use walkways (see Figure 12 – Pedestrian Circulation), Low Impact Development (LID) principles can be implemented, and the County will not need to alter current roadway maintenance practices.

As per the Municipal Government Act, Leduc County shall impose conditions on subdivision approvals and development permits for proportionate contributions, off-site levies, payments and/or Right-of-Way contributions for 41st Avenue SW roadway improvements abutting the LASP. Leduc County will enter into a mutually acceptable agreement with the City of Edmonton to develop a catchment of benefiting lands that will share construction and land costs for the 41st Avenue SW arterial roadway.

5.1 Circulation, Access, and Roadways

Range Road 243 / 66th Street

Range Road 243 / 66th Street (RR 243 / 66th Street) is currently a two-lane rural roadway cross-section running along the east boundary of the Plan area. As part of the development of the Royal Cubera LASP, this roadway will be widened to accommodate a four-lane divided roadway cross-section as shown in Appendix A. This future widening for the roadway will need to occur to the west of the existing road right-of-way due to the presence of a high voltage power line right-of-way located immediately east and parallel to RR 243 / 66th Street.

The proposed roadway cross-section will have a rural drainage system, with ditch drainage. The ditches will drain to the same locations as the current roadway ditches. Access to lots developed as part of the Royal Cubera LASP will be from interior roads, and not from RR 243 / 66th Street.

There are several existing dwellings along RR 243 / 66th Street. The access to these dwellings will remain until such time that the lands are developed.
Township Road 512 / 41st Avenue SW

The portion of TWP 512 / 41st Avenue SW immediately adjacent to the LASP is currently planned to be widened following the QEII and 41st Avenue SW interchange construction. The ultimate cross-section of the roadway will be eight lanes, with additional turning lanes located at the intersection of RR 243 / 66th Street. Road right-of-way will need to be dedicated via subdivision with future development to accommodate the widening of this road.

A collector roadway from the Plan area will intersect with TWP 512 / 41st Avenue SW along the northern boundary of the site. This access is expected to align with a proposed access for industrial lands to the north. Several existing dwellings, located along the south side of TWP 512 / 41st Avenue SW, currently have direct access onto the road. These dwellings will have continued access until such time as development and subdivision occurs on these lands.

Drainage from lands inside the Royal Cubera LASP will be accommodated in the new roadway section, or in a parallel drainage easement.

Nisku Spine Road / 9th Street Extension

The future Nisku Spine Road (locally known as the 9th Street Extension) is and will be an important north-south transportation corridor through Nisku Industrial Park. It is located to the west of the Royal Cubera LASP and will function as a major arterial roadway connecting important economic nodes in the region, including the Edmonton International Airport, Nisku Industrial Park, the City of Edmonton and the City of Leduc. North from 41 Avenue SW, and into the City of Edmonton, the Spine Road eventually becomes 91st Street. Development in the direct vicinity of the Nisku Spine Road is anticipated to include mainly industrial (general and light) and business park uses. Over time and as development density increases, gradual upgrading of Spine Road will be required. Nisku Spine Road is anticipated to be developed as a six-lane divided arterial.

The Royal Cubera LASP lands are connected to the Nisku Spine Road via a collector roadway on the southern boundary of the plan area. This collector connects west from RR 243 / 66th Street, past the Royal Cubera LASP and Border Business Park, to the Spine Road. This collector road is identified in the statutory WAM LASP. Future dedication and construction of this road (proposed as an extension of 35th Avenue) will be determined as development advances south at the subdivision stage.

Proposed Roadways

Collector Roads

Collector roadways within the Royal Cubera LASP are proposed to have an adapted rural cross-section (please refer to Appendix A). This roadway cross-section has been adapted from the current Leduc
County industrial collector roadway cross-section to allow for a multi-use walkway/ bike path on one side of the road. The collector roadways will drain via roadside ditches to the storm water management facilities located within the Plan area. Some the lots will be served directly by the collector roadway system and others by local roadways within the LASP area.

By utilizing the roadside ditches, there is greater allowance for surface infiltration of water runoff, a key principle in LID. Allowing for more rain water infiltration onsite, rather than piping it away to a treatment facility, is better for the natural environment and less costly in the long-term for the County.

Local Roads

Local roadways will provide direct access to lots within the Plan area. The locations of these roads are flexible, and will be determined by how the land is subdivided, and the nature of the individual site land use. The roads in the Light Industrial area will be constructed with an adapted rural roadway cross-section, with drainage via roadside ditches. Due to development density, local roadways in the commercial area will be constructed with a curb and gutter along with an adjacent sidewalk. The sidewalk should be considered part of and connect to the overall pedestrian circulation plan for Royal Cubera. The structured drainage system in the commercial area will need to tie into the overall stormwater management system, which flows westward on the south side of TWP 512 / 41st Avenue SW.

Objectives:

- To provide efficient access to the Plan area and mobility within it;
- To connect to and become part of the road network that serves the County and the region;
- To plan a roadway system that is safe for multiple modes of transportation, including automobiles, transport trucks, cyclists, and pedestrians; and
- To implement Low Impact Development principles into roadway design.

Policies:

5.1.1 Local roads within the Royal Cubera LASP shall be developed in accordance with the cross-section designs identified in this plan, and shall meet Leduc County engineering standards.

5.1.2 Supplementary transportation concepts shall incorporate a network of streets that provide a high degree of connectivity and access to lots.

5.1.3 Collector roads will be designed to accommodate future public transit service.
5.1.4 A Leduc County approved Transportation Impact Assessment (TIA) shall determine roadway hierarchy and signalization.

5.1.5 Access to the Business Park and Light Industrial Areas shall be by internal roadways only.

5.1.6 Current residential access onto RR 243 / 66th Street and TWP 512 / 41st Avenue SW shall remain until such time as the lands on which the residences are located are redistricted for development and approved for subdivision.

5.1.7 Road right-of-way (metres in perpendicular width) shall be dedicated by all lands abutting RR 243 / 66th Street upon subdivision. The amount of road widening required shall be determined by Leduc County at the time of subdivision approval.

5.1.8 Road right-of-way (metres in perpendicular width) shall be dedicated by all lands abutting TWP 512 / 41st Avenue SW upon subdivision. The amount of road widening required shall be determined by Leduc County at the time of subdivision approval.

5.1.9 Road right-of-way (metres in perpendicular width) shall be dedicated by all lands abutting the extension of 35th Avenue upon subdivision. The amount of road widening required shall be determined by Leduc County at the time of subdivision approval.

5.1.10 All developments in the LASP shall contribute proportionately to the construction and expansion of new and existing municipal roads, and in particular, any roadways or infrastructure abutting the development in an adjoining municipality. Contribution amounts shall be determined at the time of subdivision and/or development.

5.1.11 Leduc County shall enter into a mutually acceptable agreement with the City of Edmonton to ensure proportionate contributions to the funding of 41st Avenue SW infrastructure adjacent to the plan area prior to development agreements.
5.2 Active Transportation

In the future, and as requirement of the Capital Region Growth Plan, much of the lands that surround the Royal Cubera LASP will likely be developed as urban-density residential. In recognizing this, connective multi-use walkways/ bike paths and trails have been incorporated into the Plan design to allow for local residents to walk and cycle to their place of employment, see Figure 12 – Pedestrian Circulation. These multi-use walkways will also support pedestrians who use future transit and provide opportunity for passive recreation.

**Objective:**

- To promote efficient and accessible pedestrian and cycling circulation opportunities in the plan area.

**Policies:**

5.2.1 All internal roads shall include a minimum 2 metre wide asphalt multi-use walkway/bike path on at least one side.

5.2.2 All transportation concepts shall include a system of multi-use walkways / bike paths and trails to facilitate pedestrian movement across the Plan area.

5.2.3 All trails and multi-use walkways shall connect to the main pedestrian circulation network (refer to Figure 12 – Pedestrian Circulation).
5.3 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was prepared by Stantec Consulting Ltd. in support of this LASP, and has been submitted under separate cover. The primary scope of this assessment was to:

- Examine the proposed development area: land use, roadways, traffic conditions and traffic operations;
- Identify the proposed future roadway network adjacent to the Plan area including access locations;
- Estimate forecasted background traffic conditions;
- Estimate future vehicular trip patterns generated to and from the Plan area;
- Distribute and assign the projected vehicular demands on adjacent corridors based on the proposed roadway network; and
- Conduct intersection capacity analysis to identify intersection and roadway improvement measures.

With proposed improvements, capacity analyses revealed that all study intersections would operate at an overall level of service at ‘D’ or better at the long-term planning horizon (2035). Notwithstanding the traffic control and lane requirements identified in the TIA report, requirements for gradual improvements should be confirmed through the completion of traffic counts and delay studies. As well, the actual improvement requirements should be confirmed upon build out of the Royal Cubera LASP so that the intersections can continue to operate effectively once the traffic patterns have been firmly established.

The TIA proposes lane configuration and storage lengths on major intersections. This information may be used for initial planning and will require further verification with an actual implementation plan during the design stage. Estimated daily volumes for internal collector roadways are within the range of acceptable urban industrial collector standard and these collector roadways are expected to be designed according to County’s standard.
6. Servicing

The Royal Cubera LASP will be fully serviced with water, sanitary sewer, and stormwater management, along with utilities that include power, natural gas, phone, and cable. Extensions to municipal water and wastewater for servicing are proposed below. The details of the proposed servicing systems will be further defined through subsequent reports and detailed engineering design in the future.

Proportionate contributions for infrastructure improvement costs will be calculated through an acreage assessment and implemented through subdivision approvals and development agreements for the subject lands.

6.1 Water Servicing

Water mains for municipal water will be extended from Border Business Park to the west of the Plan area. Two locations for connection are available, and both locations should be used to ensure that water supply can be looped throughout the Plan area. The water mains are extensions of Capital Region Southwest Water Services Commission system. See Figure 13 – Water Servicing for the layout of the proposed water mains. The water mains will be located primarily within the road right-of-way and will be sized at 300 mm. Water service will include roadway fire hydrants for fire protection and a future water service stub that will allow further extension to the east.

A municipal utility corridor will need to be secured from the Capital Region Southwest Water Services Commission system to and through the Royal Cubera LASP, to service the eastern half of the North Major Area Structure Plan lands.

Objective:

- To provide full municipal services to meet the needs of the Royal Cubera LASP, while also considering the needs of future adjacent developments.

Policies:

6.1.1 The utility corridor for water servicing shall be secured by the Developer, in accordance with Figure 13 – Water Servicing, at the time of subdivision approval.

6.1.2 Municipal and private water system infrastructure will be provided in accordance with the approved Water Servicing Plan to the satisfaction of Leduc County.
6.2 Sanitary Sewer Servicing

The sanitary sewer network for the Royal Cubera LASP will be an extension of the Alberta Capital Region Wastewater Commission (ACRWC) trunk main, and connected to the Southeast Regional Trunk Sewer (SERTS) Line, located upstream of the Nisku metering station.

The trunk sewer connecting to Border Business Park in the southwest corner of the study area will be a 450 mm gravity line connecting to the 450 mm stub provided by WAM. This line will provide service to the LASP lands and to the residential area to the east up to Cawes Lake. The line will reduce in size to 375 mm as shown in the Figure 14 – Sanitary Service as it is expected flow will diminish upstream. The trunk sewer diameter will go down to 300 mm to service the character areas, and further to 200 mm lines to provide local area service. The location and extent of lines smaller than 300 mm are not shown in Figure 14, since the local roadway network and local land uses would have to be designated in order to plan these lines.

A municipal utility corridor has yet to be secured from the Southeast Regional Trunk line from Border Business Park to the Royal Cubera Plan area and the eastern half of the North Major Area Structure Plan. The development of the sanitary sewer servicing for the Royal Cubera LASP essentially follows the plan from the WAM LASP Sanitary Basin Boundary Assessment. A future connection point for lands to the east of the Royal Cubera LASP is provided on RR243 / 66th Street, at the intersection of the northernmost collector road. As the Royal Cubera LASP develops, it will be necessary for the County to secure a municipal utility corridor in order to ensure that services will be available to lands east of RR 243 / 66th Street.

Objectives:

- To provide full municipal services to meet the needs of the Royal Cubera LASP, while also considering the needs of future adjacent developments.

Policies:

6.2.1 The utility corridor for sanitary servicing shall be secured by the Developer, in accordance with Figure 14 – Sanitary Servicing, at the time of subdivision approval.

6.2.2 Municipal and private water system infrastructure will be provided in accordance with the approved servicing plan to the satisfaction of Leduc County.
6.3 Stormwater Management and Low Impact Development

The natural drainage for the Royal Cubera LASP lands flows principally from the south to the north and west. A smaller portion in the south drains southward, eventually reaching Irvine Creek. The stormwater runoff from the LASP site currently collects in a low area located just south of TWP 512 / 41st Avenue SW. The runoff then flows in a westerly direction along the south side of TWP 512 / 41st Avenue SW until it merges with flow from Border Business Park near the location of Range Road 244. The proposed Royal Cubera LASP is located primarily in storm Basin 21.

The entire LASP storm drainage system has been divided into north and south catchment areas. The north portion will drain into the 41st Avenue SW outfall via a pipe in the northwest corner of the plan area. It has been confirmed by the City of Edmonton Drainage department that the stormwater drainage from Basin 21 has been permitted to discharge into the 41st Avenue SW outfall. The southern portion will drain into the outfall at the southern border of the plan area, towards Irvine Creek. The specific drainage catchment area boundaries and locations for connections to outfalls are to be determined at the engineering design stage.

Development of any portion of the Plan area that is designed to drain southward towards Irvine Creek will require that a watershed drainage study and master plan be completed. Any relevant recommendations from the watershed drainage study and master plan shall be properly reflected in the design and planning for the development.

Major and Minor Storm Events

Development of Border Business Park to the west will direct major overland flow to the north along the west boundary of the Royal Cubera LASP. The low area immediately south of TWP 512 / 41st Avenue SW will receive all the major storm runoff from most of the study area.

Minor storms in the Plan area will be handled by roadway ditch drainage systems. Water quality will be protected by directing flow from the ditches into storm water management facilities, preferably wet detention basins. These basins will manage storm flow peaks to reduce discharge to pre-development levels. The basins will also function to reduce the volume of water released downstream. As shown on Figure 15 – Stormwater Servicing, there are four locations proposed for storm water management facilities in the Plan area.

Low Impact Development

Low Impact Development (LID) provides an innovative stormwater management approach that follows basic principles modeled after the natural hydrologic cycle. The principles support the use of onsite design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as stormwater
disposal. Instead of conveying and managing or treating stormwater in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small, cost-effective landscape features located onsite. These include the use of more permeable surfaces, such as ditches, swales, infiltration trenches, green roofs and rain barrels.

The Royal Cubera LASP is incorporating ditches and wetlands into its storm water management plan in order to lessen the environmental impact of the development and to promote LID. It is also encouraged that other LID strategies be included in subdivision design and the next stages of planning.

Objectives:

- To provide storm water management that safeguards storm water runoff quality and quantity from exceeding predevelopment standards and flows; and
- To incorporate LID principles into the design of all development within the Royal Cubera LASP.

Policies:

6.3.1 Prior to finalizing the stormwater management concept, an optimum stormwater strategy shall be determined with effort to minimize site grading.

6.3.2 Landscaping of parks, open spaces, and stormwater management facilities shall incorporate indigenous plant species and xeriscaping to minimize landscape irrigation.

6.3.3 Opportunities should be explored for incorporating design elements that support LID into private development, including but not limited to, green roofs, minimizing impermeable surfaces, and rain water collection.

6.3.4 Irvine Creek sub-watershed management goals shall be considered into the stormwater management design for the portions of the Plan discharging into the Irvine Creek Watershed.
### 6.4 Shallow Utilities

Shallow utilities including power, gas, telephone, and cable are all available for extension into the Plan area. These utilities will be provided within the road right-of-way and through easements on private lands. Proponents are encouraged to explore the potential of renewable energy provision for the LASP lands.

#### Electric Power

Electric power is supplied in the area by Fortis Alberta. According to the utility, adequate service is available in the area to supply the proposed Royal Cubera LASP. This service can be both three phase and single phase electric power, supplied from overhead or underground lines.

It is proposed that overhead power lines, installed on one side of the County road right-of-way, be utilized for RR243 / 66th Street and the collector roadways. Underground primary lines will be installed on local roadways and in the business park and commercial districts utilizing easements. Any needed power facilities will be located on public utility lots. Further detail on power provision will be provided at the time of subdivision.

#### Renewable Energy

Renewable energy use is becoming more common and cost effective for new developments. There are a number of examples of solar, geothermal, wind, and biomass energy installations across Alberta that have proven successful. There is a great opportunity to implement some of these technologies for the developments in Royal Cubera. By incorporating renewables with the regular power supply, thereby creating a hybrid system, there is the ability to build resilience in the power system, making it uninterruptable. An uninterruptable power supply can be of tremendous benefit to light industrial developments.

#### Gas

ATCO Gas is the local gas utility. According to ATCO, an 80 psi gas main is located on the TWP 512 / 41st Avenue SW alignment. This main can supply the Plan area via an extension located on the east side of Range RR 243 / 66th Street and then westward along new roadways constructed as part of the Plan area.
Telephone and Cable

Telephone and cable can be provided to all lots in the area via extension of services from adjacent lands. These services are proposed to be installed as shallow buried utilities along the shoulder or in easement along roadways in the Royal Cubera service area.

Objectives:
- To provide reliable municipal shallow utilities servicing to all users within the plan area; and
- To enable renewable energy options in the Plan area.

Policies:

6.4.1 All shallow utility infrastructure required to provide service to development shall be located underground, with an exception of power lines on the collector roads in the Light Industrial area.

6.4.2 Aerial power distribution facilities may be installed in the Light Industrial area provided that road crossings are located underground.

6.4.3 Provision of renewable energy technologies such as solar panels, geothermal heating/cooling, or biomass energy production are encouraged.

6.5 Emergency Response Services

Local emergency services will be available to all future developments located in Royal Cubera LASP lands. Ambulance services are supplied by Alberta Health Services, with the closest hospitals located in the City of Leduc and the Grey Nuns Hospital in southeast Edmonton. Police Services in Leduc County are provided by the Royal Canadian Mounted Police (RCMP), whose closest detachment is located in the City of Leduc. Leduc County also employs Peace Officers who enforce County bylaws and roadway safety. Fire protective services have a fire hall located in Nisku, in close proximity to the LASP lands. Leduc County also maintains mutual-aid firefighting service agreements with all local municipalities.
7. Implementation

The plan has been prepared with the recognition that there is a need to provide flexibility to enable development in fluctuating economic conditions and to allow for innovative technologies.

The Royal Cubera LASP provides a policy framework for future subdivision and development. The Plan is proposed to occur in five stages – see Figure 16 – Development Staging. The first stage of development will include two storm water management facilities. It is proposed that the collector roads be constructed as each phase occurs, with independent TIAs determining required incremental upgrades to RR 243 / 66th Street. The staging provided is conceptual and could change depending on the future development demand. Future stages will require additional biophysical and environmental site assessment analysis.

The North Major Area Structure Plan will be amended for plan consistency. This will include changing the impacted lands in the current Land Use Concept from a Residential Estate designation to a combination of Business Industrial, Business Park, and Commercial land uses.

An amendment to the Land Use Bylaw will occur with each stage of development. These amendments will involve rezoning the current Agricultural District to the respective Districts suitable to the Light Industrial, Business Park and Commercial areas.

Objectives:

- To develop land in accordance with the Leduc County policy framework; and
- To develop the LASP lands in a logical and cost effective manner.

Policies:

7.1.1 Land shall be developed with consideration given to adjacent statutory and non-statutory plans, located in Leduc County and the City of Edmonton.

7.1.2 Order of development shall occur as outlined in Figure 16 – Development Staging.

7.1.3 Development shall generally be in accordance with the land use concept in Figure 10 – Development Concept. Minor Variations of land use boundaries and roadway alignments are expected and will not require amendments to the Plan.

7.1.4 The traffic impact assessment shall be reviewed and updated with each subsequent phase following Phase 1.

7.1.5 A detailed biophysical assessment shall be required for Phases 2, 3, 4, and 5 in order to verify the presence of wetlands and their classifications.
7.1.6 An Environmental Site Assessment shall be required for Phases 2, 3, 4, and 5.

7.1.7 Any historic structures located in the Plan area that were identified in the Statement of Justification for the Historical Resources Act, shall be recorded prior to clearance and construction of proposed developments.

7.1.8 The boundaries between land use areas included in this LASP are general in nature. Specific boundary location between uses shall be determined at the time of Land Use Bylaw amendment.

7.1.9 The interim use for all lands located in the Royal Cubera LASP shall remain as agricultural.

7.1.10 Amendments to the Royal Cubera LASP may be initiated by Leduc County Council or any individuals with an interest in the lands.
8. Appendices

Appendix A: Roadway Cross-Sections

Appendix B: Endorsed Historical Resources Act Clearance
APPENDIX A

Roadway Cross Sections
ASPHALTIC CONCRETE PAVEMENT
45mm ACP 2ND LIFT
80mm ACP FIRST LIFT
300mm GBC (GRANULAR BASE COURSE)
300mm SUBGRADE COMPACTION

2.0% A.C.P OR A.S.B.C.

GRANULAR BASE COURSE
SUBGRADE PREPARATION

4:1 SLOPE

NOTE: ALL BACK SLOPES 4:1 UNLESS NOTED OTHERWISE
2:1 SLOPE REQUIRES 1.0m SHOULDER WIDENING & GUARDRAIL INSTALLATION

ALL DIMENSIONS ARE IN METERS

NOTE:
Detail not to scale
LOCAL ROADWAY SECTION
(SF C&G AND SF C&G WITH SEP. WALK)
N.T.S.
Application for *Historical Resources Act* Clearance

**Activity Administration**

Date Received: November 02, 2012  
HRM File: 4835-12-0085

**Purpose of Application:**  
☑ All New Lands  
☐ Additional Lands  
☐ No New Lands

**Project Category:** Subdivisions (4835)

**Project Type:**  
☐ Residential Subdivision  
☐ Commercial Subdivision  
☑ Industrial Subdivision  
☐ Area Structure Plan / Outline Plan  
☐ Access Road  
☐ Electrical / Utility  
☐ Water Supply Line  
☐ Sewage Line  
☐ Other

**Project Identifier:** Royal Cubera Local Area Structure Plan

**Additional Identifier(s):**

| Key Contact: | Barb Neal  
| Address: | #200 1719 10th Avenue SW  
| Postal Code: | T3C 0K1  
| E-mail: | barb.neal@stantec.com  
| Affiliation: | Stantec Consulting  
| City / Province: | Calgary, AB  
| Phone: | (403) 806-1600  
| Fax: | (403) 244-4701 |

| Is the Proponent the same as the Key Contact? | ☑ Yes  
| ☐ No  
| If no, complete the following: |

| Proponent: | Cancom Holdings Ltd.  
| Address: | #20, 3908 - 97 Street NW  
| Postal Code: | T6E 6N2  
| E-mail: | rohit@cancomdevelopment.com  
| Contact Name: | Rohit Sethi  
| City / Province: | Edmonton, AB  
| Phone: | (780) 461-7599  
| Fax: | (780) 988-2517 |

**Proposed Development Area**

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**Listed Lands Affected**

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HRM File: 4835-12-0085  
Page 1 of 2
Comments:

**Historical Resources Impact Assessment:**

For archaeological resources:
- Has a HRIA been conducted?  ☐ Yes  ☑ No

For palaeontological resource:
- Has a HRIA been conducted?  ☐ Yes  ☑ No

*Historical Resources Act* clearance is granted for the activities described on this application and its attached plan(s)/sketch(es) subject to the conditions specified in the attached document(s).

---

David Link  

November 26, 2012  

Date
HISTORICAL RESOURCES ACT – CONDITIONAL CLEARANCE

Staff of Alberta Culture have reviewed OPAC application (03329795) for the captioned project. Based on the information provided in this report, staff have recommended conditional clearance for this project as follows:

1. RECORDING OF HISTORIC STRUCTURES

Assessing Historic Structures: In the Statement of Justification attached to this application Stantec Consulting has indicated that four of the five currently occupied yards within the project area potentially contain historic structures that may be impacted by this project.

Pursuant to Section 37(2) of the Historical Resources Act, Cancom Holdings Ltd. is required to have the historic structures found within these areas recorded. Cancom Holdings Ltd.’s consultant must comply with the requirements for recording historic structures as per Alberta Culture’s guidelines entitled Requirements for Recording Historic Structures – revised February 2012. However, Cancom Holdings Ltd. is granted conditional Historical Resources Act clearance to proceed with the development of this project on the understanding that this requirement will be met.

Timing: The historic structures must be recorded prior to any impact related to the construction of this project.

2. INVENTORY FORMS

All records collected as per the Requirements for Recording Historic Structures – revised February 2012 are to be sent to the Historic Resources Management Branch, 8820 - 112 Street, Edmonton, Alberta, T6G 2P8.

Pursuant to Section 31 of the Historical Resources Act, should any additional archaeological resources, palaeontological resources, Aboriginal traditional use sites and/or historic period sites be encountered during any activities associated with land surface disturbance operations, the HRMB must be contacted immediately. It may then be necessary to issue further instructions regarding the management of these resources.