

BYLAW NO. 3399/2007

Being a bylaw adopting the Queens Business Park Industrial Area Structure Plan as a bylaw of the City of Red Deer

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

That Bylaw No. 3399/2007 is hereby adopted:

1. Including the attached text and maps of the "Queens Business Park Industrial Area Structure Plan".

READ A FIRST TIME IN OPEN COUNCIL this 19th day of November 2007.

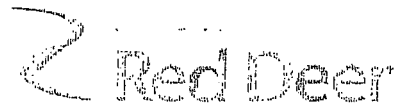
READ A SECOND TIME IN OPEN COUNCIL this day of 2007.

READ A THIRD TIME IN OPEN COUNCIL this day of 2007.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2007.

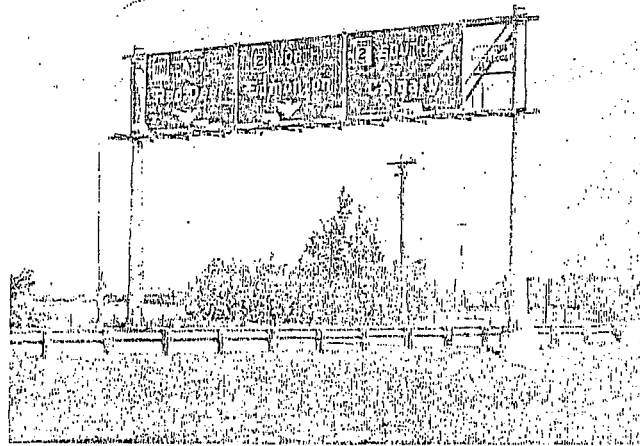
MAYOR

CITY CLERK



Queens Business Park

- INDUSTRIAL AREA STRUCTURE PLAN -



November 7, 2007



PARKLAND
COMMUNITY
PLANNING
SERVICES

EXI Engineering
Services
Ltd.

CITY OF RED DEER

QUEENS BUSINESS PARK

INDUSTRIAL AREA STRUCTURE PLAN

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THE CITY OF RED DEER

QUEENS BUSINESS PARK INDUSTRIAL AREA STRUCTURE PLAN

1.0 INTRODUCTION

1.1 AREA LOCATION

The plan area is illustrated on Figure 1. It contains approximately 2 quarter sections totalling ± 117 ha (289 acres) of land legally described as NW ¼ 36-38-27-W4 and NE ¼ 36-38-27-W4. The plan area is located west of Queen Elizabeth II Highway (formerly Provincial Highway No. 2) and south of Highway 11A. The subject lands are presently owned by The City of Red Deer.

1.2 PLANNING FRAMEWORK

The *Queens Business Park Industrial Area Structure Plan* (IASP) has been adopted by The City as a statutory plan in accordance with Section 633 of the *Municipal Government Act*. This section describes an area structure plan as providing a framework for subsequent subdivision and development of an area of land.

Furthermore, the IASP implements the scope and intent of the City of Red Deer's *West QE2 Major Area Structure Plan*, *Industrial Planning Guidelines & Standards*, and the *Regional Ecological Profile - Proposed Industrial Lands and Associated Natural Areas (2005/2007)*

Prior to adoption of the *West QE2 Major Area Structure Plan*, the plan area was located within the jurisdiction of Red Deer County and within the existing *Burnt Lake Area Structure Plan* (adopted by Red Deer County Council in March 2000). The City's *West QE2 Major Area Structure Plan* considered the proposals contained in the *Burnt Lake Area Structure Plan*.

The City of Red Deer *Industrial Planning Guidelines & Standards* provides guidelines and standards based on Smart Growth principles for the planning and design of industrial areas including land use, roadways, servicing, the natural environment and heritage, and safety. This document provides the requirements for industrial ASPs and the subdivision approval process.

The *Regional Ecological Profile - Proposed Industrial Lands and Associated Natural Areas (2005/2007)* provides for a detailed overview of natural environmental features within the plan area along with recommendations for their preservation.

2.0 EXISTING SITE CHARACTERISTICS

2.1 NATURAL FEATURES

The topography of the plan area consists of generally flat land, with a marked rise towards the west boundary of the plan area. Most of the undeveloped land in the plan area has been used primarily for agricultural purposes with limited vegetation and trees remaining.

Figure 2 of the MASP, is based on the City's *Ecospace (Natural Habitat) Management Plan* which is updated regularly to preserve and enhance Red Deer's natural environment through careful community planning, as well as, the more detailed *Regional Ecological Profile – Proposed Industrial Lands & Associated Natural Areas (2005/2007)*. This figure also identifies existing water courses, wetlands and a variety of natural areas, including treed areas or other vegetation growth and escarpment existing within the plan area.

It is the intent of the IASP, through Figures 2A and 2B, to preserve those tree stands, shelter belts and wetlands identified in the regional ecological profile for preservation focus. The protection and preservation of these identified areas shall be incorporated into the development concept of the IASP.

Based on the report *Wetland Ecological Assessment (2005)* prepared by Westhoff Engineering Resources Inc., all of the wetlands in the plan area have wide riparian zones, which are very sensitive and have high ecological value, and therefore, a wide buffer free of construction should be provided around the wetlands. The report indicated that there may also be the opportunity to incorporate the wetlands into the storm water management plan.

2.2 RESOURCE EXTRACTION

The IASP boundary does not contain any licensed operable or abandoned gas/oil wells and/or pipelines.

3.0 DEVELOPMENT CONCEPT

3.1 LAND USE

All future subdivision and development within the plan area shall conform to the land use concept illustrated in Figures 3A and 3B.

3.1.1 Industrial and Business Services

The majority of land within the plan area is designated for light industrial and business service use, which includes, but is not limited to, oilfield activities, industrial support services, manufacturing, processing, warehousing, and distribution. Performance standards for this land use district prohibit the emission of odour, noise, particulate materials, toxic substances or gases, and the production of heat glare. It also requires the orderly and enclosed outdoor storage of goods. Properties within this use category are designated into the I1 Industrial (Business Services) District of the City's land use bylaw and typically range in size from approximately 1000 m² to 15 ha and more (0.25 acre to 37 acres and more). Business services locating within this land use district may desire arterial and highway exposure.

Within the plan area, land use allocation for industrial uses to accommodate manufacturing, processing and warehousing activities that may produce noxious emissions may be considered. Such uses would be accommodated within the I2 Industrial (Heavy Industrial) District. All I2 Districts shall maintain a setback distance of 400 metres from the MASP boundary. Furthermore, frontage along any designated arterial road shall not be permitted for parcels within the I2 District. The development concept identifies which lands are to be redesignated for which industrial intensity (I1 vs. I2).

3.1.2 Eco-Industrial Park

Considering the common uses and volume of materials produced in a confined area, an industrial park offers potential for companies to work closely together to help recycle or reuse products, pool resources, and reduce environmental impacts through green building standards. An eco-industrial park is an industrial park where these inter-relationships are identified and promoted through developing cooperative design and operational plans for the whole industrial park. An example is the reuse of one company's by-products by another company.

The plan area identifies an 11.34 ha area for eco-industrial park use along the westerly boundary of NW ¼ 36-38-28-4. Any development proposal within this area shall be presented in a manner which exemplifies its eco-industrial park use intent. Uses within the eco-industrial park will be similar in nature to those of the I1 Light Industrial District.

3.1.3 Commercial

In addition to the limited commercial uses allowed within the Industrial (Business Service) District, two commercial sites, totalling approximately 4.1 hectares in size, are centrally provided at the northerly portion of the main arterial roadway access into the plan area from Highway 11A. These sites will provide the full range of commercial facilities and

services anticipated to be in demand from the population employed within the plan area. These commercial sites are intended to primarily provide a service to the plan area daytime population, but it should be expected to draw some traffic from Highway 11A.

The two commercial sites will be designated within an appropriate land use district or into an industrial land use district, depending on the nature of the proposed land use(s) within the commercial node.

3.1.4 Major Entry Area Landscaping Requirements

Land adjacent to Highway 11A will be designated as a major entry area into the city. Developments on these lands will be subject to increased landscaping standards contained in The City's Land Use Bylaw. The regional initiative for consistent landscaping and development standards along the QE II Highway is applicable to developments on lands adjacent to this highway.

3.2 VEHICLE AND PEDESTRIAN CIRCULATION

The plan area is a predominantly industrial and commercial land use area. In order to accommodate the traffic flows associated with this type of land use a planned system of trails, transit routes and roadways will effectively manage transportation activity patterns. All planned trails, roadways and transit routes are to be constructed according to City of Red Deer *Engineering Design Guidelines* and *Industrial Area Planning Guidelines & Standards* to ensure a fully integrated, consistent and safe circulation system.

3.2.1 Trail System

Trails/walkways shall be provided within the plan area to the standards contained within the policies of the Trails & Pathways Master Plan. Such trails shall be 3.0 metres wide and provided adjacent to all arterial roadways. Monolithic sidewalks 1.5 metres in width shall be provided along one side of all collector roadways.

3.2.2 Transit

The arterial and collector road structure is suitable to accommodate public transit service. In general, the viability of service within the plan area will be subject to need/usage projections and may also depend on partnerships with area businesses.

3.2.3 Roadways

All roadways are identified on Figures 3A and 3B, in accordance with the major road network determined within the *West QE2 Major Area Structure Plan*.

The proposed local roads may not be completely developed as shown. The development of these roads will be dependent on current market trends and needs. In the event that a local road, or portion thereof, is developed, the road shall be constructed within the illustrated road boundaries and access locations. Easements and public utility lots would be required to accommodate municipal services in the event that the full local roads are not constructed.

A service road presently exists along the easterly and northerly boundaries of the plan area. In order to accommodate the proposed development concept and existing road users within the IASP, these roads would require closure and rezoning to the required land use district(s) as development progresses.

3.3 PUBLIC OPEN SPACE

3.3.1 Public Utility Lots

Those areas that are set aside for surface, underground or overhead infrastructure, such as electric transmission lines, well sites, oil/gas pipelines, storm water detention ponds or water reservoirs are identified on Figures 3A and 3B.

3.3.2 Natural Areas

This category includes areas that qualify for environmental reserve dedication under the *Municipal Government Act* as well as areas which do not qualify as such, but that are deemed environmentally significant, as described in the *West QE2 Major Area Structure Plan*. Figures 3A and 3B of the IASP illustrate the location of proposed roadways, public utility lots, municipal reserve lots and environmental reserves relative to the actual location of those natural features that are to be preserved (as confirmed by the aerial photography).

Based on the report *Wetland Ecological Assessment (2005)* prepared by Westhoff Engineering Resources Inc., the wetlands in the plan area have wide riparian zones which are very sensitive and have high ecological value, and therefore a wide buffer free of construction should be left around the wetlands. The report indicated that there is also the opportunity to incorporate the wetlands into the storm water management plan. The setbacks required around these natural features will be determined through a Phase 1 Environmental Site Assessment prior to subdivision of these development phases.

3.3.3 Municipal Reserve Dedication

Municipal reserve lots may combine active and passive recreation along with a trail. The City's Recreation Parks & Culture Department will work with the developer of each development phase to ensure that the need for and location of trails are satisfied in accordance with the IASP development concept. Buffer strips, parkettes and linear parks may be developed on municipal reserve lots.

Every IASP is to provide a minimum of 10% municipal reserve allocation, either as land dedication or as cash in lieu of land. The development concept of the IASP illustrates those areas identified for municipal reserve dedication. Money in lieu of reserves will be required of the developer where the full land dedication of reserves has not been provided.

3.4 EMERGENCY SERVICES

The plan area will be served by Emergency Services Station No. 5 within the Johnstone Crossing neighbourhood. This station is in close proximity to the plan area to enable a large majority of the responses to fall within the City's planning guideline for a four-minute travel time to a fire or medical emergency for the first arriving, fully-staffed vehicle (90% of the time).

3.5 LAND USE STATISTICS

Table 1: Land Use Statistics

LAND USE CATEGORY/COMPONENT	AREA (ha +/-)	% OF DEVELOPABLE AREA
Plan Area	117.3	100
Arterial Road Widening	-	-
Environmental Reserve	-	-
<i>Development Uses</i>	<i>91.7</i>	<i>78.2</i>
Industrial & Business Services	87.6	74.7
Commercial	4.1	3.5
Residential	-	-
<i>Roadways</i>	<i>15.9</i>	<i>13.6</i>
Roadways	15.9	13.6
<i>Open Space</i>	<i>9.7</i>	<i>8.3</i>
Municipal Reserve	1.4	1.2
Public Utilities	8.3	7.1

4.0 MUNICIPAL UTILITY SERVICES

Ecologically sustainable development principles suggest that potential exists within the plan area to combine natural features with servicing requirements - often referred to as green infrastructure. Examples include the Michener storm ponds on the East Hill that have combined storm water management with an existing wetland to create a multi-purpose facility with storm drainage and natural interpretative functions.

The ecological profile for the plan area must be considered when developing servicing plans for the consideration of potential multi-purpose features.

4.1 STORM WATER DRAINAGE

Two constructed wetlands are proposed to handle the runoff and control the release rates into the storm trunk (see Figures 4A and 4B). These wetlands are also designed to provide water quality improvements and include fore bays and also include a complex configuration of deep and shallow marshes to improve retention and contact time.

4.2 SANITARY SEWER

The sanitary servicing for the N ½ of Section 36-38-28-4 consists of gravity mains connecting to the sanitary trunk main under the Queen Elizabeth II Highway, as shown on Figures 5A and 5B. Some of the gravity mains are trunk mains intended to service future development areas to the west and south. There will also be a main stubbed to the north to accommodate future development (Lynn Valley) north of Highway 11A. Individual lot services will be left up to the lot purchasers to request from the City. More detail on the sanitary system will be provided when the Servicing Study is completed. All sanitary sewer facilities will be designed in accordance with the City of Red Deer Design Guidelines.

4.3 WATER DISTRIBUTION

The water distribution for the north half of section 36-38-28-4 consists of water distribution mains connecting to the water reservoir and booster station that is fed from the Edgar Industrial Subdivision to the east and across the Queen Elizabeth II Highway as shown on Figure 8A and 8B. Some of the distribution mains are trunk mains forming part of the overall distribution system for the area. Water main stubs have been provided for future development (Lynn Valley) north of Highway 11A. All water main stubs greater than 12 metres in length shall be terminated with a fire hydrant. Individual lot services will be left up to the lot purchasers to request from the City. More detail on the water system will be provided when the Servicing Study is completed. All water distribution facilities will be designed in accordance with the City of Red Deer Design Guidelines.

4.4 POWER TRANSMISSION

The power distribution for the N ½ of Section 36-38-28-4 will consist of an underground distribution system. Individual lot services will be the responsibility of lot purchasers to request from the City. Servicing will be from overhead power lines connected to the feeder from Edgar Industrial Park. The detail of these locations and required easements will be determined at the subdivision approval stage.

4.5 NATURAL GAS

Development of the early phases is intended to be within the north portion of the plan area. This may present complications as ATCO Gas will require extensions of its mains through the SE 36 38-28-4 to do so. This may be accommodated by using temporary alternate arrangements from existing small distribution systems within the area.

4.6 TELECOMMUNICATIONS

Fibre optics, etc. shall be encouraged within the plan area in order to maximize communications efficiencies and economic opportunities plan area businesses.

5.0 PLAN IMPLEMENTATION

5.1 DEVELOPMENT PHASING

The stages of development within the *Queens Business Park Industrial Area Structure Plan* will occur in accordance with the phasing plan illustrated on Figure 10. Development phasing may vary in order to more efficiently accommodate municipal servicing needs or in order to accommodate changing development and market trends.

5.2 AMENDMENTS TO THIS PLAN

Any amendment to the IASP shall follow the process as outlined in the *Municipal Government Act* and the City's *Industrial Area Planning Guidelines & Standards*.

Provided the intent of the IASP is maintained, minor adjustments to proposed land use boundaries or roadway alignments may be incorporated where necessary without amendment to the Plan.

5.3 LAND USE BYLAW

The subdivision of land within the plan area is subject to subsequent successful rezoning of the land. The majority of the lands will remain within the A1 Future Urban Development District until such time that municipal services are provided to these lands.

The proposed industrial lands shall be rezoned to either I1 Industrial (Business Service) District or the I2 Industrial (Heavy Industrial) District. Lands within an eco-industrial park shall be contained within the I1 Industrial (Business Service) District.

The commercial nodes shall be rezoned to either the C3 Commercial (Neighbourhood Convenience) District or the C4 Commercial (Major Arterial) District.

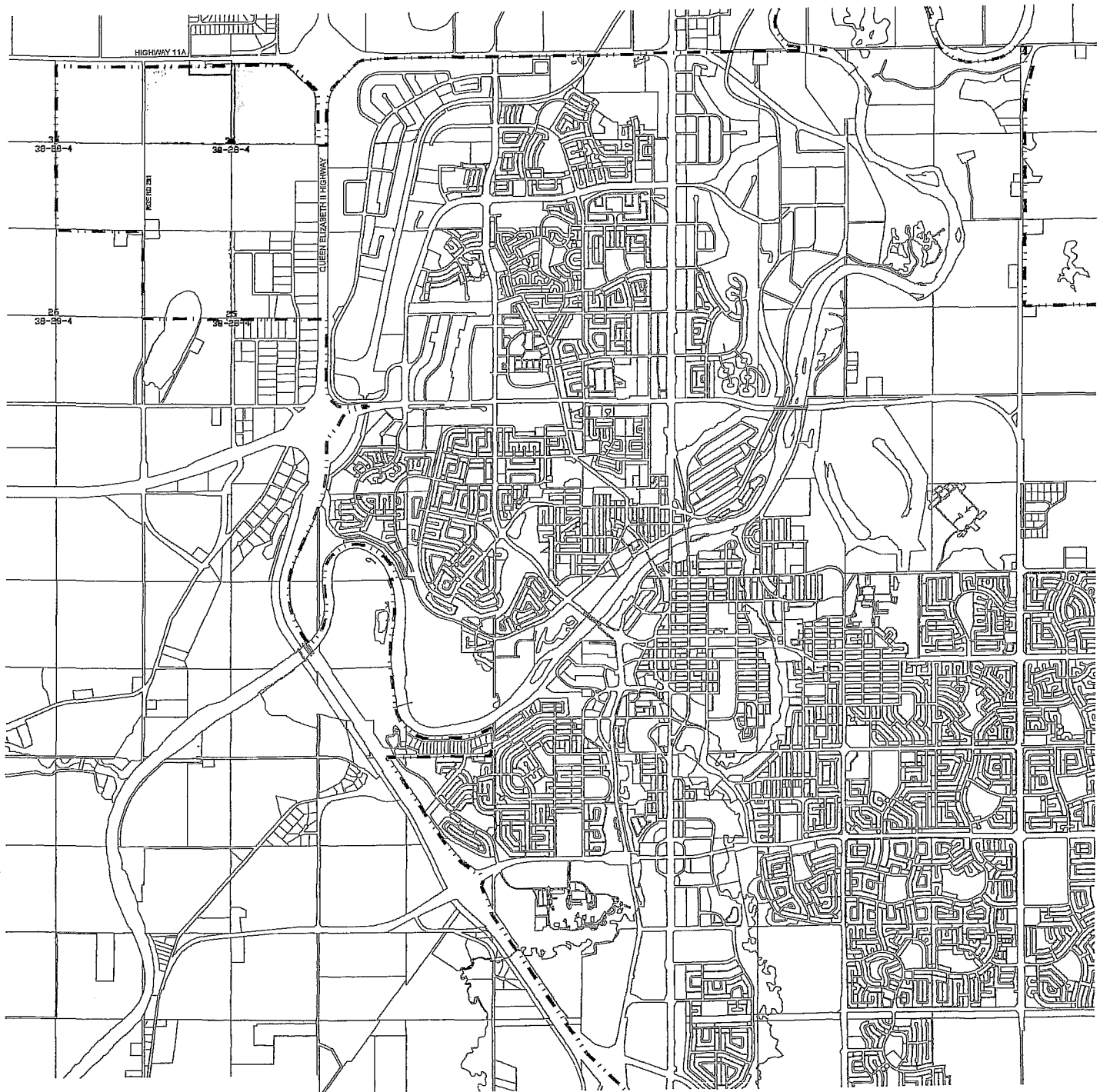
Environmental reserve lands, as well as those municipal reserve lands intended to preserve natural capital, will be districted to the A2 Environmental Preservation District. Any other municipal reserve lots will be districted into the P1 Parks & Recreation District.

The lands adjacent to Highway 11A will be designated as a major entry area into the city with increased landscaping standards for development adjacent to this highway.

Road plans 872 1700 and 882 2057, upon closure, shall be rezoned in accordance with the development concept of this plan.

5.4 PLAN REVIEW

The *Queens Business Park Industrial Area Structure Plan* should be subject to a comprehensive review and update every five (5) years to allow for consideration of any changing or emerging land use planning and development issues and trends.



0 2500
SCALE: 1:50,000

LEGEND

CITY BOUNDARY



PLAN AREA

CLIENT

CITY OF RED DEER

PROJECT

QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 1

FIGURE TITLE

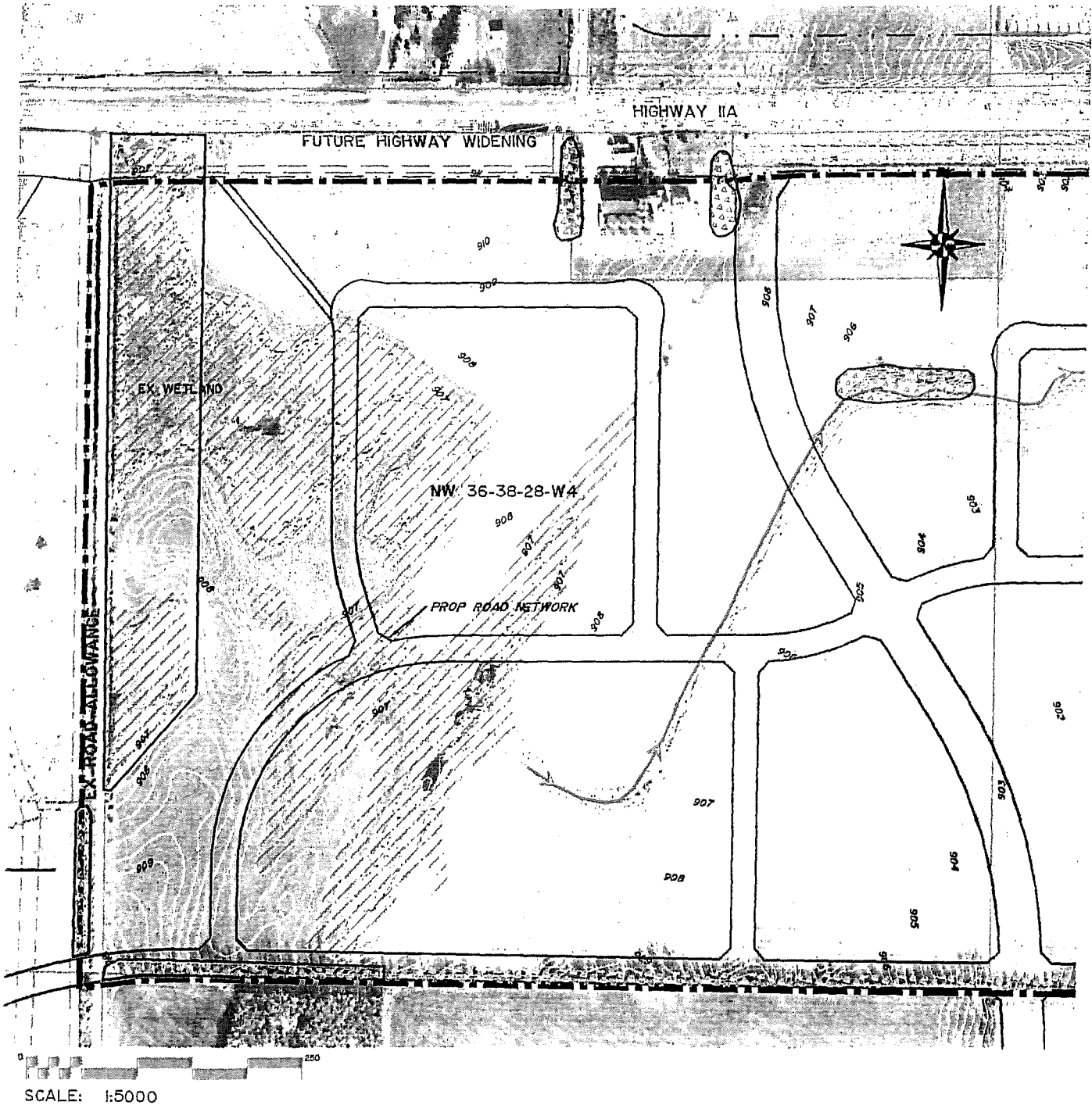
PLAN LOCATION
NORTH 1/2 36-38-28-W4

EXH PROJECT NO

4105063

DATE

NOVEMBER 2007



CONTOUR INTERVAL: 0.25m

LEGEND

	IASP BOUNDARY		EX SEASONAL STREAM
	EX TREES		EX WETLANDS
	PRESERVATION FOCUS		

CLIENT

CITY OF RED DEER

PROJECT

QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 2A

FIGURE TITLE

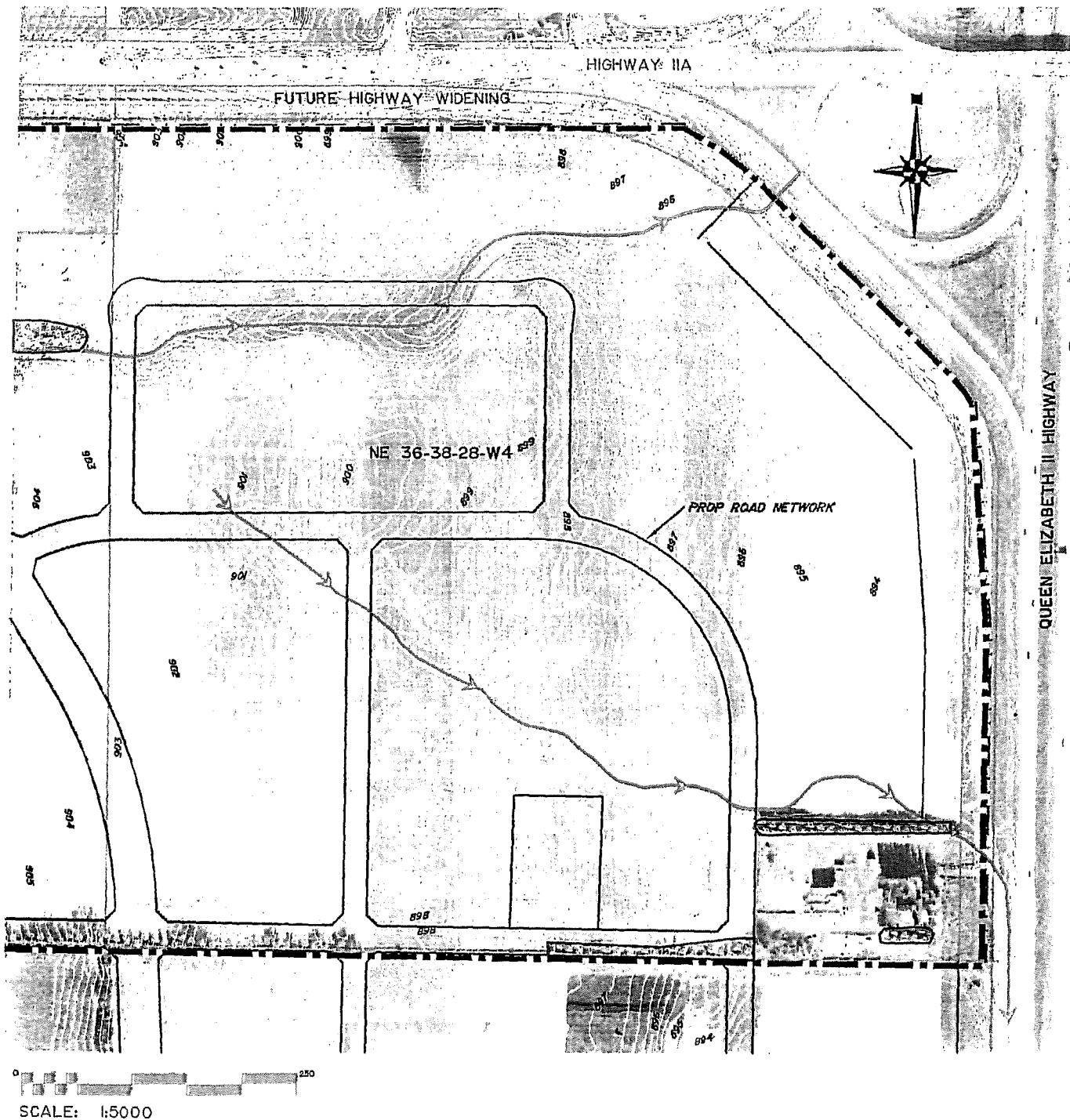
EXISTING FEATURES
NW 36-38-28-W4

EXH PROJECT NO

4105063

DATE

NOVEMBER 2007



CONTOUR INTERVAL: 0.25m

LEGEND

- | | | | |
|--|--------------------|--|--------------------|
| | IASP BOUNDARY | | EX SEASONAL STREAM |
| | EX TREES | | |
| | PRESERVATION FOCUS | | |

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QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 2B

FIGURE TITLE

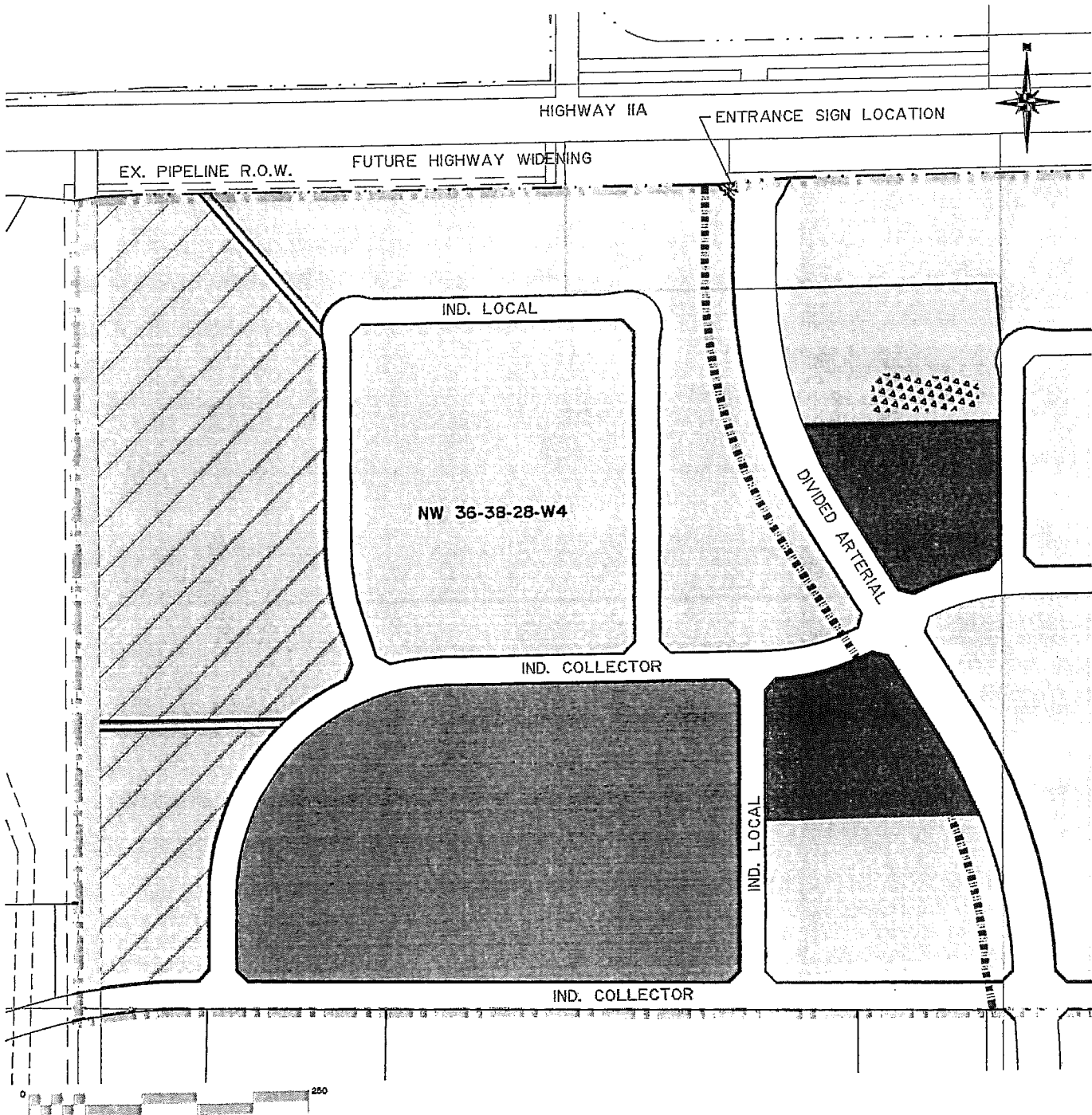
EXISTING FEATURES
NE 36-38-28-W4

EXH PROJECT NO

4105063

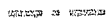
DATE

NOVEMBER 2007

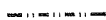


LEGEND

IASP BOUNDARY



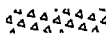
PAVED TRAIL



MUNICIPAL RESERVE (P1)



PUBLIC UTILITY LOT

NATURAL FEATURES
TO BE PRESERVED

INDUSTRIAL (I1)

INDUSTRIAL (I1/I2)

ECO-INDUSTRIAL (I1)

COMMERCIAL (C3/C4)



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QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 3A

FIGURE TITLE

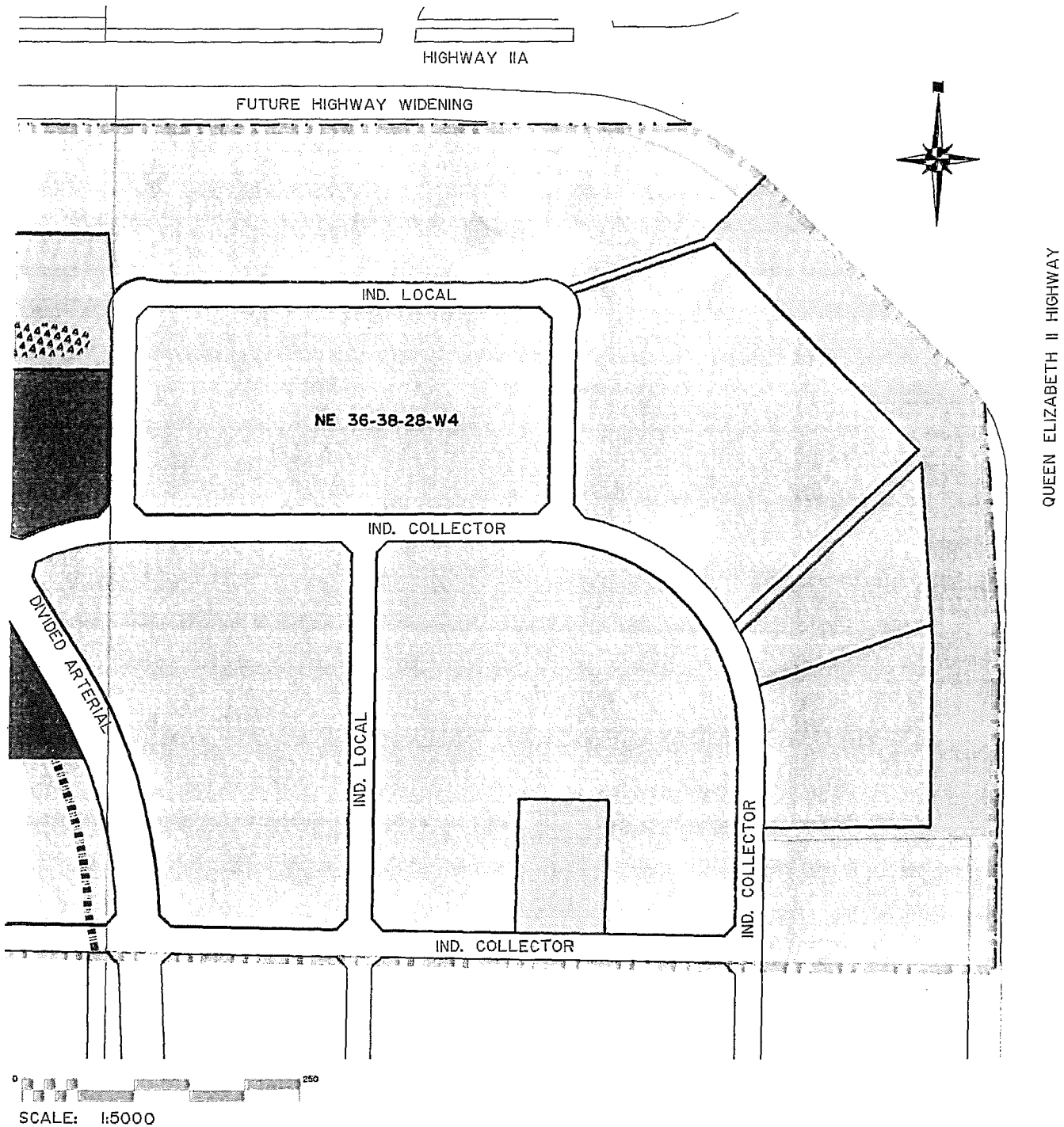
DEVELOPMENT CONCEPT
NW 36-38-28-W4

EXH PROJECT NO

4105063

DATE

NOVEMBER 2007



LEGEND

IASP BOUNDARY

PAVED TRAIL

PUBLIC UTILITY LOT

NATURAL FEATURES
TO BE PRESERVED

INDUSTRIAL (I1)

INDUSTRIAL (I1)

COMMERCIAL (C3/C4)

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CITY OF RED DEER

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QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 3B

FIGURE TITLE

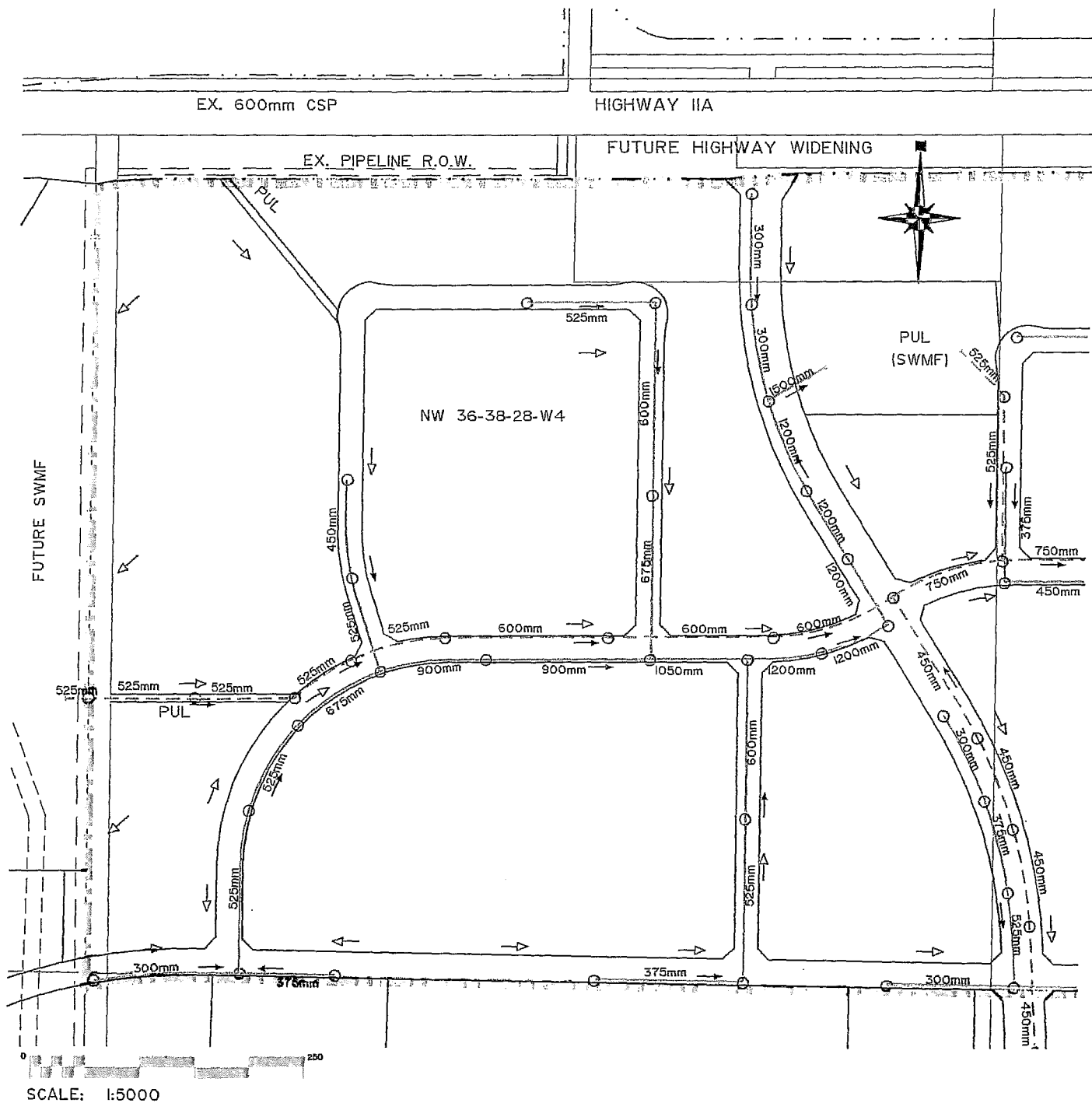
DEVELOPMENT CONCEPT
NE 36-38-28-W4

EXH PROJECT NO

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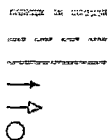
DATE

NOVEMBER 2007



LEGEND

PROJECT BOUNDARY
 STORM TRUNK MAIN
 STORM MAIN
 PIPE FLOW DIRECTION
 OVERLAND DRAINAGE DIRECTION
 MANHOLE



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QUEENS BUSINESS PARK
 INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 4A

FIGURE TITLE

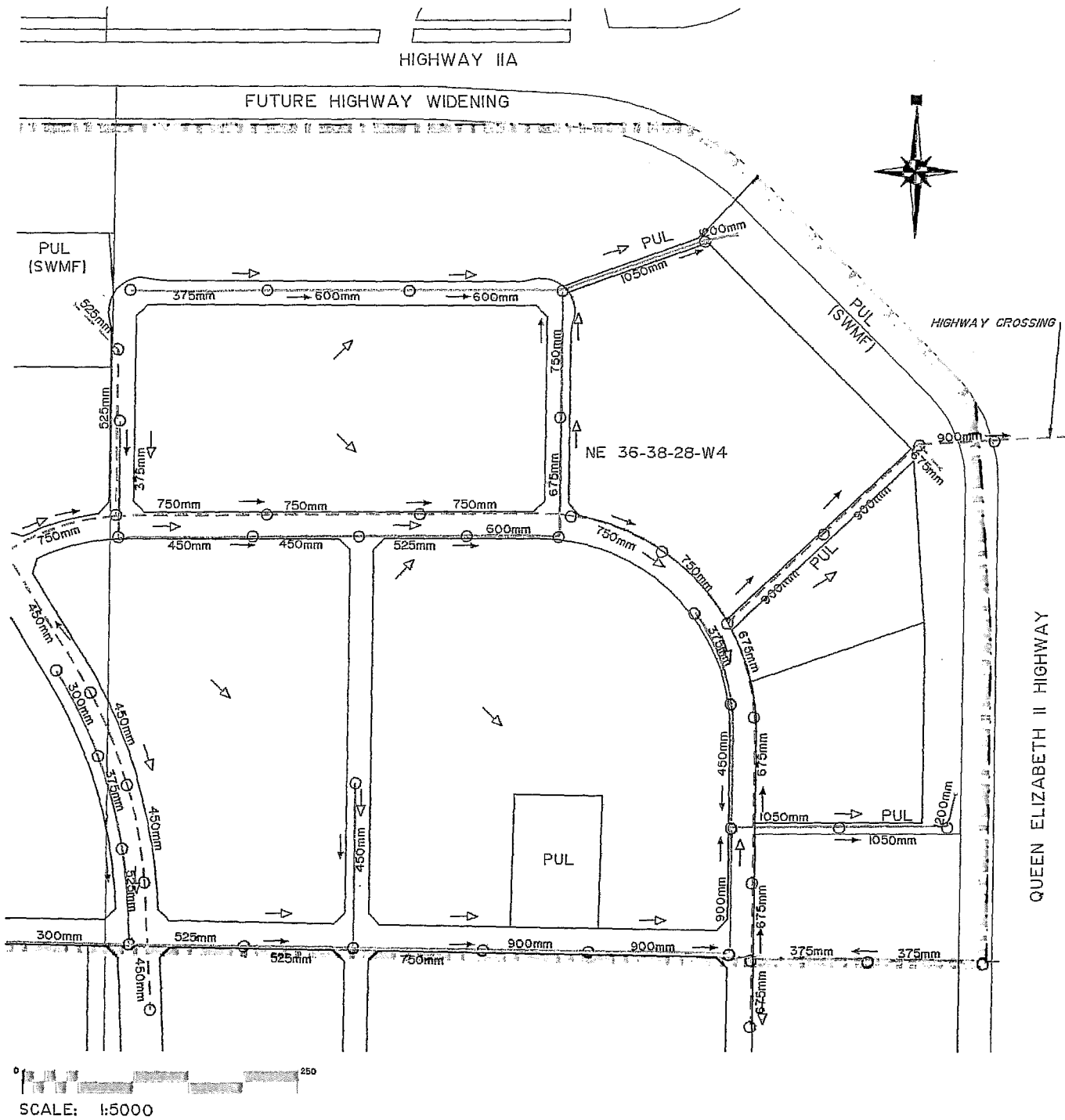
STORM SEWER SERVICING
 NW 36-38-28-W4

EIR PROJECT NO

4105063

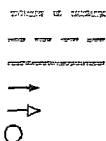
DATE

NOVEMBER 2007



LEGEND

PROJECT BOUNDARY
 STORM TRUNK MAIN
 STORM MAIN
 PIPE FLOW DIRECTION
 OVERLAND DRAINAGE DIRECTION
 MANHOLE



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QUEENS BUSINESS PARK
 INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 4B

FIGURE TITLE

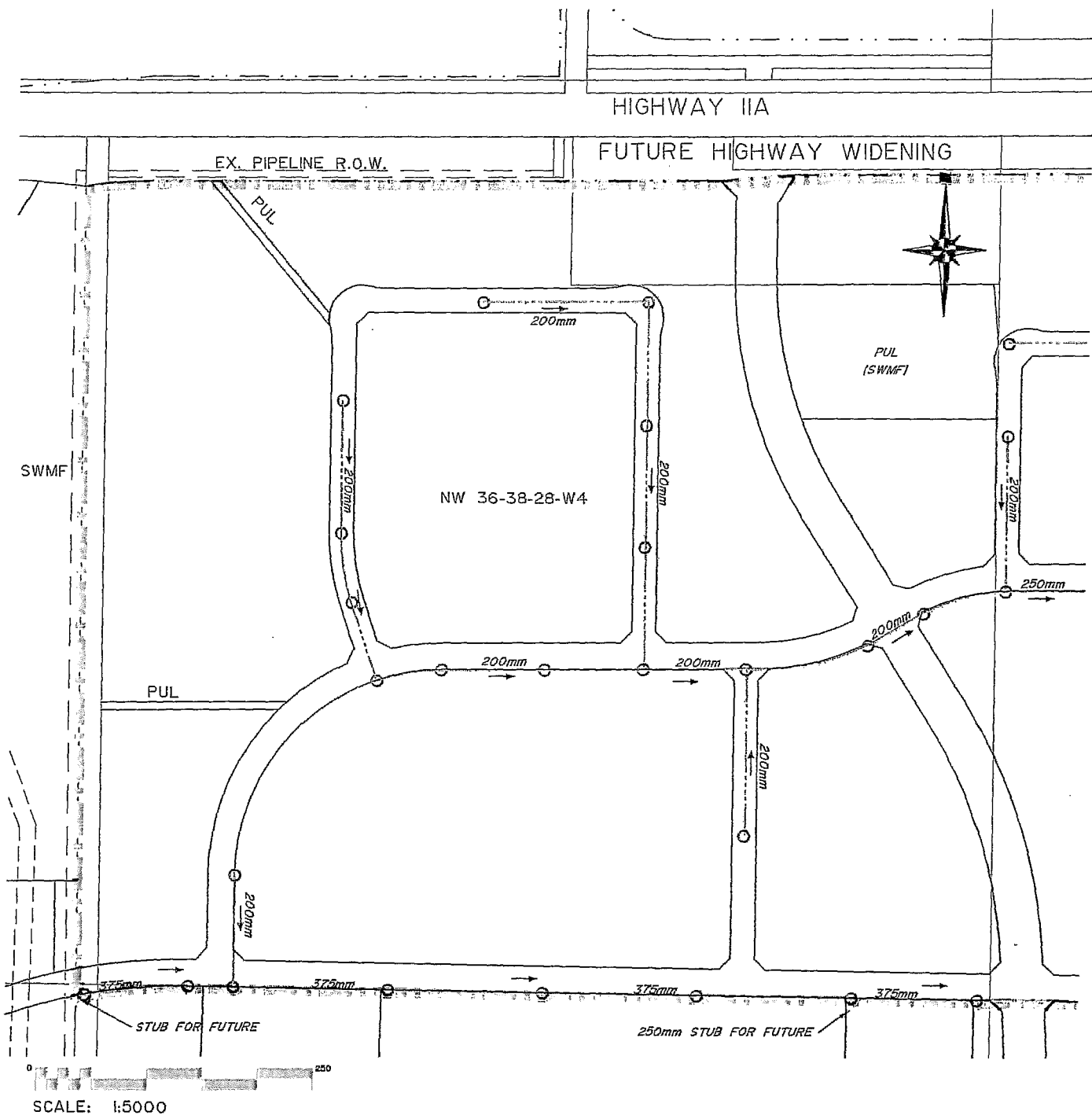
STORM SEWER SERVICING
 NE 36-38-28-W4

EXH PROJECT NO

4105063

DATE

NOVEMBER 2007



LEGEND

IASP BOUNDARY	—
SANITARY MAIN	—
MANHOLE	○
PIPE FLOW DIRECTION	→

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QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 5A

FIGURE TITLE

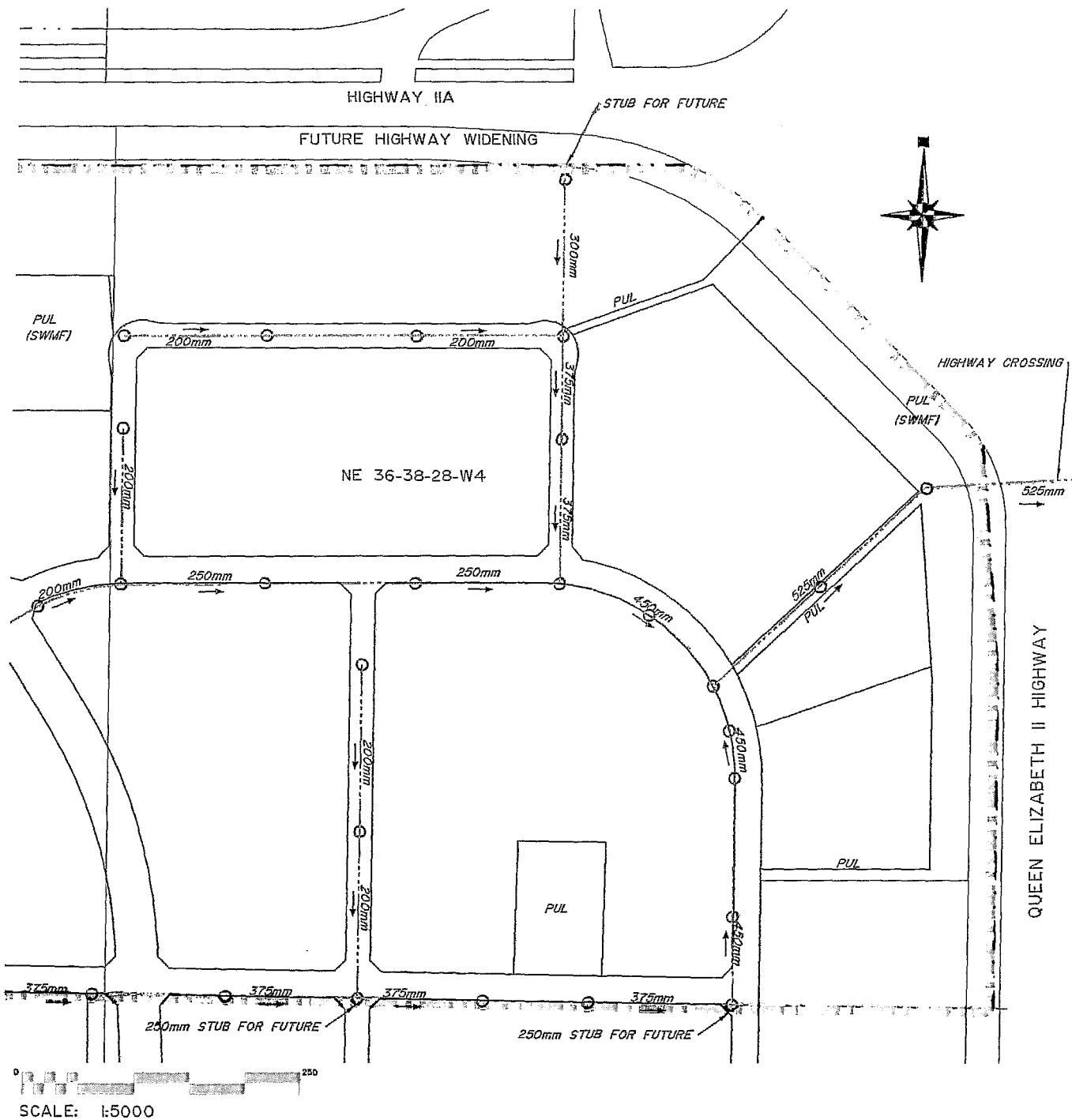
SANITARY SEWER SERVICING
NW 36-38-28-W4

EXH PROJECT NO

4105063

DATE

NOVEMBER 2007



LEGEND

IASP BOUNDARY
 SANITARY MAIN
 MANHOLE
 PIPE FLOW DIRECTION

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 INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 5B

FIGURE TITLE

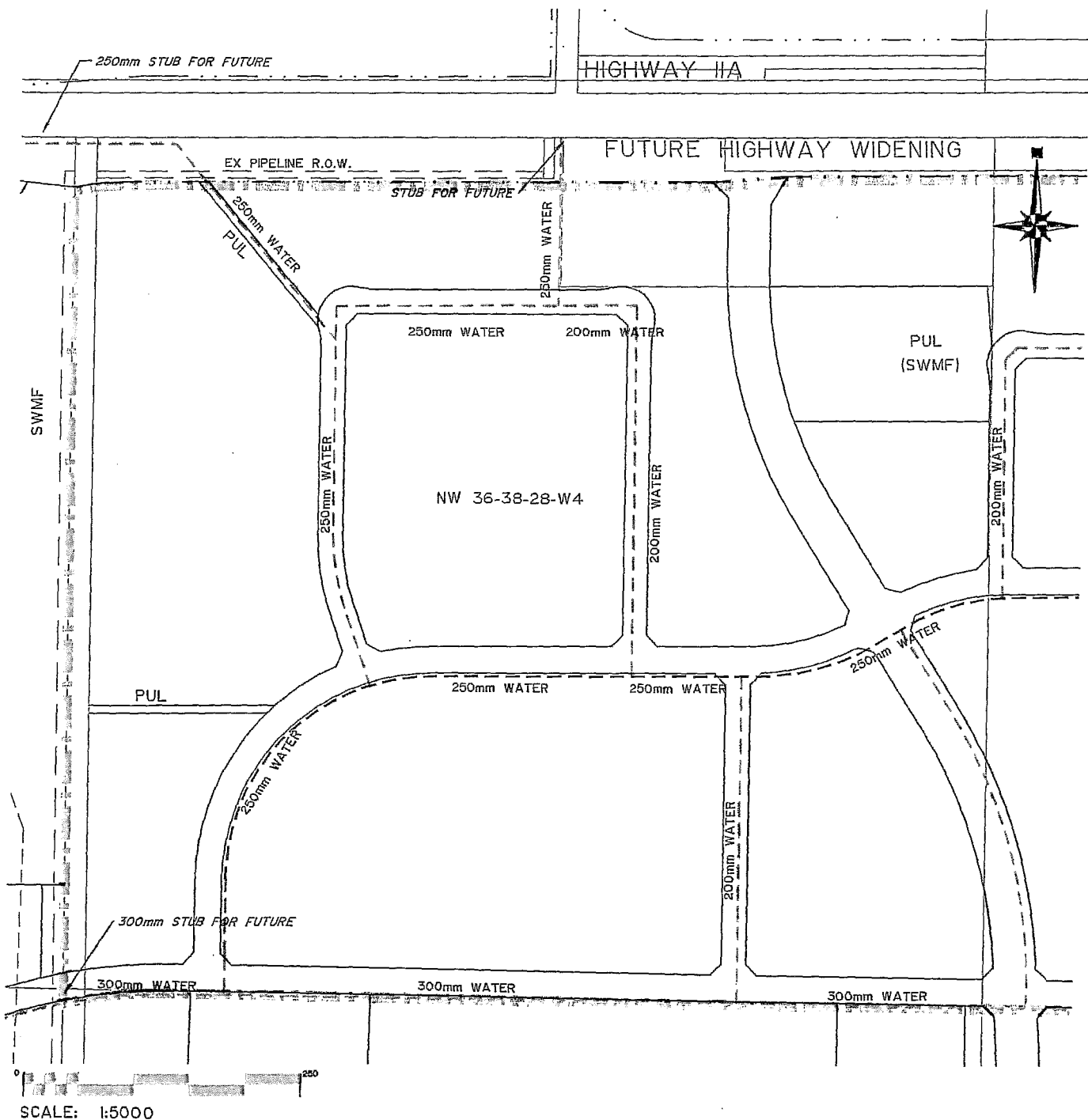
SANITARY SEWER SERVICING
 NE 36-38-28-W4

EXH PROJECT NO

4105063

DATE

NOVEMBER 2007



LEGEND

IASP BOUNDARY

DISTANCE IN METERS

WATER DISTRIBUTION MAIN

LINE TYPE HERE NOW

CLIENT

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QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 6A

FIGURE TITLE

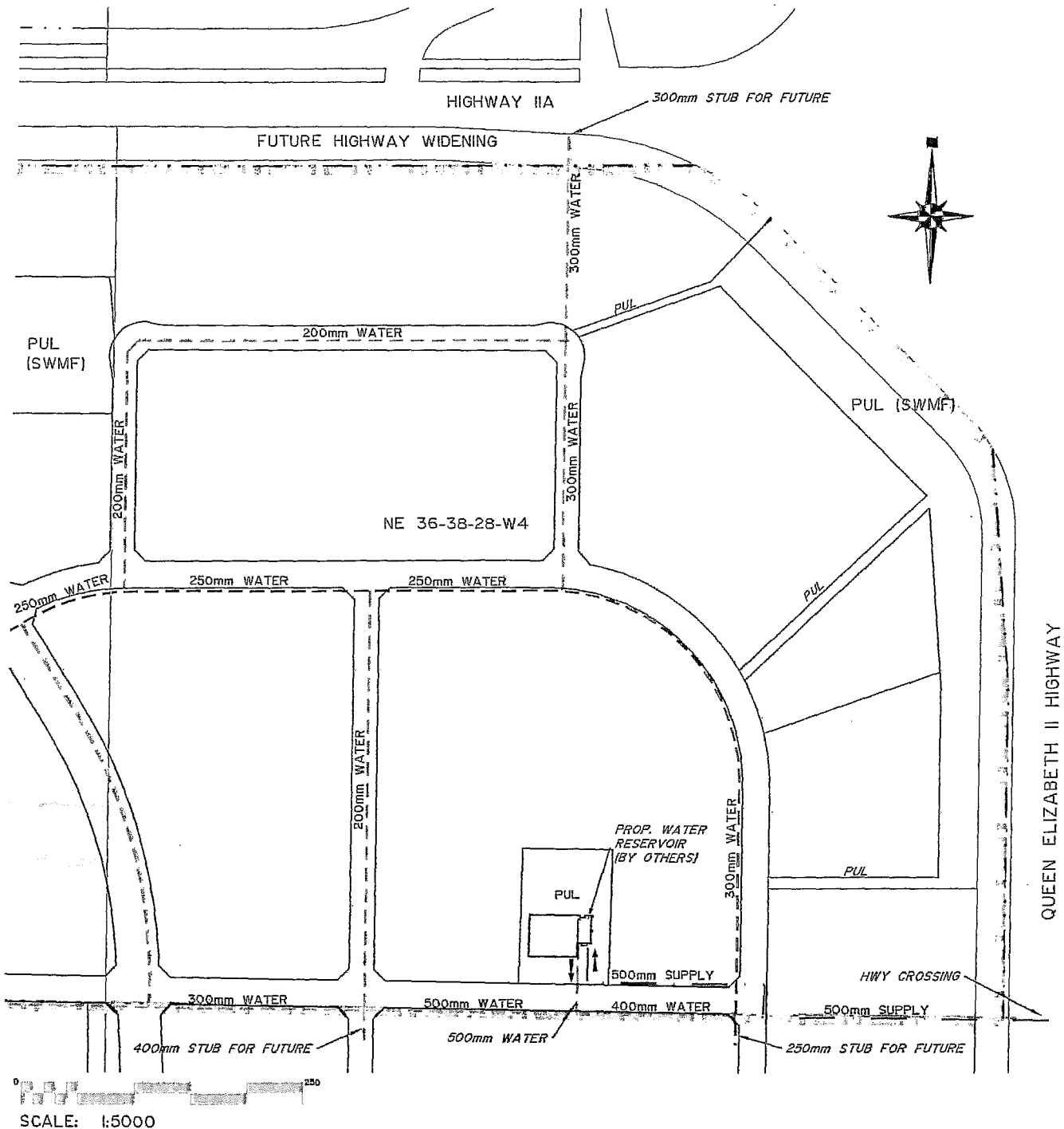
WATER DISTRIBUTION SERVICING
NW 36-38-28-W4

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LEGEND

IASP BOUNDARY	SYMBOLS TO CONSIDER
WATER DISTRIBUTION MAIN	LINE 100 200 300 400 500
WATER SUPPLY MAIN	LINE 1 2 3 4 5 6 7 8 9 10

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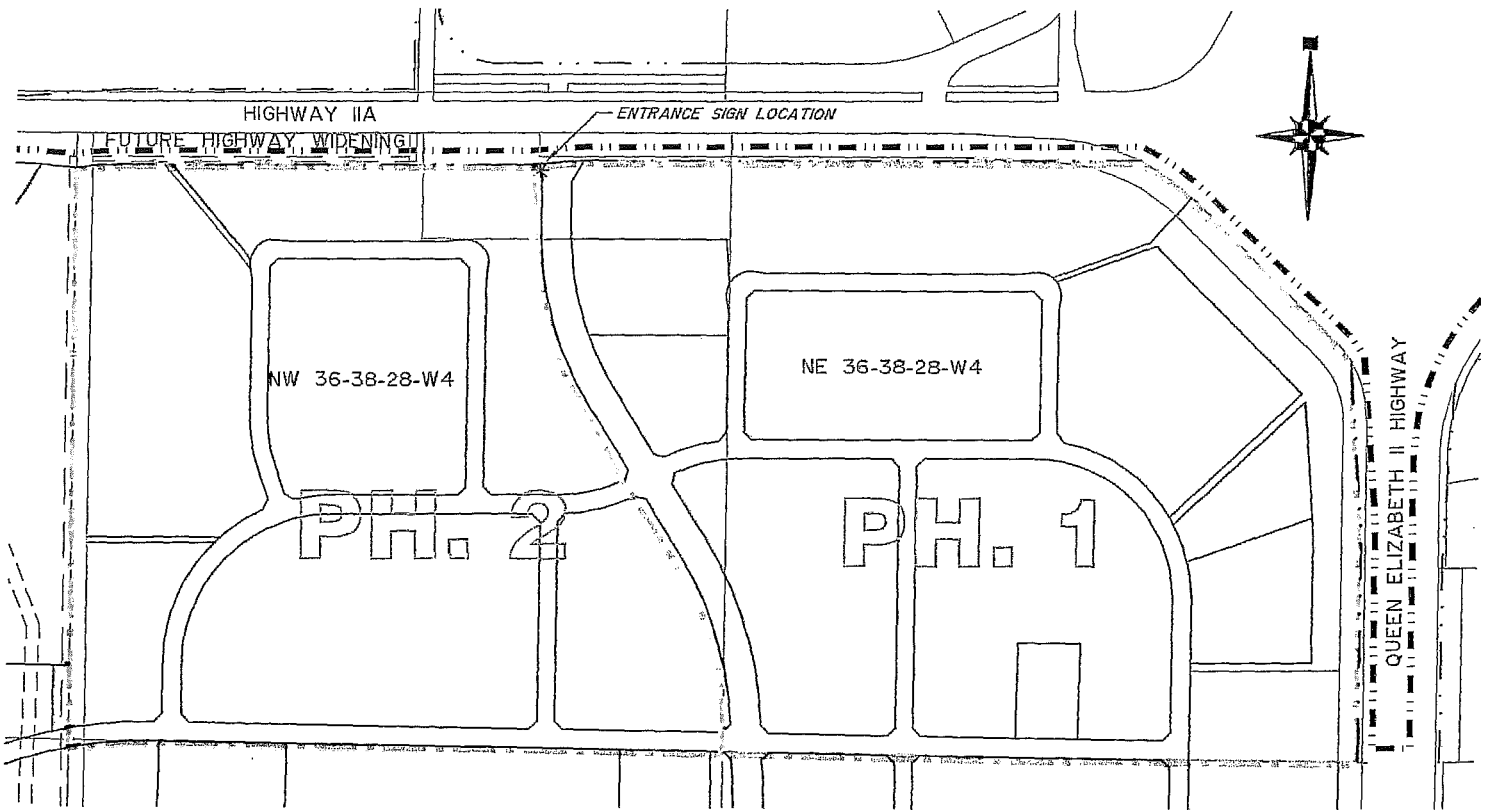
PROJECT

QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 6B

FIGURE TITLE

WATER DISTRIBUTION SERVICING
NE 36-38-28-W4EXH PROJECT NO
4105063DATE
NOVEMBER 2007



SCALE: NOT TO SCALE

LEGEND

PHASE BOUNDARY
CITY BOUNDARY



CLIENT

CITY OF RED DEER

PROJECT

QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 7

FIGURE TITLE

DEVELOPMENT PHASING
NORTH 1/2 36-38-28-W4

EXH PROJECT NO

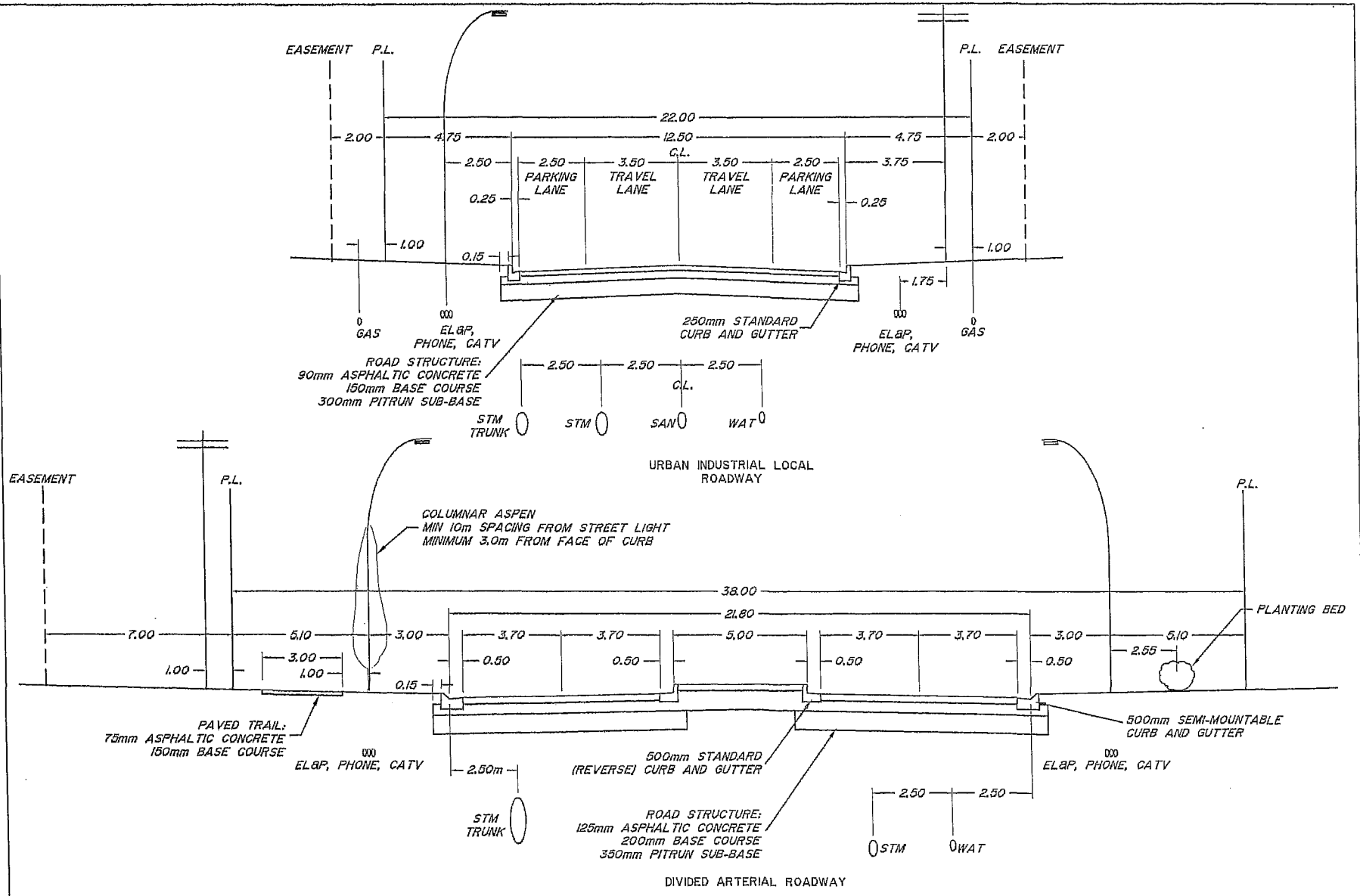
4105063

DATE

NOVEMBER 2007



PARKLAND COMMUNITY PLANNING SERVICES



CLIENT

CITY OF RED DEER

PROJECT

QUEENS BUSINESS PARK
INDUSTRIAL AREA STRUCTURE PLAN

FIGURE TITLE

TYPICAL ROADWAY SECTIONS

BYLAW NO. 3357/DD-2007

Being a Bylaw to amend Bylaw No. 3357/2006, the Land Use Bylaw of The City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, DULY ASSEMBLED,
ENACTS AS FOLLOWS:

1. Schedule A is amended as follows:
 - a. The Index Map is deleted and replaced with the new Index Map attached; and
 - b. New Maps F21, G21, H21, F20, G20, H20, G19 and H19 will be created and added to the land use bylaw in conformance with attached Map 23/2007.
2. Figure 3 is deleted and replaced with attached amended Figure 3.
3. New section 8.20.4 is added as follows:

8.20.4 Direct Control District No. 24 DC (24) (See Map H20)**DC(24)****General Purpose**

This District is created to allow existing uses and/or development approved by Red Deer County prior to annexation and their potential expansion in a manner which is complementary to adjacent industrial uses and which recognises highway exposure.

(1) DC (24) Use Table

(a) Discretionary Uses	
(i)	Motor Vehicle, Recreational Vehicle and Trailer Sales, Service and Repair
(ii)	Outdoor display or Sale of Goods in association with primary use building
(iii)	Outdoor storage in association with primary use building
(iv)	Identification, local advertising and general advertising on the following types of signs subject to sections 3.3 and 3.4:
(1)	awning, canopy signs,
(2)	under canopy signs,
(3)	fascia signs,
(4)	free standing signs,
(5)	painted wall signs, and
(6)	projecting signs,
(7)	A-Board signs located within the boundaries of the lot, provided that subject to section 3.4:
(a)	Such signs may advertise only the businesses situated on such lot,
(b)	Such signs may not be placed on any portion of a lot which abuts

an arterial road.

(2) Direct Control District No. 24 Regulations

- (a)** The regulations set out in section 6.1(2), being the I1 Industrial (Business Service) District regulations, apply to this district.
- (b)** The site plan, the relationship between buildings, structures and open space, the architectural treatment of buildings, the provision and architecture of landscaped open space, and the parking layout, shall be subject to approval by the Development Authority.
- (c)** All development shall meet the requirements of section 3.12 Major Entry Areas Development Standards.
- (d)** All lighting must not interfere with highway traffic and must be approved by the Development Authority.

(3) Approving Authority

The Development Authority is the Approving Authority for all uses and development in this district.

READ A FIRST TIME IN OPEN COUNCIL this 19th day of November 2007.

READ A SECOND TIME IN OPEN COUNCIL this day of 2007.

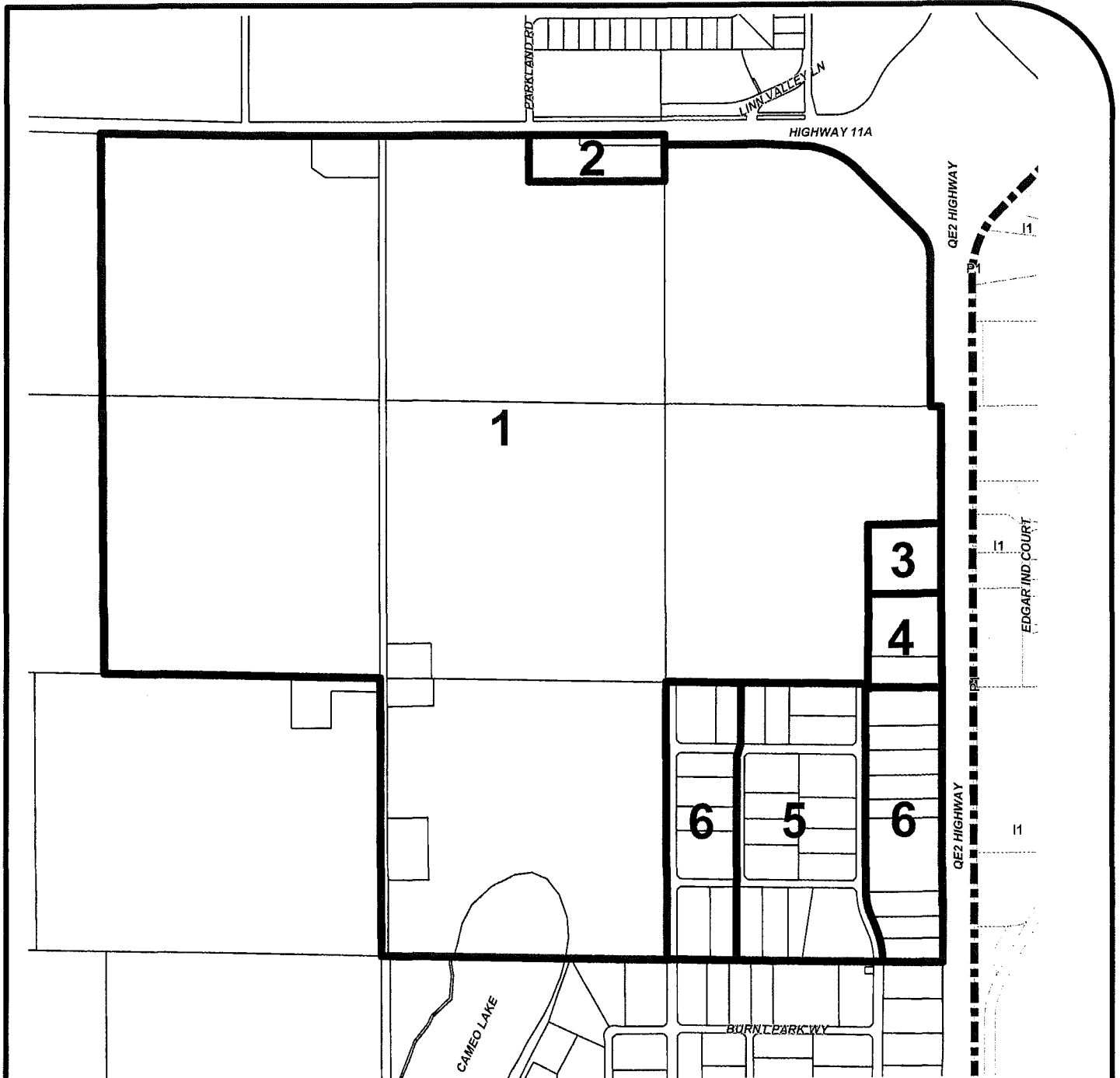
READ A THIRD TIME IN OPEN COUNCIL this day of 2007.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2007.

MAYOR

CITY CLERK

Proposed Amendment to Land Use Bylaw 3357/2006



Change District from:

- 1** Red Deer County Agricultural District (Ag) to
City of Red Deer Future Urban Development District (A1)
- 2** Red Deer County Business Service Industrial District (BSI) to
City of Red Deer Future Urban Development District (A1)
- 3** Red Deer County Business Service Industrial District (BSI) to
City of Red Deer Direct Control District (DC24)
- 4** Red Deer County Agricultural District (Ag) to
City of Red Deer Direct Control District (DC24)
- 5** Red Deer County Medium Industrial District (M1) to
City of Red Deer Industrial (Business Service) District (I1)
- 6** Red Deer County Business Service Industrial District (BSI) to
City of Red Deer Industrial (Business Service) District (I1)

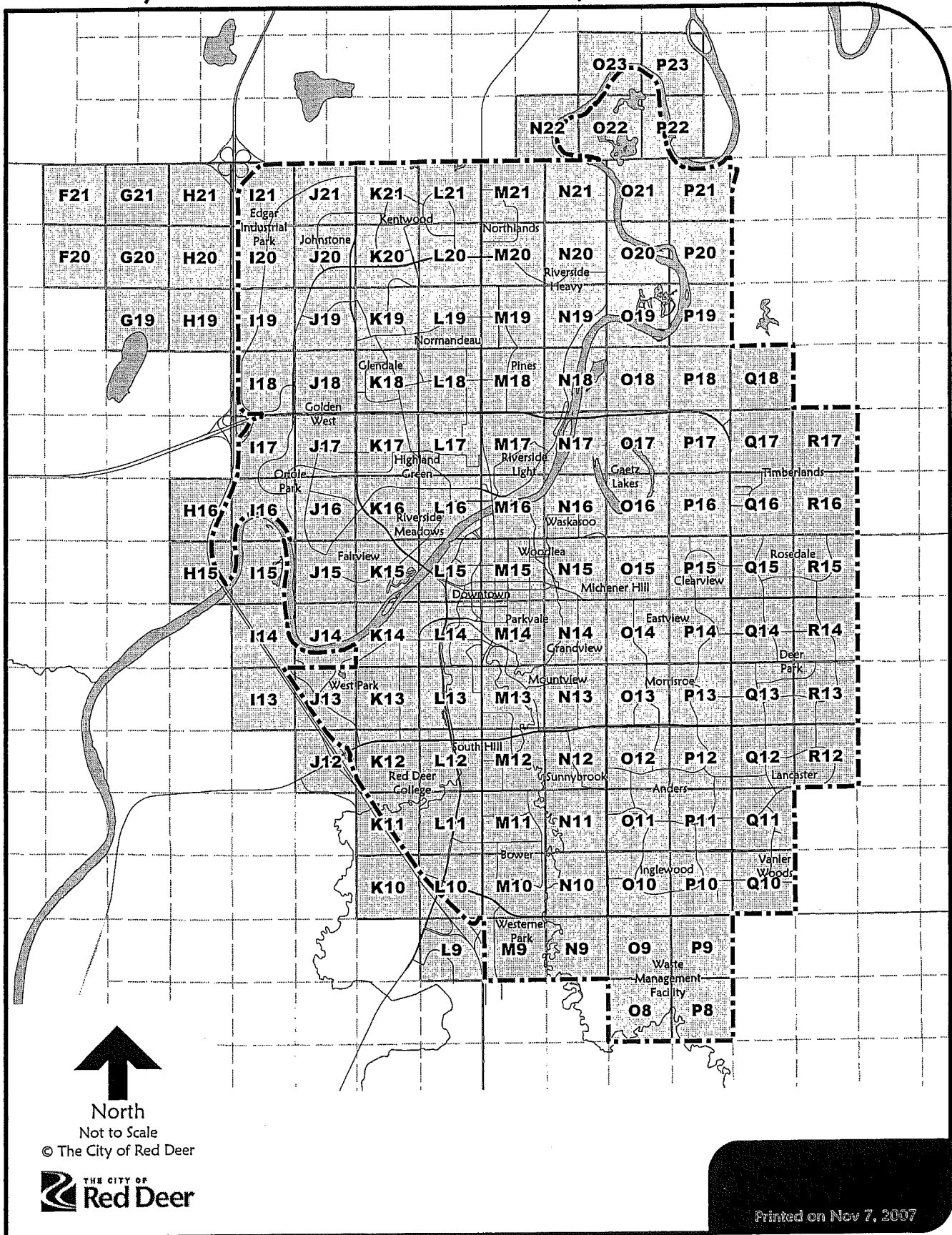


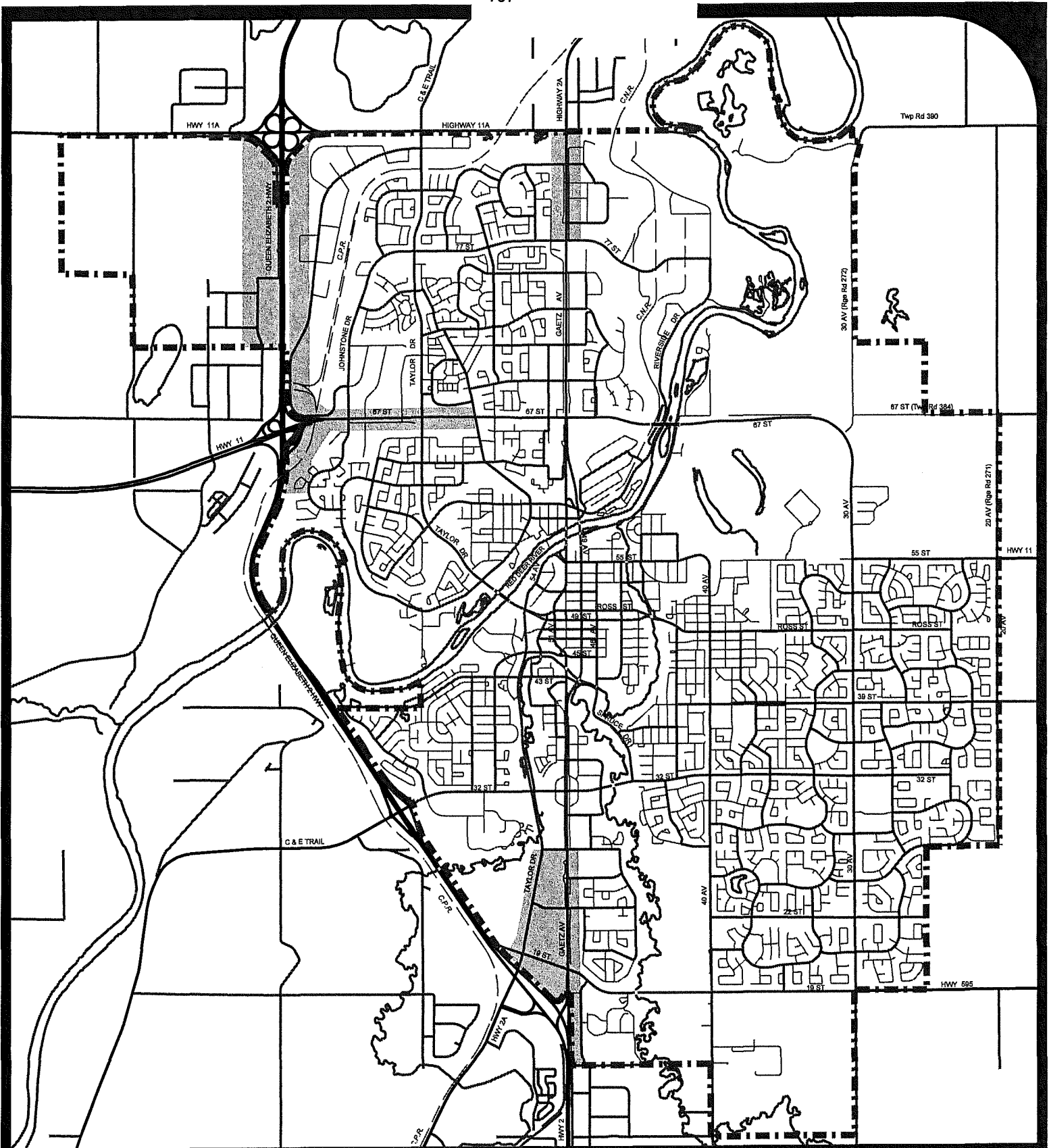
North
Not to Scale



Proposed Amendment
Map: 23/2007
Bylaw: 3357/DD-2007

The City of Red Deer Land Use Bylaw 3357/2006





NTS

MAJOR ENTRY AREAS

SUBJECT TO LANDSCAPING REQUIREMENTS
AND RESTRICTION ON BILLBOARDS



BYLAW NO. 3357/T-2007

Being a bylaw to amend Bylaw No. 3357/2006, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That Section 3.2. is hereby amended with the addition of:

3.2.2 Accessible Parking Design

1) *The requirements of Section 3.2.2 shall be applied to:*

- a) all new and existing commercial developments, where requiring exterior alterations (i.e. façade improvements, parking layout);*
- b) all new multi-attached and multiple family building (multi-unit) residential developments.*

- 2) All vehicle parking, pedestrian walkways, access to and from parking, passenger loading zones, curbs, and exterior walks and ramps associated with commercial and multi-unit residential developments shall be designed in accordance with the Barrier-Free Requirements of the Alberta Building Code.*
- 3) Curbs shall be provided for all parking spaces adjacent to all walkways fronting commercial and multi-unit residential development entrances. Such curbs shall be sufficiently setback from the walkways to prohibit vehicles from projecting over the walkway.*
- 4) Walkways along all elevations of commercial and multi-unit residential developments shall be free of obstructions and architectural features that would impede access and mobility for persons with disabilities.*
- 5) Walkways along or adjacent to all elevations of commercial and multi-unit residential developments shall be provided with ramps at all ends in order to provide accessibility for persons with disabilities.*
- 6) Walkway linkages shall be provided from the development to nearby transit stops and intersections.*

READ A FIRST TIME IN OPEN COUNCIL this	day of	2007.
READ A SECOND TIME IN OPEN COUNCIL this	day of	2007.
READ A THIRD TIME IN OPEN COUNCIL this	day of	2007.
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	2007.

MAYOR

CITY CLERK