

Queens Business Park

- INDUSTRIAL AREA STRUCTURE PLAN -



December 7, 2007

**Amended November 2009
Bylaw No. 3399/A-2009**

**Amended February 2018
Bylaw No. 3399/A-2018**

**Amended May 2019
Bylaw No. 3399/A-2019**

**Amended March 2020
Bylaw No. 3399/A-2020**

THE CITY OF RED DEER

QUEENS BUSINESS PARK

INDUSTRIAL AREA STRUCTURE PLAN

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	AREA LOCATION.....	1
1.2	PLANNING FRAMEWORK.....	1
2.0	EXISTING SITE CHARACTERISTICS	3
2.1	NATURAL FEATURES	3
2.2	RESOURCE EXTRACTION.....	3
3.0	DEVELOPMENT CONCEPT	4
3.1	LAND USE.....	4
3.1.1	Industrial and Business Services	4
3.1.2	Eco-Industrial Park.....	4
3.1.3	Commercial	7
3.1.4	Vehicle, Recreation Vehicle, and Machinery Dealerships District.....	7
3.1.5	Major Entry Area Requirements.....	8
3.2	VEHICLE AND PEDESTRIAN CIRCULATION	8
3.2.1	Trail System.....	8
3.2.2	Transit.....	8
3.2.3	Roadways.....	8
3.3	PUBLIC OPEN SPACE.....	9
3.3.1	Public Utility Lots	9
3.3.2	Natural Areas.....	9
3.3.3	Municipal Reserve Dedication.....	10
3.4	EMERGENCY SERVICES.....	10
3.5	LAND USE STATISTICS	10
4.0	MUNICIPAL UTILITY SERVICES.....	12
4.1	STORM WATER DRAINAGE	12
4.2	SANITARY SEWER.....	12

4.3	WATER DISTRIBUTION.....	13
4.4	POWER TRANSMISSION	13
4.5	NATURAL GAS	13
4.6	TELECOMMUNICATIONS.....	13
5.0	PLAN IMPLEMENTATION	17
5.1	DEVELOPMENT PHASING.....	17
5.2	AMENDMENTS TO THIS PLAN	17
5.3	LAND USE BYLAW	17
5.4	PLAN REVIEW	18

THE CITY OF RED DEER

QUEENS BUSINESS PARK INDUSTRIAL AREA STRUCTURE PLAN

1.0 INTRODUCTION

1.1 AREA LOCATION

The Queens Business Park contains approximately 2 quarter sections of land totalling ± 117 ha (289 acres). The area is legally described as NW ¼ 36-38-28-W4 and NE ¼ 36-38-28-W4. It 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 three different owners, The City of Red Deer, Alberta Feeds (parcel within the north central portion of the plan area) and Legacy Inc. (parcel in the south-east corner of the plan area). The Queens Business Park plan area is illustrated in Figure 1 Plan Area.

1.2 PLANNING FRAMEWORK

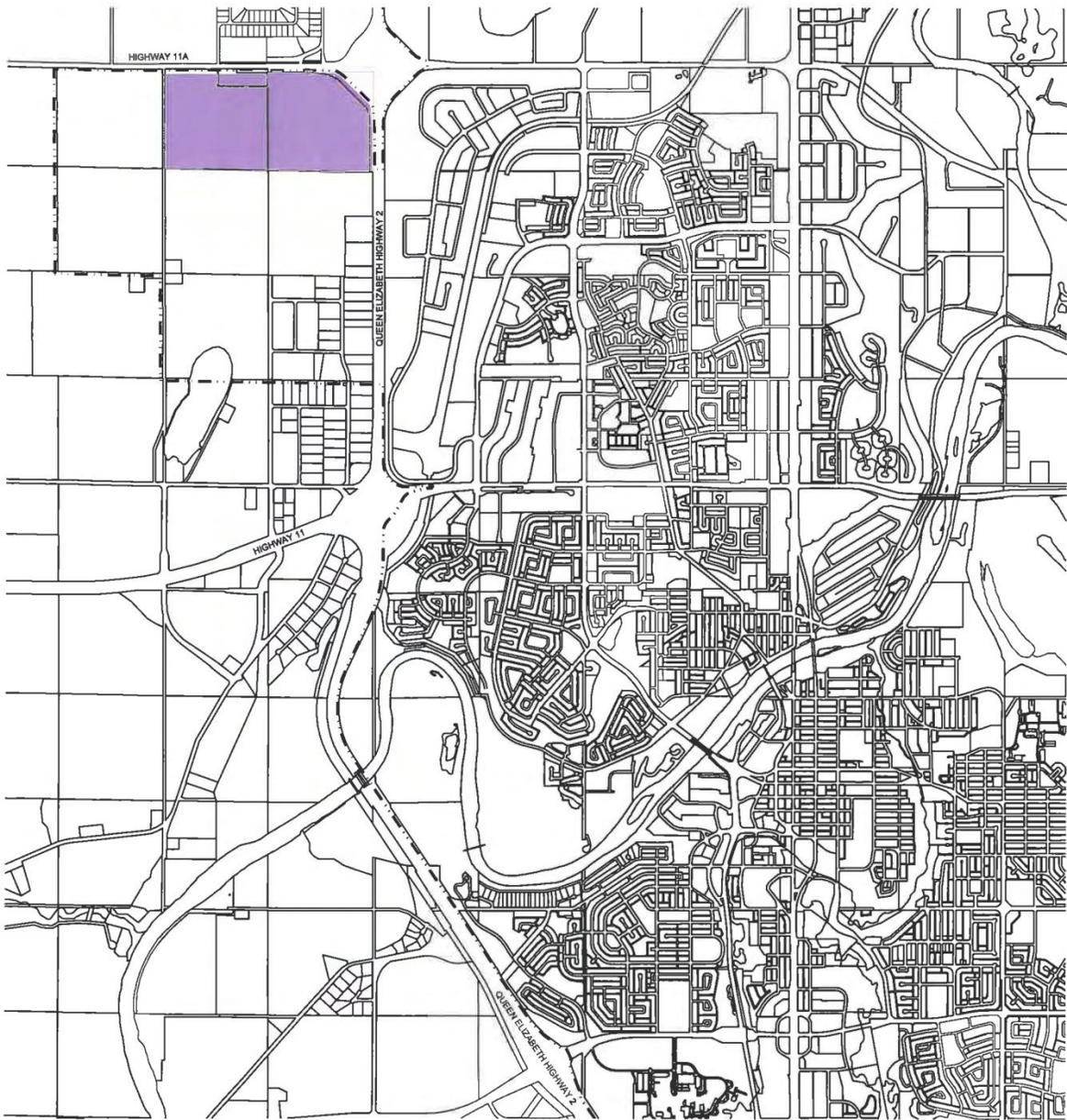
The Queens Business Park Industrial Area Structure Plan (IASP) has been adopted by The City as a statutory plan in accordance with Section 633 of the Municipal Government Act. This section of the Act describes an area structure plan as providing a framework for subsequent subdivision and development 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 Burnt Lake Area Structure Plan (adopted by Red Deer County Council in March 2000) as the land was previously in the jurisdiction of Red Deer County. The City's West QE2 Major Area Structure Plan considered the land uses contained in the Burnt Lake Area Structure Plan in its policy development and planning concept.

The City of Red Deer's Industrial Planning Guidelines & Standards provides guidelines and standards based on Smart Growth principles for the planning and design of industrial areas. The guidelines and standards deal with land use, roadways, servicing, the natural environment and heritage, as well as safety. In addition to setting out the requirements for planning of industrial areas, the Industrial Planning Guidelines & Standards also contains the subdivision approval process required in industrial areas.

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



The City of Red Deer
Queens Business Park
Industrial Area Structure Plan



1:45,000



FIGURE 1 - PLAN AREA

-  **Plan Area**
-  **Municipal Boundary**



NOVEMBER 9, 2009

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.

In considering the natural features of the plan area, several documents were reviewed and provided direction to this plan, including the Major Area Structure Plan (MASP) and the more detailed Regional Ecological Profile - Proposed Industrial Lands & Associated Natural Areas (2005/2007). Appendix 1 Natural Features of the IASP identifies existing seasonal stream channels, wetlands, and treed areas within the plan area as of the date of the ecological profile.

The Wetland Ecological Assessment (2005) prepared by Westhoff Engineering Resources Inc. considered all of the wetlands in the MASP area. This report indicates that all of the wetlands in the MASP 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 system. The setbacks required around the wetlands and other natural features will be determined based on Environmental Site Assessment prior to subdivision of each development phase.

The Government of Alberta's priority is to reduce loss of wetlands by avoiding, minimizing, and compensating impacts to wetlands. Developers will be required to comply with the Government of Alberta wetland management interim policy and the Province's Wetland Restoration/Compensation Guide.

2.2 RESOURCE EXTRACTION

To the best of our knowledge, the lands encompassed within the IASP boundary do 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 Figure 2 Land Use Concept and described in this plan document.

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: industrial support services, manufacturing, processing, warehousing, and distribution. 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 or larger (0.25 acre to 37 acres or larger). 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. The standards also require the orderly and enclosed outdoor storage of goods. The area is well suited to this type of development given that businesses locating within this land use district may desire arterial and highway exposure.

Within the plan area, allocation has also been made to consider heavier industrial uses such as manufacturing, processing and warehousing activities that produce noxious emissions. Such uses would be accommodated within the I2 Industrial (Heavy Industrial) District. Setbacks for I2 uses apply, based on requirements established within the MASP, including the requirement that frontage along provincial highways shall not be permitted for parcels within the I2 District.

3.1.2 Eco-Industrial Park

The IASP area identifies an 11.34 ha (28 acre) area along the westerly boundary of NW ¼ 36-38-28-4 for eco-industrial park use. While, the eco-industrial concept is somewhat new to Red Deer, eco-industrial parks are now being launched all over the world including various locations in Canada and in Alberta.

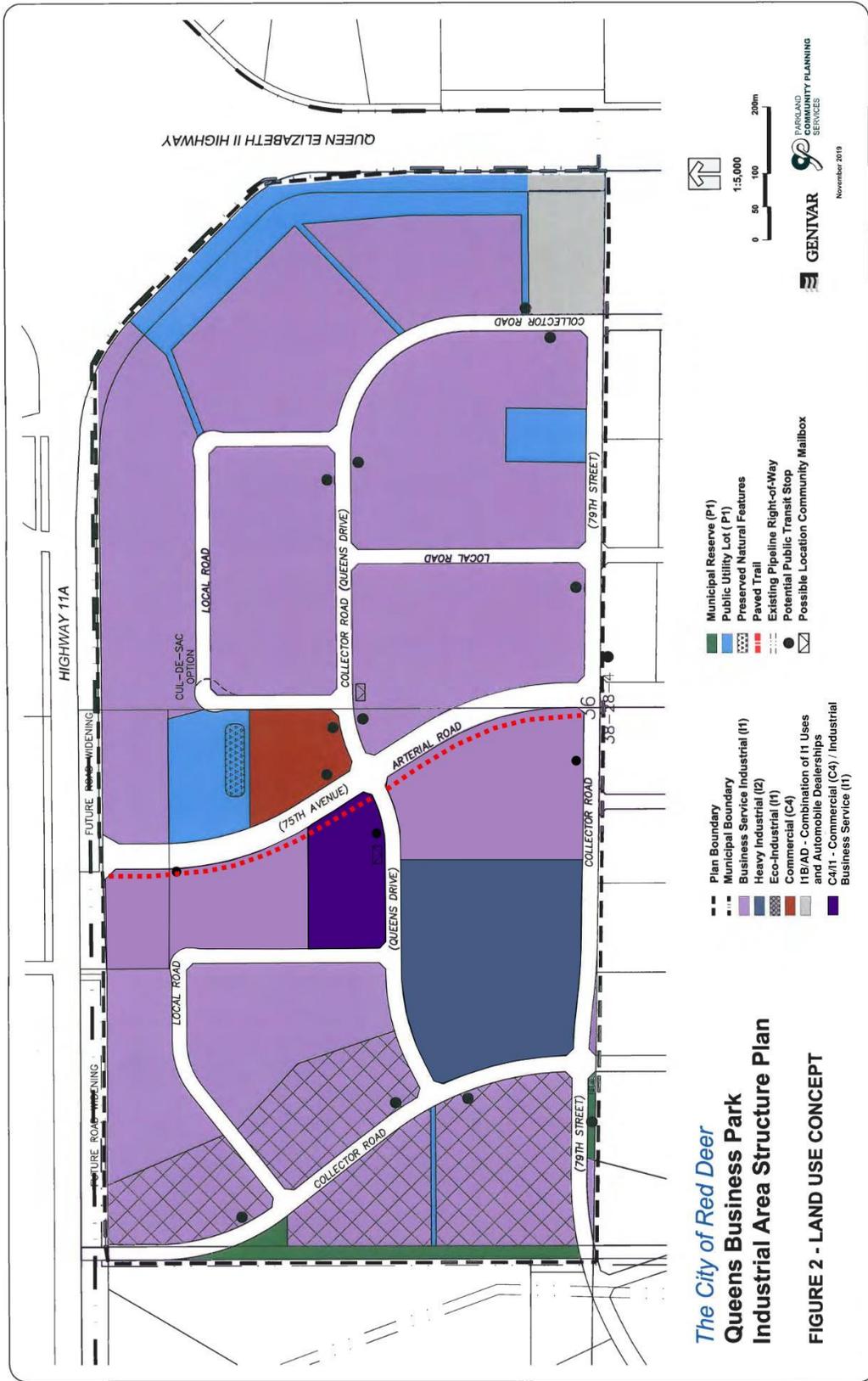
Each eco-industrial park is unique and development reflects local requirements, economic factors, and conditions. However, the concept of such parks shares some common traits which are more or less consistent throughout all eco-industrial development.

In terms of defining the concept, an eco-industrial park is an industrial park planned to accommodate industries that wish to collaborate with each other in eco-efficient, mutually beneficial, and symbiotic partnerships. These partnerships seek to reduce waste and pollution, efficiently share resources, and work towards sustainable development with the goal of increasing economic gains and environmental well being.

Research is ongoing as to design, trends, and possibilities that can be incorporated in eco-industrial development. However, there are six key features which are generally associated with eco-industrial development:

- i. Marketing and economic development efforts are targeted at businesses interested in mutually beneficial partnerships to fulfil required business functions and needs.
- ii. Industries locating in the park use their partnerships with neighbouring businesses to be more efficient and eco-aware. Generally this means they recover, reuse, recycle, repair, rent, or remanufacture materials, by-products, and waste. Examples include steps such as contributing waste products to another business for use as inputs to that business, sharing equipment, or collaborating on transportation or energy needs.
- iii. Building sites and buildings themselves are designed in an ecologically aware manner. This design might include "green" buildings which use eco-friendly materials or construction processes, ecologically sensitive approaches to parking surfaces, maximum energy efficiency in design and building materials, or incorporating eco-healthy components into site design such as roof top gardens, trails, or naturalized landscaping which is consistent with natural features such as those identified for preservation through the MASP and IASP process.
- iv. The eco-industrial park relies on green infrastructure such as minimum road width and surfacing, naturalized stormwater drainage, or other such approaches.
- v. Businesses commit to collaborating and networking with one another to manage environmental and resource issues. By working together, the goal is to improve the economic performance of the participating companies while minimizing their environmental impact. This is expected to lead to support for one another in the form of things such as shared training or research, opportunities to share or partner for transportation, security, or other elements that help support individual businesses while reducing the overall costs and impacts of businesses within the park.
- vi. The overall site planning of the park in its entirety reflects the emphasis on sharing, partnering, and collectively supporting area businesses. For example, site planning would give attention to planning for specific businesses to be located next to one another if they are exchanging inputs/by-products. Site planning would also address potential for centralization of common or shared business needs such as shared storage, warehousing or energy generation.

Development proposals within the Queens Business Park's identified eco-industrial area shall be presented in a manner which exemplifies eco-industrial park use intent. Uses within the eco-industrial park will be similar in nature to those of the I1 Light Industrial District but specific focus and requirements will be in place to achieve eco-industrial objectives such as those noted above. A specialized land use district will need to be developed and included in the City of Red Deer Land Use Bylaw to implement the eco-industrial park prior to development of the park beginning.



3.1.3 Commercial

Two sites in the plan area provide for commercial development. Totalling approximately 4.7 hectares (11.6 acres) in size, they are centrally located 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 sites are in addition to the limited commercial uses allowed within the I-1 Industrial (Business Service) District. The commercial sites are primarily intended to meet the commercial needs of the daytime population working/doing business within the plan area, but it is expected that the sites will draw some traffic from Highway 11A as well.

One of the two commercial sites will be designated C4 Commercial (Major Arterial) District while the other is identified for either C4 or I1 zoning. Both of these districts allow commercial uses such as restaurants, merchandise sales, repair or rental, and commercial service facilities such as insurance or financial services, hair salon or massage spa, small animal veterinarian, or fitness centre.

3.1.4 Vehicle, Recreation Vehicle, and Machinery Dealerships District

As identified in Figure 2, some of the land which has frontage on QEII Highway will be designated specifically for automotive, trailer, heavy machinery, and recreation vehicle sales dealerships. Adjacent parcels to the south (out of the boundary of this IASP but with the MASP) will also be redesignated to direct control district to accommodate such sales lots. The visibility of this location, as well as some pre-existing dealerships to the south, make this an attractive location for motor vehicle, recreation vehicle and trailer dealerships. There has also been some suggestion that Red Deer has a shortage of larger sites to accommodate new dealerships. While the dealerships will likely contain accessory uses such as repair, car wash, and parts sales, the focus of this direct control district is on the establishment of new or existing dealerships that will serve residents of Red Deer and the surrounding areas.

In planning for the location of automotive, recreation vehicle, and trailer dealers it is recognized that efforts must be taken to prevent conflicts between surrounding industrial uses and these types of commercial uses. By requiring all developed properties to meet city requirements for parking, signage, lighting, and landscaping it is expected that conflicts between industrial traffic and traffic generated by the dealerships as well as conflicts between industrial land uses and this form of motor vehicles focused commercial use can be effectively minimized or mitigated.

In addition, land within this district may be subject to additional site standards (such as lighting, signage, waste removal, parking, landscaping) to reflect its highly visible location and its commercial nature.

Since the time this Plan was adopted, the direct control district, DC (24), has been replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations (Bylaw 3357/N-2019). The intent of this amendment was to reflect the current market demands and expand the number of considered uses in this area while being compatible with the neighbouring I1 district uses.

3.1.5 Major Entry Area Requirements

The lands within this IASP are situated at the junction of two major provincial highways, Highway 11A and Queen Elizabeth II Highway (Highway QEII). This junction serves as a key entrance point into the city of Red Deer and Red Deer Region. Therefore, The City of Red Deer and Red Deer County are undertaking a regional initiative to encourage consistent landscaping and upgraded development standards along Highway QEII and other along entrance ways into the city.

While the study is not yet complete, it is expected that land adjacent to major highways leading into the City of Red Deer (such as the Highway QEII or 11A) will be designated as major entry points into the city. Further, the study is likely to introduce increased standards applicable to developments on lands adjacent to major entry points which may include increased landscaping, architectural, site, and signage standards. In order to ensure that the intent of major entry area site requirements are met, all primary buildings located upon lots adjacent to Highway 11A or Highway QEII shall provide to The City an elevation fronting Highway QEII prior to development.

3.2 VEHICLE AND PEDESTRIAN CIRCULATION

Land use within the plan area is predominantly industrial and commercial. In order to accommodate the traffic flows associated with this type of land use, a system of trails, transit routes and roadways is planned to effectively manage transportation activity patterns. All 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. Potential public transit stop locations are identified in Figure 2, Land Use Concept. Future transit routes would travel adjacent to the identified possible bus stop locations dependant on the employment characteristics, connecting route structures, cost effectiveness, and need for service. It is not likely that all stops indicated will be used and until additional information is available, it is not possible to present a formal route structure at this time. In general, the viability of transit service within the plan area will be subject to need/use projections and may depend on partnerships with area businesses.

3.2.3 Roadways

Both collector and arterial roadways are shown on Figure 2, in accordance with the major road network determined within the West QE2 Major Area Structure Plan. Specifically, 75th Avenue is an arterial road. Both Queens Drive and 79th Street are collector roads.

Figure 2 also shows the proposed local roads. Local roads may not be completely constructed as shown. Construction of the roads will depend on current market trends and needs (large lot development compared with smaller lots). Where a local road is deemed not to be needed it will not be constructed. However, in the event that a local road, or portion thereof, is developed, it is to be constructed within the road boundaries and access locations shown in this plan. Any variation deemed significant by planning staff, from the identified locations, may require a minor plan amendment. Easements and public utility lots would be required to accommodate municipal services in the event that the complete network of local roads is not constructed.

A service road was in place along the easterly and northerly boundaries of the plan area. However, to accommodate the proposed development concept and existing road users within the plan area, this road was closed and rezoned to the required land use district(s). Access points onto Highway 11A for development/construction will be in place temporarily.

Roadway cross section drawings are found in Appendix 2, including urban undivided industrial collector roadway, urban undivided industrial collector roadway with water feed, divided arterial roadway, and urban industrial local roadway drawings.

As outlined in the West QEII MASP, the arterial roadways will form the designated truck routes within the area as well as the serve as the dangerous goods routes. The collector and local roads will form the supplemental routes.

3.3 PUBLIC OPEN SPACE

3.3.1 Public Utility Lots

Areas set aside for public utility lots in the form of surface, underground or overhead infrastructure, such as electric transmission lines, storm water detention ponds or water reservoirs or the setbacks necessary to accommodate well sites or oil/gas pipelines, are identified on Figure 2.

3.3.2 Natural Areas

There are several existing natural features found within the plan area including seasonal streams, wetlands areas, and tree stands. Appendix 1 Natural Features identifies natural features which were existing in the area at the time that an ecospace profile was undertaken. Not all natural features will be preserved, however it is recognized that the protection and preservation of the tree stand located in the central northern portion of the plan is an important priority. Therefore, this natural feature shall be protected within the public utility lot, with the location subject to a final survey. The wetlands identified in Appendix 1 shall be incorporated into storm water management facilities. Where wetlands are to be removed, their removal will be subject to the compensation

requirements in place through Alberta Environment's Wetland Restoration/Compensation Policy.

3.3.3 Municipal Reserve Dedication

Land within the IASP is to provide 10% municipal reserve allocation at the time of subdivision either as land dedication or as cash-in-lieu of land. The development concept of the IASP illustrates those lands identified for municipal reserve dedication. These lands total 1.1%. Cash- in-lieu will be required of the developer for the remaining dedication.

The lands designated as municipal reserve will be zoned P1 (Parks and Recreation District) and may combine active and passive recreation uses. In addition to municipal reserve lands, the IASP illustrates paved trail locations along the arterial road system. 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. The municipal reserve lots shown within the plan may be developed as buffer strips, parkettes, or linear parks.

3.4 EMERGENCY SERVICES

In the event of an emergency requiring fire or ambulance response, the plan area will be served by Emergency Services Station No. 5 located in the Johnstone Crossing neighbourhood. This station is in close proximity to the plan area which will enable the majority of 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

The following table presents key land use statistics for the plan area.

Table 1: Land Use Statistics

LAND USE CATEGORY/COMPONENT	AREA (ha +/-)	% OF DEVELOPABLE AREA
Plan Area	117.2	100%
Amount owned by:		
City of Red Deer	111.03	94.8%
Henderson Ventures Ltd. And Catellier Consulting Ltd.	3.77	3.2%
Legacy Inc.	2.4	2.0%
Environmental Reserve	-	-
<i>Development Uses</i>	<i>91.5</i>	<i>78.1%</i>
Industrial & Business Services*	81.36	69.4%
Industrial & Business Services^	3.37	2.9%
Commercial and Commercial/Industrial*	4.7	3.7%
I1B/AD – Combination of I1 uses and automobile dealerships	2.4	2.1%
<i>Roadways</i>	<i>16.17</i>	<i>13.8%</i>

LAND USE CATEGORY/COMPONENT	AREA (ha +/-)	% OF DEVELOPABLE AREA
Roadways*	15.77	13.5%
Roadways^	0.4	0.3%
<i>Open Space</i>	9.53	8.1%
Municipal Reserve	1.28	1.1%
Public Utilities	8.25	7.0%

* Denotes land owned by the City of Red Deer

^ Denotes land owned by Henderson Ventures Ltd. and Catellier Consulting Ltd.

~ Denotes land owned by Legacy Inc.

4.0 MUNICIPAL UTILITY SERVICES

Municipal utility services will be required to develop this area for its proposed land uses. Figures 3, 4, and 5 illustrate the routing of municipal storm sewer services, sanitary sewer services, and water.

In many instances, 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 could include storm ponds that combine storm water management with an existing wetland to create a multi-purpose facility with storm drainage and natural interpretative functions.

In order to explore this possibility further within this plan area, 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

The area will be serviced with minor and major storm mains and storm water management facilities connecting to the storm trunk main under the Queen Elizabeth II Highway, as shown on Figure 3. Some of the gravity mains are trunk mains intended to also service future development areas to the west and south.

The storm water management facilities will be constructed wetlands, proposed to handle the runoff and control the release rates into the storm trunk (see Figure 3). 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.

On-site storage of storm water for each lot is required to prevent the storm sewer system from being overloaded and excessive runoff on the streets. The quantity of storage will vary from lot to lot depending on the amount of impervious area relating to the size of buildings, the extent of paving, or other factors. The local storm water sewer system is designed to provide a level of service equal to 70 L/s/ha (70 litres per second per hectare). As such, all pipes from the development lot areas connecting to the storm sewer drainage system running along the business park roadways should restrict discharge pipe capacity to this rate.

4.2 SANITARY SEWER

The area will be fully serviced by sanitary sewer. 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 Figure 4. Some of the gravity mains are trunk mains intended to also service future development areas to the west and south. There will also be a main stubbed to the north to accommodate some future development in the area of Linn Valley,

north of Highway 11A. 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 5. 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 some future development including the Linn Valley area north of Highway 11A. All water main stubs greater than 12 metres in length shall be terminated with a fire hydrant. A minimum water line size of 250mm is required to accommodate fire flows.

Currently, the water distribution system presented in Figure 5 has sufficient storage capacity to serve the area in the event that maintenance on the main supply main is required. In the future, a secondary water connection to the area will be provided to serve lands within future annexation phases, but at this time there is adequate capacity for water distribution. All water distribution facilities will be designed in accordance with the City of Red Deer Design Guidelines.

4.4 POWER TRANSMISSION

The plan area is currently serviced by Fortis Alberta. The Electric, Light, and Power Department (EL&P) of The City of Red Deer has applied to the Alberta Utility Commission to have this area moved to EL&P's servicing area.

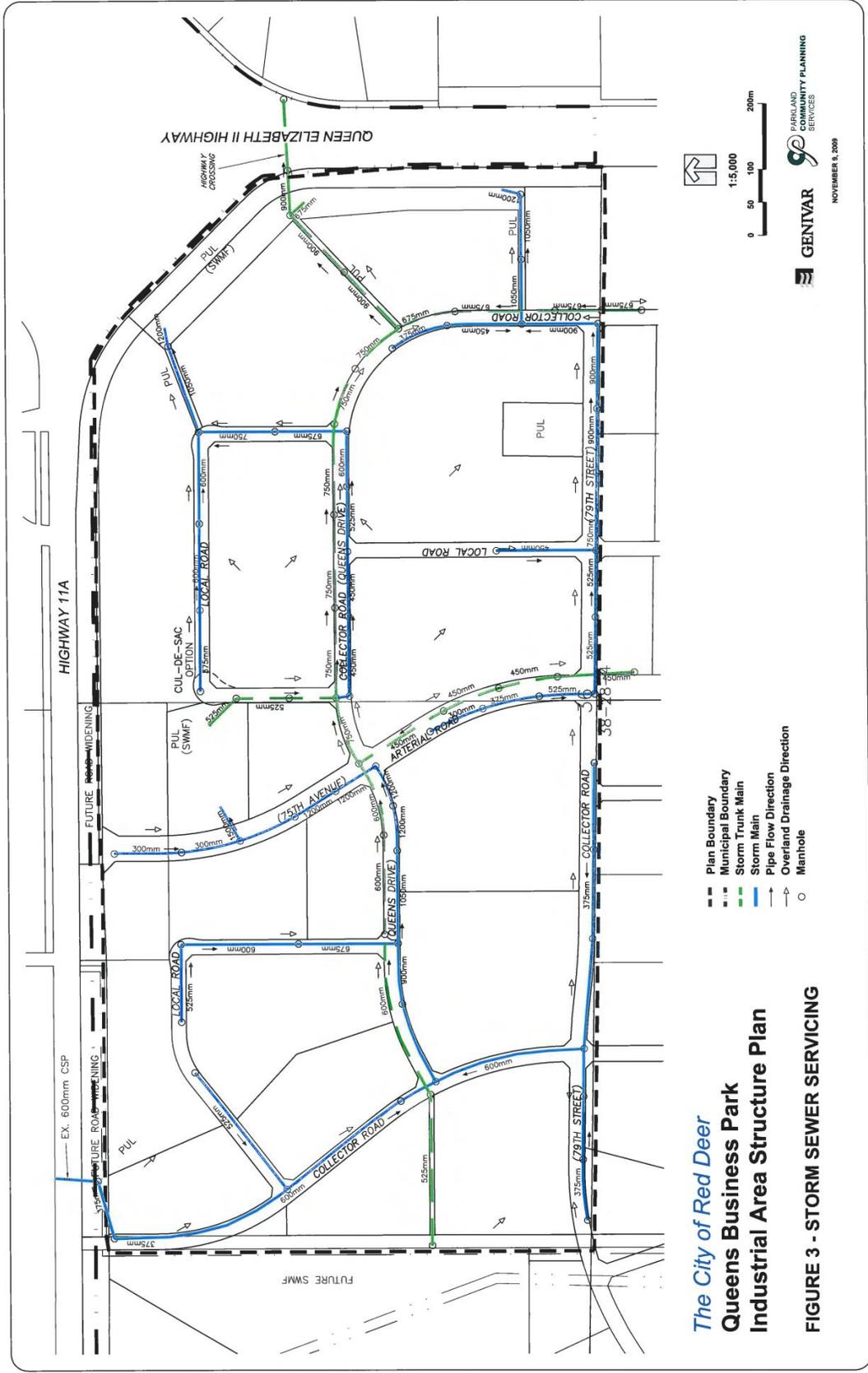
If this application is successful EL&P will service the area with lines crossing Highway QE2 from the Edgar Industrial Park.

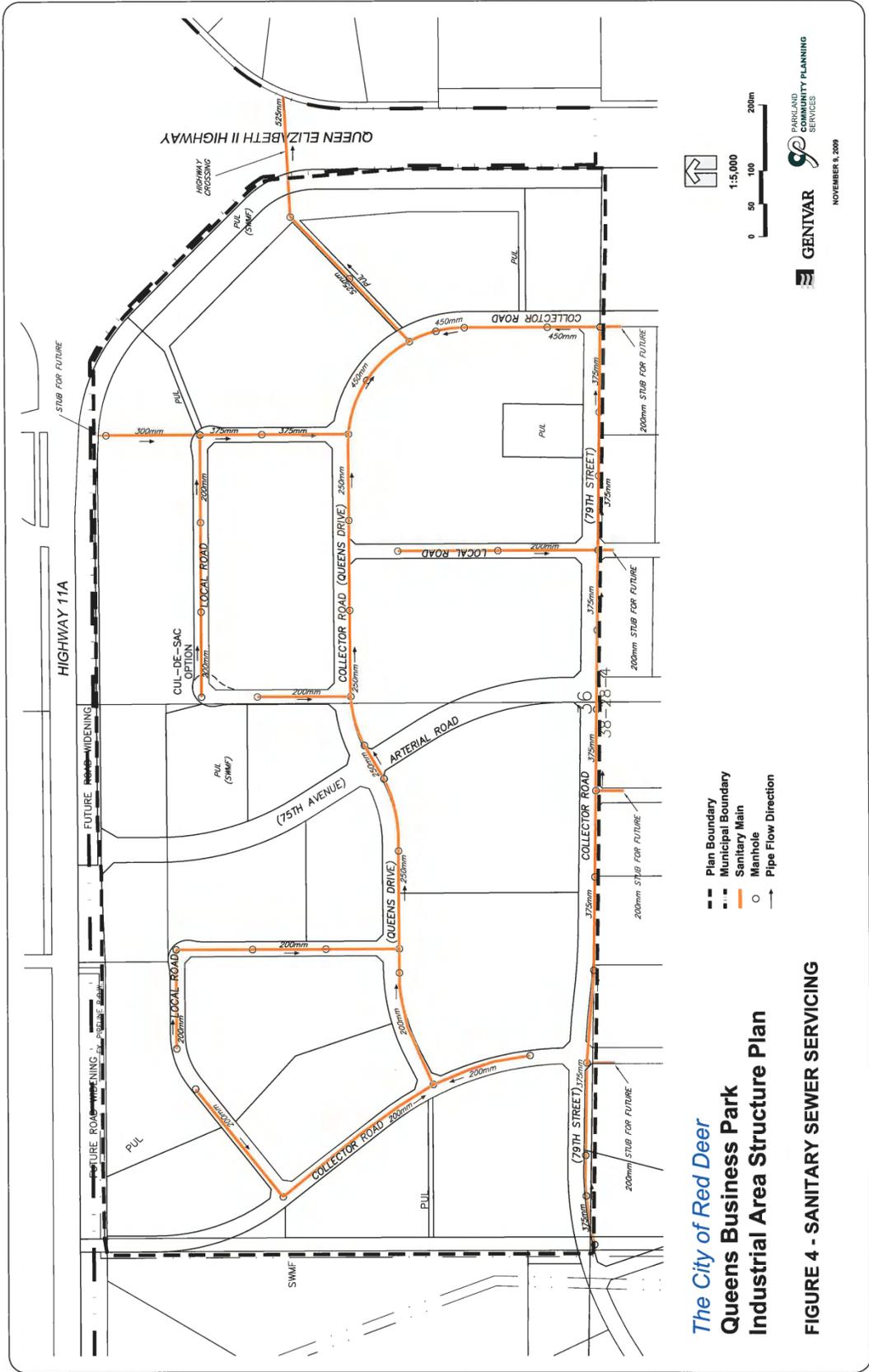
4.5 NATURAL GAS

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 ¼ 36-38-28-4 to do so. This may be accommodated by using temporary alternate arrangements from existing small distribution systems within the area.

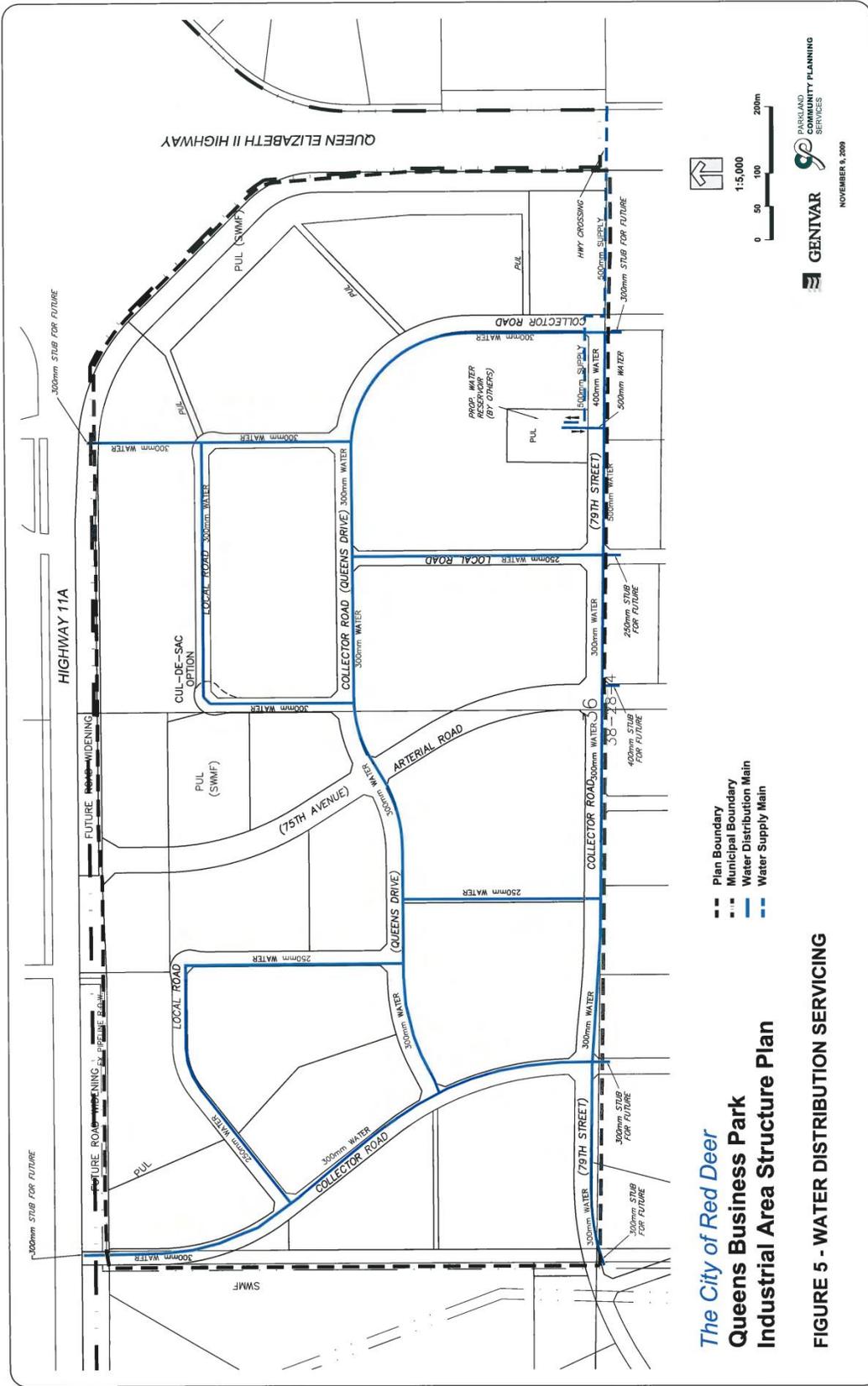
4.6 TELECOMMUNICATIONS

Telephone connection, fibre optics and servicing related to forms of telecommunications shall be facilitated within the plan area in order to maximize communications efficiencies and economic opportunities for businesses developing within the plan area.





The City of Red Deer
**Queens Business Park
 Industrial Area Structure Plan**
FIGURE 4 - SANITARY SEWER SERVICING



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 6. Development phasing may vary in order to more efficiently accommodate municipal servicing needs or in order to accommodate changing development and market trends. A temporary service road to function as a north-south connector will be built prior to construction of the future arterial (75 Avenue).

5.2 AMENDMENTS TO THIS PLAN

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

Provided the intent of the IASP is maintained, minor adjustments to proposed 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 and the rezoning process occurs.

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 a new specific eco-industrial district or within the I1 Industrial (Business Service) District but be subject to specific requirements.

The lands identified for combined I1 uses and automobile dealerships shall be rezoned to I1B/AD Industrial (Business Service and Automobile Dealership) District.

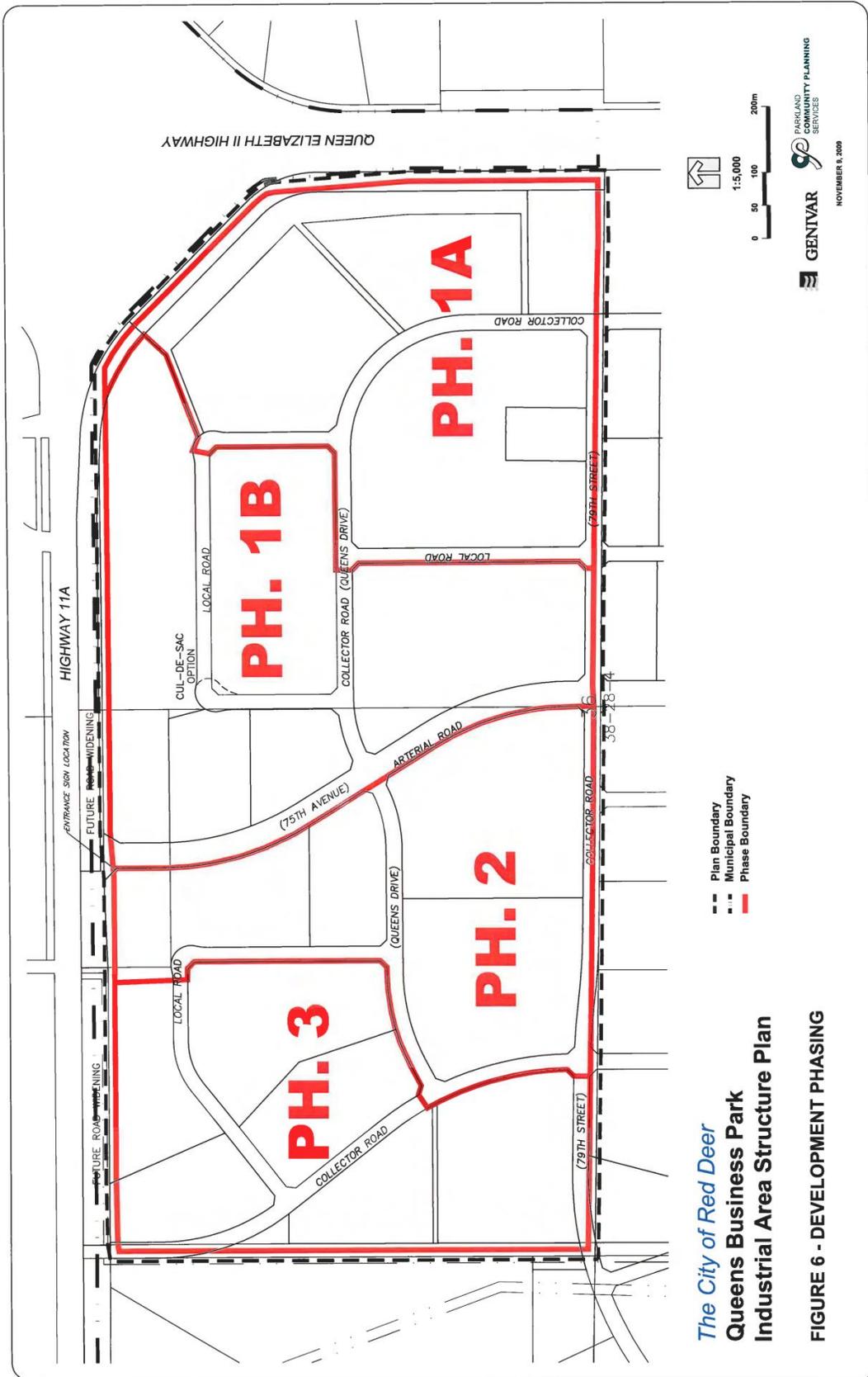
The proposed commercial lands shall be rezoned to C4 Commercial (Major Arterial) District and the proposed commercial/industrial lands shall be rezoned to either C4 Commercial (Major Arterial) District or I1 Industrial (Business Service) District.

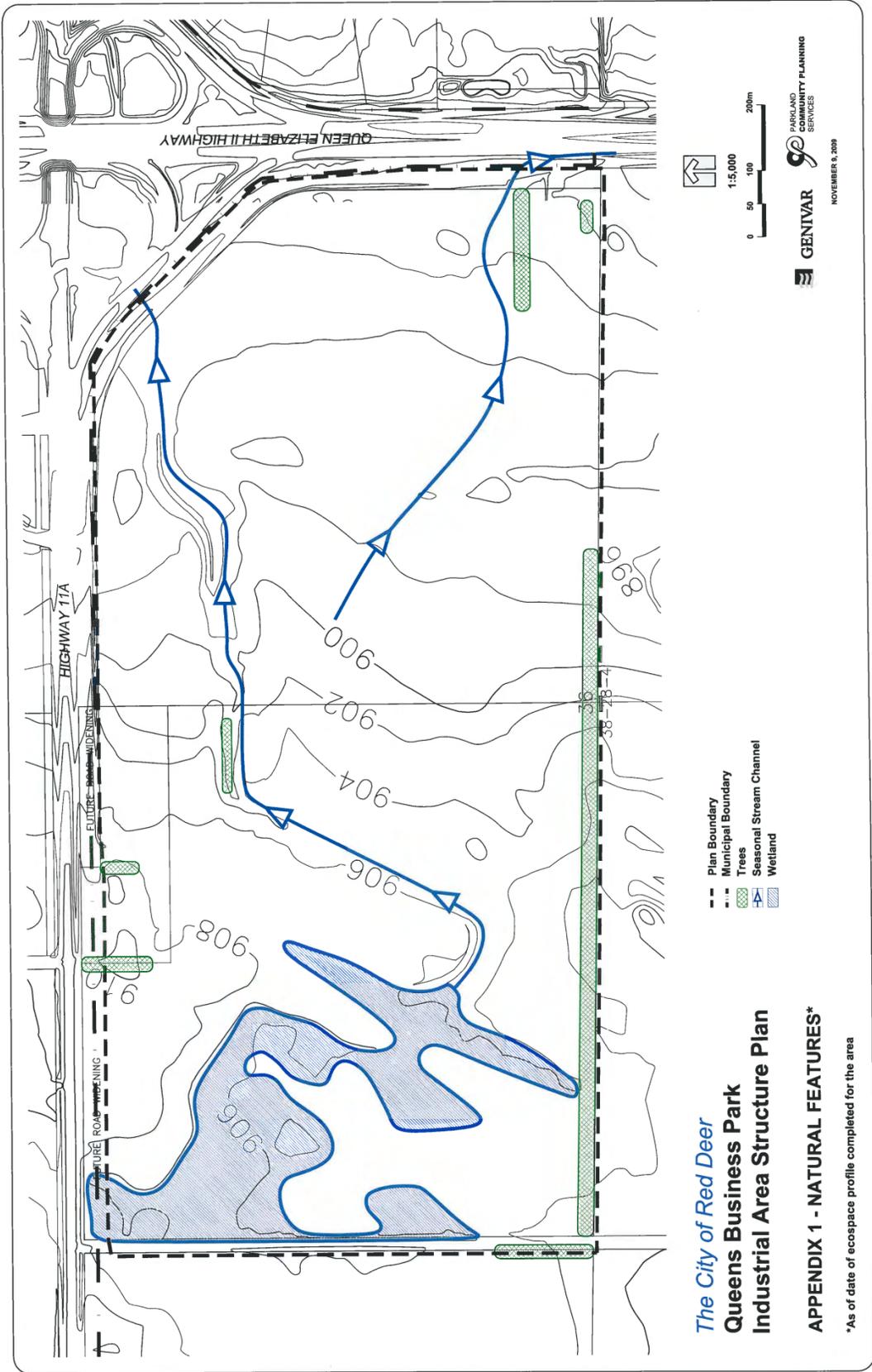
Lands intended to preserve natural capital, will be districted to the A2 Environmental Preservation District. Other municipal reserve lots will be districted into the P1 Parks & Recreation District.

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

5.4 PLAN REVIEW

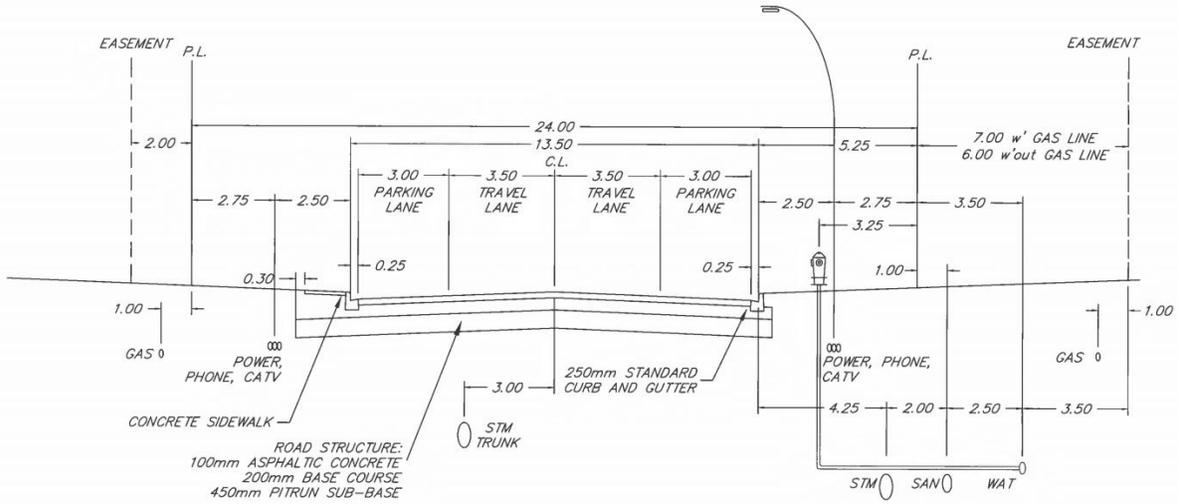
The Queens Business Park Industrial Area Structure Plan should be subject to a comprehensive review and update every five (5) years to allow for consideration of any changing or emerging land use planning and development issues and trends.



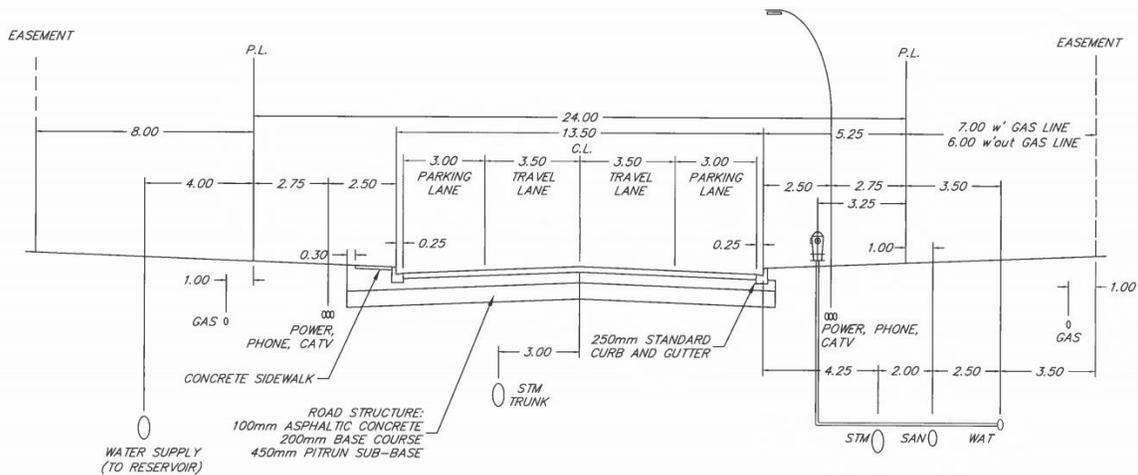


The City of Red Deer
**Queens Business Park
 Industrial Area Structure Plan**
APPENDIX 1 - NATURAL FEATURES*

*As of date of ecospace profile completed for the area



**URBAN UNDIVIDED
INDUSTRIAL COLLECTOR ROADWAY
N.T.S.**



**URBAN UNDIVIDED
INDUSTRIAL COLLECTOR ROADWAY
WITH WATER FEED
N.T.S.**

