

**General Rationale Document**

**Bylaw No. 1171-2024 – Amendments to Land Use Bylaw No. 809-2013**

Purpose	Further Details	Amendment # in Bylaw
Administrative Changes	Changes to: <ul style="list-style-type: none"> <li>• Provide clear, concise, consistent regulations</li> <li>• Remove redundancies and ensure regulations read intuitively</li> <li>• Correct inconsistencies</li> </ul>	4, 5, 12, 13, 14, 19
Administrative Changes for Consolidation of GC & CSC districts	Removal of one redundant land use district, to provides consistent regulations reducing development barriers: <ul style="list-style-type: none"> <li>• Removal of CSC district, including all tables and references to CSC</li> <li>• Ensure zoning is compatible with intent of approved Area Structure Plans</li> <li>• Update the mapping to reflect the changes</li> </ul>	1, 2, 3, 9, 10, 17, 20, 27
Amendments to the GC District, as a result of consolidation with CSC	Amend the GC district, while still maintaining development flexibility and Leduc’s urban design integrity: <ul style="list-style-type: none"> <li>• Amendments to support consolidation without causing major non-conforming issues for setbacks or uses, which includes:                             <ul style="list-style-type: none"> <li>○ Addition of 3 prescribed uses</li> <li>○ Greater flexibility for front, rear, and side yard setbacks</li> </ul> </li> <li>• Amendment to allow GC lots North of 54 Avenue abutting Railway, to continue to have Shipping Containers, with regulations for placement and aesthetic</li> <li>• Amendment to allow GC lots North of 59 Avenue abutting Railway, to continue to have exemption for minimum parking requirements, with applicable regulations</li> </ul>	6, 7, 8, 18, 21
Amendments to Existing Districts to Further Allow Development Flexibility	Respond to the needs of developers, landowners, & tenants to provide flexibility: <ul style="list-style-type: none"> <li>• Amendments to the CBO district to remove the maximum site coverage and encourage capacity for indoor operations</li> <li>• Amendments for IBL district, to allow Shipping Containers on sites accessed from Arterial Roads, with applicable regulations</li> </ul>	11, 15, 16, 22

	<ul style="list-style-type: none"> <li>• Amendment IBL district, to remove 5 year limit maximum for Shipping Containers</li> <li>• Allow for vehicle rental activities to be considered within retail gas stations (Service Station Limited). Provides option for ancillary use as a development opportunity</li> </ul>	
Amendments to incorporate ASPs	<p>Ensure Land Use Bylaw aligns with both the East Telford Lake Area Structure Plan and 65<sup>th</sup> Avenue Area Structure Plan, without the use of an overlay or creating an additional zoning district, by:</p> <ul style="list-style-type: none"> <li>• Modifying language in Bylaw to provide clear and concise regulations for outdoor operations and nuisance</li> <li>• Within these plan areas, providing the opportunity for limited outdoor storage, where appropriate</li> <li>• Amendments to the IL district when in these plan areas, to provide opportunity for an increase in site coverage up to 80%, to facilitate increased capacity for indoor industrial operations</li> </ul>	12, 13, 14
Redistricting	<p>Redistricting of the properties as follows:</p> <ul style="list-style-type: none"> <li>• CSC to GC- 21 parcels: Consolidation of two similar commercial districts, simplifying zoning and permitting process for future developments</li> <li>• IL to GC – 17 parcels: <ul style="list-style-type: none"> <li>○ Airport Road vicinity, to provide transition between land uses, and commercial zoning that supports Airport Road traffic and relevant Area Structure Plans.</li> <li>○ 47 Street &amp; 46a Street, support future redevelopment opportunities for more commercial space, leaving other suitable industrial developments further East of Railway line.</li> </ul> </li> <li>• IBL to GC – 8 parcels: support future redevelopment opportunities, transition away from most industrial uses, apart from some lighter indoor industrial operations. Maintain parking reductions and use of shipping containers in this area, as properties back onto Railway and will use the rear yards as such. This change removes some non-conforming setback and landscape buffer issues that exist in for IBL district abutting commercial lots.</li> </ul>	23, 24, 25, 26, 28

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|  | <ul style="list-style-type: none"><li>• CBD to GC – 5 parcels: Location is outside of the Central Business District and should have compatible commercial zoning that would allow for a better selection of uses, setbacks and overall development regulations for these parcels</li><li>• IM to IL – 4 parcels: transition and adequate buffering between land uses for this area of the industrial park.</li><li>• IM to US – 1 parcel: appropriate zoning for existing storm water management</li><li>• CSC to GR – 1 parcel: appropriate zoning for existing reserve lands</li><li>• Update the zoning map to reflect the changes</li></ul> |  |
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