REGULAR COUNCIL MEETING AGENDA MONDAY, JANUARY 28, 2019 AT 7:00 P.M. COUNCIL CHAMBERS, LEDUC CIVIC CENTRE 1 ALEXANDRA PARK, LEDUC, ALBERTA PAGE 1



I. ADOPTION OF AGENDA

II. ITEMS FOR DISCUSSION AND RELATED BUSINESS

- A. Select Items for Debate
- B. Vote on Items not Selected for Debate

III. ADOPTION OF PREVIOUS MINUTES

A. Approval of Minutes of the Regular Council Meeting held Monday, January 14, 2019

IV. RECOGNITION ITEMS

There are no Recognition Items for the Agenda.

V. PUBLIC COMMENTARY

VI. PUBLIC HEARING

Explanation of the Public Hearing Process

- A. Bylaw No. 1000-2018 Eaton and Emery Area Structure Plan
- B. Bylaw No. 1012-2018 Text Amendment to Land Use Bylaw No. 809-2013
 Downtown Mixed-Use Overlay

Call for Persons to Speak

VII. PRESENTATIONS

There are no Presentations for the Agenda.

Introduction of New Assessors

VIII. BUSINESS

B. Lutz		
N. Booth	B.	2019 Citizen Satisfaction Survey

A.

T. Birtles/

REGULAR COUNCIL MEETING AGENDA MONDAY, JANUARY 28, 2019 AT 7:00 P.M. COUNCIL CHAMBERS, LEDUC CIVIC CENTRE 1 ALEXANDRA PARK, LEDUC, ALBERTA PAGE 2



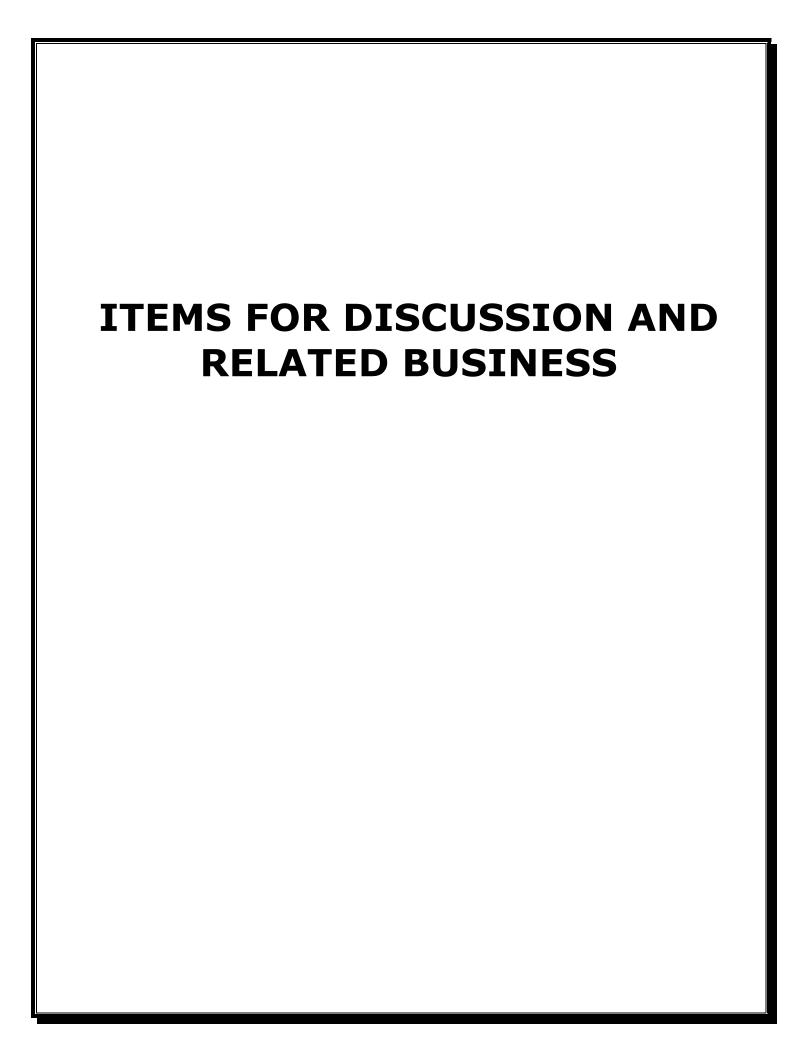
K. Woitt	C.	Repealing Policies No. 61.00:17, 61.00:18 and 61.00:24
	IX.	BYLAWS
J. Cannon / G. Damo	A.	Bylaw No. 1016-2018 – Southeast Boundary Road (Hwy 2A to Coady Blvd) (1st Reading)
C. Chisholm	B.	Bylaw No. 1007-2018 – False Alarms Bylaw (1st Reading)
K. Woitt	C.	Bylaw No. 1000-2018 – Eaton and Emery Area Structure Plan (2 nd and 3 rd Readings)
K. Woitt	D.	Bylaw No. 1010-2018 – Redistricting Part of Block A, Plan 7921548 (Telford Lake ER/MR) (1st Reading)
K. Woitt	E.	Bylaw No. 1012-2018 – Text Amendment to Land Use Bylaw No. 809-2013 – Downtown Mixed-Use Overlay (2 nd and 3 rd Readings)
	X.	PUBLIC COMMENTARY
	XI.	IN-CAMERA ITEMS
	There	are no In-Camera Items for the Agenda.
	XII.	RISE AND REPORT FROM IN-CAMERA ITEMS
	XIII.	INFORMATION REPORTS
	A.	Mayor's Report

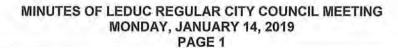
XIV.

ADJOURNMENT

ADOPTION OF AGENDA

This is your opportunity to make an addition, deletion or revision to the Agenda







Present:

Mayor B. Young, Councillors B. Beckett, G. Finstad, B. Hamilton, L. Hansen,

T. Lazowski and L. Tillack

Also Present

M. Pieters, A/ City Manager, and S. Davis, City Clerk

Mayor B. Young called the meeting to order at 7:04 pm.

ADOPTION OF AGENDA

MOVED by Councillor L. Hansen that the agenda be adopted with the following additions:

XI. In-Camera Items

C. Personnel Matters FOIPs. 17 & 19

Motion Carried Unanimously

II. ITEMS FOR DISCUSSION AND RELATED BUSINESS

A. Selected Items for Debate

The following items were selected for debate:

VIII. BUSINESS

A. Leduc Environmental Advisory Board ("LEAB")

IX. BYLAWS

A. Bylaw No. 978-2018 - Sewers Bylaw (1st, 2nd & 3rd Readings)

XI. IN-CAMERA ITEMS

- B. Neighbourhood Services FOIP s. 16, 24 & 25
- C. Personnel Matters
 FOIP s. 17 & 19

B. Vote on Items not Selected for Debate

Votes recorded under item headings.

III. ADOPTION OF PREVIOUS MINUTES

A. Approval of Minutes of the Regular Council Meeting held Monday, November 19, 2018



MOVED by Councillor G. Finstad that the minutes of the Regular Council meeting held Monday, November 19, 2018, be approved as presented.

Motion Carried Unanimously

B. Approval of Minutes of the Regular Council Meeting held Monday, December 3, 2018

MOVED by Councillor G. Finstad that the minutes of the Regular Council meeting held Monday, December 3, 2018, be approved as presented.

Motion Carried Unanimously

IV. RECOGNITION ITEMS

A. Alberta Emergency Services Medal Presentations

Mayor B. Young and Chief G. Clancy, Leduc Fire Services, presented M. van Ameyde and M. Labutes with the Alberta Emergency Services Medal. Both members of the Leduc Fire Services were congratulated by Council and thanked for their work on behalf of the residents of Leduc.

V. PUBLIC COMMENTARY

- S. Hamilton spoke to Council about the 2nd "Coldest Night of the Year" Food Bank Fundraiser taking place on Saturday, February 23, 2019. S. Hamilton provided Council with a letter (Attached) and requested that Council create a team and challenge other municipalities in the region to get involved.
- T. Flynn, a resident of the City of Leduc, advised that a new resident to the City did not have waste or recycling pickup for over 1 month.
- J. Cannon, A/General Manager, Corporate Services, advised Administration will follow-up with the resident.

VI. PUBLIC HEARING

There were no public hearings.

VII. PRESENTATIONS

There were no presentations.



VIII. BUSINESS

A. Leduc Environmental Advisory Board ("LEAB")

K. Oliver, Board Chair, and C. Kartz, Board Member, LEAB, made a PowerPoint presentation (Attached). LEAB provided policy advice to Council and outlined their education, and events, which are set to take place throughout 2019.

K. Oliver and C. Kartz answered Council's questions.

Council thanked LEAB for their hard work and contributions to their community.

B. Municipal Grant - Stageworks Academy for the Performing Arts

MOVED by Councillor G. Finstad that Council awards a grant to Stageworks Academy for the Performing Arts for an amount not to exceed \$4,000, which is to be funded from Council Community Grants to help off-set expenses related to hosting the Christmas production of "The Nutcracker" at the Maclab Centre for the Performing Arts on December 20 & 21, 2018.

Motion Carried Unanimously

IX. BYLAWS

A. Bylaw No. 978-2018 – Sewers Bylaw (1st, 2nd & 3rd Readings)

R. Sereda, Director, Public Services, and S. Tooth, Manager, Utility Services, made a presentation to Council on the Sewers Bylaw. The Sewers Bylaw is in alignment with the Alberta Capital Region Wastewater Commission's newest bylaw.

R. Sereda answered Council's questions.

MOVED by Councillor T. Lazowski that Council give Bylaw No. 978-2018 First Reading.

Motion Carried Unanimously

MOVED by Councillor L. Hansen that Council give Bylaw No. 978-2018 Second Reading.

Motion Carried Unanimously

MOVED by Councillor G. Finstad that Bylaw No. 978-2018 be considered for Third Reading.

Motion Carried Unanimously



MOVED by Councillor B. Beckett that Council give Bylaw No. 978-2018 Third Reading.

Motion Carried Unanimously

X. PUBLIC COMMENTARY

There was no public commentary.

XI. IN-CAMERA ITEMS

MOVED by Councillor G. Finstad that Council move In-Camera at 7:58 pm to discuss:

- B. Neighbourhood Services FOIP s. 16, 24 & 25
- C. Personnel Matters FOIP s. 17 & 19

Motion Carried Unanimously

MOVED by Councillor B. Beckett that Council move In-Public at 8:30 pm.

Motion Carried Unanimously

XII. RISE AND REPORT FROM IN-CAMERA ITEMS

A. Council Appointment of a Public Member to the Subdivision and Development Appeal Board FOIP S. 24 & 29

MOVED by Councillor G. Finstad that Council appoints J. McNamara as the Public Member to the Subdivision and Development Appeal Board for a three year term from January 1, 2019 – December 31, 2021.

Motion Carried Unanimously

B. Neighbourhood Services FOIP s. 16, 24 & 25

Mayor B. Young made a presentation.

Mayor B. Young and J. Cannon, A/General Manager, Corporate Services, answered Council's questions.

C. Personnel Matters
FOIP s. 17 & 19



Council members held a discussion.

MOVED by Councillor B. Beckett that the CAO be made aware of personnel matters discussed.

Motion Carried Unanimously

XIII. UPDATES FROM BOARDS & COMMITTEES

A. Council Member Updated from Boards & Committees

Councillor B. Beckett hosted a card game entitled *Doctors Against Tragedies* at the Brew House. Two doctors from the University of Alberta Hospital, who helped develop the game, attended as well. The event was very successful.

Two new decks of cards, dealing with the issues of sexually transmitted diseases and cannabis, have also been developed and interest in obtaining these new games has been expressed by local businesses

B. Council Member Updates from Commissions, Authorities, Other

There were no updates.

- XIV. INFORMATION REPORTS
- A. Mayor's Report
- B. Building Inspector's Report
- C. Newly Issued Business Licences

There was no discussion.

XV. ADJOURNMENT

The Council meeting adjourned at 8:34 pm.

B. YOUNG	
Mayor	
S. DAVIS	



The Coldest Night of the Year is a Fundraising event for the Leduc & District Food Bank. The money raised from this event goes toward the Food Hamper Program and helps to add fresh, perishable items into food hampers for families – fruit, vegetables, meat and dairy products.

This family friendly event is happening at 5:00 pm on Saturday February 23, 2019 starting at the Leduc Fellowship Church at 4401 Rollyview Road. Participants can choose to walk 2, 5 or 10 km along our beautiful multiway paths.

I would like:

- 1) Someone on council to register a team at cnoy.org/Leduc
- 2) Every council member to join the team
- 3) Start fundraising
- 4) Challenge other councils in the area that the food bank services (Warburg, Thorsby, Calmar, Devon, Beaumont, New Sarepta and the County of Leduc) and encourage them to participate and raise funds.
- 5) Join us for a fun evening on the trails on Saturday, Feb. 23.

If you have any questions, you can contact me at ham4@telusplanet.net

Thanks for your support!

Shelley Hamilton



Committee of Council Update

January 14, 2019 Katie Oliver, LEAB Chair Cory Kartz, LEAB Member

Outline

- 1. Background
- 2. Progress Update, 2019 Priorities
- 3. Issues for Council Consideration:
 - · Industrial, Commercial, Institutional (ICI) Waste Diversion
 - · Greenhouse Gas Reduction Actions
 - Single Use Plastics
 - · Urban Hens and Bees



LEAB Mandate



- 1. Advises Council on environmental matters;
- Proposes to Council City programs and practices for the protection, enhancement and wise use of the environment; and
- Disseminates information to and for the residents of the City to create a better appreciation of wise and prudent environmental practices.

Leduc Environmental Advisory Board



Councillor Lars Hansen
Councillor Glen Finstad, Alternate
Katie Oliver, Chair
Sheila Ruddy, Vice Chair
Jaimee Dupont Morozoff
Cory Kartz
Jennifer Roach
Thorren Koopmans
April Ziegler

Thank you to outgoing members: Jill Mitchell, Douglas Hube, Brad Beesley.

Last Update to Council: April 20

- Environmental successes:
 - · downtown and transit sorting stations
 - · first pollinator garden planting
 - · Southfork community gardens
 - · LED streetlights
- New pollinator challenge project and celebration (Sept. 2018)
- 2018/19 priorities
 - · pollinator challenge
 - · dark skies
 - · greenhouse gas actions



2019 Priorities

- Policy Advice to Council:
 - · Industrial, Commercial, Institutional (ICI) Waste Diversion
 - · Greenhouse Gas Reduction Actions
 - Single Use Plastics
 - · Light Efficiency
 - Urban Hens and Bees
- Education and Events
 - · Greenhouse Gas Open House LRC, January 23
 - · Business Expo (Greenhouse Gas and Pollinator projects) April
 - · Arbour Day May
 - · Green and Gold (Composters, Rain Barrels, Eco Items) May
 - · Environment Week June:
 - o Spring Bird Count
 - o Pollinator Garden Planting
 - o Grade 4 Theatre
 - o Clean Air Day Free Transit promotion
 - Pollinator Garden Challenge Wrap Up Event September
 - Toxic Round Up October
 - Festival of Trees December
 - · Christmas Bird Count December







Advice to Council

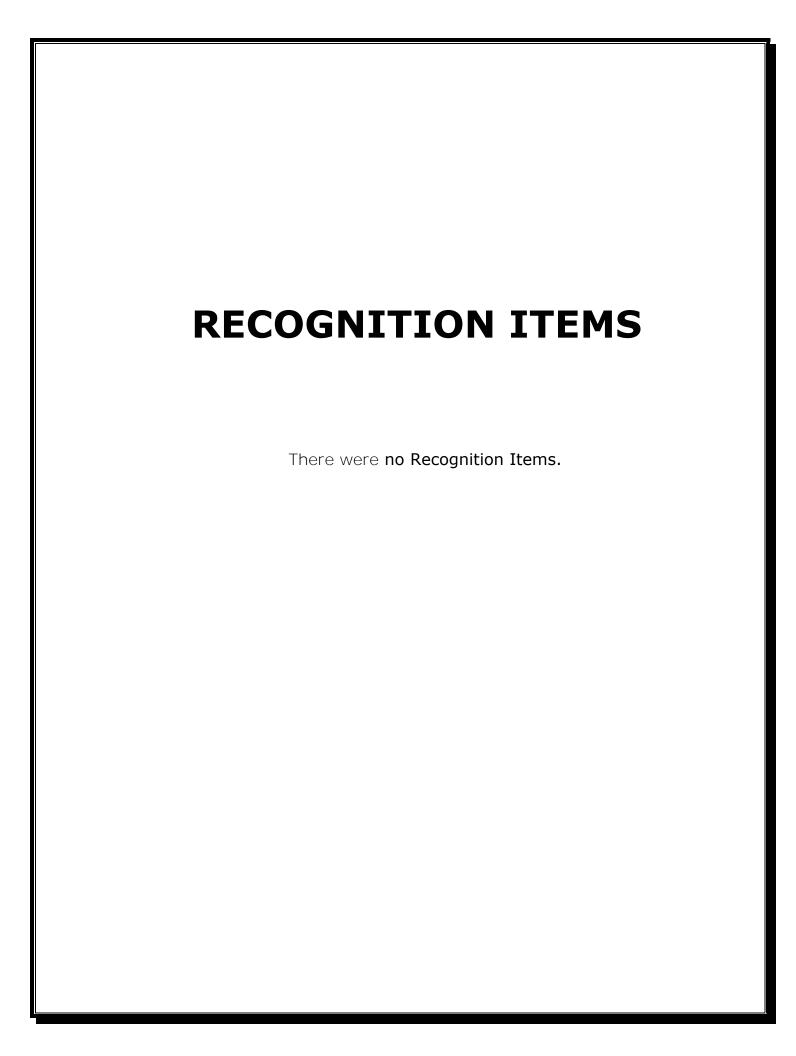
- Council to ensure the ICI/MF pilot project is a priority in the 2020 budget
- 2. LEAB to ensure priority actions in GHG Plan:
 - ICI/MF waste pilot project
 - Energy efficiency, renewable energy in buildings, review PACE

Further discussion* needed on:

- Single use plastics
- Urban hens and bees

*giving consideration to available resources





PUBL	IC CON	1MEN7	ΓARY	



NOTICE OF PUBLIC HEARING

ADOPTION OF AN AREA STRUCTURE PLAN
NW ¼ SECTION 19-49-24-W4 & PLAN 0021181, LOT 1
(EATON & EMERY AREA STRUCTURE PLAN)

Under the Municipal Government Act, the City of Leduc may, by bylaw, adopt an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area. The proposed bylaw adopting an area structure plan must be published to allow citizens an opportunity to clarify what is proposed, ask questions, or present objections at a required public hearing held prior to Council approving the area structure plan.

BYLAW NO. 1000-2018

The purpose of proposed Bylaw No. 1000-2018 is to adopt an area structure plan (ASP) for the NW ¼ Section 19-49-24-W4 and Plan 0021181, Lot 1. These lands are located north of the Robinson neighbourhood, south of Rollyview Road, northeast of the Meadowview neighbourhood, and west of Leduc County.

The Eaton & Emery plan area will be developed as a mix of low to medium density residential uses, along with commercial and business employment uses. Due to the location of the 30 NEF noise contour from the flight path of the airport and the resulting limitations on land uses as outlined in the Edmonton International Airport Vicinity Protection Area Regulation (AVPA), residential development is only being proposed for a small portion of the lands. This results in two separate areas within the plan, hence the distinction between the Eaton Business Park and the residential Emery neighbourhood. The proposed ASP is consistent with the City's Municipal Development Plan.

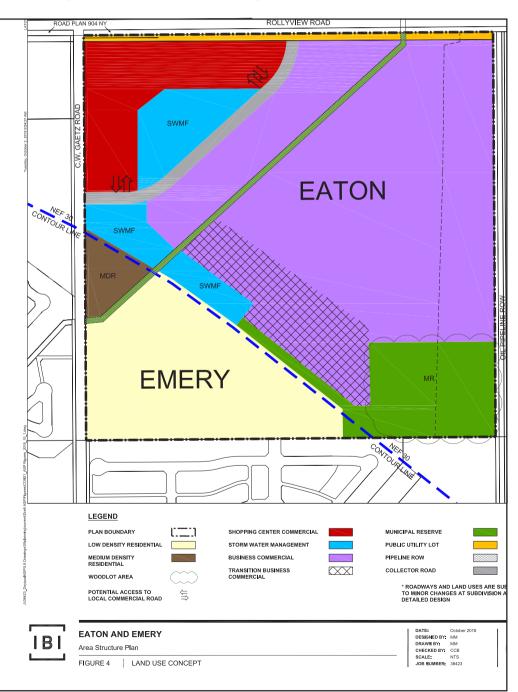
A copy of the proposed bylaw to be presented to City Council may be inspected by the public between the hours of 8:30 a.m. and 12:00 noon and 1:00 p.m. and 4:30 p.m. Monday through Friday at the Office of the City Clerk or at the Planning and Development Department, City Hall, Leduc Civic Centre, 1 Alexandra Park, 46th Avenue and 48A Street, Leduc, Alberta. Inquiries respecting the proposed bylaw or area structure plan may be made by contacting April Renneberg at the Planning and Development Department at 780-980-8439.

PUBLIC HEARING – JANUARY 28, 2019

At its meeting on Monday, **January 28, 2019 at 7:00 p.m.** or as soon thereafter as may be convenient, in the Council Chambers, City Hall, Leduc Civic Centre, 1 Alexandra Park, 46th Avenue and 48A Street, Leduc, City Council will hold a public hearing on the proposed Bylaw. All interested persons may be heard by Council prior to the proposed bylaw being considered for second reading.

Any person who wishes to speak to City Council at the time of the public hearing is requested to advise the City Clerk's Office, at 780-980-7177 before 12:00 noon, Monday, January 28, 2019. They may also be heard by responding to the Mayor's call for delegations at the time of the public hearing. Written submissions must be submitted to the City Clerk's Office, City Hall, before 12:00 noon, Friday, January 25, 2019.

This notice is being advertised in the January 11 and 18, 2019 issues of this newspaper.





NOTICE OF PUBLIC HEARING

PROPOSED AMENDMENT TO LAND USE BYLAW

The Following Information is Common to the Bylaw Presented

The City of Leduc Land Use Bylaw 809-2013 regulates and controls the use and development of land and buildings within the City of Leduc. To amend the existing regulations under the Land Use Bylaw, the proposed amendment must be published to allow citizens an opportunity to clarify what is proposed, ask questions, or present objections at a required public hearing held prior to Council approving the amendment.

BYLAW NO. 1012-2018

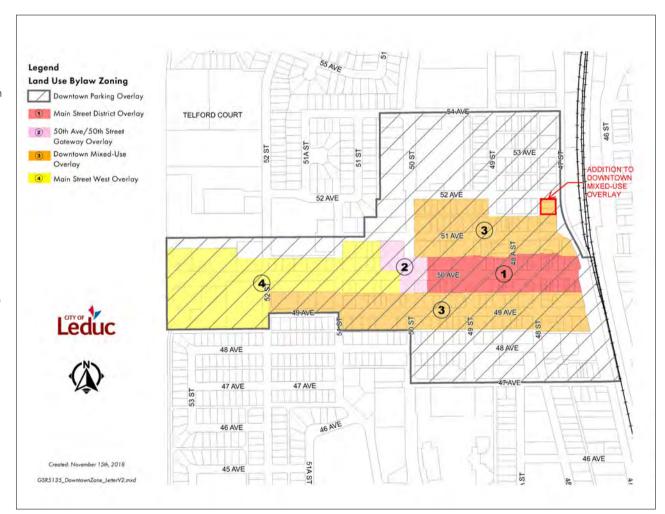
Bylaw 1012-2018 proposes to amend Land Use Bylaw 809-2013, to extend the Downtown Mixed-Use Overlay to include 5110, 5116 & 5120 - 47 Street and to allow additional options for signage on buildings adjacent to non-residential uses within the Downtown Mixed-Use Overlay.

A copy of the proposed Bylaw that will be presented to City Council may be inspected by the public between the hours of 8:30 a.m. and 12:00 noon and 1:00 p.m. and 4:30 p.m. at the Office of the City Clerk, City Hall, Leduc Civic Centre, 1 Alexandra Park, 46th Avenue and 48A Street, Leduc, Alberta. Inquiries respecting the proposed bylaw may be made at this office or by contacting Fiona Paquet at the Planning and Development Department at 780-980-7192.

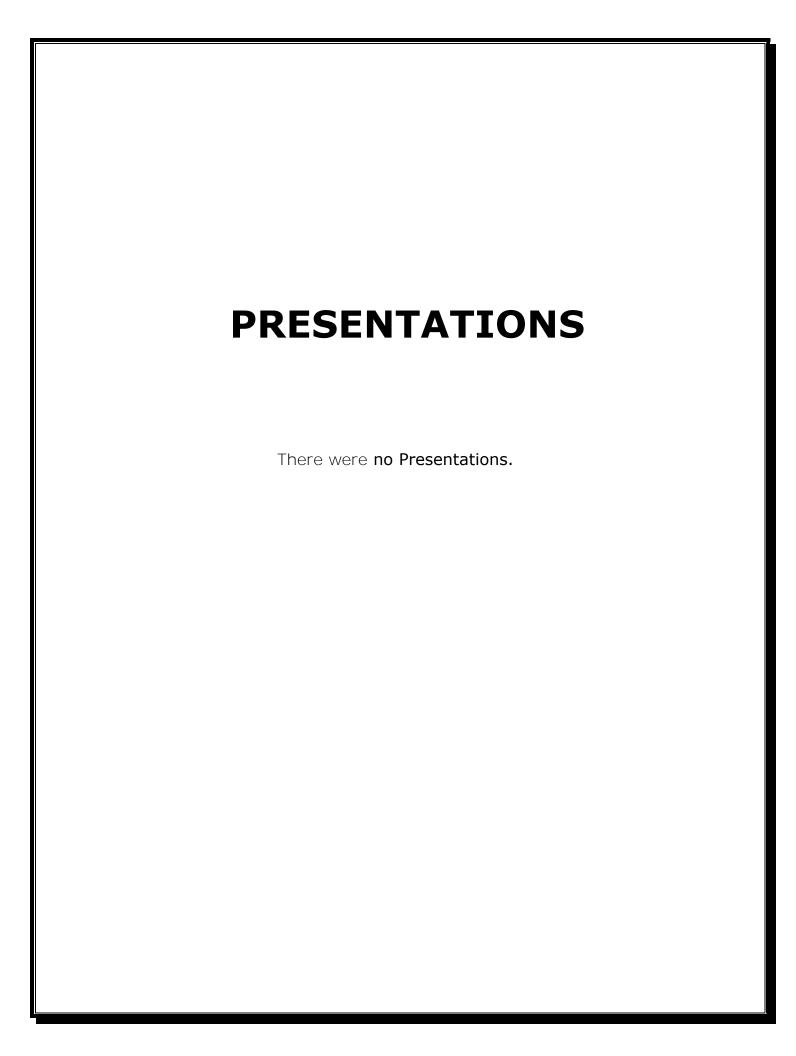
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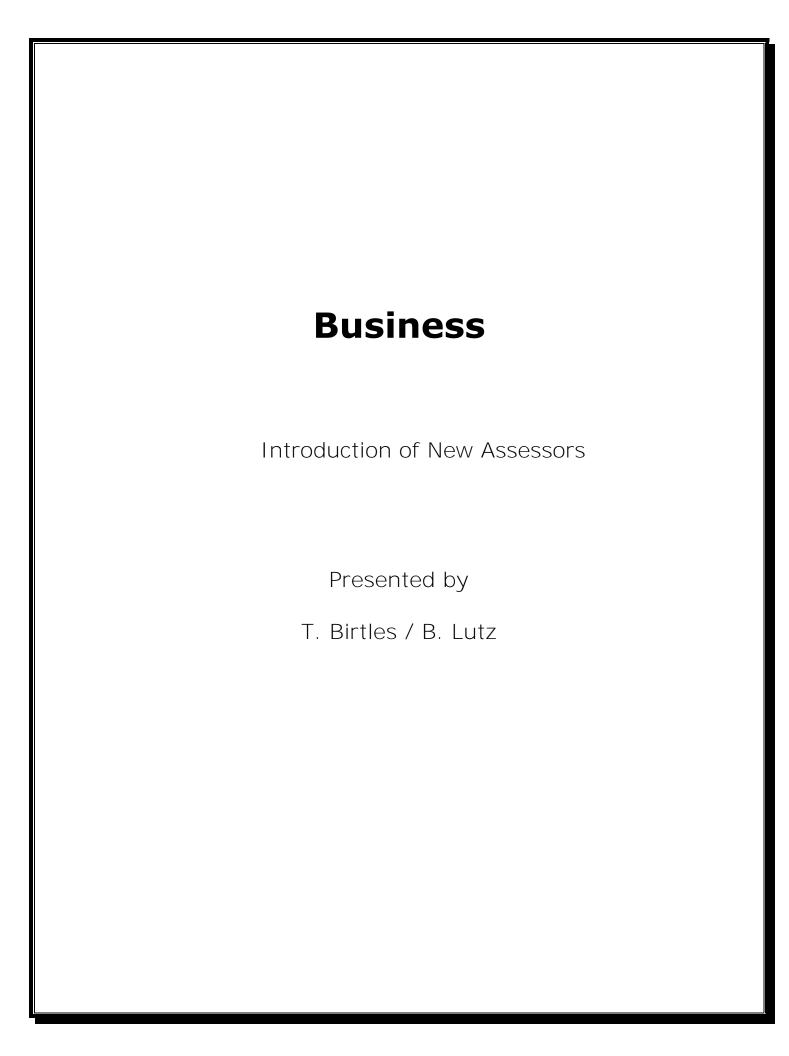
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COUNCIL INFORMATION ITEM



MEETING DATE: January 28, 2019

SUBMITTED BY: Nikki Booth, Manager - Communications & Marketing Services

PREPARED BY: Nikki Booth, Manager - Communications & Marketing Services

REPORT TITLE: 2019 Citizen Satisfaction Survey

REPORT SUMMARY

This report provides information regarding the 2019 Citizen Satisfaction Survey, and is submitted by Communications and Marketing Services department as information.

BACKGROUND

KEY ISSUE(S) / CONTEXT:

Approximately every two years the City conducts a statistically valid Citizen Satisfaction Survey to measure the perceptions and opinions of residents regarding a variety of topics that help us to determine if they are pleased with service levels, customer service, etc. The results of the survey help to guide Council and Administration when it comes to budget recommendations, key performance indicators and helps to address any gaps related to customer service and service delivery.

As in previous years, this year's survey will include 400 respondents who will be contacted from February 11 - 28, 2019, pending the availability of the survey company. The 400 respondents represent the statistically valid number, which has been determined by the survey companies used in the past.

The same questions are typically used year-over-year so that we have a comparator to measure the responses. We only incorporate new questions when there are key initiatives or projects, like annexation (2017 survey). A copy of the questions that will be asked was circulated to all internal departments at the end of December, 2018 for feedback. A copy of the proposed questions, which are similar to what was asked in 2017, is attached.

This year, in addition to the phone interviews done by the survey company, CMS will be posting the survey online for people to fill in. While the online survey isn't considered statistically valid, it does provide important information and insight in terms of how people respond to the questions that should correlate with the phone survey. This was done with the Budget survey in 2018 and we had approximately 740 residents choose to take the survey online, in addition to the 400 people that were called to take the phone survey. These combined 1140 survey responses ensure that we are hearing from a wide number of residents and gathering their input as part of good governance and transparency.

Results of the survey will be shared with Council at the end of March and released to the public at the Business Expo in April.

ATTACHMENTS:

Copy of the draft 2019 Citizen Satisfaction Survey questions.

Report Number: 2019-CR-008 Page 1 of 2

Updated: December 14, 2017

COUNCIL INFORMATION ITEM



Others Who Have Reviewed the Report

M. Pieters, Acting City Manager / B. Loewen, City Solicitor / I. Sasyniuk, General Manager, Corporate Services / D. Melvie, General Manager, Community & Protective Services / M. Pieters, General Manager, Infrastructure & Planning

Report Number: 2019-CR-008

Updated: December 14, 2017

City of Leduc 2019 Citizen Satisfaction Survey Questionnaire

QUOTAS:

Area	% of Population	Number of Interviews
West of Highway 2	54%	216
East of Highway 2	46%	184
	100%	400
Gender		
Male	49%	195
Female	51%	205
	100%	400

Hello. This is ______ from Environics Research Group. We are conducting a survey on behalf of the City of Leduc to ask your opinions about city services. Please be assured that we are not selling anything and that your answers will be kept confidential.

[ONLY STATE IF ASKED: Depending on your answers, the survey will take approximately 15 minutes to complete].

Could we please speak to the person in the household, 18 years of age or older, who has had the most recent birthday?

PARTICIPANT SCREENING

A. RECORD GENDER: WATCH QUOTAS

01 - Male

02 - Female

03 - Other

- B. Do you live west or east of Highway 2, the Queen Elizabeth Way?
- 01 West of Highway 2
- 02 East of Highway 2
- 99 DK/NA TERMINATE
- C. About how long have you lived in the City of Leduc?

_____ (RECORD NUMBER OF YEARS)

- 98 Six months or less THANK AND TERMINATE
- 99 Do not live in the City of Leduc THANK AND TERMINATE

Quality of Life

- 1. In general, how would you rate the quality of life in the City of Leduc? Would you say, overall, the quality of life is ...? (Read list)
 - Excellent
 - Very good
 - Good
 - 4. Fair
 - 5. Poor
 - 9. (DK/NA)
- In your opinion, what would you say are the three most significant factors contributing to a high quality of life in the City of Leduc? Any others? (PROBE)

[OPEN END]

[PRE-CODES - DO NOT READ LIST]

- 01 Recreation facilities/Leduc Recreation Centre
- 02 Location/close to Edmonton/airport/Nisku
- 03 Size/is small
- 04 Safety

Parks/multi-way path system

- 05 Leduc has everything you need/all the amenities
- 06 Good shopping
- 07 Good services
- 08 Safety I feel safe in my community
- 09 Other:
- 98 Nothing
- 99 (Unsure)
- And, what would you say are the three most significant factors contributing to a low quality of life in the City of Leduc? Any others? (PROBE)

[OPEN END]

[PRE-CODES - DO NOT READ LIST]

- 01 Traffic congestion/speeding
- 02 Lack of variety of businesses/shopping/restaurants
- 03 Crime/ drugs/vandalism
- 04 High taxes
- 05 Noisy/airplane noise/traffic noise
- 06 Snow removal/street cleaning
- 07 Lack of safety
- 08 Other:
- 98 Nothing
- 99 (Unsure)

Perceptions of Leduc

- 4. On a scale of 0 to 10, where 0 means not at all likely and 10 means extremely likely, how likely are you to recommend Leduc as a place to live to friends or family?
 - 0. Not at all likely
 - 1...9
 - 10. Extremely likely
 - 99 (DK/NA)

Issue

5. Thinking about the City of Leduc, what would you say are the most important priorities facing the City of Leduc Council today?

[OPEN END]

[PRE-CODE LIST - DO NOT READ]

- 01 65th Avenue overpass construction
- 02 Managing population growth/development/maintaining small town atmosphere
- 03 Keeping up/maintaining infrastructure
- 04 Keeping taxes low
- 05 Budget control/spending
- 06 Road maintenance/services/development
- 07 Traffic control and improvement
- 77 Other:
- 98 Nothing
- 99 (Unsure)
 - 6. Overall, would you say that City of Leduc is on the right track, or the wrong track?
 - Right track
 - 2. Wrong track
 - 9. (Unsure)

Usage of/Satisfaction with City Services

7. Thinking about the specific services provided by the City of Leduc, I would like to talk to you about how satisfied you are with each of the different services using a 1-5 scale where a 1 means you are not at all satisfied and a 5 means you are very satisfied.

ROWS - READ AND RANDOMIZE

- a) Police services (RCMP)
- b) Fire response services
- c) Emergency medical services
- d) Water and sewer services

- e) Parks, playgrounds and trails
- f) Sports fields and outdoor rinks
- g) Leduc Recreation Centre and other recreation facilities
- h) Recreational programs
- i) Arts, culture and heritage programs
- j) Public library
- k) Road maintenance
- 1) Community events produced by the City of Leduc
- m) Leduc Transit
- n) Leduc Assisted Transportation Service
- o) Beautification of public property (tree and flower planting)
- p) Property assessment
- g) bylaw enforcement

COLUMNS - DO NOT READ

- 1. Not at all satisfied
- 2. Not very satisfied
- 3. Neither satisfied nor dissatisfied
- 4. Somewhat satisfied
- 5. Very satisfied
- 6. (Haven't used this service)
 - 9. (Unsure)
- 8. Thinking back over the last 12 months, would you say that the quality of service provided by the City of Leduc has? (Read list)
 - 1. Increased
 - 2. Remained about the same
 - 3. Decreased
 - 9. (Unsure)
- 9. Taking into consideration all City of Leduc services and programs and again using a 1-5 scale where 1 means you are not at all satisfied and a 5 means you are very satisfied overall how satisfied are you with the services and programs provided by the City of Leduc to residents?
 - 1. Not at all satisfied
 - 2. Not very satisfied
 - 3. Neither satisfied nor dissatisfied
 - 4. Somewhat satisfied
 - 5. Very satisfied
 - 9. (Unsure)
- 10. During the past 12 months, have you personally used or accessed any services from the City of Leduc?

- 1. Yes
- 2. No
- 9. (Unsure)

IF Q10=01

11. Thinking of your most recent experience with the City of Leduc, I'm going to ask you a number of questions about the service you received. Some of these may or may not be applicable to your experience. Please provide a rating using a scale where 1 means you strongly disagree and 5 means you strongly agree

ROWS - RANDOMIZE

- a) City staff provided a response within a reasonable time
- b) City staff were knowledgeable
- c) City staff were polite
- d) City staff were willing to take action or to follow through quickly
- e) City were able to complete your business in a single call.
- f) City staff were able to refer you to the correct person or department if they couldn't help you

COLUMNS

- 1. Strongly disagree
- Somewhat disagree
- 3. Neither agree nor disagree
- 4. Somewhat agree
- 5. Strongly agree
- 6. (Not applicable)
- 9. (Unsure)

Communications

12. Turning now to how the City of Leduc communicates with residents ... using a 1-5 scale where a 1 means you are not at all satisfied and a 5 means you are very satisfied, how satisfied are you with

ROWS - RANDOMIZE

- A. How frequently the City communicates with residents
- B. The overall quality of communication from the City

COLUMNS

- 1. Not at all satisfied
- 2. Not very satisfied
- Neither satisfied nor dissatisfied
- 4. Somewhat satisfied
- 5. Very satisfied
- 9. (Unsure)

13. What source would you prefer to receive City of Leduc news and information from?? Any others? (ACCEPT UP TO THREE MENTIONS)

[OPEN END]

(PRE-CODES - DO NOT READ)

- 1. Leduc Rep (local newspaper)
- 2. Inserts with City Utility Bill
- 3. Brochures or flyers in City of Leduc facilities
- 4. Direct mail to home
- City website: www.leduc.ca
- 6. Leduc's Instagram Page
- Leduc's Facebook page
- 8. Leduc's Twitter feed
- 9. Leduc's stationary electronic message boards
- Leduc's portable road signs
- 11. Attend City Council/committee
- 12. Contact City employee (s)
- 13. Contact Council member (s)
- Pipestone Flyer newspaper
- 15. The Leduc Radio Station: The One 93.1 FM
- 16. Edmonton newspapers
- 17. Edmonton Radio
- 18. Edmonton television news programs
- 19. Word of mouth / friends / relatives
- 20. Other: (SPECIFY)
- 21. (Unsure)
- 14. Have you visited the City of Leduc website (www.leduc.ca) in the past six months?
 - 1. Yes
 - 2. No
 - 9. (Unsure)

IF Q14 = 01

- 15. Overall, how satisfied are you with the City of Leduc website, using a scale of 1 to 5 where 1 means not at all satisfied and 5 means very satisfied? (DO NOT READ SCALE)
 - 1. Not at all satisfied
 - 2. Not very satisfied
 - 3. Neither satisfied nor dissatisfied
 - 4. Somewhat satisfied
 - 5. Very satisfied
 - 9. (Unsure)

Environmental Services

- 16. Turning now to some more specific questions about waste and recycling services... please indicate which of the following City of Leduc services you have used or participated in during the past 12 months:
 - A. Curbside waste collection
 - B. Curbside blue bag recycling
 - C. Curbside organic collection, including compost and yard waste
 - D. Eco-Station
 - E. Yard waste drop off station
 - F. Toxic Round Up
- 17. (ASK FOR EACH ITEM MENTIONED IN Q16) And how satisfied were you with _____ (LIST ITEM FROM Q22)? Please use a 1-5 scale where a 1 means you were not at all satisfied and a 5 means you were very satisfied:

ROWS - RANDOMIZE

- A. Curbside waste collection
- B. Curbside blue bag recycling
- C. Curbside organic collection, including compost and yard waste
- D. Eco-Station
- E. Yard waste drop off station
- F. Toxic materials collection

COLUMNS - DO NOT READ SCALE

- 1) Not at all satisfied
- 2) Not very satisfied
- 3) Neither satisfied nor dissatisfied
- 4) Somewhat satisfied
- 5) Very satisfied
 - 9. (Unsure)

Demographics

We have almost completed the survey. The following questions are for demographic purposes only.

- 18. What is your current employment status? (Read list)
 - Working full time, including self-employment (more than 30 hours per week)
 - 2. Working part time, including self-employment (30 hours per week or less)
 - 3. Homemaker
 - 4. Student
 - 5. Not employed
 - 6. Not employed but looking for work
 - 7. Retired
 - 9. (Unsure)
- 19. In what year were you born?

- 20. Do you currently have children under the age of 18 in your household?
 - 1. Yes
 - 2. No
 - 3. (Unsure)
- 21. Do you own or rent your home in the City of Leduc?
 - 1. Yes
 - 2. No
 - 3. (Unsure)
- 22. Into which of the following categories would you place your total household income before taxes for last year that is for 2016? (Read list)
 - 1. Less than \$50,000
 - 2. \$50,000 to less than \$100,000
 - 3. \$100,000 to less than \$150,000
 - 4. \$150,000 to less than \$200,000
 - 5. \$200,000 or more

That's all of the questions I have. Thank you very much for your participation in this important study.

COUNCIL REQUEST FOR DECISION



MEETING DATE: January 28th, 2019

SUBMITTED BY: Ken Woitt, Planning & Economic Development Director

PREPARED BY: Sylvain Losier, Manager, Current Planning & Development

REPORT TITLE: Repealing Policies No. 61.00:17, 61.00:18 and 61.00:24

REPORT SUMMARY

The purpose of the report is to present 3 policies adopted by Council and provide the rationale for why Administration believes that Council should repeal them.

RECOMMENDATION

That Council repeals:

- Policy No. 61.00:17 Organization and Operation of the Subdivision Authority.
- · Policy No. 61.00:18 Advertising and Notification of Planning Bylaws and Development Permits, and
- Policy No. 61.00:24 Bench signs located on public lands and A-Board signage on public lands within the BRZ Area.

BACKGROUND

KEY ISSUE(S) / CONTEXT:

The current Municipal Government Act (MGA) requires that the City of Leduc published its statutory plans, non-statutory plans, and the policies that are used to make planning decisions as of January 1, 2019. The city met this requirement late in December of 2018 by publishing all the necessary documents. As Administration was reviewing all the documents that needed to be published, Administration took the opportunity to evaluate the relevance of each document. This report focuses on the following policies:

- Policy No, 61.00:17 Organization and Operation of the Subdivision Authority,
- Policy No. 61.00:18 Advertising and Notification of Planning Bylaws and Development Permits, and
- Policy No. 61.00:24 Bench signs located on public lands and A-Board signage on public lands within the BRZ Area.

LEGISLATION AND/OR POLICY:

Policy No. 61.00:17 - Organization and Operation of the Subdivision Authority

The objective of this policy is to create a policy for the organization and operation of the Subdivision Authority of the City of Leduc. This policy, adopted under the Municipal Government Act (MGA), was tied to the Subdivision bylaw 358-95, the Subdivision Authority Bylaw.

In 2015, Council passed the City Administration Bylaw which repealed a series of bylaws, including the Subdivision Authority Bylaw. The information contained in the City Administration Bylaw in addition to the information contained into the MGA and the Subdivision and Development Regulation make policy 61.00:17 obsolete.

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COUNCIL REQUEST FOR DECISION



Policy No. 61.00:18 - Advertising and Notification of Planning Bylaws and Development Permits

The objective of this policy is to ensure that all planning activities are properly advertised as per the MGA. This policy, adopted under the Municipal Government Act (MGA), was tied to Land Use Bylaw 340-94, which has since beeng replaced by a few Land Use Bylaws. The current Land Use Bylaw is Bylaw 809-2013.

The current Land Use Bylaw contains all information relative to notification and advertisements related to any planning activities required by the Land Use Bylaw, and the MGA contains all the advertisement and notification requirements in regard to statutory plans. In addition, the new MGA now provides a mechanism for a municipality wishing to adopt an alternative advertisement and notification procedure. To do so, a municipality must adopt a bylaw, not a policy. Considering the current Land Use Bylaw and the MGA, policy 61.00:18 is obsolete.

Policy No. 61.00:24 - Bench signs located on public lands and A-Board signage on public lands within the BRZ Area. The purpose of this policy is to regulate bench signs and A-board signs within the Business Revitalization Zone (BRZ). Considering that we have extensive provisions within the Land Use Bylaw for signs including these two types of signs and that the BRZ doesn't exist anymore, t this policy is obsolete.

PAST COUNCIL CONSIDERATION:

All policies discussed in this report has been considered by Council in the past at least once. Two of them have bylaws that were repealed. This section provides the overview of Council past considerations.

A. Policy 61.00:17 was issued on October 28, 1997 with the following motions:

313/95 **Moved** by Alderman Rogers that Council approve the organizational and Operation of Subdivision Authority Policy with changes as recommended. Carried Unanimously. The changes were as follow:

- 1. Page 3, item 3; should read: "The Subdivision Authority may impose conditions on a subdivision in accordance with the Act":
- 2. Page 5, item 9 d), this item is to stand alone, renumber to 9.1.

331/97 **Moved** by Alderman Rogers that clauses D and E1 of Policy 61.00:17, the City's Subdivision Authority Policy be amended to reflect that the Subdivision Authority, and signing authority shall be a member of the city planning staff, as designated by the city Manager. Motion Carried Unanimously.

As for Bylaw 358-95, it was repealed by Bylaw 761-2011, which was repealed by the City Administration Bylaw, Bylaw 872-2014. The City Administration Bylaw was adopted March 9, 2015.

B. Policy No. 61.00:18 was issued on December 11, 1995 with the following motion:

326/95 **Moved** by Alderman Rogers that Council approve the Policy for the Advertising and Notification of Planning Bylaws as presented, with the one correction to Section D as recommended. Carried unanimously. The correction required to the policy is as follow:

1. Page 3, Section D, "...two consecutive issues..." should read "weeks".

As for the Land Use Bylaw 340-94 tied to this policy, it was repealed by Bylaw 516-2002, which was repealed by the current Land Use Bylaw, Bylaw 809-2013. Bylaw 809-2013 was adopted March 11, 2013.

C. Policy No. 61.00:24 was issued on June 22, 1998 with the following motion:

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COUNCIL REQUEST FOR DECISION



143/98 **Moved** by Alderman Rogers that Council approve Policy 61.00:24, the Bench Signs Located on Public lands and A-Board Signage on Public Lands within the BRZ Area Policy with the following amendment:

The total size of the closed A-Board signs be no greater than 4 feet high and no greater than 3 feet wide. Carried Unanimously.

IMPLICATIONS OF RECOMMENDATION

ORGANIZATIONAL:

There are no organizational implications.

POLICY:

There are no policy implications other than the repealing of the 3 policies as recommended in this report.

LEGAL:

There are no legal implication if Council agrees with the recommendation. Should Council decide to not repeal these policies, then direction to Administration will be required as these policies are tied to bylaws and/or a geographical entity (BRZ) that do not exist anymore.

IMPLEMENTATION / COMMUNICATIONS:

The proposed recommendation, if approved, would require that the Communication & Marketing Services would remove the 3 policies from the city's website.

ALTERNATIVES:

Council could decide to keep the policies and to update them in order to reflect the current bylaws (Land Use Bylaw and City Administration Bylaw). Administration believes that this would constitute an unnecessary duplication as it would not bring any additional value to the community and would add some strain on city resources. All pertinent information is currently contained in new bylaws and the MGA. The advertisement and notification component in relation to the new MGA allowing municipalities to pass a bylaw for alternative notification procedure will be investigated further in 2019.

ATTACHMENTS:

- · Policy No, 61.00:17 Organization and Operation of the Subdivision Authority,
- Policy No. 61.00:18 Advertising and Notification of Planning Bylaws and Development Permits, and
- Policy No. 61.00:24 Bench signs located on public lands and A-Board signage on public lands within the BRZ Area

Others Who Have Reviewed the Report

M. Pieters, Acting City Manager / B. Loewen, City Solicitor / M. Pieters, General Manager, Infrastructure & Planning

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CITY OF LEDUC **POLICY**

PAGE: 1 OF 7

POLICY NUMBER: 61.00:17

AUTHORITY:

DIRECTOR OF PLANNING

ISSUE DATE: 10/28/97

& ENGINEERING SERVICES

SUPERSEDES: 61.00:6

REVISION #: 1

POLICY NAME/TITLE/SUBJECT:

ORGANIZATION AND OPERATION OF

SUBDIVISION AUTHORITY

DEPARTMENT/SECTION:

PLANNING AND DEVELOPMENT

RELEVANT LEGISLATION:

MGA, 1994 S.A. C. M-26.1 AS AMENDED AND ANY

REGULATIONS MADE THEREUNDER MINISTERIAL

ORDER 318/84

RELEVANT BYLAW/RESOLUTION:

SUBDIVISION AUTHORITY BYLAW 358-95

RESOLUTION 313/95 AND 331/97

Policy Objective:

To create a policy for the organization and operation of the Subdivision Authority of the City of Leduc.

Policy:

PURPOSE OF THE SUBDIVISION AUTHORITY

- 1. To consider applications for subdivision of land within the City of Leduc.
- 2. To respond on applications for subdivision within the County of Leduc or other municipalities referred to the City of Leduc for comment.

SUBDIVISION AUTHORITY BYLAW B.

A Bylaw to be known as the "Subdivision Authority Bylaw" (the Bylaw) shall be undertaken as required in the Municipal Government Act, 1994 S.A. C.-M-26.1, as amended (the Act) and this policy shall reflect the essential directions of this Bylaw.

C. DEFINITIONS

The Bylaw shall include definitions to ensure the meaning and interpretation of words is understood.



CITY OF LEDUC POLICY

PAGE: 2 OF 7

POLICY NUMBER: 61.00:17

D. ESTABLISHMENT OF AUTHORITY

The Subdivision Authority of the City of Leduc will be the City's Director of Planning and Engineering Services. In the absence of the Director of Planning and Engineering Services, the Subdivision Authority will be a member of the City Planning Staff, as designated by the City Manager.

E. SIGNING AUTHORITY

- Any decision rendered by the Subdivision Authority should be signed by a member of the City |
 Planning Staff, as designated by the City Manager.
- In absence of any official or officials of the municipality appointed under Item E1, a document of
 the Subdivision Authority may be signed by any official or officials of the municipality with the
 responsibility of receiving, considering and deciding on applications for subdivision under the Act.
- General correspondence and information documents may be signed by any official or officials of the Planning Department of the municipality with the responsibility of receiving and processing applications for subdivision under the Act.

F. RECORD KEEPING

Appropriate records must be kept for each application for subdivision by the Planning and Engineering Services Department in compliance with the regulations of the Act.

G. SUBDIVISION APPLICATIONS

- Applications for subdivision approval must be submitted in the format with the required number of copies as set out in the "Requirements for Applications for Subdivision" attached as Schedule "A" and the regulations of the Act.
- At the time of application, the Applicant shall pay the City a fee calculated in accordance with the Subdivision Fee Schedule, approved under separate bylaw.

H. SUBDIVISION APPROVALS

- Upon receipt of an application for subdivision approval, notice of the application will be forwarded to the adjacent property owners:
 - and any other interested person or local authority required to be served by the Act or the subdivision and development regulations under the Act. These agencies may



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POLICY NUMBER: 61.00:17

include those persons and local authorities specified in the Subdivision and Development Regulations under the Act. These agencies include:

- Alberta Government Telephones
- Centra Gas
- Alberta Transportation & Utilities
- Black Gold Regional Schools Div.
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- Archeological Survey
- Transport Canada
- Crossroads Regional Health Authority
- Alberta Energy & Utilities Board
- Alberta Labour
- Canada Post
- Any other persons or local authorities the Subdivision Authority considers necessary

- TransAlta Utilities
- Shawcable Systems
- County of Leduc
- St. Thomas Aquinas Roman Catholic School
- Separate Regional Schools Div.
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- Alberta Environment Protection
- Alberta Forestry, Lands & Wildlife
- Economic Development Authority
- Department Responsible for Public Lands Act
- Department Responsible for Historical Resources Act
- Notwithstanding the generality of the foregoing, the following agencies require referral of all applications:
 - Alberta Government Telephones
 - Centra Gas
 - TransAlta Utilities
 - Shawcable Systems
 - Canada Post
- If the parcel to be subdivided is adjacent to a Highway, notice must be given to Alberta Transportation.
- Upon the receipt of comments from the various referral agencies, the proposed subdivision will be reviewed by the Subdivision Authority.
- 3. The Subdivision Authority may impose conditions on a subdivision in accordance with the Act.
- If the application to subdivide includes more than one parcel of existing subdivided land, lots must be consolidated under one legally registered plan.



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POLICY NUMBER: 61.00:17

- A development agreement required as a condition of subdivision approval must be approved by Council.
- The Subdivision Authority may register a caveat on the proposed subdivision to ensure conditions of a Development Agreement are met.
- The following minimum lot sizes will apply:
 - a) In a proposed subdivision which is served or intended to be served by a water distribution system and a sewage collection system each lot that is to be used as the site of a detached single family dwelling unit or a mobile unit must have an area of at least 232.25 m2 (2,500 sq.ft.).
 - b) In a proposed subdivision which is served or intended to be served by a water distribution system and a sewage collection system each lot that is to be used as a site for a residential building containing two dwelling units must have at least 464.5 m2 (5,000 sq.ft.) for every lot in the proposed subdivision.
 - c) In a proposed subdivision which is served or intended to be served by a water distribution system and a sewage collection system, each lot that is to be used as a site for:
 - (i) a town house building or a row house building, or
 - (ii) a town house dwelling unit or a row house dwelling unit

must have an area that will provide an area of at least 185.8 m2 (2000 sq. ft.) for each end unit and an area of at least 148.64 m2 (1600 sq.ft.) for each internal unit.

- d) In a proposed subdivision which is served or intended to be served by a sewage collection system but not by a water distribution system, each lot that is to be used as a site for a detached single family dwelling unit or a mobile unit must have
 - (i) an area of at least 929 m2 (10,000 sq. ft.), and
 - (ii) a width of at least 30.48 m (100 ft.).
- In a proposed subdivision which is served or intended to be served by a water distribution system but not by a sewage collection system, each lot that is to be used for a detached single family dwelling unit or a mobile unit must have
 - (i) an area of at least 1,393.5 m2 (15,000 sq.ft.), and



PAGE: 5 OF 7 POLICY NUMBER: 61.00:17

- (iii) a width of at least 30.48 m (100 ft.).
- f) In a proposed subdivision which is not served or is not intended to be served by a sewage collection system or by a water distribution system, each lot that is to be used as a site for a detached single family dwelling unit or a mobile unit must have at least
 - (i) an area of at least 1,858 m2 (20,000 sq.ft.), and
 - (ii) a width of at least 30.48 m (100 ft.).
- The Subdivision Authority will take into consideration and render decisions based on policies approved in a Intermunicipal Development Plan
- 9. The Subdivision Authority must not approve an application for subdivision:
 - unless the land to be subdivided is in the opinion of the Subdivision Authority suitable for the purpose for which the subdivision is intended.
 - unless the land that is proposed to be subdivided complies with the Act, any statutory plans and the intent of the Land Use Bylaw;
 - unless all outstanding property taxes on the land proposed to be subdivided have been paid or arrangements satisfactory to the municipality have been made for their payment.
 - d) for country residential use unless the land that is the subject of an application is 8 kilometers or more from the boundaries of the City unless a Intermunicipal Development Plan has been entered into with the adjacent municipality. Notwithstanding, the Subdivision Authority may approve an application for subdivision for country residential if the use is permitted under the Intermunicipal Development Plan.
- 9.1 Notwithstanding the Section 9, the Subdivision Authority may approve an application for subdivision approval even though the proposed subdivision does not comply with the Land Use Bylaw if it conforms with the use prescribed for that land in the Land Use Bylaw and, in its opinion, the proposed subdivision would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land;
- An Intermunicipal Development Plan will affect an application for subdivision for country residential use only if the adjacent municipality with which an Intermunicipal Development Plan has been entered into is affected by the proposed subdivision.



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POLICY NUMBER: 61.00:17

11. The Subdivision Authority may approve or refuse any application for subdivision approval.

I. DECISION OF THE SUBDIVISION AUTHORITY

- A decision of the Subdivision Authority must be given in writing to the applicant and to the Government departments, persons and local authorities to which the subdivision authority is required by the subdivision and development regulations of the Act to give a copy of the application.
- The decision must list any conditions of approval.
- A decision must state:
 - a) whether an appeal lies with a Subdivision and Development Appeal Board or to the Municipal Government Board, and
 - b) if an application for subdivision approval is refused, the reasons for the refusal.
- 4. If an application is refused, the subdivision authority may refuse to accept another application with respect to the same land or part of the same land within six months after the date of the decision.
- The Subdivision Authority shall provide Council with a summary of subdivision approvals
 or applications every six months and will provide immediate notification to Council of any
 approvals or applications for more than five lots.

J. SUBDIVISION ENDORSEMENT

- The plan of subdivision must be submitted to the Subdivision Authority within the time period set out in the Act.
- Once satisfied that the plan of subdivision or other instrument complies with the subdivision approval and that any conditions imposed have been met, the Subdivision Authority must endorse the plan or other instrument in accordance with the Act.
- If any condition has not been met, the Subdivision Authority may endorse the plan or other instrument if it is satisfied that the conditions will be met.
- If the plan of subdivision or other instrument is not submitted within the time prescribed, the subdivision approval is void.



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POLICY NUMBER: 61.00:17

K. TIME EXTENSIONS

- 1. If the Subdivision Authority fails or refuses to make a decision on an application for subdivision approval within the time prescribed by the Subdivision and Development Regulations of the Act, the applicant may, within 14 days after the expiration of the time prescribed:
 - a) treat the application as refused and appeal it in accordance with the Act, or
 - enter into an agreement to extend the time prescribed in the Subdivision and Development Regulations.
- 2. If the plan of subdivision or the instrument is not registered in a land titles office within one year after the date on which it is endorsed, and no time extension has been granted, the subdivision approval and the endorsement are void. If the applicant for a subdivision applies to the Subdivision Authority in a manner regulated by the Act within one year of the endorsement of the subdivision, the Subdivision Authority may grant a time extension to register the plan of subdivision at the land titles office.

Original Signed

AUTHORITY'S SIGNATURE:

CITY OF LEDUC PLANNING & ENGINEERING SERVICES PLANNING & DEVELOPMENT

REQUIREMENTS FOR APPLICATIONS FOR SUBDIVISION

(1) <u>FEES</u>:

In accordance with Bylaw 274-92, each application for subdivision is to be accompanied by an initial application fee plus an endorsement fee which is due prior to the City's endorsement of the plan of survey. A cheque or money order in the amount required under the Bylaw shall be made payable to the City of Leduc.

(2) APPLICATION FORMS:

Twenty (20) completed application forms must be submitted. At lease three applications forms must be originals and the remaining seventeen forms may be legible photocopies. These forms must be signed by the registered owner(s) of the land that is the subject of the application or an authorized person who is acting on behalf of the registered owner(s).

NOTE:

If a company or individual is the owner of the said land under an agreement for sale as indicated by caveat on the back of the Certificate of Title, please submit a copy of the signed agreement for sale or caveat along with the subdivision application.

(3) <u>AUTHORIZATION FORMS:</u>

One (1) completed authorization form signed by the registered owner(s). This form is required only if the application is being submitted by a person other than the registered owner(s). Please note that in those instances where a surveyor is making application on behalf of a developer which has an option on the title and land, this office also requires a written authorization from the developer to the surveyor.

(4) RIGHT-OF-ENTRY AGREEMENT:

One completed right-of-entry agreement, either permitting or refusing the right-ofentry for a site by an authorized person from the City of Leduc, must accompany the application submission.

(5) CERTIFICATE OF TITLE:

One certified up-to-date copy of the current Certificate of Title(s) on file in the Land Titles Office. The City does not accept the Duplicate Certificate of Title or copies of same. Please note that the address of the Land Titles Office is:

Land Titles Office 10365 - 97 Street Edmonton, AB T5J 3W7

(6) PROPOSED PLAN:

Twenty (20) copies at a minimum scale of 1:1000. These plans must be folded to a legal size, 8 1/2" x 14". The plans shall show:

- (a) The location, dimension and boundaries of the existing parcel of land to be subdivided, showing the location of existing services on the property proposed to be subdivided.
- (b) The area of the subdivision proposal which the applicant proposes to register in the Land Titles Office.
- (c) The location, area and proposed dimensions of all parcels, including reserves, roads and points of access to all the proposed parcels. The proposed lots and blocks are to be numbered. Streets shall be identified.
- (d) Contour information (where required) at an interval of 1.0 m is to be superimposed over the tentative plan, and the contour data is to be related to a geodetic datum where possible.
- (e) The location, dimensions, numbers, names and other designations of any:
 - highways
 - secondary roads,
 - public roadways,
 - existing or proposed railways and/or spur tracks,
 - rights-of-way or easements (on record in a Land Titles Office) which exist on land adjoining or in the immediate vicinity of the land to be subdivided.
 - (i) Pipelines:
 - location and size
 - rights-of-way
 - product in the line
 - ownership
 - proposed change in rights-of-way
 - (ii) Electrical power transmission and distribution lines:
 - existing rights-of-way
 - voltage
 - ownership
 - proposed change in rights-of-way
- (f) The location, siting and plotting of natural and man-made physical features such as:
 - bodies of water and drainage ditches, sloughs or organic areas
 - top and bottom of banks
 - wooded areas
 - pits or mounds
 - existing structures

The location and dimension of all existing buildings or structures on the land to be subdivided, and/or any other buildings or structures on adjoining or in the immediate vicinity of the land to be subdivided must be plotted.

(7) KEY PLAN:

Twenty (20) copies of a key plan showing the location of the proposed subdivision in the City and drawn to a scale of approximately 1:4800 must be provided in conjunction with the application submission. If desired, the applicant may use a Key Plan Base as provided by the City.

(8) LOCAL SERVICES:

The applicant/owner may be asked to provide an Area Structure Plan for major applications or to provide satisfactory data in the form of a qualified consultant's report, with respect to the following:

- (a) The method of providing the proposed subdivision with a suitable supply of potable domestic water.
- (b) The intended method of providing storm and sanitary sewage disposal facilities to the proposed subdivision.
- (c) Proposed methods of handling surface drainage for the subdivision area and any other land area that may be affected by the proposal.
- (d) Arrangements that may have to be made to effect the collection and disposal of solid waste.
- (e) Where a stormwater impoundment area is involved, the dedication of reserve, and the provision of normal lots or public utility lots in and around the area.

(9) RESERVE REQUIREMENTS:

The applicant shall identify reserve area(s) and public utility lots as required in Section 18 of the Subdivision and Development Regulations.

(10) ADDITIONAL INFORMATION:

Pursuant to Section 4 of the Subdivision and Development Regulations, additional information may be required. If such information is required, the applicant will be notified accordingly.

(11) PLAN OF SUBDIVISION:

The registration of any new lot boundaries in the City of Leduc shall be undertaken by Plan of Survey and not by Descriptive Plan.

*



CITY OF LEDUC POLICY

PAGE: 1 OF 3

POLICY NUMBER: 61.00:18

AUTHORITY:

DIRECTOR OF PLANNING

ISSUE DATE: 12/11/95

& ENGINEERING SERVICES

SUPERSEDES: 61.00:8

AREA/CHAPTER

DEPARTMENT OPERATIONS

POLICY NAME/TITLE/SUBJECT:

ADVERTISING AND NOTIFICATION OF PLANNING

BYLAWS AND DEVELOPMENT PERMITS

DEPARTMENT/SECTION

PLANNING & DEVELOPMENT

RELEVANT LEGISLATIVE:

MGA SECTIONS 22, 606, 674, 692

RELEVANT BYLAW/RESOLUTION: LAND USE BYLAW 340-94/RESOLUTION 326/95

Policy Objective:

To ensure advertising of bylaws for redistricting; road closures; adopting area structure plans, area redevelopment plans, and general development plans, intermunicipal development plans; amending or repealing area structure plans, area redevelopment plans, general development plans, intermunicipal development plans; and disposal of reserve is done in compliance with the Municipal Government Act, 1994 S.A. C. M-26.1 As Amended.

To ensure advertising and notification for development permits for discretionary uses is done in compliance with the Municipal Government Act, 1994 S.A. C. M-26.1 As Amended and Land Use Bylaw 340-94.

Policy:

The following is the minimum requirement for advertising and notification for items generated from the Planning and Development Department, and, therefore, the Department may, because of individual circumstances, broaden the amount of advertising and notification.

A. LAND USE BYLAW,

BYLAW ADOPTING AN:

Area Structure Plan

Area Redevelopment Plan General Development Plan

Intermunicipal Development Plan

BYLAW AMENDING AN:

Area Structure Plan



PAGE: 2 OF 3 POLICY NUMBER: 61.00:18

Area Redevelopment Plan General Development Plan Intermunicipal Development Plan

BYLAW REPEALING AN:

Area Structure Plan Area Redevelopment Plan General Development Plan Intermunicipal Development Plan

The above bylaws are to be published at least once a week for two (2) consecutive weeks in a newspaper circulating in the area to which the bylaw relates and that the City currently has an advertising contract with. The bylaw will be advertised in the first issue after it receives first reading and the subsequent issue thereafter; with the last of the publications being at least five (5) days before the date fixed for the passing of the bylaw. As well, a notice may be mailed or delivered to each property owner in the area. Municipalities may act jointly to satisfy the above advertising requirements for a bylaw adopting, amending or repealing an Intermunicipal Development Plan

B. ROAD CLOSURE BYLAW

The above bylaw is to be published once a week for at least two (2) consecutive weeks in a newspaper circulating in the municipality and that the City currently has an advertising contract with. The bylaw will be advertised in the following issue after receiving first reading and the successive weekly issue; with the last of the publications being at least five (5) days before the date fixed for the passing of the bylaw. As well, a notice may be mailed or delivered to each property owner in the area.

C. DISPOSAL OF RESERVE

A Council that wishes to sell, lease or otherwise dispose of municipal reserve must publish its intention by advertising in a newspaper circulating in the area. The intention to dispose of a reserve will be advertised in the newspaper the City currently has an advertising contract with once a week for at least two (2) consecutive weeks. The notice of intention will be advertised at least five (5) days before the date fixed for the public hearing. As well, a notice must be posted on or near the reserve at the same time the notice is published and notices may be mailed or delivered to each property owner in the area.



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POLICY NUMBER: 61.00:18

D. REDISTRICTING BYLAW

The above bylaw is to be published at least once a week in two (2) consecutive weeks of a newspaper circulating in the municipality and that the City currently has an advertising contract with. The bylaw will be advertised in the first issue after it receives first reading and the subsequent issue thereafter; with the last of the publications being at least five (5) days before the date fixed for the passing of the bylaw. As well, a notice will be mailed or delivered to the owner of the parcel to be redistricted and to the adjacent property owners.

E. DEVELOPMENT PERMITS FOR DISCRETIONARY USES

Permits issued for discretionary uses as indicated in Land Use Bylaw 340-94 will be published once in a newspaper circulating in the municipality and that the City currently has an advertising contract with. As well, a notice will be mailed or delivered to the adjacent property owners.



PAGE: 1 OF 2

POLICY NUMBER: 61.00:24

AUTHORITY:

Director of Planning & Engineering

ISSUE DATE: 06/22/98

SUPERSEDES:

AREA/CHAPTER:

DEPARTMENT OPERATIONS

POLICY NAME/TITLE/SUBJECT:

BENCH SIGNS LOCATED ON PUBLIC LANDS

AND A-BOARD SIGNAGE ON PUBLIC LANDS

WITHIN THE BRZ AREA

DEPARTMENT/SECTION:

PLANNING & ENGINEERING SERVICES

PLANNING AND DEVELOPMENT

RELEVANT LEGISLATIVE:

RELEVANT BYLAW/RESOLUTION: RESOLUTION # 143/98

Policy Objective:

To regulate bench signs located on public lands in commercial districts other than the BRZ Area and A-Board signs on public lands within the Business Revitalization Zone Area only.

Policy:

A. BENCH SIGNS

Bench signs may be permitted on public lands in commercial districts, other than within the Business Revitalization Zone Area, at the discretion of the Development Officer.

- 1. An application for an Occupancy License must be approved by the Development Officer.
- The fee for an Occupancy License will be the same as the permit fee established for Annual Signs regulated under the Land Use Bylaw.
- 3. A site plan indicating the location of the bench sign must be included with the application.



PAGE: 2 OF 2

POLICY NUMBER: 61.00:24

- Quality, aesthetic character and finishing of bench and sign construction shall be to the satisfaction of the Development Officer.
- 5. No sign shall be located in such a manner as to, in the opinion of the Development Officer, affect public safety or impact approved signs on the adjacent parcel.
- 6. Benches may only be used to advertise product, services or activities which occur on sites within the boundaries of the City.
- B. A-BOARD (SANDWICH BOARD) SIGNS

A-Board signs may be permitted on the public sidewalk within the Business Revitalization Zone Area at the discretion of the Development Officer.

- An application for an Occupancy License must be approved by the Development Officer.
- The fee for an Occupancy License will be the same as the permit fee established for Annual Signs regulated under the Land Use Bylaw.
- 3. The sign shall be located on the sidewalk at the curb side immediately in front of the business that is being advertised.
- 4. Total size of the closed sign shall be no greater than 1.2 m (4 ft.) high and no greater than 0.9 m (3 ft.) wide.
- 7. One sign per business is permitted.
- 8. Signs shall not be placed on the sidewalk projections at intersections.

AUTHORITYS	SIGNATURE:
AUTHORITY'S	CICNATURE.



DATE: December 17, 2018

SUBMISSION FOR COUNCIL MEETING DATE: January 28, 2019

SUBMITTED BY: Jennifer Cannon, Director, Finance; Shawn Olson, Director, Engineering

PREPARED BY: Gino Damo, Manager, Revenue Services

BYLAW NO. 1016-2018 – OFFSITE LEVY SOUTHEAST BOUNDARY ROAD (HWY 2A TO COADY BLVD) BYLAW (1ST READING)

This project is required to unlock development in South Leduc (Tribute/Meadowview) by providing access to HWY 2A and by extension HWY 2. This also helps to alleviate our increasing traffic congestion on 50th Street by giving additional routes for current Caledonia and Tribute traffic.

RECOMMENDATION

That Bylaw 1016-2018 for the debenture of funds for the construction of Southeast Boundary Road (Hwy 2A to Coady Blvd) receive first reading.

BACKGROUND

KEY ISSUE(S) / CONTEXT:

The Southwest Boundary Road project is an offsite levy project to construct the main arterial road between HWY 2A and the southern continuation of Caledonia Drive. The project will include construction of approximately 300m of 4 lane arterial roadway and a controlled CP Railway crossing, which we realigned HWY 2A in 2015 to prepare for.

This project is being completed in collaboration with Qualico, the developer of Tribute, who will be bringing on a new stage of Tribute and extending Caledonia Drive south to meet this new road. This collaboration will give Tribute and Caledonia an alternative access to HWY 2A and by extension HWY 2, allowing development to continue and redirecting 50th Street and Rollyview Road traffic.

LEGISLATION AND/OR POLICY:

The Municipal Government Act (MGA), R.S.A. 2000, Chapter M-26, as amended, grants a municipality the authority to enact a bylaw to authorize the borrowing of money for the purpose of financing the construction or improvement of a capital property. Furthermore, Section 606 and 231 of the MGA outline the requirements for advertising and the petition requirements.

PAST COUNCIL CONSIDERATION:

At the Council meeting of October 22, 2018, the following motion was approved:

The adoption of the City of Leduc 2018 Transportation Master Plan.

Form: August, 2014



CITY OF LEDUC PLANS:

- 1. City of Leduc 2018 Transportation Master Plan
- 2. 2019 Operating Budget
- 3. 2019 to 2028 Capital Budget Plan

IMPLICATIONS OF RECOMMENDATION

GENERAL:

Up-fronting Offsite Levy Projects

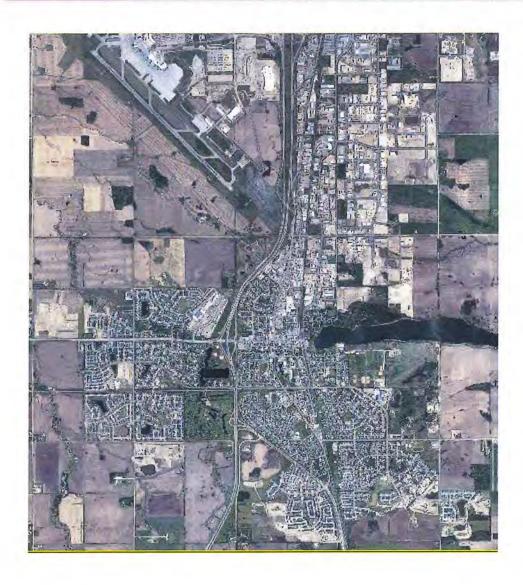
As offsite levy revenue is slowing down pressures to construct infrastructure ramps up. There has been a shift in fiscal practice where the city has gone from funding offsite levy projects internally to now funding them externally through debentures (debt) as offsite levy project requirements are in excess of the reserves to fund them. While this has no financial impact on our ratepayers as the principal and interest is captured though the offsite levy rates this causes a pressure on our debt limit to further fund other capital projects with debt. It is also important to realize that levies consumed by paying for debt are the same levies that are required to pay for new projects, which is creating an increased pressure on future offsite levy projects.

Location of Southeast Boundary Road (Hwy 2A to Coady Blvd).



Form: August, 2014







ORGANIZATIONAL:

There are no organizational impacts.

FINANCIAL:

The Southeast Boundary Road (Hwy 2A to Coady Blvd.) project #075.058 in the amount of \$3,750,000 is approved in the 2019 capital budget to be funded by debenture; the debenture is anticipated to be repaid over a period of 20 years. The principle and interest payment applicable to the debenture will be made by the offsite levy reserve and infused into the offsite levy model to be paid back by the developers.

POLICY:

There are no policy implications.

LEGAL:

The City of Leduc will enter into a promissory note agreement with the Alberta Capital Finance Authority (ACFA) or other financial institution. The City will have to abide to the all the terms and conditions within the agreement.

IMPLEMENTATION / COMMUNICATIONS:

- 1. After first reading of the bylaw the municipality must publish a notice of the proposed bylaw based on estimated or tendered costs in at least one newspaper circulating within the limits of the municipality once a week for two consecutive weeks (once in each period of seven days commencing with the date of the first publication and not once in each of two successive calendar weeks Section 606 of the Municipal Government Act). If tendered costs are more than 15% higher than advertised costs, re-advertising may be required.
- The electors may, within 15 days from the date of the last publication of the notice, petition Council for a vote on the money bylaw. (Refer to Section 223 of the Municipal Government Act regarding the percentage of electors that must sign the petition).
- If a valid petition is presented to Council within the specified time period, Council may abandon the project or, if it
 decides to proceed with the bylaw, shall first submit the bylaw to a vote of the electors, and if assented to by the
 vote, may proceed.
- 4. If no petition for a vote is presented, the municipality may pass the borrowing bylaw.

ALTERNATIVES:

1. That Council defeats Bylaw No. 1016-2018 First Reading.

ATTACHED REPORTS / DOCUMENTS:

Bylaw 1016-2018

Bylaw No. 1016-2018 – Offsite Levy Southeast Boundary Road (Hwy 2A to Coady Blvd) Debenture Bylaw (1st Reading)

REPORT #: 2018-CR-151

Form: August, 2014



Others Who Have Reviewed the Report

M. Pieters, Acting City Manager / B. Loewen, City Solicitor / I. Sasyniuk, General Manager, Corporate Services / M. Pieters, General Manager, Infrastructure & Planning / C. Hounsell, Acting Director, Finance

Form: August, 2014

Bylaw No. 1016-2018

PAGE 1

odeOM/Solicitor

A BYLAW OF THE CITY OF LEDUC IN THE PROVINCE OF ALBERTA, TO BORROW MONEY TO FINANCE THE CONSTRUCTION OF SOUTHEAST BOUNDARY ROAD (HIGHWAY 2A TO COADY BOULEVARD).

The Municipal Government Act, R.S.A. 2000, Chapter M-26, as amended, grants a municipality the authority to enact a bylaw to authorize the borrowing of money for the purpose of financing the improvement of a capital property.

AND, in accordance with the Act, the City deems it necessary to undertake construction of Southeast Boundary Road (Hwy 2A to Coady Blvd).

AND based on specifications and design, the estimated total cost of the project is \$3,750,000.00 (Three Million Seven-Hundred Fifty-Thousand Dollars) whereas the expenditure for this capital project is included in the approved 2019 Budget.

AND based on the City's Offsite Levy Model, the entirety of the project is to be paid for by offsite levies;

AND projections with the Offsite Levy Model indicate that the amounts expected to be collected in transportation offsite levies during 2019 should be sufficient to fully pay for the project.

AND in order to proceed with the project now, the City must identify a method to ensure that the City will have sufficient funds available to pay for the project in the event that sufficient funds to pay for the project are not available in the Road Offsite Levy Reserve.

AND the Council has determined that the costs of the project will be paid in the first instance in the following manner:

l.	Debentures	\$3,750,000.00
	TOTAL COST	\$3,750,000.00

AND in order to construct and complete the said project, it will be necessary for the City of Leduc to borrow up to the sum of \$3,750,000.00 (the "indebtedness") on the terms and conditions referred to in this Bylaw whereas this borrowing will not cause the City to exceed its debt limit.

AND if additional money becomes available in the Road Offsite Levy Reserve, those additional funds shall be directed towards paying the costs of the project reducing the need to borrow the full amount of the indebtedness.

AND the City of Leduc will repay the indebtedness over a period of up to five (5) years in semi-annual installments, with interest not exceeding five per cent (5%),

PAGE 2 Code 02/09

or the interest rate fixed from time to time by the Alberta Capital Finance Authority, or other financial institution, per annum, payable semi-annually.

AND the amount of the existing debenture debt of the City of Leduc at December 31, 2017 is \$48,548,931 no part of which is in arrears.

AND the estimated lifetime of the project's surface is twenty (20) years and the substructure is forty (40) years; and all required approvals for the project have been obtained and the project is in compliance with all acts and regulations of the Province of Alberta whereas the term of the borrowing does not exceed the probable lifetime of the capital property.

THEREFORE, the Council of the City of Leduc in the Province of Alberta duly assembled, hereby enacts as follows:

PART I: APPLICATION

- 1. For the purpose of undertaking and completing construction of Southeast Boundary Road (Hwy 2A to Coady Blvd), the sum of up to Three Million Seven-Hundred Fifty-Thousand Dollars (\$3,750,000.00) be borrowed from the Alberta Capital Finance Authority, or other financial institution, by way of debenture on the credit and security of the City of Leduc at large, of which amount the sum of up to \$3,750,000.00 is to be paid by the City of Leduc at large.
- 2. The debentures to be issued under this bylaw shall be up to the sum of Three Million Seven-Hundred Fifty-Thousand Dollars (\$3,750,000.00), and may be in any denomination not exceeding the amount authorized by this bylaw and shall be dated having regard to the date of the borrowing.
- The debentures shall bear interest during the currency of the debentures, at the interest rate fixed from time to time by the Alberta Capital Finance Authority, or other financial institution, per annum, payable semi-annually but, in any event, not to exceed a rate five per cent (5%).
- 4. The debentures shall be issued in such manner that the principal and interest will be combined and be made payable in, as nearly as possible, equal semi-annual installments over a period of up to twenty (20) years, in accordance with the schedule attached and forming a part of each debenture.

PAGE 3 Code 02/09

5. The debentures shall be payable in lawful money of Canada at the Bank of Montreal in the City of Leduc or at such other bank or financial institution as Council may authorize as its banking agency during the currency of the debenture.

- 6. The Mayor and a Designated Officer of the City of Leduc shall authorize such bank or financial institution to make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.
- The debentures shall be signed by the Mayor and a Designated Officer of the City of Leduc and the corporate seal of the City of Leduc shall be affixed to the debentures.
- 8. The principal and interest on the indebtedness shall be paid from the Road Offsite Levy Reserve and in the event that the amount available from the Road Offsite Levy Reserve is less than the principal and interest falling due on such debentures there shall be levied and raised in each year of the currency of the debentures a rate or rates on the assessed value of all lands and improvements shown on the assessment roll, sufficient to provide, an annual tax that, when combined with the amount available from the Road Offsite Levy Reserve, will be adequate to pay the principal and interest falling due in such year on such debentures. The said rates and taxes are collectible at the same time and in the same manner as other rates and taxes.
- The indebtedness is contracted on the credit and security of the City of Leduc at large.
- The net amount realized by the issue and sale of debentures authorized under this bylaw shall be applied only for the purposes of undertaking and completing construction of Southeast Boundary Road (Hwy 2A to Coady Blvd).

PART II: ENACTMENT

This Bylaw shall come into force and eand is duly signed.	ffect when it receives Th	nird Reading
READ A FIRST TIME IN COUNCIL THIS	DAY OF	, AD 2019.
READ A SECOND TIME IN COUNCIL THIS _	DAY OF	, AD 2019.
READ A THIRD TIME IN COUNCIL AND, AD 2019.	Bob Young	DAY OF
	Paul Benedetto CITY MANAGER	
Date Signed		



MEETING DATE: January 28, 2019

SUBMITTED BY: Darrell Melvie, General Manager, Community and Protective Services

PREPARED BY: Cameron Chisholm, Manager, RCMP Administration and Enforcement Services

REPORT TITLE: Bylaw No. 1007-2018 - False Alarms Bylaw

REPORT SUMMARY

Proposed Bylaw No. 1007-2018 False Alarms Bylaw which will replace the existing False Alarm Bylaw (757-2010).

RECOMMENDATION

That Council give Bylaw No. 1007-2018 first reading.

BACKGROUND

KEY ISSUE(S) / CONTEXT:

The occurrence of false alarms in our community impacts policing resources. Alarms require a police response yet approximately 95 to 98 percent of alarms received are false alarms. Even in cases were a false alarm call is received and subsequently cancelled soon after by the property representative, valuable police resources are diverted to take the initial complaint, initiate a police response, and complete the required documentation to conclude the file. This results in the diversion of valuable policing resources that can otherwise remain available for valid calls for police help.

While the 2017 numbers have dropped slightly from previous years, the five year average is 732 per year with approximately 2/3rds of all false alarms are from businesses.

A false alarms bylaw was enacted in 2010, which did result in a slight decrease in false alarms. However, since that time areas for improvement and efficiency have since been identified. These improvements were brought to Committee of the Whole in September 2016.

In 2017, a presentation was made to the Leduc Regional Chamber of Commerce Board, who were supportive of the proposed changes to the bylaw. Given that most false alarms are business related, a communications on the proposed bylaw was shared by the Chamber to over 800 Chamber members. Feedback was requested from Chamber members on the proposed bylaw but no comments were received by the City.

The proposed bylaw is now being brought back for consideration after review by Committee of the Whole in September 2018.

The new bylaw will also be more efficient in comparison to the current bylaw. There is an improvement in workflow as there is no longer the need for Enforcement Services to send a request to finance to have an invoice sent out to collect the associated fees. Instead Enforcement Services, with the assistance of the RCMP, can issue the warning letters, municipal tags, and provincial tickets all in house and effectively manage all stages of the process. Collections on unpaid provincial tickets will be done through the provincial collections process (i.e. vehicle

Report Number: 2018-CR-129 Page 1 of 4

Updated: February 2, 2017



registration or driver licence renewal). Note that an unpaid municipal tag results in a Provincial violation ticket that has a higher fine. The higher fine offsets any costs relating to the Province processing the violation ticket.

It should be noted that in addition to the proposed bylaw as a method of reducing false alarms, the RCMP implemented a Division wide policy, as of July 13, 2018, where they will first seek to verify as valid any alarm and will not be responding to single hit alarms. As most alarm systems consist of a variety of sensors (door, glass breakage, motion, etc.), multiple hits from sensors would provide the necessary verification for a response from the RCMP. An example of multiple hits would be a glass breakage sensor and a motion sensor being tripped. Single hit exceptions to the RCMP policy for locations prone to break in or those considered high risk would be made by the RCMP. This change in policy appears to have lowered false alarm files since introduction more than one month ago. That said, there still remains a need to be able to appropriately deal with repeated false alarms.

The policy change by the RCMP has resulted in a 22% drop in calls for false alarms when comparing the same period of July 14 to December 20 for 2017 and 2018. While the change has helped, there were numerous cases of repeat false alarms at the same location after the RCMP policy change which demonstrate the need for the proposed bylaw. In one case, seven false alarms for the same location occurred.

Administration is recommending that the new bylaw to reflect a consistent manner for education and enforcement. Some additions and changes to the existing bylaw include:

- The addition of Section 6 which requires alarm companies to go through reasonable steps to ensure the activated alarm system is not a false alarm.
- Changing the fee structure to a fine structure to encourage early payment of a municipal tag. Fines in the new bylaw are listed below:
 - o Offences under section 5: \$250 for a municipal tag or \$500 for a provincial ticket.
 - o Offences under any other section: \$125 for a municipal tag or \$250 for a provincial ticket.
- The addition of a section 16 to cover discretion and the ability to have it clearly stated in the bylaw what factors should be considered when dealing with a false alarm, which are:
 - o the nature or consequences of the offence
 - the number of previous convictions of the person charged
 - o the number of previous warnings, municipal tags, or violation tickets issued to the person charged
 - o any other factors specified by the City Manager
- A presumption clause will deem all alarms to be false unless there is evidence to show otherwise. This
 provision is necessary to reduce the burden of proof required to support a charge

Administration has also developed a communication plan which will supplement the new False Alarm Bylaw. The expected timeline would be to have the Bylaw passed in early 2019, with an implementation date mid-2019. This would allow six (6) months to advertise and communicate the new changes and enforcement that will be coming later in the year.

LEGISLATION AND/OR POLICY:

The City of Leduc currently has Bylaw 757-2010 which covers false alarms. There is no administrative policy in place for this bylaw for Leduc Enforcement Services at this time.

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Updated: February 2, 2017



PAST COUNCIL CONSIDERATION:

On September 17, 2018, an update was presented to Committee of the Whole. Council accepted the update with no requests being made at that time. A copy of the Committee of the Whole report (2016-CoW-073) is included as Attachment # 1

On September 19, 2016, a proposed bylaw and update was presented to Committee of the Whole. Committee requested further consultation with the community and businesses at that time. A copy of the Committee of the Whole report is included as Attachment # 2

On December 14, 2015, Administration presented Committee of the Whole a report on the significant impact false alarms have in the community. A copy of the Committee of the Whole report is included as Attachment # 3.

IMPLICATIONS OF RECOMMENDATION

GENERAL:

The proposed bylaw will improve efficiency and effectiveness of issues of repeat false alarms in the City of Leduc. This bylaw, in concert with the RCMP policy change, will assist in reducing police resources related to false alarms.

ORGANIZATIONAL:

Detachment Municipal Clerks will be required to review RCMP reports for occurrences of repeat false alarms on a regular basis and notify Enforcement Services of instances warranting further action. In order to be effective, this will have to be done on a regular basis. This activity has not been ongoing since Administration started to review the current bylaw. Given that the proposed bylaw will be only utilized in cases of multiple repeat offences, the impact on other City Departments will be insignificant (i.e. Collection of Municipal tags by Finance).

FINANCIAL:

Costs for communications relating to implementation and public awareness of the bylaw would be less than \$1500. These costs will come from the existing Enforcement Services advertising budget.

POLICY:

The addition an internal policy which will assist and guide officers and support staff in providing a consistent and fair approach to enforcement of the bylaw and new fine amounts. Listed below is the enforcement structure set out in the internal Policy:

- 1st Offence: Warning with Educational Letter
- 2nd Offence: Municipal tag with Educational Letter
 - \$250 for Section 5, or
 - \$125 for any other Section
- o 3rd and Subsequent Offence: Violation Ticket with Educational Letter
 - \$500 for Section 5, or
 - \$250 for any other Section

Any unpaid municipal tags within 30 days will result in a provincial ticket with the higher fine amount being issued.

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LEGAL:

The implementation of this proposed bylaw will enhance the ability of the City of Leduc in dealing with false alarms by having a structured educational and tiered enforcement approach to repeat violations. There is the possibility that an individual charged with an offence could plead not guilty which would result in a trial. Prosecution costs would be the responsibility of the City given that is a municipal bylaw charge. This liability exists with all municipal bylaws but given the higher fines are being proposed as a deterrent, there could be more of an interest by an accused for a trial. The presumption clause in the proposed bylaw could generate a court challenge given that there is an onus on the accused to prove that it wasn't a false alarm in any defense.

IMPLEMENTATION / COMMUNICATIONS:

A communications plan has been created which will inform the public on the new bylaw and the issues relating to false alarms and police resources. Once the bylaw is passed by Council, there will be a focus on education for the first six months prior to any consideration for enforcement.

ALTERNATIVE(S):

Status quo – Utilize existing bylaw, increase public awareness on issue and accept reduce levels of false alarms based on RCMP policy change.

ATTACHMENTS:

- 1. CoW Report 2018-CoW-055 September 17, 2018
- 2. CoW Report 2016-CoW-073 September 19, 2016
- 3. CoW Report 2015-CoW-081 December 14, 2015
- 4. False Alarms Bylaw Draft
- 5. False Alarms Policy
- 6. False Alarms Education

Others Who Have Reviewed the Report

M. Pieters, Acting City Manager / B. Loewen, City Solicitor / D. Melvie, General Manager, Community & Protective Services

Report Number: 2018-CR-129

Updated: February 2, 2017

January 28, 2019 Council Report # 2018-CR-129 Attachment # 1

MEETING DATE:

September 17, 2018

SUBMITTED BY:

Darrell Melvie, General Manager, Community and Protective Services

PREPARED BY:

Cameron Chisholm, Manager, RCMP Administration and Leduc Enforcement Services

REPORT TITLE:

False Alarms Bylaw

REPORT NUMBER: 2018-CoW-055

REPORT SUMMARY

To provide information on a proposed bylaw that will replace the existing False Alarms Bylaw (757-2010).

BACKGROUND

PREVIOUS COUNCIL/COMMITTEE ACTION:

September 19, 2016 - Update presentation to Committee of the Whole. Committee requested further consultation with the community and businesses.

December 14, 2015 - Committee of the Whole - presentation on the significant impact false alarms have in the community.

KEY ISSUES:

In 2017, there were 654 false alarms in Leduc. The occurrence of false alarms in our community is a serious matter which has a significant impact on the City of Leduc's policing resources All alarms received by Leduc RCMP require an officer to respond; however, research indicates that 95 to 98 percent of alarms are concluded to be false alarms. Even in cases were a false alarm call is received and subsequently cancelled soon after by the property representative, valuable police resources are diverted to take the initial complaint, initiate a police response, and complete the required documentation to conclude the file. This results in the diversion of valuable policing resources that can otherwise remain available for valid calls for police help.

While the 2017 numbers have dropped slightly from previous years, the five year average is 732 per year. Approximately 2/3rds of all false alarms are from businesses.

The current False Alarms Bylaw, enacted in 2010, only has one section for general provisions which is Section 3. It states, "When an Alarm System generates more than one False Alarm within a calendar year, the City may charge the owner or occupier of the Premises a fee relating to the Response as set out in the Fees and Charges Bylaw." The current bylaw also uses a fee structure as a deterrent and to recoup costs. The fees with the current bylaw increase over the course of each occurrence which happen in a calendar year.

- 1st occurrence warning given
- 2nd occurrence \$150 fine

Page 1 of 4 Report Number: 2018-CoW-055

Updated: December 14, 2017



- 3rd occurrence \$250 fine
- 4th and subsequent occurrence \$500 fine

While this bylaw was in place, the City experienced a slight decrease in false alarms; however, some areas for improvement and efficiency have since been identified. In 2015, Enforcement Services began to look at ways to better improve the current bylaw through the establishment of a False Alarm Bylaw Committee which conducted research of best practices of surrounding communities. As a result of the research, at the December 2015 Committee-of-the-Whole meeting Administration provided an overview of the concept of developing a permit process, similar to what other communities have implemented, as a means to better track and educate alarm owners. However, after further review Administration has determined that a permit system at this point in time is cost prohibitive given the cost of a system upgrade. Administration is proposing a replacement bylaw that will not include permits while encouraging residents to reduce the number of false alarm calls.

In 2017, a presentation was made to the Leduc Regional Chamber of Commerce Board, who were supportive of the proposed changes to the bylaw. Given that most false alarms are business related, a communications on the proposed bylaw was shared by the Chamber to over 800 Chamber members. Feedback was requested from Chamber members on the proposed bylaw but no comments were received by the City.

Given Council's previous concern with a permit process, and that consultation with Chamber members is completed, the proposed bylaw is now being brought back for consideration.

Administration is recommending that the new bylaw to reflect a fair and consistent manner for education and enforcement. Some additions and changes to the existing bylaw include:

- The addition of Section 6 which requires alarm companies to go through reasonable steps to ensure the activated alarm system is not a false alarm.
- Changing the fee structure to a fine structure which will allow the city to recoup unpaid costs compared to the current system in place. Fines in the new bylaw are listed below:
 - o Offences under section 5: \$250 for a municipal tag or \$500 for a provincial ticket.
 - o Offences under any other section: \$125 for a municipal tag or \$250 for a provincial ticket.
- The addition of a City Policy which will accompany the new bylaw will assist and guide officers and support staff in providing a consistent and fair approach to enforcement of the bylaw and new fine amounts. Listed below is the enforcement structure set out in the City Policy:
 - 1st Offence: Warning with Educational Letter
 - o 2nd Offence: Municipal tag with Educational Letter
 - \$250 for Section 5, or
 - \$125 for any other Section
 - 3rd and Subsequent Offence: Violation Ticket with Educational Letter
 - \$500 for Section 5, or
 - \$250 for any other Section
- Any unpaid municipal tags within 30 days will result in a provincial ticket with the higher fine amount being issued
- The addition of educational letters and information pamphlets being sent out with all offences which will outline ways to reduce false alarms in the household

Report Number: 2018-CoW-055

Updated: December 14, 2017



- The addition of educational door hangers which will be left at the residence when a false alarm is detected and investigated and no one is home
- The addition of a section 16 to cover discretion and the ability to have it clearly stated in the bylaw what factors should be considered when dealing with a false alarm, which are:
 - o the nature or consequences of the offence
 - o the number of previous convictions of the person charged
 - o the number of previous warnings, municipal tags, or violation tickets issued to the person charged
 - o any other factors specified by the City Manager
- A presumption clause will deem all alarms to be false unless there is evidence to show otherwise. This provision is necessary to reduce the burden of proof required to support a charge

Administration has also developed a communication plan which will supplement the new False Alarm Bylaw. The expected timeline would be to have the Bylaw passed in late 2018, with an implementation date mid 2019. This would allow six (6) months to advertise and communicate the new changes and enforcement that will be coming later in the year. Marketing would be aimed at the community as a whole using the following possible methods:

- Mail outs will be sent to every home and business in Leduc
- Advertising will be targeted through radio, print and online
- Traditional media coverage will be garnered through news releases
- · Social media and web channels will supplement paid online advertising
- LED signage will reinforce the message around the city
- Contact alarm companies operating in Leduc

The new bylaw will also be more efficient in comparison to the current bylaw. There is an improvement in workflow as there is no longer the need for Enforcement Services to send a request to finance to have an invoice sent out to collect the associated fees. Instead Enforcement Services, with the assistance of the RCMP, can issue the warning letters, municipal tags, and provincial tickets all in house and effectively manage all stages of the process. Another efficiency with the new bylaw is the consequences for not paying a fine. Previously through the fee structure there was no consequence if you failed to pay your invoice within 30 days. With the new bylaw if you fail to pay your municipal tag within 30 days then a provincial ticket with a higher fine amount is issued, and if you fail to pay the provincial ticket before your court date then there is a warrant issued which will result in the fine amount being collected once the person attend court. By amending the current bylaw and making the transition to a fine structure over a fee structure it will align the False Alarm Bylaw with our Traffic Bylaw and Community Standards Bylaw which also use a fine structure. This allows for a more robust and flexible Bylaw which will assist in lowering the amount of false alarms in Leduc and in turn lowering the impact on cost and policing resources.

In addition to the proposed bylaw as a method of reducing false alarms, the RCMP recently implemented Division wide policy, as of July 13, 2018, where they will first seek to verify as valid any alarm and will not be responding to single hit alarms. As most alarm systems consist of a variety of sensors (door, glass breakage, motion, etc.), multiple hits from sensors would provide the necessary verification for a response from the RCMP. An example of multiple hits would be a glass breakage sensor and a motion sensor being tripped. Single hit exceptions to the RCMP policy for locations prone to break in or those considered high risk would be made by the RCMP. This change in policy appears to have lowered false alarm files since introduction more than one month ago. That said, there still remains a need to be able to appropriately deal with repeated false alarms.

Report Number: 2018-CoW-055



FINANCE:

All promotional materials mentioned in this report were captured in the previous 2016 budget carried over for the implementation of the Bylaw.

ATTACHMENTS:

- 1. False Alarms Bylaw Draft
- 2. False Alarms Policy
- 3. False Alarms Education

RECOMMENDATION

Administration is recommending that the new bylaw be presented to Council this fall.

Others Who Have Reviewed this Report

P. Benedetto, City Manager / B. Loewen, City Solicitor / I. Sasyniuk, General Manager, Corporate Services / D. Melvie, General Manager, Community & Protective Services / J. Cannon, Director, Finance

Report Number: 2018-CoW-055 Page 4 of 4

Updated: December 14, 2017

January 28, 2019 Council Report # 2018-CR-129 Attachment # 2

REPORT#: 2016-CoW-073

DATE:

August 10, 2016

MEETING DATE:

September 19, 2016

SUBMITTED BY:

Cameron Chisholm, Manager RCMP Administration and Enforcement Services

Michael Stadnyk, Sergeant of Enforcement Services

PREPARED BY:

Michael Stadnyk, Sergeant of Enforcement Services

REPORT TITLE:

False Alarm Bylaw Amendments

REPORT NUMBER:

2016-CoW-073

REPORT SUMMARY

To provide City Council information on proposed amendments to the current False Alarms Bylaw (757-2010).

BACKGROUND

KEY ISSUES:

In 2015, there were 805 false alarms in Leduc. All alarms received by Leduc RCMP require an officer to respond; however, research indicates that 95 to 98 per cent of alarms are concluded to be false alarms. Even in cases where police might be called and soon after canceled by the property representative, valuable police resources are diverted to take the initial complaint, initiate a police response, and complete the required documentation to conclude the file. False alarms divert valuable policing resources that can otherwise remain available for valid calls for police help.

The current False Alarms Bylaw was enacted in 2010 and only has one section for general provisions which is section 3. It states "When an Alarm System generates more than one False Alarm within a calendar year, the City may charge the owner or occupier of the Premises a fee relating to the Response as set out in the Fees and Charges Bylaw." The current bylaw uses a fee structure as a deterrent and to recoup costs. The fees with the current bylaw increase over the course of each occurrence which happen in a calendar year. First occurrence will be given a warning, \$150 for the second occurrence, \$250 for the third, and \$500 for the fourth and subsequent. While this bylaw was in place the City saw a slight decrease in false alarms however some areas for improvement and efficiency have since been identified.

In 2015, Enforcement Services began to look at ways to better improve the current bylaw. A False Alarm Bylaw committee was convened and research into surrounding communities was conducted. In December 2015, Administration reviewed with Council the concept of developing a permit process, similar to what other communities have implemented, as a means to better track and educate alarm owners. However after further review Administration has determined that a permit system at this point in time is cost prohibitive given the cost of a system upgrade. Administration is proposing Bylaw revisions that will not include permits while encouraging residents to reduce the number of false alarm calls.

Administration is recommending amending the current bylaw to reflect a fair and consistent manner for education and enforcement. Some additions and changes we have made are:

 The addition of Section 6 which requires alarm companies to go through reasonable steps to ensure the activated alarm system is not a false alarm.

TITLE: False Alarm Bylaw Amendments



- Changing the fee structure to a fine structure which will allow the city to recoup unpaid costs compared to the current system in place. Fines in the new bylaw are listed below:
 - o Offences under section 5: \$250 for a municipal tag or \$500 for a provincial ticket.
 - Offences under any other section: \$125 for a municipal tag or \$250 for a provincial ticket.
- The addition of a City Policy which will accompany the new bylaw will assist and guide officers and support staff in providing a consistent and fair approach to enforcement of the bylaw and new fine amounts. Listed below is the enforcement structure set out in the City Policy:
 - 1st Offence: Warning with Educational Letter;
 - 2nd Offence: Municipal tag with Educational Letter;
 - \$250 for Section 5, or
 - \$125 for any other Section.
 - o 3rd and Subsequent Offence: Violation Ticket with Educational Letter;
 - \$500 for Section 5, or
 - \$250 for any other Section.
- Any unpaid municipal tags within 30 days will result in a provincial ticket with the higher fine amount being issued.
- The addition of educational letters and information pamphlets being sent out with all offences which will outline ways to reduce false alarms in the household.
- The addition of educational door hangers which will be left at the residence when a false alarm is detected and investigated and no one is home.
- The addition of a section 16 to cover discretion and the ability to have it clearly stated in the bylaw what factors should be considered when dealing with a false alarm, which are:
 - o the nature or consequences of the offence;
 - o the number of previous convictions of the person charged;
 - o the number of previous warnings, municipal tags, or violation tickets issued to the person charged; and
 - o any other factors specified by the City Manager.

Administration has also developed a communication plan which will supplement the new amended False Alarm Bylaw. The expected timeline would be to have the Bylaw passed in early 2017 with an implementation date of July 2017. This would give 6 months to advertise and communicate the new changes and enforcement that will be coming later in the year. Marketing would be aimed at the community as a whole using the following methods:

- Mail outs will be sent to every home and business in Leduc.
- Advertising will be targeted through radio, print and online.
- Traditional media coverage will be garnered through news releases.
- Social media and web channels will supplement paid online advertising.
- LED signage will reinforce the message around the city.
- Contact alarm companies operating in Leduc.

The new bylaw will also be more efficient when compared to the current bylaw. There is an improvement in workflow as there is no longer the need for Enforcement Services to send a request to finance to have an invoice sent out to collect the associated fees. Instead Enforcement Services, with the assistance of the RCMP, can issue the warning letters, municipal tags, and provincial tickets all in house and effectively manage all stages of the process. Another efficiency with the new Bylaw is the consequences for not paying a fine. Previously through the fee structure there was no consequence if you failed to pay your invoice within 30 days. With the new Bylaw if you fail to pay your municipal tag within 30 days then a provincial ticket with a higher fine amount is issued, and if you fail to pay the provincial ticket before your court date then there is a warrant issued which will result in the fine amount being collected once the person attend court. By amending the current Bylaw and making the transition to a fine structure over a fee structure it will align the False Alarm Bylaw with our Traffic Bylaw and Community Standards Bylaw which also use a fine structure. This allows for a more robust and flexible Bylaw which will assist in lowering the amount of false alarms in Leduc and in turn lowering the impact on cost and policing resources.

REPORT#: 2016-CoW-073



FINANCE:

All promotional materials mentioned in this report has been captured in the 2016 budget and will be requested to be moved over to 2017 for the implementation of the Bylaw.

ATTACHMENTS:

- 1. False Alarms Bylaw 2016 Draft
- 2. False Alarms Policy
- 3. False Alarms Education
- 4. False Alarms Door Knocker
- 5. 2016 08 17 Communications Plan-False Alarms Bylaw

DECISION

The finalized Bylaw will be forward to a meeting of City Council for consideration.

Others Who Have Reviewed this Report

P. Benedetto, City Manager / B. Loewen, City Solicitor / J. Cannon, Acting General Manager, Corporate Services / D. Melvie, General Manager, Community & Protective Services / J. Cannon, Director, Finance

TITLE: False Alarm Bylaw Amendments

REPORT#: 2016-CoW-073

January 28, 2019 Council Report # 2018-CR-129 **Attachment # 3**

DATE: November 30, 2015

MEETING DATE: December 14, 2015

SUBMITTED BY: Gerard MacNeil, Manager, RCMP Admin & Enforcement Services

PREPARED BY: same

REPORT TITLE: FALSE ALARM BYLAW

REPORT NUMBER: 2015-CoW-081

REPORT SUMMARY

The occurrence of false alarms in our community is a serious matter which has a significant impact on the City of Leduc's policing resources. As a result, a new bylaw will be coming before Council in 2016, which will revamp management of this item after a review of best practises in the Province and a concerted effort to align our response with our Capital District neighbours.

BACKGROUND

PREVIOUS COUNCIL/COMMITTEE ACTION:

The present Bylaw No.757-2010 was not effective in curtailing the number of false alarms and our processes at the time were not as robust as will be seen with the new by-law.

KEY ISSUES:	2011	2012	2013	2014	2015
	584	563	532	586	564

The number of alarm systems is growing, as does the importance of having a regulatory process, which demands responsible ownership with integrity so policing dollars are not wasted. The new bylaw will include a requirement to have a permit purchased at a nominal fee for every installed alarm in the community. This critical measure provides the opportunity to have key information recorded and available to authorities, while providing valuable educational materials at the right time to assist in the responsible ownership and operation of alarm systems which should contribute to a reduction in the occurrence of false alarm events. The ultimate goal is to link the owners of alarm systems to the idea that we all need to do more to practise responsible alarm ownership and operation and to ultimately reduce the occurrence of false alarms. The penalties for those who have permits for their alarm



systems is lower that persons who have systems without permits and also occur false alarms resulting in a police response.

- In preparation for drafting a new bylaw other communities were researched including St. Albert,
 Red Deer, and Beaumont.
- Sgt Michael STADNYK, Leduc Enforcement Services, led a committee, which was comprised of representatives from the RCMP, Community Safety Advisory Committee, and Leduc Business Licencing, which reviewed and considered what would work best for the City of Leduc
- Sgt STADNYK, Leduc Enforcement Services, consulted with Legal to ensure that city process requirements were meant.
- Funding was approved to ensure a comprehensive community educational program was supported
- The goal is to allow for online permit acquisition by residents.

The Communication Plan

- a. Will roll out six (6) months before this Bylaw is in effect
- b. Media spots in papers and local radio
- c. Announcement in online newsletter
- d. Pamphlets in city mail outs such as utility bills
- e. Info on our electronic signs

Consultation will also occur with the Chamber of Commerce.

ATTACHMENTS:

Communications Plan

DECISION

Accept Report for Information Only

Others Who Reviewed this Report

P. Benedetto, City Manager / B. Loewen, City Solicitor / D. Melvie, General Manager, Community & Protective Services

TITLE: False Alarm Bylaw

REPORT#: 2015-CoW-081

PAGE 1

A BYLAW OF THE CITY OF LEDUC IN THE PROVINCE OF ALBERTA, TO ESTABLISH FINES FOR POLICE RESPONSE TO FALSE ALARMS

WHEREAS, pursuant to section 7 of the *Municipal Government Act*, R.S.A. 2000, c. M-26, as amended, a Council may pass bylaws for municipal purposes respecting the safety, health and welfare of people and the protection of people and property;

AND WHEREAS false alarms requiring unnecessary emergency responses pose a threat to the safety of law enforcement personnel and the public by creating unnecessary hazards and delaying attendance at genuine emergencies, and result in considerable unnecessary expense;

AND WHEREAS Council of the City of Leduc considers it desirable and necessary to reduce false alarms;

NOW THEREFORE, the Council of the City of Leduc, in the Province of Alberta, duly assembled enacts as follows:

PART I – DEFINITIONS AND INTERPRETATION

BYLAW TITLE

1. This Bylaw shall be known as "The False Alarms Bylaw".

PURPOSE

2. The purpose of this bylaw is to regulate the use of Alarm Systems in the City of Leduc in order to limit the number of False Alarms.

DEFINITIONS

- 3. In this Bylaw, unless the context otherwise requires:
 - (a) "Alarm System" means any device which detects an unauthorized entry to, or an emergency on, a premises, but does not include a device solely designed to warn of active threats to personal safety;
 - (b) "City Manager" means the chief administrative officer of the City of Leduc or his delegate;
 - (c) "False Alarm" means the activation of an Alarm System which results in the notification of a Peace Officer when there is:

As to Form

B.L.

City Solicitor

(i) no unauthorized entry or attempted entry to a premises, or

- (ii) no other situation requiring the attendance of a Peace Officer at a premises;
- (d) "Alarm Monitor" means a person who monitors or in any other way deals with Alarm Systems; and
- (e) "Peace Officer" means a police officer or member of a police service under the *Police Act*, R.S.A. 2000, c. P-17, as amended.

RULES FOR INTERPRETATION

4. The marginal notes and headings in this bylaw are for reference purposes only.

PART II - ALARMS

NO FALSE ALARMS

5. No person shall cause or permit an Alarm System to issue a False Alarm on property they own or occupy.

REASONABLE STEPS

- 6. (1) An Alarm Monitor shall take all reasonable steps to ensure that a report of an activated Alarm System is not a False Alarm prior to taking any steps to notify a Peace Officer.
 - (2) Reasonable steps in subsection (1) include, but are not limited to:
 - (a) consideration of the history of notifications from the premises;
 - (b) consideration of the facts surrounding the notification; and
 - (c) attempts to contact the owner or occupant of the property on which the Alarm System is installed.

PART III - ENFORCEMENT

OFFENCE

7. A person who contravenes this bylaw is guilty of an offence.

CONTINUING OFFENCE

8. In the case of an offence that is of a continuing nature, a contravention constitutes a separate offence in respect of each day, or part of a day, on which it continues and a

person guilty of such an offence is liable to a fine in an amount not less than that established in this bylaw for each such day.

VICARIOUS LIABILITY

9. For the purposes of this bylaw, an act or omission by an employee or agent of a person is deemed also to be an act or omission of the person if the act or omission occurred in the course of the employee's employment with the person, or in the course of the agent exercising the powers of or performing duties on behalf of the person under their agency relationship.

CORPORATIONS AND PARTNERSHIPS

- 10.(1) When a corporation commits an offence under this bylaw, every principal, director, manager, employee or agent of the corporation who authorized the act or omission that constitutes the offence or assented to or acquiesced or participated in the act or omission that constitutes the offence is guilty of the offence whether or not the corporation has been prosecuted for the offence.
 - (2) If a partner in a partnership is guilty of an offence under this bylaw, each partner in that partnership who authorized the act or omission that constitutes the offence or assented to or acquiesced or participated in the act or omission that constitutes the offence is guilty of the offence.

FINES AND PENALTIES

- 11.(1) A person who is guilty of an offence is liable to a fine in an amount not less than that established in this section, and not exceeding \$10,000, and to imprisonment for not more than six months for non-payment of a fine.
 - (2) Without restricting the generality of subsection (1), the following fine amounts are established for use on violation tickets if a voluntary payment option is offered:
 - (a) \$500 for an offence pursuant to section 5; and
 - (b) \$250 for any other offence.

MUNICIPAL TAG

- 12. Notwithstanding section 11, if a municipal tag is issued in respect of an offence the municipal tag must specify the following fine amounts:
 - (a) \$250 for an offence pursuant to section 5; and
 - (b) \$125 for any other offence.

PAYMENT IN LIEU OF PROSECUTION

13. A person who commits an offence may, if a municipal tag is used in respect of the offence, pay the fine amount established by section 12, and if the amount is paid on or before the date specified on the municipal tag, the person will not be prosecuted for the offence.

VIOLATION TICKET

- 14. If a violation ticket is issued in respect of an offence, the violation ticket may:
 - (a) specify the fine amount established in section 11 for the offence; or
 - (b) require the person charged to appear in court without the alternative of making a voluntary payment.

VOLUNTARY PAYMENT

- 15. A person who commits an offence may:
 - (a) if a violation ticket is issued in respect of the offence; and
 - (b) if the violation ticket specifies the fine amount established in section 11 for the offence;

make a voluntary payment equal to the specified fine.

DISCRETION

- 16. (1) A Peace Officer, or other person authorized by the City Manager, may, in their full discretion, issue any of the following instruments for suspected breaches of this bylaw:
 - (a) a warning;
 - (b) a municipal tag;
 - (c) a violation ticket with a specified fine; or
 - (d) a violation ticket requiring the person charged to appear in court.
 - (2) The following factors must be considered in the exercise of discretion pursuant to subsection (1):

- (a) the nature or consequences of the offence;
- (b) the number of previous convictions of the person charged;
- (c) the number of previous warnings, municipal tags, or violation tickets issued to the person charged; and
- (d) any other factors specified by the City Manager.

PART IV - GENERAL

OBSTRUCTION

17. A person shall not obstruct or hinder any person in the exercise or performance of the person's powers pursuant to this bylaw.

COPIES OF RECORDS

18. A copy of a record in care and control of the City Manager, certified by the City Manager as a true copy of the original, shall be admitted in evidence as *prima facie* proof of the facts stated in the record without proof of the appointment or signature of the person signing it.

EVIDENCE BY AFFIDAVIT

- 19. (1) In a prosecution for an offence pursuant to section 5, a peace officer may provide evidence by way of affidavit.
 - (2) An affidavit pursuant this section is proof, in the absence of evidence to the contrary, of the facts stated in the affidavit.
 - (3) The defendant may, with the permission of the court, require the attendance of any person giving evidence by affidavit pursuant to this section for the purpose of cross examination.

PRESUMPTION

- 20. The activation of an Alarm System is presumed to be a False Alarm, unless a Peace Officer:
 - (a) attends at the premises; or
 - (b) investigates the premises;

in response to the activation of the Alarm System.

DUE DILIGENCE

21. A court may dismiss a charge against a person charged with an offence pursuant to this bylaw if the person satisfies the court that the offence could not have been avoided by the exercise of reasonable care or precaution.

POWERS OF THE CITY MANAGER

- 22. Without restricting any other power, duty or function granted by this bylaw the City Manager may:
 - (a) establish forms for the purposes of this bylaw;
 - (b) carry out any inspections necessary to determine compliance with this bylaw;
 - (c) take any steps or carry out any actions necessary to enforce this bylaw;
 - (d) set out any policies to guide the exercise of enforcement discretion; and
 - (e) delegate any powers, duties or functions under this bylaw to an employee of the corporation of the City of Leduc.

REPEAL

23. This Bylaw repeals Bylaw No. 757-2010.

COMING INTO FORCE

24. This Bylaw shall come into force on _____.



LEDUC ENFORCEMENT SERVIC

January 28, 2019 Report # 2018-CR-129 **Attachment # 5**

STANDARD OPERATING PROCEDURES

SUBJECT: False Alarms POLICY NUMBER:

EFFECTIVE DATE: 2019/09/01 APPROVED BY: CPO Sgt. Michael STADNYK

REVISION DATE: 2019/01/24 PAGE: 1

Policy Objective:

The purpose of this policy is to establish a consistent and uniformed set of guidelines for enforcement of the False Alarms Bylaw.

Definitions:

"Alarm System" means any device which detects an unauthorized entry to, or an emergency on, a premises, but does not include a device solely designed to warn of active threats to personal safety;

"False Alarm" means the activation of an Alarm System which results in the notification of a Peace Officer when there is:

- (a) no unauthorized entry or attempted entry to a premises, or
- (b) no other situation requiring the attendance of a Peace Officer at a premises;

"Alarm Monitor" means a person who monitors or in any other way deals with Alarm Systems; and

"Peace Officer" means a police officer or member of a police service under the Police Act, R.S.A. 2000, c. P-17, as amended.

Policy:

The False Alarms Bylaw states under Section 5 that "No person shall cause or permit an Alarm System to issue a False Alarm on property they own or occupy.", and under Section 6 that "An Alarm Monitor shall take all reasonable steps to ensure that a report of an activated Alarm System is not a False Alarm prior to taking any steps to notify a Peace Officer." Consequences for failing to comply with the above sections are:

- \$250 municipal tag or \$500 violation ticket for Section 5.
- \$125 municipal tag or \$250 violation ticket for any other

Section 16(1) of the bylaw states "A Peace Officer, or other person authorized by the City Manager, may, in their full discretion, issue any of the following instruments for suspected breaches of this bylaw:

- (a) a warning;
- (b) a municipal tag;
- (c) a violation ticket with a specified fine; or
- (d) a violation ticket requiring the person charged to appear in court.

Section 16(2) also states the following "The following factors must be considered in the exercise of discretion pursuant to subsection (1):

- (a) the nature or consequences of the offence;
- (b) the number of previous convictions of the person charged;
- (c) the number of previous warnings, municipal tags, or violation tickets issued to the person charged; and
- (d) any other factors specified by the City Manager.

It is presumed that discretion will be used in all cases when investigating a false alarm and that the process set out in this policy will be used when appropriate to create a consistent and uniformed approach for enforcement.

Process:

The following process should be considered when investigating and enforcing sections under the False Alarms Bylaw:

- 1st Offence: Warning with Educational Letter;
- 2nd Offence: Municipal tag with Educational Letter;
 - o \$250 for Section 5, or
 - o \$125 for any other Section.
- 3rd and Subsequent Offence: Violation Ticket with Educational Letter;
 - o \$500 for Section 5, or
 - o \$250 for any other Section.

If the municipal tag goes unpaid after 30 days then a violation ticket will be issued with the following amounts:

- o \$500 for Section 5, or
- o \$250 for any other Section.

Police can request the alarm company to inspect and confirm that the on-site alarm system is functional and operationally certified when attending a premise which has an extensive history relating to false alarms. Without having certification that the alarm system is operating correctly, and there have been multiple false alarms at this location, police will have the discretion not to attend.

What is a police false alarm?

A police false alarm means the activation of an alarm system, via an alarm signal, that results in the dispatch of the RCMP where unauthorized entry, attempted unauthorized entry, or a police emergency does not exist.

Why is the City of Leduc concerned about false alarms?

In 2015, there were 805 false alarms in Leduc. All alarms received by Leduc RCMP require an officer to respond; however, research indicates that 95 to 98 per cent of alarms are concluded to be false alarms. Even in cases where police might be called and soon after canceled by the property representative, valuable police resources are diverted to take the initial complaint, initiate a police response, and complete the required documentation to conclude the file. False alarms divert valuable policing resources that can otherwise remain available for valid calls for police help.

What is the City of Leduc doing to reduce false alarms?

The City of Leduc has approved a new bylaw with the goal of reducing false alarms. The Bylaw can be reviewed on the City of Leduc's website at: http://www.leduc.ca/City_Government/Bylaws.htm. Included in the bylaw is the requirement for any home owner who has an alarm system to get a permit with the City of Leduc.

How does the False Alarm Bylaw affect me?

The False Alarm Bylaw has requirements and consequences as listed below:

- Every home owner who has an active alarm system is responsible for any false alarms it may produce.
- A letter will be sent to the home owner if police are dispatched to a location for a false alarm. The
 first false alarm will result in a warning letter and educational information being sent to the
 address.
- Should your address experience a second false alarm, the fine will be a \$250 municipal tag (municipal bylaw ticket) along educational information. Should the municipal tag not be paid, a \$500 provincial violation ticket is issued in its place.
- Should your address experience a third or subsequent false alarm, the fine will be a \$500 provincial violation ticket along with educational information.
- There is also a requirement for the alarm company to take reasonable steps to ensure the alarm is not false before notifying police.

What can you do to avoid police false alarms?

You can help to avoid false alarms by utilizing these tips:

- Consider whether your alarm company should have instructions to contact you or another
 property representative, via cell phone, before having permission to contact the RCMP. In many
 cases false alarms occur despite the property representative having the information. That might
 suggest, for example, a relative is staying at the property who forgot the code.
- Discuss with your alarm company what circumstances will determine whether the RCMP are contacted (i.e., two separate alarm triggers, only multi-zone triggers, etc.) Your alarm company can advise you on options.
- Ensure your contact information is up to date with your alarm company and the City of Leduc.
- Have your alarm system serviced regularly especially those components that are susceptible to wear and failure (back-up batteries, point-of-entry sensors, etc.).

- To minimize the chance of a false alarm, let visitors know your home security system is armed. If your guest is staying with you for a while, be sure he or she feels comfortable with how to arm and disarm your home security system. Don't forget that the babysitter, house cleaner and dog walker also need to be trained how to operate your home security system. You'll want to be sure everyone who uses the alarm knows their pass code and has the phone number to the monitoring station in the event that the alarm is accidentally activated.
- Check for drafts that may cause curtains, plants or decorations to set off motion detectors.
- When you leave, ensure that all doors and windows are closed tightly and securely. Loose fitting doors or windows may set off contact sensors.
- Keep your owner's manual in an accessible place for quick reference.
- Motion detectors are particularly susceptible to false alarms. Ensure that pets are not allowed to roam in areas covered by motion detectors. Also, do not place in areas covered by motion detectors objects that are easily moved by airflow, such as balloons.
- Ensure motion detectors are free of insects.

COUNCIL REQUEST FOR DECISION



MEETING DATE:

January 28, 2019

SUBMITTED BY:

Ken Woitt - Director, Planning & Development

PREPARED BY:

April Renneberg - Current Planner II

REPORT TITLE:

Bylaw No. 1000-2018 (Eaton & Emery Area Structure Plan) (2nd & 3rd Reading)

REPORT SUMMARY

Bylaw 1000-2018 will adopt the Eaton & Emery Area Structure Plan for the NW 1/4 Section 19-49-24-W4.

RECOMMENDATION

That Council give Bylaw 1000-2018 second reading.

2. That Council give Bylaw 1000-2018 third reading.

BACKGROUND

KEY ISSUE(S) / CONTEXT:

An area structure plan (ASP) provides the framework for subsequent subdivision and development of an area of land within a municipality. This planning document describes the sequence of development anticipated for the lands, the land uses proposed for the area, and the general locations of major transportation routes and public utilities. The Eaton & Emery ASP will be used as a tool to guide and evaluate future zoning, subdivision and development of the NW ¼ Section 19-49-24-W4.

The Eaton & Emery lands are bounded by the Robinson neighbourhood to the south, the Meadowview neighbourhood to the west, Rollyview Road on the north, and Leduc County to the east. The ASP has been prepared to maximize development potential while working to achieve local and regional planning objectives by providing land uses that support the objectives of the City of Leduc Municipal Development Plan (MDP), Intermunicipal Development Plan (IDP), as well as the Edmonton Metropolitan Region Growth Plan.

The lands have been planned for two distinct neighbourhood units – the Eaton Business Park to the northeast and the Emery residential lands to the southwest. This delineation aligns with the policies and intent of the MDP and is due in large part to the restrictions placed on types of development by the airport under the Edmonton International Airport Vicinity Protection Area Regulation (AVPA). The AVPA regulates, and in some cases prohibits, land uses within the City of Leduc based on a Noise Exposure Forecast (NEF) contour system. The Eaton & Emery ASP is impacted by the 30 NEF contour, above which residential development is prohibited. The MDP reflects this restriction and as such, the Eaton & Emery ASP has created distinct areas of development.

The Emery lands are intended to be a continuation of the residential development seen in the adjacent neighbourhoods of Robinson and Meadowview, with a mix of low density and medium density housing types. A large park area is also planned to connect with that in Robinson to the south, and will protect a portion of the tree stand that exists on the lands today, forming a community amenity. The area is intended to only be accessible through local roads extending from Robinson to the south, with no direct vehicle access to the Eaton Business Park. This will help limit potential impacts from these commercial/business industrial uses on the future residents of the area.

Report Number: 2018-CR-141

Updated: February 2, 2017

COUNCIL REQUEST FOR DECISION



The Eaton Business Park proposes a mix of commercial and industrial uses to form the majority of the plan area. Dependent on future zoning of the lands, these uses could include a range of office, retail, service industrial, light manufacturing and warehousing to support the needs of the community and complement the future business industrial uses anticipated just north of the plan area, east of Telford Lake, in accordance with the City's MDP and IDP.

An open house for the ASP was hosted by the developer and their consultant on June 7, 2017, which provided an opportunity for public questions and feedback on the proposal prior to final approval of the plan. A total of nine people from the community came out to the event. Comments at the event centred around compatibility with adjacent residential development in the Robinson neighbourhood. Residents were generally pleased that the proposed residential development was of a lower density. They made note of the importance of adequate separation between the business industrial land uses to the northeast and the residential to the southwest, and felt that the business commercial transition area proposed within the Eaton & Emery ASP is acceptable in that regard. Attendants were also in support of the preservation of a portion of the existing tree stand as an added value to the neighbourhood.

LEGISLATION AND/OR POLICY:

- 1. Municipal Government Act, RSA 2000, Chapter M-26, as amended
 - S. 633 outlines the parameters for adopting Council adopting an area structure plan, as well as the required contents and consistency of such a plan.
- 2. Regional Evaluation Framework, Edmonton Metropolitan Region Growth Plan
 - S. 4.1 requires that all proposed new area structure plans be sent to the Edmonton Metropolitan Region Board (EMRB) for approval prior to receiving third reading by Council.
 - Administration submitted the plan to the EMRB following Bylaw 1000-2018 receiving first reading on October 22, 2018.
 - The Eaton & Emery ASP was approved by the EMRB in a decision dated December 5, 2018.

PAST COUNCIL CONSIDERATION:

Bylaw 1000-2018 was given first reading by Council at the regular meeting held October 22, 2018.

CITY OF LEDUC PLANS:

The Eaton & Emery ASP is consistent with the City's Municipal Development Plan (MDP) and Intermunicipal Development Plan (IDP), as amended which refer to the lands as business industrial and transitional residential mixed-use. A map of policy areas from the IDP has been included as Attachment 4 to this report.

IMPLICATIONS OF RECOMMENDATION

ORGANIZATIONAL:

There are no organizational implications.

POLICY:

There are no policy implications.

IMPLEMENTATION / COMMUNICATIONS:

A public hearing was held earlier at this meeting of Council. The hearing was advertised in the January 11 and 18, 2019 issues of 'The Representative' and notices were mailed to owners adjacent to the plan area.

ALTERNATIVES:

1. That Council amend Bylaw 1000-2018;

Report Number: 2018-CR-141 Page 2 of 3

Updated: February 2, 2017

COUNCIL REQUEST FOR DECISION



2. That Council defeat Bylaw 1000-2018.

ATTACHMENTS:

- 1. Bylaw 1000-2018
- 2. Key Plan
- 3. Proposed Land Use Concept Plan (Eaton & Emery ASP)
- 4. Intermunicipal Development Plan Policy Areas

Others Who Have Reviewed the Report

M. Pieters, Acting City Manager / B. Loewen, City Solicitor / M. Pieters, General Manager, Infrastructure & Planning

Report Number: 2018-CR-141 Page 3 of 3

Updated: February 2, 2017

CITY CLERK

A BYLAW OF THE CITY OF LEDUC IN THE PROVINCE OF ALBERTA, TO ADOPT THE AREA STRUCTURE PLAN FOR THE NORTH WEST QUARTER OF 19-49-24-W4M

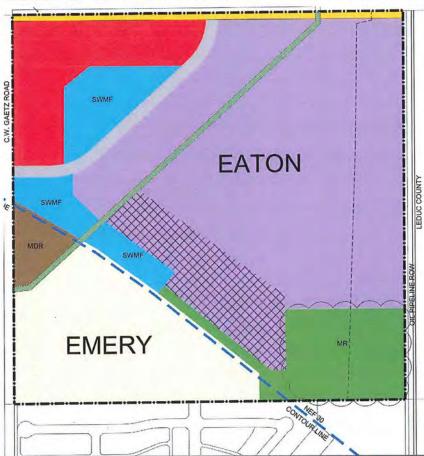
PLAN FOR THI	E NORTH WEST QUARTER OF 19-49-24-W4M	To the second				
municipality	al Government Act, R.S.A. 2000, Chapter M-26, the authority to adopt by Bylaw an Area Structur for subsequent subdivision and development of a	e Plan for the purpose of providing				
AND:	the NW 1/4 Section 19, Township 49, Range 24, West of the 4th Meridian Area Structure Plan addresses the requirements of an Area Structure Plan as outlined in the Act;					
AND:	notice of intention to pass this bylaw has been given and a public hearing has been held in accordance with the Act;					
THEREFORE:	the Council of the City of Leduc in the Province enacts as follows:	e of Alberta duly assembled hereby				
	PART I: BYLAW TITLE					
1. THAT:	this Bylaw is to be cited as the Eaton & Emery	Area Structure Plan Bylaw.				
	PART I: APPLICATION					
2. THAT :	the Eaton & Emery Area Structure Plan, attached hereto as Schedule "A", is hereby adopted.					
	PART II: ENACTMENT					
This Bylaw sho	all come into force and effect when it receives Th	ird Reading and is duly signed.				
READ A FIRST	TIME IN COUNCIL THIS DAY OF	, AD 2018.				
READ A SECC	OND TIME IN COUNCIL THIS DAY OF	, AD 2018.				
READ A THIRD	TIME IN COUNCIL AND FINALLY PASSED THIS	DAY OF, AD 2018.				
		Robert Young				
		MAYOR				
	APPROVED As to Form					
	B. L	Sandra Davis				

Date Signed

City Solicitor









Eaton & Emery Area Structure Plan

City of Leduc

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1 Introduction

1.1 Purpose

The purpose of the Eaton and Emery Area Structure Plan (ASP) is to provide a framework for future land use planning that meets the needs of a growing community. This plan includes a framework for the development of municipal infrastructure, services, and amenities which are based on established planning policies and requirements of the City of Leduc. This ASP will be used as a tool to guide and evaluate future zoning, subdivision, and development of the subject lands in an effective manner.

The Eaton and Emery ASP integrates residential, commercial, and business commercial land uses in a well-planned urban neighbourhood. The commercial and business commercial components will contribute to Leduc's strong employment base by attracting more people to the growing City of Leduc.

1.2 Authority

The Eaton and Emery ASP shall be adopted by Leduc City Council as a Bylaw in accordance with Section 633 of the Municipal Government Act.

This ASP may be amended by a subsequent Council Bylaw. Amendments to the ASP involving policies, tables, text or figures shall be completed in accordance with the Municipal Government Act, the City of Leduc Municipal Development Plan and all other applicable Bylaws, policies and procedures.

1.3 Interpretation

All map symbols, locations, boundaries and areas shown in the figures in this ASP shall be interpreted as conceptual unless otherwise specified in the document, or where they coincide with clearly recognizable physical features or fixed boundaries within the plan area.

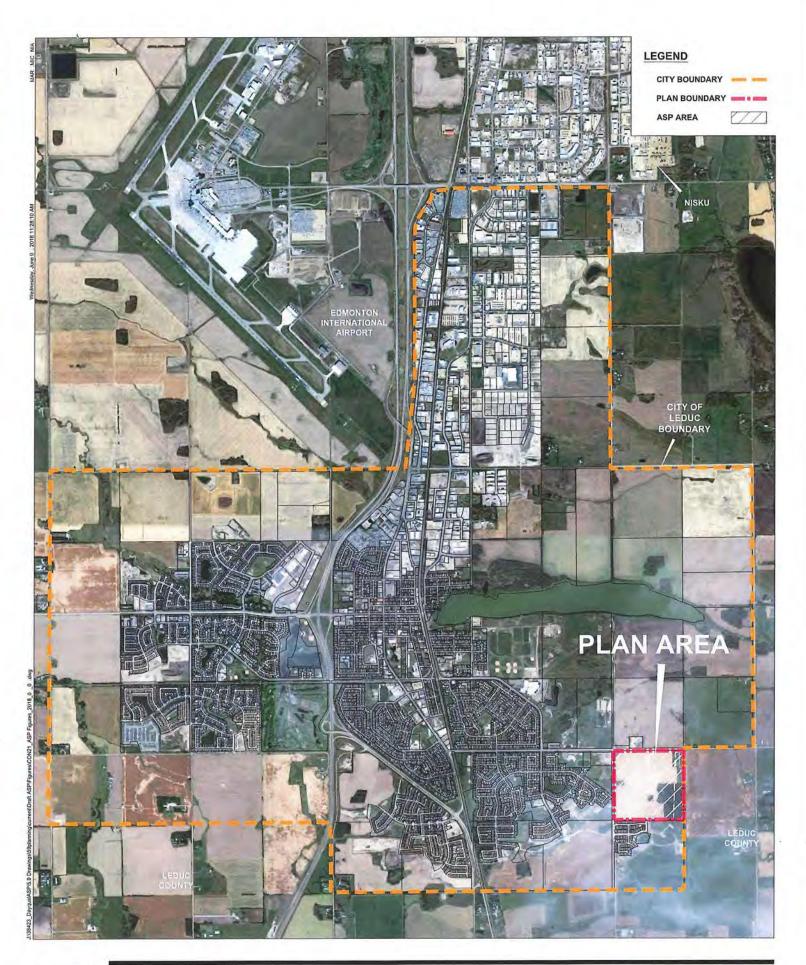
2 Site Context

2.1 Location and Access

The lands proposed as the Eaton and Emery ASP are located in southeast Leduc on the eastern boundary of the City. The developing residential communities of Robinson and Meadowview Park are located to the south and west respectively. To the east are agricultural lands within Leduc County and north of Rollyview Road are vacant lands designated for Business Industrial uses in the Intermunicipal Development Plan (IDP) and Leduc Municipal Development Plan (MDP). The subject lands are shown in **Figure 1 – Context Plan**.

The ASP area is defined by the following boundaries:

- North Rollyview Road (Highway 623)
- East Leduc County Boundary
- South Robinson ASP Boundary
- West C.W. Gaetz Road (Range Road 250)





EATON AND EMERY

Area Structure Plan

FIGURE 1 | CONTECT PLAN

DATE: June 2018

DESIGNED BY: MM

DRAWN BY: MM

CHECKED BY: CCB

SCALE: NTS

JOB NUMBER: 38423

2.2 Plan Area and Ownership

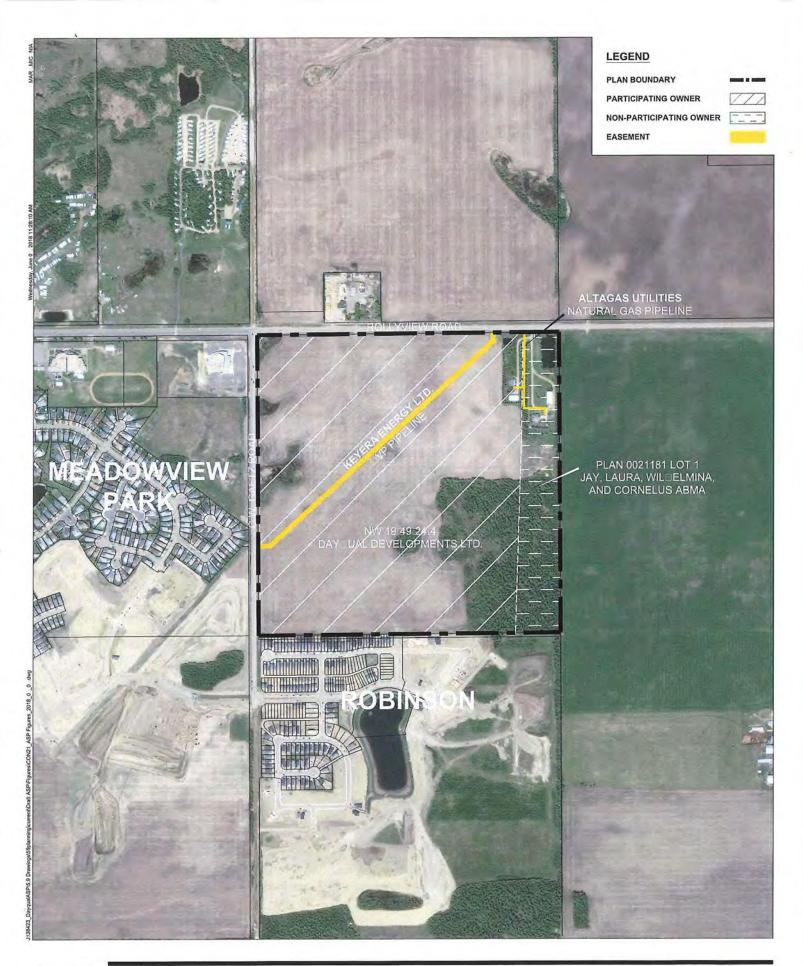
The Eaton and Emery ASP comprises all of parcel NW 19-49-24-4. The subject area consists of approximately 64.7 hectares (160 acres) of land. Dayqual Developments Ltd. owns 88% of the subject lands and the Abma family owns the strip along the east side. The whole quarter section is included in this proposed ASP and the non-participating owner has consented to the preparation of the ASP.

The following table summarizes the legal ownership of the lands in the ASP area. An illustration of the ownership information is shown in **Figure 2 – Land Ownership Plan** and **Table 1 – Land Ownership**.

Table 1 - Land Ownership

LEGAL DESCRIPTION	CURRENT OWNER	AREA (HA)	ACTIVE PARTICIPANT
NW 19-49-24-4	Dayqual Developments Ltd.	55.707	Yes
Plan 0021181, Lot 1	Jay, Laura, Wilhelmina, and Cornelus Abma	8.16	No

October 2018





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Area Structure Plan

FIGURE 2 | LAND OWNERS IP PLAN

DATE: June 2018
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3 Planning Process

The Planning process to develop the Eaton and Emery ASP includes gathering information from the City and the public. In addition to the available data, supplemental studies including an Environmental Site Assessment, Geotechnical Study, Traffic Report, and Historical Resources Overview (HRO) were undertaken. Consultation with the public is also an important part of the Eaton and Emery ASP development process. Analysis of information from these studies, overarching statutory plans, and from the public consultation process was carried out and combined with the aspirations of Dayqual Developments Ltd. to create a land use concept and policies for the Eaton and Emery ASP.

3.1 Public Consultation

A public open house was held on June 7, 2017. Approximately 20 residents and stakeholders attended. Many of the attendees live in the surrounding areas and were curious to obtain more details about the proposed ASP. Attendees wanted more information about proposed land uses and the distribution of the uses.

3.2 Compliance with Statutory Plans

The Eaton and Emery ASP has been prepared to be consistent with the policies of all higher-order plans including the Edmonton Metropolitan Region Growth Plan, Intermunicipal Development Plan, City of Leduc Municipal Development Plan, City of Leduc Neighbourhood Design Guidelines, City of Leduc Transportation Master Plan, and City of Leduc Parks, Open Space and Trails Master Plan.

A detailed review of each of these policies is included as Appendix A - Policy Review.

3.2.1 Edmonton Metropolitan Region Growth Plan

The Government of Alberta created the Capital Region Board on April 15, 2008 under the Municipal Government Act and on March 31, 2010, the Board approved the Capital Region Growth Plan. On October 26, 2017 the Capital Regional Board was renamed the Edmonton Metropolitan Region Board and the Edmonton Metropolitan Region Growth Plan (EMRGP) came into effect.

The EMRGP includes six (6) interrelated regional policy areas to support where and how to manage growth:

- 1. Economic Competitiveness & Employment
- Natural Living Systems
- Communities & Housing
- 4. Integration of Land Use & Infrastructure
- Transportation Systems
- 6. Agriculture

The plan identifies the lands comprising the Eaton and Emery ASP as Metropolitan Area. This ASP has been developed to comply with the relevant policies contained within the EMRGP.

3.2.2 Intermunicipal Development Plan

The Intermunicipal Development Plan (IDP) was adopted by the City of Leduc as Bylaw 772-2011 on November 28, 2011 and amended by Bylaw 871-2014 on January 12, 2015. The IDP was adopted by Leduc County as Bylaw 30-11 on January 24, 2012 and amended by Bylaw 27-14 on December 23, 2014. This document guides the growth and development of interjurisdictional lands and addresses issues and interest for both municipal jurisdictions.

The IDP is based upon the following five (5) sustainability pillars:

- 1. Smart Growth
- Creating Vibrant Communities
- 3. Environmental Stewardship
- 4. Economic Development
- 5. Responsible Governance

This ASP has been developed to comply with the Intermunicipal Development Plan.

3.2.3 City of Leduc Municipal Development Plan

The Municipal Development Plan (MDP) was approved by City of Leduc Council as Bylaw 773-2011 on April 10, 2012 and amended by Bylaw 870-2014 on January 12, 2015. The MDP outlines the framework for growth within the City of Leduc. The vision, principles, and policies discussed in the MDP are reflected in the Eaton and Emery ASP. The vision of building a community of integrity, unity, and strength is defined in the MDP as follows:

Vision - Building a community of integrity, unity and strength

In 2035 Leduc will be a vibrant community where growth is balanced and sustainable

- Where growth is balanced and sustained;
- Where a strong business community is fostered;
- Where residents enjoy active healthy lifestyles with a strong sense of belonging;
- Where our natural environment is healthy and clean;
- And where our local government is responsive and accountable.

Principles

Growth and development of the City of Leduc will be directed toward achieving our vision and will be based on the Leduc's five sustainability principles:

- Environment and Infrastructure Safe and sustainable systems
 - The City will protect, conserve and enhance Leduc's natural and constructed environments and systems. Innovation and technology will be employed to promote the sustainable growth and development of Leduc.
- 2. Economy and Tourism Sustainable prosperity
 - Sustainable, planned economic development will create a positive and energized business climate that will support a balance of residential, commercial, and light industrial growth.
- 3. Social Wellness and Safety High quality protective and people services
 - Leduc will be a healthy and safe community that is well prepared for the future and able to adapt to emerging health and safety challenges. Community services will be provided and

monitored in accordance with the social wellness indicators that the City of Leduc has developed.

4. Recreation and Culture - Engaged and active community

High quality, accessible recreational facilities and opportunities, community events, heritage sites, and performing arts venues will create a whole and healthy community that is active, creative and connected.

5. Governance - Responsible, visionary leadership

Responsible, transparent and well-informed decision-making that includes public engagement will create a community that meets the needs and desires of residents. Responsive and accountable elected and professional officials will effectively and efficiently serve this community, where people will continue to want to live, work and play. Governance and services will continue to be provided through the strategic alliances that the City of Leduc has established with key community stakeholders and partners.

This ASP has been developed to comply with the City of Leduc Municipal Development Plan.

3.2.4 City of Leduc Neighbourhood Design Guidelines

The City of Leduc Neighbourhood Design Guidelines were approved in March 2010. This plan guides the development of new residential areas by providing an overarching vision and design framework. This ASP has been developed to comply with the City of Leduc Neighbourhood Design Guidelines.

3.2.5 City of Leduc Transportation Master Plan

The City of Leduc Transportation Master Plan (TMP) includes recommendations for the short, medium, and long term capital plans along with possible changes to Leduc's transit service, heavy vehicle traffic routes, and pedestrian and bicycle transportation networks.

The Eaton and Emery ASP is consistent with the Leduc TMP which shows C.W. Gaetz as a collector road and Rollyview Road as an arterial road.

The TMP also highlights the importance of an integrated pedestrian and bicycle transportation network. This ASP provides an opportunity to enhance the pedestrian and bicycle transportation network shown in the MDP in **Figure 3**: **Parks, Multiways, and Natural Areas**. This ASP proposes a multiway connecting residential uses, park spaces and businesses to neighbourhood amenities, transit routes and major roadways as shown in **Figure 5 – Parks, Open Space, and Connectivity.**

3.2.6 City of Leduc Park, Open Space, & Trails Master Plan

The City of Leduc Parks, Open Space and Trails Master Plan (POST) was approved by Council on June 25, 2012. The POST plan ensures that parks, open spaces and trails are identified as key features that make Leduc a great place to live. The recommendations related to the future delivery of both the planning and operation of parks, open spaces and trails in Leduc will be reflected in the Eaton and Emery ASP.

4 Background Information

4.1 Existing Topography

The topography of the parcel is generally flat (approximately 0.6% slope) and generally drains from southeast to northwest. The existing natural topography of the quarter section is shown in Figure 3 – Existing Topography.

4.2 Existing Built Form and Land Use

The majority of the plan area is used for farming with the exception of two acreages and associated storage sheds developed in the northeast corner of the plan area. The southeast corner of the plan area is covered by a parkland forest.

4.3 Soils and Vegetation

A Geotechnical Investigation was carried out by J.R. Paine and Associates in November 2015 for the quarter section excluding the non-participating lands located on the east side of the quarter section.

According to the Geotechnical Investigation, the soil of the subject area consists of surficial topsoil, overlaying a relatively thin deposit of native clay till, above clay shale bedrock materials. The water table was observed to be in the shale bedrock materials, between approximately 2.5 and 4.5 metres below the ground surface.

4.4 Wells, Pipelines and Utility Right-of-Ways

According to AER records, there are no abandoned well sites located within the Eaton and Emery ASP area or outside the plan area that will impact development on the lands.

A high vapour pressure (HVP) pipeline owned by Keyera Energy Ltd. (URW #6533MH) extends diagonally from the southwest to northeast section of the property. Setbacks shall be in accordance with Section 20.3 Easements, of the City of Leduc Land Use Bylaw. The developer must apply for crossing agreements where roads or services cross the right-of-way (ROW). The pipeline ROW will be integrated into the neighbourhood multi-way system as shown in **Figure 6** – **Transportation Network** with walkways and landscaping to be approved by the City and the resource operator.

A natural gas pipeline owned by AltaGas Utilities Inc. runs to each of the acreages on the northeast corner of the plan area.

Another utility ROW owned by AltaGas, formerly ICG Utilities, (URW #892 177 114) is located in the plan area.

4.5 Historical Overview

A Historical Resources Overview (HRO) was prepared by The Archaeology Group and submitted to the City of Leduc under separate cover. Historically, the plan area and surrounding area have been used for agricultural land uses. A Historical Resources Act Clearance certificate for the Eaton and Emery ASP area was issued by the Province of Alberta on July 31, 2015.

4.6 Existing Transportation

Rollyview Road (Highway 623), runs along the northern boundary of the site, while C.W. Gaetz Road (Range Road 250) is a collector road located along the western edge of the property. These roads provide the proposed primary accesses to the future commercial and business components of this plan. C.W. Gaetz Road will provide separate accesses to both the business and the residential components of the plan. The existing roadways are labeled in **Figure 3** – **Existing Topography**.

4.7 Agricultural Impact Assessment

As required by the EMRGP, an Agricultural Impact Assessment (AIA) has been completed for the ASP area. The study indicated that the Eaton and Emery ASP is proposed on land that is considered outside of the priority Agricultural Lands identified in the City of Leduc and Leduc County Intermunicipal Development Plan (IDP). The Eaton and Emery ASP is within the Urban Reserve zone which is designated for future urban development within the City of Leduc.

It was noted that as urban development continues, the lands would be further fragmented from agricultural activities and such fragmentation is known to impact the viability of agriculture use due to economic impacts resulting from less efficient operations.

The development proposed within this ASP is not anticipated to impact the operations of agriculture in surrounding areas, the lands provide contiguous connection to proposed non-agricultural developments within the City of Leduc.

4.8 Edmonton International Airport

The Edmonton International Airport (EIA) is located within Leduc County Northwest of the City of Leduc. To protect the airport's operating area from development of incompatible land uses the Province of Alberta created the Edmonton International Airport Vicinity Protection Area (AVPA) Regulation. The EIA AVPA Regulation was created as Alberta Regulation 55/2006 on March 8, 2006 and amended by Alberta Regulation 86/2016 on June 16, 2016.

The AVPA Regulation uses the Noise Exposure Forecast (NEF) system to prohibit sensitive land uses within the vicinity of the EIA. The land uses prohibited within each range of NEF contours is listed below in **Table 2 – Prohibited Land Uses**. The NEF system is a system used by Transport Canada that provides a measurement of the actual and forecasted aircraft noise in the vicinity of an airport. Areas of increasing noise exposure are represented as contour lines. The AVPA prohibits residential land uses within an NEF 30 contour line or greater.

A NEF 30 contour line runs diagonally across the plan area in the Southeast corner. Due to the land use restrictions imposed by the AVPA Regulation residential uses have been limited to this corner. The remainder of the plan area is dedicated for non-residential uses. The NEF contour line is illustrated in **Figure 4 – Land Use Concept**.

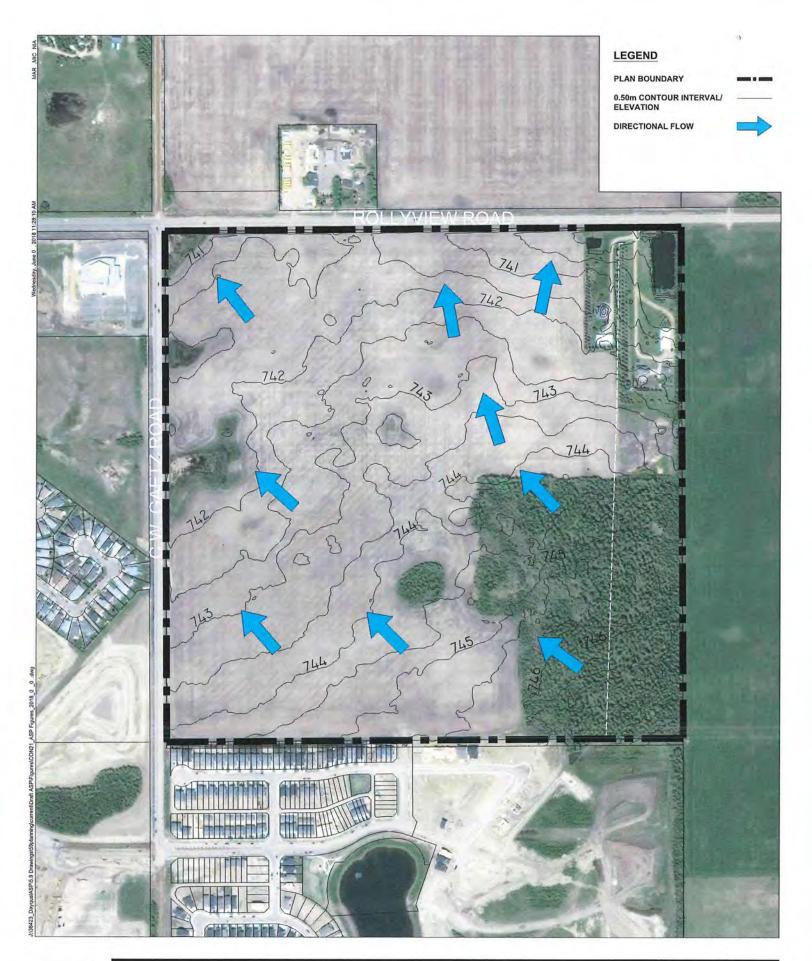
Table 2 - Prohibited Land Uses

LAND USES	NEF 40+ AREA	NEF 35-40 AREA	NEF 30-35 AREA	NEF 25-30 AREA
Commercial Uses				
Billiards, Bowling and Arcades	X			
Cinemas	X			

October 2018

Eating and Drinking Establishments	X			
Funeral Homes	X			
Gambling Facilities	X			
Hotels/Motels	X			
Office and Retail Facilities	X			
Private Clubs and Lodges	Х			
Public and Semi-Public Uses				
Churches	X	X		
Day Care	X	X		
Emergency Response Services	X			
Exhibition and Fairgrounds	X	X		-
Halls/Auditoriums	X	X		
Hospitals	X	X	X	
Clinics	X			
Libraries	X	X		
Nursing Homes	X	X	X	
Outdoor Recreation Facilities	X			
Schools	X	X	X	
Spectator Entertainment Facilities				
Outdoor	X	X	X	
Indoor	X	X		
Spectator Sport Facilities				
Outdoor	X	X	X	
Indoor	Х	X		
Residential Uses				
Campgrounds	X	X	X	X
Residences	X	X	X	

^{*} From page 10 of Edmonton International Airport Vicinity Protection Area Regulations – Alberta Regulation 86/2016





EATON AND EMERY

Area Structure Plan

FIGURE 3 | EDISTING TOPOGRAPDY

DATE: June 2018
DESIGNED BY: MM
DRAWN BY: MM
CHECKED BY: CCB
SCALE: NTS
JOB NUMBER: 38423

5 Development Concept

The development concept for the Eaton and Emery ASP contains a mix of low to medium density residential uses, along with commercial and business commercial uses, as illustrated in **Figure 4 – Land Use Concept.** The Emery neighbourhood, which contains the residential uses, is separated from the business and commercial uses in the Eaton neighbourhood. The residential uses take access from C.W. Gaetz Road and connect with the existing Robinson neighbourhood.

Business and commercial uses are located north of the NEF 30 contour line, which delineates acceptable levels of noise from air traffic for residential buildings. The commercial uses are located at the intersection of C.W. Gaetz Road and Rollyview Road to maximize visibility and accessibility for passing traffic. A stormwater management facility (SWMF) is incorporated into the commercial development as a viewpoint and open space amenity for employees, patrons, and neighbourhood residents. The neighbourhood features, including a natural tree stand, are well connected by the multiway network, which promotes active transportation. Residential and business uses are serviced by separate roadways to minimize potential traffic conflicts.

Residential uses account for approximately 20% of the neighbourhood area. The net residential density is approximately 35.8 units per net residential hectare (upnrha), which complies with the 35 upnrha set by the Edmonton Metropolitan Region Board (EMRB). The areas, densities, and population projections for the ASP are included in **Table 3 – Land Use and Population Statistics.**

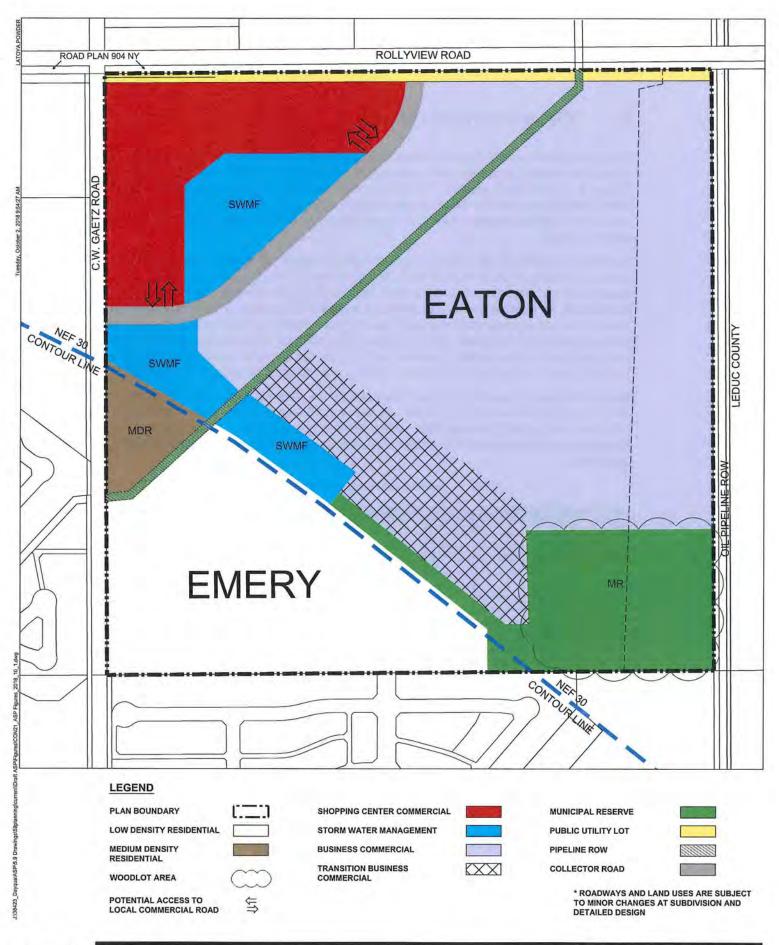
TABLE 3 - LAND USE AND POPULATION STATISTICS

Land Use	Aran (ha)		
Gross Area (GA)	64.7		
Rollyview Road	0.83		
Gross Developable Area (GDA)	63.87	55.71	8.16
		NW 19-49-25-4	Plan 0021181, Lot 1
Land Use		Area (ha)	Area (ha)
Commercial	5.81	5.81	
Business Commercial	32,09	26.19	5,90
Municipal Reserve	6.38	4.23	2.15
Tree Stand/Linear Park	5.47	3.32	2.15
Pipeline ROW	0.91	0.91	
Public Utility Lot	1.11	1.00	0.11
SWMF	4.80	4.80	
Collector Roads	1.33	1.33	
Total Non-Residential Area	51.52	43.36	8.16
Net Residential Area (NRA)	12.35	12.35	0.00

Residential Land Use, Dwelling Unit Count and Population

Residential Land Lise	Area (ha)	Linits/ha	Linits	% Total Units	Feople/Unit	Population
Low Density Residential (LDR)	11.03	30	330	74.66	2.8	924
Medium Density Residential (MDR)	1.32	85	112	25.34	1.8	201
Total	12.35		442	100		1125

Gross Population Density	17.61	persons per gross developable area
Net Population Density	91.09	persons per net residential hectare
Gross Unit Density	6.92	units per gross developable area
Net Unit Density	35.79	units per net residential hectare





EATON AND EMERY

Area Structure Plan

FIGURE 4 | LAND USE CONCEPT

DATE: October 2018
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6 Objectives and Policies

6.1 Land Use

The Eaton and Emery ASP consists of a residential neighbourhood and a commercial/business commercial neighbourhood. The residential portion is named Emery and the commercial and business area is Eaton. The areas have separate naming to reflect separate identities, but are integrated through common open space infrastructure, and multiway connections.

6.1.1 Residential

The Eaton and Emery ASP provides opportunity for a variety of low and medium density housing types to support the development of a balanced residential neighbourhood. Providing diverse housing products helps to accommodate a range of lifestyles and affordability within the neighbourhood. The land use statistics project an overall density of 35.8 upnrha in the neighbourhood.

The low density residential designation supports the development of single detached, semidetached, and townhouse dwellings, while the medium density residential designation supports the development of 1-4 storey apartments and condominiums. The proposed low density residential area will contain various housing products consistent with those found in the adjacent Robinson and Meadowview communities. Specific housing mix will be determined through market demand, but in general, housing products and the built form should increase in density as they approach the transitional business commercial land use to the northeast. Residential development is guided by the following ASP policies and objectives:

Objectives:

- To provide residential density with the residential portion of the ASP that meets the density target set by the Edmonton Metropolitan Region Growth Plan.
- To provide a variety of housing types that serve a range of lifestyle needs and income levels.
- To provide convenient and efficient vehicular and transit access for higher residential densities.
- To manage exposure of residential development to non-compatible land uses.

Policies:

- 6.1.1.1 The neighbourhood shall provide residential densities consistent with the Edmonton Metropolitan Region Growth Plan.
- 6.1.1.2 The neighbourhood encourages a variety of housing types within low to medium density residential uses.
- 6.1.1.3 The medium density residential site shall have direct access to C.W. Gaetz Road and a transit route.
- 6.1.1.4 An open space buffer shall be created to separate residential uses from business commercial uses, to mitigate potential effects from noise and activity.

6.1.2 Shopping Center Commercial

Lands at the intersection of C.W. Gaetz Road and Rollyview Road have been designated for commercial land use in the Eaton area. The commercial area is located at the most visible point for passing traffic. The Shopping Center Commercial area will provide opportunity for a range of goods and services to support the needs of future residents in the plan area and adjacent

residential developments as well as employees and visitors of the business commercial area. Pedestrian connections are planned to provide convenient access to and from the site.

Objectives:

- To support the development of commercial land uses to serve local residents, the surrounding communities, and employment areas.
- To provide convenient access to commercial uses to residents of Emery and surrounding neighbourhoods.
- To provide commercial sites with high visibility from surrounding roadways.
- To consider the SWMF in the commercial site design to promote views and use as an amenity.

Policies:

- 6.1.2.1 The commercial area shall be located with retail signage visible from C.W. Gaetz Road and Rollyview Road.
- 6.1.2.2 The commercial site shall have direct access collector roads, any connection onto the arterial will be a right-in/right-out only.
- 6.1.2.3 Pedestrian connections to residential areas shall be provided through the neighbourhood multiway and sidewalk connections.
- 6.1.2.4 The commercial site should consider the SWMF as an amenity for employees and consumers during site planning.

6.1.3 Business Commercial

A large portion of the plan area has been designated Business Commercial. These lands are located in the northeast section of the ASP. Access to the Business Commercial area will be via the internal collector road which connects to C.W. Gaetz Road and Rollyview Road.

The intent of the business commercial area is to provide business and employment opportunities for the City of Leduc. This development is envisioned to include a range of office, service industrial, light manufacturing and warehousing types of uses.

Environmentally sustainable and efficient technologies shall be considered at time of detailed design and development permit.

With advancements in technology, the evolution of business and light industrial uses is such, that potential noise and pollution are limited, making them compatible with nearby residential uses. Operations are largely maintained indoors and Business uses are subject to landscape standards and setbacks that provide aesthetically pleasing developments. The roadways servicing the business area do not cross into residential areas, keeping business traffic off of residential streets.

Objectives:

- To create a mixture of new Business Commercial opportunities for the City of Leduc.
- To integrate Business Commercial uses with surrounding development.
- To utilize lands subject to NEF contour restrictions.

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Policies:

- 6.1.3.1 The Business Commercial area shall be located in the northeast section of the plan area as shown in Figure 4 Land Use Concept.
- 6.1.3.2 Ensure that industrial uses planned for the ASP are compatible with neighbouring residential development.
- 6.1.3.3 Provide for a range of light industrial and industrial business opportunities within the plan area in response to regional market trends and the long term economic development needs of the City.

6.1.4 Transition Business Commercial

The boundary between Residential uses and employment areas require special attention to regulate negative impacts. The Land Use Concept features a linear park that acts as physical separation of the two uses. The linear park is a minimum 20 m wide and will contain a multiway trail. Design elements such as landscaping, fencing, and site design can further enhance the buffer area.

In addition to the linear park, a portion of the plan area has been designated Transition Business Commercial. These lands are located north of the Low Density Residential area.

Uses in Transition Business Commercial area will allow for some outdoor as well as indoor activities and storage, as long as the outdoor activities do not create any nuisance factors such as excessive noise or light beyond the site. Outdoor storage is allowed, but shall be appropriately screened through landscaping or fencing to limit views from residential and open space areas. Transition Business Commercial provides a buffer between Residential uses and more intense Light Industrial uses.

Objectives:

- To provide a transition from Residential uses to non-residential uses.
- To utilize lands subject to NEF contour restrictions.

Policies:

- 6.1.4.1 The Transition Business Commercial area shall be located between Residential and Business Commercial uses as shown in Figure 4 Land Use Concept.
- 6.1.4.2 Ensure that any outdoor yards or storage include visual screening from residential areas through landscaping and/or fencing.
- 6.1.4.3 Restrict light industrial uses adjacent to residential areas.

6.1.5 Parks, Multiways, and Open Space

As per the Municipal Development Plan, 10% of developable area must be dedicated as Municipal Reserve (MR) in the form of land or cash-in-lieu. The MR within this ASP includes a land dedication totaling 10% of GDA.

The park sites will be developed as public amenity space, which provides residents with the opportunity for recreation activities. MR sites and greenways will be located between the residential and commercial/business land uses providing a buffer between these uses. The park sites and greenways shall form a contiguous system of open spaces including the SWMFs to provide dispersed recreation opportunities and connections throughout the ASP. Another SWMF is located within the commercial area to provide stormwater retention and to provide

aesthetic and open space amenity for the area. Additional features to reduce effects of business uses on residential lots are berms, fences, landscaping, site design and building orientation.

The Eaton and Emery ASP has been designed to provide connections between open space, adjacent communities, and neighbourhood focal points. As shown in **Figure 5 – Parks and Open Space**, a multiway trail will run through the SWMF and open space to connect commercial uses with the residential area.

The Keyera Energy pipeline ROW, which runs diagonally across the ASP area, will be designated as municipal reserve. A multiway trail is planned through this ROW to connect business commercial uses with the rest of the plan area. The extent of landscaping within the right of way area will be determined by the owner of the easement to ensure that their rights are not infringed.

In the southeast portion of the plan area there is an existing tree stand, which is proposed to be designated as MR in order to provide a natural amenity for residents of Emery and business staff and customers in Eaton. This park site is connected to the existing park in Robinson Neighbourhood to the south providing a consolidated recreation space and pedestrian connection for residents of both neighbourhoods. The natural open space provides a complimentary pairing with the programmed park site in Robinson.

Objectives:

- Provide passive recreation opportunities through a connected system of public open spaces.
- Provide connectivity within the plan area to adjacent communities, the regional trail system, and parks.
- Use open space as a buffer between residential and business uses.

Policies:

- 6.1.5.1 Open space shall be located and designed to provide a buffer between residential and non-residential land uses.
- 6.1.5.2 Incorporate multiway trails to provide connections to neighbourhood focal points and regional amenities including Telford Lake and the Leduc Recreation Centre.
- 6.1.5.3 The Keyera Energy pipeline ROW shall be municipal reserve.
- 6.1.5.4 SWMFs shall be landscaped and designed as open space amenities.
- 6.1.5.5 Use MR dedication to provide opportunities to retain natural tree stands.





EATON AND EMERY

Area Structure Plan

FIGURE 5 PARKS, OPEN SPACE, AND CONNECTIVITY

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6.2 Transportation

The transportation system within the Eaton and Emery ASP will use a hierarchy of roadways including local and collector roads based on anticipated traffic volumes determined in the Transportation Review submitted under separate cover. According to the Municipal Development Plan, C.W. Gaetz Road is classified as a collector road and Rollyview Road is classified as a secondary highway.

A future road widening is required along Rollyview Road, the cross section of which will be required to accommodate an ultimate 4-lane divided arterial roadway.

The proposed residential roadways within Emery are designated local roads and connect with collector road C.W. Gaetz Road to the west. Roth Street was constructed as a collector road within the Robinson neighbourhood to the south in anticipation of future development. At the time of development of Robinson, the future plan and road network within Emery had not been determined, so a Collector Road was built as the safe option. The transportation study prepared by IBI Group for Eaton and Emery ASP shows that traffic generation does not warrant a collector road standard, therefore Roth Street will taper to a local road right-of-way. The transportation network for Eaton and Emery is illustrated in **Figure 6 – Transportation**Network. All roadways will be developed to an urban standard. A full Traffic Impact Assessment must be completed prior to the first subdivision/development of the plan areas, the results of this may affect the overall design of the plan.

The residential roadways of Emery are separated from the commercial/business commercial roads in Eaton. This reduces the amount of commercial traffic on residential roads to prevent conflicts. A connection from the commercial/business commercial area to the property to the east will be provided in anticipation of future development. In addition to the roadways and standard sidewalks, the plan includes a comprehensive multiway system to provide convenient connections for active transportation within the neighbourhood and to adjacent communities.

The multiway is located within designated MR, SWMFs, and the existing pipeline ROW, creating good connectivity throughout the plan area and to the regional trail network.

A Traffic Impact Assessment (TIA) has not yet been completed for the plan area. A TIA for the full Eaton and Emery ASP area must be completed prior to the first subdivision/development of the lands and the results may affect the overall design of the plan.

Transportation within Eaton and Emery ASP will be guided by the following objectives and policies.

Objectives:

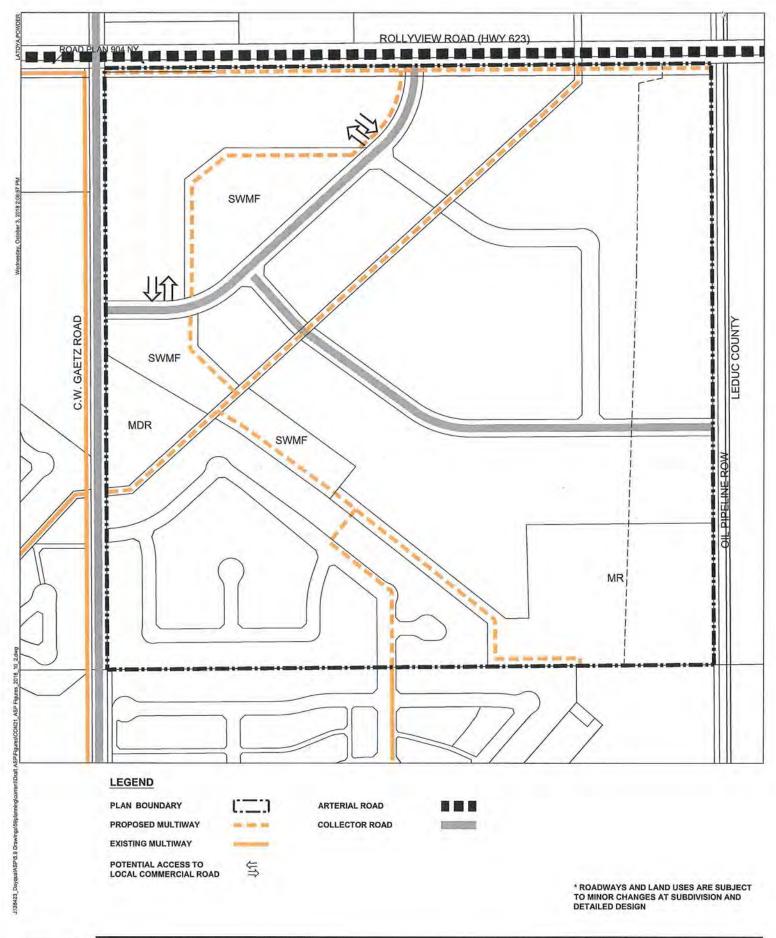
- To provide opportunity for multiple modes of active and passive circulation.
- To provide multiple convenient access points to the surrounding roadways.
- To provide an efficient roadway system with a hierarchy of roadway classes based on anticipated need.
- To provide pedestrian connections to the regional trail network.

Policies:

6.2.1 A multiway trail system shall be integrated with roadways and sidewalks to provide a comprehensive transportation system accommodating multiple modes of travel.

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- 6.2.2 The pedestrian trails should connect to the regional trail system that connect to the Leduc Recreation Centre and Telford Lake.
- 6.2.3 Separate roadways and access points shall be provided for residential and industrial uses.
- 6.2.4 Road standards and cross-sections shall be developed to an urban standard where necessary in accordance with engineering design standards.
- 6.2.5 Changes to the internal road network shall not require an amendment to the ASP.





Area Structure Plan

FIGURE 6 | TRANSPORTATION NETWORK

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6.3 Servicing

6.3.1 Water Distribution

Figure 7 – Water Servicing illustrates the existing 350 mm watermain at the quarter section line between Eaton and Emery and Robinson along with an existing 250 mm waterline on the west side of C.W. Gaetz Road approximately 230 m north of the Eaton and Emery/Robinson quarter line.

The City of Leduc provided information that an existing 350 mm watermain is located on the north side of Rollyview Road approximately 250 m west of the Rollyview Road and C.W. Gaetz Road intersection. Extension of the 350 mm watermain along Rollyview Road to the east quarter section boundary is required to service future developments to the east.

According to the City of Leduc Water Master Plan dated December 2014, a 400 mm watermain is required throughout Eaton and Emery. It should be noted that the City of Leduc Water Master Plan does not loop the Eaton and Emery watermain into the existing 250 mm watermain within Meadowview.

It should also be noted that the Water Master Plan does not take into account individual zoning into account. (i.e. Eaton and Emery's residential component). It would be prudent that further water network analysis be investigated to see if the 400 mm watermain is required throughout the quarter section. Alternative pipe sizing may be considered if deemed appropriate by Hydraulic Network Analysis and approved by the City of Leduc.

6.3.2 Sanitary Utilities

Figure 8 – Sanitary Services shows a 375 mm sanitary line exists on the west side of C.W. Gaetz Road approximately 230 m north of the Eaton and Emery and Robinson common quarter line.

Sanitary servicing from Meadowview will be allowed for the Emery residential lands only. Sanitary for the Commercial area of the ASP is to be directed to the northeast corner of the ASP area, ultimately to connect into the East Telford Lake system in a future oversized pipe that can accommodate this development (MH#6). The Eaton Business Park will be serviced by gravity into the East Telford Lake system.

Preliminary elevations indicate that the invert will be 726.77 or shallower to achieve gravity servicing into the East Telford Lake system. This elevation will be further refined as part of the outline plans to be completed in the areas within the East Telford lake ASP area to the north.

A report by XCG Consultants dated January 15, 2015 titled "Dayqual Lands Wastewater Servicing Assessment" explored if there was sufficient capacity in the existing 375 mm sanitary line. It should be noted that although there may be enough capacity in the existing 375 mm pipe, there is an elevation constraint as to what lands can be serviced via gravity.

Two existing dwellings are currently using septic for sanitary waste at time of writing of this report. Once urban services are installed in this area, this property will have an opportunity to connect with sewage and water systems.

6.3.3 Stormwater Management Facility (SWMF)

Figure 9 – Stormwater Management illustrates the proposed sites for two SWMFs. One outlet to the south will be built with the residential area and one outlet to the north will be built with the commercial area.

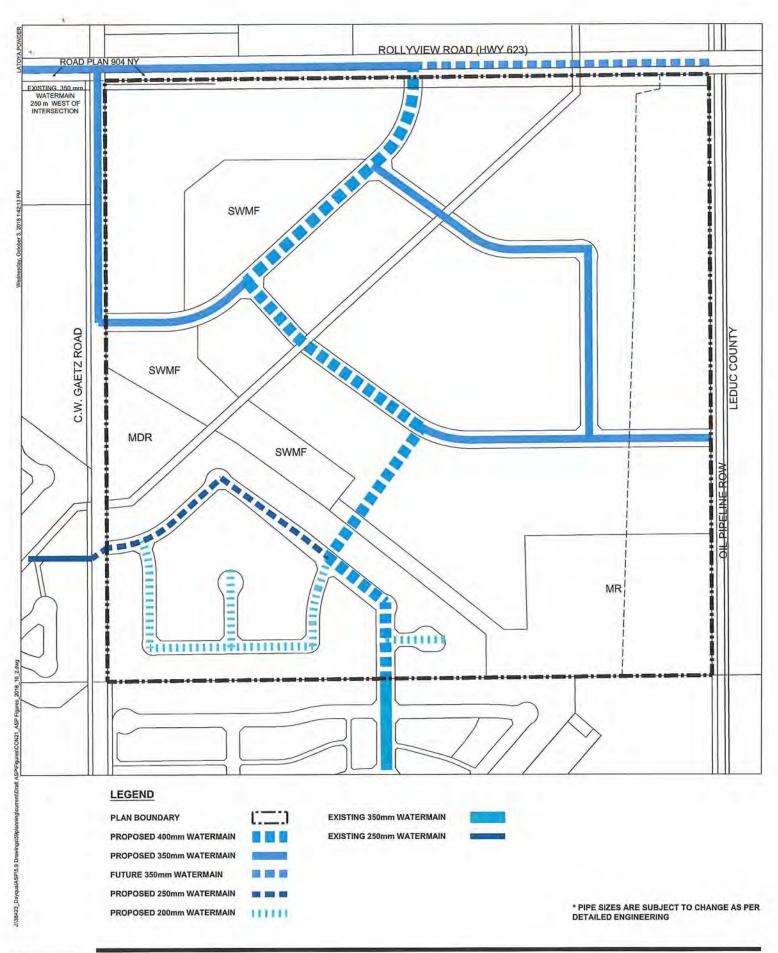
An existing storm line within C.W. Gaetz Road will accept discharge from the two SWMFs which ultimately directs the storm runoff north to Telford Lake.

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Minor storm events will be directed by storm pipes to the SWMFs for the purpose of storm retention.

Landscaped SWMFs provide opportunities to create wildlife habitat, add visual amenity and provide for a variety of passive recreational opportunities in the neighbourhood.

The storm drainage in the southern half of Rollyview Road should be included within the storm catchment at the detailed engineer design for the storm water management facility.



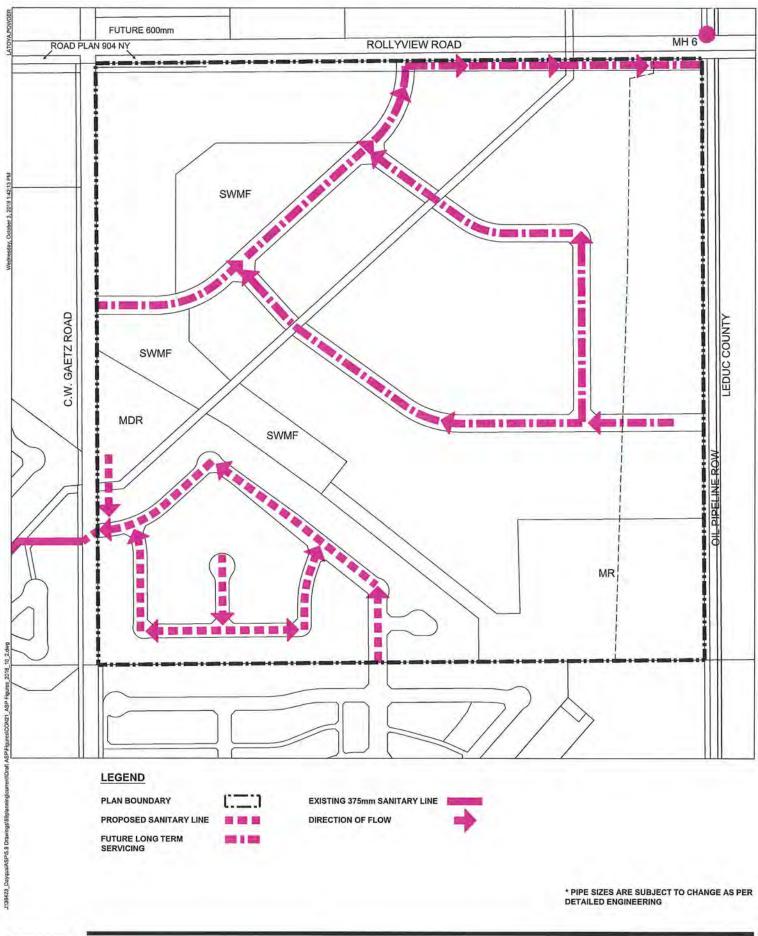


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FIGURE 7 | WATER SERVICING

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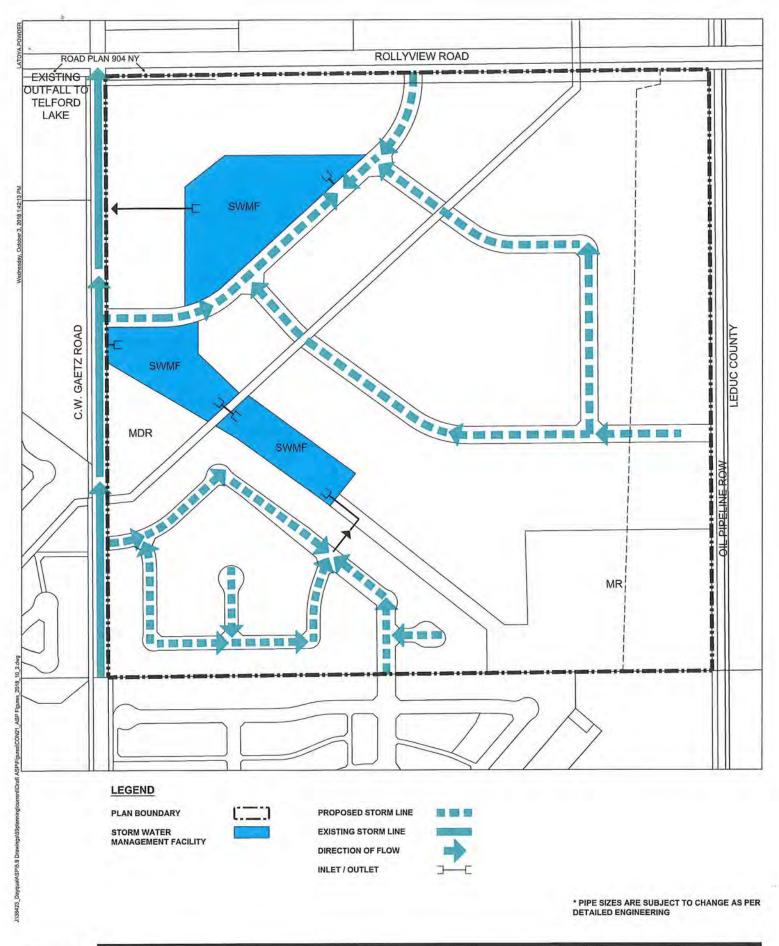




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FIGURE 8 SANITARY UTILITIES DATE: October 2018 DESIGNED BY: MM DRAWN BY: CHECKED BY: CCB SCALE: NTS JOB NUMBER: 38423







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FIGURE 9 | STORM WATER MANAGEMENT

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6.3.4 Shallow Utilities

Shallow utilities including electricity, 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, where necessary, through easements on private lands.

Electricity

Electric power is supplied in the area by Fortis Alberta. According to Fortis, adequate service is available in the area to supply the proposed ASP area.

Gas

AltaGas Ltd. is the local gas utility provider. According to AltaGas, adequate service is available in the area to supply the proposed ASP area.

Telephone and Cable

Telephone and cable can be provided to all lots in the area via extension of services from adjacent lands.

Objectives:

- To provide reliable municipal shallow utilities servicing to all users within the plan area.
- To provide opportunities for alternative energy options within the plan area.

Policies:

6.3.4.1 All shallow utility infrastructure required to provide service to development shall be located underground.

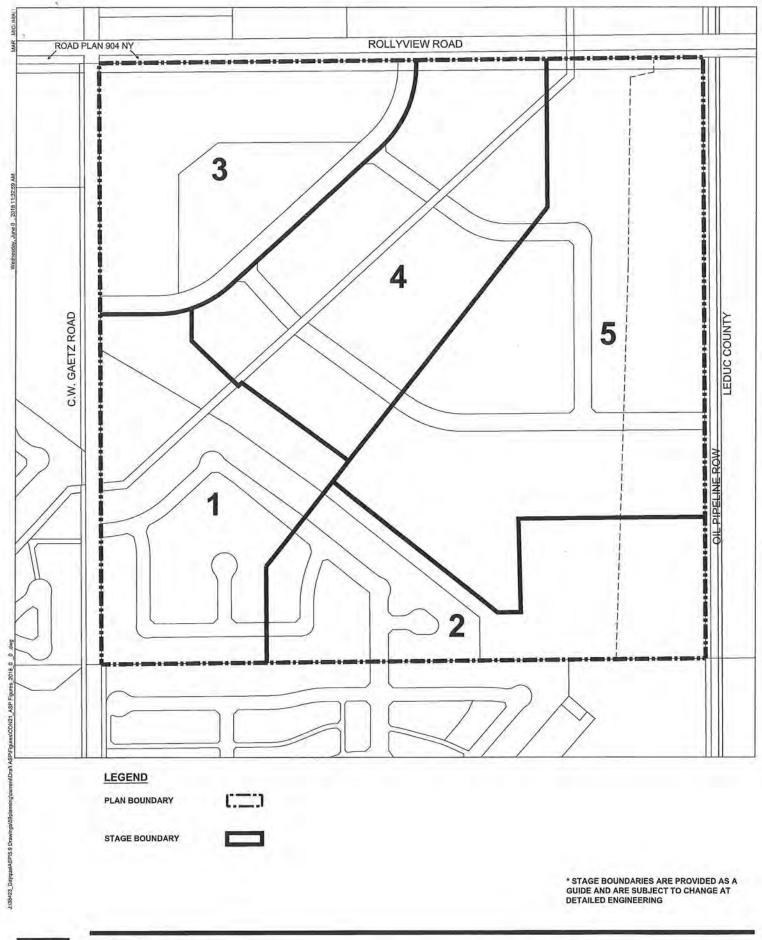
A Neighbourhood Design Brief/Servicing Study has not yet been completed for the plan area. A Servicing Study/ Neighbourhood Design brief will be required prior to the first subdivision/ development of the lands and that the results of hit may affect the overall servicing plan of the plan. The sanitary concepts will need to be refined during this analysis to ensure that the servicing plan is appropriate.

6.4 Implementation

6.4.1 Development Staging

The proposed general development staging for this ASP is illustrated in **Figure 10** – **Development Staging Plan**. Stage boundaries are subject to change depending on infrastructure requirements at detailed design and market demands. Contiguous and efficient subdivision development is proposed through this Staging plan.

It is anticipated that residential development will begin from C.W. Gaetz Road and continue east. Commercial development will begin in the northwest and continue to east.



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Area Structure Plan

FIGURE 10 DEVELOPMENT STAGING PLAN

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Appendix A – Policy Review

Edmonton Metropolitan Region Growth Plan
Intermunicipal Development Plan
City of Leduc Municipal Development Plan
City of Leduc Neighbourhood Design Guidelines
City of Leduc Park, Open Space, & Trails Master Plan

Edmonton Metropolitan Region Growth Plan

The Eaton and Emery ASP conforms to the following policies:

EMRGP POLICY	ASP COMPLIANCE
Economic Competitiveness & Employme Promote global economic competitiveness	
1.1 Promote global economic competitivene economy	ess and diversification of the regional
1.1.1 Global economic competitiveness and diversification in the Region will be promoted by: h. attracting and retaining investment, businesses and workers by sustaining the high quality of life within the Region;	This ASP will provide a high quality of life for future residents by creating a complete neighbourhood with a mix of uses and transportation options.
1.2 Promote job growth and the competitive	eness of the Region's employment base
1.2.1 An adequate supply of lands shall be identified and protected by member municipalities to accommodate the employment projections in Schedule 1 and provide a variety of employment types and support economic diversification.	This ASP will provide variety of employment land uses within a Planned Employment Area. These land uses will contribute to the employment projections
1.2.2 Employment growth will be accommodated in: b. planned employment areas and smaller-scale local employment areas indicated on Schedule 3B;	This ASP will provide variety of employment land uses within a Planned Employment Area.
c. within urban communities and within centres in a compact form;	This ASP will provide variety of employment land uses within an Urban Community.
1.4 Promote the livability and prosperity of changing population and workforce	the Region and plan for the needs of a
1.4.1 To improve housing diversity in the Region, market affordable and non-market housing will be planned and developed within close commuting distance to major employment areas and within centres, appropriate to the level of service and amenities identified in Table 1A-C.	This ASP will provide a variety of housing types within the Metropolitan Area, which is within a close commuting distance to major employment.

EMRGP POLICY	ASP COMPLIANCE
1.4.3 To attract and retain a diverse range of workers, complete communities will be planned and developed appropriate to the scale and level of service identified in Table 1A-C and in accordance with the policies in the Communities and Housing policy area.	This ASP will create a complete community appropriate with the scale and level of service for the Metropolitan Area.
2. Natural Living Systems Protect natural living systems and environr	mental assets.
2.3 Plan development to promote clean air, impacts	land and water and address climate change
2.3.1 The planning, design and construction of new development and infrastructure in greenfield areas and built-up urban areas will incorporate low-impact development and green building practices.	This ASP will create a complete community with a combination of residential and employment uses. This will promote alternative forms of transportation and reduce the impact of development.
3. Communities and Housing	
Recognize and celebrate the diversity of co of life across the Region.	mmunities and promote an excellent quality
3.1 Plan and develop complete communitie people's daily needs for living at all ages	s within each policy tier to accommodate
3.1.1 Built-up urban areas and greenfield areas will be planned and developed as complete communities generally in accordance with Table 1A-C.	This ASP will create a complete community in general accordance with the characteristics outlined for the Metropolitan Area.
3.1.4 In the metropolitan area, greenfield areas will be planned and developed as complete communities that: a. are compact, contiguous, and incorporate a mix of uses;	This ASP is contiguous with surrounding development and it will contain a mix of residential and employment uses.
b. are accessible and age-friendly;	This ASP features a multiway integrated into its design as shown in Figure 5 – Parks, Open Space, and Connectivity. The multiway provides connections between various land uses without the need of an automobile.
c. provide a diversity of housing options in terms of density and built form;	This ASP will provide a variety of housing types from single and semi-detached houses to townhouses and medium density buildings.
d. achieve the minimum greenfield density, in accordance with Schedule 6;	This ASP will have a density of 35.8 upnrha, which above is the minimum density target of 35 upnrha required in the City of Leduc.

EMRGP POLICY	ASP COMPLIANCE
incorporate an interconnected street network and urban form to support active transportation;	The ASP will incorporate an interconnected street network as shown in Figure 4 – Land Use Concept.
f. integrate local services, amenities, institutional and commercial uses with residential development, within buildings and/or within a five-minute walk (400 metres);	This ASP will incorporate commercial uses as shown in Figure 4 – Land Use Concept.
g. incorporate higher density uses along existing and planned transit corridors and at major transit stations; and	This ASP will incorporate higher density uses towards the periphery of the neighbourhood along higher order roads as shown in Figure 4 – Land Use Concept.
h. provide high quality parks, trails and open spaces.	This ASP provides a network of parks and open spaces connected by trails as shown in Figure 5 – Parks, Open Space, and Connectivity.
3.1.5 Built-up urban areas and greenfield areas will be planned and developed to provide municipal public services and open spaces to support population growth.	This ASP is planned to provide open spaces as shown in Figure 5 – Parks, Open Space, and Connectivity.
3.2 Plan for and promote a range of housing	g options
3.2.1 Housing will be planned and developed to address the changing demographics in the Region by including housing that offers a diversity of types, forms and levels of affordability to support a variety of lifestyle options, income levels and to meet the needs of all residents.	This ASP will provide a variety of housing types from single and semi-detached houses to townhouses and medium density buildings.
4. Integration of Land Use and Infrastructur Achieve compact growth that optimizes infr	
4.1 Establish a compact and contiguous de employment and population growth	
4.1.1 Employment and population growth will be planned and phased in a responsible manner and a contiguous pattern to accommodate the projections in Schedule 1 and in accordance with the Edmonton Metropolitan Regional Structure depicted in Schedule 2.	This ASP will provide residential and employment land uses to accommodate the population and employment projections and in accordance with the Metropolitan Regional Structure.
4.1.2 Employment and population growth will be accommodated in a compact form and a contiguous pattern within existing urban communities.	This ASP is contiguous with existing urban development.

EMRGP POLICY	ASP COMPLIANCE
4.1.4 Non-residential uses including commercial, retail, and institutional uses in built-up urban areas and greenfield areas will be planned and developed in a compact form to reduce auto dependency, enhance connectivity and create vibrant mixed use areas with on-site or adjacent residential uses to meet the needs of the local community.	The non-residential uses within this ASP are adjacent to residential uses which will create opportunities for reduced auto dependency.
4.3 Plan and develop greenfield areas in an complete communities	orderly and phased manner to contribute to
4.3.1 Greenfield areas shall be part of a new statutory plan and planned, developed and phased in a contiguous pattern to: a. achieve the minimum greenfield density as identified in Schedule 6;	This ASP will have a density of 35.8 upnrha, which above is the minimum density target of 35 upnrha required in the City of Leduc.
b. provide a mix of land uses in a compact form, including a mix of residential and employment uses to support the creation of complete communities;	This ASP will include a mix of residential and employment land uses to support the creation of complete communities.
c. incorporate innovative and sustainable development standards to achieve compact development;	This ASP encourages a variety of housing types and a mix of residential and employment land uses to achieve compact development.
d. incorporate an interconnected street network and open space network to support active transportation and transit viability, where applicable; and	This ASP provides an interconnected street, multiway, and open space network. This network supports active transportation.
e. provide for a mix of housing forms and housing options that are attainable in areas close to existing and planned major and local employment areas and multi-modal transportation access.	This ASP provides a variety of housing types with higher densities planned near local employment areas.
4.3.2 Greenfield areas will only be considered for development in locations that meet all of the following criteria:	This ASP is located within the City of Leduc.
a. are part of an existing urban community;	=10 C48 V V V V V V V V V V V V V V V V V V V
b. are contiguous to planned areas approved through a statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure;	This ASP is contiguous to planned areas and adjacent to existing infrastructure.

EMRGP POLICY	ASP COMPLIANCE
c. have long term municipal storm, water and wastewater servicing capacity to accommodate the planned development;	This ASP has long term municipal storm, water, and wastewater servicing capacity as shown in Figures 7, 8, and 9.
4.3.3 Phasing strategies will be used to stage the development and build-out of greenfield areas to: a. ensure that existing agricultural activities on prime agricultural lands remain in operation for as long as possible; and	This ASP generally phases development from the southwest to northeast as shown in Figure 10 – Development Staging Plan. This will provide contiguous development and align growth with infrastructure.
b. align growth with existing and planned regional infrastructure.	
4.7 Ensure compatible land use patterns to	minimize risks to public safety and health
4.7.1 Safety and risk management shall be required for existing and future sites for airports, petrochemical clusters and previously planned locations for heavy industrial uses, refineries and ancillary facilities in the Region. Safety and risk management buffers are indicated on Schedule 9. Member municipalities shall: a. ensure that a risk management assessment is completed and implemented	A Risk Assessment evaluating the Keyera Energy Ltd. Highly Volatile Product pipeline corridor was submitted as a background report to support this ASP. This Risk Assessment was completed using standards set by the Major Industrial Accident Council of Canada. The results of this Risk Assessment were implemented into the Land Use concept as shown in Figure 4 – Land Use Concept.
in accordance with accepted leading practices, such as the standards established by the Major Industrial Accidents Council of Canada; and	
4.7.2 A transition of land uses will be required within the regional buffer areas to prevent or mitigate the adverse effects from odour, noise and other contaminants and minimize risk to public health and safety as identified on Schedule 9. This includes but is not limited to: the Edmonton International Airport and other regional airports; CFB Edmonton; the Transportation Utility Corridor (TUC); resource extraction areas; Alberta's Industrial Heartland; coal power generation plants; and any future multi-use corridors. Transitional land uses may include passive open space, berms, light and medium industrial land uses, business and commercial land uses, and agricultural uses.	This ASP complies with the AVPA. A portion of this ASP is located within the NEF 30 contour line. The AVPA prohibits residential land uses within an NEF 30 contour line or greater. Commercial and employment land uses are planned within the NEF 30 line as shown in Figure 4 – Land Use Concept.

EMRGP POLICY	ASP COMPLIANCE
5. Transportation Systems Ensure effective regional mobility.	
5.2 Encourage a mode shift to transit, high transportation modes as viable and attracti appropriate to the scale of the community	occupancy vehicles and active ive alternatives to private automobile travel,
5.2.3 Active transportation networks and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within greenfield areas and built-up urban areas, and provide nonmotorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.	This ASP integrates a variety of residential and non-residential land uses with an open space and multiway network, as shown in Figure 5 – Parks, Open Space, and Connectivity, to provide safe and reliable travel for pedestrians and cyclists.
5.3 Coordinate and integrate land use and t support the efficient and safe movement of and rural areas	
5.3.1 The locations, types, scale and built form of residential, commercial, institutional and industrial uses will be planned and developed to optimize the use of transportation infrastructure to ensure efficient, convenient and safe movement of people and goods.	This ASP plans the type, scale, and built form of residential and commercial uses to optimize transportation infrastructure. With the highest density uses supported by higher order infrastructure.
5.3.2 The locations, types, scale and built form of development, including related parking regulations, will be actively managed with transit service, routing and alignment planning to foster a modal shift towards transit and active transportation modes.	This ASP plans for a multiway network, as shown in Figure 5 – Parks, Open Space, and Connectivity, to provide safe and reliable travel for pedestrians and cyclists and encourage active transportation modes.
5.4 Support the Edmonton International Air gateway to the world	port as northern Alberta's primary air
5.4.2 Regional and municipal land use plans shall comply with Airport Vicinity Protection Area Regulation (AVPA).	This ASP complies with the AVPA. A portion of this ASP is located within the NEF 30 contour line. The AVPA prohibits residential land uses within an NEF 30 contour line or greater. Commercial and employment land uses are planned within the NEF 30 line as shown in Figure 4 – Land Use Concept.

6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a

Ensure the wise management of prime agricultural resources.

secure local food source for future generations

EMRGP POLICY	ASP COMPLIANCE
6.1.3 In the metropolitan area, prime agricultural lands identified through the land evaluation and site assessment tool shall be conserved for agricultural purposes for as long as possible, recognizing that these lands will urbanize over time to accommodate growth.	This ASP generally phases development from the southwest to northeast as shown in Figure 10 – Development Staging Plan. This will provide contiguous development, which will reduce the fragmentation of land for agricultural use. The allows for the retention of lands for agricultural uses until needed for development.
6.2 Minimize the fragmentation and convers agricultural uses	sion of prime agricultural lands for non-
6.2.1 The fragmentation and conversion of prime agricultural lands shall be minimized when planning alignments for and developing multi-use corridors. Where no reasonable alternative can be demonstrated, mitigation measures to protect prime agricultural lands and existing agricultural operations on adjacent and surrounding lands will be adopted and implemented to minimize and mitigate the potential for land use conflicts.	This ASP generally phases development from the southwest to northeast as shown in Figure 10 – Development Staging Plan. This will provide contiguous development to avoid the fragmentation of prime agricultural lands.
6.2.4 In the metropolitan area, the fragmentation and conversion of prime agricultural lands for non-agricultural uses will only be considered when the proposed development meets all of the following criteria: a. the lands are contiguous with built-up urban areas and/or planned areas;	This ASP is contiguous with built-up urban areas.
b. the lands are required to accommodate municipal employment and population projections in accordance with Schedule 1;	This ASP will contribute to the population and employment projections for the City of Leduc.
c. if residential uses are proposed, the lands are within a proposed statutory plan in conformance with the applicable minimum greenfield density identified in Schedule 6;	This ASP will have a density of 35.8 upnrha, which above is the minimum density target of 35 upnrha required in the City of Leduc.

Intermunicipal Development Plan

The Eaton and Emery ASP conforms to the following policies:

IDP POLICY	ASP COMPLIANCE
Smart Growth	
1.3.1 Support responsible development and preservation of agricultural land. Preserve open space, agricultural land, natural beauty and critical environmental areas.	The Eaton and Emery ASP contains some current agricultural lands; however, the IDP identifies important agricultural lands outside of the Eaton and Emery ASP that should be preserved as such.
Growth Staging	
3.2.3	The Eaton and Emery ASP is located outside of those agricultural lands indicated in the
Protection of natural areas and agriculture by directing growth away from better agricultural lands and creeks that are located to the west of the Edmonton International Airport	IDP.
Residential	
4.2.2.1	The residential development in this ASP is
Residential development in the IDP area should generally conform to the areas identified for residential or mixed-use development as shown on Figure 10 – Intermunicipal Development Plan Policy Areas and as addressed in the policies for Areas A, B, C, and D in Section 5.0 of this IDP.	located within Area C – Transitional Residential Mixed Use according to Figure 10 of the IDP and conforms with the policies for Area C.
4.2.2.3	Housing density projections for this ASP total
All residential development and subdivision within new Area Structure Plans in the IDP area shall achieve a target of 25-30 units per net residential hectare.	35.8 units per net residential hectare (upnrha).
4.2.2.5	This ASP includes a variety of residential
The minimum residential densities required in this IDP should be achieved through a variety of housing types including single-detached, semi-detached, townhouse, and apartment dwellings.	densities including low and medium density. This ASP also promotes a variety of housing types within the low density residential land uses based on market conditions at time of subdivision.
4.2.2.6	This ASP promotes reduced vehicle
New residential communities/neighbourhoods within the IDP area should incorporate design that: • reduces vehicle dependency	dependency by providing an integrated multiway system and a mix of land uses. The multiway provides pedestrian connections and links to open spaces and public transit.

IDP POLICY

ASP COMPLIANCE

- · includes a variety of housing choices
- · exceeds minimum residential densities
- comprises mixed uses and activities in neighborhood nodes
- supports pedestrian and public transit connections and
- provides access to open space and recreational areas and facilities.

Through the ASP and subdivision processes, both municipalities will ensure residential neighbourhoods and communities are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

- The design of the neighbourhood or community wherever possible should maintain and protect stands of trees, watercourses, wetlands, ravines and other natural features. In the more rural areas, a conservation (cluster) subdivision design form should be encouraged.
- Provide a wide range of housing forms and tenure.
- Try to exceed minimum residential densities specified in the IDP.
- The design of the neighbourhoods and communities should avoid dwellings fronting onto highways or arterial roadways.
- The design needs to provide for adequate parks and open space to serve the neighbourhood and community, preferably in the form of a large centralized or linear park area which is more usable and easier to maintain.
- Wherever possible, provisions need to be made in the design of the neighbourhood and community to encourage alternative sustainable transportation such as walking, cycling and public transit to reduce vehicle dependence.

The limited residential area of this ASP allows for a variety of housing types and at low and medium densities. The provision of a multifamily site raises the residential density beyond the minimum set by the CRB.

This ASP includes a mix of residential and non-residential uses in separate nodes with medium density residential located near commercial as a complimentary use.

This ASP promotes use of different housing forms, achieving higher than minimum densities. Residential development is not located adjacent to arterial roads or highways.

This ASP designates 10% of GDA as MR. The MR is strategically located to provide opportunities to retain the existing natural tree stand, and centrally to create a buffer and multiway between residential and non-residential uses.

Industrial

4.3.2.5

Industrial development in the IDP area should generally conform to the areas identified for industrial development as shown on Figure 10 – Intermunicipal Development Plan Policy The Business Commercial land use in this ASP is located within Area G – Southeast Business Industrial according to Figure 10 and conforms with the policies of Area G.

IDP POLICY	ASP COMPLIANCE
Areas and as addressed in the policies for Areas E, F, and G in Section 5.0 of this IDP.	
4.3.2.6 With the exception of Area F "Nisku – Leduc Business Industrial" shown on Figure 11 – Intermunicipal Development Plan Policy Areas and addressed in the policies for Area F in Section 5.0 of this IDP, new industrial development and subdivision within the IDP area shall be based upon the prior approval of Area Structure Plans in accordance with Section 633 of the Alberta Municipal Government Act.	Future industrial development of these lands shall be guided by the Eaton and Emery ASP
4.3.2.7 Heavy industrial uses, which are capable of having a detrimental effect on humans or the environment through the discharge or emission of toxic, noxious, or hazardous substances, will not be permitted in the IDP area.	This ASP does not propose any heavy industrial uses within the business commercial area or any other area within the ASP. The business commercial use provides employment opportunities without a detrimental effect on humans or the environment.
4.3.2.8 All industrial development and subdivision within the IDP area shall achieve development standards that meet or exceed the development standards of existing adjacent industrial uses.	This ASP supports industrial subdivision and development at standards that meet or exceed the standards of existing adjacent industrial uses.
Where new industrial development and subdivision within the IDP area is proposed adjacent to or within view of existing or future non-industrial land uses, such proposed industrial development and subdivision shall: achieve development standards that meet or exceed the development standards of those neighbouring non-industrial uses be subject to mitigation measures, design elements, development standards, landscaping requirements, visual screening, odour and pollution controls, traffic calming and management systems, noise abatement, and operational procedures that will mitigate any negative impacts on existing or future non-industrial land uses adjacent to or within view of the proposed industrial development.	This ASP includes open space buffer area between residential and non-residential uses consisting of MR and SWMFs. These features will provide visual screening and noise abatement. Industrial development will meet or exceed the standards of existing adjacent industrial uses. Mitigation measures shall be reviewed and determined at subdivision stage of development.

IDP POLICY	ASP COMPLIANCE
4.3.2.11 Where possible and appropriate, new industrial development and subdivision within the IDP area shall be comprehensively designed to maximize efficiencies, to create attractive business environments, and to provide support services for the benefit of employees and business visitors.	This ASP supports this IDP policy. Subdivisions shall consider efficient lotting and infrastructure design.
4.3.2.12	This ASP reduces dependence on private automobile through the integration of a
New industrial development and subdivision within the IDP area should incorporate design that: • reduces employees' dependence on private automobile commuting to and from work	multiway network. The network connects the business commercial areas with adjacent commercial, open spaces, and residential land uses. Multiway network connections
• includes a variety of building types	also provide access opportunities to transit facilities.
 exceeds minimum standards for site planning, landscaping, and building materials 	The business commercial area shall allow for a variety of building types to be determined at
 comprises appropriate supporting commercial, institutional, and service uses in accessible activity nodes 	development permit.
supports pedestrian and public transit connections and	
 provides access to open space and recreational areas and facilities. 	
Commercial	
4.4.2.7	This ASP designates a commercial land use
New commercial development and subdivision within the IDP area shall be based upon the prior approval of Area Structure Plans in accordance with Section 633 of the Alberta Municipal Government Act.	at the intersection of two higher-order roads. This location provides the highest level of visibility and access.
4.4.2.9	The future development of these lands will
Where new commercial development and subdivision within the IDP area are proposed adjacent to or within view of existing or future commercial or residential land uses, such proposed commercial development and subdivision shall:	comply with City standards and landscape, design and engineering implemented through subdivision and development permit to act as a complimentary use in the area. A multiway network integrates and connects commercial land uses with other land uses
 achieve development standards that meet or exceed the development standards of those neighbouring commercial or residential uses 	within the neighbourhood.
 be subject to development standards, landscaping requirements, design elements, traffic calming and management systems, and operational procedures that will serve to 	

IDP POLICY	ASP COMPLIANCE
integrate the proposed commercial development with the neighbouring commercial or residential uses.	
A.4.2.11 New commercial development and subdivision within the IDP area shall be comprehensively designed to maximize efficiencies, to create attractive business and retail environments, and to provide support services for the benefit of customers, employees, tourists, and area residents.	This ASP includes a SWMF integrated with the commercial area, which will add visual amenity and open space creating an attractive retail environment. The neighbourhood multiway network connects the commercial area with the rest of the neighbourhood allowing area residents to benefit from convenient access to retail and services.
A.4.2.12 New commercial development and subdivision within the IDP area should incorporate design that: • reduces the dependence of customers, employees, tourists, and area residents on the private automobile for access to and from the commercial area • includes a variety of building types • exceeds minimum standards for site planning, landscaping, and building materials • comprises, where appropriate, a mix of commercial and residential uses in accessible activity nodes • supports pedestrian and public transit connections • provides access to open space and recreational areas and facilities.	This ASP provides an integrated multiway network that reduces dependence on private automobile access to and from the commercial area. This network provides access to residential, open space, and future transit connections. This ASP supports that standards of commercial subdivision and development should meet or exceed the standards of existing adjacent commercial uses. The adjacent SWMF provides an open space amenity for residents, workers and patrons.
4.4.2.13 Within those areas generally identified as "Transitional Residential Mixed Use" areas and "Town Centre" on Figure 11 — Intermunicipal Development Plan Policy Areas and addressed in the policies for Areas C and D in Section 5.0 of this IDP, appropriate mixed-use commercial and higher density residential development shall be comprehensively designed and developed to ensure integrated pedestrian-oriented communities that achieve: • overall reductions in dependence on the private automobile	This ASP provides an integrated multiway network. This network reduces dependence on private automobile access to and from the commercial area. The network provides convenient access for residents to commercial uses, open space, and future transit connections. The ASP supports development that exceeds minimum standards for landscaping, site planning and building materials. The location of commercial uses is prominent providing high visibility and excellent access for neighbouring communities.

IDP POLICY	ASP COMPLIANCE
reduced demand for new highway infrastructure	
 increased demand and efficiencies in the use of public transit and non-motorized transportation 	
variety in the built form of commercial and residential development	
 development that exceeds minimum standards for site planning, landscaping, and building materials 	
 generous pedestrian connections within communities and to public transit 	
 access to open space and recreational areas and facilities. 	
4.4.2.15 Municipal infrastructure and services shall be provided to all commercial development within new Area Structure Plans in the IDP area.	This ASP ensures that full urban services will be provided for commercial lands at subdivision.
Environment and Open Space	
4.6.2.5	This ASP includes a comprehensive multiway
Subject to joint intermunicipal planning, the conceptual networks, locations, and alignments of trails within the IDP area shall be included in future Area Structure Plans, and will be determined in more detail at the land use redesignation and subdivision stages of development.	network.
4.6.2.7	This ASP supports co-ordinated development
The development of trails, parks, and school sites shall be coordinated among the municipalities, the appropriate school boards, and any residents' associations.	of trails and parks through discussion with City Administration.
4.6.2.8	This ASP dedicates 10% of the gross
For all residential or commercial subdivisions, a minimum of 10% of the gross developable area of land to be subdivided shall be dedicated for the purposes of providing Municipal Reserve, School Reserve, or Municipal and School Reserve.	developable area of land as MR.
4.6.2.9	The landscape elements of these open
Landscaped elements of parks and open space systems may include buffers, berms, tree planting, or boulevards along major roadways.	spaces uses will be determined at later stages of subdivision development.

IDP POLICY	ASP COMPLIANCE
At the Area Structure Plan, land use redesignation, or subdivision stage, Environmental Impact Assessments addressing the natural areas onsite or Environmental Site Assessments addressing contamination on site, shall be prepared by qualified environmental consultants, to the satisfaction of the relevant municipal approving authority.	An Environmental Site Assessment prepared by Nichols Environmental was submitted to the City under separate cover and found no sources of contamination onsite.
4.6.2.12 Owners of lands with existing tree stands will be encouraged to retain them to the extent possible at the time of development.	The ASP designates a portion of the existing tree stand as MR.
Transportation	
4.7.2.10 At the Area Structure Plan stage, the City and County shall require the identification of pedestrian and bicycle trail networks in the IDP area.	The ASP identifies pedestrian and bicycle trail networks in Figure 6 – Transportation Network.
4.7.2.14 The City and County shall require that development and subdivision along major roadways within the IDP area: • obtain approvals, as required, from Alberta Transportation • coordinate the number of entry and exit points to major roadways • provide sufficiently wide rights-of-way or setbacks to accommodate berms, landscaping, trees, dividers, or similar noise attenuation and aesthetic features • be suitably set back in order not to interfere with the improvement or widening of roadways.	Two neighbourhood roadway accesses are from C.W. Gaetz Road and one access from Rollyview Road. Existing road right-of-ways are maintained in Figure 4 – Land Use Concept. Detailed access locations will be determined at subdivision.
Municipal Servicing	
4.8.2.3 The provision of municipal services into new development areas shall be based upon logical extensions of existing infrastructure and upon the cost implications of such extensions.	This ASP provides the logical extension of existing infrastructure as neighbourhoods to the west and south are under development.
4.8.2.4 Area Structure Plans shall include detailed servicing concept studies for the provision of	This ASP makes provision for water, sanitary sewer, and stormwater management based

IDP POLICY	ASP COMPLIANCE
water, sanitary sewer, stormwater management, and franchise utilities.	on accepted servicing studies. These services are illustrated in Figures 7, 8, and 9
4.8.2.5 All new multi-lot development within the IDP area shall be provided with full municipal services, including piped water, piped sewage, stormwater management, natural gas, and franchise utilities (electric power, cable, and telephone).	This ASP proposes that all municipal services will be provided. Further details for the provision of services will be defined in subsequent stages of development.
4.8.2.6 All landowners, developers, or development proponents shall be responsible for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, and franchise utilities (e.g. gas, power, cable, telephone) to a new development area or site.	This ASP makes provision for water, sanitary sewer, and stormwater management. These services are illustrated in Figures 7 , 8 , and 9 Development costs are managed through the Development Agreement at time of subdivision.
4.8.2.12 The relevant municipal approving authority shall require, as a condition of subdivision approval, the preparation and submission of stormwater management plans prepared by a qualified professional engineer registered in the province of Alberta, which shall demonstrate how the use of stormwater best	This ASP makes provision for stormwater management as illustrated in Figure 9 – Storm Water Management. Detailed des shall be approved through the subdivision process.
management practices will reduce post development run-off rates to predevelopment levels.	
All required stormwater management plans shall include measures to control the rate and quality of stormwater discharge into significant water bodies, such as the major creeks within the IDP area and Saunders Lake, through the use of stormwater management facilities, avoiding areas of steep and unstable slopes for discharge points, and if feasible, through water quality monitoring.	This ASP makes provision for stormwater management as illustrated in Figure 9 – Storm Water Management. Further details for the provision of stormwater management will be defined at the detailed design stage.
Airport Vicinity Protection Area	
4.9.2.1 When making decisions on Area Structure Plans, Area Redevelopment Plans, land use redesignations, subdivisions, and development permits, the relevant municipal approving authorities shall comply with the	This ASP respects the NEF 30 Contour Line and does not place any sensitive land uses, such as residential, within the NEF 30 area.

IDP POLICY	ASP COMPLIANCE
requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations.	
Area C - Transitional Residential Mixed Use	
5.3.1 Land use within the Transitional Residential Mixed Use Policy Area C shall include a mix of higher density residential and commercial development, with integrated supporting uses of the appropriate scale and location necessary to create complete and vibrant urban communities. Such supporting uses shall include adequate open space and may also include:	This ASP includes a commercial area within the Transitional Residential Mixed Use Policy Area C. This commercial area is adjacent to a medium density residential development and residential area and connected by a multiway. SWMFs provide multiway connections, visual
local, neighbourhood, or regional commercial and retail development	and open space amenity and buffers between uses.
 community and institutional development of a local or regional scale, including recreation facilities schools and institutions of higher learning medical and personal service business development. 	No schools have been identified as part of this ASP. Specific commercial uses shall be determined through redistricting and development permit.
Area G – Southeast Business Industrial	
The general purpose and intent of the Southeast Business Industrial Policy Area G is to provide for commercial, office, business, and light industrial development in the southeast sector of the IDP while respecting the context of the surrounding Transitional Residential Mixed Use Policy Area C and the future residential development within Policy Areas A and B.	Land in Area G is designated as Business Commercial as shown in Figure 4 – Land Use Concept, and supports the provision of commercial, office, business and light industrial uses. Open space buffers have been incorporated into the plan to transition to residential uses.
5.8.2	This ASP proposes a mix of business
Land use within the Southeast Business Industrial Policy Area G shall include a mix of commercial, office, business, and light industrial development that will generate minimal off-site impacts. Supporting uses may include:	commercial and commercial within the Southeast Business Industrial Policy Area G. specific uses shall be determined at districting and development permit.
 commercial and retail development to serve immediate employees and business visitors regional commercial and retail development 	

IDP POLICY	ASP COMPLIANCE
 institutional development of a regional scale, including indoor and outdoor recreation facilities 	
 institutions of higher learning 	
 medical offices, health centres, and hospitals 	
 services or amenities of neighbourhood or regional scale that may appeal to or meet the needs of nearby residents. 	
5.8.4 All Area Structure Plans, land use redesignations, subdivisions, and development permits within the Southeast	In this ASP Area G does not include any residential uses north of the NEF boundary as shown in Figure 4 – Land Use Concept .
Business Industrial Policy Area G shall comply with the requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations. Accordingly, only non-residential and open space uses may be developed in Policy Area G.	Any lands designated for residential use within the NEF 30 contour shall be limited to amenity space, parking, or private roadways to support residential buildings.

City of Leduc Municipal Development Plan

The Eaton and Emery ASP conforms to the following policies:

MDP POLICY	ASP COMPLIANCE
2B Clean Air and Greenhouse Gas Emission	ns
2. Encouraging the use of alternatives to motorized transport in collaboration with the school boards and other community partners, including active modes of travel such as walking and cycling, through integrated planning and the promotion of compact urban form and mixed land use;	This ASP includes a comprehensive multiway, which connects to the surrounding major roadways. This promotes active modes of travel, such as walking and cycling Transit service is currently available on C.W. Gaetz Road. This ASP supports transit use as an alternative to single occupant vehicles.
Providing realistic alternatives to single occupant automobile use.	
2D Water Resources	
7. Requiring the development of storm water retention ponds within residential communities as cost effective alternatives to pipe-only systems, with an emphasis on aesthetics and public accessibility.	This ASP contains storm water retention ponds as shown in Figure 4 – Land Use Concept. These ponds serve a dual purpose of providing recreational open space and a

MDP POLICY	ASP COMPLIANCE
	storm water management function, as well as providing a buffer between residential and business uses.
2F Natural Areas and Urban Forest	
Protecting natural areas within new subdivisions, including substantial and healthy tree stands where practical.	This ASP proposes MR where an existing tree stand is located. This provides the opportunity for retention of trees as a natural area.
5. Providing low impact public access to natural areas that can sustain human uses with minimal impacts to the overall health of ecosystems.	This ASP proposes a multiway path along the perimeter of a natural area. This allows access to the natural area without a major impact. Details of the park shall be determined by City administration.
6. Developing public open spaces with environmentally sensitive best practices such as bio-swales, which will enhance and integrate natural systems;	This ASP supports environmentally sensitive best practices for open space, which will be determined at subdivision.
2G City Beautification	
Maintaining minimum design standards for parks and open spaces that reflect the community's vision for landscaping on public lands.	Open space design details will be determined at subdivision.
5. Supporting enhanced way finding and community identity through the development of attractive entrance features and public signs at the entrances to Leduc and throughout the community.	This ASP includes separate entrance points for the residential and non-residential areas. The detailed design of distinctive entrance features for these accesses shall be determined at a later stage of development.
2B Local Economic Development	
2. Ensuring that policy plans, land use redesignations, and municipal services are in place to provide for a readily available supply of serviced industrial and commercial land in a variety of parcel sizes and locations within Leduc.	This ASP includes commercial and business commercial land uses to help achieve this policy.
4A Growth Management	
Promoting compact urban form through sensitive redevelopment of existing developed areas and efficient development of undeveloped areas.	This ASP proposes a density of approximately 35.8 units per net residential hectare (upnrha), which conforms to the 35 upnrha density target set out by the Edmonton Metropolitan Region Board. This will result in a more compact urban form than previous development in Leduc.
7. Ensuring that new development will be approved adjacent to existing developed	This ASP is located adjacent to two approved ASPs to the south and west. Therefore, this

MDP POLICY	ASP COMPLIANCE
areas, so that public services and infrastructure will be extended logically and efficiently to create contiguous development.	ASP allows for the logical extension of public services and contiguous development.
8. Meeting transportation demand through provision of choice among mobility options including non-vehicular travel, the private automobile, and public transit.	This ASP provides a variety of transportation opportunities. The street network feeds into the major roadways located on the northern and western edges of the plan area. A multiway network is integrated into the neighbourhood. The plan area is currently serviced by transit on C.W. Gaetz Road.
Achieving residential densities in conformance with the density targets of the Edmonton Metropolitan Region Board.	This ASP proposes a density of approximately 35.8 units per net residential hectare (upnrha), which conforms to the 35 upnrha density target set out by the Edmonton Metropolitan Region Board.
10. Approving new subdivisions only where a full range of municipal infrastructure (sewer, water, and roads) can be provided in an environmentally sound, economical, and timely manner.	This ASP contains required services, including sewer, water, and roads as illustrated in Figures 6, 7, 8, and 9.
4B General Land Use Planning	
 Prohibiting the premature subdivision and development of land prior to the availability of municipal infrastructure (sewer, water, and roads). 	The Eaton and Emery ASP provides a logical extension of services as illustrated in Figures 6, 7, 8, and 9.
6. Planning for land uses at safe distances from development constraints such as landfills, major rail and road rights-of-way, oil and gas facilities, and noise sources.	This plan respects the setback requirements from the pipeline right-of-way which transverses the site. Residential buildings are located outside the NEF 30 contour line to avoid high levels of noise from air traffic.
7. Prohibiting land uses and developments that may create negative impacts on safe airport operations.	This ASP respects the NEF 30 contour line by ensuring that residential buildings are located outside the line. Only non-residential uses are proposed within the NEF 30 contour line.
12. Providing for new residential neighbourhoods with a variety of housing types, which have full access to a complete range of municipal infrastructure, community services, retail establishments, commercial developments, open space, recreational facilities, and educational institutions.	This ASP provides opportunity for a variety of housing types, a mix of commercial and business commercial uses, and open space as illustrated in Figure 4 – Land Use Concept.
13. Facilitating the development and redevelopment of local and regional commercial and retail areas that will serve all of the consumer needs of the region.	This ASP designates a commercial area at the intersection of C.W. Gaetz Road and Rollyview Road. As illustrated in Figure 4 – Land Use Concept.

MDP POLICY	ASP COMPLIANCE
16. Dedicating local and regional parks and natural open space areas with generous access to trails, pathways, and the Multiway system.	This ASP includes a system of open spaces and SWMFs connected by a multiway network as illustrated in Figure 5 – Parks, Open Space, and Connectivity.
20 Requiring that all Area Structure Plan, Area Redevelopment Plan, land use redesignation, subdivision, and development approvals generally conform to the land uses designated in Figure 4 — Municipal Development Plan Policy Areas, while allowing for minor adjustments to the boundaries of those Policy Areas without an MDP amendment if such adjustments are supported by detailed planning studies.	This ASP generally conforms to the land uses as designated in the Municipal Development Plan.
4E New Residential Development	
Requiring that all new residential Area Structure Plans achieve the target densities mandated by the Edmonton Metropolitan Region Board.	This ASP proposes a density of approximately 35.8 units per net residential hectare (upnrha), which conforms to the 35 upnrha density target set out by the
3. Measuring net residential density in new residential Area Structure Plans in order to maintain consistency with the density measures used by the Edmonton Metropolitan Region Board.	Edmonton Metropolitan Region Board.
4. Acknowledging new trends in household formation (e.g., smaller households) in the design of new residential neighbourhoods and the provision of a variety of housing types.	This ASP provides a variety of housing types and includes one multi-family residential site. Subdivision plans will reflect market needs at time of development.
5. Requiring that all new residential Area Structure Plans provide a variety of housing types including, where appropriate, types such as single-detached, semi-detached, duplex, triplex, fourplex, townhouse, or apartment dwellings, with no more than 50% of the total number of dwelling units in any residential Area Structure Plan to be designated within the same residential land use district of the Land Use Bylaw.	This ASP provides opportunity for a variety of housing types and includes one multi-family residential site. Land use districts and the types of housing will be determined at future stages of development.
8. Balancing higher residential densities with the provision of open space.	This ASP provides a one multi-family development and the 10% MR dedication required by the MGA.
9. Ensuring that all new residential neighbourhoods have full access to a complete range of municipal infrastructure (sewer, water, and roads), community	This ASP contains required services, including sewer, water, and roads as illustrated in Figures 6, 7, 8, and 9 . This ASP also contains commercial and open

MDP POLICY	ASP COMPLIANCE
services, retail establishments, commercial developments, open space, recreational facilities, and educational institutions.	space areas as illustrated in Figure 4 – Land Use Concept.
10. Providing for neighbourhood commercial (office, personal service business, and retail) development at key locations within new residential Area Structure Plans, which will complement and integrate with the surrounding residential neighbourhoods through mitigation of traffic and parking impacts, appropriate site planning and architecture, landscaping, and pedestrian connections.	This ASP designates a commercial area at the intersection of C.W. Gaetz Road and Rollyview Road, as illustrated in Figure 4 – Land Use Concept. This location will provide access to each of the major roads and will be connected to the adjacent residential neighbourhood via the multiway network.
11. Protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the multiway system.	This plan will create road and pedestrian access to the adjacent neighbourhood to the south.
12. Protecting and creating views to natural amenities.	A natural tree stand is located within the proposed MR. This will provide views of natural area to nearby residents, work and those using the trail system.
13. Incorporating public transit into new neighbourhoods.	This ASP area is currently serviced by public transit on C.W. Gaetz Road.
14. Protecting rights-of-way for future public transit service.	
17. Requiring that all residential developers be responsible for on-site and appropriate off-site costs of municipal infrastructure (sewer, water, and roads) and community services, through mechanisms such as off-site levies, bylaws, and development agreements.	This ASP contains the required services, including sewer, water, and roads as illustrated in Figures 6, 7, 8, and 9 . The costs of municipal infrastructure will be addressed through development agreement at subdivision.
18. Requiring that all new residential Area Structure Plans are supported by comprehensive engineering, servicing, environmental, geotechnical, and transportation studies approved by the City.	Technical studies have been submitted under separate cover and provide background information required to develop the Land Use Concept.
19. Prohibiting new residential development on undeveloped lands where the noise contours established by the Airport Vicinity Protection Area (AVPA) Regulation exceed NEF 30, except where special area exemption designations have been granted under the AVPA Regulation.	This ASP respects the NEF 30 contour line by ensuring that residential buildings are located outside the line. Only non-residential uses are proposed within the NEF 30 contour line.
22. Allowing for commercial, light industrial, and business park development in the Transitional Residential Mixed Use policy	This ASP includes a mix of residential, commercial, and business commercial land uses. These uses are buffered from each

MDP POLICY	ASP COMPLIANCE
areas shown in Figure 4, which would serve to buffer residential neighbourhoods from significant sources of highway and airport noise, and which would incorporate land use and design transitions to create compatible and sensitive development within the residential context.	other by open space and SWMFs. The buffer mitigates the impact of views and noise on the residential area.
23. Allowing for a full range of housing types within the Transitional Residential Mixed Use policy areas shown in Figure 4, provided that: • gradual land use transitions will be developed within the Transitional Residential Mixed Use areas, with - lower density residential development closest to the adjacent residential policy areas, - higher density residential development further away from the residential policy areas, - compatible commercial, office, retail, public facilities, open space, or recreational development between the higher density residential development and other non-residential uses, and - light industrial or business park development closest to the adjacent non-residential policy areas, • impacts on residential development from non-residential wises within the Transitional Residential Mixed Use policy areas will be mitigated by elements and measures such as open spaces, natural areas, constructed or natural water bodies, recreational areas, berms, sound attenuation walls, landscaping, innovative site planning, building orientation, advanced construction techniques, or more rigorous building standards.	This ASP includes a mix of residential, commercial, and business commercial land uses. The residential component encourages a variety of housing types and includes one multi-family development. These uses are buffered from each other by open space and SWMFs. The buffer mitigates the impact of views and noise on the residential area. This may be further mitigated through the use of landscaping, fencing, and berms.
24. Requiring that any new residential development that may be affected by significant noise generators incorporate noise mitigation measures such as berms, sound attenuation walls, site planning, building orientation, landscaping, or building construction techniques.	This ASP includes a mix of residential, commercial, and business commercial land uses. These uses are buffered from each other by open space and SWMFs. The buffer mitigates the impact of views and noise on the residential area. Additional mitigation measures should be considered at subdivision.
25. Requiring that all new residential subdivision and site plans include landscaping and open space plans that take	This ASP includes a MR dedication for an area containing an existing tree stand integrating it into the open space network in

MDP POLICY	ASP COMPLIANCE
into account, integrate, and where appropriate, protect existing natural vegetation, topography, wildlife, soils, water bodies, drainage courses, and climatic conditions.	the plan area. This is illustrated in Figure 5 - Parks, Open Space, and Connectivity.
26. Ensuring that all new residential subdivision and site plans conform to the City of Leduc Neighbourhood Design Guidelines.	This ASP will conform to the City of Leduc Neighbourhood Design Guidelines as detailed in the following section.
27. Encouraging city beautification, public art, and high quality urban design in new residential neighbourhoods that will exceed the minimum requirements of the Neighbourhood Design Guidelines.	This ASP includes a network of open space and SWMFs that will contribute towards creating a high quality environment. The design details of these features will be addressed in future stages of development.
4F Commercial Development	
7. Providing for commercial and retail areas that support and have access to nearby residential neighbourhoods.	The commercial area in this plan is located near the residential neighbourhoods of Emery, Robinson and Meadowview and is visible to residential traffic on C.W. Gaetz Road and Rollyview Road.
10. Requiring that all commercial and retail development and redevelopment provide adequate pedestrian connections on site and to the City's trail, pathway, and Multiway systems.	This ASP includes an integrated multiway network, which connects commercial land uses to residential uses and neighbouring developments. The multiway is illustrated in Figure 6 – Transportation Networks.
11. Requiring that commercial development incorporate pedestrian-oriented frontages.	This ASP provides pedestrian connections to the surrounding land uses through the integrated multiway network.
12. Requiring that parking areas for commercial development provide for pedestrian circulation, landscaping, and architectural elements to enhance the safety and comfort of pedestrians.	This ASP provides pedestrian connections to the surrounding land uses through the integrated multiway network. Detailed design of parking areas will be addressed in future stages of development.
13. Requiring that commercial and retail development and redevelopment provide adequate access for persons of all ages and abilities in accordance with the principles of universal access.	This ASP provides access from the surrounding roadways to the north and west as well as to the surrounding land uses via the multiway network. Detailed design will incorporate principles of universal access in future stages of development.
14. Integrating public transit with commercial development.	Public transit is currently available along C.W. Gaetz Road.
15. Protecting rights-of-way for future public transit service.	
17. Requiring that new residential Area Structure Plans provide for adequate local commercial and retail development that will	This ASP includes a commercial component which will be able to serve the needs of the surrounding residential neighbourhoods.

MDP POLICY	ASP COMPLIANCE
serve the needs of residential neighbourhoods.	
4G Industrial and Business Park Developm	ent
1. Ensuring that a generous supply of fully serviced land will be available in a variety of locations for a complete range of light manufacturing, service industrial, logistics, warehouse, distribution, eco-industrial, agribusiness, aerotropolis, business park, and high-quality office park uses.	The Business Commercial area in this plan will provide land for business park development which will accommodate a range of employment uses.
11. Prohibiting heavy industrial development anywhere within the City of Leduc.	This ASP proposes commercial and business commercial as non-residential land uses. Neither of these uses permit heavy industrial development.
13. Providing public transit service to industrial and high employment areas including, where feasible, access to C-Line transit service.	This ASP provides an opportunity for future public transit along C.W. Gaetz Road.
14. Protecting rights-of-way for future public transit service.	
16. Requiring the preparation of Area Structure Plans for new industrial and business park areas, by landowners where feasible or by the City where the strategic economic development interests of the City are best served.	This ASP includes a business commercial land use as illustrated in Figure 4 – Land Use Concept.
17. Requiring that all new industrial and business park Area Structure Plans are supported by comprehensive engineering, servicing, environmental, geotechnical, and transportation studies approved by the City.	This ASP includes, under separate cover, environmental, geotechnical, and transportation studies. A review of servicing is included in this ASP under Section 6.3 – Servicing.
18. Approving new industrial and business park subdivisions only where a full range of municipal infrastructure or appropriate innovative servicing solutions can be provided in an environmentally sound, economical, and timely manner.	This ASP contains the required services, including sewer, water, and roads as illustrated in Figures 6, 7, 8, and 9 .
19. Requiring that all industrial and business park developers be responsible for on-site and appropriate off-site costs of municipal infrastructure and community services.	This ASP contains the required services, including sewer, water, and roads. The costs of municipal infrastructure will be addressed at subdivision.
20. Ensuring that industrial and business park areas are developed with high quality buildings, appropriate landscaping, mitigation	This ASP includes a high amount of amenity for employees of the business industrial area. Amenities include a natural tree stand,

MDP POLICY	ASP COMPLIANCE
of impacts on adjacent land uses and the environment, pedestrian connections, and amenities for employees.	SWMFs, and a connection to the multiway network.
4H Transportation and Utility Servicing Infra	astructure
8. Providing a balanced transportation system that offers choice among mobility options including non-vehicular travel, the private automobile, and public transit.	This ASP includes mobility options for private automobile and public transit through the road network. Non-vehicular travel is offered through the multiway network.
9. Planning for public transit routes and stops where transit service can most efficiently be provided to major concentrations of employment, residential population, and community services, including schools.	This ASP provides an opportunity for public transit along C.W. Gaetz Road. Additional connections shall be determined through discussion with City transit.
15. Integrating pedestrian infrastructure such as sidewalks, trails, pathways, and the Multiway system into the overall transportation network.	This ASP includes a multiway network which ingrates various land uses and connects to the sidewalks and adjacent neighbourhoods as illustrated in Figure 6 – Transportation Network.
17. Requiring developers:	This ASP includes, under separate cover,
 to conduct engineering, servicing, environmental, geotechnical, and transportation studies for approval by the City, 	environmental, geotechnical, and transportation studies. A review of servicing is included in this ASP under Section 6.3 – Servicing. This ASP contains the required services, including sewer, water, and roads. The cost and securities for municipal infrastructure will be addressed at subdivision.
 to identify significant development constraints and mitigate any impacts that such constraints may have on proposed development, 	
 to pay for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, and franchise utilities (e.g. gas, power, cable, telephone) to new developments, 	
 to pay for appropriate off-site costs of municipal infrastructure (sewer, water, and roads) and community services, through mechanisms such as off-site levies, bylaws, and development agreements, and 	
 to provide irrevocable security to ensure that road and infrastructure construction meets City standards. 	
5C Healthy, Inclusive, and Safe Communitie	s
15. Ensuring that growth and development support the positive social atmosphere of Leduc and its reputation as a community that	This ASP provides opportunities for the creation of a safe and pleasant community. A variety of housing types are encouraged to allow for different life styles to mix in the

MDP POLICY	ASP COMPLIANCE
provides a safe and pleasant environment for raising families.	community. An integrated multiway network supports alternative forms of transportation.
16. Adhering to urban design principles that address universal access, lighting, clear sightlines, building security, site planning, landscaping, and parking facilities in order to enhance safety, crime prevention, walkability, diversity, and sense of place.	Detailed design features such as universal access, site planning, lighting, landscaping, and parking will be addressed in future stages of development.
6A Active and Healthy Community	
Creating a range of park spaces with a variety of site amenities to meet the diverse needs of City residents.	This ASP includes a variety of park spaces as illustrated in Figure 5 – Parks, Open Space, and Connectivity.
Developing outdoor public spaces for year round use, with appropriate plantings and park design.	This ASP includes open space, which can be used for passive recreation at different times of the year. Plantings and park design will be addressed at subdivision.
3. Developing the Multiway system as a complete network that promotes walkability and links residential subdivisions, recreation and cultural destinations, hubs of commerce, and high activity areas.	This ASP includes a multiway networks which links the various land uses within the plan area and provides connections to adjacent neighbourhoods as illustrated in Figure 5 – Parks, Open Space, and Connectivity.
5. Working with developers to have parks and the Multiway established in the early stages of development to ensure residents in new areas have access to outdoor recreational spaces.	This ASP includes a variety of park spaces. The development of this neighbourhood will be staged according to the sequence illustrated in Figure 10 – Staging Plan.
6C High Quality, Safe, and Accessible Publi	c Open Spaces
Developing efficient and sustainable public open spaces that incorporate natural systems where appropriate.	This ASP includes open space designations which incorporate an existing tree stand as illustrated in Figure 5 – Parks, Open Space, and Connectivity.
2. Locating parks, playgrounds, public open space, and Multiway trail heads so they are highly visible as well as easily and safely accessible for pedestrians and cyclists.	This ASP includes open space and a multiway network adjacent to residential land uses to increase visibility and accessibility for pedestrians and cyclists.
3. Promoting safety in parks and the Multiway system with accessible design, snow clearing and ice control, street lighting, and pedestrian-oriented design.	This ASP sets out the general location of open spaces and the multiway network. Detailed design features, such as accessible design, lighting, and pedestrian-oriented design will be addressed in future stages of development.

MDP POLICY	ASP COMPLIANCE
4. Establishing locations for parks, open space, and school sites, in consultation with the school boards, through Area Structure Plans.	This ASP, prepared with feedback from the school boards, includes locations for open spaces as illustrated in Figure 5 – Parks, Open Space, and Connectivity.
7. Balancing the development of large automobile-oriented parks and recreation facilities with small pedestrian-oriented local parks and recreation facilities.	This ASP features a series of open spaces in varying sizes. A portion of the open spaces includes an existing tree stand, while the remainder provides a greenway buffer to non-residential uses and a multiway connection.
8. Obtaining lands for parks, open space, and school sites, in consultation with the school boards, through dedication at the time of subdivision approval of municipal reserve, municipal and school reserve, and school reserve, as defined in the Municipal Government Act.	This ASP includes a MR dedication of 10% of the gross developable area as shown in Table 2 – Land Use and Population Statistics.
10. Developing stormwater management facilities, where appropriate, as attractive and usable park areas with public access.	This ASP includes SWMF that are integrated with MR to enhance the open space network and provide usable space for public access as illustrated in Figure 5 – Parks, Open Space, and Connectivity.
Locating residential dwellings within walking distance of open space.	This ASP includes a residential area adjacent to the open space and accessible via the multiway network. This allows pedestrian to access the open spaces within the neighbourhood.

City of Leduc Neighbourhood Design Guidelines

The Eaton and Emery ASP conforms to the following policies:

DESIGN GUIDELINE POLICY	ASP COMPLIANCE
Neighbourhood Structure	
2.1.1 Defined edge: residential neighbourhoods should have well-defined edges that are obvious to area residents. Common neighbourhood edges are urban infrastructure (i.e.: arterials roads or rail lines) and natural areas (i.e.: ravines or major tree stands).	The residential area of this plan is bordered by a collector road with an individual entrance on the west. To the north and east it is bounded by a SWMF and MR as a delineation from business uses. The residential area continues the existing residential development in the south.

DESIGN GUIDELINE POLICY	ASP COMPLIANCE		
2.1.2 Walkable: neighbourhoods should be compact and typically have a radius of 400 metres, which represents a reasonable walking distance from the centre of the neighbourhood to services and amenities.	The residential portion of the ASP is limited it size because of the NEF contour line. This results in a compact residential area with access to commercial open space, and business commercial areas.		
2.1.3 Complete neighbourhoods: residential neighbourhoods should include (1) housing; (2) places for gathering, playing and enjoying nature; and (3) daily goods and services that are within easy walking distance of residences.	The residential area within this plan includes housing, MRs located in an existing wood lot and a commercial area located at the intersection of Rollyview Road and C.W. Gaetz Road.		
2.1.4 Housing options: residential neighbourhoods should provide (1) a range of housing types and sizes (i.e.: single-detached, multiplexes, townhomes and apartments); (2) a variety in housing styles and architecture; (3) the full spectrum of housing affordability, from affordable entry-level to executive housing; and (4) both homeownership and rental opportunities.	This ASP encourages a variety of housing types and various densities, including low and medium density.		
2.1.5 Neighbourhood themes: creation of a consistent neighbourhood character or theme is encouraged. For example, similar landscape material, public art, decorative signage and/or street lighting, and other streetscape elements may be used.	This ASP proposes separate themes for the residential and non-residential components of the plan. Details of the theme for each of these areas will be addressed at a future stage of development.		
2.1.6 Entrance features: decorative entrance features should be located at main neighbourhood access points, which are typically located at major collector and arterial street intersections. Small scale entrance features are encouraged at secondary neighbourhood access points, which are typically located along major roadways.	This ASP includes access points for the residential and non-residential portions of the plan area, which could be locations for decorative entrance features. Design details of these features will be addressed at a future stage of development.		
2.1.7 Focal points: neighbourhood focal points are encouraged, such as park spaces, urban plazas, mixed-use developments, multiway access features or decorative islands.	This ASP includes focal points scattered throughout the plan area. The open space, natural area, SWMF, and multiway network are focal points. Another focal point is the commercial land use area.		
2.1.8 Energy-efficient design: street orientation in relation to the sun, the strategic placement of buildings, incorporation of energy efficient technology—such as LED lighting, and lighting (street lights and private signage) designed to reduce light pollution—and the strategic use of landscaping material should be implemented to contribute to the energy efficiency of the community.	This ASP encourages the use of energy- efficient design. Design details such as lighting and landscape materials shall be addressed at a future stage of development.		

DESIGN GUIDELINE POLICY	ASP COMPLIANCE		
Natural Features & Environmental Sensitive	Design		
2.2.1 Natural areas & wildlife corridors: natural areas, such as ravines and tree stands, and known wildlife corridors shall be protected using appropriate municipal reserve and environmental reserve allocations.	A portion of the existing tree stand will have an opportunity to be retained using MR allocations.		
2.2.2 Protect natural features: a buffer area is encouraged around existing natural features, such as tree stands or ravines, to minimize the impacts of development and to help conserve the feature. Provide public access where appropriate.	This ASP includes a MR land use dedication on an existing tree stand. The multiway network follows the edge of the tree stand to provide public access.		
2.2.3 Reduce water dependence: efficient use of water through the use of natural drainage, use of permeable surfaces and drought tolerant landscaping, where appropriate, is encouraged.	This ASP includes SWMFs located to take advantage of natural drainage wherever possible. Design details such as landscapin and detailed engineering shall be addressed at subdivision		
Land Use Distribution			
2.3.1 Compact building form: increased land efficiency and a reduced urban footprint are encouraged. Housing diversity (multifamily, 2-stories, bungalows, etc.) and a range of housing types (i.e.: entry-level, move-up and executive housing) must be provided within each neighbourhood.	New Company of the Co		
2.3.3 Density: higher-density developments should be located in close proximity to future transit routes, neighbourhood entranceways, major roadways, planned commercial and mixed-use areas, and park space.	This ASP proposes to locate the medium density site adjacent to C.W. Gaetz Road which is on a transit route and is in close proximity to a proposed commercial land use.		
2.3.4 Walkability: housing should be located within 400 meters or a reasonable walking distance of daily goods and services, such as parks, convenience stores, schools and identified future transit stops. Consideration should be given to providing direct pedestrian routes to destination points. Secure bike parking and storage space should be provided at all retail and service locations.	This ASP provides commercial land uses, transit and open space within 400 metres of residential areas. These destinations are linked via the multiway.		
2.3.5 Noise mitigation: noise mitigation measures, such as berms and noise attenuation fences, are to be implemented when locating residential land uses near	This ASP proposes a mixture of residential and non-residential uses. In order to mitigate potential noise residential uses are separated by a buffer area consisting of open space		

DESIGN GUIDELINE POLICY	ASP COMPLIANCE		
major sources of noise. The type and style of such noise mitigation measures chosen should fit with and enhance the neighbourhood theme.	and SWMF. Berms and landscaping may be used to further mitigate noise. Residential uses are located outside the 30 NEF contour to avoid excessive noise from air traffic.		
Street Network			
2.4.1 Connectivity: the residential street pattern should promote pedestrian and vehicle connectivity, allow for long-term flexibility in land use, and aim to reduce road infrastructure. Consideration should be given to traditional, modified or fused grid street designs. Cul-de-sacs and dead-end streets must provide for and enhance pedestrian connectivity throughout the neighbourhood and access to services. Smaller block faces are encouraged, as they allow for better continuity for both pedestrians and vehicles, break up on-street parking, and provide for an interesting streetscape.			
2.4.2 Public transit: potential transit routes and key transit stops must be considered in all neighbourhood plans. Most households should have a potential transit stop located within 400 meters. Consider locating appropriate and supportive land uses along potential transit routes, such as mixed-use and higher density developments. To minimize the impact on residents, potential bus stops should be located adjacent to parks, open spaces or commercial sites. If necessary, potential bus stops may be located along the flanking side of a corner lot.	Eaton and Emery ASP is located along a transit route that is on C.W. Gaetz Road. This ASP encourages the use of public transit by providing multiway connection to the transit route. Design details such as the location of transit stops shall be addressed subdivision.		
2.4.3 Design focused: street alignments should reinforce focal points and distinctive neighbourhood features. Decorative islands can be both a neighbourhood focal point, as well as provide for the efficient and safe movement of traffic.	Street features, such as, islands and entry features will be planned at subdivision design.		
2.4.4 Integrated: road infrastructure should be integrated with the multiway to create a fully-connected transportation system that allows for diversity in transportation options and provides interesting and multiple route options for pedestrians and cyclists. Consider dedicated bicycle lanes along primary collector roads.	This ASP contains a comprehensive multiway network, which connects to various land uses including residential, commercial, business commercial, and open space. This provides an opportunity for diversity of transportation options.		

DESIGN GUIDELINE POLICY	ASP COMPLIANCE		
2.4.5 Traffic control: consideration must be given to the safe integration of pedestrians, cyclists and vehicles in the design of a residential street network. Consider the appropriate location of crosswalks, four-way stops and other traffic control mechanisms.	This ASP encourages pedestrian safety. Design details, such as the location of cross walks, four-way stops, and other traffic control mechanisms, will be addressed at a future stage of development.		
2.4.6 Safety: traffic calming should be provided at major pedestrian intersections and crossings. Consider curb extensions, decorative islands or special pavement treatments. Traffic-calming technique should be consistent through the neighbourhood to promote driver familiarity.	This ASP encourages pedestrian safety. Design details, such as curb extensions, decorative islands, or pavement treatments, will be addressed at a future stage of development.		
Streetscape			
2.5.1 Attractive streets: create an attractive streetscape through urban design. Consider landscaped boulevards and decorative fencing. Enhanced landscape boulevard treatments and the use of hardy, large canopy trees are encouraged along primary collector roads.			
2.5.2 On-street parking: the appearance of on-street parking should be addressed. Consider integrating parking spaces in landscaped cul-de-sac islands, using landscaped curb extensions and/or shorter blocks to break up on-street parking. Snow storage must be considered in any streetscape design.	This ASP sets out the road network of the neighbourhood. Design details, such as culde-sac islands, curb extensions, and snow storage, will be addressed at a future stage of development.		
2.5.3 Walkability: sidewalks should be provided along all street frontages and be free of obstructions such as light standards, fire hydrants and trees.	This ASP sets out the road network of the neighbourhood. Design details, such as sidewalks, light standards, fire hydrants, and trees, will be addressed at a future stage of development.		
2.5.4 Pedestrian-friendly streets: create pedestrian-friendly streets through attractive building façades, interesting and varied landscaping, appealing human-scale architecture, and interesting streetscape elements.	This ASP sets out the road network of the neighbourhood. Design details, such as building façades, landscaping, architecture, and streetscape elements, will be addressed at a future stage of development.		
2.5.5 Residential streetscapes: reinforce residential streetscapes by locating buildings close to the street, particularly at main neighbourhood entrances. Comprehensively	This ASP includes residential and commercial land uses and sets out the road network of the neighbourhood. Design details, such as building location and parking		

DESIGN GUIDELINE POLICY	will comply with neighbourhood design guidelines and addressed at development permit.		
planned townhouse developments should include front-facing units along the public street and institutional and commercial uses should be located close to the street, with parking provided in the rear.			
Parks, Public Spaces & Multiway			
2.6.1 Integrated: an interconnected open- space system should be implemented, which integrates the multiway, parks and natural areas within neighbourhoods and to adjacent neighbourhoods.	This ASP provides a comprehensive multiway network, which integrates various land uses including parks and SWMFs, and connects to adjacent neighbourhoods.		
2.6.2 Year-round use: design main pedestrian routes for year-round use. Consider appropriate plantings and pathway locations that provide windbreaks and allow for winter sun exposure.	This ASP provides the general layout of a multiway network. Design details, such as plantings will be addressed at a future stage of development.		
2.6.3 Native and/or low maintenance plantings: the use of native and/or low maintenance vegetation, and landscape design is encouraged. Consider clustering plantings or placing plantings in beds to allow for the efficient maintenance of vegetation and the surrounding grassed areas.	This ASP sets out the location of parks and open space land uses and the multiway network. Design details, such as landscaping and vegetation, will be addressed through detailed design.		
2.6.4 Public art: the incorporation of public art in parks and public spaces is encouraged.	This ASP supports the use of public art in public spaces.		
2.6.5 Timely development: multiway and parks are to be installed early in the development process and alongside residential development to ensure residents of a developing neighbourhood have access to park space and the multiway.	This ASP includes a variety of park spaces in various stages. The development of this neighbourhood will be staged according to the sequence illustrated in Figure 10 – Staging Plan.		
2.6.6 Accessible parks: parks and other public places are to be highly visible and easily and safely accessible by pedestrians and cyclists. Vehicle access and parking should be considered for community parks and larger neighbourhood parks and public areas. Most homes should be located within 400 meters of a park or open space.	This ASP includes a network of open space and SWMFs accessible by pedestrian and cyclists via a multiway network. The limited area of the residential portion of the plan allows all residents the opportunity to live within 400 meters of an open space or SWMF.		
2.6.7 Accessible multiway: multiway access points are to be highly visible and easily and safely accessible by pedestrians and cyclists. Consideration should be given to increased pathway widths, higher quality landscape features, and/or decorative paving patterns at trail heads and access points.	This ASP provides the general layout of the multiway network. Access points are scattered throughout the plan area. Design details, such as landscape features, paving patterns, and trail head design, will be addressed at a future stage of development.		

DESIGN GUIDELINE POLICY	ASP COMPLIANCE		
2.6.8 Diversity: a diversity of public places is encouraged in each neighbourhood, which may include squares, plazas, multiway, passive parks, active parks and natural areas,	This ASP includes a diversity of public places. The plan includes natural areas, SWMFs, passive parks, and a multiway.		
2.6.9 Gathering places: main gathering spaces should be specifically designed and provided in each neighbourhood. Such areas should be highly visibility, provide good accessibility, be aesthetically pleasing and be the main focal points of the neighbourhood. Consideration should be given to seating, shade, windbreaks and play structures. School sites are encouraged to be the main gathering places of neighbourhoods and be integrated with other public spaces, such as parks, to increase their size and prominence.	This ASP encourages the use of public places as a gathering space. Design details, such as seating, shade, windbreaks, and play structures, will be addressed at a future stage of development.		
2.6.10 SWMF: Storm Water Management Facilities (SWMF) should be designed as usable, attractive and prominent public spaces within neighbourhoods. It is encouraged that such places be integrated with parks to increase their size and functionality. Consideration should be given to creating the SWMF as a neighbourhood focal point, providing appropriate park infrastructure, integrating with the multiway system and providing opportunities for parking.	The proposed SWMFs within this plan are located as part of the neighbourhood walkway and open space system. The north pond has as a prominent location within the commercial area to provide amenity for workers, residents and consumers. The SWMFs also create a transition of land uses to buffer residential from business uses.		
2.6.11 Public access: public access to open space features of a neighbourhood - such as natural areas, parks and SWMFs - must be provided. When homes back onto such areas, consider providing multiway or clearly designated public park space around the feature. Such public accesses must be clearly indicated on all marketing material for the subdivision to ensure lot purchasers are aware of public accessible areas.	This ASP provides a network of open space, SWMFs, and a multiway as publicly accessible space.		
2.6.13 Plazas and squares: plazas or squares are encouraged adjacent to or within neighbourhood mixed use centres and higher density developments. Consideration should be given to including decorative street furniture, a combination of interesting landscaping features, signage and decorative lighting.	This ASP encourages the use of public spaces as gathering places for residents of the neighbourhood. Design details will be addressed through subdivision.		
Siting, Sizing, & Building Design			

DESIGN GUIDELINE POLICY	ASP COMPLIANCE		
2.7.1 Lot diversity: a mixture of different lot sizes and dimensions that will accommodate a variety of dwelling types is encouraged. Continuous rows of small frontage lots are strongly discouraged.			
2.7.2 Housing Style: a variety in housing style and design is encouraged. Consider providing a variation in rooflines, window placement, materials, colour and porches. Significant and abrupt changes in building height are, however, discouraged. Repetition of a similar housing designed is also discouraged. A minimum of three dwellings between the same housing style is suggested.	This ASP encourages a variety of housing types. Design details, such as rooflines, window placement, and materials, will be addressed through architectural guidelines.		
2.7.3 Transitioning: appropriate transitioning between high, medium and low density housing is required to provide for a logical neighbourhood form and structure.	This ASP includes low and medium density residential uses. The development concept locates medium density at the edge of the neighbourhood with access to C.W. Gaetz Road.		
2.7.4 Multifamily individuality: emphasizing individual units of townhouses and multi-plex buildings in a way that contributes to the overall character of the neighbourhood is encouraged. Consider off-setting alternating units, using varying exterior fixtures or defining different roof forms.			
2.7.5 Views and vistas: views and vistas from private dwellings to prominent site features - such as natural areas, parks or focal points - are encouraged.	This ASP provides viewpoint opportunities from roadways to SWMFs. The tree stand will provide opportunity for private businesse and residents to enjoy nature.		
2.7.6 Porches: front porches, low-profile courtyards (patios) and verandas are encouraged.	This ASP sets out the location of residential land uses within the plan area. Design details, such as front porches, courtyards, and verandas, will be addressed at development permit.		
2.7.7 Garages: front-attached garages should not dominate the front façade of dwellings. Consider off-setting individual doors on homes with double or triple car garages or aligning or recessing the garage with the front façade of the home.	Design details, such as garages will be addressed at development permit.		
2.7.8 Energy efficiencies: incorporation of energy-efficient technologies and building design is encouraged. Consider high-efficiency building materials (insulation and	Design details, such as energy-efficient technology, building materials, and landscaping will be addressed at development permit. The Eaton and Emery		

DESIGN GUIDELINE POLICY	ASP COMPLIANCE		
windows) and appliances, as well as positioning the building and using appropriate landscaping to take advantage of passive solar opportunities. Technologies that are visible and may impact the buildings appearance, such as solar panels, must be appropriately incorporated into the overall house design.			
2.7.9 Integrating non-residential uses: the façade of non-residential and mixed-use buildings should be designed to blend with the surrounding residential neighbourhood. Consider the building architecture, colour, materials and landscaping. Building signage should be compatible with the surrounding neighbourhood and respect the building form and architectural features. Down-casted lighting is encouraged to limit potential impacts to surrounding properties.	Design details, such as building architecture, signage, and lighting, will be addressed at development permit. This ASP promotes the use of landscaping, building orientation and materials to minimize the visual effect on nearby residential land uses.		

City of Leduc Park, Open Space, & Trails Master Plan

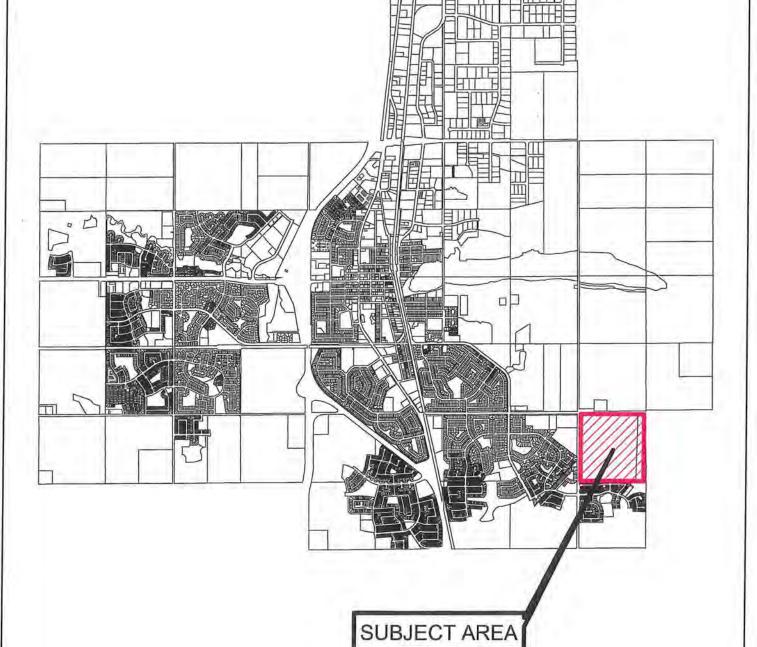
The Eaton and Emery ASP conforms to the following policies:

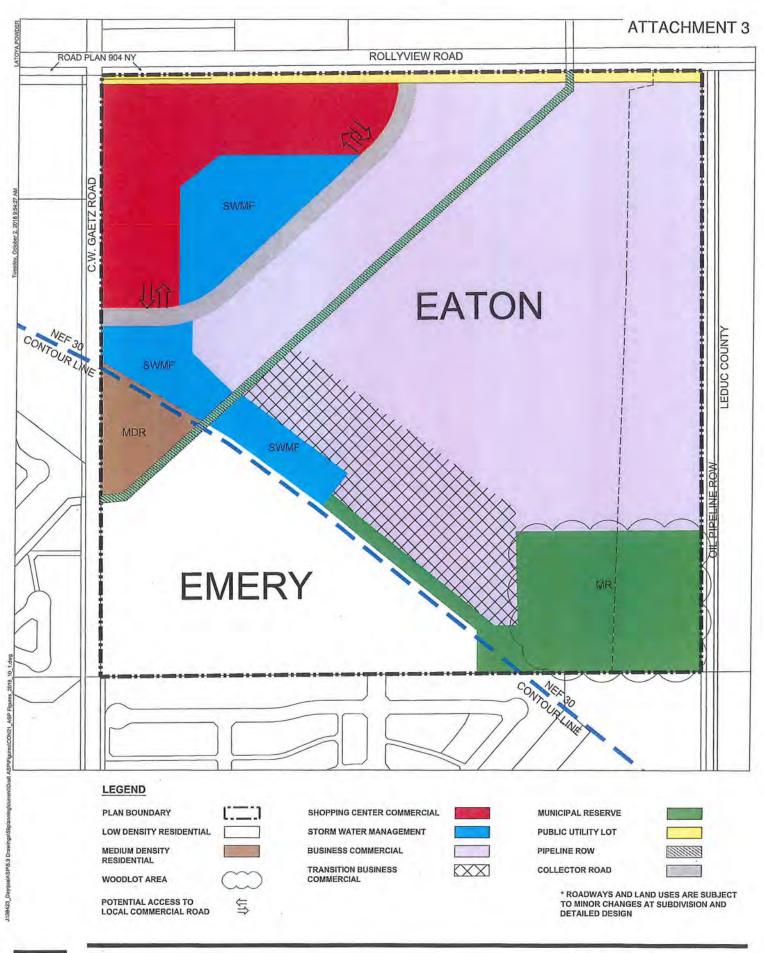
POST POLICY	ASP COMPLIANCE		
4.3.2 Future Community Parks and Facilitie	s		
5. Natural Features This category would focus on the provision of 'natural' features and facilities to allow children and families a place where they can connect with, experience, and learn about nature.	This ASP includes a MR area in the location of an existing wood lot. This wood lot can be incorporated into the park as a natural feature.		

KEY PLAN

ATTACHMENT 2









EATON AND EMERY

Area Structure Plan

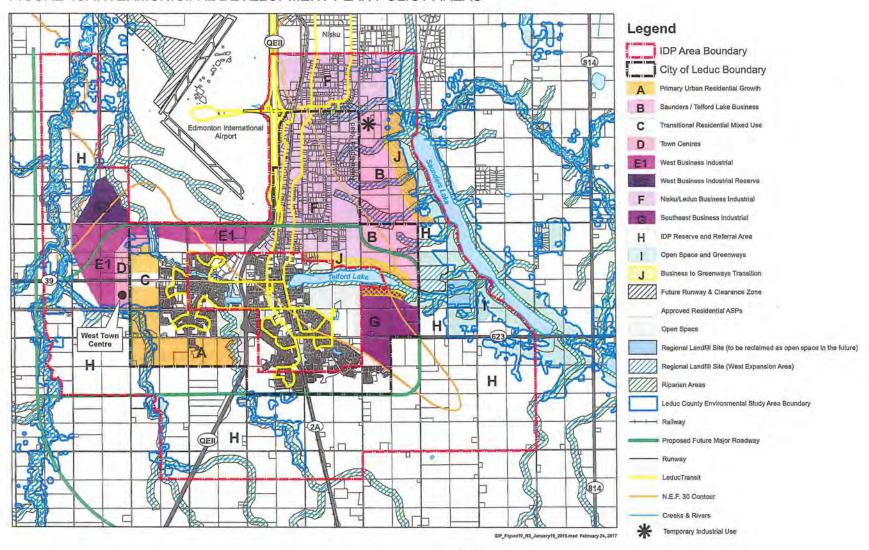
FIGURE 4 LAND USE CONCEPT

October 2018 DESIGNED BY: DRAWN BY: MM CHECKED BY: CCB SCALE: NTS JOB NUMBER: 38423

As amended by City of Leduc Bylaw No. 933-2016 Approved August 21, 2017 (Office Consolidation) and

Leduc County Bylaw No. 24-16 Approved July 11, 2017 (Office Consolidation)

FIGURE 10: INTERMUNICIPAL DEVELOPMENT PLAN POLICY AREAS



COUNCIL REQUEST FOR DECISION



MEETING DATE: January 28, 2019

SUBMITTED BY: Ken Woitt – Director, Planning & Development

PREPARED BY: April Renneberg – Current Planner II

REPORT TITLE: Bylaw No. 1010-2018 – Redistricting Part of Block A, Plan 7921548 (Telford ER/MR) (1st

Reading)

REPORT SUMMARY

Bylaw 1010-2018 will amend Bylaw 809-2013, Section 27.0 – Land Use Map, by redistricting part of Block A, Plan 7921548 from UR – Urban Reserve to GR – General Recreation and ERD – Environmental Restricted Development. The redistricting will allow for the protection of environmentally sensitive lands around Telford Lake as Environmental Reserve (ER) and will also facilitate the construction of multiway within Municipal Reserve (MR).

RECOMMENDATION

That Council give Bylaw 1010-2018 first reading.

BACKGROUND

KEY ISSUE(S) / CONTEXT:

The GR land use district is intended to accommodate areas used for public parks to meet active or passive recreational and leisure pursuits at neighbourhood, district and regional levels. The ERD land use district is for the protection of environmentally sensitive areas by restricting development to that which is clearly compatible with the natural feature, and by providing access to the public in a manner that preserves the feature, in accordance with the Municipal Government Act.

The City recently received a subdivision application proposing to create two parcels adjacent to Telford Lake, within the Harvest Industrial Park on Block A, Plan 7921548. The City of Leduc is working with the landowner to subdivide and redistrict the proposed ER and MR lands surrounding Telford Lake in order to allow for multiway construction prior to that which would come with subdivision and development of the lands by the developer. The proposed redistricting will help to further advance the Telford Lake multiway project, with construction anticipated in 2019.

LEGISLATION AND/OR POLICY:

- 1. Municipal Government Act, RSA 2000, Chapter M-26, as amended
 - S. 640(2)(a) requires a municipality be divided into land use districts.
 - S. 606 and S. 692 govern the requirements for advertising a bylaw. More specifically, S. 692(4) outlines those additional advertising requirements for a bylaw changing the land use district designation of a parcel of land.
- 2. Land Use Bylaw 809-2013, as amended

PAST COUNCIL CONSIDERATION:

Bylaw 1010-2018 is before Council for the first time.

CITY OF LEDUC PLANS:

Bylaw 1010-2018 is consistent with the City's Municipal Development Plan, as amended, the Telford Lake Master Plan, and the Harvest Industrial Park Area Structure Plan.

Report Number: 2018-CR-159 Page 1 of 2

Updated: February 2, 2017

COUNCIL REQUEST FOR DECISION



IMPLICATIONS OF RECOMMENDATION

ORGANIZATIONAL:

There are no organizational implications.

POLICY:

There are no policy implications.

IMPLEMENTATION / COMMUNICATIONS:

The public hearing is scheduled for February 11, 2019. The hearing will be advertised in the January 25 and February 1, 2019 issues of 'The Representative' and notices will be mailed to property owners within 61.0 m of the subject area.

ALTERNATIVES:

1. That Council defeat Bylaw 1010-2018.

ATTACHMENTS:

- 1. Bylaw 1010-2018
- 2. Key Plan
- 3. Redistricting Plan
- 4. Subdivision Plan
- 5. Harvest Industrial Park Area Structure Plan Land Use Concept

Others Who Have Reviewed the Report

M. Pieters, Acting City Manager / B. Loewen, City Solicitor / M. Pieters, General Manager, Infrastructure & Planning

Report Number: 2018-CR-159 Page 2 of 2

Updated: February 2, 2017

AMENDMENT # 90 - TO BYLAW NO. 809-2013, THE LAND USE BYLAW

The Municipal Government Act, R.S.A. 2000, Chapter M-26, as amended (the "Act") grants a municipality the authority to pass a Land Use Bylaw;

AND:

in accordance with the Act, the City of Leduc passed Land Use Bylaw No. 809-

2013 to regulate and control the use and development of land and buildings in the City of Leduc, and the Council has deemed it expedient and necessary to

amend Bylaw No. 809-2013;

AND:

notice of intention to pass this bylaw has been given and a public hearing has

been held in accordance with the Act;

THEREFORE:

the Council of the City of Leduc in the Province of Alberta duly assembled hereby

enacts as follows:

PART I: APPLICATION

1. THAT:

Bylaw No. 809-2013, the Land Use Bylaw, is amended by this Bylaw.

2. THAT:

the Land Use Map, attached to and being part of the Land Use Bylaw of the City

of Leduc, be amended by reclassifying:

Part of Block A, Plan 7921548 (consisting of 2.96 ha more or less)

From:

UR - Urban Reserve

To:

GR - General Recreation

ERD - Environmental Restricted Development

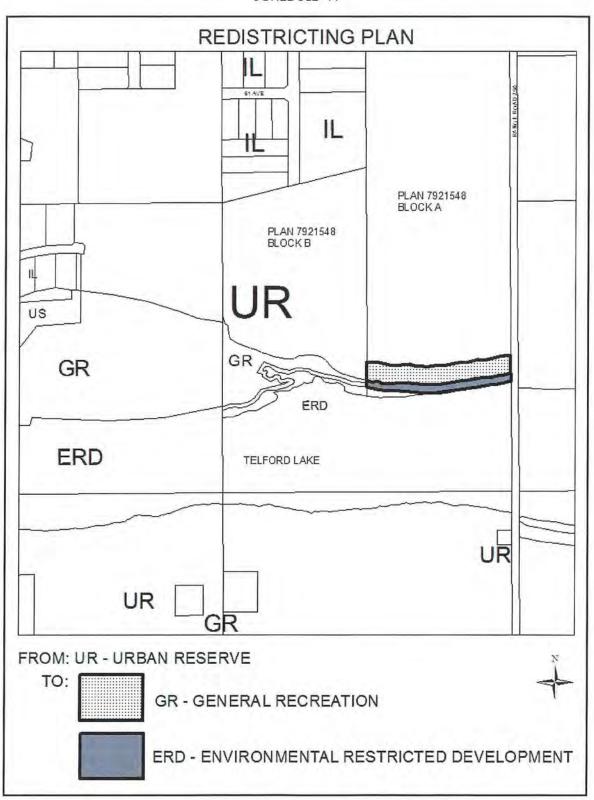
as shown in Schedule "A", attached hereto and forming part of this bylaw.

PART II: ENACTMENT

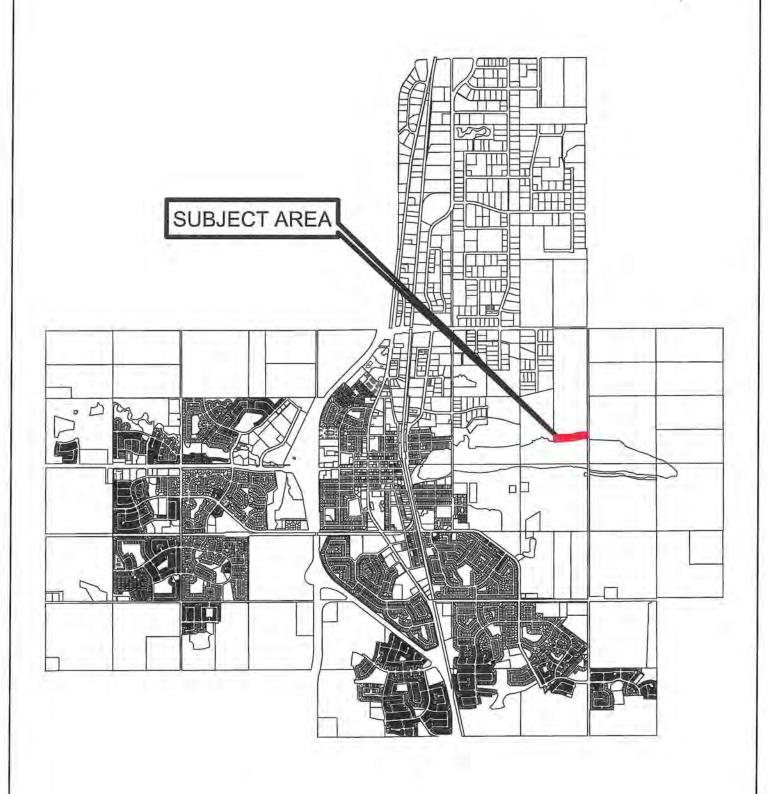
This Bylaw shall come into force and ef	fect when it receive	s Third Reading ar	id is duly signed.
READ A FIRST TIME IN COUNCIL THIS	DAY OF	, AD 2019.	
READ A SECOND TIME IN COUNCIL THIS	DAY OF	, AD 2019.	
READ A THIRD TIME IN COUNCIL AND FI	NALLY PASSED THIS _	DAY OF	, AD 2019.
AF	PPROVED		bert Young AYOR
Date Signed	s to Form B. L.		ndra Davis TY CLERK

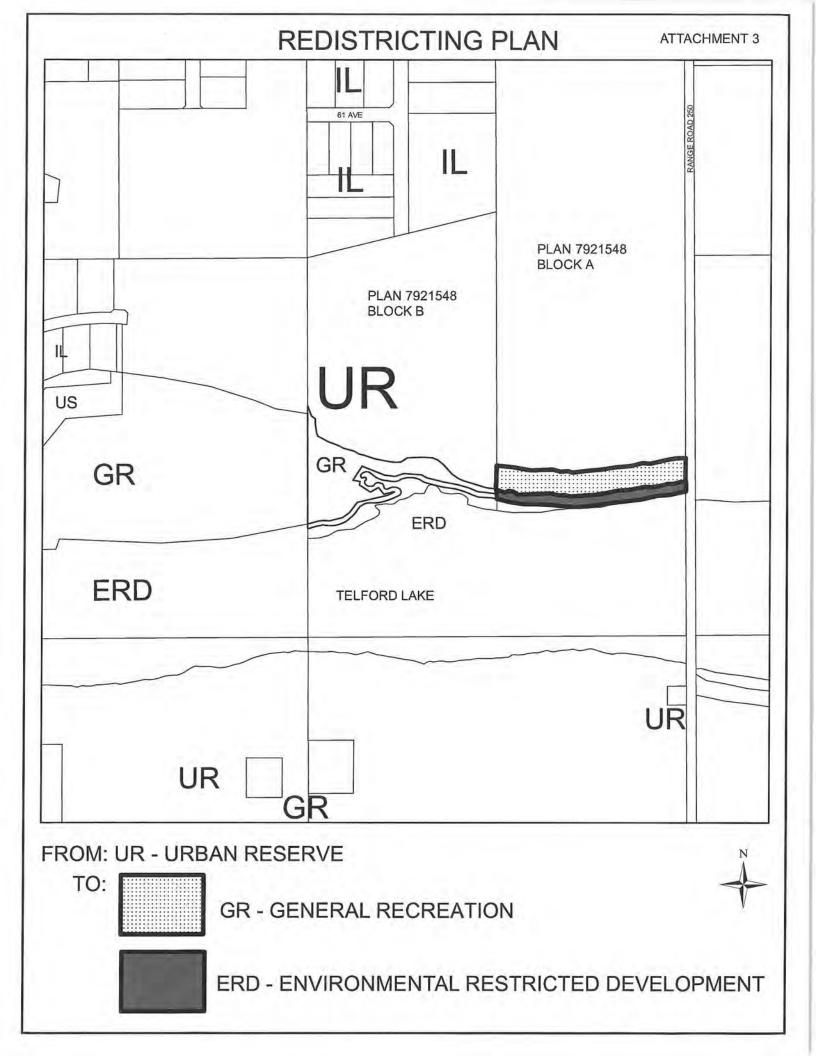
City Solicitor

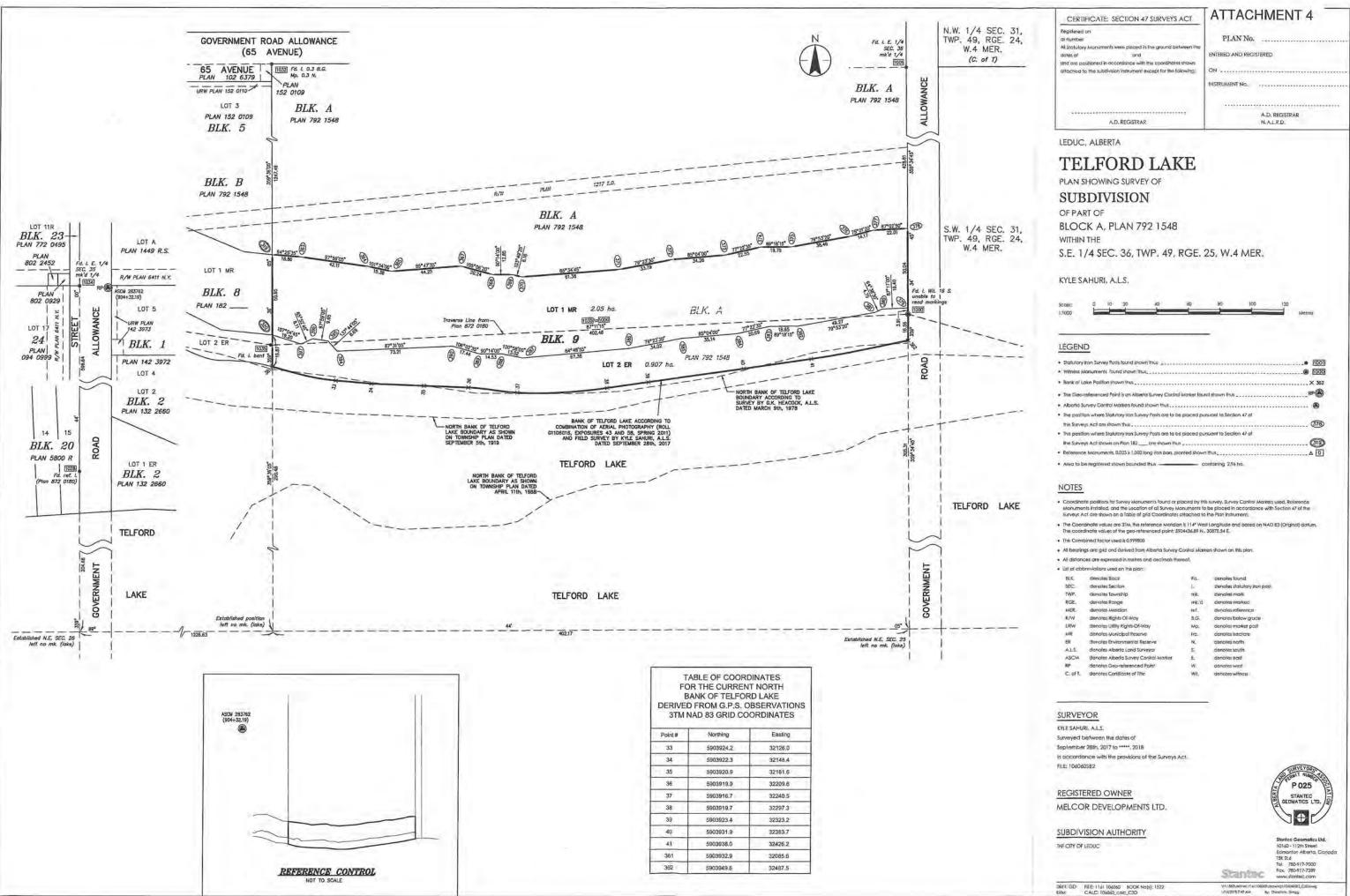
SCHEDULE "A"

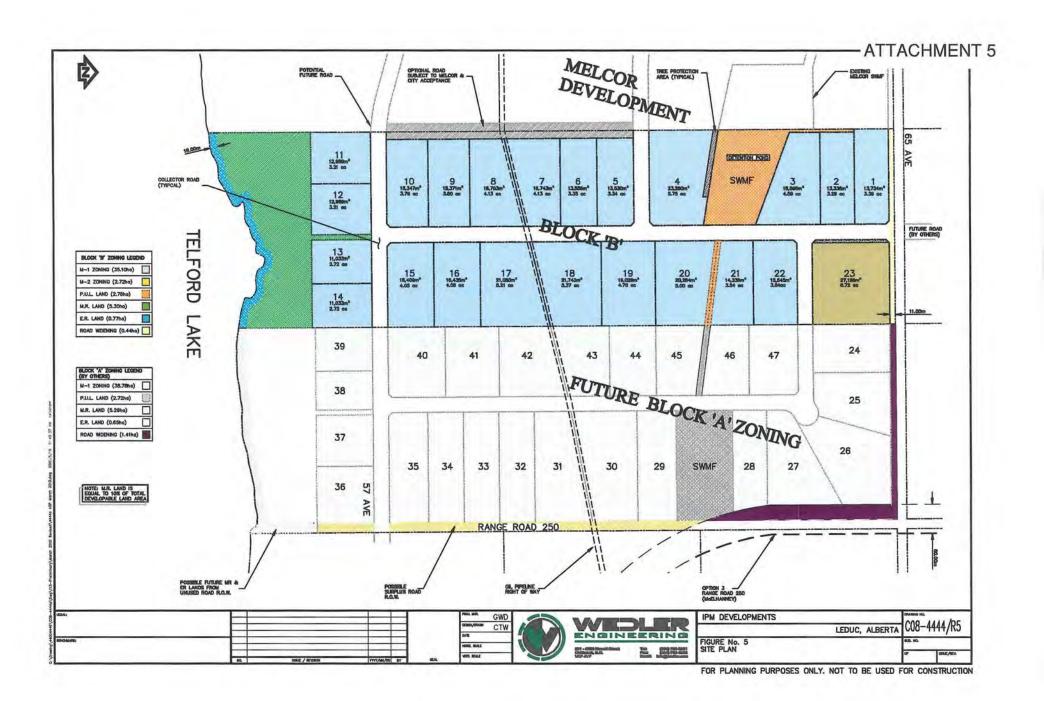












COUNCIL REQUEST FOR DECISION



MEETING DATE: January 28, 2019

SUBMITTED BY: Ken Woitt, Director Planning & Development

PREPARED BY: Fiona Paquet, Development Officer

REPORT TITLE: Bylaw No. 1012-2018

Text Amendments to Land Use Bylaw 809-2013 (2nd & 3rd Readings)

REPORT SUMMARY

Bylaw 1012-2018 proposes to amend Land Use Bylaw 809-2013, to extend the Downtown Mixed-Use Overlay to include 5110, 5116 & 5120 47 Street and to allow more options for signage on buildings adjacent from non-residential uses within the Downtown Mixed Use Overlay.

RECOMMENDATION

- 1. That Council give Bylaw 1012-2018 second reading.
- 2. That Council give Bylaw 1012-2018 third reading.

BACKGROUND

KEY ISSUE(S) / CONTEXT:

The City of Leduc Land Use Bylaw 809-2013 regulates and controls the use and development of land and buildings within the City of Leduc. One of the primary goals of this Bylaw is to create a set of regulations that will enhance the unique character of the City. A Land Use Bylaw is a living document that is continually being reviewed by administration to ensure the regulations are clear, concise and consistent and that improvements and growth that occurs within the City meets the high standards expected within Leduc.

The amendments proposed are outlined in detail in Attachment 2 to this report. The attachment outlines administration's rationale for each amendment as well as its corresponding amendment number within Bylaw 1012-2018.

The Planning Department is focusing on supporting businesses and development within the downtown as well as the remainder of Leduc. The Downtown Mixed Use Overlay is being proposed to extend the overlay to include 5110, 5116 & 5120 47 Street to provide more ability to allow re-development of Downtown sites and to provide more options for signage on buildings adjacent from non-residential uses within the Downtown Mixed Use Overlay.

LEGISLATION AND/OR POLICY:

The Municipal Government Act, R.S.A.2000, Chapter M-26, as amended

The City of Leduc Land Use Bylaw 809-2013, as amended.

PAST COUNCIL CONSIDERATION:

Bylaw 1012-2018 was given first reading by Council at its regular meeting held on December 3, 2018.

CITY OF LEDUC PLANS:

The Land Use Bylaw is consistent with the Municipal Development Plan, Intermunicipal Development Plan, Downtown Master Plan and all other statutory documents.

Report Number: 2018-CR-143 Page 1 of 2

Updated: February 2, 2017

COUNCIL REQUEST FOR DECISION



IMPLICATIONS OF RECOMMENDATION

ORGANIZATIONAL:

There are no organizational implications.

POLICY:

There are no policy implications.

LEGAL:

A municipality's Land Use Bylaw should be consistent with the Municipal Government Act and as such the City of Leduc has the responsibility to ensure consistency between the two documents.

IMPLEMENTATION / COMMUNICATIONS:

The public hearing for Bylaw 1012-2018 is scheduled for January 28, 2019. It will be advertised in the January 11, 2019 and January 18, 2019 issues of the *The Leduc Representative* in accordance with the Municipal Government Act.

The Downtown Business Association has been provided a copy of the amending bylaw for comments. No comments received back.

ALTERNATIVES:

- That Council amend Bylaw 1012-2018
- 2. That Council defeat Bylaw 1012-2018.

ATTACHMENTS:

- 1. Bylaw 1012-2018
- 2. Bylaw 1012-2018 Breakdown of Amendments and Rationale
- 3. Amended Downtown Overlay Map
- 4. Amended Land Use Map

Others Who Have Reviewed the Report

M. Pieters, Acting City Manager / B. Loewen, City Solicitor / M. Pieters, General Manager, Infrastructure & Planning

Report Number: 2018-CR-143 Page 2 of 2

AMENDMENT 91- TO BYLAW NO. 809-2013, THE LAND USE BYLAW

The Municipal Government Act, R.S.A. 2000, Chapter M-26, as amended (the "Act") grants a municipality the authority to pass a Land Use Bylaw;

AND: in accordance with the Act, the City of Leduc passed Land Use Bylaw No. 809-

2013 to regulate and control the use and Development of land and buildings in the City of Leduc, and the Council has deemed it expedient and necessary to

amend Bylaw No. 809-2013;

AND: notice of intention to pass this bylaw has been given and a public hearing has

been held in accordance with the Act;

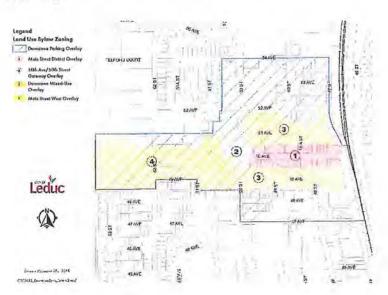
THEREFORE: the Council of the City of Leduc in the Province of Alberta duly assembled hereby

enacts as follows:

PART I: APPLICATION

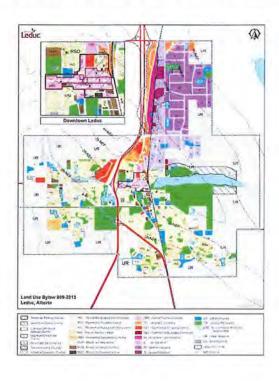
That Bylaw No. 809-2013 be amended as follows:

 Figure 3. City of Leduc Map of Downtown Overlays is deleted and replaced with the following:



- 2. Add the following regulation after Section 18.7.6.1.:
 - (1) "Where a building Façade is not Adjacent to a residential use, additional signage may be considered at the discretion of the Development Authority."

Approved as to Form - B. Loewen, City Solicitor 3. Figure 7. Land Use Map is deleted and replaced with the following:



PART II: ENACTMENT

This Bylaw shall come into force and e	effect when it receive	es Third Reading	g and is duly signed.
READ A FIRST TIME IN COUNCIL THIS	DAY OF	, AD 2018.	
READ A SECOND TIME IN COUNCIL, AS	S AMENDED, THIS	DAY OF	, AD 2019.
READ A THIRD TIME IN COUNCIL, AS AN, AD 2019.	MENDED, AND FINALI	LY PASSED THIS _	DAY OF
			Robert Young MAYOR
			Sandra Davis CITY CLERK
Date Signed			

Breakdown of Rationale for Land Use Bylaw Amendments

Attachment #2

Section of Bylaw 809-2013	Page	Description of Amendment	Rationale	Bylaw 1012-2018 Amendment No.91
PART 4: DISTRIC	T REGULA	ATIONS AND DEVELOPMENT STANDARDS		
Figure 3: City of Leduc Map for Downtown Overlays		Extend Downtown Mixed-Use Overlay map to include 5110, 5116 & 5120 – 47 Street.	To give the 3 small commercial properties more flexibility when being re-developed. 5120 - 47 Street has been sold. New owner would like to re-develop the existing site and add the Uses of Professional, Financial & Office Service & Personal Service. Current regulations of the LUB and Downtown Parking Overlay does not allow this property to be fully re-developed. Based on the proposal and current regulations they would not meet parking, loading and waste/recycling requirements to occupy the entire building. By extending the mixed use overlay gives ability for the entire site to be re-developed, by being able to vary or waive certain regulations. Long Range Planning was comfortable that the objectives of the Downtown Master Plan are still being met. The purpose of this Overlay is to expand the commercial and residential mixed use into adjoining neighbourhoods to the north and south of main street, while still ensuring the Development of the "Saddle Concept" around main street.	1

Breakdown of Rationale for Land Use Bylaw Amendments

Attachment #2

Section of Bylaw 809-2013	Page	Description of Amendment	Rationale	Bylaw 1012-2018 Amendment No.91
18.7 Downtown Mixed-Use Overlay	165	Add regulation to allow businesses within the Downtown Mixed Use Overlay to have the ability to have multiple signage on their buildings.	Allows for businesses to have more signage for building that are surrounded by other commercial properties within the Downtown Mixed Use Overlay	2
PART 9: LAND US	E MAPS.			
Figure 7: Land Use Map	300	Replace with updated Land Use Map	Replacing with updated Land Use Map depicts the downtown overlay boundaries.	3

Legend Land Use Bylaw Zoning

Downtown Parking Overlay

Main Street District Overlay

TELFORD COURT

- 50th Ave/50th Street Gateway Overlay
- Downtown Mixed-Use Overlay
- Main Street West Overlay

3 2 50 AVE 49 AVE ST 48 AVE 48 AVE 47-AVE 47 AVE 47 AVE ST 53 46 AVE 46 AVE 46 AVE 51A Created: November 15th, 2018 45 AVE ST ST GSR5135_DowntownZone_LetterV2.mxd

55 AVE

52 AVE

ST

51AST

ST

52

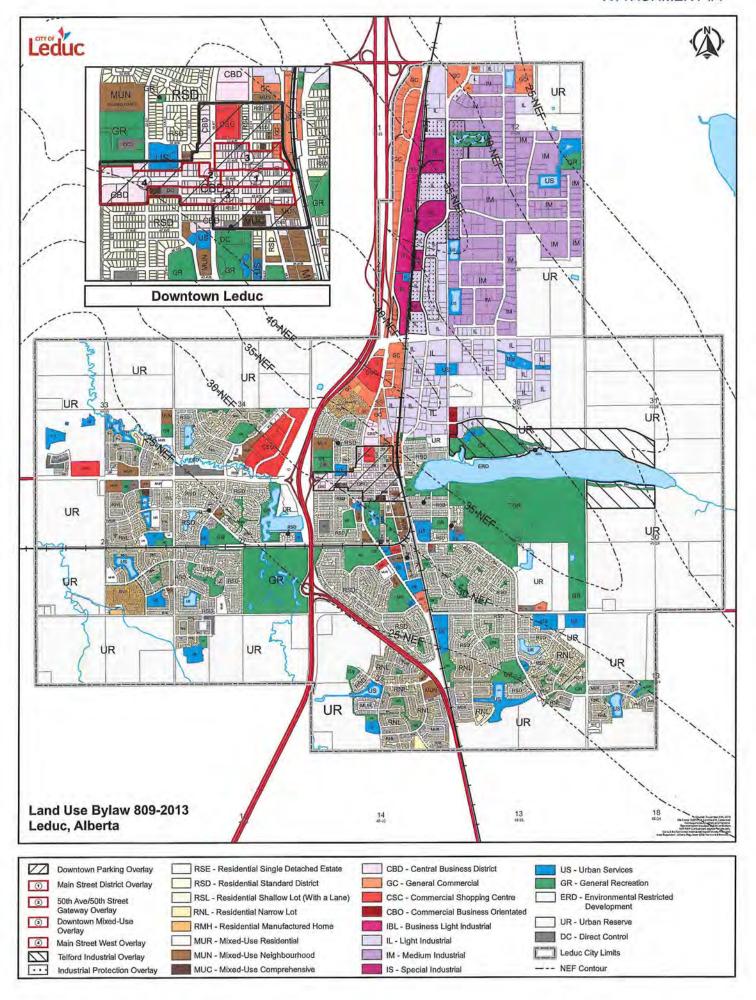
Attachment #3

ADDITION TO T DOWNTOWN MIXED-USE OVERLAY

53 AVE

49ST

52 AVE



PUBLIC COMMENTARY	

IN-CAMERA ITEMS There are no In-Camera Items

RISE & REPORT FROM IN-CAMERA ITEMS



Office of Mayor Young



Mayor's Report January 14 - 20, 2019

January 14

- 93.1 FM The One interview
- Committee-of-the-Whole and Council agenda review
- Ribbon Cutting | Harmonious State Canine Enrichment Centre
- Committee-of-the-Whole
- Council

January 15

- Leduc Golf Club Board
- Intergovernmental Affairs & Corporate Planning
- Tour of Shree Hindu Swaminarayan Temple

January 16

- Mock Council | Ecole Notre Dame School #1
- D Melvie, General Manager, Community & Protective Services

January 17

- Mock Council | Ecole Notre Dame School #2
- Falcon Water Solutions
- Mayor's Connect video shoot

January 18

• The Chamber (Leduc & Wetaskiwin Regions) presents: 2019 January Luncheon

Approved by Mayor Bob Young

"Original Signed by Mayor B. Young"

ADJOURNMENT	