CITY OF LEDUC COUNCIL MEETING AGENDA



Monday, June 24, 2019, 7:00 P.M. Council Chambers, Leduc Civic Centre 1 Alexandra Park, Leduc, Alberta

- 1. CALL TO ORDER
- 2. ADOPTION OF AGENDA
- 3. ITEMS FOR DISCUSSION AND RELATED BUSINESS
 - 3.1 Select Items for Debate
 - 3.2 Vote on Items not Selected for Debate
- 4. ADOPTION OF PREVIOUS MINUTES
 - 4.1 Approval of Minutes of the Council Meeting held June 10, 2019
- 5. RECOGNITION ITEMS
- 6. PUBLIC COMMENTARY
- 7. PUBLIC HEARING
 - 7.1 Bylaw No. 1013-2018 Redistricting Meadowview Stage 17
 - 7.2 Bylaw No. 1027-2019 Southeast Leduc Area Structure Plan Amendment

8. PRESENTATIONS

8.1 Canadian Energy Museum Update

(R. Golightly)

8.2 Alberta Legacy Development Society

(K. Atkinson / G. Schaber, President)

9. BUSINESS

9.1 Long Term Facilities Master Plan

(B. Knisley)

(Presentation Attached)

9.2 Council Remuneration and Business Expense Policy

(S. Davis)

10. BYLAWS

- 10.1 Bylaw No. 1008-2018 East Telford Lake Area Structure Plan (2nd Readings) (K. Woitt)
- 10.2 Bylaw No. 1013-2018 Redistricting Meadowview Stage 17 (2nd Reading) (K. Woitt)
- 10.3 Bylaw No. 1027-2019 Southeast Leduc Area Structure Plan Amendment (2nd & 3rd Readings)

(K. Woitt)

11. PUBLIC COMMENTARY

- 12. IN-CAMERA ITEMS
- 13. RISE AND REPORT FROM IN-CAMERA ITEMS
- 14. INFORMATION REPORTS
 - 14.1 Mayor's Report

15. ADJOURNMENT



MINUTES OF THE CITY OF LEDUC

COUNCIL MEETING

Monday, June 10, 2019

Present: Mayor B. Young, Councillor B. Beckett, Councillor G. Finstad, Councillor B. Hamilton, Councillor L. Hansen, Councillor T. Lazowski, Councillor L. Tillack Also Present: P. Benedetto, City Manager, S. Davis, City Clerk

1. CALL TO ORDER

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

2. ADOPTION OF AGENDA

MOVED by Councillor L. Hansen

That the agenda be adopted as presented.

Motion Carried Unanimously

3. ITEMS FOR DISCUSSION AND RELATED BUSINESS

3.1 Select Items for Debate

The following items were selected for debate:

9. BUSINESS

9.3 Leduc Arts Foundry - Memorandum of Understanding

9.4 Update on Treaty 6 and Metis Flag Raising

3.2 Vote on Items not Selected for Debate

Votes recorded under item headings.

4. ADOPTION OF PREVIOUS MINUTES

4.1 Approval of Minutes of the Council Meeting held Monday, May 27, 2019 MOVED by Councillor G. Finstad That the minutes of the Council Meeting held Monday, May 27, 2019, be approved as presented.

Motion Carried Unanimously

5. RECOGNITION ITEMS

There were no Recognition Items for the agenda.

6. PUBLIC COMMENTARY

There was no Public Commentary.

7. PUBLIC HEARING

There were no Public Hearings for the agenda.

8. PRESENTATIONS

8.1 Boys and Girls Club Update

S. Bissell, Executive Director, Boys & Girls Club of Leduc, made a PowerPoint presentation (Attached to Agenda Package), which outlined the services provided to youth in Leduc between the ages of 6 - 18 years.

S. Bissell answered Council's questions.

Council thanked S. Bissell for the presentation and for the good work being carried out by the Boys & Girls Club.

8.2 Leduc Downtown Business Association Strategic Plan Update

Dr. J. Gordon, President, and A. Berndt, Downtown Coordinator, Leduc Downtown Business Association, provided Council with a downtown Leduc Map & Directory (Attached) and made a PowerPoint presentation (Attached).

Mayor B. Young advised that Council is hoping to have some of the restrictions imposed on development in the Downtown by the Airport Vicinity Protection Area Regulation either removed or amended to allow for future residential development.

Council thanked Dr. J. Gordon and A. Berndt for their presentation, and stated that they look forward to seeing the implementation of the musical instruments in the Downtown core. Leduc will be the first municipality to incorporate the instruments in their downtown.

9. BUSINESS

9.1 Downtown Business Association Capital Reserves

MOVED by Councillor G. Finstad

That Council approve an expenditure of up to \$50,000, for the purpose of capital improvements to the Downtown Business Association area to be funded through the DBA capital reserve.

Motion Carried Unanimously

9.2 Municipal Grant – Leduc Art Walk 2019

MOVED by Councillor G. Finstad

That Council award a grant to Leduc Arts Foundry for an amount not to exceed \$5,000, which is to be funded from Council Community Grants to help offset expenses related to hosting the annual Leduc Art Walk on Main Street on July 13, 2019.

Motion Carried Unanimously

9.3 Leduc Arts Foundry - Memorandum of Understanding

T. Turner, Manager, Arts, Culture and Heritage, and C. Popik, President, Leduc Arts Foundry, made a presentation. C. Popik presented Council with a custom made plate as a token of appreciation. After passing the motion, Mayor B.Young and C. Popik signed the Memorandum of Understanding.

MOVED by Councillor B. Beckett

That Council approve the signing of the Memorandum of Understanding with the Leduc Arts Foundry.

Motion Carried Unanimously

9.4 Update on Treaty 6 & Metis Flag Raising

S. Davis, City Clerk, and T. Turner, Manager, Arts, Culture and Heritage, updated Council on the Indigenous Land Acknowledgement Day activities.

10. BYLAWS

10.1 Bylaw No. 1013-2018 - Redistricting Meadowview Stage 17 (1st Reading)
 Administration recommends that Bylaw No. 1013-2018 receive first reading.
 MOVED by Councillor G. Finstad

That Council give Bylaw No. 1013-2018 first reading.

Motion Carried Unanimously

10.2 Bylaw No. 1027-2019 - Southeast Leduc Area Structure Plan Amendment (1st Reading)

Administration recommends that Bylaw No. 1027-2019 receive first reading.

MOVED by Councillor G. Finstad

That Council give Bylaw No. 1027-2019 first reading.

Motion Carried Unanimously

11. PUBLIC COMMENTARY

There was no public commentary.

12. IN-CAMERA ITEMS

There were no In-Camera Items for the agenda.

13. RISE AND REPORT FROM IN-CAMERA ITEMS

14. UPDATES FROM BOARDS & COMMITTEES

- 14.1 Council Member Updates from Boards & Committees There were no updates.
- 14.2 Council Member Updates from Commissions, Authorities, Other There were no updates.

15. INFORMATION REPORTS

15.1 Mayor's Report

There was no discussion.

15.2 Building Inspector's Report

There was no discussion.

15.3 Newly Issued Business Licences

There was no discussion.

16. ADJOURNMENT

The Council meeting adjourned at 8:19 pm.

B. YOUNG, Mayor

S. DAVIS, City Clerk







MAP & DIRECTORY

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DOWNTOWN LEDUC IS our passion

OUR MISSION

To promote, enhance and advocate for the Downtown Core of Leduc through leadership and partnerships.

WHAT WE DO

- Represent and advocate for over 160 businesses in the Main Street Shopping District.
- Market the destinations, businesses, services and attractions:
 - Online marketing through our website and social media campaigns.
 - Collaborate with business and community stakeholders on joint marketing programs.
 - Host downtown events and business networking opportunities.
- Point of contact for existing and new downtown business.

AS AN ORGANIZATION WE STRIVE TO

- Establish the Leduc Downtown Business Association (LDBA) as the downtown authority.
- Strengthen and increase engagement of downtown businesses.
- Ensure organizational stability and build internal capacity.
- Stimulate new investment and attraction in the downtown core.

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- **Past Chair** Debbie Charanduk, Black Gold Gallery and Frame
- Treasurer Chris Cholak, MNP LLP
- Secretary Michelle Levasseur, Member at large
- Directors
 - Gary Gairdner, Telford Seniors Centre
 - Eric Schrader, Schrader Holdings Ltd.
 - James Turner, The Turner Guitar Studio, Ltd.
 - Marcio Nunes, Mister Social
 - Jennifer Garries, Leduc Regional Chamber of Commerce
 - Mark Gallant, Leduc-Nisku Economic Development Association

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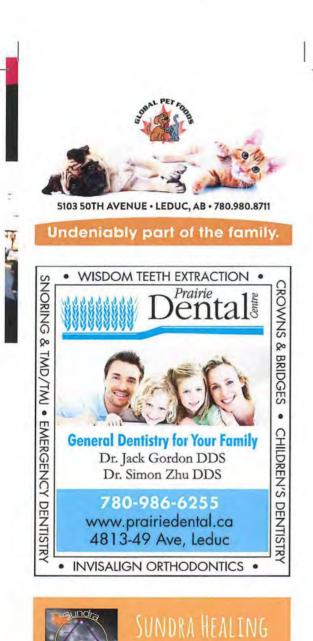
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OUR STRATEGIC PLAN 2018 - 2021



OUR PLAN

- Plan and implement activities, programs and events to increase downtown business engagement and collaboration.
- Develop year-round programming to attract people Downtown and to increase exposure and generate potential revenue for businesses.
- Determine gaps in the downtown business mix and proactively attract new businesses to create the perfect business mix.
- Establish and activate the Downtown as an event venue to collaborate with public and private partners to attract non-DBA events and activities downtown.
- To establish a sustainable operational funding model to increase the organizations capacity.
- Increase business and entrepreneurial support to Downtown businesses.





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- May 24
- June 28
- July 26
- August 23

6TH ANNUAL CHIL-EH COOK OFF

• Saturday, September 28

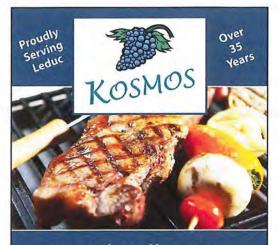
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Saturday, November 30





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- Waldorf Hotel

ART, GALLERIES, MUSEUMS

- Dr. Woods House Museum
- Leduc Art Club
- Leduc Heritage Grain Elevator

AUTOMOTIVE

- Crackmasters Leduc
- Crystal Glass Canada
- OK Tire

BANKS

- ATB Financial
- CIBC Branch
- Bank of Montreal
- RBC Royal Bank
- Servus Credit Union

BUSINESS SUPPORT & SUPPLIES

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DIRECTORY *listings*

CHURCHES

- City Life Church
 - The Derrick Church
- The Redeemed Christian Church of God
- Victorious Church Leduc
- Vision Baptist Church

CLOTHING CLEANERS & TAILORS

- Devonaire Dry Cleaners & Laundromat
- Leduc Cleaners
- Martha's Tailoring

COMPUTERS & ELECTRONICS

- CPR Cellphone Repair
- Uniway Computers

CONSTRUCTION, MATERIALS & CONTRACTORS

- Geo A. Mcleod Plumbing & Heating
- Kymera Systems
 - Leduc Wall Fashions
 - Quality Floor Coverings Carpet One

EDUCATION & CHILDCARE

- BrightPath Childcare Centre
- Connectivity Dance
- Global Childcare
- Kumon Learning Center
 - Nessie's Jigsaw Daycare
- Star Catholic Outreach Program
 - TDC Taryn's Dance Company

ENTERTAINMENT

- 93.1 FM The ONE
- dreamESCAPE Gaming

FITNESS

- Aurora Yoga and Spa
- Gone Strong Athletics
- Leduc Brazillian Jiu Jitzu
- Leduc Martial Arts Academy
- Relentless Martial Arts
- The Pain Cave

FOOD & BEVERAGE SUPPLY

- Local Meats
- Nutter's Bulk & Natural Foods
- Right Price Produce
- Water & Ice Co.

FOOD & DINING

- Basile's 2 for 1 Pizza
- Boston Pizza
- Burger Baron
- Chicago Deep Dish Pizza
- Habaneros
- Johnathan's Lounge
- Kosmos Restaurant and Lounge
- India Grill & Bistro LTD
- Leduc Coffee Shop
- Murphy's Neighborhood Pub
- O'Brians Restaurant and Grill
- Panago Pizza

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- Public Washrooms
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- Maclab Centre for the Performing Arts Tickets
- Online Community Events Calendar & Highlights
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- RV Sani-Station
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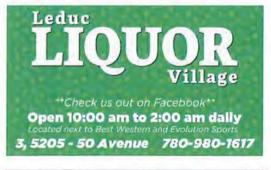




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- Press'd The Sandwich Co.
- Prestegio Bakery
- Renerey Mart and Chatter's Café
- Royal Canadian Leduc Legion Branch No. 108
- Rural Routes Brewing Company
- Smitty's Restaurant and Lounge
- The Overflowing Blender
- Vietnamese Paradise
- Waldorf Restaurant
- Waldorf Wagon Wheel Saloon
- White Spot

FUNERAL SERVICES

Serenity Funeral

GAS STATIONS

- Fas Gas
- Husky Leduc
- Petro-Canada

GOVERNMENT SERVICES

- Alberta Health Services
- Canada Post
- Leduc Alberta Supports Centre

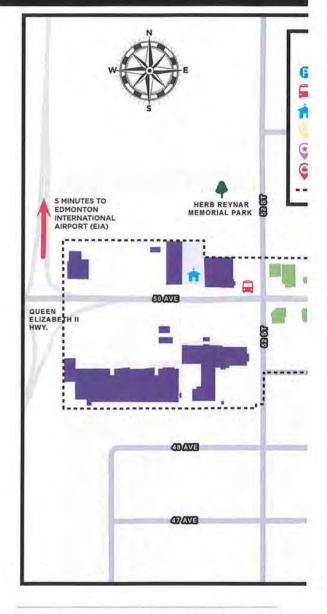
HEALTH & MEDICINE

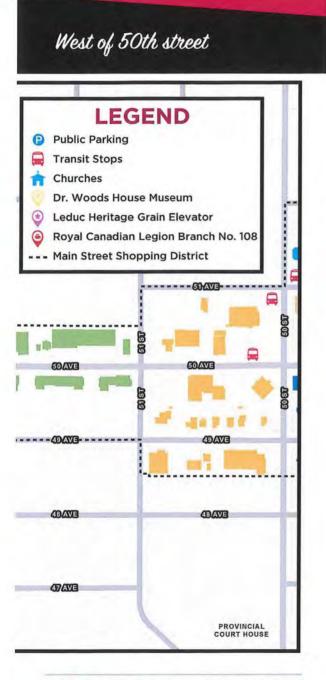
- Alpha Dental
- Baynes Family Chiropractic
- CBI Health Centre
- Chacra Wellness

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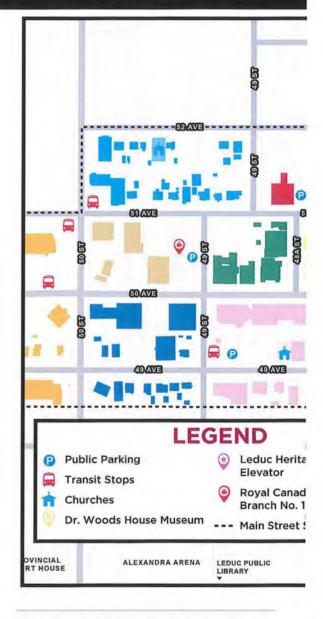
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DOWNTOWN LEDUC MAP





DOWNTOWN LEDUC MAP

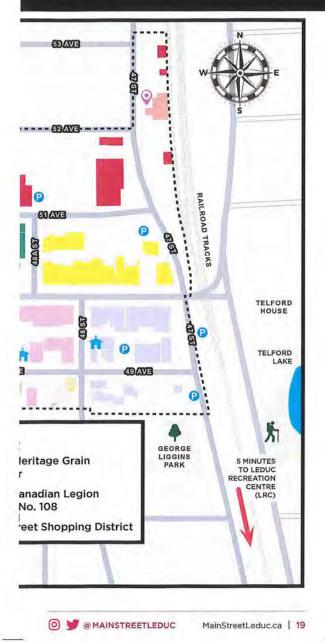


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HEALTH & MEDICINE continued

	Dr. Paul Ng Dentist
	Eminence Wellness - Massage Therapy
	Envision Medical Spa
	Faces Dermastudio
	Family Counseling
	Healthcheck Pharmacy
	House of Massage
	Insight Medical Imaging
	Karunia Counseling Service
•	Leduc Denture Clinic
0	Leduc Counseling Connection
	Leduc Remedy's RX
. 67	Leduc Wellness Center
	Prairie Dental Centre
	Pure Essence Massage
- 24	Smyth Clinic
•	Sundra Healing
•	Teena Garcia Counseling Services
	The Snore Centre
•	Tru Smiles
•	True Touch Massage Therapy & Fitness
0	Wallington Denture Clinic
INS	URANCE & REGISTRIES
	Cindy Van Leest, CPA, CMA
•	Drayden Insurance
	Gaetz Agencies
0	Johnson Agencies
•	Leduc Registries
٠	Shaw Insurance Agency
	Western Financial Group

LEGAL & FINANCIAL SERVICES

- Alberta Tax Service
- Beverly Arlow Accountant
- Brighter Financial Solutions
- Eric Kahlke Professional Corporation
- Forrest J.R. Wright PC, Chartered
- Jaysis Enterprises
- Liberty Tax
- Luchak Luchak Sosnowski
- MNP LLP
- River City Financial
- Sunlife Financial

LIQUOR STORES

- Leduc Liquor Village
- Liquor Depot
- Mico's Liquor Store
- Waldorf's 51st Ave Liquor Store

NON-PROFIT GROUPS

- Canadian Islamic Association of Wetaskawin and Leduc
- Fish and Game Association
- Leduc Community Living Association
- Leduc Downtown Business Association
- Leduc Hub Association
- Leduc Regional Housing Foundation
- Leduc LINX Connect Centre
- Leduc Regional Chamber of Commerce
 - Telford House Leduc and District Senior Centre

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DIRECTORY listings

PET SERVICES

- For Paws
- Global Pet Foods

PROPERTY MANAGEMENT

- Fortress Properties Inc.
- Schrader Holdings LTD

RETAIL

- An Edge in Dance
 Black Gold Gallery & Frame Inc.
 Chantilly Lingerie & Swim Boutique
- Corinthia Flowers
- Daawg's House
- Dis & Dat
- Earth's Essentials
- Evolution Sporting Goods It's a Crock Country Store Leduc Florist
- Leduc Goldsmiths
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- Maid Pro
- Mainstreet Vacuum
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 - Prairie Mountain Furniture
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- Scribbler's n' Such
- The Brick

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- Beau Look
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- Creativity Urban Salon
- Fiona's Nails & Spa
- Funky Pro Salon
- Goodfellas Barbershop
- Jacky's Niche
- Lash Boutique and Lounge
- Leduc Barbers
- Nail World
- Playgirl Hair Stylists
- Shear Sensation
- Shear Connection
- Silver Shears
- Smokin Hair Studio
- Studio Nails
- Zulu Hair Design

TATTOO PARLOURS

- Leduc Tattoo Co.
- Serpent Tattoo Studio LTD.

SOCIAL MEDIA buzz









Daniel Claypole So awesome!!!! Like · Reply · 3d



Carol Rae The kids had a blast



I the Mashe ad

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Habanero was by far the Best And the Hot sauce was *J J J* amazing (Fourth hottest pepper in the world) All together was a Great afternoon





Ruth Khademi Sabeghi-mcCaughtrie Leduc Area Rant and Rave 22 June at 21:18

Rave to the Leduc Block Party tonight! It was fun! Music with Garet Wood and band was AWESOME !!



...

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Jena Short 29 September at 14:58 · O

Such tasty chili and a great variety. Duck confit! Bison! Spicy! Smoky barbeque! Sweet potato! Yes! Yes! Yes! Good job, competitors and thank you for the fabulous eats!

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BLOCK 50

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UPCOMING EVENTS:

May 24 – Parking Lot Sale June-August – Food Truck Wednesday's June-September – Sunday Downtown Market July I – Canada Day Celebration November 30 – Santa Claus Parade

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The Leduc Downtown Business Association is looking for outgoing volunteers to join our ambassador team.

- Represent the LDBA at Downtown community events
- Provide helpful information to tourists and locals
- Promote local businesses

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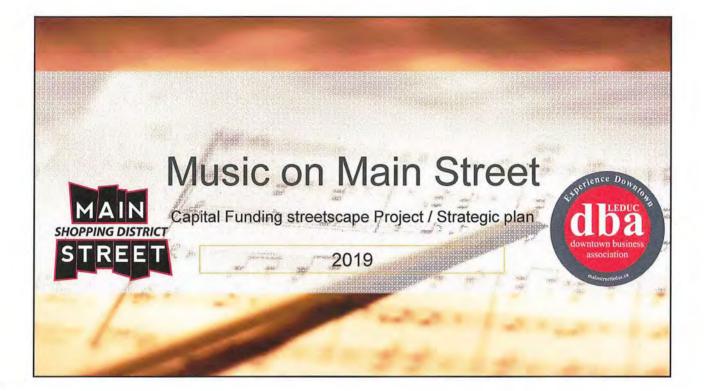






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2018 Piano Project

- 2018- LDBA introduces old, painted pianos on Main Street creating a soundboard for the summer.
- · Featured in the Leduc Representative.
- Attracted consumers downtown for a longer duration.
- Not meant to be outdoors and withered.
- Need a project to last.



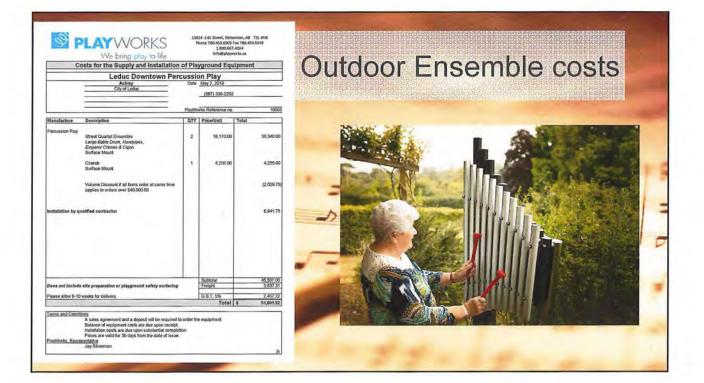
Outdoor Ensemble

- Product Highlights
- Suitable for Harsher Urban Environments
- Vandal Resistant
- Robust Stainless Steel / Aluminium
- · Wide range of calming sounds
- · All instruments sound great together
- The urban realm is a harsh and demanding environment and this quartet consisting of; Large Babel Drum, Handpipes, Emperor Chimes and Cajon are all made of stainless steel and aluminium. Their clean attractive finish achieves a superior robustness with a high corrosion resistance, suited to all areas.



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Perience Downtown

downtown business association

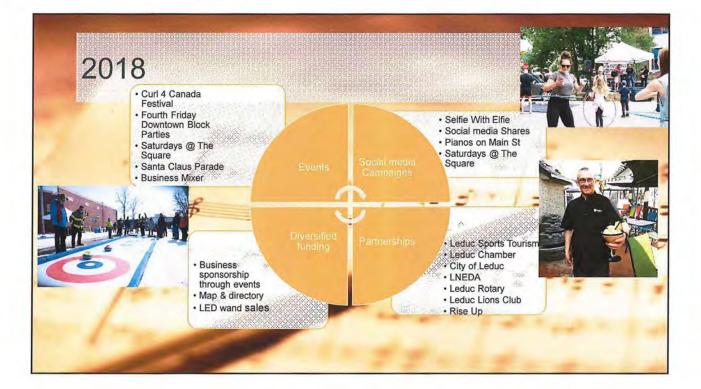
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LEDUC

LEDUC DOWNTOWN BUSINESS ASSOCIATION

Our vision and mission

Vision The Downtown Core of Leduc will be a vibrant, important and recognized source of business success, culture and community building within the City of Leduc. Mission To promote, enhance and advocate for the Downtown Core of Leduc through leadership and partnerships.



2018-2021 STRATEGIC PLAN

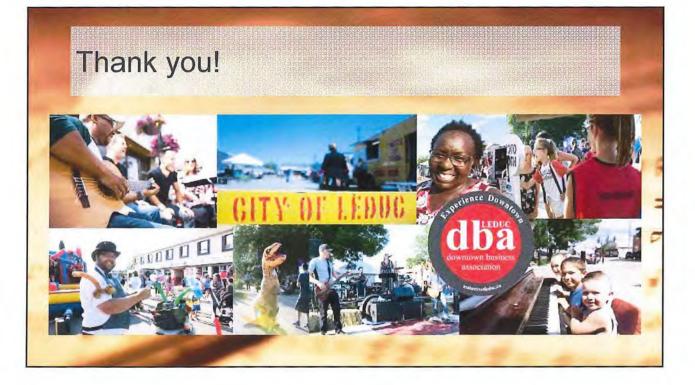
1: Plan and implement activities, programs and events to increase downtown business engagement and collaboration.

2: Develop year-round programming to attract people Downtown and to increase exposure and generate potential revenue for businesses.

3: Determine gaps in the downtown business mix and proactively attract new businesses to create the perfect business mix.

4: Establish and activate the Downtown as an event venue to collaborate with public and private partners to attract non-DBA events and activities downtown.

5: To establish a sustainable operational funding model to increase the organizations capacity Increase business and entrepreneurial support to Downtown businesses.



NOTICE OF PUBLIC HEARING | PROPOSED AMENDMENT TO LAND USE BYLAW The Following Information is Common to the Bylaw Presented

The City of Leduc is divided into land use districts to manage the location of development and ensure good planning for the municipality. Each district under the Land Use Bylaw has permitted and discretionary uses as well as development regulations for those uses. To change a land use district from what is existing 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. 1013-2018

The purpose of proposed Bylaw No. 1013-2018 is to amend Bylaw No. 809-2013, the Land Use Bylaw of the City of Leduc, by redistricting part of the SW ¼ Section 24-49-25-W4 from UR – Urban Reserve to RNL – Residential Narrow Lot and GR – General Recreation. The redistricting will allow for continued residential development in the Meadowview neighbourhood with 2 lots for park, 38 lots for June 24, 2019. They may also be heard by responding to standard single detached dwellings and 41 lots for single detached dwellings with a zero-metre side yard.

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,

Leduc.ca

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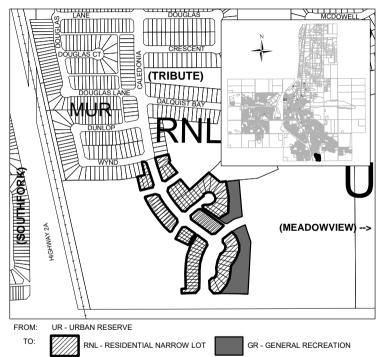
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1 Alexandra Park, 46th Avenue and 48A Street, Leduc, Alberta. Inquiries respecting the proposed bylaw may be made at the City's Planning and Development Department or by contacting April Renneberg at (780) 980-8439. A copy of the proposed bylaw may also be viewed on the City's website.

Public Hearing – June 24, 2019

At its meeting on Monday, June 24, 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, 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, June 21, 2019.

This notice is being advertised in the June 7 and 14, 2019 issues of this newspaper.





AMENDMENT #92 - 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 the SW ¼ Section 24-49-25-W4 (consisting of 6.20 ha more or less)

- From: UR Urban Reserve
- To: RNL Residential Narrow Lot GR – General Recreation

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

PART II: ENACTMENT

This Bylaw shall come into force and effect when it receives Third Reading and 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 FINALLY PASSED THIS _____ DAY OF _____, AD 2019.

Robert Young MAYOR

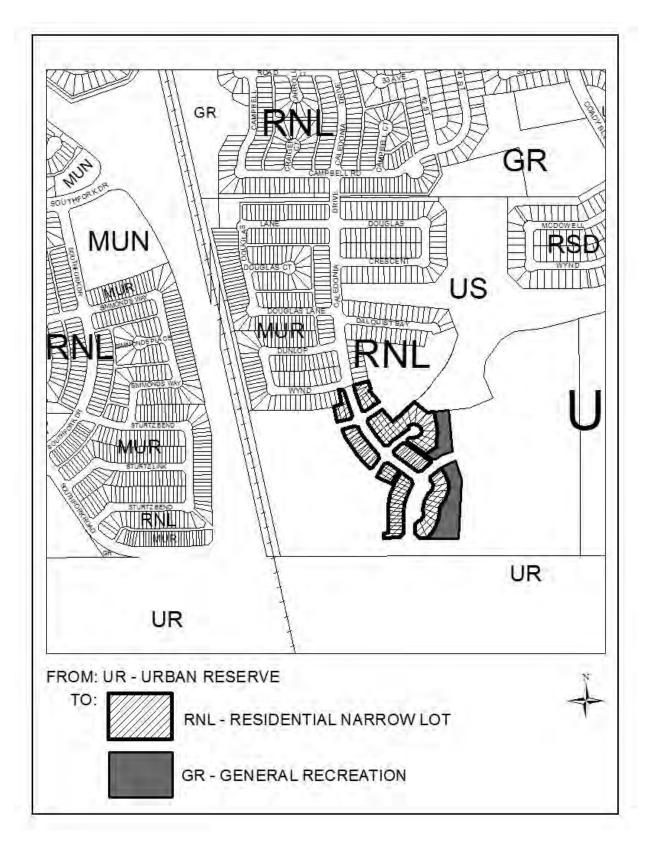
Sandra Davis CITY CLERK

Date Signed

Bylaw No. 1013-2018

Page 2

SCHEDULE A



NOTICE OF PUBLIC HEARING AMENDMENT TO THE SOUTHEAST LEDUC AREA STRUCTURE PLAN NE 1/4 & S 1/2 SECTION 24-49-25-W4

Under the Municipal Government Act, the City of Leduc may, by Bylaw, adopt or amend an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area. The proposed bylaw amending 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 amendment to the area structure plan.

Bylaw No. 1027-2019

The purpose of proposed Bylaw No. 1027-2019 is to amend the Southeast Leduc Area Structure Plan (ASP). The proposal redistributes park spaces and medium density residential land uses, as well as reconfigures the internal road network to allow for a connection to the Southeast Boundary Road and Highway 2A with an upcoming stage of subdivision. The future school site on the lands is also moved further west with this amendment, allowing it to be more quickly developed should a funding announcement be made by the province. All changes are focused on the southern portion of the plan area which remains undeveloped at this time.

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

Leduc.ca

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Alexandra Park, 46th Avenue and 48A Street, Leduc, Alberta. Inquiries respecting the proposed bylaw may be made at the City's Planning and Development Department or by contacting April Renneberg at (780) 980-8439. A copy of the proposed bylaw may also be viewed on the City's website at www.leduc.ca under 'Government , Public Hearings.'

Public Hearing – June 24, 2019

At its meeting on Monday, June 24, 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, June 24, 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, June 21, 2019.

This notice is being advertised in the June 7 and 14, 2019 issues of this newspaper.



AMENDMENT TO SOUTHEAST LEDUC AREA STRUCTURE PLAN, BYLAW NO. 883-2015

The Municipal Government Act, R.S.A. 2000, Chapter M-26, as amended (the "Act") grants a municipality the authority to adopt by Bylaw an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality;

- AND: Bylaw No. 883-2015 adopts the Southeast Leduc Area Structure Plan, passed by Council on February 9, 2015;
- AND: Council has deemed it expedient and necessary to amend Bylaw No. 883-2015;
- 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 II: APPLICATION

1. THAT: That Bylaw 883-2015 be amended in accordance with Schedule "A", attached hereto and forming part of this bylaw.

PART III: ENACTMENT

2. This Bylaw shall come into force and effect when it receives Third Reading and is duly signed.

READ A FIRST TIME IN COUNCIL THIS _____ OF _____, AD 2019.

READ A SECOND TIME IN COUNCIL THIS _____ DAY OF _____, AD 2019.

READ A THIRD TIME IN COUNCIL AND FINALLY PASSED THIS _____ DAY OF _____, AD 2019.

Robert Young MAYOR

Sandra Davis CITY CLERK

Date Signed

Area Structure Plan



Southeast Leduc Area Structure Plan

In the City of Leduc, Alberta

April 2019

Prepared for:



AL-Terra

Report No. 6162(C)-03

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APPENDICES

Appendix A – Maps Appendix B – Land Use Statistics, Population and Student Generation Tables

MAPS

- Map 1 Location
- Map 2 Context
- Map 3 Topography and Natural Features
- Map 4 Development Concept
- Map 5 Municipal Reserve and Multiway Network
- Map 6 Transportation Network
- Map 7 Water Distribution Network
- Map 8 Sanitary Sewer
- Map 9 Storm Water Management
- Map 10 Development Staging

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Table 1	_	Development Statistics	. Appendix B
		Residential Areas, Unit Count & Population	
		Student Generation	



1.0 Introduction

1.1 Purpose

This Plan was consolidated in 2015 (Bylaw 883-2015). The purpose of the 2015 consolidation was to integrate the South East Leduc Area Structure Plan first approved by council in 1993 (Bylaw 268-92) with all subsequent amendments. ASP amendments were enacted in 2003 (Bylaw 535-2003), 2005 (Bylaw 674-2007), and 2013 (811-2013). Amendments to the ASP proposed in 2018 have been incorporated into this plan. Upon approval of the ASP by City Council, all previous ASP documents are rescinded.

The timeline of development is expected to be approximately ten years. This plan supports the expansion of residential opportunities in the City of Leduc to address current and future housing demand in an orderly, predictable and timely fashion. Development timelines are subject to market demand.

1.2 Background

This ASP encompasses approximately 141.12 gross hectares. Roughly 66.22 ha of the area has been developed and remains included in this ASP to keep statistics and Municipal Reserve (MR) requirements in line with previous calculations and dedications. The subdivided and developed areas at the time of this ASP writing are shown via inclusion of registered lotting information on Maps 2 to 10.

The majority of undeveloped lands within the ASP limits (some 74.90 hectares) are zoned UR-Urban Reserve. Previous subdivision approvals have rezoned portions of these lands to Residential Narrow Lot (RNL), Residential Standard District (RSD) Mixed-Use Residential (MUR), Urban Service (US), and General **Recreation (GR) as shown in Leduc's Land Use Bylaw 809**-2013.

1.3 Location and Ownership

The Plan area is located in the City of Leduc within the NE, SE and SW quarters of 24-49-25 West of the 4th Meridian (see Map 1-Location). The subject lands are under the ownership of Qualico Developments West Ltd, excepting public space previously dedicated to the City of Leduc and the registered lots which have been sold to builders and homeowners. The Plan area extends to the southern boundary of the City of Leduc.



2.0 Site Features

2.1 Existing Conditions

2.1.1 Topography

The Plan area is generally quite flat, sloping gently from the southeast down towards the northwest. The elevation change from the east to the west is approximately eight to twelve meters over the \pm 1,600 meter wide site. Topographical contour information is shown on Map 3-Topography and Natural Features.

2.1.2 Natural Features

Natural drainage flows from the southeast to the northwest. No clearly defined or intermittent water courses are found within the Plan area. Most of the land has historically been cleared for agricultural purposes. Some tree stands typical of farmsteads, fence lines and windrows are present. The largest of these tree stands has been retained in this ASP through Municipal Reserve lots. The tree stands are shown on Map 3.

2.1.3 Adjacent Development

The Southeast Leduc area is located on the southern edge of residential development in Leduc. It is bounded to the south by the Leduc City limits and the South Boundary Road arterial. The western edge is delineated by the CP Rail mainline and Highway 2A.

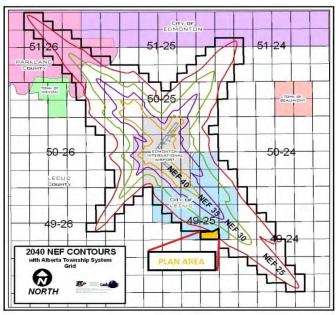
Lands to the south are agricultural and undeveloped. The community of Southfork is located west of the CP Rail line. To the east is the community of Robinson currently under development containing mixed-use and traditional single detached housing. The residential communities surrounding the Plan area are composed of traditional single detached housing, parks, urban services (emergency/fire services, schools, places of worship, storm water management facilities), and community-scale commercial establishments.

To the northwest is the community of Corinthia Park located west of 50th Street which contains the Corinthia Park School, a performing arts centre and Kinsmen Park, as well as some commercial services. The community of Caledonia is located directly north of the Plan area. Caledonia contains primarily single detached housing with school and church facilities, park spaces and storm water facilities and extends north to Rollyview Road. North of Rollyview Road is the community of South Park and an expansive park space, the Leduc Recreation Centre, and Telford Lake. Some condominiums (medium density multi-family housing) have been constructed on the north side of Rollyview Road.

The majority of housing between the north boundary of the Plan area and Rollyview Road are traditional single detached lots. Along the north portion of the ASP area Residential Narrow Lot (RNL) housing has been developed. Along the west boundary of the ASP area are duplex housing units in a Mixed-Use (MU) district. The trend of increasing housing density and land use efficiency has been embraced in this Plan to promote sustainability, inclusivity, housing product choice, and a significant range of affordability.

The Edmonton International Airport Vicinity Protection Area Regulation (AVPAR-AR 55/2006) establishes land use restrictions related to noise levels generated by airport operations. The entire ASP area falls below the NEF 30 contour. NEF (Noise Exposure Forecast) contours range from NEF 40 to NEF 25 with NEF 40 being the most heavily restricted area. Therefore, **the only restricted land use is "campground", which** is not proposed within this Plan.





Above: Edmonton International Airport Vicinity Protection Area NEF Contours from AVPAR-AR 55/2006

2.1.4 Existing Development

At the time of the writing of this ASP, the portions of the Plan area that have been constructed are located along the northern boundary. Single detached residential has been located on either side of Caledonia Drive, Coady Boulevard, and Meadowview Drive. A large storm water management facility (SWMF) has been partially constructed between Caledonia Drive and Coady Boulevard. Both a school (Caledonia Park School) and a church have been developed on Coady Boulevard (See Map 4-Development Concept). Subdivided parcels are indicated by legal lines.

2.1.5 Rimbey/Keyera Pipeline

A high pressure petroleum products pipeline bisects the Plan area from the southwest to northeast (See Map 2-Context). No proposal exists to decommission or relocate the pipeline. Setback requirements from this pipeline as per Leduc's Land Use Bylaw are 15.0m from either the centre line of the right-of-way or from the centre of the pipeline, whichever is the lesser.

A risk assessment was completed by Thompson Environmental Consulting in 2018 to assess required setbacks to proposed school facilities. This risk assessment concluded that a safe building setback of 12m from the pipeline is required. This assessment is below the Leduc Land Use Bylaw requirements are required on either side of the right-of-way for any institutional public use. Therefore, the Land Use Bylaw setback requirement shall be adhered to.



2.2 Policy Context and Statutory Compliance

Since the inception of the original South East Leduc ASP a number of statutory documents have been updated and initiated. This ASP recognizes the current planning context within the City of Leduc and surrounding areas.

Municipal Government Act (MGA)

The Municipal Government Act (MGA) outlines the requirements of Area Structure Plans. The compliance of the ASP with the MGA is mandatory. This plan conforms to the MGA section 633(2) in that it:

- a. Must describe
 - I. Describes the sequence of development proposed for the area;
 - II. Land uses proposed;
- III. Density of Population proposed; and,
- IV. The general location of major transportation routes and public utilities; and
- b. May contain any other matters, including matters relating to reserves, as the council considers necessary.

Edmonton Metropolitan Region Growth Plan (2016)

This Plan does not require referral to the Edmonton Metropolitan Region Board under Ministerial Order L:270/10. Plans previously approved under the Capital Region Board (CRB) shall be grandfathered under the previous CRB policies, except in any case of proposed reduction of residential densities. However, the intent of the SE Leduc ASP continues to be aligned with the intent of the Edmonton Metropolitan Region Growth Plan (EMRGP). Proposed residential densities have increased from previous approved plans. This Plan supports the key regional Vision and Strategic Principles of the EMRGP as summarized below.

Gu	iding Principles and Objectives	ASP Outcomes
I. PROMOTE GLOBAL ECONOMIC COMPETITIVENESS AND REGIONAL PROSPERITY		• This plan provides housing to support the expansion of economic centres in the Metro Region (Edmonton
1.1	Promote global economic competitiveness and diversification of the regional economy	International Airport, Nisku, and Edmonton).
1.2	Promote job growth and the competitiveness of the Region's employment base	 Increased population requires housing investment and business growth to service expanding needs of all residents.
1.3	 1.3 Enhance competitiveness through the efficient movement of people, goods and services to, from, and within the Region 1.4 Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce 	 Expanding residential opportunities in Leduc for local employees may help to relieve commuting pressure on QEII Highway between Edmonton and Leduc.
1.4		 Construction of the required arterial road south of the Plan area shall enhance the local road network.
		• The City of Leduc provides extensive urban amenities in a small town environment. Southeast Leduc supports this by providing modern urban living with a distinctive and appealing small town suburban form.
II. PROTECT NATURAL LIVING SYSTEMS AND ENVIRONMENTAL ASSETS		 Significant tree stands will be protected wherever possible.



 Conserve and restore natural living systems through an ecological network approach Protect regional watershed health, water quality and quantity Plan development to promote clean air, land and water and address climate change impacts or regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth on natural living systems Minrize and mitigate the impacts of regional growth and nator systems Iter Second Strip Restore Communities within each policy ther to accommodate people's daily accommercial contiguous uthan settlement Major employment areas Cultural, health, and major commercial contiguous growth and promote a range of housing infrastructure. This ASP logically extends residential development includes a variety of residential development inc			
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 4.3 Plan and develop greenheid areas in an orderly and phased manner to contribute to complete communities 4.4 Plan for and accommodate rural growth in appropriate locations with sustainable levels of servicing 4.5 Plan for and develop mixed use and higher Board. At that time, the ASP was located within Priority Growth Area (PGA) E with a minimum density target of 25 units per net residential hectare. The proposed ASP density of 27.2 per net hectare is higher than the CRGP minimum density for this PGA. As well, the 5,788 projected residents represent about 16 percent of CRB high projection 	4.2	optimize existing infrastructure and minimize	future school site. All factors contribute to a complete community in Southeast Leduc.
 4.4 Plan for and accommodate rural growth in appropriate locations with sustainable levels of servicing 4.5 Plan for and develop mixed use and higher The proposed ASP density of 27.2 per net hectare is higher than the CRGP minimum density for this PGA. As well, the 5,788 projected residents represent about 16 percent of CRB high projection 	4.3	and phased manner to contribute to complete	Board. At that time, the ASP was located within Priority Growth Area (PGA) E with a minimum
4.5 Plan for and develop mixed use and higher represent about 16 percent of CRB high projection	4.4	appropriate locations with sustainable levels of	The proposed ASP density of 27.2 per net hectare is higher than the CRGP minimum density for this
	4.5	, e	represent about 16 percent of CRB high projection



	of popula and intr-	
4.6	of people and jobs Prioritize investment and funding of regional infrastructure to support planned growth Ensure compatible land use patterns to minimize risks to public safety and health	 approvals are grandfathered in under the Edmonton Metropolitan Region Board. This plan strives to achieve the highest densities possible within the approved land use pattern. Construction of the required arterial road south of the Plan area shall enhance the local road network and be timed to support properly phased development. All proposed land uses are compatible. A risk assessment has been completed to confirm the safety of development adjacent to the Keyera Pipeline.
V.E	NSURE EFFECTIVE REGIONAL MOBILITY	Regional transportation to support the development
5.1	Develop a regional transportation system to support and enhance growth and regional and global connectivity	includes construction of the arterial along the ASP south boundary.The ASP area provides an adequate network for
5.2	Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community	 transit. Alternative transportation is supported by the provision of sidewalks and multi-use trails. The Plan complies with all Edmonton International Airport policies and provides a large local labor pool.
5.3	Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, good and services in both urban and rural areas	
5.4	Support the Edmonton International Airport as Northern Alberta's primary air gateway to the world	
5.5	Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions	
	NSURE THE WISE MANAGEMENT PRACTICES OF PRIME AGRICULTURAL RESOURCES	This ASP is located within the City of Leduc. No additional expansion into agricultural lands is
6.1	Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations	 required. All proposed development follows logical extension of residential development in Leduc. Land
6.2	Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses	fragmentation of agricultural land is strictly avoided.Residents in Leduc are well positioned to be
	Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system	employed in nearby agricultural operations.



City of Leduc 2012 Municipal Development Plan (MDP)

A selection of relevant MDP policies and the anticipated ASP outcomes is included below.

Policy	ASP Outcomes
2-ENVIRONMENT AND INFRASTRUCTURE Safe and sustainable systems	This ASP incorporates open space connectivity to encourage pedestrian activity and alternative transportation. Traffic calming is provided by means of staggered intersections and gentle road curves to help keep the streets safe for pedestrians.
ENVIRONMENTAL PRIORITIES (p.23) "shifting towards alternative modes of transportation."	The strategic location of Medium Density Residential sites nearby to the school site and multiway network is designed to encourage pedestrian and cycling activity.
2B-CLEAN AIR AND GREENHOUSE GAS EMISSIONS " active modes of travel such a walking and cycling through integrated planning and the promotion of compact urban form and mixed land use"	The layout of the community promotes walkability and cycling in both commuting and recreational respects. MDR sites located near the school and trail systems are also adjacent to single-family neighbourhoods and support active transportation modes by all residents. An accessible pedestrian greenway is protected through the plan area.
4B) GENERAL LAND USE PLANNING 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, open space, recreational facilities, and educational institutions."	Services and facilities are located within walking distance of most residences which allows for reduced dependency on the automobile. Park spaces are centrally located to encourage local recreational use. Educational institutions for residents are to be provided within the community.
4E) NEW RESIDENTIAL DEVELOPMENT 11- "Protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the multi-way system	The community design incorporates strong connectivity to surrounding areas and internal connectivity between open spaces and residential areas.
4H) TRANSPORTATION AND UTILITY INFRASTRUCTURE	
2- "Investing strategically in new infrastructure where coordination of service provision with compact urban form and efficient land use will result in long term economic, social, aesthetic and environmental benefits to the community." 15- "Integrating pedestrian infrastructure such as sidewalks, trails, pathways and the multiway system into the overall transportation network" 16- "Promoting safety on streets and sidewalks with traffic control measures, snow clearing and ice control, street lighting and pedestrian oriented streetscapes."	The integration of trails, the multiway system, open spaces and sidewalks into the overall design concept encourages walkability within the community. Traffic calming measures such as staggered intersections and limited straight through roadways help to promote the walkability of the community. Utilizing the hierarchy of roads with a majority being local and collector roads rather than arterials helps to create a sense of safety, community and place.
6A) ACTIVE AND HEALTHY COMMUNITY 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."	The multiway system links various residential neighbourhoods and is incorporated as part of the overall linked open space network. The high pressure pipeline rights-of-way open space provides an opportunity to extend the multiway system along the pipeline.



Our Sense of Place-Neighbourhood Design Strategy (2009)

Leduc's Neighbourhood Design Strategy focusses on creating unique, livable and vibrant communities and providing superior quality of life. Relevant policies and aligned ASP out comes are presented below.

Policy	ASP Outcomes				
"Creating a sense of place is about using urban design to create spaces that people are drawn to and want to take ownership of." (p.7)	The design of neighbourhood parks and high quality amenities results in a functional space which encourages use and has unique character. Anchor points such as school sites located at community entrances help create a sense of place and are points of pride for residents.				
<i>"All the great aspects of a community cannot be appreciated or enjoyed from a car - it requires getting out and enjoying the community as a pedestrian." (p.8)</i>	The nature of the proposed design of the community lowers the priority of the car but still provides high-quality, if lower speed, automobile movements through an attractive and interesting public realm. The traffic calming effect creates a safe environment for pedestrians including for the elderly and children.				
The Strategy- Maintaining and creating a sense of place (p.15) 1.1 Walkability 1.4 Attention to aesthetics and urban design 1.7 Integrated park systems 1.10 Integrated and safe transportation network	The walkable nature of the community is achieved through linked open spaces and helps to promote an integrated community and city-wide park system. A safe and integrated road system is achieved through short runs and staggered intersections and by minimizing straight-through road alignments. Public spaces shall be attractively landscaped.				

City of Leduc/Leduc County Intermunicipal Development Plan 2010-2044 (IDP)

Policy	ASP Outcomes				
1.3 Guiding Principles (p.3) 2-Creating Vibrant Communities	The focal points created by the park nodes and storm water management facility (SWMF) create a sense of place and encourage people to interact with these spaces, contributing to the vibrancy of the area and fostering a welcoming, interactive community.				
1.3.1 Smart Growth	The community design incorporates strong open space connectivity between the SWMF, school sites, residential				



-Foster distinctive, attractive communities with strong sense of place -Create walkable communities with meaningful open space	areas and the open spaces. This creates a sense of place distinctive to the community and promotes walkability between these spaces and uses.
1.3.2 Creating Vibrant Communities -Safe and healthy neighbourhoods -Compatible integration of home, community, work, commerce and recreation	The walkable and integrated elements of the community encourage a safe, healthy and integrated community. A Dinosaur themed park has been constructed and is an excellent place for the community to come together. It integrates recreation, history, education and healthy social interaction – the vibrancy created will be significantly increased as compared to most residential communities.
4.2 Residential "The goal is to create communities with the full range of housing affordability, housing types, services, amenities, employment opportunities, parks, open spaces, trails and community facilities."	This ASP supports a range of housing types and incorporates integrated parks, multiway trails and facilities.
Residential Density 4.2.2.3-"All residential development and subdivision with new Area Structure Plans in the IDP area shall achieve a target density of 25-30 units per net residential hectare (upnrha)"	The ASP sets to achieve a neighbourhood residential density of at least 25 units per net hectare for LDR and an overall density of over 27 units per net hectare. This density is a significant increase from the previous approved Area Structure Plan (See Table 1 in Appendix B for development statistics).
Residential Community/Neighbourhood Design 4.2.2.6 New residential communities within the IDP area should incorporate design that: -Reduces vehicle dependency -Includes a variety of housing choices -Exceeds minimum residential densities -Supports pedestrian and public transit connections, and, -Provides access to open space and recreational areas/facilities	The community design promotes strong pedestrian connections between open spaces, which encourages walkability and cycling. The residential densities exceed the densities of the previous ASP. There is a variety of housing types within the neighbourhood which encourages diversity and meets "Market Affordability" criteria as outlined by the Capital Region Board at the time of ASP review.

City of Leduc 2018 Transportation Master Plan (TMP) (2018)

Relevant Policy Statements from the TMP are summarized below, along with anticipated ASP actions and outcomes supporting the TMP Policy Statements. The Policy Statements have been edited for brevity. For more detail, please consult the *City of Leduc 2018 Transportation Master Plan*.

Policy Statements	ASP Outcomes				
4.1 Environment	This ASP provides a road network easily serviced by transit				
2A-Environmental sustainability shall be	and an integrated multi-way and pedestrian network.				
encouraged through increased transit use and					
active transportation, and meaningful community	Residential density is higher than the adjacent existing				
engagement to promote goals.	communities (excepting Southfork to the west), while still				
2B-Improve air quality and reduce emissions	retaining single family as the dominant housing style.				
through promotion of active transportation,					



enhanced pedestrian infrastructure, expanded	The plan integrates a large school site in a central location to
transit services, and support of compact urban	serve the community efficiently.
development and mixed land uses.	
2C-Energy efficiency shall be improved through	Energy efficient construction processes and materials will be
expanded transit service, alternative	used wherever feasible.
technologies and energy conservation (in	
planning, design and construction), responsive	
traffic signal technology, and energy efficient	
street lighting.	
4.2 Economy and Tourism	Transportation infrastructure proposed in support of this plan
3A-The City shall foster regional economic	includes multiway trails, the addition of an arterial road along
development and tourism through development	the south boundary opening a new access point and railroad
of: convenient roadway corridors, municipal	crossing into Southeast Leduc.
multi-modal network, and safe, efficient access	crossing into southeast ecude.
to municipal transportation infrastructure.	Roads are provided to support the anticipated traffic demand
3B-The City shall foster economic development	and efficiently utilize the invested capital.
initiatives through assuring new developments	ana cincientiy utilize the invested capital.
have access to municipal roadways and	All areas are serviced by municipal roads and shall provide
adequate off-street parking and	parking is accordance with the City's design standards and
	Land Use Bylaw.
loading/unloading facilities.	Lahu use dylaw.
4.3 Building Our City	
4A-The City shall foster growth management by	
ensuring that enhanced infrastructure and	
services are applied to existing urban areas that	Southeast Leduc represents an increase of density compared
favour increased urban densities or compact	to the older areas of Leduc. This means that roads and utility
urban form, contiguous transportation	infrastructure are more efficiently utilized, and more
infrastructure, travel demand forecasting,	sustainable in terms of managing replacement costs.
complete street corridors, and sustainable new	
transportation infrastructure	All areas to be developed within the plan are contiguous and
4B-The City general land use policies shall	build on existing developments. No leap-frog development is
encourage planning which facilitates more	proposed or supported by this plan.
compact and dense urban areas with enhanced	proposed of supported by this plan.
active transportation infrastructure, assure	A TIA and preliminary engineering design have been
multiway trail system is integrated with new	completed to present data for the proposed roadway and utility
initiatives, assure infrastructure investment	infrastructure and base investment decisions off of rational,
initiatives are fully supported by appropriate	defensible studies. Please refer to these documents,
studies.	submitted under separate cover, for additional information.
4E-Policies in new neighbourhoods shall	- אטרווונכע עוועכו אבייראניג נטיכו, וטר מעעונוטוומו וווטווומנוטוו.
integrate all transportation modes, provide multi-	This ASD supports the planning goals of the TMD through
modal transportation networks, encourage	This ASP supports the planning goals of the TMP through
connecting pathways between developments,	multi-use trials, high quality roadways, and connections to
protect rights-of-way where necessary, ensure	surrounding communities.
all new development complete TIA to identify	
road and parking needs, during detailed design	
process implement noise mitigation measures.	
4.4 Social Wellness & Safety	Transit services are anticipated to utilize collector roadways
5C-The City shall encourage healthy, inclusive,	and be accessible to all residents. Trails and connections to
and safe communities through accessible transit,	other neighbourhoods (existing and future) are provided for
following the recommendation of the TMP,	and protected.
encourage regulations which integrate pathways	The multiway trails provide safe active transportation
and corridors that link communities, encourage	alternatives within the ASP. Specifically, trails located along
and corridors that link continuenties, encourage	alternatives within the ASE. Specifically, Italis located along



development that would further enhance safety of cyclists, pedestrians and drivers.	the Keyera pipeline right-of-way are removed from roads and road intersections, connected to the school site, providing additional safety for vulnerable users.
4.5 Recreation & Culture 6A-Along with healthy community policies, the City shall incorporate active transportation modes, provide multiway and other active transportation facilities, protect for and promote expansion of multiway network and other rights- of-way.	Active transportation facilities and links to adjacent neighbourhoods are provided which support and promote active transportation. Active modes of transportation are prioritized and treated as essential and attractive components of the community transportation strategy.

Leduc Land Use Bylaw (LUB)

All development within this ASP shall conform to Leduc's LUB at the time of subdivision.



3.0 Development Concept

3.1 Overview and Objectives

This Plan has been created to ensure a logical development pattern is applied to the remaining lands in the ASP area. Only residential and public land uses are proposed as shown on Map 4 – Development Concept. The concept aligns with the existing pattern of development in the Plan area and adjacent lands. Tables 1, 2 and 3 in Appendix B show the land use breakdown resulting from this concept.

The key objectives of the ASP are as follows:

- Provide a safe, high quality residential community with a range of housing types to meet the needs of potential residents while respecting current residents' expectations of their communities.
- Provide a family friendly environment where children can grow and play safely while enjoying the prosperity of Leduc and the greater Capital region.
- Ensure transportation, water, sanitary sewer, storm water management and utilities servicing meet the needs of the community and are reliable and efficient.
- Protect natural features where possible for the enjoyment of future and current residents.
- Provide recreational opportunities and support a range of active transportation options available to residents of all ages and abilities.
- Provide housing within a close proximity to employment and services, and;
- Support the City of Leduc's growth and development policies to maintain Leduc as a desirable and attractive place to live.

3.2 Public Space, Municipal Reserve, and Connectivity

Public space in the form of Public Utility Lots (PULs) have been designated for use as a storm water management facility (SWMF) and as rights-of-way for utility services.

Municipal Reserve (MR) is dedicated per the requirements of the MGA. This means that up to 10 percent of developable land will be dedicated to the City of Leduc as MR. The land use breakdown proposed by the development concept is shown on Tables 1-3 and in Appendix B. MR dedications from previous stages of development, including some areas outside of the ASP boundary, have been carried over into this ASP. For MR dedications to meet the 10% requirements of the MGA, 13.53 hectares of MR shall be dedicated within the ASP limits.

During the construction of Meadowview stage 13A, the fossilized remains of hadrosaurs were uncovered. A dinosaur themed playground has been built in the northeast portion of the Plan area to celebrate local archeology and create a unique public place for local families and visitors to enjoy. The dinosaur playground was built collaboratively, with financial contributions from Qualico Communities and the City of Leduc.

Park spaces, sidewalks and trails are proposed that allow for a variety of alternative pedestrian movements. The high pressure pipeline corridor is proposed to contain a multiway trail. Map 5 shows municipal reserve locations, the proposed multiway trail system, and pedestrian connection points to these public facilities. A 4.95 hectare (12.23 acre) school site has been provided to meet the site requirements of the local school boards.



The lands within the Keyera pipeline right-of-way may be considered for municipal reserve credit at the discretion of the City at the subdivision stage. The portion of the Keyera right-of-way within the future school site shall receive MR credit.

3.3 Residential Land Uses

A variety of housing types are proposed in this Plan as shown on Map 4. Residential development in the SE Leduc ASP area is predominantly single-family detached dwellings (RSD-Residential Standard District). The density of housing will transition from the constructed single detached dwelling areas in the north portion of the ASP boundary. The transition will continue with the development of RNL-Residential Narrow Lot zones moving south culminating with two medium density housing parcels in the south central area, one north of the large MR parcel/future school site and the other located east of Coady Boulevard. This allows for a significant range of household income levels to consider locating in the area with access to future transit services and recreation opportunities in an integrated fashion with traditional single detached dwellings.

3.4 Transportation Network

The concept of hierarchical roadways described in the initial 1993 ASP (arterial, collector and local roads) has been retained. The proposed alignment of roads is shown on Map 6. Construction of sidewalks and other related infrastructure will be provided as per City standards.

Coady Boulevard is the north-south arterial link through the Plan area. It will ultimately be extended south to the future arterial which will bound the site along the southern limits. 26.0 metre wide right-of-way will be dedicated for the future arterial along the south boundary of the Plan area. Landowners to the south of the Plan area will be required to dedicate the remaining portion of road right-of-way.

The major collector roadway known as Caledonia Drive will continue from its current extent in the western portion of the Plan area and will sweep eastward to connect with Coady Boulevard. An initial access and rail crossing location to the south arterial is provided in the southwest corner of the ASP. A major collector link (Meadowview Boulevard) is constructed from Coady Boulevard east to Range Road 250 (CW Gaetz Road). Traffic calming measures are incorporated into the design as gentle curves which will slow the speed of traffic and reduce opportunities for speeding. A major collector link is also provided east of Coady Boulevard, north of the multifamily site to permit access to the multifamily site and to link the multiway trails of Coady Boulevard with the north/south multiway located to the east.

All other roadways will be designated as local roadways and lanes. Aside from road alignment design, no traffic calming measures are required or proposed for local roadways or lanes. The proposed curvilinear road network and limited straight-through links will discourage speeding and create a pleasant pedestrian experience. A significant number of residential blocks are proposed to be serviced with a 6.0m lane as outlined in City standards. This expands the diversity of housing products that can be pursued within the Plan area. See Map 6 for more detail.

Due to the proximity to arterial roads and railways, noise studies may be required at the subdivision stage prior to engineering drawing approvals at the discretion of the City of Leduc administration. These intent of these studies is primarily to determine noise mitigation requirements (screening, fencing, separation distances, etc.).



3.5 Plan Amendments, Public Consultation, and Other Considerations

Any proposed amendment to this Plan shall require collaboration with the City of Leduc and public consultations consistent with *Guidelines for ASP and OLP Preparation in the City of Leduc* to be held for surrounding property owners, and the community at large. Notifications are to be provided to the public by either the Planning and Development Department or the applicant as per City policy and in compliance with the *Municipal Government Act*.

All major changes to the plan shall require City Council approval. Any proposed amendment shall be assessed by the City of Leduc, **subject to the City's discretion**, to determine if an amendment is major or minor in nature. Major amendments may require referral to relevant City departments, and other government agencies prior to approval by Council.

The development pattern proposed in the ASP adheres **to the City of Leduc's** Land Use Bylaw and engineering standards. These standards provide the infrastructure requirements that allow for the community to flourish year round. Specifically, in addition to housing and servicing, the LUB guidelines provide appropriate room for snow removal and snow management, and fire and emergency response access during and after the various stages of the Plan are constructed.



4.0 Services

Utility services will be designed to meet or exceed City of Leduc engineering standards wherever possible. Precise staging of service installation will be determined by detailed engineering studies and available infrastructure capacity. The following summaries reflect the intended outcomes of this Plan and are subject to minor revisions during the detailed design process to ensure the highest possible levels of service and marketability are ultimately achieved.

4.1 Previous Studies

The results of the following engineering studies have been incorporated into this ASP and have been previously submitted under separate cover to the City of Leduc:

- <u>Tribute/Meadowview Subdivisions Neighbourhood Design Report</u> (2003) Stantec Consulting Ltd.
- <u>Southeast Leduc Area Structure Plan Amendment Supporting Information</u> (2012) Al-Terra Engineering Ltd.
- <u>Risk Assessment</u> <u>Tribute and Meadowview Park Neighbourhoods Southeast Leduc Area Structure</u> <u>Plan (2018)</u> Thomson Environmental Consulting
- <u>Southeast Leduc Area Structure Plan Amendment Stormwater Management Assessment</u> (2018) Al-Terra Engineering Ltd.
- <u>Southeast Leduc Area Structure Plan Water Network Assessment</u> (2019) Al-Terra Engineering Ltd.
- <u>Southeast Leduc Traffic Assessment</u> (2019) Bunt & Associates

4.2 Water Distribution

Water servicing will be provided via two water mains on the north boundary of the site. One 300mm water main follows the alignment of Caledonia Drive while the second is 350mm in diameter and follows Coady Boulevard through the Plan area. Water main looping will be provided by the connection of these two water mains between Caledonia Drive and Coady Boulevard. The east portion of the site is serviced by a 350mm water main from Coady Boulevard within Meadowview Boulevard. Future water main looping is provided via Coady Boulevard north of the southeast multi-family site. Water main loops of 200mm or less will be installed along the local roads from the mains to service all residences. Water main looping will ensure that water for fire flows and domestic needs are met for the entire ASP during all projected peak hour and fire flow requirements. A 350mm water loop connection to the west may be required and, if necessary, will be provided from Southfork, west of the CP Railway.

Six water main tie-in points are proposed to service future development to the west, south and east of the Plan area. A single 250mm main currently extends to C.W. Gaetz Road near the north-east corner of the ASP area. One 350mm water main is proposed to extend to the west (Southfork). A 350mm main extends south along Coady Boulevard, as well as another extending south from Caledonia Drive, to the south boundary of the ASP to serve future development to the south. A 350mm main will tie into the existing 350mm water main which across C.W. Gaetz Road at the intersection with Robinson Drive to service the Robinson ASP lands. One 350mm water main connection point is also provided to the Robinson ASP located opposite the south collector in the Robinson ASP. (See Map 7 for more information).



4.3 Sanitary Sewer

The major sanitary sewer alignments follow the collector road network. The direction of flows is indicated on Map 8. Three connection points are indicated; they are located in the vicinity of McKay Close and Meadowview Drive, Meadowview Drive and Moberg Road, and at Caledonia Drive south of the intersection with Campbell Road. The sanitary waste generated from the Plan area flows along multiple routes through the existing development and ultimately connects to a sanitary trunk in Rollyview Road.

The ultimate sizing of the proposed sanitary system will be determined at the time of detailed engineering design. The system will be sized to accommodate future development to the south and east and will meet or exceed municipal requirements.

4.4 Storm Water Management

The storm water management system includes one large SWMF within the ASP limits that will service the ASP lands. The size of the public utility lot housing the storm pond is 9.79ha. The pond has been partially constructed and will have an ultimate permanent water body size of approximately 3.50ha (at normal water level). The storm pond will discharge into the existing storm sewer located along Caledonia Drive.

The SWMF located within the Southeast Leduc ASP has been sized and designed to service the entirety of the ASP lands, as well as a portion of the South Boundary Road right-of-way drainage.

See Map 9 for overland flow direction information, storm water pond location, and pond discharge point.

4.5 Franchise Utilities

Franchise utilities including power, telecommunications, and natural gas services are readily available to be extended into the future development areas of the ASP. Utilities will be extended as required and installed in coordination with the franchise utility providers.



5.0 Implementation

5.1 Development Staging

Staging of the development is constrained by available services and service capacity. As shown on Map 10, Stage 1 has been previously constructed in the neighbourhood of Tribute in the north west of the Plan area. A portion of the eastern neighbourhood of Meadowview has been completed in the northeast. Generally, the pattern of development will occur from northwest portion of the site, in the neighbourhood known as Tribute to connect to the south arterial right-of-way. Then development will move towards the east portion of the plan area, connecting development in Meadowview.

Staging of each phase will be designed to the satisfaction of City administration and will be constructed ensuring adequate utility servicing and transportation access is provided during construction.

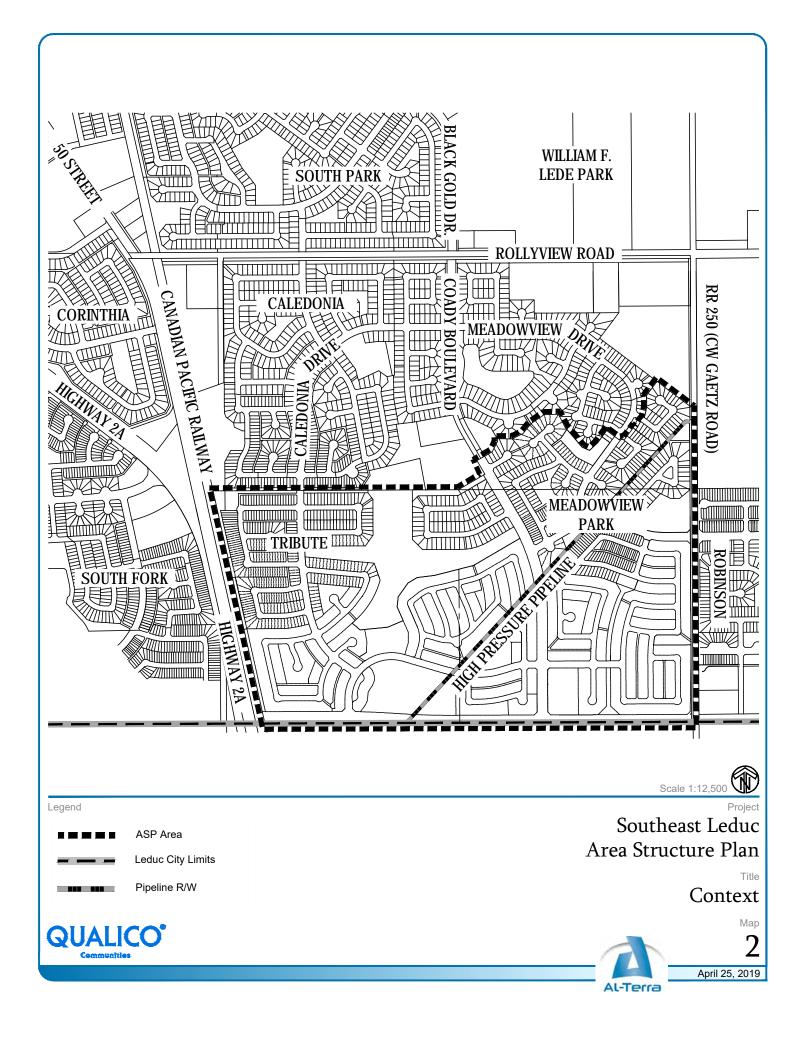


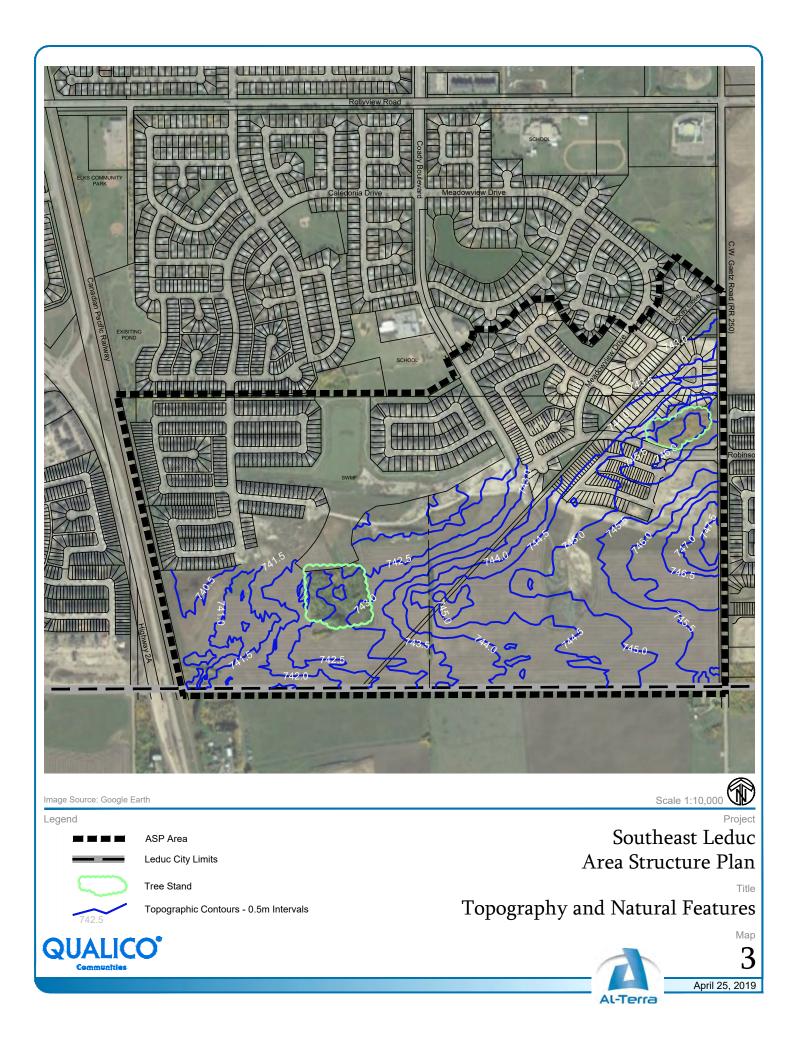


Maps

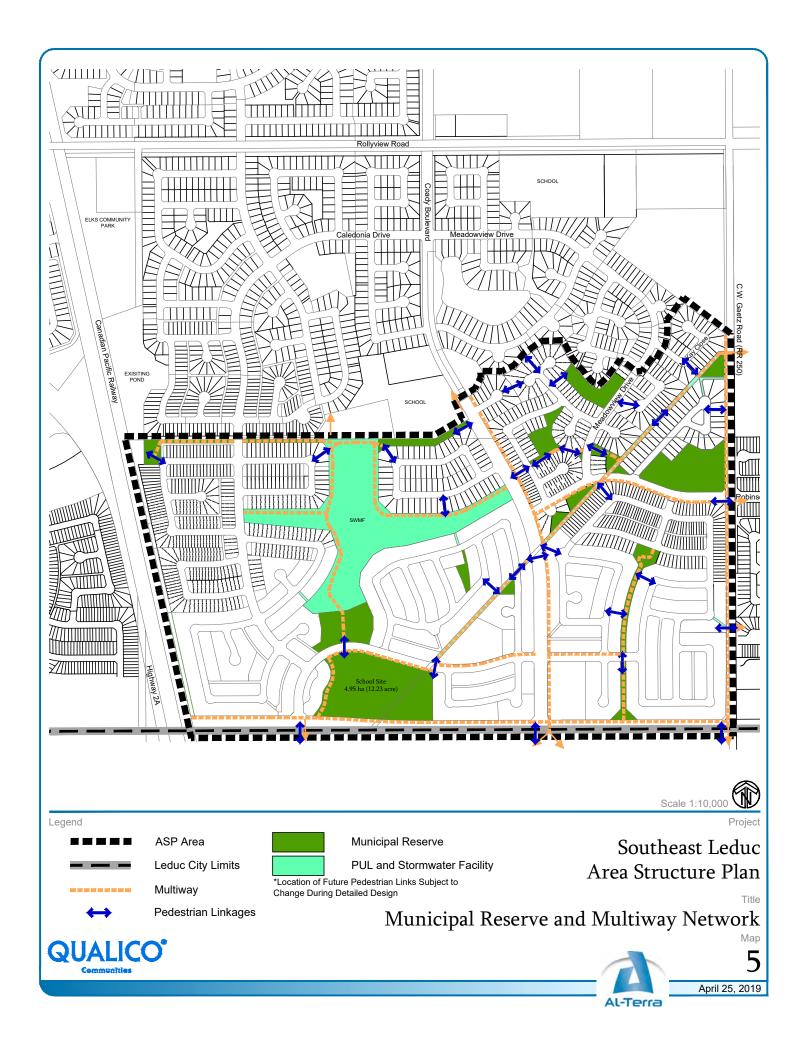


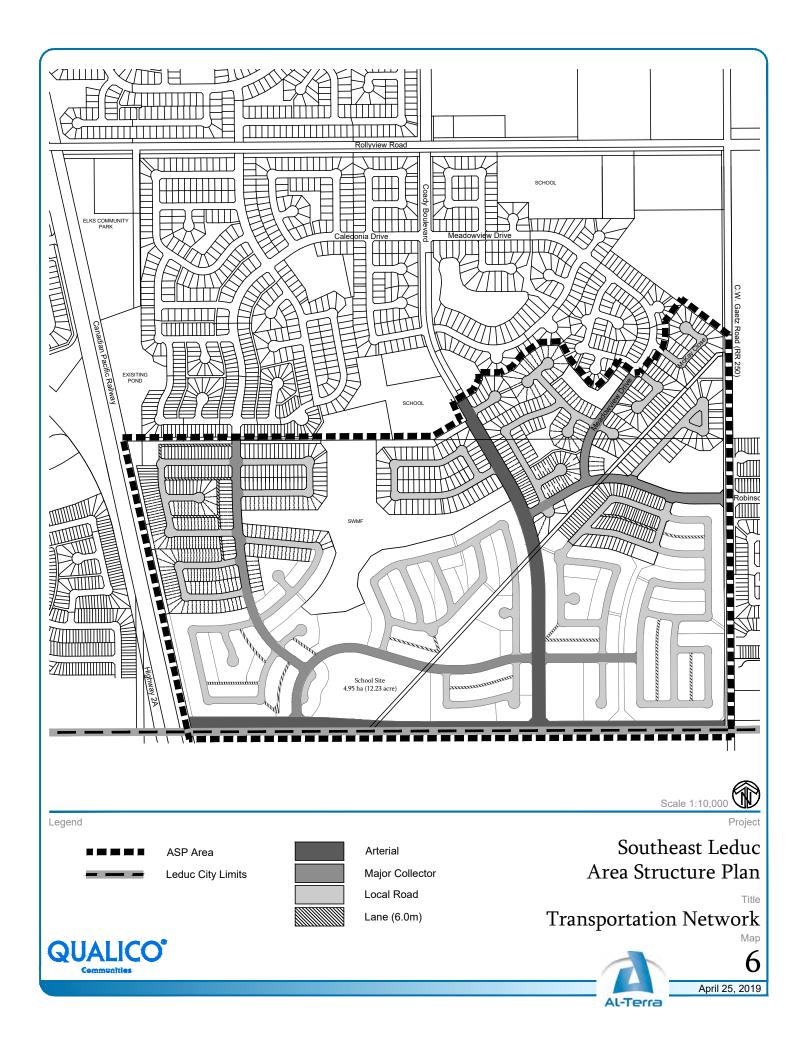


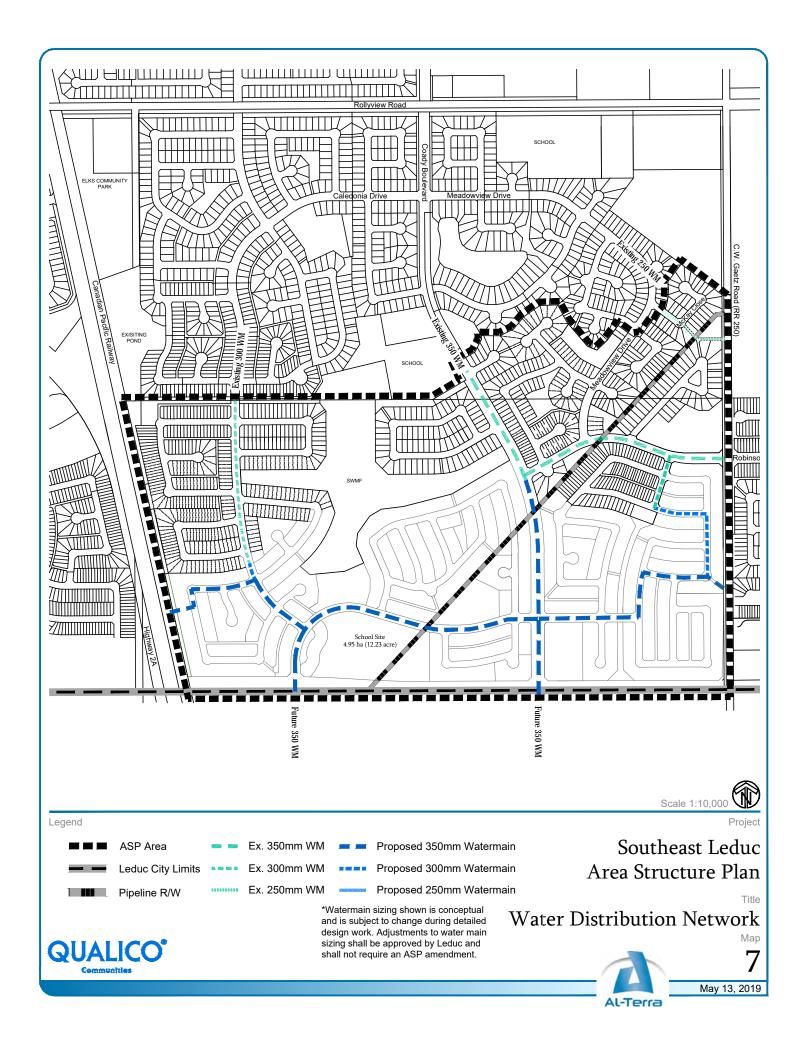


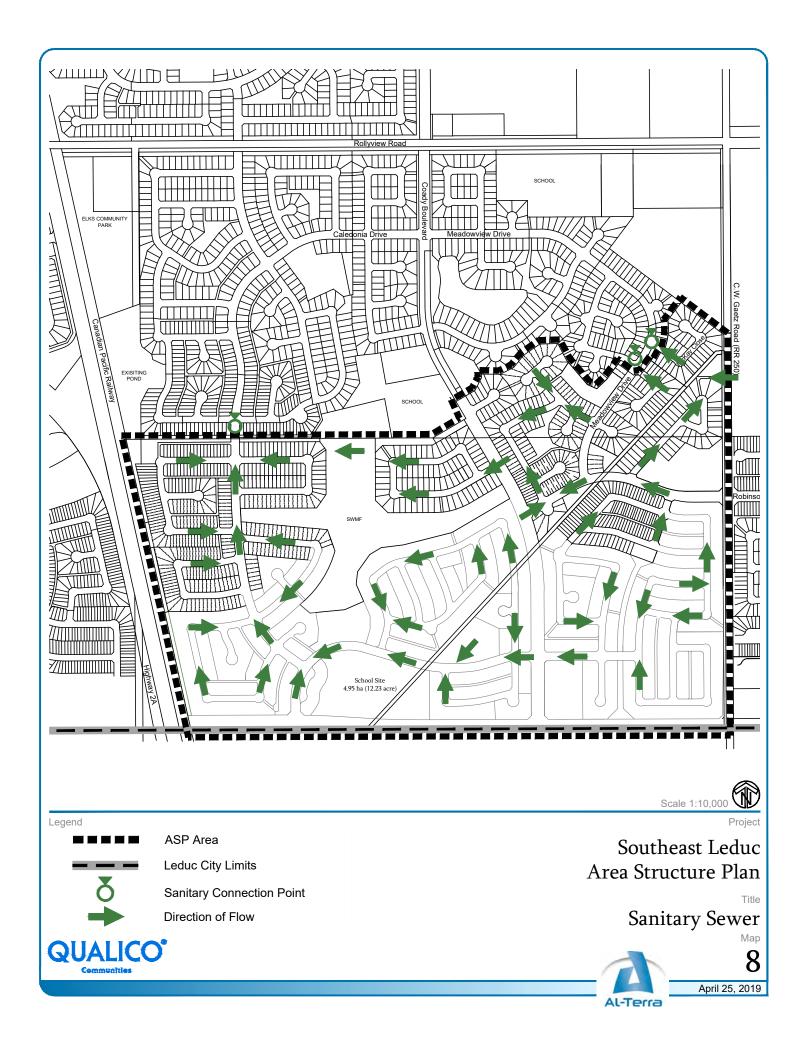


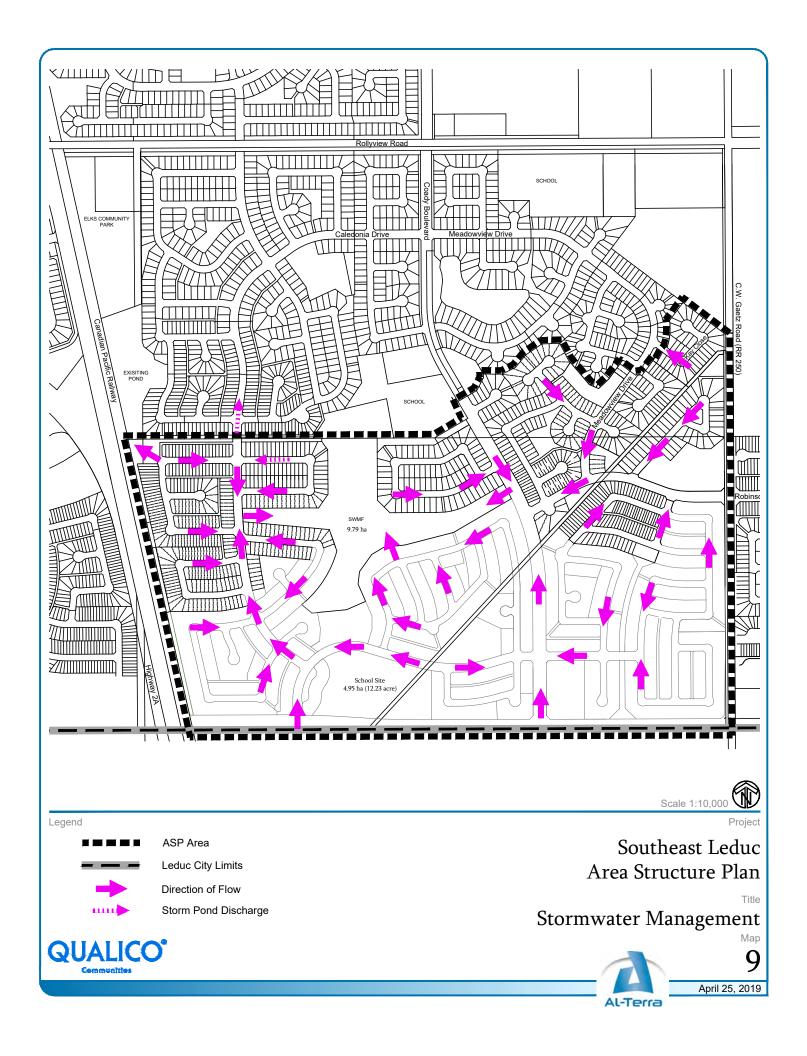


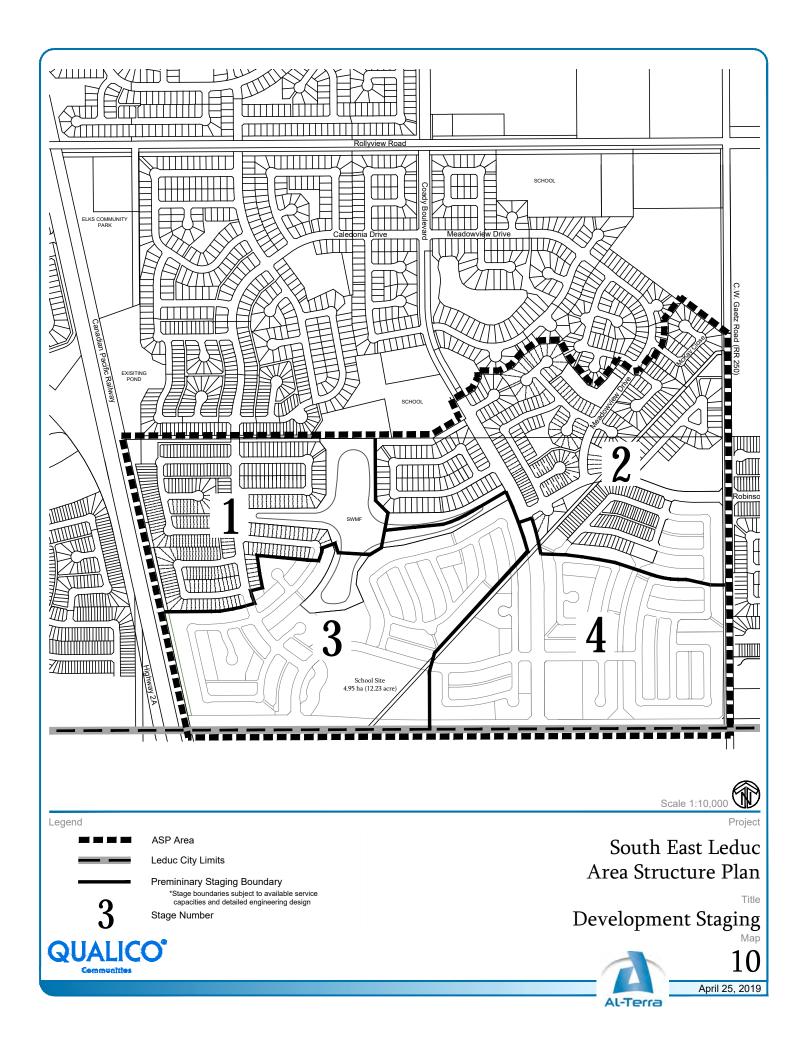














Development Statistics



Table 1: SOUTHEAST LEDUC AREA STRUCTU	RE PLAN LAND	USE S	TATISTICS				
			Area (ha)	%	of GDA		
GROSS AREA (TITLE AREA)			141.12	2			
Undevelopable Lands			0.00)	0.00%		
GROSS DEVELOPABLE AREA			141.12	2	100.00%		
Total MR Dedication Required*			13.53	3			
MR-School Site (Includes Keyera ROW)			4.95	5	3.51%		
MR-Parks, Open Space, and Connections (Exclue	des Keyera RO	W)**	8.60)	6.09%		
Roads			36.77	,	26.06%		
Public Utility and SWMF			11.43	5	8.10%		
TOTAL NON-RESIDENTIAL AREA			61.75	;	43.76%		
NET RESIDENTIAL AREA (NRA)			79.37	,	56.24%		
Table 2: RESIDENTIAL AREAS, UNIT COUNT &	& POPULATION	N					
Land Use	Area (nrha)	U	nits/ha	Units	People/Unit	Рор	% NDA
Low Density Residential (LDR)							
Single/Semi-Detached/Row Housing	76.23		25	1,906	2.8	5,336	96.05%
Medium Density Residential (MDR)							
Low-Rise Medium Density Housing	3.14		80	251	1.8	452	3.95%
Total Residential	79.37			2,157		5,788	100.00%
Sustainability Measures							
Population Per Net Residen	itial Hectare (p	pnrha)				72.9	
Units Per Net Residentia	l Hectare (upn	rha)				27.2	
Table 3: STUDENT GENERATION							
Public School Board							
Elementary			279				
Junior High	Junior High		129				
Senior High		129					
Public School Board SUBTOTAL			537				
Separate School Board							
Elementary			52				
Junior High			26				
Senior High			26				
Separate School Board SUBTOTAL			104				
TOTAL SCHOOL POPULATION			641				

Note: Areas shown herein are subject to confirmation by field survey at the time of subdivision. Minor changes (as determined by the City of Leduc) and discrepancies to the above land use statistics are expected during detailed design and survey work and shall not require plan amendments.

*Municipal Reserve owing equals 10% of developable area, less over-dedications provided for previous development outside of the ASP boundary. As calculated by the City of Leduc.

**Municipal Reserve dedications are subject to confirmation and revision at the time of subdivision. Dedications shall be consistent with the Municipal Government Act requirements and subject to City approval.



COUNCIL REQUEST FOR DECISION

MEETING DATE: June 24, 2019

SUBMITTED BY: Mike Pieters, General Manager Infrastructure and Planning

PREPARED BY: Bruce Knisley, Director Facility and Property Services

REPORT TITLE: Long Term Facilities Master Plan

EXECUTIVE SUMMARY

The Long Term Facilities Master Plan is a collaborative document, prepared with feedback from Council, Administration and Staff over the course of the last 18 months. The final document has been prepared by HOK Consulting, for Council's consideration for adoption.

RECOMMENDATION

That Council adopt the Long Term Facilities Master Plan, dated June 2019.

RATIONALE

The Long Term Facilities Master Plan, while not a statutory document, is a planning tool to identify future needs, establish estimated time lines and provide potential cost implications for the development of City facilities.

Council Committee of the Whole has participated in workshops and discussion related to the Long Term Facilities Master Plan on the following dates.

- March 19, 2018
- June 11, 2018
- September 9, 2018
- February11, 2019
- May 13, 2019

STRATEGIC / RELEVANT PLANS ALIGNMENT

This Long Term Facilities Master Plan, has built on baseline information provided in the Long Term Facilities Master Plan adopted in February of 2013 and the information collected in the Recreation and Culture Facility needs Assessment dated February 2018



COUNCIL REQUEST FOR DECISION

ORGANIZATIONAL IMPLICATIONS

ADMINISTRATION:

The Long Term Facilities Master Plan is a guide to Council and Administration to identify projects and facilities that need to be given consideration during the budgeting process. Some of these items will have no operational impact however some of the more significant projects will have operational components that will need to be considered as the decisions are being made to proceed with implementation.

RISK ANALYSIS: FINANCIAL / LEGAL:

There are no legal implications of note with respect to the recommendation, and funding is not committed with the approval of the Long Term Facilities Master Plan. Any funding required for capital improvements or operational initiatives proposed in the Master Plan would remain contingent on Council's subsequent approval.

Financial: The Long Term Facilities Master Plan serves as a guide for the Long Term Capital Planning process associated with the 10 year and beyond capital budget.

IMPLEMENTATION / COMMUNICATIONS:

The Long Term Facilities Master Plan will be posted on the City of Leduc Website with the information contained being utilized in the 2020 10 year capital plan

ALTERNATIVES:

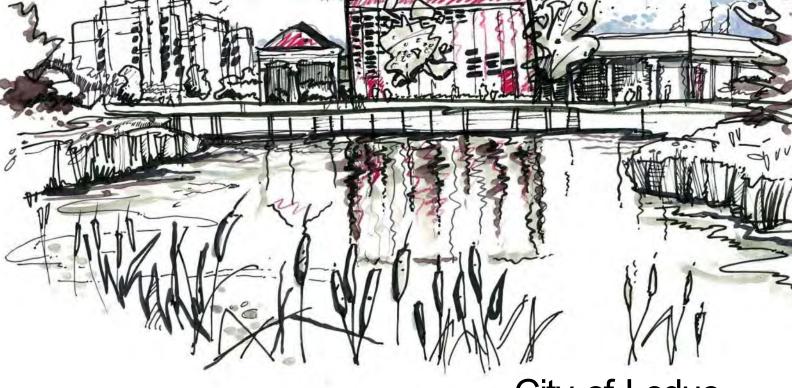
Council is not prepared to adopt the report as written and requests further investigation and refinement by Administration

ATTACHMENTS

Long Term Facilities Master Plan, Final, dated June 2019

LTFMP Council Presentation





City of Leduc

Long Term Facility Master Plan Date Submitted: June 24, 2019



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1 Executive Summary

The Long Term Facility Master Plan provides the City of Leduc with a framework for decision making related to City facilities and land matters to meet the requirements of the citizens and the corporation over a 20 year planning horizon.

The City of Leduc is continuing its commitment to outcomes-based strategic planning, founded on strong stakeholder involvement and knowledge of the challenges to be faced. The planning process has been in place since 2007 and has provided a solid baseline of community and council prioritization, goal setting and administrative accomplishment.

There are 18 facilities that are currently within the City of Leduc facility portfolio. The current facility listing totals just over 600,000 square feet. The facilities range in size from 1,728 square feet to over 309,610 square feet. The average construction age for city facilities is 1984 with the oldest facility constructed in 1922 and the newest completed in 2016.

Historically, the City has followed a course of owning the facilities that it occupies and this approach has served the City well. The City of Leduc has, or has planned the development of three campuses: Alexandra Park, Leduc Recreation Centre (LRC), and West Campus. The Campus approach for civic facilities creates hubs in the City and presents the opportunity to use facilities, land, parking and civic staff more effectively and efficiently.

Common themes expressed throughout the civic departments are:

- 1. Substantial projected staff growth create challenges for additional work spaces, collaboration space, storage, staff parking and the creation of new programs.
- 2. Storage space is not matched to civic department requirements. Some departments report less need for paper storage as they transition to paperless while other departments report insufficient storage for non-paper goods.
- 3. Collaboration is important between civic departments with strong collaboration requirements noted between Engineering and Public Service, and Engineering and Planning & Development. These groups are located between the Civic Centre and the OPS Building.
- 4. Civic departments are careful to ensure that citizen focused programs are in the right location for the people that they serve.
- 5. Civic departments are anticipating the future and are positioning themselves so that the City can take advantage of opportunities as they arise.
- 6. The City has entered into partnerships with community groups on a case-by-case basis and wants to ensure that these partnerships are fiscally sustainable for the City.

The Long Term Facility Master Plan provides facility recommendations for each campus to achieve specific goals of the City administration. There are 16 opportunities that have been identified and these opportunities have been sequenced to provide appropriate facilities that can service the City's population growth and accommodate estimated staff counts.

•	Community Partnerships:	\$7,900 K
---	-------------------------	-----------

- Studies & Design: \$8,061 K
- Site Servicing, Construction & Move-In: \$72,536 K
- Total Cost over 20 Year: \$88,497 K

2 2013 Long Term Facilities Master Plan

The City of Leduc developed a Long Term Facilities Master Plan (LTFMP) in 2013. The LTFMP applies to all the facilities and land owned by the City. The definition of facilities excludes roads, storm water ponds and other similar structures which are under the responsibility of engineering and public works departments.

The LTFMP provides the City of Leduc with a framework for decision making related to City facilities and land matters to meet the requirements of the citizens and the corporation over a 20 year planning horizon to the year 2031. Anticipated population growth and the geographic areas expected to experience growth are the basis of a number of trigger points, which in effect, become the indicators of when activities and structures will be required. The final product is a Council approved plan of all the anticipated City facilities required to meet the needs of the citizens of the City of Leduc.

The recommendations developed for the 5 year short term facilities plan were:

- West Satellite Fire Station
- Library expansion
- Outdoor Pool upgrade
- Spray Park development
- Civic Centre upgrade and repurpose
- Development of West Campus lands

The City of Leduc has been incorporating these recommendations in the planning process and since 2013 the following facility recommendations have been addressed:

- West Satellite Fire Station on the West Campus was completed in 2015
- The Library was expanded in a project that was completed in 2015
- The outdoor pool was upgraded and the adjacent spray park constructed in 2015
- Former library space was repurposed for office use at the Civic Centre after the opening of the Library
- The West Campus lands are in the planning stages for site servicing

3 Update of Long Term Facilities Master Plan

The update of the LTFMP was developed in consultation with City Administration to determine appropriate opportunities to pursue and sequencing of fiscal spend. Architects and cost consultants were consulted to develop implementation strategies for expanded and new facilities.

This plan provides potential facility locations, size, estimated costs and anticipated target dates (based on population) for the land acquisition, design, construction and occupancy of each of the facilities. The plan takes into consideration current facilities and their current or future potential use along with costs associated with the repurposing, renovations or additions required to meet future needs. The plan will also include time tables and possible service impacts of creating a cluster of these facilities in a campus concept. The updated plan builds on projects already under way and also incorporates information provided in the Recreation and Culture Facility Needs Assessment.

Planning discussions have taken place with the business units to establish the future facility needs with particular attention being paid to Fire and Emergency Services. These discussions determined current operational requirements and pressures, review of study recommendations, analysis of joint requirements of police, fire, EMS, regional and emerging opportunities. This report will provide information for the optimal space utilization and facility development strategies to meet operational requirements.

In summary, the update of the LTFMP will:

- 1. Incorporate new statutory and strategic planning directions;
- 2. Validate future facility space requirements;
- 3. Provide recommendations on capital investment, strategic acquisitions and dispositions, geographic considerations, and related timelines; and
- 4. Confirm costing of recommendations.

In addition, City Council provided direction via a Direction Setting Session on March 19, 2018. Committee members requested that the LTFMP take into consideration the following strategic principles:

- Non-duplication of items already provided by private business;
- Future technological advancements; and
- Continuing to encourage the creation of community enhancements (e.g. playgrounds, skating rinks) by developers.

Opportunities have been be screened against six criteria to ensure City resources are maximized.

Criteria for Success:

- 1. **Service Delivery** Does the opportunity locate services where they need to be in the community and allow for appropriate public interaction? What is the experience for the public when they access these services?
- 2. **Community Building** Is the opportunity responsive to population growth projections and considers the various ASPs and master plans of the City?
- 3. **Fiscal Sustainability** Is the opportunity fiscally sustainable and does it apply the infrastructure investment policy framework?

- 4. **Operational Efficiency** Does the opportunity maximize service delivery clustering opportunities and maximize program adjacencies?
- 5. **Optimize Existing Assets** Does the opportunity minimize deferred maintenance and use all space according to its highest and best use (from an architectural perspective and not an appraisal perspective)
- 6. Employee Experience Does the opportunity enhance the employee experience and promote a productive work environment?

In developing the LTFMP it is important to bear in mind the role the type of facilities, locations and access to them plays in fostering a city that is healthy, inclusive and contributes to the unique, recognizable identity of Leduc.

The LTFMP should address opportunities to:

- Encourage healthy communities, support active transportation modes (walking, cycling, etc.) and increase footfall in business districts as a driver for investment.
- Develop sites around transit that encourage environmentally friendly means of transportation, create new connections and help the City sustain itself in the long term.
- Seek highest and best use of land, with colocation of compatible services and rationalization of space planning.
- Incorporate climate-sensitive city design principles that adopts strategies that make all seasons of Leduc safe, comfortable, and enjoyable.
- Consider changing workplace trends, including accommodating mobile working and working from home.
- Enhance employee experience and job satisfaction with well-designed healthy workplaces that support a culture of motivated, efficient and collaborative working.
- Incorporate flexible and adaptable design that considers emerging technologies and trends such as SMART City innovations, autonomous vehicles, etc.
- Apply current and innovative engineering design standards, guidelines, and best practices to provide high efficiency facilities.

4 City Priorities

Leduc is a robust, active community built on a strong history of agriculture, oil and gas. The city is known for its focus on recreation, arts and culture, volunteerism and service groups. Its natural beauty is continually enhanced through balanced development that bolsters the quality of life for all citizens.

Leduc is an established community with continued growth and a bright future. The city has accepted the challenge to accelerate growth and maintain programs and services that citizens have grown to expect. Leduc's prime location attracts industrial, commercial and residential growth with its connectivity to air, rail and ground transportation.

The City of Leduc continues its commitment to outcomes-based strategic planning which is founded on strong stakeholder involvement and knowledge of the challenges to be faced. This planning process has been in place since 2007 and has provided a solid baseline of community and council prioritization, goal setting and administrative accomplishment.

4.1 Vision¹ The City vision is:

> *"A great life. A caring community. A thriving region."*

4.2 Mission The City mission is:

"People. Building. Community."

4.3 Values

In order to execute the vision for the community, Leduc has a number of guiding values that advance the community towards this aspirational future.

Living the values:

- A Citizen Focus: People have wisdom and ought to be engaged in the decisions that affect their lives
- **Transparency & Accountability:** Strong municipal leadership is open, honest, and evidence-based
- **Excellence & Prosperity:** City-building involves commitment to ongoing excellence, development and innovation
- **A Committed City Team:** The quality of our programs and services rests upon the talents, dedication and engagement of our human resources
- **Financial Responsibility:** We are responsible for properly managing taxpayers' dollars and keeping services affordable

¹ Vision, Mission, Values, & Council Focus Areas excerpted from City of Leduc 2019-2022 Strategic Plan

- **Respect for the Planet:** We strive to balance our growth and development with care and respect for our natural environment
- **Diversity & Inclusiveness:** We respect and support diversity and inclusiveness within our community
- **Partnering For Success:** Our capacity to achieve our goals and optimize our resources is enhanced through working in partnership with others
- A Regional Focus: We are stronger as a region and will take a leadership role in supporting regional collaboration

4.4 Council Focus Areas

City Council has identified four focus areas to guide decision making and implementation activities over the next four years. Each focus area has an intended outcome and series of strategies and performance indicators to guide administration in achieving the vision for the City of Leduc.

4.4.1 A City Where People Want to Live, Work, & Play

Strategies:

- 1. Enhance citizen engagement with a focus on youth, in shaping and building our community
- 2. Deliver high quality municipal programs and services that improve quality of life
- 3. Improve accessibility and inclusivity for civic facilities and programs
- 4. Strengthen neighbourhood connections
- 5. Increase focus on arts and culture within Leduc
- 6. Reduce harms associated with substance abuse
- 7. Support a vibrant and connected volunteer sector

4.4.2 A City with a Plan for the Future

Strategies

- 1. Ensure that the City of Leduc has clear plans and strategies supported by enabling technologies to guide future growth with a high quality of life
- 2. Balance municipal development with the preservation of our natural environment
- 3. Optimize the use of existing municipal infrastructure
- 4. Promote densification as a means of accommodating growth, promoting community vibrancy, and reducing municipal costs structures

4.4.3 An Economically Prosperous City

Strategies

- 1. Maximize Leduc's geographic location to increase economic prosperity
- 2. Encourage economic growth and diversification in Aerotropolis primary clusters
- 3. Review and strengthen Leduc's role, approach, and delivery of local and regional economic development

4.4.4 A Collaborative Community-Building and Regional Partner

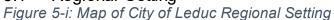
Strategies

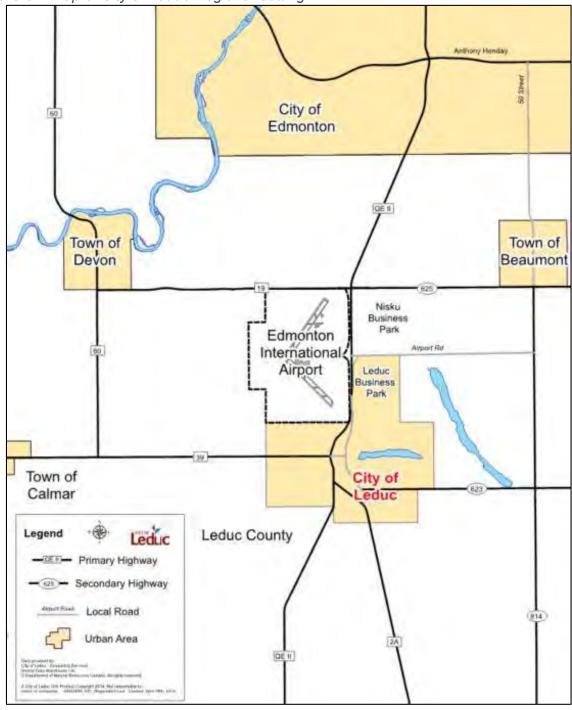
- 1. Increase community building capacity to meet the needs and expectations of citizens by working collaboratively with stakeholders and partners within Leduc and across the region
- 2. Increase efficiency and effectiveness of delivering municipal programs, services, and infrastructure by working collaboratively with other municipalities

5 Community Profile

The City statistics have been gathered from the 2016 Annual Report and the 2019-2022 Strategic Plan.

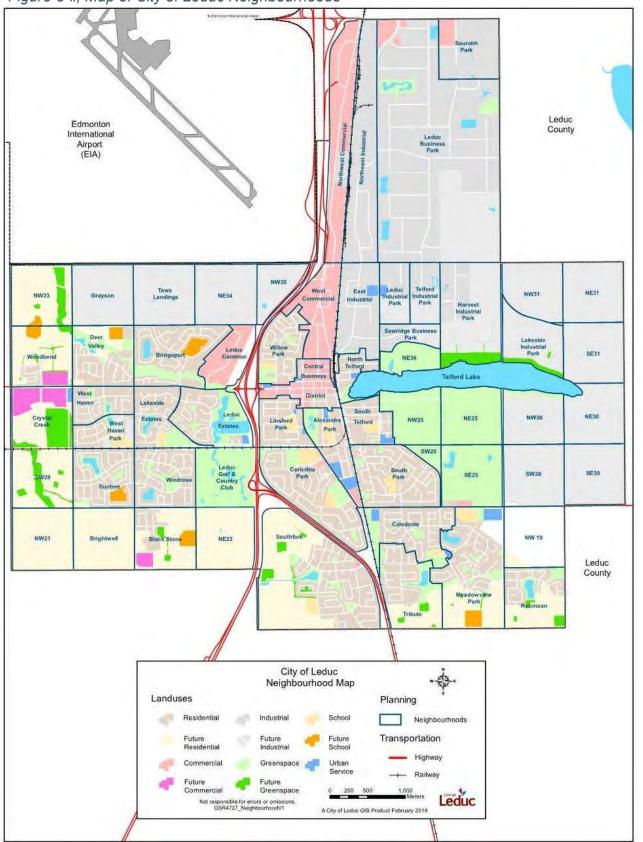
5.1 Regional Setting





5.2 City Neighbourhoods

Figure 5-ii; Map of City of Leduc Neighbourhoods



5.3 City Population Growth

Since 2008, the City of Leduc has experienced significant population growth. Between the year 2008 and 2018 the City has expanded by 58%, with an average growth per year of 4.7%.

The population of Leduc is planned to grow between 2.32% and 2.92% each year between 2019 through 2038. This anticipated population growth translates to a 58% to 78% population increase over 20 years. Growth is expected to be driven by employment expansion in the sub-region at EIA and Nisku.

Population growth data uses assumptions for low, medium, high scenarios, and were updated with a 2018 starting/known population. The City of Leduc intends to review these projections through a 50 Year growth study project, not yet launched.

Year	Population	Growth
2008	20,529	n/a
2009	21,597	5.20%
2010	23,293	7.85%
2011	24,139	3.63%
2012	25,482	5.56%
2013	27,241	6.90%
2014	28,583	4.93%
2015	29,304	2.52%
2016	30,498	4.07%
2017	31,130	2.07%
2018	32,448	4.23%
	nulative Growth	58.06%
A	4.68%	

Table 5-iii; City of Leduc Actual Population 2008-2018

Table 5-iv:	City of Leduc	Projected	Population	2019-2038
	City Of Leduc	FIUJECIEU	ropulation	2019-2050

Year	Low	Medium	High
2019	33,201	33,272	33,395
2020	33,971	34,117	34,371
2021	34,759	34,984	35,374
2022	35,566	35,872	36,407
2023	36,391	36,784	37,470
2024	37,235	37,718	38,564
2025	38,099	38,676	39,690
2026	38,983	39,658	40,849
2027	39,887	40,666	42,042
2028	40,813	41,699	43,270
2029	41,759	42,758	44,533
2030	42,728	43,844	45,834
2031	43,719	44,957	47,172
2032	44,734	46,099	48,550

Year	Low	Medium	High
2033	45,772	47,270	49,967
2034	46,833	48,471	51,426
2035	47,920	49,702	52,928
2036	49,032	50,964	54,473
2037	50,169	52,259	56,064
2038	51,333	53,586	57,701
Cumulative Growth	58.20%	65.14%	77.83%
Average Growth	2.32%	2.54%	2.92%

5.4 Municipal Benchmarks

The below municipal benchmarking provides consistent and comparable data on art, cultural and sport amenities to compare the provision of amenities between communities.

Table 5-v; Art Amenities by Community

Municipality	Population	Performing Arts Theatre # Seats	Arts Foundry Square Footage	Arts Foundry Established
St. Albert	66,082	Arden Theatre 509	St. Albert Painters Guild; <1,500	1987
Red Deer	100,418	Mainstage – Red Deer College Arts Centre; 576	Red Deer Art Club <1,000	1948
Lethbridge	92,729	University of Lethbridge Theatre 412 Yates Memorial Theatre / Sterndale Bennett Theatre 487 / 180	Allied Arts Council of Lethbridge CASA 42,000 – shared with many other groups and organizations	1958
Medicine Hat	63,260	Esplanade/Studio Theatre 700/140	Hat Art Club <1,500	1945
Kamloops	90,280	Sagebrush Theatre 685	Kamloops Arts and Crafts Club <2,000	Mid-1930s
Strathcona County	98,044	Festival Place 454	Arts & Culture Council of Strathcona County (ACCSC); 3,523	2004
Spruce Grove	34,066	Horizon Stage 318	Allied Arts Council of Spruce Grove; 1,000	1981
Leduc	29,999	Maclab Centre 460	Leduc Arts Foundry	2017

Table 5-vi; Cultural Amenities by Community

Municipality	Population	Arts and Cultural Centre (full service program facility)	Heritage Facility (local history museum)	Interpretive Facility (e.g. science centre, nature centre, provincial history/hall of fame)	Library	Indoor Agricultur al Facility (including arenas)
Airdrie	61,581	-	1	-	1	-
Okotoks	28,881	-	1	-	1	-
Spruce Grove	34,066	1	1	-	1	-
Fort Saskatchewan	24,149	-	1	-	1	-
St. Alberta	65,589	-	2	-	1	-
Red Deer	100,418	1	2	1	3	1
Lethbridge	92,729	1	2	2	2	1
Medicine Hat	63,260	1	2	-	2	1
Kamloops	90,280	1	1	1	2	1
Strathcona County	98,044	1	1	1	1	-
Average	65,900	0.6	1.4	0.5	1.5	0.4
Leduc	29,999	-	2	1	1	-

Cultural Amenity by Community

Citizen per Cultural Amenity

Municipality	Population	Arts and Cultural Centre (full service program facility)	Heritage Facility (local history museum)	Interpretive Facility (e.g. science centre, nature centre, provincial history/hall of fame)	Library	Indoor Agricultur al Facility (including arenas)
Airdrie	61,581	-	61,581	-	61,581	-
Okotoks	28,881	-	28,881	-	28,881	-
Spruce Grove	34,066	34,066	34,066	-	34,066	-
Fort Saskatchewan	24,149	-	24,149	-	24,149	-
St. Alberta	65,589	-	32,795	-	65,589	-
Red Deer	100,418	100,418	50,209	100,418	33,473	100,418
Lethbridge	92,729	92,729	46,365	46,365	46,365	92,729
Medicine Hat	63,260	63,260	31,630		31,630	63,260
Kamloops	90,280	90,280	90,280	90,280	45,140	90,280
Strathcona County	98,044	98,044	98,044	98,044	98,044	-
Average	65,900	109,833	47,071	131,799	43,933	164,749
Leduc	29,999	-	15,000	29,999	29,999	-

Table 5-vii; Sports Amenities by Community

	cancey com				
Municipality	Populatio n	Indoor Ice Arenas	Curling Rinks	25 M Pool Tank	50 M Pool Tank
St Albert	65,589	5	6	2	-
Red Deer	100,418	6	16	3	-
Lethbridge	92,729	6	10	3	1
Medicine Hat	63,260	6	8	2	1
Kamloops	90,280	6	14	1	1
Strathcona County	98,044	7	16	4	-
Average	85,053	6.0	11.7	2.5	0.5
Leduc	29,999	4	6	1	-
Citizen per Spo	rt Amenity				
Municipality	Populatio	Indoor Ice	Curling Rinks	25 M Pool	50 M Pool
	n	Arenas		Tank	Tank
St Albert	65,589	13,118	10,932	32,795	-
Red Deer	100,418	16,736	6,276	33,473	-
Lethbridge	92,729	15,455	9,273	30,910	92,729
Medicine Hat	63,260	10,543	7,908	31,630	63,260
Kamloops	90,280	15,047	6,449	90,280	90,280
Strathcona County	98,044	14,006	6,128	24,511	-
Average	85,053	14,151	7,827	40,600	82,090
Leduc	29,999	7,500	5,000	29,999	-

Sport Amenity Count by Community

6 Facility Overview

There are 18 facilities that are currently within the City of Leduc facility portfolio. The current facility listing totals approximately 600,000 square feet. The facilities range in size from 1,728 square feet to over 309,000 square feet. The average construction age for city facilities is 1984 – the oldest facility was constructed in 1922 and the newest completed in 2016. The City of Leduc has a mature facility maintenance plan that supports proactive facility preventative and routine maintenance. The facility maintenance plan assists the Facility and Property Services group to achieve the following:

- Preserve investments in public buildings
- Help buildings function as they were intended and operate at peak efficiency
- Prevent failures of building systems that would interrupt occupants' activities and delivery of public services
- Sustain a safe and healthful environment by keeping buildings and their components in good repair and structurally sound
- Provide maintenance in a way that is cost effective

In order to balance municipal development with the preservation of the natural environment, as per the City's Strategic Plan, new facilities are constructed with LEED Silver criteria in mind.

Note: This table does not include the Lione (18	1984	618,368
	Building Count:	Average Age:	Total:
Telford House	4907 – 46 Street	1973	11,044
Stage Works	4611 – 44 Street	2007	8,000
Public Works Workshop	3719 – 48 Avenue	1963/1975/1995	12,928
Rowing Facility	4801 – 44 Street	2016	12,000
Operations Building	4300 – 56 Avenue	2011	91,487
Leduc Recreation Centre (LRC)	4330 Black Gold Drive	1980/1987/2009	309,610
Leduc Drama Centre	4701A – 44 Street	2003	3,939
Leduc Civic Centre	1 Alexandra Park	1986/2016	64,850
LA Crude Rugby Clubhouse	4203 – 48 Avenue	1990	2,142
Kinsmen Community Centre	50 Corinthia Drive	1983 (2011)	3,948
Fire Hall #2	4901 – 69 Street	2015	12,013
Protective Services Building	4119 – 50 Street	1997	35,000
Dr. Woods Museum	4801 – 49 Avenue	1922	1,728
Building			
Chamber of Commerce Administrative	6420 – 50 Street	1995	3,303
Boy Scout Hall	4612 – 48A Street	1963/1987	3,764
William F. Lede Park Concession	NW 25-49-25 W4	2000	1,760
Alexandra Swimming Pool Building	4501 – 50 Street	1967 (2015)	8,731
Alexandra Arena	47 Avenue & 49 Street	1952/1989(2012)	32,121
Building	Address	Construction Year (Upgraded)	Size
		A (1) M	01

Table 6-i; Table of City Owned Facilities

Note: This table does not include the Lions Campground, Public Works Park, Eco Station, Sagelac Washroom, lift stations, or pumphouses.

Historically, the City has followed a course of owning the facilities that it occupies. The major investment the City made in the 1980's development of Alexandra Park and the Civic Centre established this approach and it has been replicated in other major projects such as the LRC and Operations Building site. Overall, this approach has served the City well.

The Maclab Theatre for the Performing Arts was constructed on property owned by the Black Gold School District. Both parties are embarking on a partnership agreement that will see the responsibility for management of the facility residing with the City. Capital and operating costs associated with the facility are yet to be determined through the agreement.

The City acts as landlord to several community groups. The largest tenant is the RCMP which leases approximately 15,000 square feet in the Protective Services building which also accommodates Fire Services, EMS Services and Community Policing. There is a project underway to expand the RCMP presence and reconfigure the existing RCMP program space. There is also space in the LRC that is leased to private operators and groups on a rene wable basis.

City facilities are clustered in the Central Business District with citizen facing programs located closer to residential areas.

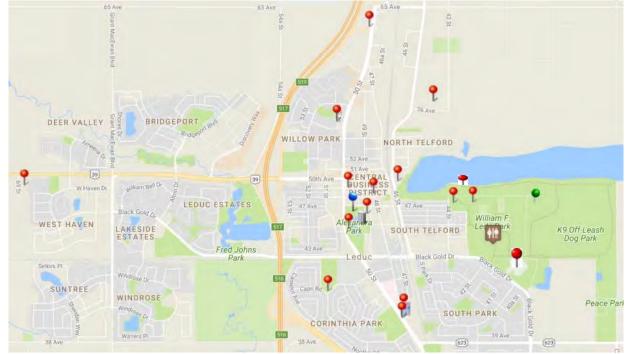


Figure 6-ii; Map of City Facilities

6.1 Campus Model

The City of Leduc has, or has planned, the development of three campuses: Alexandra Park, LRC and West Campus. The Campus approach to the provision of civic facilities creates civic hubs in the City. These hubs provide residents easy access to multiple municipal programs and services on a single site. They also serve as civic and community identity landmarks, support efficiency in operations and enhance sustainable development opportunities.

The Campus approach creates the opportunity to manage facilities, land, parking and civic staff more effectively and efficiently. The following briefly describes current Campus components.

The Alexandra Park (Central) Campus accommodates:

- Civic Administration and Council
- Library
- Alexandra Arena
- Outdoor Pool
- Park and Open Space
- Spray Park
- Park n' Ride Location

The LRC (East) Campus accommodates:

- Leduc Recreation Centre
- Outreach School
- Boys & Girls Club
- William F. Lede Park
- Dog Park
- LA Crude Rugby Clubhouse
- Stageworks
- Drama Society
- Rowing Club
- Park n' Ride Location

The West Campus currently accommodates:

• Satellite Fire/EMS station

Other facilities may be redeveloped/developed/acquired in other locations if they meet the City's service and program requirements.

6.2 Community Partnerships

The City has engaged in a practice that provides the use of facilities and land to community groups in the form of leases or license to use. This includes:

- Telford House Senior's use
- Stage Works Dance Academy and Elks
- Ball Association Building
- Chamber of Commerce Building
- Dr. Woods Museum
- Kinsmen Community Centre
- LA Crude Rugby Clubhouse
- Leduc Drama Society
- Boy Scouts Hall
- RCMP
- Rowing Club
- Boys and Girls Club
- Old Public Works Shop Rodeo and Community Groups
- Black Gold Regional Schools (BGRS)

- o Outreach School
- Maclab Centre for the Performing Arts
- Leduc County (co-funding for LRC and others)

Most of these arrangements are structured with a clear understanding of the responsibilities of the user and the City. Partnership opportunities are reviewed and formalized as required on an ongoing basis.

6.3 Facility Profiles

The City of Leduc maintains a complete physical condition inventory for the facilities it owns on an asset management system called Asset Planner. The system helps identify when routine maintenance is required (based on life cycle of building elements) and records requirements as identified through building condition evaluations. The following summaries describe the current assets that are included in the LTFMP and their physical and functional conditions.

6.3.1 Alexandra Arena



Civic Department Occupant:

• Operated by City of Leduc

This facility is located on the north side of the Alexandra Park civic campus. It was constructed in 1952, expanded in 1989 and renovated several times, most recently in 2012. The facility has a single ice surface with supporting space with an area of approximately 32,121 square feet. It is operated and maintained by the City. There is onsite parking for the facility for general parking for Alexandra Park and as a Park n' Ride location.

The footprint of the arena is based on the original arena layout, including a single ice surface. Changing rooms, benches and spectator seating are also based on these original parameters. This site is desirable, with its highly visible location on the Alexandra Park Campus.





Civic Department Occupant:

Recreation Services

This outdoor swimming pool and pool building are located on the west side of Alexandra Park civic campus. The facility is 8,731 square feet and was constructed in 1967 and renovated several times, most recently in 2015. In 1995 the City determined the pool and building had exceeded its economic life expectancy, however the operations of the pool continued through an independent non-profit organization, the Friends of Alexandra Pool, on a leased basis. In 2014, the City assumed responsibility for the pool and subsequently undertook a complete overhaul of the building including the addition of a spray park in 2015.

² Image from City of Leduc website <<u>http://www.leduc.ca/spraypark</u>>; retrieved April 30,2018

³ Image provided by City

6.3.3 William F. Lede Park Concession



Civic Department Occupant:

• Operated by City of Leduc

The Ball Association Building accommodates toilets and storage for the community group s using the nearby fields. This building was constructed in 2000 and is operated by the City of Leduc and is 1,760 square feet.

6.3.4 Boy Scout Hall



Civic Department Occupant:

• Leased to Community Group

The Boy Scout Hall is 3,764 square feet and is leased to the Boy Scouts. It is located north east of the Civic Centre and is used as a meeting place and recreation hall. This building was constructed in 1963 and expanded in 1987. The building is functionally adequate for the use. Operations and maintenance are the responsibility of the Boy Scouts. The building appears to be well maintained by the Boy Scouts.

⁴ Image from Long Term Facility Plan, February 2013

6.3.5 Chamber of Commerce Administrative Building



Civic Department Occupant:

• Leased to Community Group

The Chamber of Commerce occupies this City owned building located on 50 Street near 64 Avenue. This 3,303 square foot building was constructed in 1995. The building was purpose built for the Chamber and EDA. Minor maintenance is the responsibility of the Chamber of Commerce and major maintenance is the responsibility of the City.

6.3.6 Dr. Woods Museum



Civic Department Occupant:

• Leased to Community Group

The Museum Society leases this 1,728 square foot house from the City for its purposes. The original house, nowa Municipal Heritage Site, was constructed in 1922 and is located at 48 Street and 49 Avenue.

⁵ Image from City of Leduc website <<u>https://www.leduc.ca/dr-woods-house-museum</u>>; retrieved April 30, 2018

6.3.7 Protective Services Building



Civic Department Occupant:

- Fire and EMS Services
- Portion Leased to Community Group

The 35,000 square foot Protective Services Building was purpose built in 1997 to accommodate the Leduc Fire and EMS service and the RCMP Detachment. The RCMP leases 15,000 square feet from the City.

The facility is located adjacent to the Leduc Community Hospital (41 Avenue and 50 Street) in south Leduc. The site accommodates a helicopter landing pad used by the Hospital and RCMP on an exceptional basis. RCMP staff are accommodated at the Protective Services Building within space leased by the RCMP. The RCMP end of the building accommodates Provincial Sheriff Staff, Victim Support Services and other related functions. The space requirements for this group are being addressed through the RCMP expansion project at the Protective Services Building.

The Fire/EMS end of the building accommodates the operational and administrative needs of the department in approximately 20,000 square feet some of which is shared with the RCMP. It is not optimally configured for the required City services, emergency operations centre, and administration space (location of the kitchen, and recreation area is not easily accessible to the Truck bays). The development of Fire Hall #3 and the expansion the RCMP space presents an opportunity for many of these issues to be addressed.

⁶ Image provided by City

6.3.8 Fire Hall #2



Civic Department Occupant:

• Fire and EMS Services

The 12,013 square foot Fire Hall #2 was purpose built in 2015 to accommodate the Leduc Fire and EMS service. The facility is the first, and currently the only, City facility on the West Campus. It was built with the ability to add an additional engine bay on the west side of the building when required in the future.

6.3.9 Kinsmen Community Centre



Civic Department Occupant:

• Leased to Community Group

The Kinsmen Community Centre is located at Corinthia Park. It is a 3,948 square foot multi-use building accommodating change rooms, toilets and meeting area. The Kinsmen were using and operating this facility until 2010 when it was given to the City. The City now operates and maintains the building for public use including dedicated leased space for the Kinsmen Club. The facility was renovated in 2011. It was originally constructed in 1983 and a major re-roofing was carried out in 2010.

⁷ Image provided by City

⁸ Image from Google Maps website <<u>https://goo.gl/maps/86JTN9fH5nR2</u>>; retrieved April 30, 2018

6.3.10 LA Crude Rugby Clubhouse



Civic Department Occupant:

• Leased to Community Group

This 2,142 square foot building was moved to the current site in 1990 by the Rugby Club. It is located at 48 Avenue and 42 Street. The LA Crude use this building as a clubhouse and are responsible for the maintenance and operation of the building. The City of Leduc provided funds to the LA Crude for reinvestment into the facility and they have recently completed a facility project in this building.

6.3.11 Leduc Drama Centre



Civic Department Occupant:

• Leased to Community Group

The City owns the land which accommodates the building. The City does not own the building and does not actively manage it. This 3,939 square foot facility was constructed in 2003. It is located at the Cultural Village at William F. Lede Park. It was purpose built and it is used exclusively by the Drama Society which owns and maintains the facility.

⁹ Image from Google Maps website <<u>https://goo.gl/maps/diiTBMXKX4N2</u>>; retrieved April 30, 2018

¹⁰ Image provided by City

6.3.12 Leduc Civic Centre





Civic Department Occupant:

- Council
- Chief Administrative Office
- Legal Services
- Intergovernmental & Corporate Planning
- Corporate Services Administration
- Corporate Information & Technology (except Geomatics)
- Finance
- Communications & Marketing
- Human Resources
- Infrastructure & Planning Administration
- Planning & Development
- Facility & Property Services (procurement only)
- Community & Protective Services Administration
- Community & Social Development
- Library

The Leduc Civic Centre is the facility focal point at the Alexandra Park campus. It is a 64,850 square foot building constructed in 1986. This building accommodates City administration

¹¹ Image provided by City

¹² Image provided by City

functions, Council Chambers, the Public Library added to the north side in 2015, and the Lede conference rooms.

While the facility was designed in 1985 to accommodate a second storey addition, building codes and requirements have since changed and a second storey addition is no longer feasible. There is room on the site for expansion of the building and supporting parking, should that be a future requirement

There is an opportunity to increase the utilization and effectiveness of administrative space within this building footprint to accommodate growth and better support the ways people work. Some areas of the Leduc Civic Centre are underutilized or not used as they were originally intended.



6.3.13 Leduc Recreation Centre

Civic Department Occupant:

- Recreation Services
- Facility Services
- Portion Leased to Community Group
- Portion Leased to Commercial Activity

The Leduc Recreation Centre is the focal point of the south east civic campus, located on Black Gold Drive. The 309,610 square foot facility was expanded in 2009 as a one-stop multi-use recreation facility for all ages. The initial phase of the LRC is over 30 years old.

The facility offers: three NHL-sized arenas; two multi-use indoor field houses; full service aquatic centre; eight sheet curling complex; 835 sq. m. fitness centre; four lane running/walking track; meeting rooms; concession space; and other support functions. The facility was designed to accommodate expansion of programmable space, such as the fitness centre. An expansion is currently scheduled for 2021/2022. There is room on the site for other small expansions/ developments.

The facility is well used and is a focal point of the community. While differences are noticeable between the original phase and the newer phases, the facility operates as an integrated community centre. Recent renovations of the aquatic centre and child care areas are testament to the use of the facility for all recreation elements offered.

¹³ Image from City of Leduc website <<u>https://www.leduc.ca/economic-development/balance</u>>; retrieved April 30, 2018

6.3.14 Maclab Theatre for the Performing Arts



*Civic Department Occupant*Used by Community Group

In 2004, the Leduc Community Arts Foundation, along with the City of Leduc and Black Gold Regional Schools undertook a renovation of the existing Leduc Performing Arts Centre and created the Maclab Theatre for the Performing Arts and increased seating capacity to the current 460 seats. The theatre was constructed on property owned by the Black Gold School District. Both the Black Gold School district and the City of Leduc have the common objective of fostering the development of the performing arts in the Leduc area and providing priority access to the performing arts centre to local groups wherever possible. To this end the parties are embarking on a partnership agreement that will see the responsibility for management of the facility residing with the City. Capital and operating costs associated with the facility are yet to be determined through the agreement.



6.3.15 Operations Building

Civic Department Occupant:

- Corporate Information & Technology (geomatics only)
- Public Services
- Engineering

¹⁴ Image provided by City

¹⁵ Image provided by City

- Facility & Property Services Administration
- Public Transportation

The 91,487 square foot operations building comprises yards and shops as well as an administrative component. It is located at 56 Avenue and 43 Street. It was originally constructed in 2011 to meet the operations needs of the City with a 15,400 square foot bus barn constructed in 2014 and a 1,787 square foot wash bay constructed in 2017.

It was sized for future expansion allowing the City's Engineering and Geomatics department workspaces to be relocated from the Civic Administration Building. Transit office staff were also relocated to this facility from the Medical Arts building. New technology (including large scale monitors) and process have been introduced that have reduced the ergonomic suitability of many workstations and offices.

The transit fleet is being accommodated in the barns putting pressure on Public Service fleet storage.



6.3.16 Public Works Workshop

Civic Department Occupant:

• Leased to Community Group

This 12,928 square foot facility was originally constructed in 1963 with additions completed in 1975 and 1995. It is located at 37 Street and 48 Avenue. The City vacated this workshop when the Operations Building opened in 2011 The Community Service Department has established a long-term agreement with the Rodeo association and local community groups who are responsible for operations and maintenance of the building.

¹⁶ Image from Google Maps website <<u>https://goo.gl/maps/wvjWTRsFqiG2</u>>; retrieved April 30, 2018

6.3.17 Rowing Facility



Civic Department OccupantLeased to community group

This 12,000 square foot building was purpose build for occupancy by the Telford Lake Alberta Training Centre Society in 2016. The City owns the land which accommodates this facility, on the edge of Telford Lake, the Society leases the facility from the City. It is utilized to support a number of rowing events, as well as the seasonal storage of the Society's equipment. The Society is responsible for the maintenance and operations of the building.

6.3.18 Stage Works



Civic Department Occupant:

• Leased to Community Group

This 8,000 square foot facility was constructed in 2007. It is located at 46 Avenue and 44 Street. It is owned by the City and was purpose built and is used by the performing arts community including the Stageworks Academy of the Performing Arts, and the Leduc Elks / Royal Purple service clubs.

¹⁷ Image provided by City

¹⁸ Image from Google Maps website <<u>https://goo.gl/maps/MuwmGeEVBiA2</u>>; retrieved April 30, 2018

6.3.19 Telford House



Civic Department Occupant:

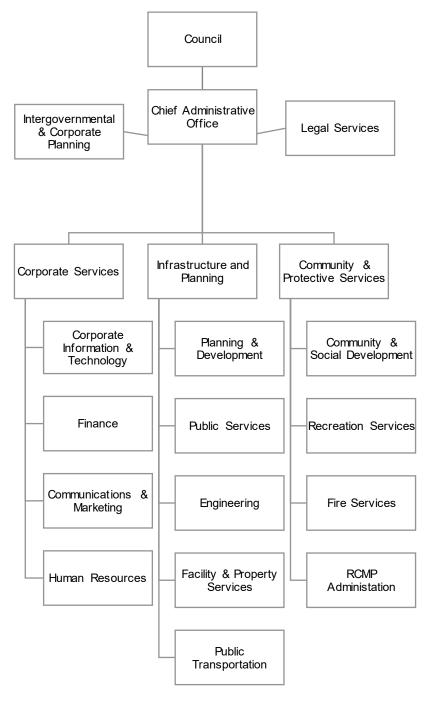
• Leased to Community Group

Telford House is a seniors' drop-in centre located at the west end of Telford Lake (49 Avenue and 46 Street). It is an 11,044 square foot facility constructed in 1973, owned by the City. It is maintained by the seniors in conjunction with the City of Leduc Facilities and Property Services.

7 Facility Demand

As of 2018 there are approximately 525 staff members that work for the City of Leduc all reporting to the City General Manger (Chief Administrative Officer) as provided by staff counts from each civic department. The staff count is expected to grow to over 650 staff members over the next 20 years.





The growth of Civic staff is a significant driver in the determination of the sequencing of the LTFMP. Below is an outline of assumptions that have been made and an estimate of the considerations that need to be given and steps taken before additional space is required for Civic Administration:

- With the potential for 60 work stations becoming available over the next few years, this leaves an approximate hiring rate of 5 office positions per year until such time as new accommodations are found for Civic Staff.
- Third floor Protective Services Building will house and estimated 35 office staff with combination of a few offices mostly open work stations and collaborative space. Space is not anticipated to be needed on the third floor for Policing until past 2033. The current renovation at Protective Services is allowing for additions to the police force with in their areas, bull pen, traffic unit and GIS before there is a need to take over the third floor of the office tower. There is a total of approximately 4,800 square feet of expansion space available before the need for use of the 3rd floor. With all of the services provided like lunch rooms, washrooms, and locker rooms in the current renovation this space could house in the range of 50 new RCMP staff.
- Currently there is space for 6 additional staff at the Civic Centre. 6 new work stations are being added to Operations Building. Currently have 4 empty work stations at Operations building. Re-design of work stations at OPS and Civic Centre would gain an estimated 9 new work stations
- No estimate is available as to the implications of cultural changes in the work environment (e.g. working from home, hoteling while in the office).
- If the hiring levels exceed the approximate rate of 5 office positions per year, the
 opportunity does exist to use rental space as an interim solution until permanent
 accommodations can be developed. With plans to update the LTFMP in 5 years all of the
 above assumptions can be reviewed to determine if in fact the space utilization is as
 anticipated.
- Staff growth is a result of a combination of increases in use of existing program and new program development. Staff counts are projected to increase in line with the growth rate of the City of Leduc population.

Leaders in all City departments were engaged to gather future needs data to inform the long term facility master plan. Common themes expressed throughout the civic departments are:

- 1. Civic departments are careful to ensure that citizen focused programs are in the right location for the people that they serve.
- 2. Civic departments are anticipating the future and are positioning themselves so that the City can take advantage of opportunities as they arise.
- 3. The City has entered into partnerships with community groups on a case-by-case basis and wants to ensure that these partnerships are fiscally sustainable for the City.
- 4. Substantial projected staff growth create challenges for additional work spaces, collaboration space, storage, staff parking and the creation of new programs.
- 5. Storage space is not matched to civic department requirements. Some departments report less need for paper storage as they transition to paperless while other departments report insufficient storage for non-paper goods.
- 6. Collaboration is important between civic departments with strong collaboration requirements noted between Engineering and Public Service, and Engineering and

Planning & Development. These groups are located between Civic Centre and the OPS Building.

7.1 Civic Departments Reporting to Chief Administrative Office *Civic Departments:*

- City Manager located at Civic Centre
- Intergovernmental & Corporate Planning located at Civic Centre
- Legal Services located at Civic Centre

Facility Demand:

• Address staff growth pressures at the Civic Centre

7.2 Civic Departments Reporting to Corporate Services

Civic Departments:

- General Manager located at Civic Centre
- Corporate Information & Technology located at Civic Centre, Geomatics at OPS Building
- Finance located at Civic Centre
- Human Resources located at Civic Centre
- Communications & Marketing located at Civic Centre

Facility Demand:

• Address staff growth pressures at the Civic Centre

7.3 Civic Departments Reporting to Infrastructure and Planning

Civic Departments:

- General Manager located at Civic Centre
- Planning and Development located at Civic Centre
- Public Services Staff located at OPS Building
- Engineering Staff located at OPS Building
- Facility and Property Services Staff located at OPS Building, Procurement at Civic Centre, Facility Operations at Recreation Facilities
- Public Transportation Staff located at OPS Building

Facility Demand:

- Support collaborative work between departments
- Address staff growth pressures at the OPS Building
- Provide space for a Traffic Management function
- Address insufficient staff parking spots at OPS building
- Provide additional storage capacity. This space will provide storage for seasonal display, playground equipment including replacement parts, and custom tools
- Provide storage space for Public Service equipment located closer to the sites that staff regularly maintain. This will allow staff to minimize transportation time between the storage space and work sites
- Support the growth of the transit network by providing an additional park n' ride location

7.4 Civic Departments Reporting to Community and Protective Services *Civic Departments:*

- General Manager located at Civic Centre
- Community and Social Development located at Civic Centre
- Recreation Services located at Leduc Recreation Centre, Alexandra Outdoor Pool
- Fire Services located at Protective Services Building, Fire Hall #2

Facility Demand:

- Address staff growth pressures at the Civic Centre
- Adopt recommendations of the Recreation & Culture Facility Needs Assessment by providing spaces identified as high priority
- Provide additional Aquatic Centre capacity as existing Aquatic Centre nears its full capacity
- Support Recreation Services to be in a position to take advantage of sport tourism opportunities as they arise
- Improve the accessibility of services provided by Community and Social Services to the public
- Support community groups in a fiscally sustainable way
- Maintain Fire Service response time targets in a city with a growing population
- Meet Fire Service response time targets in the Industrial Park
- Provide Fire Service capacity on both sides of the railway line

8 Facilities Plan

There are 16 opportunities that have been identified that address civic department demand.

- Community Partnerships: \$7,900 K
- Studies & Design: \$8,061 K
 Site Servicing, Construction & Move-In: \$72,536 K
- Total Cost over 20 Year: \$88,497 K

Section 8.3 and section 8.4 will provide further detail on:

- Years 1-5 (short term plan)
- Years 6-20 (long term plan)
- Table 8-i; Opportunity Summary

Opportunity	Sum of Cost
Civic Centre Campus	\$6,500 K
Reconfigure Civic Centre Administrative Space	\$500 K
Future Administrative Space	\$6,000 K
Leduc Recreation Centre	\$1,700 K
Lede Park Concession	\$200 K
Expand Program Service	\$1,500 K
OPS Building	\$1,185 K
Address staff parking	\$600 K
Reconfigure Admin Space and Traffic Management Function	\$100 K
Public Works Storage Space	\$485 K
Fire Hall #3	\$5,000 K
Fire Hall #3	\$5,000 K
West Campus	\$66,213 K
Site Program and Master Plan	\$100 K
West Campus Site Servicing	\$5,000 K
Park N Ride Location	\$1,725 K
2 Field Houses Complimentary to LRC	\$15,000 K
Public Service Satellite Storage	\$1,269 K
West Campus Aquatic Centre	\$20,719 K
Twin Arenas	\$22,400 K
Community Partnerships	\$7,900 K
Community Partnerships	\$7,900 K
Grand Total	\$88,497 K

8.1 Facility Costing and Sequencing

8.1.1 Assumptions:

- Figures in charts are in thousands (\$1K)
- All costs are in 2018 dollars
- Design is 10% of Construction

- FFE & Move-In is 15% of Construction and is incorporated into the reported construction cost
- Design is in Year 1 & Construction is in Year 2
- Construction hard and soft costs are derived from industry per square metre figures
- Although facilities may not be certified, all facilities are constructed with LEED Silver criteria in mind
- Fire Service facilities are disaster recovery rated for construction
- Assumes outdoor parking is at-grade for all new facilities
- An announcement of high school construction in the West Campus will impact the sequencing of the West Campus facilities. The field houses may need to be moved forward to take advantage of partnering opportunities with the School Board and, depending on circumstance, it may be financially prudent to expedite the construction of the twin arena to take advantage of onsite construction
- There may be a future requirement for a Celebration Hall at the Cemetery #2 site
- There is a large amount of site servicing required in the West Campus before the construction of facilities can be started
- A trigger for facility construction is the population of the City of Leduc. If actual population growth is lower or higher than projected, projects will be adjusted accordingly

8.2 Facility Opportunities

The 16 facility opportunities are grouped by campus.

8.2.1 Civic Centre Campus

This facility accommodates City administration functions, Council Chambers, the Public Library. Addressing staff growth pressures at the Civic Centre is reporting by the civic departments in the facility.

Reconfigure Civic Centre Administrative Space

Future Administrative Space

There is an opportunity to review how space is currently planned and utilized at the Civic Centre to support efficient utilization of the asset and accommodate projected staff growth. Growth that cannot be accommodated within a reconfigured Civic Centre will located in a future administrative space.

- Reconfigure existing office space at Civic Centre
- Addresses staff growth pressures, storage needs, and building features (e.g. loading bay) at the Civic Centre
- Supports collaborative work between departments
- Future administrative space to be an acquisition or development of space in central Leduc
- This facility project is not eligible for off-site levies

8.2.2 Leduc Recreation Centre (LRC)

The LRC in Leduc's east end, brings citizens with multiple interests together in a vibrant, wellappointed and well managed facility. The demand for these services continues to increase, which is a testament to the quality of programs and facilities at this site. There are a number of opportunities to be accommodated at the LRC site which are described below.

William F. Lede Park Concession

- Renovate and expand the existing William F. Lede Park Concession to include additional amenities
- Expand recreation services as identified in the Recreation & Culture Facility Needs Assessment by providing spaces identified as high priority
- This facility project is not eligible for off-site levies

Expand Program Space

- Construction of new space to increase the size of programmable space, such as the fitness centre.
- Reconfigure existing space to meet program demand to citizens.
- Expand recreation services as identified in the Recreation & Culture Facility Needs Assessment by providing spaces identified as high priority
- The portion that does not satisfy the servicing of existing development is eligible for offsite levies (see appendix E)

8.2.3 OPS Building

The Operations Centre hosts a number of functions and groups, all of whom will be directly impacted by the growing population of the City. The introduction and anticipated expansion of the transit system for the City will continue to put pressure on this site as the operational groups' needs also increase.

Address Staff Parking

- Reconfigure and/or expand existing parking lot at the OPS Building to meet staff parking demand
- This facility project is not eligible for off-site levies

Reconfigure Administration Space and Traffic Management Function

- Reconfigure existing office space at OPS Building similar to the reconfiguration project at the Civic Centre
- This opportunity should address efficiency and the changing nature of work
- Supports collaborative work between departments
- Addresses staff growth pressures at the OPS Building
- Provides space for a Traffic Management function with specialized technology and staffing requirements
- This facility project is not eligible for off-site levies

Public Works Storage

- Expand storage building for seasonal storage, playground equipment including replacement parts and custom tools
- This facility project is not eligible for off-site levies

8.2.4 Fire Hall #3

Fire Hall #3

- Fire Hall is constructed in the north side of the City
- Location dependent on future discussion with regional partners
- Meets response time targets in Industrial Park
- Provides Fire Service capacity on both sides of the railway line

• The portion that does not satisfy the servicing of existing development is eligible for offsite levies (see appendix E)

8.2.5 West Campus

This site is a greenfield development based on newly acquired City land. There is significant capital intensive site servicing that will need to be designed and constructed on this campus prior to the construction of City facilities. A key component of site servicing is the long term planning of the site. The Campus will respond to growing City needs in the West end and will counter-balance the LRC. It will be directly impacted by private development on this site. An announcement of construction of new schools on this site will impact the timing of some proposed amenities as they will directly support the needs of students.

Site Program and Master Plan

A Site program and Master plan will develop a very detailed set of requirements with building specifications for each facility use locating here. This will inform the design of the site to maximize operational efficiency, consider shared building systems, sustainability criteria, study traffic flow (vehicle, pedestrian, cycle) and opportunities to enhance the Citizen and Student experience.

- Develop a detailed site program and master plan for the West Campus site
- Acknowledge that there is a large amount of site servicing required before facility construction could begin
- Creates a framework and vision for all subsequent development on the West Campus site
- This facility project is not eligible for off-site levies

West Campus Site Servicing

- Extensive site servicing design and construction is completed prior to construction of facilities
- This facility project is not eligible for off-site levies

Park n' Ride Location

- Construction of a park n' Ride
- Supports the expansion of the transit network by providing an additional park n' ride location
- There is a potential alternate location for the park n' ride location closer to the QEII highway and the Edmonton International Airport, subject to further evaluation and planning
- The portion that does not satisfy the servicing of existing development is eligible for offsite levies (see appendix E)

Twin Arena

HOK Inc.

- Construction of a twin ice arena
- Expands recreation services as identified in the Recreation & Culture Facility Needs Assessment by providing spaces identified as high priority
- Enables Recreation Service to take advantage of sport tourism opportunities as they arise
- The portion that does not satisfy the servicing of existing development is eligible for offsite levies (see appendix E)

2 Field Houses Complementary to LRC

• Construction of two field houses that are complementary to the field houses provided at the LRC

- Expands recreation services as identified in the Recreation & Culture Facility Needs Assessment by providing spaces identified as high priority
- Enables Recreation Service to take advantage of sport tourism opportunities as they arise
- The portion that does not satisfy the servicing of existing development is eligible for offsite levies (see appendix E)

West Campus Aquatic Centre

- Construction of an indoor Aquatic Centre that provides leisure swimming, swimming lessons for the public, and swim lanes long enough for Provincial Meets with spectator area
- Provides additional Aquatic Centre capacity as existing Aquatic Centre is nearing its full capacity
- Enables Recreation Service to take advantage of sport tourism opportunities as they arise
- The portion that does not satisfy the servicing of existing development is eligible for offsite levies (see appendix E)

Public Service Satellite Storage

- Construction of a satellite storage building for Public Services
- Provides storage space for Public Service equipment located closer to the West Campus site that staff regularly maintain. This will allow staff to minimize transportation time between the storage space and work sites
- This facility project is not eligible for off-site levies

8.2.6 Community Partnerships

Art Foundry

Art Foundry is a burgeoning community group that the City has identified for potential partnership. This further action by the City is pending the outcomes of a feasibility study initiated by the community group.

- City partners with Art foundry to locate space to accommodate community group
- Supports community group in a fiscally sustainable way
- Art Foundry is not contemplated as a recreation centre and is not forecasted to be eligible for off-site levies

Golf Course

The Golf Course has indicated to the City a requirement for upgrades to their clubhouse. The City is in discussions with the Golf Club to determine the specific needs and money requirements to develop a viable partnership opportunity.

- City partners with Golf Course for upgrades to clubhouse
- Supports community group in a fiscally sustainable way
- The Golf Course partnership is not forecasted to be eligible for off-site levies

8.3 Council Review

At the Committee of the Whole work shop for the LTFMP on May 13th, 2019 the following estimated costs and assumptions were confirmed with Council for inclusion in the LTFMP.

8.3.1 Civic Centre Campus

Civic Centre Atrium

 Much discussion has taken place over the years with respect for repurposing part or all of the Civic Centre Atrium for use on a daily basis. Ideas have ranged from new front counter services, to an economic development business centre. Administration through the LTFMP work shop process has received direction from Council that the Atrium is to remain as it is for the foreseeable future

Reconfigure Administrative space

- Changes to furniture layouts at the Civic Centre to optimize the use of space, \$500,000. Design in 2026 construct in 2027
- Assumes population +/- 42,000
- Assumes no significant relocation of walls
- Assumes some creation of hoteling spaces
- Assumes some creation of collaborative work areas

Additional Administrative space

- \$6,000,000 total, design in 2033 construction in 2034
- Assumes population +/- 51,500
- Assumes the need for continuance of use of the Alexandra Arena as an ice surface.
- Assumes acquisition or development of space in central Leduc

8.3.2 Leduc Recreation Centre (LRC)

Lede Park Concession

\$200,000 allocated for 2021, for basic repair of current facility. Community Services is
planning discussion with stakeholders about needs of current users and presentation of
recommendation to Council will result. Grant funding may be an option for consideration
for facility repair or enhancement

Expansion of Program services at the LRC

- Proposed, add pre-engineered structure to northeast corner of current field house on the grass area to the north east. Estimated cost \$1,500,000 design in 2021 construct in 2022
- Assumes population target +/- 36,400

8.3.3 OPS Building

Additional Staff parking at OPS

- \$600,000 in 2022
- Assumes population target +/- 36,400

Reconfigure admin space and add traffic management function at OPS

- \$100,000 for office furniture reconfiguration and traffic management space configuration, design 2022 and construction 2023
- Assumes population target +/- 37,500
- Assumes funding only for furniture and office equipment needs

- Assumes future feasibility study will inform the cost related to required fibre and computer connections, separate future budget
- Evaluation of connection with city wide internet provider will be completed

Public Works Storage space

- \$485,000 design in 2031 construct in 2032
- Assumes population +/-48,500
- Assumes no land acquisition
- Alternative construction methods will be considered

8.3.4 Fire House #3

Fire House #3

- Estimated total \$5,000,000 project, design in 2024 and construct in 2025
- Significant increase required in non-residential growth in the service area required, or project may be pushed further out
- Cost does not include land
- Cost based on very industrial style building
- Cost based on recent fire hall build by neighboring community, plus items that would be required for standardization between City of Leduc Fire Houses 1, 2 and 3

8.3.5 West Campus

West Campus Master Plan

- \$100,000 in 2019
- Assumes population target +/- 33,500
- Assumes direction to proceed is given
- Pending outcome of potential discussions with development community

West Campus Site Servicing

- \$5,000,000 design in 2025, construct in 2026
- Assumes timing alignment required with high school announcement on West Campus
- Assumes offset of financial cost in conjunction with sale of some of the west land property

Twin Field Houses

- Estimated cost \$15,000,000 based on quote from contractor plus on site servicing, estimate would provide similar amenities of Track, Field House and Fitness as the current facility at the LRC. Final configuration to be determined based on need identified at time of design
- Field house is showing in 2026 and 2027, but will ultimately be tied to high school construction
- Assumes population +/- 42,000
- Assumes pre-engineered structure

Twin Arenas

- Estimated cost \$22,400,000, planned for 2032-2033
- Assumes population of +/- 50,000
- Assumes site servicing completed as part of field house and school project
- Based on the need for 5th ice rink, calculated with population to provide one rink for every 11,000 to 12,000. Population estimate is 50,000

West Campus Aquatic Centre

- Estimated cost \$20,719,000, planned for 2032-2033
- Assumes population +/- 50,000
- Assumed efficiency of construction by building with twin arenas

West End Park and Ride location

- \$1,725,000 design 2026 construct 2027
- Assumes population 42,000 +/-
- Assumes land cost are over and above estimate, if located in north west
- Pending future development and understanding of transit requirements

Public Services Satellite

- \$1,269,000, planned for design 2026, construction 2027,
- Assumes population +/- 42,000
- Assumes construction at the same time as field house on west campus
- Assumes tied to the high school construction

8.3.6 Community Partnerships

Community Partnerships

- Pending review and evaluation, \$7,900,000 in 2021
- Assumes population of +/-35,400

8.4 Short Term Facilities Plan – 2019-2023

There are 6 opportunities identified for the short term plan.

	Year Pop.	2019	2020	2021	2022	2023	Grand Total
Opportunities	T OP.	33,395	34,371	35,374	36,407	37,470	_
Leduc Recreation Centre				\$300 K	\$1,400 K		\$1,700 K
Lede Park Concession							
Construction				\$200 K			\$200 K
Expand Program Service							
Design				\$100 K			\$100 K
Construction					\$1,400 K		\$1,400 K
OPS Building					\$610 K	\$90 K	\$700 K
Address staff parking							
Construction					\$600 K		\$600 K
Reconfigure Admin Space and Traff Management Function	ic						
Design					\$10 K		\$10 K
Construction						\$90 K	\$90 K
West Campus		\$100 K					\$100 K
Site Program and Master Plan							
Design		\$100 K					\$100 K
Community Partnerships				\$7,900 K			\$7,900 K
Community Partnerships				\$7,900 K			\$7,900 K
Grand Total		\$100 K		\$8,200 K	\$2,010 K	\$90 K	\$10,400 K

Table 8-ii; Short Term Facilities Plan

8.5 Long Term Facilities Plan – 2024-2038

There are 9 opportunities identified for the long term plan.

Table 8-iii; Long Term Facilities Plan

Year		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	Grand Total
Opportunities Pop.	38,564	39,690	40,849	42,042	43,270	44,533	45,834	47,172	48,550	49,967	51,426	52,928	54,473	56,064	57,701	
Civic Centre Campus			\$25 K	\$475 K						\$900 K	\$5,100 K					\$6,500 K
Reconfigure Civic Centre Administrative Space																
Design			\$25 K													\$25 K
Construction				\$475 K												\$475 K
Future Administrative Space																
Design										\$900 K						\$900 K
Construction										Î	\$5,100 K					\$5,100 K
OPS Building								\$63 K	\$422 K							\$485 K
Public Works Storage Space										1						
Design								\$63 K								\$63 K
Construction									\$422 K							\$422 K
Fire Hall #3	\$400 K	\$4,600 K														\$5,000 K
Fire Hall #3																
Design	\$400 K															\$400 K
Construction		\$4,600 K														\$4,600 K
West Campus		\$1,000 K	\$5,577 K	\$16,417 K					\$4,886 K	\$38,233 K						\$66,113 K
West Campus Site Servicing																
Design		\$1,000 K														\$1,000 K
Construction			\$4,000 K													\$4,000 K
Park N Ride Location																
Design			\$225 K													\$225 K
Construction				\$1,500 K												\$1,500 K
2 Field Houses Complimentary to LRC																
Design			\$1,200 K													\$1,200 K
Construction			. ,	\$13,800 K												\$13,800 K
Public Service Satellite Storage																
Design			\$152 K													\$152 K
Construction			\$10 <u>2</u> 11	\$1,117 K												\$1,117 K
West Campus Aquatic Centre				• ••,••••												<i>•</i> .,
Design									\$2,486 K							\$2,486 K
Construction									¢_, 100 11	\$18,233 K						\$18,233 K
Twin Arenas										¢.0,200.11						\$10,200 IT
Design									\$2,400 K							\$2,400 K
Construction									<i>2</i> _,	\$20,000 K						\$20,000 K
Grand Total	\$400 K	\$5,600 K	\$5,602 K	\$16,892 K				\$63 K	\$5,308 K	\$39,133 K	\$5,100 K					\$78,097 K
Granu Iotai	φ400 K	90,000 K	φ3,002 K	φ10,092 K				φ03 K	90,000 K	φ39,133 K	φ3, 100 K					910,091 K

9 Appendix A – Facilities Plan Summary

Table 9-i; Short Term Facilities Plan Summary

Opportunity	Study / Design	Site Servicing / Construction	Community Partnership	Grand Total
Leduc Recreation Centre	\$100 K	\$1,600 K		\$1,700 K
Lede Park Concession		\$200 K		\$200 K
Expand Program Service	\$100 K	\$1,400 K		\$1,500 K
OPS Building	\$10 K	\$690 K		\$700 K
Address staff parking Reconfigure Admin Space and Traffic		\$600 K		\$600 K
Management Function	\$10 K	\$90 K		\$100 K
WestCampus	\$100 K			\$100 K
Site Program and Master Plan	\$100 K			\$100 K
Community Partnerships			\$7,900 K	\$7,900 K
Community Partnerships			\$7,900 K	\$7,900 K
Grand Total	\$210 K	\$2,290 K	\$7,900 K	\$10,400 K

Table 9-ii; Long Term Facilities Plan Summary

		Site Servicing /	
Opportunity	Study / Design	Construction	Grand Total
Civic Centre Campus	\$925 K	\$5,575 K	\$6,500 K
Reconfigure Civic Centre Administrative Space	\$25 K	\$475 K	\$500 K
Future Administrative Space	\$900 K	\$5,100 K	\$6,000 K
OPS Building	\$63 K	\$422 K	\$485 K
Public Works Storage Space	\$63 K	\$422 K	\$485 K
Fire Hall #3	\$400 K	\$4,600 K	\$5,000 K
Fire Hall #3	\$400 K	\$4,600 K	\$5,000 K
WestCampus	\$6,463 K	\$59,650 K	\$66,113 K
West Campus Site Servicing	\$1,000 K	\$4,000 K	\$5,000 K
Park N Ride Location	\$225 K	\$1,500 K	\$1,725 K
2 Field Houses Complimentary to LRC	\$1,200 K	\$13,800 K	\$15,000 K
Public Service Satellite Storage	\$152 K	\$1,117 K	\$1,269 K
West Campus Aquatic Centre	\$2,486 K	\$18,233 K	\$20,719 K
Tw in Arenas	\$2,400 K	\$20,000 K	\$22,400 K
Grand Total	\$7,851 K	\$70,246 K	\$78,097 K

10 Appendix B – Facilities Plan by Year

Table 10-i; Facilities Plan by Year

Opportunity	CostType	Sum of cost
2019		\$100 K
Site Program and Master Plan	Design	\$100 K
2021	5	\$8,200 K
Lede Park Concession	Construction	\$200 K
Expand Program Service	Design	\$200 K \$100 K
Community Partnership	Community Partnership	\$7,900 K
2022		\$2,010 K
Address staff parking	Construction	\$600 K
Reconfigure Admin Space and Traffic Management Function	Design	\$10 K
Expand Program Service	Construction	\$1,400 K
2023		\$90 K
Reconfigure Admin Space and Traffic Management Function	Construction	\$90 K
2024		\$400 K
Fire Hall #3	Design	\$400 K
2025	5	\$5,600 K
Fire Hall #3	Construction	\$4,600 K
West Campus Site Servicing	Site Servicing	\$1,000 K
2026	3	\$5,602 K
West Campus Site Servicing	Site Servicing	\$4,000 K
Park N Ride Location	Design	\$225 K
2 Field Houses Complimentary to LRC	Design	\$1,200 K
Public Service Satellite Storage	Design	\$152 K
Reconfigure Civic Centre Administrative Space	Site Servicing	\$25 K
West Campus Site Servicing	Design	\$4,000 K
2027	•	\$16,892 K
Park N Ride Location	Construction	\$1,500 K
Public Service Satellite Storage	Construction	\$1,117 K
Reconfigure Civic Centre Administrative Space	Construction	\$475 K
2 Field Houses Complimentary to LRC	Construction	\$13,800 K
2031		\$63 K
Public Works Storage Space	Design	\$63 K
2032		\$5,308 K
Tw in Arenas	Design	\$2,400 K
West Campus Aquatic Centre	Design	\$2,486 K
Public Works Storage Space	Construction	\$422 K
2033		\$39,133 K
Tw in Arenas	Construction	\$20,000 K
West Campus Aquatic Centre	Construction	\$18,233 K
Future Administrative Space	Design	\$900 K
2034	-	\$5,100 K
Future Administrative Space	Construction	\$5,100 K
Grand Total		\$88,497 K

11 Appendix C – Projected City Staff Growth

City staff growth is projected to grow at the same rate as the City population.

Staff growth is a result of a combination of existing programs and new program expansion. Staff counts from existing programs is projected to increase at the same rate as the City of Leduc population.

The population of Leduc is planned to grow between 2.32% and 2.92% each year between 2018 through 2038. This planned population increase translates to a 61.9% - 83.0% total growth over 20 years.

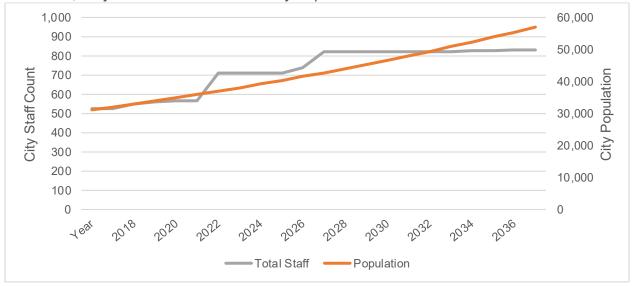


Table 11-i; Projected Staff Growth and City Population Growth*

* 2018 is actual population, 2019 - 2038 is project population counts

12 Appendix D – Policy Direction

Since 2013, the City of Leduc has continued to evolve and develop policy direction that will apply to the update of the LTFMP. Policy direction that guided the update of the LTFMP:

- Fire Services Master Plan
- Recreation & Culture Facility Needs Assessment (2018)
- Urban Planning Direction
 - West Area Structure Plan (ASP)
 - Crystal Creek Outline Plan (CCOP)
 - o Telford Lake Master Plan
 - o Downtown Master Plan
- City of Leduc/Leduc County Inter-municipal Development Plan 2010 2044 (updated 2017)
- Budget & Infrastructure Investment Strategy Policy (2018)
 - Operating Budget
 - o Capital Budget
 - o Infrastructure Investment Strategy Policy
- Municipal Development Plan (2012, updated 2017)
- Airport Vicinity Protection Area Regulation
- Aerotropolis Viability Study (2015)
 - Community Hubs
 - Catalytic Projects
- Municipal Government Act (MGA) Off-site Levies Regulation

City Council provided direction via a Direction Setting Session on March 19, 2018. Committee members requested that the LTFMP take into consideration the following strategic principles:

- Non-duplication of items already provided by private business.
- Future technological advancements.
- Continuing to encourage the creation of community enhancements (e.g. playgrounds, skating rinks) by developers.

13 Appendix E – Off-Site Levies Regulation

The Off-Site Levies Regulation has been amended to include principles and criteria to guide municipalities in their calculation process for the original uses of off-site levies and the degree of benefit for the additional uses. It also requires increased transparency on how the levies have been used. The Act enables neighbouring municipalities to collaborate with one another to impose inter-municipal off-site levies. All beneficiaries of development are given the opportunity to participate in the cost of providing and installing infrastructure and facilities in the municipality on an equitable basis related to the degree of benefit. Off-site levies can be collected to cover all or part of the capital cost of an expanded scope of facilities and infrastructure including:

- Indoor municipal community recreation facilities used primarily by members of the public to participate in recreational activities conducted at the facilities
- Fire halls
- Police stations
- Libraries

The following opportunities have been identified as eligible for off-site levies:

Year	Opportunity	Grand Total	New City Growth	Existing City Development	Other Jurisdictions
Fire Hall #3		\$5,000 K			
2024	Fire Hall #3	\$5,000 K	32.5%	17.5%	50%
Leduc Recreation	n Centre	\$1,500 K			
2022	Expand Program Space	\$1,500 K	90%	10%	0%
West Campus		\$59,844 K			
2027	Park n' Ride Location	\$1,725 K	50%	50%	0%
2027	2 Field Houses Complimentary to LRC	\$15,000 K	90%	0%	10%
2033	Twin Arena	\$22,400 K	90%	0%	10%
2033	West Campus Aquatic Centre	\$20,719 K	90%	0%	10%

Table 13-i; Opportunities Eligible for Off-Site Levies

Notes:

- LRC Program Expansion falls within the short term facilities plan
- Fire Hall #3 is potentially contemplated to support demand within the City of Leduc as well as Leduc County and other jurisdictions
- Fire House #3 will be dependent on a significant increase in non-residential growth in the service area, or project may be pushed further out
- Field Houses, LRC expanded program space, and West Campus Aquatic Centre enable Recreation Services to take advantage of sport tourism opportunities as they arise
- The Twin Arena opportunity will provide new capacity for city growth and to take advantage of sport tourism opportunities as they arise
- The park n' ride location supports the expansion of the transit network by providing additional capacity

City of Leduc Long Term Facility Master Plan

City of Leduc Long Term Facility Master Plan

Leduc





Long Term Facilities Master Plan, 2019

www.leduc.ca



Purpose

The Long Term Facility Master Plan provides the City of Leduc with a framework for decision making related to City facilities and land matters to meet the requirements of the citizens and the corporation over a 20 year planning horizon.

Process

The Long Term Facilities Master Plan is a collaborative document, prepared with feedback from Council, Administration and Staff over the course of the last 18 months.

Considerations;

- The Recreation and Culture Needs Assessment, and various other documents listed in Appendix D.
- Taking into consideration of anticipated population Growth.
- Following our City, Vision, Mission, and Values.
- Following the direction provided in Council Strategic Plan.
- Community comparators where available.

The final document has been prepared by HOK Consulting, for Council's consideration for adoption.

Previous LTFMP

The previous plan adopted in 2013 indicated a number of recommendations for the first 5 years of the plan;

- West Satellite Fire Station
- Library expansion
- Outdoor Pool upgrade
- Spray Park development
- Civic Centre upgrade and repurpose
- Development of West Campus lands







Pressure Mitigation

- Protective services expansion and renovation
- Third floor Protective Services Building will house and estimated 35 office staff.
- Third floor space is not anticipated to be needed on the third floor for Policing until past 2033.
- Additional space will be better utilized as desks are resized to meet todays technology abilities, (Paperless)
- City of Leduc will purse a cultural shift in how staff work, investigating work from home, collaboration areas and hoteling.

Potential Project Oppertunities

Over the course of the next 20 years the following opportunities will be reviewed for potential development through the budget process.

Opportunity	Sum of Cost
Civic Centre Campus	\$6,500 K
Reconfigure Civic Centre Administrative Space	\$500 K
Future Administrative Space	\$6,000 K
Leduc Recreation Centre	\$1,700 K
Lede Park Concession	\$200 K
Expand Program Service	\$1,500 K
OPS Building	\$1,185 K
Address staff parking	\$600 K
Reconfigure Admin Space and Traffic Management Function	\$100 K
Public Works Storage Space	\$485 K
Fire Hall #3	\$5,000 K
Fire Hall #3	\$5,000 K
West Campus	\$66,213 K
Site Program and Master Plan	\$100 K
West Campus Site Servicing	\$5,000 K
Park N Ride Location	\$1,725 K
2 Field Houses Complimentary to LRC	\$15,000 K
Public Service Satellite Storage	\$1,269 K
West Campus Aquatic Centre	\$20,719 K
Twin Arenas	\$22,400 K
Community Partnerships	\$7,900 K
Community Partnerships	\$7,900 K
Grand Total	\$88,497 K

Questions





COUNCIL REQUEST FOR DECISION

MEETING DATE: June 24, 2019

SUBMITTED BY: S. Davis, City Clerk

PREPARED BY: S. Davis, City Clerk

REPORT TITLE: Approval of Council Remuneration and Business Expense Policy

EXECUTIVE SUMMARY

The Council Remuneration and Business Expense Policy, as reviewed at the May 27, 2019, Committee-of-the-Whole meeting is now coming forward for Council approval.

RECOMMENDATION

- 1. That Council approve Policy No. 11.00:30 Council Remuneration and Business Expense Policy
- 2. That Council rescind Policy No. 11.00:25 Council Remuneration & Expenses Policy

RATIONALE

At the May 27, 2019, Committee-of-the-Whole ("Committee") meeting a draft of Policy No. 11.00:30, entitled Council Remuneration and Business Expenses Policy ("Policy") was presented for review and comment. The Committee noted one required amendment to paragraph 4 under the heading CONFERENCES as noted below:

"Attendance at the Federation of Canadian Municipalities (FCM) Conference will be limited to the Mayor and two three other Council Members annually, with the exception that when the FCM Conference is held in Alberta all Council may attend. If a Council Member chooses to attend a second third FCM Conference out of Province, within the same term of office, the cost of doing so will come from their operating budget."

The amendment has been made and the Policy is now coming forward for Council approval. Once the Policy is approved, Policy No. 11.00:25 is redundant and will need to be rescinded by Council.

STRATEGIC / RELEVANT PLANS ALIGNMENT

This Policy aligns with Our Values of Transparency and Accountability and Financial Responsibility as set out in the City of Leduc 2019-2022 Strategic Plan.

ORGANIZATIONAL IMPLICATIONS

ADMINISTRATION:

There will be additional work to have Administration pull the Council Members' expense reports to be posted quarterly on the municipality's website.

RISK ANALYSIS: FINANCIAL / LEGAL:

There are no risks with approving this Policy.

IMPLEMENTATION / COMMUNICATIONS:

There are no requirements for implementation or communications.



COUNCIL REQUEST FOR DECISION

ALTERNATIVES:

1. That Council amend the Policy and pass the Policy as Amended

2. That Council return the Policy to Administration for substantial amendments to return at a later date to Council.

ATTACHMENTS

Policy No. 11.00:30, entitled Council Remuneration and Business Expenses Policy





Policy Title: Council Remuneration and Business Expenses Policy Policy No: 11.00:30

Supersedes: 11.00:25 Revision #: NEW

Authority: City Council					
Section: Council	Approval Date:				
Responsible Department: City	Effective Date:				
Manager					
Relevant Legislation: Canada Elections Act, SC 2000, c. 9, s. 363(1) as amended and					
Election Finances and Contributions Disclosure Act, RSA 2000, c. E-2 s.23					
Relevant Council Date: June 24, 2019					
Relevant Bylaw and Date(s):					
Authority's Signature:					

Policy Statement:

Council Members for the City of Leduc ("the municipality") are required to commit a substantial amount of time and effort in order to fulfill the duties and responsibilities of their elected office. It is also recognized that official duties of the Council Members often occur outside of regular work hours, taking them away from personal responsibilities.

Policy Objectives:

This policy is intended to provide guidelines for establishing remuneration for the Council Members and provide clarity in determining what expenses will be covered by the municipality and what expenses are considered to be personal expenses. Personal expenses are not recoverable from the municipality.

Public disclosure of Council Member's remuneration and business expenses enhance accountability, transparency and public confidence.

Definitions:

Council Members: City of Leduc's Mayor and Councillors

Employer: City of Leduc

Municipality: City of Leduc

Policy:

Remuneration:

1. Council Members will receive an annual remuneration for their responsibilities as an elected official **as set out in Appendix "A";**

- 2. Council Members will receive the same Cost of Living Adjustments as Administration for the years 2019, 2020 and 2021 to commence on the first pay period of the year in question. In subsequent years, Council Members will receive the same Cost of Living Adjustments as Administration OR an adjustment based on the Alberta Consumer Price Index, whichever is less, to commence on the first pay period of the year in question.
 - 3. Council Members are entitled to receive remuneration as appointed members of external Boards and Commissions. Any such remuneration may be paid **directly to the Council Member; however if the Board or Commission's** practice is to pay member remuneration to the applicable municipality, upon receipt of funds the City shall pay the appointee accordingly.
- 4. A public committee, or task force, should review Council remuneration on a regular basis, with a recommendation of review to occur every two terms. The public committee, or task force, should be formed early in Q1 of the term and have a report to Council by the end of Q2.

Insurance Plans:

- Basic Group Life and Accidental Death and Dismemberment. Group Life insurance amount is \$30,000 (at age 70 the amount is reduced by 50%). Accidental Death and Dismemberment Insurance amount of \$30,000 (age limit is age 70);
- 2. Council Accidental Death & Dismemberment (AD&D) Insurance 24 hour coverage and the insurance amount is \$50,000. Coverage remains in effect for the duration of the Council member's term of office.
- Optional Life/Spousal Optional Life (age limit 65), and Optional Critical Illness/Optional Spousal Critical Illness (age limit 70) are available to Council Members. Evidence of insurability may be required for these benefits. Premiums are 100% paid by the Council Member.

Health and Wellness:

- Council Members have the option to apply for the same coverage as offered to Administration under the municipality's Extended Health Benefits Plan ("Plan"). The current Plan includes:
 - Extended Health Care (Vision included) Premium 100% Employer paid
 - Dental Plan Premium 80% Employer paid
 - Health Spending Account January 1 of each year an annual credit is deposited.

- Employee and Family Assistance Program Premium 100% Employer paid
- Leduc Recreation Centre Discount 50% discount for annual adult membership
- 2. Coverage remains in effect for the duration of the Council Member's term of office based on up to date payment of member's portion of the premiums and the age limit (age 75) for the Extended Health, Dental and EFAP is not reached.

Registered Group Retirement Savings Plan (GRSP)/Non-Registered Group Investment Account (GLA) – Effective October 27, 2013. Group Tax Free Savings Account (GTFSA) – Effective January 30, 2019

1. Council Members are required to commit substantial time and effort to attend to the duties and responsibilities of their elected office. They may, as a result of this responsibility, have to forfeit opportunities to participate in, or continue to participate in employer sponsored retirement savings plans.

In order to provide Council Members with an opportunity to generate future retirement savings, a plan shall be in place to provide a form of registered retirement savings plan to elected officials. Non-registered plans (GIA and GTFSA) shall be in place for Council Members that have reached their annual maximum or the maximum age to contribute to a registered retirement savings plan (RRSP).

- 2. Participation in the plan is voluntary.
- 3. The municipality will match **the Council member's** contribution to a maximum of 5% of base salary. If retroactive contributions are requested, contributions can only be retroactive to the first pay period of the current fiscal year.
- 4. Council Members have the option to contribute in excess of the prescribed maximum that the City would match.

Council Member Operating Budgets

- 1. Each Council Member will have an operating budget. Funds for these budgets will be set during the annual Budget Deliberations. Business expenses must remain within the individual operating budget of a Council Member. Any expenses which will exceed a Council Member's total annual budget must be authorized by Council prior to the expenditure being made.
- 2. Council Members' expense reports will be posted quarterly on the municipality's website.

- 3. Expense reports must, at a minimum, include the following components:
 - name of Council Member who incurred the expense;
 - date of transaction(s);
 - transaction amount(s);
 - expense category (travel, including transportation, accommodation, meals and incidentals; and hospitality;
 - expense details (*Attended meeting with EIA*), receipts, invoices or other proof of expense.
- 4. Information that would normally be withheld under the *Freedom of Information and Protection of Privacy Act*, such as personal information, must be redacted from supporting documentation and will not be publicly disclosed.

Criteria for Reimbursement of Business Expenses

Mandatory Requirements - General

- 1. Alcohol cannot be claimed and will not be reimbursed except for Hospitality Events.
- 2. Hospitality is only provided when the event involves participants from outside the municipality. Functions involving only people who work for the municipality are not considered Hospitality Events; they are considered Working Sessions.

Council Member's Responsibilities

- 1. Identify and review required business expenses to ensure cost effective options for travel, accommodation, etc. are selected.
- 2. Submit a completed Mayor and Council Expense Claim to the Office of the Mayor accompanied by all necessary receipts and/or documentation.
- 3. Council Members' expenses, with the exception of the Mayor, will be approved by the Mayor, or Deputy Mayor in the Mayor's absence, before submission to Finance.
- 4. **The Mayor's expenses will be approved by the appointed Deputy Mayor, or** if absent, the next appointed Deputy Mayor in the rotation.

Conferences

- 1. Council Members' registration fees, legitimate business expenses and travel costs for approved conferences will have the required funds allocated to their operating budgets for the year in question.
- 2. Any hosting expenditures will be allocated to the attending Council Member's operating budget for the year in question.
- 3. All Council Members may attend the annual Alberta Urban Municipalities Association (AUMA) Conference. **Mileage will be paid from Civic Centre to the destination or actual mileage whichever is less.**
- 6. Attendance at the Federation of Canadian Municipalities (FCM) Conference will be limited to the Mayor and three other Council Members annually, with the exception that when the FCM Conference is held in Alberta all Council may attend. If a Council Member chooses to attend a third FCM Conference out of Province, within the same term of office, the cost of doing so will come from their operating budget.
- 7. The municipality shall not reimburse expenses which are covered by another agency, board, commission or authority.
- 8. Council Members are not limited to the number of educational or professional development activities they may attend; however, the total costs of attendance claimed may not exceed the Council Member's annual operating budget without the approval of Council.
- 9. Spouses/Partners
 - a. If a spouse/partner accompanies a Council Member to an out-of-town conference/convention, the expenses of the spouse/partner for travel and meals is considered a personal expense and will not be borne by the municipality except for instances where the spouse/partner is invited to accompany the Council Member to banquets/receptions. In **this case spouse/partner's ticket** may be charged to the Council Member's operating budget.
 - b. When a Council Member is invited to a social or fund-raising function in an official capacity, the ticket for the spouse/partner may be paid from the Council Member's operating budget.

Reimbursement of Business Expenses

1. Travel, parking and incidental travel costs (includes hotel, airfare, car rental, taxi, shuttles and parking)

- Council Members are encouraged to use the most direct, practical and cost effective mode of travel available, considering all circumstances (such as carpooling and/or vehicle rental compared to multiple mileage claims).
- The municipality has arranged preferred rates with specific car-rental agencies.
- Where applicable, the approved *all inclusive mileage rate* will be paid for personal vehicle use only. Mileage rates are set by Alberta Urban Municipalities Association.
- If a Council Member's insurance company requires an additional premium for using a personal vehicle for business of the municipality, this additional insurance is not reimbursable by the municipality as this cost is covered through the all-inclusive mileage rate.
- Council Members are to select the most reasonable, economical, airfare available and are encouraged to take advantage of seat sales, and advance booking fares. Airfare for travel will be reimbursed based on actual cost. Airfare for spouse/partners of Council Members can be booked through the municipality to take advantage of any available cost savings; however, the municipality requires reimbursement in full when the Council Member submits their expense claim.
- The cost for seat upgrades, business/priority seating or first class will be borne by the Council Member.
- Receipts are required for parking and incidental travel costs.
- Destinations shall be identified on the receipt whenever taxi or shuttles are used.
- 2. Meals for Travel or Business Purposes:
 - Will be receipted whenever possible.
 - Council Members are encouraged to limit daily meal expenditures the amounts as set out in Appendix "A".
- 3. Council Member's will receive a daily allowance for incidentals as set out in Appendix "A".
- 4. Telephone
 - Long-distance calls for business purposes on land-line phones and cell phones must be receipted.
 - Long-distance roaming charges can be avoided by giving advance notice to IT (see "Communication Equipment").
- 5. Credit Card

• If using a credit card issued by the municipality, all expenditures must be identified with an itemized receipt.

City Apparel

Council Members will receive an annual individual apparel allowance to purchase official City of Leduc apparel such as a coat, blazer, vest and/or golf shirt. The apparel is for use when attending public events in the capacity of Councillor and will be in alignment with official corporate branding and promotions program. The items will be purchased through normal Administration protocols and charged to the requesting Council Member's operating budget.

Communication Equipment

1. Computers / Tablets

- Each Council Member will be provided a computer or tablet, (from a needs based allowance) as soon as practicable after each municipal election. This equipment is the property of the municipality unless it is purchased at the end of the municipal term.
- Each Council Member can select from a list of municipality approved/recommended hardware and software to meet their business needs.
- Each Council Member will receive an allowance of \$3,000 (including GST) per Council term, to pay for hardware, software, accessories and manufacturer support program. Any replaced equipment must be returned to the municipality with all accessories. This equipment is the property of the municipality unless it is purchased at the end of the municipal term.
- Each Council Member has the option to purchase their electronics from the municipality at the end of each municipal term at a depreciated value at which time it becomes their personal property.
- Each Council Member is responsible for the security of their computer equipment and all municipal information on their computer in accordance with the Responsibility Agreement.
- Each Council Member must sign a Responsibility Agreement before receiving new, or replacement, equipment.
- 2. Mobile Internet Service

- Council Members can elect to be provided a mobile Internet plan and, if needed, a SIM card, mobile USB stick or similar device for their computer.
- Council Members must notify the municipality to modify rate plans in advance of business trips to avoid mobile internet roaming charges in accordance with the Responsibility Agreement.
- 3. Mobile Phones
 - Each Council Member will be provided an allowance, as a taxable benefit, to purchase their own mobile plan and mobility phone which is their personal property from the time of purchase.
 - Council Members (with the exception of the Mayor) will receive an allowance of \$100 per month for both mobile plan and phone.
 - The Mayor's allowance will be \$125 per month for both mobile plan and phone.
 - Each Council Member will be responsible for the security of municipal information on their mobile phone in accordance with the Responsibility Agreement.
- 4. The municipality will provide:
 - A secure Wi-Fi connection in Council chambers;
 - A secure Internet portal for Council Members to receive all council agenda packages;
 - Group procurement of all Council ordered computer equipment, software and accessories;
 - Technical set-up assistance on all computers and technical issue support on equipment supported by the municipality.

Political Fund Raising Events

1. Federal Political Events

The *Canada Elections Act*, SC 2000, c. 9, as amended and current to March 27, 2019, states:

"Prohibition — ineligible contributors

• 363 (1) No person or entity other than an individual who is a Canadian citizen or is a permanent resident as defined in subsection 2(1) of the *Immigration and Refugee Protection Act* shall make a contribution

to a registered party, a registered association, a nomination contestant, a candidate or a leadership contestant."

Therefore, a municipality, being a corporation, is an ineligible contributor and cannot make contributions.

2. Provincial Political Events

The *Election Finances and* Contributions *Disclosure Act*, RSA 2000, c. E-2, current as of September 24, 2018, states:

"Fund-raising functions

23(1) In this section, "fund-raising function" includes any social function held for the purpose of raising funds for the registered party, registered constituency association, registered candidate, registered nomination contestant or registered leadership contestant by whom or on whose behalf the function is held.

(2) The gross income from any fund-raising function must be recorded by the chief financial officer of the registered party, registered constituency association, registered candidate, registered nomination contestant or registered leadership contestant that held the function or on whose behalf the function was held.

(3) If a fund-raising function is held by the sale of tickets by or on behalf of a registered party, registered constituency association, registered candidate, registered nomination contestant or registered leadership contestant, the amount of the contribution is to be determined under clause (a) or under clause (b), at the option of the registered party, registered constituency association, registered candidate, registered nomination contestant or registered leadership contestant.

(a) if the individual charge:

(i) is \$50 or less, it is not considered to be a contribution unless the person who pays the charge specifically requests that it be so considered, in which case 1/2 of the amount is allowed for expenses and 1/2 is considered to be a contribution,

(ii) is more than \$50 but not more than \$100, \$25 is allowed for expenses and the balance is considered to be a contribution, and

(iii) is more than \$100, 25% of the amount is allowed for expenses and the balance is considered to be a contribution;

(b) the amount of the contribution is the difference between the price of the ticket and the market value of what the ticket entitles the bearer to obtain.

(4) The price paid by a person at a fund-raising function in excess of the market value at that time for goods or services received is considered to be a contribution

to the registered party, registered constituency association, registered candidate, registered nomination contestant or registered leadership contestant, as the case may be."

Council Member Contributions:

Accordingly, any tickets, registration fees or donations to any registered party, registered association, a candidate, a leadership contestant or a nomination contestant are personal expenses of a Council Member and cannot be reimbursed through the Council Member's operating budget.

APPENDIX "A"

As at 2019

Council Remuneration Per Annum:

Mayor: \$92,947.40 Council Member (other than Mayor): \$42,242.20

Per Diem - Meals for Travel or Business Purposes:

Breakfast: \$15 Lunch: \$20 Dinner: \$30

Per Diem for Incidentals: \$15

COUNCIL REQUEST FOR DECISION



MEETING DATE:	June 24, 2019
SUBMITTED BY:	K. Woitt – Director, Planning & Development
PREPARED BY:	A. Renneberg – Current Planner II
REPORT TITLE:	Bylaw No. 1008-2018 (East Telford Lake Area Structure Plan) (2 nd Reading)

REPORT SUMMARY

Bylaw 1008-2018 will adopt the East Telford Lake Area Structure Plan for lands east of Telford Lake including 30-49-24-W4 and the NE, NW and SE 31-49-24-W4.

RECOMMENDATION

- 1. That Council amend Bylaw 1008-2018 in accordance with Attachment 1 to this report; and
- 2. That Council give Bylaw 1008-2018, as amended, second 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 East Telford Lake ASP will be used as a tool to guide and evaluate future zoning, subdivision and development of the 30-49-24-W4 and the NW, NE, and SE 1/4 Section 31-49-24-W4.

The East Telford Lake ASP lands are bounded by the Harvest Industrial and Lakeside Industrial lands on the northwest, Lede Park and the Lions Campground on the southwest, the future Eaton and Emery neighbourhood to the south, and Leduc County lands to the south, east and north. 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 (EMRGP).

The ASP is comprised primarily of business commercial/industrial land uses in keeping with the vision outlined in the City of Leduc MDP and IDP. Dependent upon the zoning, these areas could include uses such as light industrial, manufacturing, warehousing, office, product testing, storage and distribution. Smaller-scale development is oriented closer to adjacent areas that are frequented by the public, such as Telford Lake, areas of park and multiway, the Lions Campground and nearby residential south of the plan area. Other complementary land uses are also incorporated into the proposed plan.

The City's existing cemetery system is almost at capacity. As a result, a new municipal cemetery is anticipated on the NW ¼ Section 30-49-24-W4. A large area of park and environmental reserve is also proposed at the eastern tip of the lake, becoming a key feature in the plan by both preserving and enhancing the natural features in this area and providing a natural link for wildlife passing between the City of Leduc and Leduc County.



A public hearing for Bylaw 1008-2018 was held on February 25, 2019. Following the public hearing, a few changes were made to the plan requiring that Council amend Bylaw 1008-2018 prior to giving it further readings. A full list of amendments have been included as Attachment 1 to this report.

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.
 - As per submission requirements, administration intends to submit the plan to the EMRB following Bylaw 1008-2018 receiving second reading.

PAST COUNCIL CONSIDERATION:

Bylaw 1008-2018 was given first reading by Council at the regular meeting held February 11, 2019.

CITY OF LEDUC PLANS:

The East Telford Lake ASP is consistent with the City's Municipal Development Plan (MDP) and Intermunicipal Development Plan (IDP), as amended, which refer to the lands as Saunders/Telford Lake Business and Southeast Business Industrial. A map of policy areas from the IDP has been included as Attachment 6 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 in front on Council on February 25, 2019. The hearing was advertised in the February 8 and 15, 2019 issues of the Representative.

ALTERNATIVES:

- 1. That Council further amend Bylaw 1008-2018;
- 2. That Council not amend Bylaw 1008-2018;
- 3. That Council defeat Bylaw 1008-2018.

ATTACHMENTS:

- 1. Proposed amendments to Bylaw 1008-2018 since first reading
- 2. Bylaw 1008-2018, as amended
- 3. Key Plan
- 4. Proposed Land Use Concept Plan, as amended
- 5. Proposed Land Use Concept Plan (as given first reading)
- 6. Intermunicipal Development Plan Policy Areas

Leduc

Others Who Have Reviewed this Report

P. Benedetto, City Manager / G. Klenke, City Solicitor / M. Pieters, General Manager, Infrastructure & Planning

Report Number: 2019-CR-057

Updated: February 2, 2017

Page 3 of 3

Summary of Revisions to East Telford Lake ASP - 22 May 2019

Section	January 2019 Version	May 2019 Version
2.4 IDP	Deleted:	
	Given servicing constraints, this area is not expected to be developed within the 35-year time horizon of the IDP.	
4.0 Land Use Concept		Changes to land use concept: NE 30-49-24-W4 – Addition of a 10 m wide MR strip along west boundary, and revision to MR in SW corner. Lot 3, Block 2, Plan 1322735 – Replaced a portion of Flex Business with Aero Employment; Addition of a 10 m wide MR strip along east boundary; Minor revisions to MR/ER south of Telford Lake to reflect areas dedicated. Updates to land uses statistics to reflect the above changes.
5.2.1 Arterial & Collector Roadway Network Policy	 Deleted: B. Arterial and collector roadways north of Telford Lake will be designed to a rural standard, unless otherwise specified in roadway planning studies, or where they tie into existing urban standard roadways. C. Arterial and collector roadways south of Telford Lake will be designed to an urban standard, unless otherwise specified in roadway planning studies. 	Replaced with: B. Roadways in the area south of Telford Lake shall be designed to accommodate pedestrians and public transit access in addition to vehicular traffic. This may be achieved through the use of an urban roadway cross section, or a modified rural cross section. Proposed cross sections will be identified at the Outline Plan stage, and will be reviewed and approved by the City of Leduc.
5.3.1 Local Roadways Policy	Deleted: A. Local roadway alignments will be identified at the Outline Plan stage and will be designed and developed to a rural	Replaced with: A. Local roadway alignments will be identified at the Outline Plan stage

	standard, in accordance with the City of Leduc Minimum	
14	Engineering and Design Standards.	
5.3.1 Local Roadways Policy	Deleted:	Replaced with:
	B. Local roadway alignments will be identified at the Outline Plan stage and will be designed and developed to an urban standard, in accordance with the City of Leduc Minimum Engineering and Design Standards.	B. Roadways in the area south of Telford Lake shall be designed to accommodate pedestrians and public transit access in addition to vehicular traffic. This may be achieved through the use of an urban roadway cross section, or a modified rural cross section. Proposed cross sections will be identified at the Outline Plan stage and will be reviewed and approved by the City of Leduc.
5.3.1 Local Roadways Policy	Deleted:	
	C. Local roadways north of Telford Lake will be designed to a rural standard, unless otherwise specified in roadway planning studies, or where they tie into existing urban standard roadways.	
	D. Local roadways south of Telford Lake will be designed to an urban standard, unless otherwise specified in roadway planning studies.	
5.4.1 Processional Routes Policy	Deleted:	Replaced with:
	A. Notwithstanding Policies 6.2.1 (B) and 6.3.1 (A), roadways indicated in Figure 10: Transportation Plan as Processional Routes, shall be designed constructed, to the satisfaction of the City of Leduc, to ensure their intended function and character. Other	A. Roadways indicated in Figure 10: Transportation Plan as Processional Routes, shall be designed constructed, to the satisfaction of the City of Leduc, to ensure their intended function and character. Other roadways, including local roadways, may be identified at

	roadways, may be identified at the Outline Plan stage.	
6.1.1 (new)		Added: 6.1.1 Policy A. The ultimate servicing plan illustrated in Figures 11.0, 12.0, and 13.0 will need to be confirmed at subsequent design stages. B. Interim servicing strategies may be considered by the City of Leduc for any quarter section within the plan area, and will be identified at the Outline Plan stage. Responsibilities and costs for interim servicing studies, decommissioning, and connection to the ultimate servicing system once available
6.3 Sanitary Sewer	With limited available capacity in the existing sewer system, some southern portions of the ASP area as well as a large service area (~29 quarter sections) south of the East Telford Lake ASP area will be serviced by a Stage 2 lift station and forcemain to route the balance of projected flow through the County of Leduc directly into the ACRWC system.	will be borne by the developer. With limited available capacity in the existing sewer system, some southern portions of the ASP area as well as a future service area south of the East Telford Lake ASP area will be serviced by a Stage 2 lift station and forcemain to route the balance of projected flow through Leduc County directly into the ACRWC system.
7.3 Staging	Development is anticipated to begin in the north of the ASP area, and proceed south and west, as services are extended as indicated in Figure 14: Staging Plan. In general, development will proceed in a manner that is contiguous, logical, and economical with respect to municipal servicing. Development of individual phases may vary from the actual outline plan, redistricting and subdivision applications, depending on market demand	Development is anticipated to begin in the north of the ASP area, and proceed south and west, as services are extended as indicated in Figure 14: Staging Plan. In general, development will proceed in a manner that is contiguous, logical, and economical with respect to municipal servicing. Development of individual phases may vary from the actual outline plan, redistricting and subdivision applications, depending on market demand

	and the aspirations of respective landowners. Should sufficient demand warrant, or engineering design be made more efficient, portions of separate phases may be developed concurrently. Per Section 5.8 of the IDP, future development within Policy Area G (located south of Telford Lake) is not expected to occur within the 35-year time horizon of the IDP. However, development of the cemetery (Urban Services) may proceed in advance of the full availability of municipal services.	and the aspirations of respective landowners. As discussed in Section 6.0, interim servicing strategies may be developed the Outline Plan stage and may allow development to proceed prior to the extension of the ultimate servicing scheme. Should sufficient demand warrant, or engineering design be made more efficient, portions of separate phases may be developed concurrently.
Fig. 10 Transportation		Revised location of processional route from collector to local roadway.
Fig. 14 Staging	2.	Removal of numbering on staging plan
Overall		Minor edits to address typographical errors, numbering, etc. Minor revisions to figures 10-13 (update base plan to reflect changes made to land use concept). Corrected two references to "County of Leduc" to "Leduc

Bylaw No. 1008-2018

A BYLAW OF THE CITY OF LEDUC IN THE PROVINCE OF ALBERTA, TO ADOPT THE AREA STRUCTURE PLAN FOR SECTION 30-49-24-W4M AND THE SE, NE AND NW 1/4 SECTIONS 31-49-25-W4M

The Municipal Government Act, R.S.A. 2000, Chapter M-26, as amended (the "Act") grants a municipality the authority to adopt by Bylaw an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality;

AND:	Section 30, Township 49, Range 24, West of the 4 th Meridian and the SE, NE and NW ¼ Sections 31, Township 49, Range 24, West of the 4 th 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 of Alberta duly assembled hereby enacts as follows:

PART I: BYLAW TITLE

1. THAT: this Bylaw is to be cited as the East Telford Lake Area Structure Plan Bylaw.

PART I: APPLICATION

 THAT: the East Telford Lake Area Structure Plan, attached hereto as Schedule "A", is hereby adopted.

PART II: ENACTMENT

This Bylaw shall come into force and effect when it receives Third Reading and 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 FINALLY PASSED THIS ____ DAY OF _____, AD 2019.

Robert Young MAYOR

APPROVED As to Form G.K	
Øity Sŏlicitor	

Sandra Davis CITY CLERK

Date Signed

BYLAW 1008-2018 SCHEDULE "A"

East Telford Lake Area Structure Plan

May 2019









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1.0 INTRODUCTION

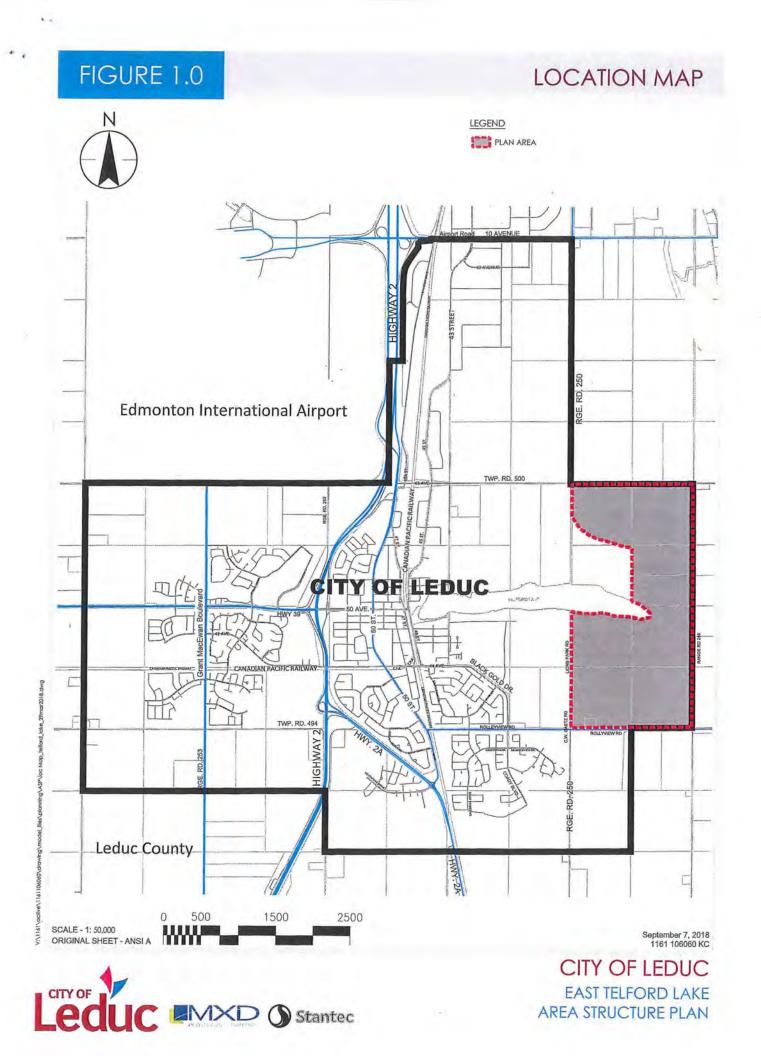
1.1 PURPOSE

This Area Structure Plan (ASP) is meant to provide direction for the development of industrial, business, and other employment-generating uses in the area, in a manner that is consistent with the City of Leduc and Leduc County Intermunicipal Development Plan (IDP), the City of Leduc Municipal Development Plan (MDP), and the Edmonton Metropolitan Region Growth Plan (EMRGP). This ASP also builds upon the opportunities and vision set out in the Aerotropolis Viability Study (AVS).

The plan encompasses approximately 430 hectares (ha) (1062 acres) and is located on the east side of the city, north and south of Telford Lake. The plan area is bounded on the north side by Township Road 500 (65 Avenue), on the east side by Range Road 245 (Spine Road), on the south side by Rollyview Road, and on the west side by Lions Park Road (Range Road 250) and, north of Telford Lake, the Lakeside Industrial ASP.

An ASP serves as a means of clarifying, communicating, and protecting the vision of future development for the plan area. The vision for the long-term future development of the lands in the plan area combines light industrial, office, and other business and employment uses, and serves to implement airport-connected development within the plan area. The ASP provides significant areas of public parkland around the lakeshore for recreation and environmental protection. The ASP also provides for the development of a municipal cemetery south of the lake. The following points provide more detail:

- The East Telford Lake ASP acts as an important employment generator and is designed to attract and accommodate the types of industry identified through the Aerotropolis Viability Study.
- Telford Lake is an important feature within the community and the region. The lake and surrounding riparian area are protected from encroachment, provide public access and recreation opportunities, and provide a picturesque location for adjacent development. Careful consideration will be taken when planning near Telford Lake to avoid or minimize negative impacts due to development.
- The Spine Road is envisioned as the major north-south arterial roadway running east of, and parallel to, Highway 2. The Spine Road links major economic centres in the area, such as the Edmonton International Airport, Nisku Industrial Business Park, the City of Edmonton, and the City of Leduc, including East Telford Lake ASP.



1.2 STAKEHOLDER & PUBLIC ENGAGEMENT PROCESS

The public and stakeholders, including area landowners, were involved in the preparation and review of the ASP at three main points during the planning process – initiation, plan development, and finalization. Engagement events included:

- Open House #1 (June 2017) stakeholders and the general public were invited to review and discuss the background materials that were prepared, the connectivity between the plan area, the transportation network, and the EIA, and the opportunities and constraints that resulted.
- Open House #2 (November 2017) the second open house centred around the presentation of the draft land use concept.
- Open House #3 (October 2018) the third and final open house presented the preferred land use concept.
- In accordance with the *Municipal Government Act*, a public hearing was held to hear representations made by parties affected by the proposed bylaw.

1.3 INTERPRETATION

All map symbols, locations, and boundaries contained within the ASP shall be interpreted as approximate unless otherwise specified within the Plan or coinciding with clearly recognizable physical features or fixed (i.e. legal) boundaries.

Policies are written using "shall," "will," "should," or "may" statements, and can be interpreted as follows:

- A policy statement(s) containing "shall" or "will" denotes mandatory compliance or adherence to direction. Where a policy proves impractical, premature, unnecessary, or impossible, an amendment to the plan may be required.
- A policy statement(s) containing "should" is an advisory statement and indicates the preferred principle, policy, and/or implementation strategy. If the "should" statement is not followed because it is impractical, premature, unnecessary, or impossible, the intent of the policy may be met through other agreed-upon means.
- A policy statement(s) containing "may" denotes discretionary adherence or choice.

2.0 PLANNING CONTEXT

2.1 MUNICIPAL GOVERNMENT ACT

This ASP has been prepared in accordance with Part 17 of the *Municipal Government Act* (MGA). Per the MGA, an ASP must describe:

- the sequence of development proposed for the area;
- the land uses proposed for the area, either generally or with respect to specific parts of the area;
- the density of population proposed for the area either generally or with respect to specific parts of the area;
- the general location of major transportation routes and public utilities; and,
- may contain any other matters, including matters relating to reserves, as the council considers necessary.

The ASP must be consistent with the IDP in respect of land that is identified in both the ASP and the IDP. The ASP must also be consistent with the MDP.

2.2 EDMONTON METROPOLITAN REGION GROWTH PLAN

In October 2017, the Alberta government approved the Edmonton Metropolitan Region Growth Plan (EMRGP). The Growth Plan guides the daily work of the Edmonton Metropolitan Region Board (EMRB), ensuring decisions and programs are integrated to support the long term economic prosperity and guality of life for all citizens of the Edmonton Metropolitan Region.

The Vision and Growth Plan are shaped by seven overarching Guiding Principles:

- 1. Collaborate and coordinate as a Region to manage growth responsibly.
- 2. Promote global economic competitiveness and regional prosperity.
- 3. Achieve compact growth that optimizes infrastructure investment.
- 4. Ensure effective regional mobility.
- Recognize and celebrate diversity of communities, and promote an excellent quality of life across the Region.
- 6. Wisely manage prime agricultural resources.
- 7. Protect natural heritage systems and environmental assets.

The East Telford Lake ASP supports the EMRGP and facilitates the following objectives:

1.1 - Promote global economic competitiveness and diversification of the regional economy.

1.2 - Promote job growth and the competitiveness of the Region's employment base.

1.3 – Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region.

2.1 - Conserve and restore natural living systems through an ecological network approach.

2.2 - Protect regional watershed health, water quality and quantity.

2.3 - Plan development to promote clean air, land and water and address climate change impacts.

2.4 - Minimize and mitigate the impacts of regional growth on natural living systems.

4.1 – Establish a compact and contiguous development pattern to accommodate employment and population growth.

4.6 - Prioritize investment and funding of regional infrastructure to support planned growth.

5.1 – Develop a regional transportation system to support and enhance growth and regional and global connectivity.

5.3 – Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas .

5.4 – Support the Edmonton International Airport as northern Alberta's primary air gateway to the world.

6.2 - Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses.

6.3 – Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system.

2.3 EDMONTON INTERNATIONAL AIRPORT VICINITY PROTECTION AREA REGULATION

The Province of Alberta's Edmonton International Airport Vicinity Protection Area Regulation (EIAVPAR; AR 55/2006) identifies a range of limits on development to address the functional requirements and noise impacts of airport operations. Specific to the plan area, the EIAVPAR identifies Noise Exposure Forecast (NEF) contour areas, within which various types of development should be restricted.

The majority of the plan area is affected by the overlay in one of the following contour areas: NEF 25-30, NEF 30-35, and NEF 35-40. These contour areas have increasing restrictions on the types of land uses that are permitted to be located within them. Examples of restricted uses include residences and campgrounds, churches, day cares, schools, and spectator sports facilities.

This ASP recognizes that a restriction on sensitive land uses is required to protect the continued successful operation of the Edmonton International Airport. To conform with the AVPA, this plan carefully considers the NEF contour lines when allocating land uses. As a result, a majority of the plan is designated for industrial type uses, and residential uses are completely omitted.

2.4 CITY OF LEDUC/LEDUC COUNTY INTERMUNICIPAL DEVELOPMENT PLAN BYLAW NO. 772-2011, AS AMENDED

In the Fall of 2007, the Councils of the City of Leduc and Leduc County agreed to the collaborative preparation of the Joint Sustainable Growth Study and an Intermunicipal Development Plan (IDP). The Guiding Principles are regional in scope and are based upon five Sustainability Pillars:

Smart Growth

l bio

- Creating Vibrant Communities
- Environmental Stewardship
- Economic Development
- Responsible Governance

In 2017, the IDP was amended to facilitate the business-based land use policies along the east side of the City and around the County's Saunders Lake. The East Telford Lake ASP is located within policy areas B (Saunders/Telford Lake Business) and G (Southeast Business Industrial).

The general purpose and intent of the Saunders/Telford Lake Business Policy Area B is to provide for high quality business, light industrial, and office development with complimentary commercial uses north of Saunders Lake.

Southeast Business Industrial Policy Area G, located south of Telford Lake, is meant to provide for commercial, office, business, and light industrial development.

2.5 MUNICIPAL DEVELOPMENT PLAN, BYLAW 773-2011, AS AMENDED

In April 2012, the City of Leduc approved the MDP (Bylaw 773-2011). The MDP was subsequently amended in January 2015 (Bylaw 870-2014) and August 2017 (Bylaw 934-2016). The City of Leduc MDP provides a long-term vision and policy direction for growth and development in the city. The MDP determines where growth is most feasible based on such factors as infrastructure, sustainable growth principles, and economic development opportunities. The MDP also addresses the environment; the economy and tourism; social wellness and safety; recreation and culture; governance; and the administration, monitoring, and implementation of the MDP policies.

Several land use policy area designations are identified within the ASP area – Telford Lake Commercial, Office, Light Industrial, and Business Park; Transitional Industrial Use; Open Space and Greenways; and Riparian Areas (see Figure 5: MDP Context).

Telford Lake Commercial, Office, Light Industrial, and Business Park uses are to be developed along the north and south sides of Telford Lake, to ensure the compatibility of development with adjacent parks and natural areas, and to mitigate environmental and visual impacts on Telford Lake and the surrounding riparian areas. The MDP also directs these areas to incorporate low-impact stormwater management practices, and to exceed the architectural, urban design, and landscape architecture

standards typically required for light industrial development. Industrial and business park developments shall be in accordance with the City of Leduc approved statutory plans and the Land Use Bylaw.

2.6 AEROTROPOLIS VIABILITY STUDY

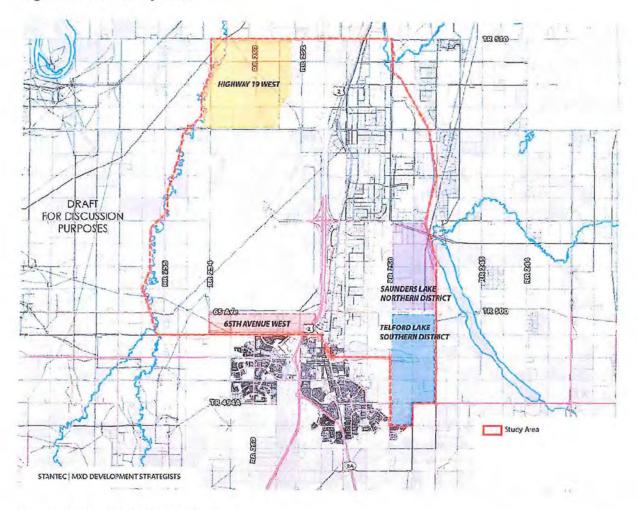
2.6.1 AVS History

An Aerotropolis Viability Study (AVS) was completed in 2015 that focused on employment growth areas in the City of Leduc and Leduc County, surrounding the Edmonton International Airport (EIA). There were four priority areas targeted for future commercial and industrial growth, totaling 950 ha (2,345 acres) of primarily developable greenfield land (see Figure 2: AVS Priority Areas). They were as follows:

- Highway 19 West
- Saunders Lake Northern District
- Telford Lake Southern District
- 65th Avenue West

Figure 2: AVS Priority Areas

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Source: Aerotropolis Viability Study, 2015

Since the completion of the study, the Telford Lake Southern District priority area was spatially amended. The quarter section south of Rollyview Road was removed from the priority area and is being planned by a third party. This quarter section is not included in the planning process for the East Telford Lake ASP. The Telford Lake Southern District also contains the Lakeside Industrial Area Structure Plan which was approved in 2014. The Lakeside Industrial ASP is located immediately east of the Harvest Industrial Park ASP area and includes 55 ha (136 ac) of land within the Telford Lake Southern District boundaries.

A key focus of the study was to determine and recommend a variety of economic clusters that would have the potential feasibility to grow and be successful within the study area. An economic cluster occurs when companies from the same industry gather in a close spatial setting, which generates a variety of benefits. These benefits include sharing information, generating regional and international competitiveness, and being near a workforce that has a similar skillset. Eight economic clusters were investigated:

- Aerospace & Aviation
- Energy
- Agri-business
- Transportation, Logistics, & Distribution
- Information Communication Technology (ICT)
- Advanced Manufacturing
- Life Sciences
- Education

Each economic cluster was analyzed to determine its potential success for growth in the Leduc area based on how well it was already established, future job growth in the province and Edmonton Metropolitan Region, potential future labour available through the post-secondary education system, provincial and national competition, transportation networks, and the ability to leverage EIA as a key connectivity point. Upon analysis of the economic clusters, they were allocated spatially across the four priority areas. Two economic clusters - transportation & logistics, and agri-business – were viewed as the most viable for the Telford Lake Southern District, to produce long-term employment growth in this specific area of the City of Leduc. The Telford Lake Southern District was described in the study as a "hub for transportation & logistics, and agri-business, along with several other related clusters such as ICT and Life Sciences".

7,428 direct new jobs were planned over a thirty-year year horizon (2014 to 2044), spread across energy, advanced manufacturing, transportation & logistics, and agri-business, along with a small amount in ICT and life sciences. Jobs were also placed in a cluster identified as "general business", which could be any jobs indirectly related or non-related to the clusters under study. Development typologies were identified for the specific clusters, and high-level land-use recommendations were made based on the clusters and their associated typologies.

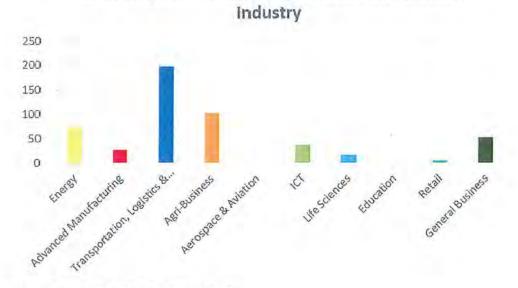


Figure 3: Telford Lake Southern District Land Requirement Projections (2044)

Land Requirements (Acres) Per Economic Cluster

Three catalytic projects were identified for the Telford Lake Southern District, to enable and induce future development within their respective clusters. They were as follows:

- Cold Chain Logistics Hubs
- Agri Food Processing Complex & Business Park
- Lakefront Corporate Park

Lastly, a general phasing strategy was determined based on collaboration with the Joint Infrastructure Master Plan and Service Evaluation (JIMPSE) team; where a parallel study was being conducted. The phasing strategy utilized expertise in servicing and transportation to understand the most viable way to begin development in the Telford Lake Southern District. It was decided that it would be most optimal to begin development at the intersection of 65th Avenue and Range Road 250. Over time, development would be built in a southerly and southeast fashion. Phase one was noted to focus on energy, transportation & logistics, agri-business, and advanced manufacturing. As the area built-out and established an address, further economic clusters could be enabled such as ICT, life sciences, and general business (focused in a campus office setting). Furthermore, should other servicing alternatives become viable, the phasing of development may have to be reviewed.

2.6.2 AVS Review

The 2015 study was reviewed during this ASP process to analyze directions and recommendations that are still applicable, along with those that require updates and further exploration. Throughout the ASP planning process, the foundational planning, economic, and development principles that were

Source: Aerotropolis Viability Study, 2015

recommended in the AVS were considered, and their current validity confirmed based on the changing economic landscape that has occurred in Leduc and Alberta since 2015.

Based on the research conducted through a Regional Economic Development Analysis, and an Economic Diversification Analysis, several key items were determined:

- A large spike in the office vacancy rate over the past several years in the Edmonton Metropolitan Region may prohibit the construction of a Lakefront Corporate Park. A Lakefront Corporate Park should still be considered over a medium to long term phasing schedule, but possibly at a smallerscale than previously planned.
- Industrial space has continued to be a strong performer from a leasability standpoint in the Edmonton Metropolitan Region, even through an economic downturn.
- Flex industrial / flex commercial space has become a preferred choice of development for many developers and end-user tenants. There may be a greater opportunity for flex space moving forward. Flex industrial and flex commercial space allows for a multitude of uses and tenants to work in synergy with each other.
- The four core economic clusters identified in the 2015 study for the Telford Lake Southern District are viable and have great potential for the East Telford ASP.
- The ICT cluster has better validity to be included within the primary economic clusters of agribusiness, advanced manufacturing, and energy, rather than a standalone cluster.
- The sub-sector of agricultural-biotech within the life sciences cluster has better validity to be included within the agri-business cluster (described as "ag-tech"). Other life science sub-sectors such as medical devices, research and development, and pharmaceuticals, would be more optimally located closer to EIA, at the 65th Avenue West priority area.
- The phasing diagram depicted in the AVS for the East Telford ASP Area may require alteration due to varying availability of utilities, including sanitary servicing. The first phase of development will occur where access to sanitary servicing is provided.

These themes were considered and applied in the planning process for the East Telford ASP.

2.7 TELFORD LAKE MASTER PLAN

The Telford Lake Master Plan provides a comprehensive plan and strategy for development and management of Telford Lake and the lands that surround it (ISL Engineering, 2010). The five key objectives of the Telford Lake Master Plan are:

- Environmental Protection protect water quality, habitat and vegetation for visitors and wildlife.
- Multiway and Trails provide for the extension of the multiway network around the lake.
- Recreation Open Space and Facilities define and create a series of recreation facilities around the lake.
- Paddling Venue provide a plan for the establishment of Telford Lake as a regional paddling centre.
- Land Acquisition define land acquisition requirements and the mechanisms for these
 acquisitions.

The Master Plan recognizes that lands required to accommodate park facilities are typically acquired through environmental and municipal reserve dedication. To acquire land for both environmental protection of the shoreline, and to accommodate the multiway corridor, the Plan recommends that the City take a minimum 10 m strip of environmental reserve, plus a 20 m strip of municipal reserve around the lake. Some of the key recommended program features for the ASP include:

- Protecting and maintaining lake fringe vegetation and habitat.
- The provision of a 3 m wide asphalt multi-use trail (multiway) around the lake, including rest nodes and viewpoints.
- Provide access to the north shore and parking.
- Provide opportunities to develop a future trail to link Telford Lake to Saunders Lake.

The Master Plan also provides a series of design guidelines for industrial development adjacent to Telford Lake. These include, but are not limited to, building orientation, on-site stormwater management, landscaping and screening, and site design.

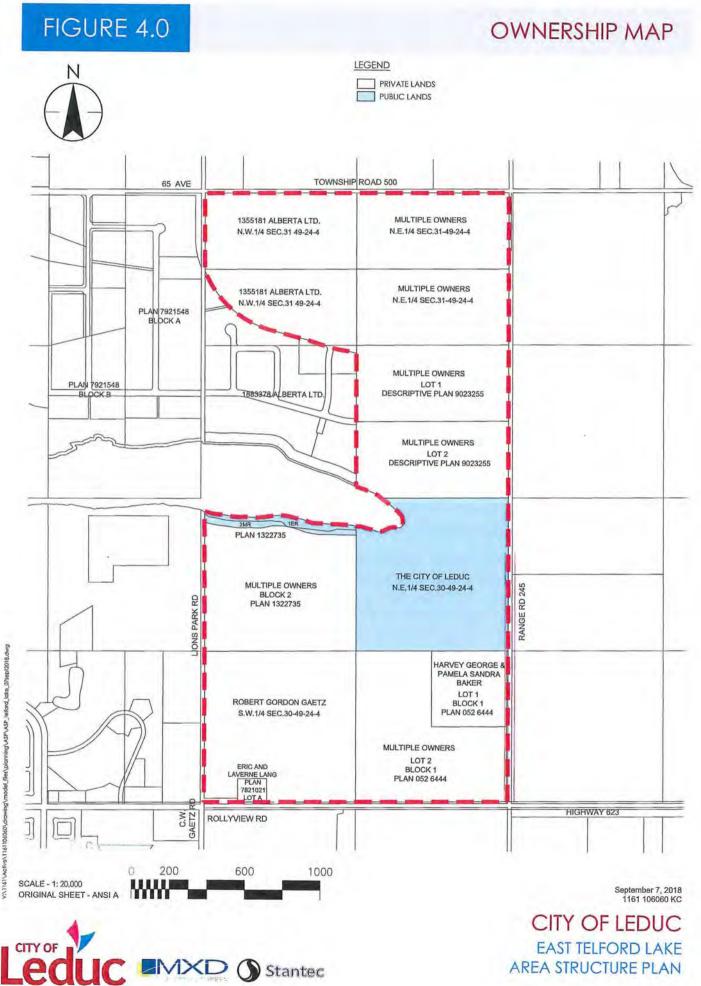
2.8 AGRICULTURAL IMPACT ASSESSMENT

An Agricultural Impact Assessment (AIA) was prepared in support of the East Telford Lake ASP and submitted under a separate cover. The AIA estimates the impacts of the proposed ASP on current and future agricultural activities both within the ASP area and within 1 km surrounding it and makes recommendations for the mitigation of these impacts (Stantec, 2018). This assessment builds upon a previously completed Agricultural Baseline Assessment (Stantec, 2017).

Ultimately, the ASP does not provide for the continuation current agricultural uses within its boundaries. There will be a loss of approximately 397 ha (981 acres) of cultivation and 67 ha (166 acres) of pasture as this area is developed for non-agricultural purposes over time. It is expected that agriculture will continue as an interim use as the area develops, and that industrial/commercial value-added agriculture uses are encouraged to develop in the future.

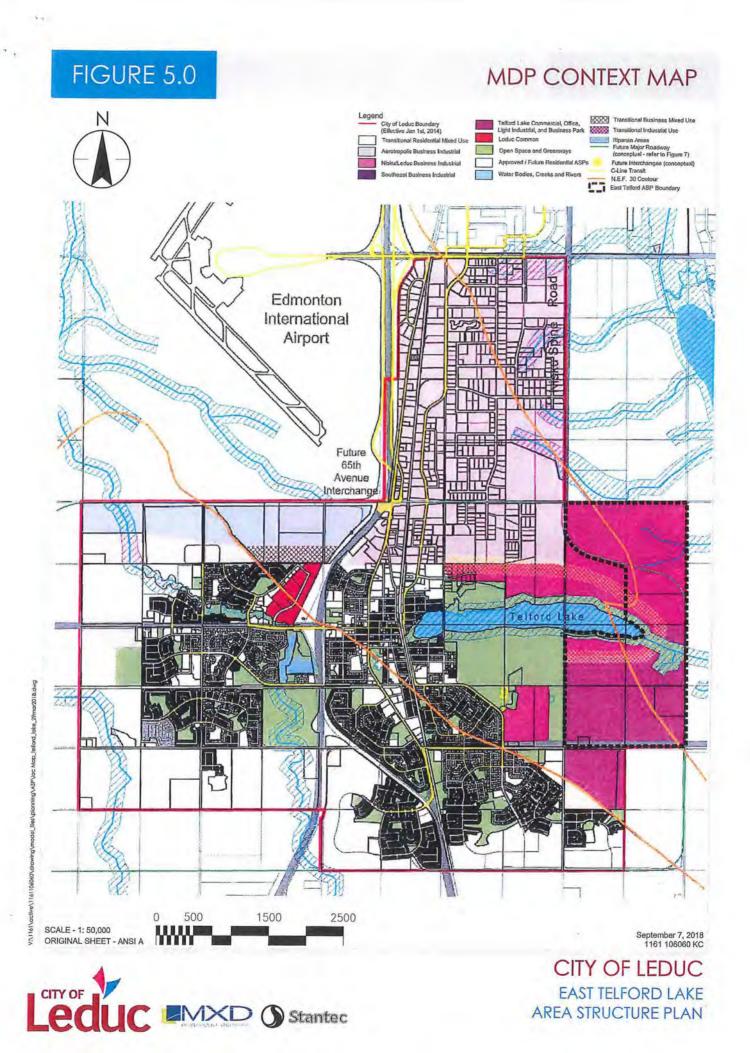
The following recommendations are intended to mitigate the agricultural impacts and minimize potential land use conflicts of the proposed East Telford Lake ASP:

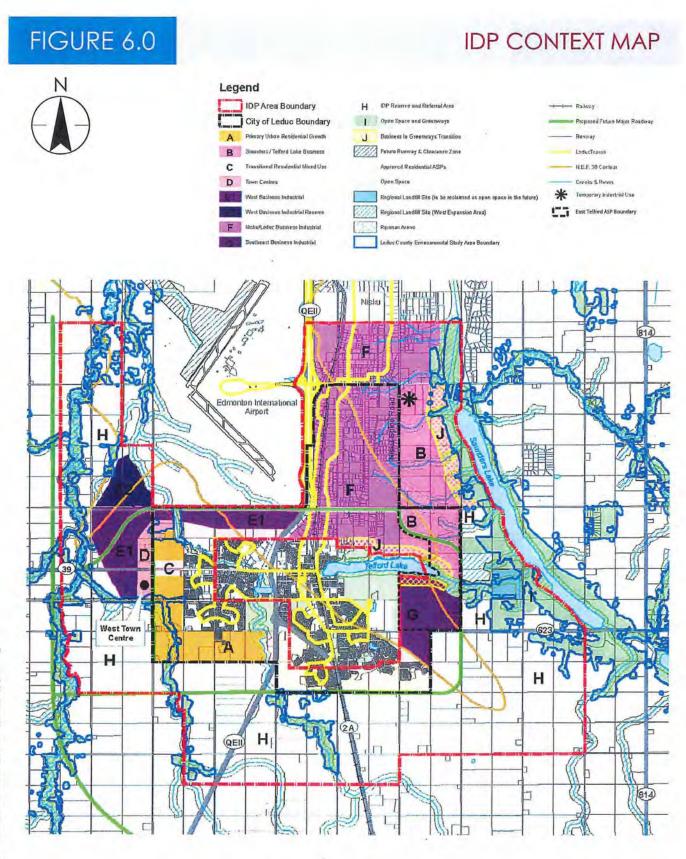
- Agricultural lands and operations that are compatible with surrounding land uses within the proposed ASP should continue until land development is initiated, as designated in the approved East Telford Lake Area Structure plan.
- The City of Leduc and Leduc County continue to support changes in the Saunders Lake area that
 retain lands east of the lake for long-term agricultural use.
- The City of Leduc and Leduc County support the development of a hub for transportation and agribusiness in the East Telford Lake ASP area, as identified in the Aerotropolis Viability Study for the area identified as the Telford Lake Southern District. This would include an Agri-Food Processing Complex and a Cold Chain Logistics hub for warehousing and distribution of perishables.



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AREA STRUCTURE PLAN





SCALE - 1: 100,000 ORIGINAL SHEET - ANSI A



CITY OF LEDUC EAST TELFORD LAKE AREA STRUCTURE PLAN

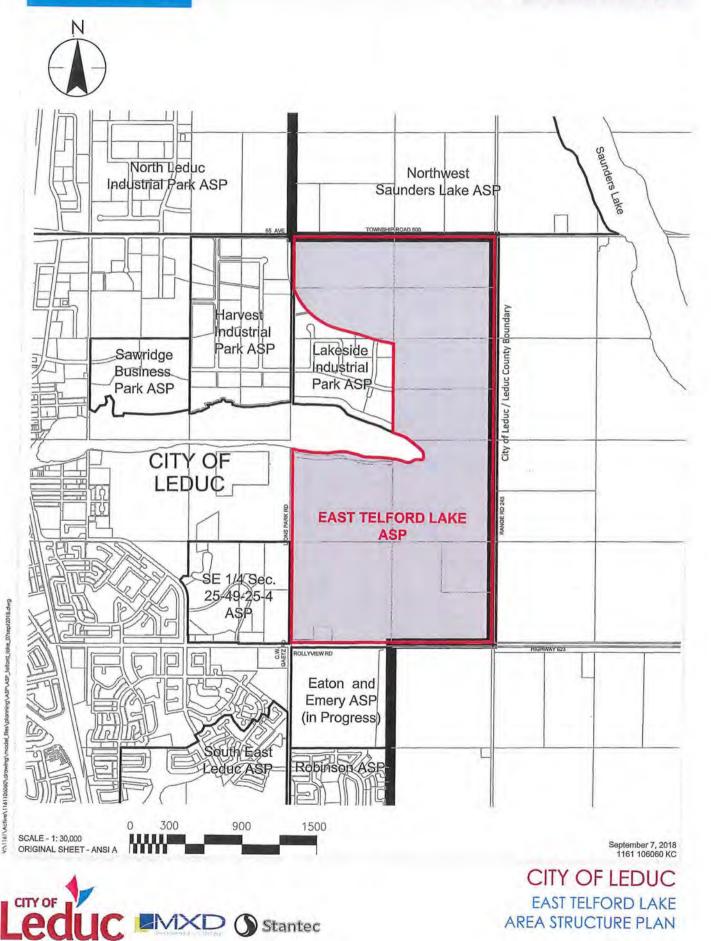
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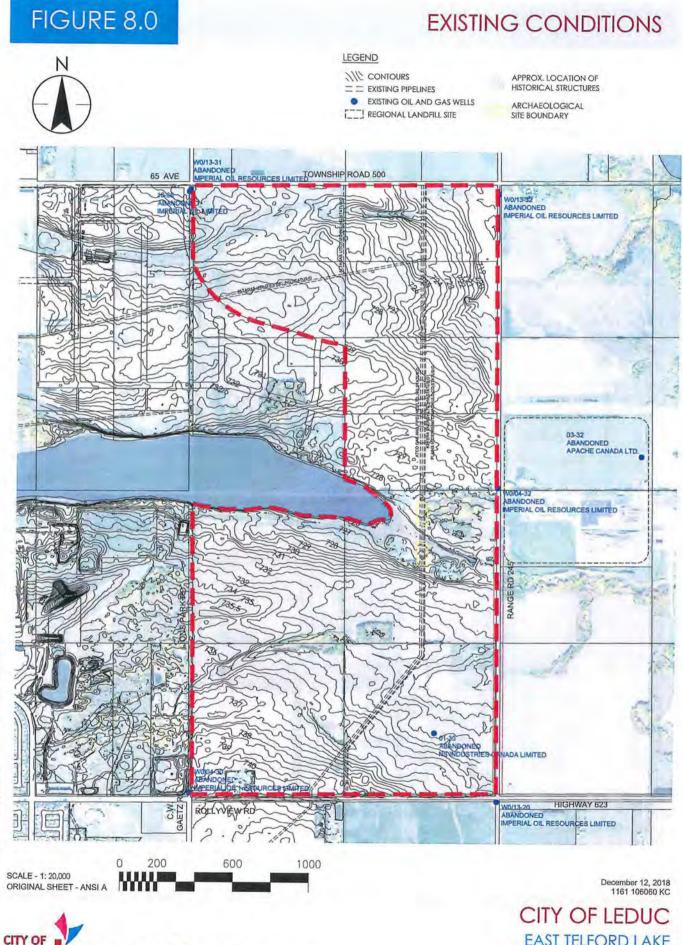
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FIGURE 7.0

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ASP CONTEXT MAP





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EAST TELFORD LAKE AREA STRUCTURE PLAN

3.0 EXISTING CONDITIONS

3.1 EXISTING LAND USES

Most lands within the East Telford ASP are used for agriculture and are actively under cultivation (see Figure 8: Existing Conditions). Two residences are present – one in the southwest, and one in the south quarters of section 30.

As of 2018, the area was designated as UR (Urban Reserve), with the exception of small areas designated as ERD (Environmental Restricted Development), and GR (General Recreation). The Telford Industrial Overlay applies to an area south of Telford Lake.

3.2 ADJACENT LAND USES

3.2.1 Current Land Uses

Lands to the northwest are a mix of agricultural and industrial land uses. Lands to the north are in agricultural use. To the east, lands are also predominantly agricultural and include a landfill. Under the Subdivision and Development Regulation, lands adjacent to landfill sites are subject to additional development restrictions. Lands to the south are agricultural. To the southwest, lands are a mix of recreational and agricultural land uses with residential areas beyond. Current land ownership is shown in Figure 4: Land Ownership.

3.2.2 Planned Land Uses

Plans are in place for approximately half of the lands adjoining the plan area. These include Harvest Industrial Park ASP and North Leduc Industrial Park ASP to the northwest, and the Northwest Saunders Lake ASP - focused on industrial development - to the north in Leduc County (see Figure 7: ASP Context).

Lands to the east and southeast do not have ASPs in place, but are identified in the Leduc-Leduc County IDP as (H) IDP Reserve and Referral Area, and (I) Open Space and Greenways.

Lands to the southwest are predominantly developed for recreational and residential land uses, with portions of the adjacent lands being considered for a mixture of commercial and industrial lands uses as part of a proposed plan amendment for the SE 1/4 Sec 25-49-25-4 ASP, as well as future employment lands immediately south of Rollyview Road.

3.3 NATURAL FEATURES

3.3.1 Topography and Soils

The topography of the site is generally described as a mixture of flat, undulating, and depressional. The surficial geology in the area is predominantly described as glacial till deposit overlying bedrock. The glacial till generally contain unsorted clay, silt, pockets of sand and gravel, cobbles and boulders. Locally, it may contain blocks of bedrock, stratified sediments, or lenses of glaciolacustrine and/or glaciofluvial sediments. Throughout much of the study area the till is between 5 to 10 m thick; however, areas of relatively thin till might also occur.

The near-surface bedrock geology is the Horseshoe Canyon Formation of Late Cretaceous age. The Horseshoe Formation consists primarily of fine- to very fine grained, feldspathic sandstone interbedded with siltstone, bentonitic mudstone, carbonaceous mudstone and laterally continuous coal seams. Based on a review of the Alberta Energy Regulator online Coal Mine Map Viewer, no coal mines were identified within the footprint of the site.

Based on a review of previously completed geotechnical studies in the areas, the watertable is within 3 m below ground surface but with groundwater level readings as deep as 5.2 m below ground surface. The watertable elevations were also highly variable but seem to correlate with the lake water level and other major drainage features. However, it should be noted that groundwater levels are expected to fluctuate seasonally and affected by site use, adjacent site use, and during or following significant precipitation events.

A desktop geotechnical report (Stantec, 2017) providing various land use and construction considerations for developments within the East Telford ASP was submitted under a separate cover.

3.3.2 Biophysical Assessment

A desktop Biophysical Assessment was prepared to support the preparation of the East Telford Lake ASP (Stantec, 2017). The ASP contains various wetlands, ephemeral field drainages, and tree stands. A portion of Telford Lake is located in the central portion of the plan area, and three main drainage channels are present that have been modified by ditching. The Biophysical Assessment identifies natural features and prioritizes the features in the context of the ASP. The report also outlines the further studies that should be conducted.

This desktop study was supplemented by a survey of the bed and shore of Telford Lake. The site walk was completed with an Alberta Land Surveyor (ALS) and a Professional Biologist (P. Biol.), to assist with vegetation identification and defining the location where the influence of water from Telford Lake has caused a distinct change in vegetation community.

The following recommendations regarding retention and general development considerations are provided:

3.3.2.1 Telford Lake

Th:

Telford Lake and the adjacent riparian, wetland, and woodland vegetation should be maintained. The temporary/seasonal wooded deciduous swamp east of Telford and adjacent agricultural land should be considered for retention and enhancement.

Based on the desktop review of the Telford Lake Biophysical Assessment (Spencer, 2010), and the bed and shore survey, it is recommended that a 10 m ER buffer be applied to the bed and shore line, or where slopes were greater than 25%. In addition, a 50 m MR buffer was applied to the outside of the 10 m ER are to allow for the construction of a multiway and also provide additional setback between development and Telford Lake to meet the recreational and ecological objectives. This allows for a total ER/MR setback of approximately 60 m around Telford Lake.

3.3.2.2 Drainage Channels

Two existing drainage channels – one in the north, associated with the Harvest Industrial Park, and the other to the south – were reviewed and considered for retention. The Harvest Industrial Park drainage channel is not recommended for long-term retention, as its hydrological function can be incorporated into the East Telford stormwater management system over time. The south channel features an area of wetland and woodland habitat, and is recommended for retention for the purposes of both hydrological function and wildlife habitat/movement.

3.3.2.3 South Wetland

A wetland located in the south portion of the ASP area is considered for retention. This temporary/seasonal wetland is one of the larger wetlands in the ASP area and contains a variety of vegetation types.

3.3.3 Environmentally Significant Areas

An Environmentally Significant Areas Study was prepared for the City of Leduc by Fiera Biological Consulting Ltd. in 2017. The study inventoried and assessed the significance of natural areas in the City, as well as to identify natural areas that qualify as Environmentally Significant Areas (ESAs). Three ESAs were identified within the ASP area:

3.3.3.1 ESA #1 - Telford Lake

ESA #1 includes Telford Lake and the riparian and upland habitats surrounding the lake. This ESA provides important habitat for waterfowl, shorebirds, and aquatic mammals and songbirds. Telford Lake is ecologically and hydrologically connected to Saunders Lake to the east, which has been identified an Environmentally Significant Area by Leduc County (Fiera Biological, 2015). Control of invasive weeds is noted as a key management consideration.

3.3.3.2 ESA #5

Located south of Telford Lake within Section 30, this area includes an upland forest patch and two wetland habitats, including a large swamp wetland, which is a unique habitat type in the City.

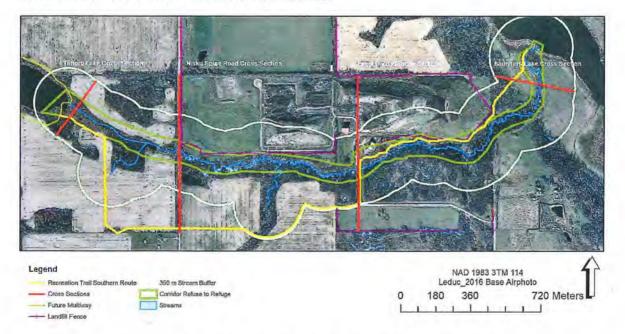
This ESA is important for local connectivity due to its proximity to other ESA habitats, particularly for songbirds, waterfowls and mammals. Activities such as removing ditches that drain the wetland complex, weeding, and establishing development setbacks are recommended.

3.3.3.3 ESA #8

ESA #8 consists of a large forest stand and wetland complex is located at the east end of Telford Lake, within 60m of the north shore of the Lake. The Fiera study recommends weeding, and restoration activities such as removal of old buildings and fences, to improve the overall condition of this ESA. In addition, the lands that connect ESA #8 to Telford Lake should be retained as a (restored) natural area or semi-natural Park space, to improve the existing ecological connection.

3.4 TELFORD LAKE—SAUNDERS LAKE CORRIDOR

From both an ecological and recreational perspective, the corridor between Telford Lake and Saunders Lake is recognized as an important feature. The City of Leduc and Leduc County engaged students from the University of Alberta Urban and Regional Planning program to evaluate the feasibility of creating a wildlife corridor and trail system between the east shore of Telford Lake and the west shore of Saunders Lake (Dragon et al. 2018). This study will inform future work to select and implement the Telford Lake—Saunders Lake strategy.



Above: Telford Lake—Saunders Lake Wildlife Corridor and Preferred Recreation Trail Option

3.5 HISTORIC RESOURCES

A Statement of Justification for *Historic Resources Act* Requirements was submitted to Alberta Culture and Tourism in support of the ASP. As a result, a Historical Resources Impact Assessment for archaeological resources is required prior to the initiation of any land disturbance activities. The assessment is to target undisturbed areas of moderate/high archaeological potential, areas with potential for deeper sedimentation, and areas where historic structures may be present.

3.6 ENVIRONMENTAL ASSESSMENT

A desktop Phase I Environmental Site Assessment (ESA) was prepared to identify areas of potential concern within the ASP area that may require further assessment (Stantec, 2017).

The presence of two pipeline corridors impacted planning and design of the ASP. The north-south corridor carrying high vapour pressure products, crude oil and natural gas, while the east-west corridor carries natural gas and will be protected and incorporated into the overall design of the ASP. There may be an opportunity to relocate the natural gas lines within future roadways and further investigation may be warranted.

Well sites, test holes, residential/commercial structures and equipment, and septic fields may pose environmental concern and should be further investigated. Any water wells should be decommissioned according to protocols, and development adjacent to oil wells and pipeline corridors should follow setbacks and development protocols.

3.6.1 Pipelines

Three natural gas pipelines are present in the north portion of the plan area, running east-west. Three other pipelines carrying high vapour pressure products, crude oil and natural gas transect the plan area north-south.

3.6.2 Well Sites

The presence of a historical well located in the southeast portion of the plan area presents a high potential environmental concern. Several historical test holes located in 04-30-049-W4 and 13-31-049-W4 also present a high potential environmental concern. The well and test holes should be assessed for subsurface impacts.

3.6.3 Other

The ESA identified a residential/commercial property with equipment storage located in the southwest corner of the plan area that is of moderate concern, and should be investigated for potential environmental concerns. Septic systems associated with residences should be investigated and confirmed, and ultimately decommissioned according to protocols.

4.0 LAND USE CONCEPT

The East Telford Lake ASP area will accommodate the development of primarily industrial and commercial uses, consistent with the EMRGP, IDP, MDP, and the AVS. Figure 9: Land Use Concept shows the conceptual land use allocations, major roadway alignments, and other features such as stormwater management facilities and retained natural areas. The approximate area of each land use is shown in the table below.

Land Use	Area (ha)	% GA
	Area (ha)	% GA
Gross Area	430.4	100%
Environmental Reserve*	12.4	3%
	Area (ha)	% GDA
Gross Developable Area	418.0	100%
Aero Employment	223.5	53%
Flex Business	52.5	13%
General Commercial	14.4	3%
Urban Services	15.2	4%
Park	32.5	8%
SWMF	28.7	7%
Public Utility	10.0	2%
Arterial Roadway	24.2	6%
Collector Roadway	15.8	4%

Table 1: Land Use Statistics

*Includes areas designated as "Potential Environmental Reserve", which will be further assessed and dedicated at the time of subdivision.



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4.1 AERO EMPLOYMENT & FLEX BUSINESS POLICY AREAS OVERVIEW

The Aero Employment and Flex Business Land Use Areas in the East Telford Lake ASP have similar goals regarding the promotion of advancing the targeted development and employment. The Aero Employment and Flex Business Land Use Areas differ regarding their built-form. The Aero Employment Area promotes single-use buildings such as light industrial, manufacturing, warehousing, logistics, and other large-scale typologies. The Flex Business Area policies are in place to create a form of development that encourages a wide range of uses that can include but is not limited to office, light assembly and manufacturing, product testing, storage, and distribution. The Flex Business Area will provide the City with a softer form and smaller scale of development in areas that abut uses that are frequented by residents and visitors such as Telford Lake, the future multi-use trail, Leduc Lions Campground, and future residential development to the south of the ASP area.

4.2 AERO EMPLOYMENT

A range of light industrial, manufacturing, logistics and warehousing uses can be developed in the Aero Employment area. These uses are less intensive and produce fewer nuisance factors than medium industrial. To accommodate the phasing of development within the Aero Employment area, existing rural land that is designated as Aero Employment can be used for interim agricultural uses. This includes growing agricultural crops for food production and pharmaceutical uses in outdoor or indoor greenhouse settings. Live animal production such as ranching or livestock should not be permitted due to the Aero Employment lands being an urban use. Interim agricultural uses should focus on specialty crops that can be processed in nearby facilities.

Development is encouraged to be at a high standard to create an attractive environment for the enduser tenants of the area. Development that creates an attractive built environment for end-user tenants that correspond with recognized airport connected development and its component sectors such as advanced manufacturing, agri-business, and high-end energy should be encouraged within the Aero Employment area.

These developments can include, but are not limited to, light industrial and manufacturing operations, logistics operators, e-commerce distribution centres, storage warehouses, cold-chain facilities, cargo handling, freight forwarders, shippers, and other transportation infrastructure. Marketing that promotes airport connected development themes should be considered by developers.

An agri-food processing complex or agri-business hub is a viable strategy to implement and develop, and should be encouraged. Developers can work alongside the City to promote the co-location of agribusiness companies within the Aero Employment area.

In addition to the manufacturing, refinement, and processing of goods, this area provides for distribution connectivity between the City of Leduc and Edmonton International Airport, enabling the movement of goods between the City of Leduc, the rest of the Edmonton Metropolitan Region, and global markets. Through marketing, developers can promote a logistics hub or an Airport Connected

Logistics District that enables the co-location of a variety of activities centres around the distribution of goods and freight.

Land uses are subject to specific zoning regulations within the City's Land Use Bylaw.

4.2.1 Policy

- A. Any use that creates a nuisance factor outside an enclosed building shall not be permitted within the Aero Employment area, aside from the movement of goods in and out of enclosed buildings. Any manufacturing, fabrication, assembly, testing of goods, and similar activities is required to be completed in an enclosed building.
- B. All permitted uses shall be housed within an enclosed building, except for parking, loading facilities, and the temporary short-term storage of goods for the manufacturing process.
- C. Long-term outdoor storage shall not be permitted in the Aero Employment area.
- D. Complementary uses that correspond with development typologies outlined in the Aerotropolis Viability Study and those that will support the light industrial and manufacturing sector to flourish in the City of Leduc will be permitted in the Aero Employment area, as permitted under the Land Use Bylaw.
- E. Land uses that allow for agri-food processing and packaging shall be allowed in this area, as permitted under the Land Use Bylaw.
- F. Land uses that facilitate the implementation of an agribusiness hub within the Aero Employment area shall be allowed, as permitted under the Land Use Bylaw.
- G. Interim agricultural uses such as cropping shall be permitted in this area until the land is required for development.
- H. Uses that provide added value to the agricultural crops that are grown locally, regionally, and nationally shall be permitted. Value added agriculture is recognized as enhancing the potential of a raw product through a particular production process.
- Land uses that allow for the efficient and reliable movement of goods shall be permitted in this area.
- J. Due to the advancement of added-value in the logistics industry, uses that allow for light manufacturing tasks such as light assembly, customization, testing, inspection, and quality control of goods shall be permitted in this area.
- K. Appropriate landscaping and screening shall be used to enhance important locations such as at roadway entrances to the plan area, and corner lots within the development. Additional landscaping to that normally required in business and industrial areas by the City of Leduc

Land Use Bylaw shall be provided on corner sites, with additional requirements identified in zoning, to be defined at the Outline Plan stage.

L. Where a proposed industrial or commercial use is located on a site adjacent to a nonindustrial or non-commercial use or district, the City of Leduc may require mitigation of potential development impacts on the adjacent lands. This may include, but is not limited to, noise attenuation, landscaping, setbacks and buffers, and site design.

4.3 FLEX BUSINESS

A range of office and flex business park uses can be developed in the Flex Business area of the ASP. Development is becoming more flexible in nature, with end-user tenants requiring a variety of uses for their operations. The Flex Business area allows for developments that do not fit a typical single-use model. Each building can be distinct in design, due to flexibility built into the design to ensure that functions within the building can change over time to meet changing market conditions and the needs of end-user tenants. Buildings may be developed in a way that end user tenants are able to have office operations, light industrial uses, and storage/warehouse space in one seamlessly connected building envelope. Similarly to the Aero Employment area, an agribusiness cluster or hub is a viable use that can be implemented and is encouraged. Higher density employment uses are encouraged in this area. Land uses are subject to specific zoning regulations within the City's Land Use Bylaw.

4.3.1 Policy

- A. Medium industrial uses are prohibited in the Flex Business area.
- B. Developments are encouraged to be constructed in a fashion that enables the building(s) to be capable of housing a wide range of uses. Single purpose buildings must have the ability to be altered to allow for multiple uses based on the needs of the end user tenant.
- C. Single-use, large-scale warehouses and logistics buildings are not permitted in the Flex Business area.
- D. Developments that include multiple uses within a singular building or multiple connected buildings such as office, laboratories, product testing, light assembly, storage, warehousing, and distribution shall be allowed, as permitted under the Land Use Bylaw.
- E. Office uses shall be located in the front of buildings that face a public roadway, while light assembly, storage and warehousing, and distribution may operate on the side or back of lots.
- F. All permitted uses shall be housed within an enclosed building, except for parking, loading facilities, and the temporary short-term storage of goods for the manufacturing process.
- G. Long-term outdoor storage shall not be permitted in the Flex Business area.

- H. Land uses that facilitate the implementation of an agribusiness hub within the Flex Business area shall be permitted.
- Interim agricultural uses such as cropping shall be permitted in this area until the land is required for development.
- J. Uses that provide added value to the agricultural crops that are grown locally, regionally, and nationally shall be permitted. Value added agriculture is recognized as enhancing the potential of a raw product through a particular production process.
- K. Developments that are adjacent to, or located in close proximity to, natural features such as Telford Lake, or any greenways and bike paths, should be designed in an attractive manner.
 - L. Setbacks from the lot line to the building along the primary roadway and primary entrance to the building shall be attractively landscaped to create a pleasing visual environment.
 - M. Development in the Flex Business area shall be in accordance with the regulation of the Land Use Bylaw, to ensure architecture, urban design, and landscaping of a high standard.
 - N. Convenience commercial uses, which are primarily intended to serve employees within the Flex Business area may be considered at the discretion of the City of Leduc.
 - O. Appropriate landscaping and screening shall be used to enhance important locations such as at roadway entrances to the plan area, and corner lots within the development. Additional landscaping to that normally required in business and industrial areas by the City of Leduc Land Use Bylaw shall be provided on corner sites, with additional requirements identified in zoning, to be defined at the Outline Plan stage.
 - P. Where a proposed industrial or commercial use is located on a site adjacent to a nonindustrial or non-commercial use or district, the City of Leduc may require mitigation of potential development impacts on the adjacent lands. This may include, but is not limited to, noise attenuation, landscaping, setbacks and buffers, and site design.

4.4 GENERAL COMMERCIAL

The ASP designates two areas – one in the north portion and one in south portion – as General Commercial. These areas are intended to allow for the development of commercial uses that serve the employees in the Aero Employment and Flex Business areas, as well as the travelling public. Appropriate uses will be set out by regulations within the Land Use Bylaw and may include retail stores, eating and drinking establishments, business support services, service stations, personal, professional, financial, and office services.

4.4.1 Policy

- A. General commercial uses shall be permitted in general conformance with locations shown with Figure 9: Land Use Concept
- B. Appropriate landscaping and screening shall be used to enhance important locations such as roadway entrances to the plan area, and corner lots within the development. Additional landscaping to that normally required in business and industrial areas by the City of Leduc Land Use Bylaw shall be provided on corner sites, with additional requirements identified in zoning, to be defined at the Outline Plan stage.

4.5 URBAN SERVICES

The land use concept designates an area within NE ¼ Sec. 30-49-24-W4, south of Telford Lake, as Urban Services, which is intended to accommodate a municipal cemetery (see Figure 9: Land Use Concept). The City of Leduc's cemetery system is running out of capacity. A new cemetery needs to be constructed and be operational within the next two to three years in order to continue serving Leduc and Leduc-area families for the next 25 years and beyond. The cemetery concept master plan and detailed designs for the first phase of cemetery development were underway at the time this ASP was being written.

The vision for the proposed cemetery is a memorial parkland landscape. The design uses bold landscape features including sculptural landform and woodland buffer planting to create sacred burial areas that are innovative and unique, to meet the standard of place-making expected by the City of Leduc. The new cemetery lands will function as a parkland for the living and will form a new part of the overall green infrastructure and amenity assets of the City.

4.5.1 Policy

- A. The development of a cemetery, and related uses, shall be permitted under the Urban Service designation.
- B. An appropriate buffer shall be provided between the cemetery uses and any industrial or commercial land uses. The buffer should consist of a landscaped separation space, with such

features such as trees, shrubs or other vegetation, berms, hedges, or decorative walls or fencing.

C. Pedestrian and other active modes of travel through the Urban Services area should be considered.

4.6 ENVIRONMENTAL RESERVE

Environmental Reserve (ER) will be dedicated to protect the area around Telford Lake, and other natural features designated for retention. An approximately 10 m wide ER buffer will be established around Telford Lake, based on a legal survey conducted by an Alberta Land Surveyor (ALS), with the assistance of a qualified environmental scientist.

The City of Leduc is actively engaging landowners to dedicate ER prior to subdivision of the parent parcel due to development, to expedite environmental protection of Telford Lake and facilitate the expansion of the recreational multiway project. Should this early dedication be unsuccessful, the City of Leduc will take ER at the first subdivision and any parcel.

Other candidates for ER dedication, as identified in the Biophysical Assessment, will be further assessed and dedicated at the time of subdivision. The natural area located in the south portion of the plan area, is one area that is expected to be partially dedicated as ER.

4.6.1 Policy

- A. Delineation and dedication of an approximately 10 m wide ER setback from the surveyed bed and shore of Telford Lake will occur at the time of subdivision, or prior, subject to separate agreements between the City of Leduc and landowners.
- B. Delineation and dedication of other ER features identified in Figure 9: Land Use Concept will occur at the time of subdivision.
- C. Wherever possible, development impacts to wetland features not taken as ER should be minimized. Where impacts cannot be avoided, compensation will be provided for damage or loss pursuant to the provisions of the Alberta *Water Act* and Wetland Policy.
- D. The provision of recreation facilities within environmental reserve should be avoided where adjacent municipal reserve is available.
- E. A wildlife corridor study shall be completed prior to the approval of any outline plan for NE ¼ Sec. 30-49-24-W4 and Lot 2, Plan 9023255, or prior any further design work for the Spine Road, or at the discretion of the City of Leduc. The corridor study will be developed in partnership with the Leduc County.

4.7 PARK

Park space, dedicated as Municipal Reserve (MR), in the East Telford Lake ASP is allocated to accommodate several purposes: protecting Telford Lake and its eastern drainage course, including a weir and associated riparian area; preserving and protecting the tree stand and wetland in the south of the plan area; providing recreation and education opportunities; and providing habitat and space to move for wildlife.

A strip of land of approximately 50 m wide will be provided adjacent to the Environmental Reserve dedication surrounding Telford Lake and its easterly drainage channel. This area will be used to extend the ecological buffer surrounding the lake, and to allow for the development of limited public recreation infrastructure. Where possible, this area will remain in its natural state, and be remediated where required.

A key feature of this portion of Telford Lake is the extension of the Telford Lake Trail (Telford Lake Master Plan [TLMP], 2010). This 3.0 m asphalt trail (or multiway) would connect to the western portions of the Trail on both the north and south sides of the lake Trail links to this multiway trail will be established. This will provide pedestrians with access throughout the plan area and the citywide system. In the future, a trail could also be developed linking into a regional trail system to the east, and to Saunders Lake. The TLMP also recommends the development of rest nodes, interpretive viewpoints, boardwalks, and a bird blind. The specific strategy for pedestrian connections and routes shall be determined at the Outline Plan Stage.

The City of Leduc may also consider the development of a staging and/or day use area within this park space, depending on requirements, and availability of land.

4.7.1 Policy

- A. Dedication of an approximately 50 m wide Municipal Reserve open space adjacent to the 10 m Environmental Reserve setback from the surveyed bed and shore of Telford Lake shall occur at the time of subdivision, or prior, subject to separate agreements between the City of Leduc and landowners.
- B. The City of Leduc will require the full 10% MR dedication, whether that is provided as land, cash-in-lieu of land, or a combination thereof, as deemed appropriate by the City of Leduc and in accordance with the MGA. The specific strategy for dedication of Municipal Reserve shall be determined at the Outline Plan stage.
- C. Developments adjacent to the Telford Lake Park space shall provide pedestrian/active transportation access at intervals of approximately 400 m.
- D. Tree stands within MR lands will be preserved and may be enhanced where funding is available. The City may consider the use of Municipal Reserve to acquire tree stands, to be determined at Outline Plan stage.

- E. Public open spaces, trails, and natural areas within the Park designation shall be planned and managed to protect and enhance features such as natural vegetation, habitat, soil, groundwater, and surface water.
- F. Park areas shall remain generally in a natural state, with exceptions for development related to or supporting recreation (e.g. multiway, trails, staging areas, access for boating, nature interpretation sites, and picnic sites).
- G. A wildlife corridor study shall be completed prior to the approval of any outline plan for NE ¼ Sec. 30-49-24-W4 and Lot 2, Plan 9023255, or prior any further design work for the Spine Road, at the discretion of the City of Leduc. The corridor study will be developed in partnership with the Leduc County.

4.8 AGRICULTURE

As indicated in Section 2.8 Agricultural Impact Assessment, while no long-term agricultural uses are contemplated in the East Telford Lake ASP, existing agricultural uses are expected to continue until lands are otherwise required to accommodate planned development. Ranching or livestock raising should be discouraged due to potential incompatibility with adjacent land uses. Interim agricultural uses producing specialty crops that have the ability to be processed in nearby facilities should be encouraged.

4.8.1 Policy

- A. Existing agricultural activity shall be permitted to continue as an interim use as set out by the regulations in the Land Use Bylaw (Urban Reserve district).
- B. The raising of livestock should be discouraged where adjacent to lands that do not permit agriculture as a use.

5.0 TRANSPORTATION

An overall transportation network has been established to accommodate the proposed land uses in this ASP and is shown in Figure 10: Transportation Plan. The ASP establishes approximate alignments for arterial and collector roadways, while local roadways are to be identified by Outline Plans.

A Transportation Impact Assessment was prepared in support of the ASP, and was submitted under separate cover (Stantec, 2018). The TIA establishes background traffic conditions in the vicinity of the proposed ASP, estimates the magnitude and characteristics of traffic generated by at full ASP build out, evaluates the impacts of vehicular traffic generated by the proposed development on the adjacent roadway network, and provides recommendations for appropriate roadway improvements.

5.1 SPINE ROAD

The Spine Road, which will link Range Road 245 and 250, and whose alignment passes through the plan area, is a major transportation corridor linking the East Telford area to the Edmonton International Airport and to other major economic centres in the region. The Spine Road is ultimately envisioned as an 80 km/h, 6-lane, semi-urban, expressway (McElhanney, 2010). Site access separation from an existing or future signalized intersection is to be maximized adjacent to the Spine Road.

5.1.1 Policy

- A. A minimum 800 m intersection spacing requirement should be maintained along the Spine Road. Intersections will only be permitted with other arterial roads or with collector roads. No new intersections with local roads or direct access to adjoining lands will be permitted.
- B. Prior to detailed roadway design or construction, an assessment of wildlife movement, and determination of the impact of the Spine Road, will be required. The City of Leduc may require mitigation methods, such as a wildlife passage, structure, or other such features, be incorporated into the design.

5.2 ARTERIAL & COLLECTOR ROADWAY NETWORK

The Telford Lake ASP identifies a series of internal collector roadways intended to accommodate vehicular traffic generated by the proposed land uses and allow for the future provision of public transit. Beyond the Spine Road and Rollyview Road, no additional arterial roadways are anticipated. These roads are ultimately to be built out as six- and four-lane divided arterials, respectively.

A Transportation Impact Assessment (TIA), submitted under separate cover, provides recommendations for roadway geometries and signalization for both the 10-year and 20-year horizons (Stantec, 2018).

5.2.1 Policy

- A. Arterial and collector roadways within the East Telford Lake ASP shall be developed in general accordance with Figure 10: Transportation Plan.
- B. Roadways in the area south of Telford Lake shall be designed to accommodate pedestrians and public transit access in addition to vehicular traffic. This may be achieved through the use of an urban roadway cross section, or a modified rural cross section. Proposed cross sections will be identified at the Outline Plan stage, and will be reviewed and approved by the City of Leduc.
- C. As development occurs, the City of Leduc will review opportunities and requirements for public transit. Arterial and collector roadways may, at discretion of the City, be designed to accommodate transit routes and stops. Locations of transit stops and routes will be determined at the Outline Plan stage.
- D. Outline plans shall identify sufficient road right of way to accommodate the roadway requirements identified in the East Telford Lake TIA, or through functional plans. If modifications to roadway standards are required, cross sections shall be approved by the City of Leduc.

5.3 LOCAL ROADWAYS

Requirements for local roadways will be determined at the Outline Plan stage.

5.3.1 Policy

- A. Local roadway alignments will be identified at the Outline Plan stage.
- B. Roadways in the area south of Telford Lake shall be designed to accommodate pedestrians and public transit access in addition to vehicular traffic. This may be achieved through the use of an urban roadway cross section, or a modified rural cross section. Proposed cross sections will be identified at the Outline Plan stage and will be reviewed and approved by the City of Leduc.

5.4 PROCESSIONAL ROUTES

In order to reflect the character of the routes into the Urban Services Area (municipal cemetery) as areas of solemn reflection and respect, to provide space for 'decompression', and to differentiate them from other exclusively industrial/commercial areas, alternative design standards may be applied to applicable Processional Routes.

5.4.1 Policy

A. Roadways indicated in Figure 10: Transportation Plan as Processional Routes, shall be designed to the satisfaction of the City of Leduc, to ensure their intended function and character. Other roadways, including local roadways, may be identified at the Outline Plan stage.

6.0 SERVICING

A Servicing Study outlining the stormwater, sanitary, and water systems for the ASP area, was prepared and submitted under separate cover (Stantec, 2018). This section provides a description of the conceptual servicing schemes, and provides policy direction. All water, sanitary and storm servicing plans will need to be confirmed at subsequent design stages.

6.1.1 Policy

- A. The ultimate servicing plan illustrated in Figures 11.0, 12.0, and 13.0 will need to be confirmed at subsequent design stages.
 - B. Interim servicing strategies may be considered by the City of Leduc for any quarter section within the plan area, and will be identified at the Outline Plan stage. Responsibilities and costs for interim servicing studies, decommissioning, and connection to the ultimate servicing system once available will be borne by the developer.

6.2 STORMWATER MANAGEMENT

Figure 11: Stormwater Servicing shows the proposed stormwater servicing plan. Several stormwater management facilities (SWMFs) are identified based on the existing topography and drainage patterns and the land use and transportation designs. The location and configuration of the proposed stormwater management facilities will be further refined based on the detailed drainage area grading and internal roadway network requirements.

The north area of the East Telford Lake ASP is proposed to be developed to rural standards while the south area is proposed to be developed to urban standards. The conveyance system within each drainage basin will need to be designed based on the local roadway configuration and site grading requirements.

As shown on Figure 11: Stormwater Servicing, three outfalls are proposed to service the ASP area. It is proposed that the south ETL area will be drained to Telford Lake through the two proposed outfalls. For the north ASP area, one outfall is proposed through a tributary located on a privately-owned parcel in the County discharging to Saunders Lake. This cross-boundary drainage will require intermunicipal and/or owner approval. Alternatively, a piped outlet discharging directly to Saunders Lake could be constructed along Township Road 500. Draining the north ETL area to Telford Lake would require pumping and is not recommended.

Stormwater management in the Urban Service (Cemetery) area requires more detailed design, however as the runoff volume and corresponding storage volumes are relatively small, it may drain directly to Telford Lake or combined with the proposed SWMF to the east. The Harvest Industrial Park area currently drains through two existing drainage channels through the East Telford Lake ASP area.

With the proposed development, the existing drainage channels will be eliminated, and therefore drainage is proposed to be rerouted through the 65 Avenue / Twp. Rd. 500 ditch.

6.2.1 Policy

- A. Prior to any development and in conjunction with the development of Outline Plans for any portion of the plan area, detailed engineering reports must be prepared by the proponent and accepted by the City of Leduc.
- B. Stormwater management facilities shall be in general accordance with the servicing scheme shown in Figure 11: Stormwater Servicing.
- C. Low Impact Development stormwater management techniques should be incorporated into roadway and site design.
- D. The City may consider innovative servicing and utility technologies if they are proven to be equally or more efficient, cost-effective, aesthetically acceptable, and environmentally beneficial than existing technologies, and if they will result in long-term economic, social, and environmental benefits to the community. Innovative servicing must be sustainable in the long term and cannot increase liability or maintenance for the City of Leduc, on an objective quantitative basis, to be considered.

6.3 SANITARY SEWER

The proposed sanitary system for the East Telford Lake ASP is to be serviced by an existing Alberta Capital Region Wastewater Commission (ACRWC) sanitary trunk sewer at Airport Road.

Most of the East Telford Lake ASP area, including the entire area to the north of the lake, and a portion of the area south of the lake, is proposed to be serviced by a Stage 1 lift station located in the northeast part of the ASP as shown on Figure 12: Sanitary Servicing. The Stage 1 lift station and forcemain would discharge to existing/proposed sanitary sewers through the Leduc Energy/Business Park development.

With limited available capacity in the existing sewer system, some southern portions of the ASP area as well as a future service area south of the East Telford Lake ASP area will be serviced by a Stage 2 lift station and forcemain to route the balance of projected flow through Leduc County directly into the ACRWC system.

6.3.1 Policy

A. Prior to any development and in conjunction with the development of Outline Plans for any portion of the plan area, detailed engineering reports must be prepared by the proponent and accepted by the City of Leduc.

B. The City may consider innovative servicing and utility technologies if they are proven to be equally or more efficient, cost-effective, aesthetically acceptable, and environmentally beneficial than existing technologies, and if they will result in long-term economic, social, and environmental benefits to the community. Innovative servicing must be sustainable in the long term and cannot increase liability or maintenance for the City of Leduc, on an objective quantitative basis, to be considered.

6.4 WATER NETWORK

The proposed water servicing plan generally conforms to the proposed servicing plan in the City of Leduc Water Master Plan. The proposed water distribution system is shown in Figure 13: Water Servicing. The proposed distribution system alignments follow arterial and collector roadways. During subsequent development design stages, some watermain alignments may be shifted to local roads to allow servicing of parcels fronting local roads.

6.4.1 Policy

- A. Prior to any development and in conjunction with the development of Outline Plans for any portion of the plan area, detailed engineering reports must be prepared by the proponent and accepted by the City of Leduc.
- B. Services shall be constructed with appropriate oversizing to accommodate future development within the plan area, as identified in detailed engineering reports, as well as future offsite development, if feasible and as required by the City of Leduc.

7.0 IMPLEMENTATION

The implementation of this plan may require amendments to the Land Use Bylaw to create or modify land use districts or overlays to support implementation of the policy directions of this plan.

Outline Plans will be required prior to redistricting and subdivision to ensure that sub-areas are planned to an appropriate level of detail.

Within this plan area, the City of Leduc will require development proponents to assume financial responsibility for the extension of all required municipal utility services, including any initial capital cost. In accordance with the provisions of the *Municipal Government Act*, the City will endeavour to ensure that development proponents receive appropriate compensation from future benefiting developments as they occur, either through the establishment of a levy, cost sharing arrangements, or some combination thereof.

7.1 OUTLINE PLANS

7.1.1 Policy

- A. Prior to the approval of redistricting or subdivision that would allow development to proceed, detailed Outline Plans shall be prepared by the applicant and accepted by the City of Leduc. The City, at its sole discretion, may waive the requirement for an Outline Plan.
- B. Outline Plans shall be consistent with the East Telford Lake ASP, and with all adjacent Outline Plans.

7.2 LAND USE BYLAW

7.2.1 Policy

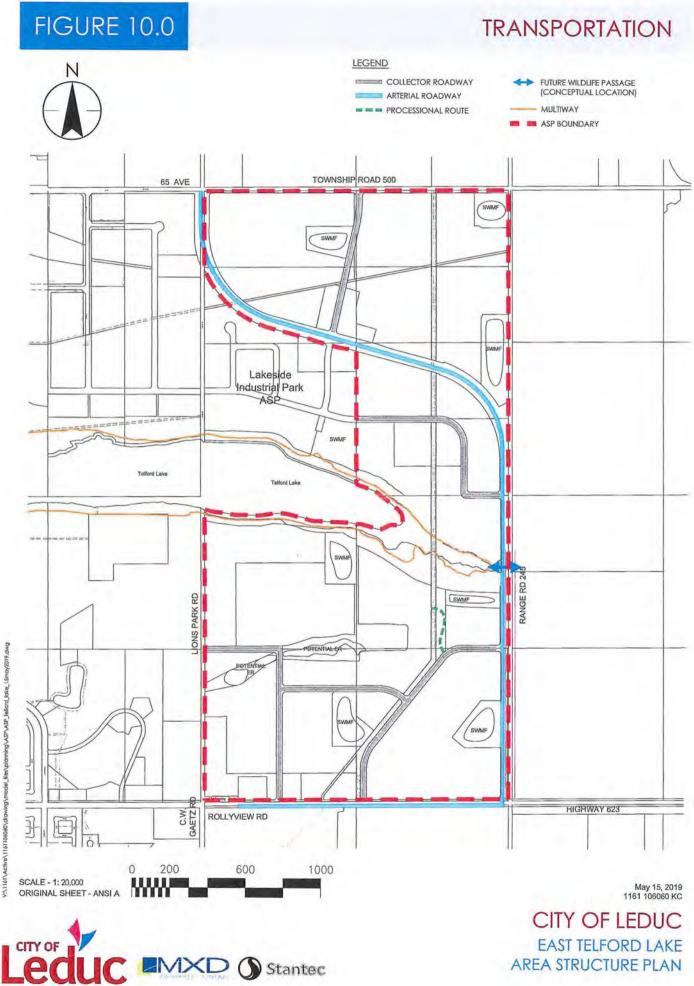
A. Amendments to the Land Use Bylaw may be required to ensure that development occurs as envisioned in the East Telford Lake ASP. The City of Leduc shall be responsible for initiating the amendment process.

7.3 STAGING

Development is anticipated to begin in the north of the ASP area, and proceed south and west, as services are extended as indicated in Figure 14: Staging Plan. In general, development will proceed in a manner that is contiguous, logical, and economical with respect to municipal servicing. Development of individual phases may vary from the actual outline plan, redistricting and subdivision applications, depending on market demand and the aspirations of respective landowners. As discussed in Section 6.0, interim servicing strategies may be developed the Outline Plan stage and may allow development to proceed prior to the extension of the ultimate servicing scheme. Should

sufficient demand warrant, or engineering design be made more efficient, portions of separate phases may be developed concurrently.

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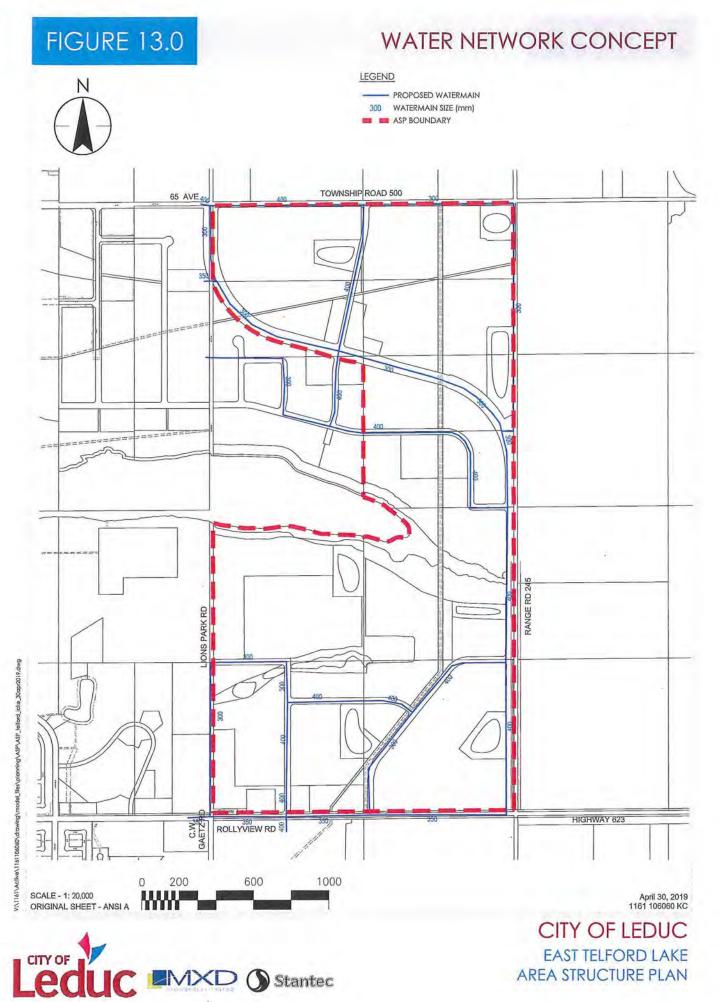
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FIGURE 12.0

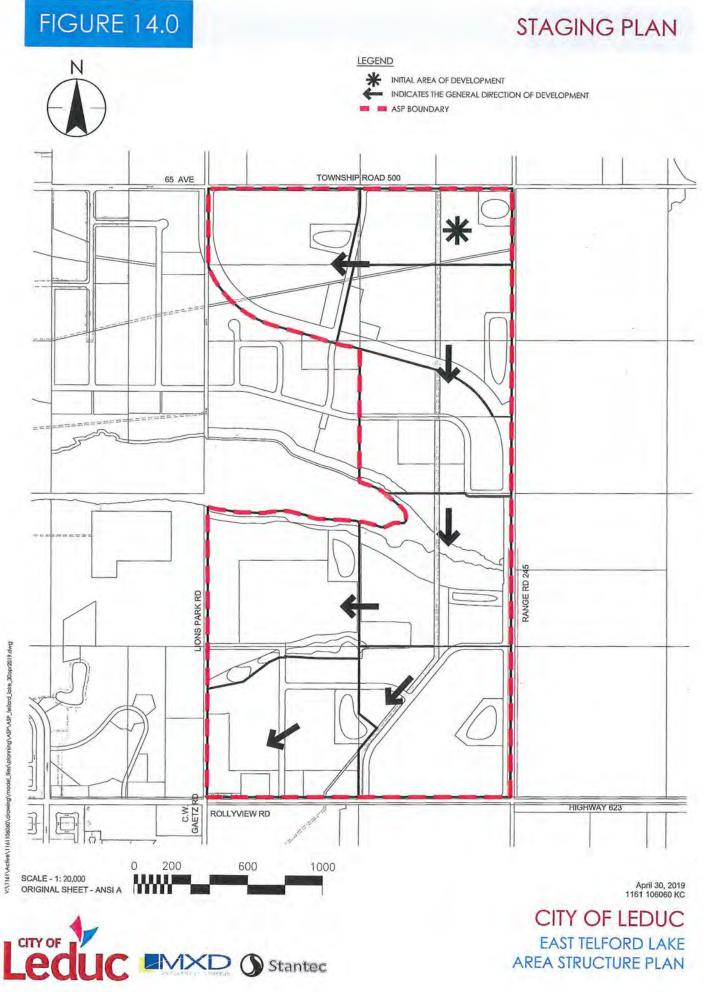
SANITARY SEWER CONCEPT



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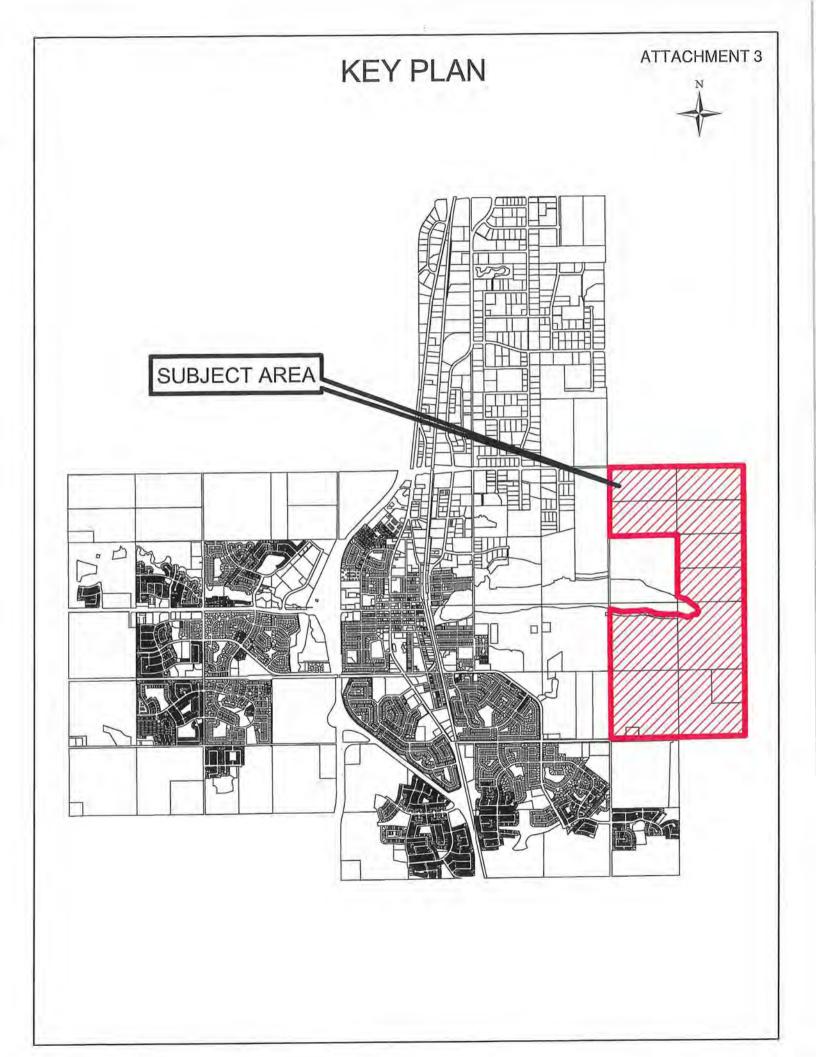
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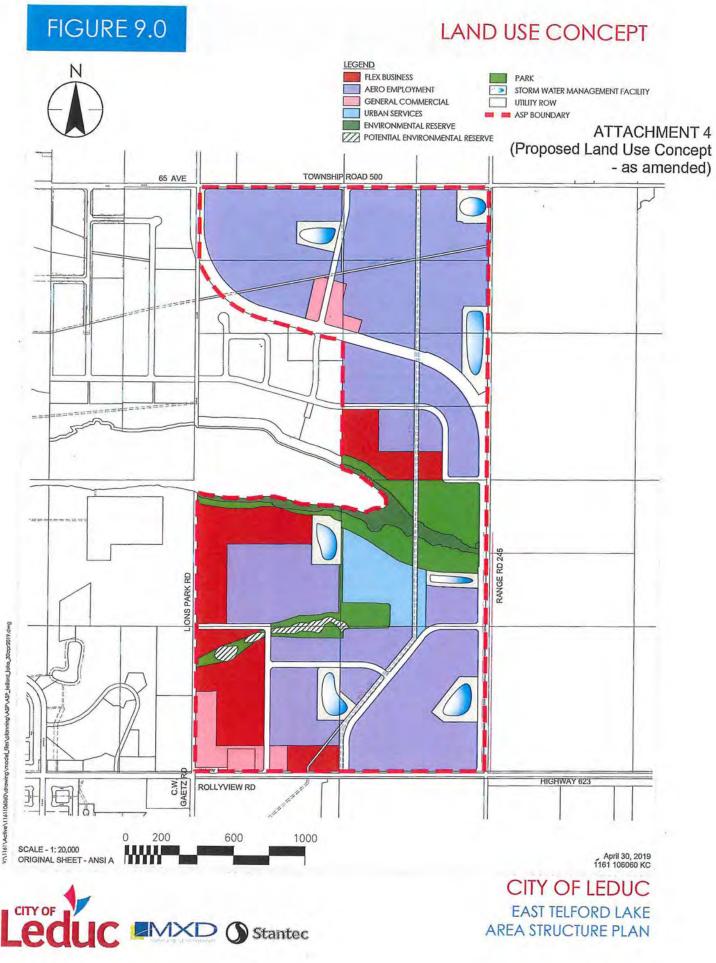
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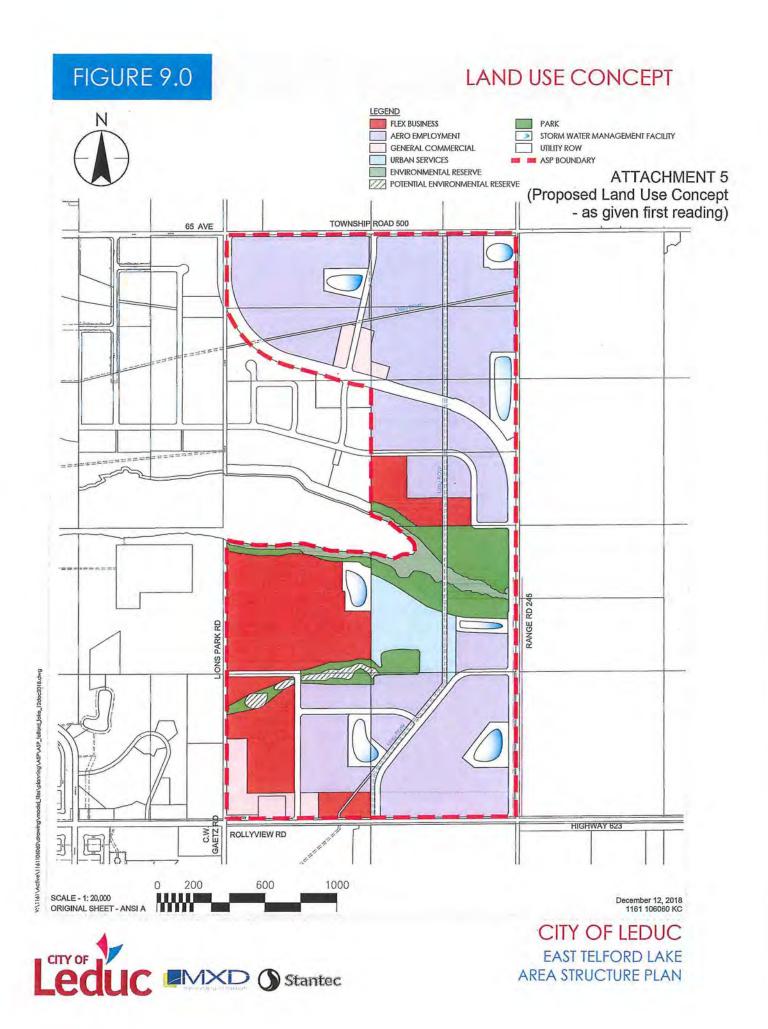
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AREA STRUCTURE PLAN



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)

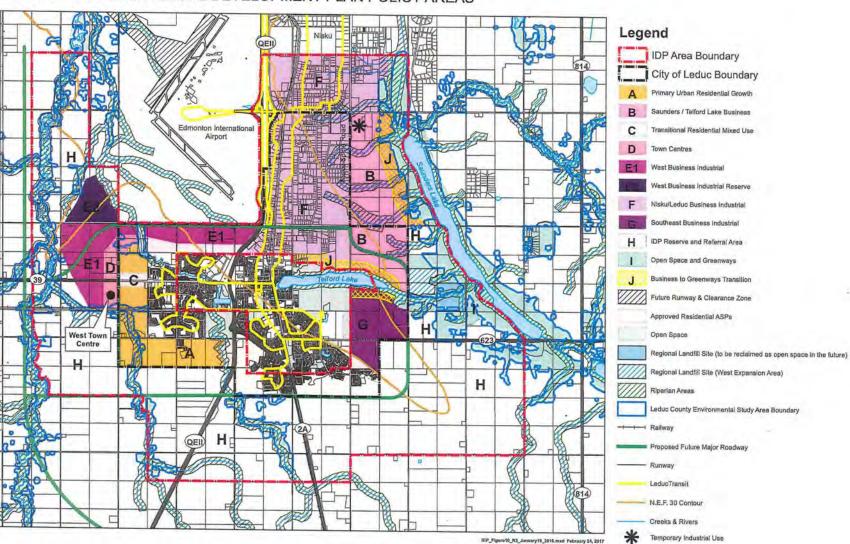


FIGURE 10: INTERMUNICIPAL DEVELOPMENT PLAN POLICY AREAS

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COUNCIL REQUEST FOR DECISION

MEETING DATE:	June 24, 2019
SUBMITTED BY:	Ken Woitt, Director, Planning & Development
PREPARED BY:	April Renneberg, Current Planner II
REPORT TITLE:	Bylaw 1013-2018 (Redistricting Meadowview Stage 17) (2 nd Reading)

REPORT SUMMARY

Bylaw 1013-2018 will amend Bylaw 809-2013, Section 27.0 – Land Use Map, by redistricting part of the SW ¼ Section 24-49-25-W4 from UR – Urban Reserve to RNL – Residential Narrow Lot and GR – General Recreation. The redistricting will allow for continued residential development in the Meadowview neighbourhood.

RECOMMENDATION

That Council give Bylaw 1013-2018 second reading.

BACKGROUND

KEY ISSUE(S) / CONTEXT:

The RNL land use district is intended to accommodate residential dwellings on narrower lots, providing an opportunity for more efficient use of land and a more compact urban form. The GR land use district will accommodate areas used for public parks to meet active or passive recreational and leisure pursuits at neighbourhood, district and regional levels. Meadowview Stage 17 proposes 2 lots for park, 38 lots for standard single detached dwellings and 41 lots for single detached dwellings with a zero-metre side yard.

Zero lot line parcels are those where the single detached dwelling is located directly on the side property boundary on one side of the lot. These types of buildings have specific development requirements. The City of Leduc requires a 1.5 m easement registered on the adjacent property to allow for encroachment of eaves, drainage and general access for maintenance purposes. This easement is registered along with the subdivision of the lands. In order to encourage fire safety, the Alberta Building Code requires that side of the building to have fire-rated drywall as well as restriction on wall penetrations such as windows; doors; dryer, furnace, water heater and fireplace vents; and fresh air intakes. Under Land Use Bylaw 809-2013 the minimum lot width for a single detached dwelling with a zero metre side yard with access to a lane is 7.6 m. Standard front drive single detached lots must be a minimum of 11.0 m wide.

The City's Subdivision Authority has given conditional approval to the subdivision application. The redistricting of these lots by City Council to the RNL and GR land use district under Land Use Bylaw 809-2013 is a condition of subdivision, as is the successful negotiation by administration of a development agreement between the City and the developer of the lands. Until these and all other conditions of the subdivision are met, the subdivision will not be endorsed by administration nor registered at Land Titles.

An amendment to the Southeast Leduc Area Structure Plan (ASP) is also being brought to Council under Bylaw 1027-2019 for consideration at this meeting. The amendment proposes a reconfiguration of land uses as well as the collector road network within the Tribute and Meadowview neighbourhoods. Bylaw 1013-2018 is consistent with this proposed amendment. Should Council not approve Bylaw 1027-2019, amending the Southeast Leduc ASP, administration will not recommend Bylaw 1013-2018 be given third reading.





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 1013-2018 was given first reading by Council at the regular meeting held June 10, 2019.

CITY OF LEDUC PLANS:

Bylaw 1013-2018 is consistent with the City's Municipal Development Plan, as amended and the proposed amendment to the Southeast Leduc Area Structure Plan brought forward to Council as Bylaw 1027-2019. The redistricting is also in keeping with the City's 2009 Neighbourhood Design Guidelines which encourage a mix of housing types, sizes and affordability, along with proximity to open park space and neighbourhood walkability.

IMPLICATIONS OF RECOMMENDATION

ORGANIZATIONAL:

The City's Engineering department is scheduled to begin work on the South Boundary Road construction project this year. The project is designed to provide an arterial connection from Highway 2A to this stage of development in order to complete the link into the Meadowview and Tribute neighbourhoods. Should Bylaw 1013-2018 not be approved by Council, the City's subdivision authority will not endorse the subdivision and this road extension project will be negatively affected.

POLICY:

There are no policy implications.

IMPLEMENTATION / COMMUNICATIONS:

A public hearing for Bylaw 1013-2018 was held earlier at this meeting of Council. The hearing was advertised in the June 7 and 14, 2019 issues of 'The Representative' and notices were mailed to property owners within 61.0 m of the subject area.

ALTERNATIVES:

- 1. That Council amend Bylaw 1013-2018;
- 2. That Council defeat Bylaw 1013-2018.

ATTACHMENTS:

- 1. Bylaw 1013-2018
- 2. Key Plan
- 3. Redistricting Plan
- 4. Subdivision Plan

COUNCIL REQUEST FOR DECISION

Others Who Have Reviewed this Report

P. Benedetto, City Manager / G. Klenke, City Solicitor / M. Pieters, General Manager, Infrastructure & Planning

Report Number: 2019-CR-052



AMENDMENT #92 - 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 the SW ¼ Section 24-49-25-W4 (consisting of 6.20 ha more or less)

- From: UR Urban Reserve
- To: RNL Residential Narrow Lot
 - GR General Recreation

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

PART II: ENACTMENT

This Bylaw shall come into force and effect when it receives Third Reading and 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 FINALLY PASSED THIS _____ DAY OF _____, AD 2019.

APPROVED As to Form	7
City Solicitor	T

Robert Young MAYOR

Sandra Davis CITY CLERK

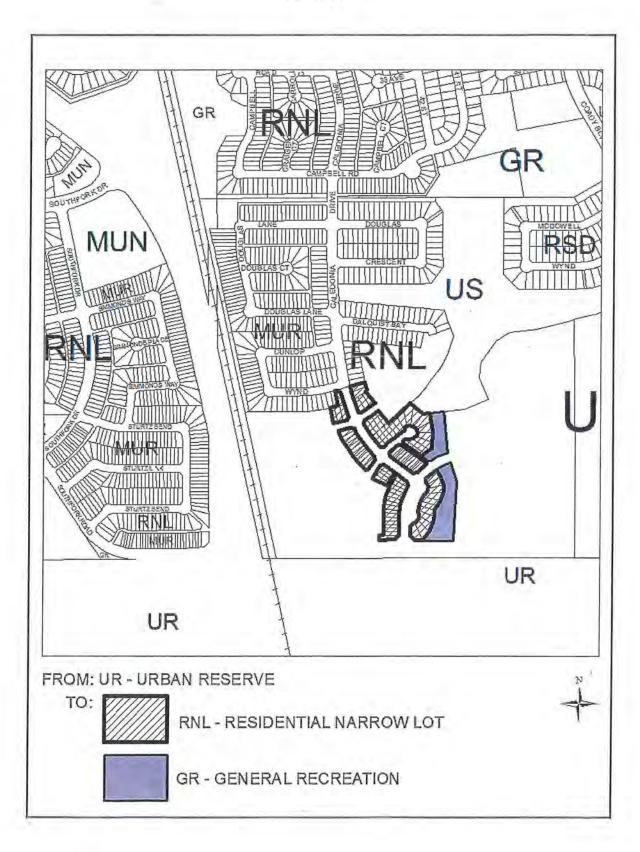
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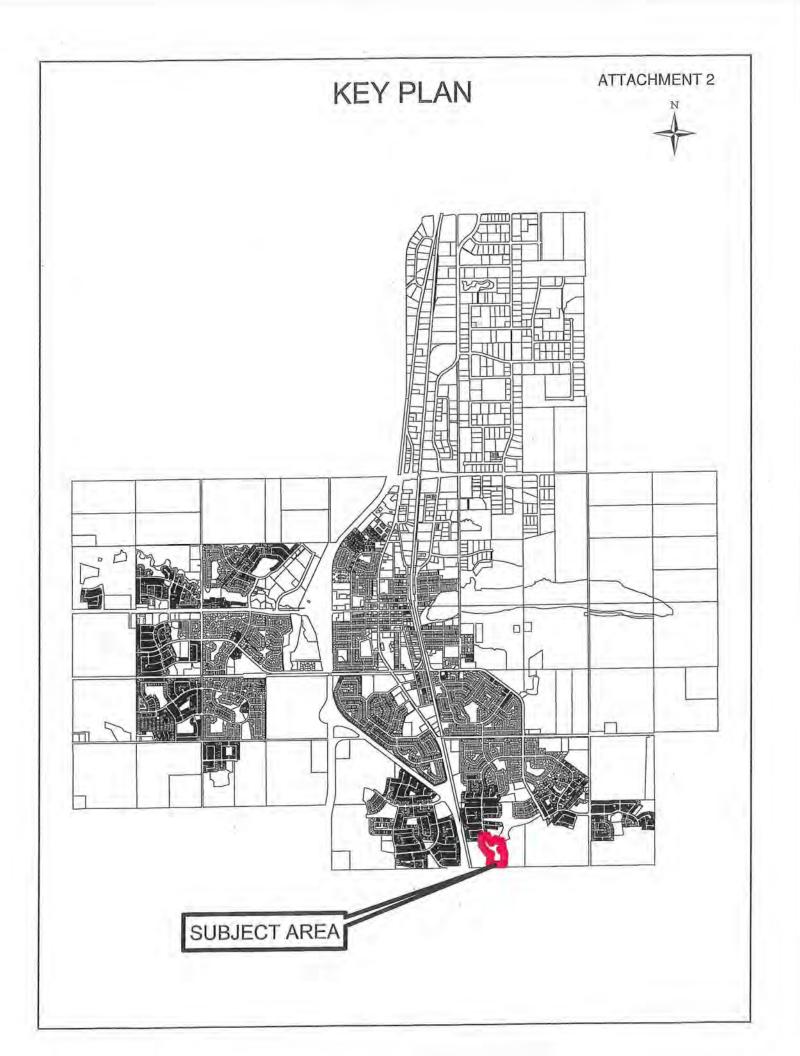
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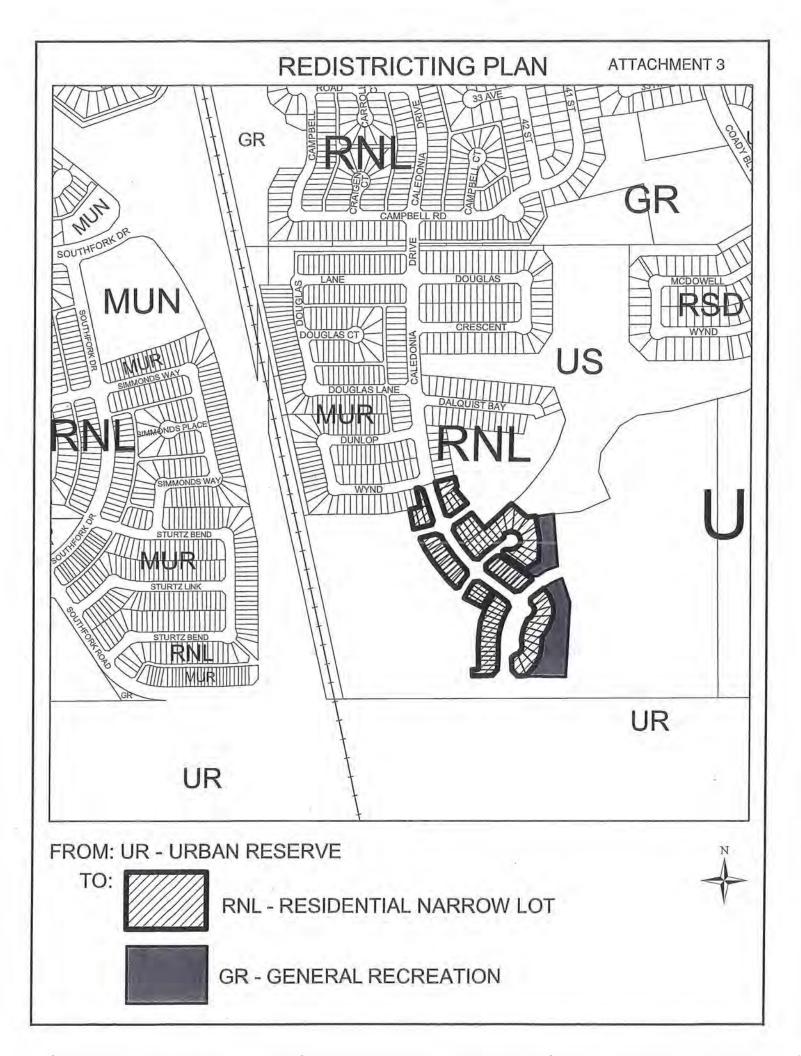
Bylaw No. 1013-2018

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SCHEDULE A









COUNCIL REQUEST FOR DECISION



MEETING DATE:	June 24, 2019
SUBMITTED BY:	Ken Woitt – Director, Planning & Development
PREPARED BY:	April Renneberg – Current Planner II
REPORT TITLE:	Bylaw No. 1027-2019 (Southeast Leduc Area Structure Plan Amendment) (2 nd & 3 rd Reading)

REPORT SUMMARY

Bylaw 1027-2019 will amend Bylaw 883-2015, being the Southeast Leduc Area Structure Plan, for part of the NE ¼ and South ½ Section 24-49-25-W4.

RECOMMENDATION

- 1. That Council give Bylaw 1027-2019 second reading; and
- 2. That Council give Bylaw 1027-2019 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. The Southeast Leduc ASP describes the sequence of development anticipated for the lands located within the Tribute and Meadowview neighbourhoods, as well as the land uses proposed for the area and the general locations of major transportation routes and public utilities. The bylaw adopting the original Southeast Leduc ASP in 1992 was amended over the years and was replaced in 2015 by an updated and consolidated version. Bylaw 1027-2019 seeks to amend the updated ASP to respond to current development trends. The ASP includes a mix of low and medium density residential land uses, along with a school site, local parks, servicing infrastructure, roads and multiway connections to service the community.

This proposed amendment to the Southeast Leduc ASP seeks to redistribute land uses and reconfigure the road network to continue to allow orderly and efficient development and transportation patterns. These changes are focused in the southern portion of the plan area which, and this point in time, remains undeveloped. Bylaw 1027-2019 reconfigures the internal collector road network to allow for a connection to the South Boundary Road with an upcoming stage of subdivision. Medium density residential sites and local park spaces are also being redistributed throughout this area.

The amendment also proposes to move the K-9 school site further west, adjacent to an upcoming stage of subdivision. As servicing will be more readily available, this will allow the site to be more quickly developed should a funding announcement be made by Alberta Education. The proposed school site is bisected by the Keyera Rimbey Pipeline. A Risk Assessment was conducted for the pipeline in 2018, a copy of which is included as Attachment 5. The document was reviewed by various City departments, including Fire Services, as well as the public and Catholic school boards, and possible site designs were submitted by the applicant showing how the school building and fields could be developed around the utility right-of-way. These example site designs have also been included for reference as attachments to this report. When asked directly about their concerns with the site, the school boards made no issue of the location of the pipeline and noted that they would consider the site for school development should provincial funding be made available.



At the direction of Fire Services, it was confirmed with the pipeline operator that no levels of H₂S are present in the material carried through the pipeline. As H₂S is a more volatile substance, and there is no H₂S present in this pipeline, the risk to the public is much less significant. Fire Services also noted that risk of an incident is reduced in this case due to the fact that the school building and grounds are not occupied 24 hours a day, and that those using the school are not there overnight, when sleeping persons are less able to evacuate should the need arise. Due to these factors, administration finds the level of risk to be acceptable with no additional setbacks required beyond those recommended in the Risk Assessment. After significant discussion, administration is supportive of the school site as proposed in the amended ASP.

A public open house was advertised and hosted by Qualico Communities on May 22, 2019. Twelve members of the public, as well as two members of Council, were present, along with representatives of the developer and the City of Leduc. The event consisted of a series of information panels as well as a 25-minute presentation to those present. Residents were interested in clarifying the changes between the existing plan and the proposed. Other discussion touched on various topics including changes to the traffic network; the timing of construction of the next phase of development and its connection to Highway 2A via Southeast Boundary Road; and also construction nuisance and mitigation possibilities. There was also support for a short-term school site in the neighbourhood with strong pedestrian linkage. Overall, there were no major concerns raised by the public at this open house regarding the proposed amendment to the Southeast Leduc ASP.

There were a number of inquiries made to administration from the public as well during the course of a recent public referral of the application. Most have centred around preservation of the natural habitat area in the undeveloped portion of the neighbourhood. It is to be noted that the stormwater management pond will be expanded as development progresses, and a tree stand preserved connecting to that body of water. This will continue to provide habitat to nesting birds and other wildlife in the area. A concern was also noted that bringing on additional stages of housing may devalue existing housing stock through oversaturation of the market. As development to bring on, to make the most of opportunities and constraints in the community's housing market. All development will follow the approved area structure plan and will work to create a diverse and complete community. These and all other questions and concerns were discussed with those members of the public as they were submitted.

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. 4.2 outlines under what conditions an amendment to a statutory plan is to be referred to the Edmonton Metropolitan Region Board (EMRB) for approval prior to receiving third reading by Council.
 - As Conditions (a) through (k) of Section 4.2 are not applicable to this proposed amendment, the ASP
 amendment does not need to be submitted to the EMRB for review.

PAST COUNCIL CONSIDERATION:

Bylaw 1027-2019 was given first reading by Council at the regular meeting held June 10, 2019.

CITY OF LEDUC PLANS:

Bylaw 1027-2019 is consistent with the City's Municipal Development Plan, as amended and the City of Leduc-Leduc County Intermunicipal Development Plan, as amended. The proposed bylaw also follows the principles of the City's 2009 Neighbourhood Design Guidelines which encourage a mix of housing types, sizes and affordability, along with proximity to open park space and neighbourhood walkability.



IMPLICATIONS OF RECOMMENDATION

ORGANIZATIONAL:

The City's Engineering department is scheduled to begin work on the Southeast Boundary Road construction project this year. The project is designed to provide an arterial connection from Highway 2A to this stage of development in order to complete the link into the Meadowview and Tribute neighbourhoods. Should Bylaw 1027-2019 not be approved by Council, the City's subdivision authority will not endorse the subdivision containing the transportation connection and this road extension project will be negatively affected.

POLICY:

Land Use Bylaw Section 20.3.2.1. currently requires a minimum setback from the Keyera Rimbey Pipeline to a permanent structure other than a dwelling of 7.5 m. If Council approves the amendment to the Southeast Leduc ASP proposed in Bylaw 1027-2019, administration must amend the Land Use Bylaw to better reflect the minimum distance of acceptable risk from the pipeline to a school structure as outlined in the associated Risk Assessment.

IMPLEMENTATION / COMMUNICATIONS:

The public hearing was held earlier at this meeting of Council. The hearing was advertised in the June 7 and 14, 2019 issues of 'The Representative'. Notices were also sent to landowners within 61 m of the undeveloped lands most affected by the application.

ALTERNATIVES:

- 1. That Council amend Bylaw 1027-2019;
- 2. That Council defeat Bylaw 1027-2019.

ATTACHED REPORTS / DOCUMENTS:

- 1. Bylaw 1027-2019
- 2. Key Plan
- 3. Land Use Concept (Approved ASP)
- 4. Land Use Concept (Proposed ASP Amendment)
- 5. Risk Assessment (Keyera Rimbey Pipeline)
- 6. School Site Design Examples

Others Who Have Reviewed this Report

P. Benedetto, City Manager / G. Klenke, City Solicitor / M. Pieters, General Manager, Infrastructure & Planning

AMENDMENT TO SOUTHEAST LEDUC AREA STRUCTURE PLAN, BYLAW NO. 883-2015

The Municipal Government Act, R.S.A. 2000, Chapter M-26, as amended (the "Act") grants a municipality the authority to adopt by Bylaw an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality;

- AND: Bylaw No. 883-2015 adopts the Southeast Leduc Area Structure Plan, passed by Council on February 9, 2015;
- AND: Council has deemed it expedient and necessary to amend Bylaw No. 883-2015;
- 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 II: APPLICATION

1. THAT: That Bylaw 883-2015 be amended by replacing Schedule "A" with Schedule "A" as attached in Bylaw 1027-2019.

PART III: ENACTMENT

2. This Bylaw shall come into force and effect when it receives Third Reading and is duly signed.

READ A FIRST TIME IN COUNCIL THIS _____ OF _____, AD 2019.

READ A SECOND TIME IN COUNCIL THIS _____ DAY OF _____, AD 2019.

READ A THIRD TIME IN COUNCIL AND FINALLY PASSED THIS _____ DAY OF _____, AD 2019.

Robert Young MAYOR

Sandra Davis CITY CLERK

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Date Signed





Southeast Leduc Area Structure Plan

In the City of Leduc, Alberta

BYLAW 1027-2019 SCHEDULE "A"

April 2019

Prepared for:

QUALICO[®] communities

AL-Terra

Report No. 6162(C)-03

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Southeast Leduc Area Structure Plan

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APPENDICES

Appendix A - Maps

Appendix B - Land Use Statistics, Population and Student Generation Tables

MAPS

- Map 1 Location
- Map 2 Context
- Map 3 Topography and Natural Features
- Map 4 Development Concept
- Map 5 Municipal Reserve and Multiway Network
- Map 6 Transportation Network
- Map 7 Water Distribution Network
- Map 8 Sanitary Sewer
- Map 9 Storm Water Management
- Map 10 Development Staging

TABLES

Table 1	-	Development Statistics Appendix B
Table 2	-	Residential Areas, Unit Count & Population Appendix B
Table 3	-	Student Generation Appendix B



1.0 Introduction

1.1 Purpose

This Plan was consolidated in 2015 (Bylaw 883-2015). The purpose of the 2015 consolidation was to integrate the South East Leduc Area Structure Plan first approved by council in 1993 (Bylaw 268-92) with all subsequent amendments. ASP amendments were enacted in 2003 (Bylaw 535-2003), 2005 (Bylaw 615-2005), 2007 (Bylaw 674-2007), and 2013 (811-2013). Amendments to the ASP proposed in 2018 have been incorporated into this plan. Upon approval of the ASP by City Council, all previous ASP documents are rescinded.

The timeline of development is expected to be approximately ten years. This plan supports the expansion of residential opportunities in the City of Leduc to address current and future housing demand in an orderly, predictable and timely fashion. Development timelines are subject to market demand.

1.2 Background

This ASP encompasses approximately 141.12 gross hectares. Roughly 66.22 ha of the area has been developed and remains included in this ASP to keep statistics and Municipal Reserve (MR) requirements in line with previous calculations and dedications. The subdivided and developed areas at the time of this ASP writing are shown via inclusion of registered lotting information on **Maps 2** to **10**.

The majority of undeveloped lands within the ASP limits (some 74.90 hectares) are zoned UR-Urban Reserve. Previous subdivision approvals have rezoned portions of these lands to Residential Narrow Lot (RNL), Residential Standard District (RSD) Mixed-Use Residential (MUR), Urban Service (US), and General Recreation (GR) as shown in Leduc's Land Use Bylaw 809-2013.

1.3 Location and Ownership

The Plan area is located in the City of Leduc within the NE, SE and SW quarters of 24-49-25 West of the 4th Meridian (see **Map 1-Location**). The subject lands are under the ownership of Qualico Developments West Ltd, excepting public space previously dedicated to the City of Leduc and the registered lots which have been sold to builders and homeowners. The Plan area extends to the southern boundary of the City of Leduc.



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2.0 Site Features

2.1 Existing Conditions

2.1.1 Topography

The Plan area is generally quite flat, sloping gently from the southeast down towards the northwest. The elevation change from the east to the west is approximately eight to twelve meters over the $\pm 1,600$ meter wide site. Topographical contour information is shown on Map 3-Topography and Natural Features.

2.1.2 Natural Features

Natural drainage flows from the southeast to the northwest. No clearly defined or intermittent water courses are found within the Plan area. Most of the land has historically been cleared for agricultural purposes. Some tree stands typical of farmsteads, fence lines and windrows are present. The largest of these tree stands has been retained in this ASP through Municipal Reserve lots. The tree stands are shown on **Map 3**.

2.1.3 Adjacent Development

The Southeast Leduc area is located on the southern edge of residential development in Leduc. It is bounded to the south by the Leduc City limits and the South Boundary Road arterial. The western edge is delineated by the CP Rail mainline and Highway 2A.

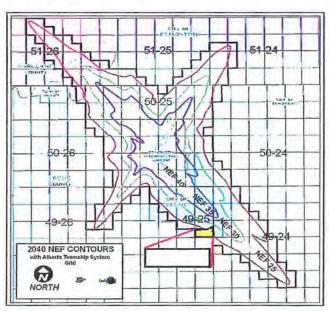
Lands to the south are agricultural and undeveloped. The community of Southfork is located west of the CP Rail line. To the east is the community of Robinson currently under development containing mixed-use and traditional single detached housing. The residential communities surrounding the Plan area are composed of traditional single detached housing, parks, urban services (emergency/fire services, schools, places of worship, storm water management facilities), and community-scale commercial establishments.

To the northwest is the community of Corinthia Park located west of 50th Street which contains the Corinthia Park School, a performing arts centre and Kinsmen Park, as well as some commercial services. The community of Caledonia is located directly north of the Plan area. Caledonia contains primarily single detached housing with school and church facilities, park spaces and storm water facilities and extends north to Rollyview Road. North of Rollyview Road is the community of South Park and an expansive park space, the Leduc Recreation Centre, and Telford Lake. Some condominiums (medium density multi-family housing) have been constructed on the north side of Rollyview Road.

The majority of housing between the north boundary of the Plan area and Rollyview Road are traditional single detached lots. Along the north portion of the ASP area Residential Narrow Lot (RNL) housing has been developed. Along the west boundary of the ASP area are duplex housing units in a Mixed-Use (MU) district. The trend of increasing housing density and land use efficiency has been embraced in this Plan to promote sustainability, inclusivity, housing product choice, and a significant range of affordability.

The Edmonton International Airport Vicinity Protection Area Regulation (AVPAR-AR 55/2006) establishes land use restrictions related to noise levels generated by airport operations. The entire ASP area falls below the NEF 30 contour. NEF (Noise Exposure Forecast) contours range from NEF 40 to NEF 25 with NEF 40 being the most heavily restricted area. Therefore, the only restricted land use is "campground", which is not proposed within this Plan.





Above: Edmonton International Airport Vicinity Protection Area NEF Contours from AVPAR-AR 55/2006

2.1.4 Existing Development

At the time of the writing of this ASP, the portions of the Plan area that have been constructed are located along the northern boundary. Single detached residential has been located on either side of Caledonia Drive, Coady Boulevard, and Meadowview Drive. A large storm water management facility (SWMF) has been partially constructed between Caledonia Drive and Coady Boulevard. Both a school (Caledonia Park School) and a church have been developed on Coady Boulevard (See Map 4-Development Concept). Subdivided parcels are indicated by legal lines.

2.1.5 Rimbey/Keyera Pipeline

A high pressure petroleum products pipeline bisects the Plan area from the southwest to northeast (See Map **2-Context).** No proposal exists to decommission or relocate the pipeline. Setback requirements from this pipeline as per Leduc's Land Use Bylaw are 15.0m from either the centre line of the right-of-way or from the centre of the pipeline, whichever is the lesser.

A risk assessment was completed by Thompson Environmental Consulting in 2018 to assess required setbacks to proposed school facilities. This risk assessment concluded that a safe building setback of 12m from the pipeline is required. This assessment is below the Leduc Land Use Bylaw requirements are required on either side of the right-of-way for any institutional public use. Therefore, the Land Use Bylaw setback requirement shall be adhered to.



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2.2 Policy Context and Statutory Compliance

Since the inception of the original South East Leduc ASP a number of statutory documents have been updated and initiated. This ASP recognizes the current planning context within the City of Leduc and surrounding areas.

Municipal Government Act (MGA)

The Municipal Government Act (MGA) outlines the requirements of Area Structure Plans. The compliance of the ASP with the MGA is mandatory. This plan conforms to the MGA section 633(2) in that it:

- a. Must describe
 - I. Describes the sequence of development proposed for the area;
 - II. Land uses proposed;
- III. Density of Population proposed; and,
- IV. The general location of major transportation routes and public utilities; and

b. May contain any other matters, including matters relating to reserves, as the council considers necessary.

Edmonton Metropolitan Region Growth Plan (2016)

This Plan does not require referral to the Edmonton Metropolitan Region Board under Ministerial Order L:270/10. Plans previously approved under the Capital Region Board (CRB) shall be grandfathered under the previous CRB policies, except in any case of proposed reduction of residential densities. However, the intent of the SE Leduc ASP continues to be aligned with the intent of the Edmonton Metropolitan Region Growth Plan (EMRGP). Proposed residential densities have increased from previous approved plans. This Plan supports the key regional Vision and Strategic Principles of the EMRGP as summarized below.

Guiding Principles and Objectives		ASP Outcomes	
I. PR	OMOTE GLOBAL ECONOMIC COMPETITIVENESS AND REGIONAL PROSPERITY Promote global economic competitiveness and diversification of the regional economy Promote job growth and the competitiveness of the Region's employment base Enhance competitiveness through the efficient movement of people, goods and services to, from, and within the Region Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce	 This plan provides housing to support the expansion of economic centres in the Metro Region (Edmonton International Airport, Nisku, and Edmonton). Increased population requires housing investment and business growth to service expanding needs of all residents. Expanding residential opportunities in Leduc for local employees may help to relieve commuting pressure on QEII Highway between Edmonton and Leduc. Construction of the required arterial road south of the Plan area shall enhance the local road network. The City of Leduc provides extensive urban amenities in a small town environment. Southeast Leduc supports this by providing modern urban living with a distinctive and appealing small town suburban form. 	
	OTECT NATURAL LIVING SYSTEMS AND INVIRONMENTAL ASSETS	 Significant tree stands will be protected wherever possible. 	



2.1 2.2	Conserve and restore natural living systems through an ecological network approach Protect regional watershed health, water guality and quantity	 The storm water management facility will minimize negative runoff impacts on regional watersheds. Storm water management to reduce impacts of facility or other extension water management to reduce impacts. 	
2.3	Plan development to promote clean air, land and water and address climate change impacts	flooding or other extreme weather events associated with climate change.Alternative transportation is supported by the trail	
2.4	Minimize and mitigate the impacts of regional growth on natural living systems	 and park network and may result in a reduction of greenhouse gas emissions, air pollution, by reducing automobile use. Increased residential densities compared to mature Leduc communities to reduce the rate of land 	
Q 3.1 Ledu	 COGNIZE AND CELEBRATE THE DIVERSITY OF OMMUNITIES AND PROMOTE AN EXCELLENT UALITY OF LIFE ACROSS THE REGION Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages c is located within the <i>Metropolitan Area</i> policy f the EMRGP. This Policy Tier entails: Urban service levels Contiguous urban settlement Major employment areas Cultural, health, and major commercial centres Regional commuter transit and varying levels of local service Plan for and promote a range of housing options Plan for and promote market affordable housing and non-market housing to address core housing need 	 consumption while still providing desirable housing. The Plan area supports all expectations for development within the Metropolitan Area by logically extending existing infrastructure near employment and institutions and is easily serviceable by bus transit. This ASP supports strong inclusive community through a wide range of housing options from single family, to semi-detached and townhomes. Housing is provided at market prices. Affordability of the housing is increased through developing the ASP as a higher density and with more medium density housing than older areas of Leduc. 	
	CHIEVE COMPACT GROWTH THAT OPTIMIZES FRASTRUCTURE INVESTMENT	 This ASP logically extends residential development and contiguous infrastructure. 	
4.1	Establish a compact and contiguous development pattern to accommodate employment and population growth	 The proposed development is entirely within the Citlimits of Leduc. This greenfield development includes a variety of residential options, recreation amenities, and a future school site. All factors contribute to a complete community in Southeast Leduc. This ASP was first created under the Capital Region Board. At that time, the ASP was located within Priority Growth Area (PGA) E with a minimum development of Capital Region between the Capital Leduc. 	
4.2	Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint		
4.3	Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities		
4.4	Plan for and accommodate rural growth in appropriate locations with sustainable levels of servicing	density farget of 25 units per net residential hectar The proposed ASP density of 27.2 per net hectare is higher than the CRGP minimum density for this PGA. As well, the 5,788 projected residents represent about 16 percent of CRB high projection of 36,300 for the City of Leduc. All previous plan	
4.5	Plan for and develop mixed use and higher density centres as areas to concentrate growth		



4.6	infrastructure to support planned growth	 approvals are grandfathered in under the Edmonton Metropolitan Region Board. This plan strives to achieve the highest densities possible within the approved land use pattern. Construction of the required arterial road south of the Plan area shall enhance the local road network and be timed to support properly phased development. All proposed land uses are compatible. A risk assessment has been completed to confirm the safety of development adjacent to the Keyera Pipeline.
v . 5.1 5.2	ENSURE EFFECTIVE REGIONAL MOBILITY Develop a regional transportation system to support and enhance growth and regional and global connectivity Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community	 Regional transportation to support the development includes construction of the arterial along the ASP south boundary. The ASP area provides an adequate network for transit. Alternative transportation is supported by the provision of sidewalks and multi-use trails. The Plan complies with all Edmonton International Airport policies and provides a large local labor pool.
5.3		
5.5	Northern Alberta's primary air gateway to the world Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions	
F 6.1 6.2 6.3	NSURE THE WISE MANAGEMENT PRACTICES OF PRIME AGRICULTURAL RESOURCES Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system	 This ASP is located within the City of Leduc. No additional expansion into agricultural lands is required. All proposed development follows logical extension of residential development in Leduc. Land fragmentation of agricultural land is strictly avoided. Residents in Leduc are well positioned to be employed in nearby agricultural operations.



City of Leduc 2012 Municipal Development Plan (MDP)

A selection of relevant MDP policies and the anticipated ASP outcomes is included below.

Policy	ASP Outcomes
2-ENVIRONMENT AND INFRASTRUCTURE Safe and sustainable systems	This ASP incorporates open space connectivity to encourage pedestrian activity and alternative transportation. Traffic calming is provided by means of staggered intersections and gentle road curves to help keep the streets safe for pedestrians.
ENVIRONMENTAL PRIORITIES (p.23) "shifting towards alternative modes of transportation."	The strategic location of Medium Density Residential sites nearby to the school site and multiway network is designed to encourage pedestrian and cycling activity.
2B-CLEAN AIR AND GREENHOUSE GAS EMISSIONS " active modes of travel such a walking and cycling through integrated planning and the promotion of compact urban form and mixed land use"	The layout of the community promotes walkability and cycling in both commuting and recreational respects. MDR sites located near the school and trail systems are also adjacent to single-family neighbourhoods and support active transportation modes by all residents. An accessible pedestrian greenway is protected through the plan area.
4B) GENERAL LAND USE PLANNING 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, open space, recreational facilities, and educational institutions."	Services and facilities are located within walking distance of most residences which allows for reduced dependency on the automobile. Park spaces are centrally located to encourage local recreational use. Educational institutions for residents are to be provided within the community.
4E) NEW RESIDENTIAL DEVELOPMENT 11- "Protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the multi-way system	The community design incorporates strong connectivity to surrounding areas and internal connectivity between open spaces and residential areas.
 4H) TRANSPORTATION AND UTILITY INFRASTRUCTURE 2- "Investing strategically in new infrastructure where coordination of service provision with compact urban form and efficient land use will result in long term economic, social, aesthetic and environmental benefits to the community." 15- "Integrating pedestrian infrastructure such as sidewalks, trails, pathways and the multiway system into the overall transportation network" 16- "Promoting safety on streets and sidewalks with traffic control measures, snow clearing and ice control, street lighting and pedestrian oriented streetscapes." 	The integration of trails, the multiway system, open spaces and sidewalks into the overall design concept encourages walkability within the community. Traffic calming measures such as staggered intersections and limited straight through roadways help to promote the walkability of the community. Utilizing the hierarchy of roads with a majority being local and collector roads rather than arterials helps to create a sense of safety, community and place.
6A) ACTIVE AND HEALTHY COMMUNITY 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."	The multiway system links various residential neighbourhoods and is incorporated as part of the overall linked open space network. The high pressure pipeline rights-of-way open space provides an opportunity to extend the multiway system along the pipeline.



k spaces to encourage interaction between the various ices and land uses. The strategically placed trail heads w for an integrated trail system that links with the City tem. k safety is achieved through design and incorporates TED (Crime Prevention Through Environmental Design) itegies. The majority of the parks flank neighbourhood ds and residential lots which help open up the spaces to
-

Our Sense of Place-Neighbourhood Design Strategy (2009)

Leduc's Neighbourhood Design Strategy focusses on creating unique, livable and vibrant communities and providing superior quality of life. Relevant policies and aligned ASP out comes are presented below.

Policy	ASP Outcomes
"Creating a sense of place is about using urban design to create spaces that people are drawn to and want to take ownership of." (p.7)	The design of neighbourhood parks and high quality amenities results in a functional space which encourages use and has unique character. Anchor points such as school sites located at community entrances help create a sense of place and are points of pride for residents.
"All the great aspects of a community cannot be appreciated or enjoyed from a car - it requires getting out and enjoying the community as a pedestrian." (p.8)	The nature of the proposed design of the community lowers the priority of the car but still provides high-quality, if lower speed, automobile movements through an attractive and interesting public realm. The traffic calming effect creates a safe environment for pedestrians including for the elderly and children.
The Strategy-Maintaining and creating a sense of place (p.15) 1.1 Walkability 1.4 Attention to aesthetics and urban design 1.7 Integrated park systems 1.10 Integrated and safe transportation network	The walkable nature of the community is achieved through linked open spaces and helps to promote an integrated community and city-wide park system. A safe and integrated road system is achieved through short runs and staggered intersections and by minimizing straight-through road alignments. Public spaces shall be attractively landscaped.

City of Leduc/Leduc County Intermunicipal Development Plan 2010-2044 (IDP)

Policy	ASP Outcomes
1.3 Guiding Principles (p.3) 2-Creating Vibrant Communities	The focal points created by the park nodes and storm water management facility (SWMF) create a sense of place and encourage people to interact with these spaces, contributing to the vibrancy of the area and fostering a welcoming, interactive community.
1.3.1 Smart Growth	The community design incorporates strong open space connectivity between the SWMF, school sites, residential



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-Foster distinctive, attractive communities with strong sense of place -Create walkable communities with meaningful open space	areas and the open spaces. This creates a sense of place distinctive to the community and promotes walkability between these spaces and uses.
1.3.2 Creating Vibrant Communities -Safe and healthy neighbourhoods -Compatible integration of home, community, work, commerce and recreation	The walkable and integrated elements of the community encourage a safe, healthy and integrated community. A Dinosaur themed park has been constructed and is an excellent place for the community to come together. It integrates recreation, history, education and healthy social interaction – the vibrancy created will be significantly increased as compared to most residential communities.
4.2 Residential "The goal is to create communities with the full range of housing affordability, housing types, services, amenities, employment opportunities, parks, open spaces, trails and community facilities."	This ASP supports a range of housing types and incorporates integrated parks, multiway trails and facilities.
Residential Density 4.2.2.3-"All residential development and subdivision with new Area Structure Plans in the IDP area shall achieve a target density of 25-30 units per net residential hectare (upnrha)"	The ASP sets to achieve a neighbourhood residential density of at least 25 units per net hectare for LDR and an overall density of over 27 units per net hectare. This density is a significant increase from the previous approved Area Structure Plan (See Table 1 in Appendix B for development statistics).
Residential Community/Neighbourhood Design 4.2.2.6 New residential communities within the IDP area should incorporate design that: -Reduces vehicle dependency -Includes a variety of housing choices -Exceeds minimum residential densities -Supports pedestrian and public transit connections, and, -Provides access to open space and recreational areas/facilities	The community design promotes strong pedestrian connections between open spaces, which encourages walkability and cycling. The residential densities exceed the densities of the previous ASP. There is a variety of housing types within the neighbourhood which encourages diversity and meets "Market Affordability" criteria as outlined by the Capital Region Board at the time of ASP review.

City of Leduc 2018 Transportation Master Plan (TMP) (2018)

Relevant Policy Statements from the TMP are summarized below, along with anticipated ASP actions and outcomes supporting the TMP Policy Statements. The Policy Statements have been edited for brevity. For more detail, please consult the *City of Leduc 2018 Transportation Master Plan*.

Policy Statements	ASP Outcomes			
4.1 Environment 2A-Environmental sustainability shall be encouraged through increased transit use and	This ASP provides a road network easily serviced by transit and an integrated multi-way and pedestrian network.			
active transportation, and meaningful community engagement to promote goals. 2B-Improve air quality and reduce emissions through promotion of active transportation,	Residential density is higher than the adjacent existing communities (excepting Southfork to the west), while still retaining single family as the dominant housing style.			



enhanced pedestrian infrastructure, expanded transit services, and support of compact urban development and mixed land uses. 2C-Energy efficiency shall be improved through expanded transit service, alternative technologies and energy conservation (in planning, design and construction), responsive traffic signal technology, and energy efficient street lighting.	The plan integrates a large school site in a central location to serve the community efficiently. Energy efficient construction processes and materials will be used wherever feasible.				
4.2 Economy and Tourism 3A-The City shall foster regional economic development and tourism through development of: convenient roadway corridors, municipal multi-modal network, and safe, efficient access to municipal transportation infrastructure. 3B-The City shall foster economic development initiatives through assuring new developments have access to municipal roadways and adequate off-street parking and loading/unloading facilities.	Transportation infrastructure proposed in support of this plan includes multiway trails, the addition of an arterial road along the south boundary opening a new access point and railroad crossing into Southeast Leduc. Roads are provided to support the anticipated traffic demand and efficiently utilize the invested capital. All areas are serviced by municipal roads and shall provide parking is accordance with the City's design standards and Land Use Bylaw.				
 4.3 Building Our City 4A-The City shall foster growth management by ensuring that enhanced infrastructure and services are applied to existing urban areas that favour increased urban densities or compact urban form, contiguous transportation infrastructure, travel demand forecasting, complete street corridors, and sustainable new transportation infrastructure 4B-The City general land use policies shall encourage planning which facilitates more compact and dense urban areas with enhanced active transportation infrastructure, assure multiway trail system is integrated with new initiatives, assure infrastructure investment initiatives are fully supported by appropriate studies. 4E-Policies in new neighbourhoods shall integrate all transportation modes, provide multi- modal transportation networks, encourage connecting pathways between developments, protect rights-of-way where necessary, ensure all new development complete TIA to identify road and parking needs, during detailed design process implement noise mitigation measures. 	Southeast Leduc represents an increase of density compared to the older areas of Leduc. This means that roads and utility infrastructure are more efficiently utilized, and more sustainable in terms of managing replacement costs. All areas to be developed within the plan are contiguous and build on existing developments. No leap-frog development is proposed or supported by this plan. A TIA and preliminary engineering design have been completed to present data for the proposed roadway and utility infrastructure and base investment decisions off of rational, defensible studies. Please refer to these documents, submitted under separate cover, for additional information. This ASP supports the planning goals of the TMP through multi-use trials, high quality roadways, and connections to surrounding communities.				
4.4 Social Wellness & Safety 5C-The City shall encourage healthy, inclusive, and safe communities through accessible transit, following the recommendation of the TMP, encourage regulations which integrate pathways and corridors that link communities, encourage	Transit services are anticipated to utilize collector roadways and be accessible to all residents. Trails and connections to other neighbourhoods (existing and future) are provided for and protected. The multiway trails provide safe active transportation alternatives within the ASP. Specifically, trails located along				



development that would further enhance safety of cyclists, pedestrians and drivers.	the Keyera pipeline right-of-way are removed from roads and road intersections, connected to the school site, providing additional safety for vulnerable users.			
4.5 Recreation & Culture 6A-Along with healthy community policies, the City shall incorporate active transportation modes, provide multiway and other active transportation facilities, protect for and promote expansion of multiway network and other rights- of-way.	Active transportation facilities and links to adjacent neighbourhoods are provided which support and promote active transportation. Active modes of transportation are prioritized and treated as essential and attractive components of the community transportation strategy.			

Leduc Land Use Bylaw (LUB)

All development within this ASP shall conform to Leduc's LUB at the time of subdivision.



3.0 Development Concept

3.1 Overview and Objectives

This Plan has been created to ensure a logical development pattern is applied to the remaining lands in the ASP area. Only residential and public land uses are proposed as shown on Map 4 – Development Concept. The concept aligns with the existing pattern of development in the Plan area and adjacent lands. Tables 1, 2 and 3 in Appendix B show the land use breakdown resulting from this concept.

The key objectives of the ASP are as follows:

- Provide a safe, high quality residential community with a range of housing types to meet the needs
 of potential residents while respecting current residents' expectations of their communities.
- Provide a family friendly environment where children can grow and play safely while enjoying the
 prosperity of Leduc and the greater Capital region.
- Ensure transportation, water, sanitary sewer, storm water management and utilities servicing meet the needs of the community and are reliable and efficient.
- · Protect natural features where possible for the enjoyment of future and current residents.
- Provide recreational opportunities and support a range of active transportation options available to residents of all ages and abilities.
- Provide housing within a close proximity to employment and services, and;
- Support the City of Leduc's growth and development policies to maintain Leduc as a desirable and attractive place to live.

3.2 Public Space, Municipal Reserve, and Connectivity

Public space in the form of Public Utility Lots (PULs) have been designated for use as a storm water management facility (SWMF) and as rights-of-way for utility services.

Municipal Reserve (MR) is dedicated per the requirements of the MGA. This means that up to 10 percent of developable land will be dedicated to the City of Leduc as MR. The land use breakdown proposed by the development concept is shown on Tables 1-3 and in Appendix B. MR dedications from previous stages of development, including some areas outside of the ASP boundary, have been carried over into this ASP. For MR dedications to meet the 10% requirements of the MGA, 13.53 hectares of MR shall be dedicated within the ASP limits.

During the construction of Meadowview stage 13A, the fossilized remains of hadrosaurs were uncovered. A dinosaur themed playground has been built in the northeast portion of the Plan area to celebrate local archeology and create a unique public place for local families and visitors to enjoy. The dinosaur playground was built collaboratively, with financial contributions from Qualico Communities and the City of Leduc.

Park spaces, sidewalks and trails are proposed that allow for a variety of alternative pedestrian movements. The high pressure pipeline corridor is proposed to contain a multiway trail. **Map 5** shows municipal reserve locations, the proposed multiway trail system, and pedestrian connection points to these public facilities. A 4.95 hectare (12.23 acre) school site has been provided to meet the site requirements of the local school boards.



The lands within the Keyera pipeline right-of-way may be considered for municipal reserve credit at the discretion of the City at the subdivision stage. The portion of the Keyera right-of-way within the future school site shall receive MR credit.

3.3 Residential Land Uses

A variety of housing types are proposed in this Plan as shown on **Map 4**. Residential development in the SE Leduc ASP area is predominantly single-family detached dwellings (RSD-Residential Standard District). The density of housing will transition from the constructed single detached dwelling areas in the north portion of the ASP boundary. The transition will continue with the development of RNL-Residential Narrow Lot zones moving south culminating with two medium density housing parcels in the south central area, one north of the large MR parcel/future school site and the other located east of Coady Boulevard. This allows for a significant range of household income levels to consider locating in the area with access to future transit services and recreation opportunities in an integrated fashion with traditional single detached dwellings.

3.4 Transportation Network

The concept of hierarchical roadways described in the initial 1993 ASP (arterial, collector and local roads) has been retained. The proposed alignment of roads is shown on **Map 6**. Construction of sidewalks and other related infrastructure will be provided as per City standards.

Coady Boulevard is the north-south arterial link through the Plan area. It will ultimately be extended south to the future arterial which will bound the site along the southern limits. 26.0 metre wide right-of-way will be dedicated for the future arterial along the south boundary of the Plan area. Landowners to the south of the Plan area will be required to dedicate the remaining portion of road right-of-way.

The major collector roadway known as Caledonia Drive will continue from its current extent in the western portion of the Plan area and will sweep eastward to connect with Coady Boulevard. An initial access and rail crossing location to the south arterial is provided in the southwest corner of the ASP. A major collector link (Meadowview Boulevard) is constructed from Coady Boulevard east to Range Road 250 (CW Gaetz Road). Traffic calming measures are incorporated into the design as gentle curves which will slow the speed of traffic and reduce opportunities for speeding. A major collector link is also provided east of Coady Boulevard, north of the multifamily site to permit access to the multifamily site and to link the multiway trails of Coady Boulevard with the north/south multiway located to the east.

All other roadways will be designated as local roadways and lanes. Aside from road alignment design, no traffic calming measures are required or proposed for local roadways or lanes. The proposed curvilinear road network and limited straight-through links will discourage speeding and create a pleasant pedestrian experience. A significant number of residential blocks are proposed to be serviced with a 6.0m lane as outlined in City standards. This expands the diversity of housing products that can be pursued within the Plan area. See **Map 6** for more detail.

Due to the proximity to arterial roads and railways, noise studies may be required at the subdivision stage prior to engineering drawing approvals at the discretion of the City of Leduc administration. These intent of these studies is primarily to determine noise mitigation requirements (screening, fencing, separation distances, etc.).



3.5 Plan Amendments, Public Consultation, and Other Considerations

Any proposed amendment to this Plan shall require collaboration with the City of Leduc and public consultations consistent with *Guidelines for ASP and OLP Preparation in the City of Leduc* to be held for surrounding property owners, and the community at large. Notifications are to be provided to the public by either the Planning and Development Department or the applicant as per City policy and in compliance with the *Municipal Government Act.*

All major changes to the plan shall require City Council approval. Any proposed amendment shall be assessed by the City of Leduc, subject to the City's discretion, to determine if an amendment is major or minor in nature. Major amendments may require referral to relevant City departments, and other government agencies prior to approval by Council.

The development pattern proposed in the ASP adheres to the City of Leduc's Land Use Bylaw and engineering standards. These standards provide the infrastructure requirements that allow for the community to flourish year round. Specifically, in addition to housing and servicing, the LUB guidelines provide appropriate room for snow removal and snow management, and fire and emergency response access during and after the various stages of the Plan are constructed.



4.0 Services

Utility services will be designed to meet or exceed City of Leduc engineering standards wherever possible. Precise staging of service installation will be determined by detailed engineering studies and available infrastructure capacity. The following summaries reflect the intended outcomes of this Plan and are subject to minor revisions during the detailed design process to ensure the highest possible levels of service and marketability are ultimately achieved.

4.1 Previous Studies

The results of the following engineering studies have been incorporated into this ASP and have been previously submitted under separate cover to the City of Leduc:

- Tribute/Meadowview Subdivisions Neighbourhood Design Report (2003) Stantec Consulting Ltd.
- <u>Southeast Leduc Area Structure Plan Amendment Supporting Information</u> (2012) Al-Terra Engineering Ltd.
- <u>Risk Assessment</u> Tribute and Meadowview Park Neighbourhoods Southeast Leduc Area Structure <u>Plan (</u>2018) Thomson Environmental Consulting
- <u>Southeast Leduc Area Structure Plan Amendment Stormwater Management Assessment</u> (2018) Al-Terra Engineering Ltd.
- Southeast Leduc Area Structure Plan Water Network Assessment (2019) Al-Terra Engineering Ltd.
- Southeast Leduc Traffic Assessment (2019) Bunt & Associates

4.2 Water Distribution

Water servicing will be provided via two water mains on the north boundary of the site. One 300mm water main follows the alignment of Caledonia Drive while the second is 350mm in diameter and follows Coady Boulevard through the Plan area. Water main looping will be provided by the connection of these two water mains between Caledonia Drive and Coady Boulevard. The east portion of the site is serviced by a 350mm water main from Coady Boulevard within Meadowview Boulevard. Future water main looping is provided via Coady Boulevard north of the southeast multi-family site. Water main loops of 200mm or less will be installed along the local roads from the mains to service all residences. Water main looping will ensure that water for fire flows and domestic needs are met for the entire ASP during all projected peak hour and fire flow requirements. A 350mm water loop connection to the west may be required and, if necessary, will be provided from Southfork, west of the CP Railway.

Six water main tie-in points are proposed to service future development to the west, south and east of the Plan area. A single 250mm main currently extends to C.W. Gaetz Road near the north-east corner of the ASP area. One 350mm water main is proposed to extend to the west (Southfork). A 350mm main extends south along Coady Boulevard, as well as another extending south from Caledonia Drive, to the south boundary of the ASP to serve future development to the south. A 350mm main will tie into the existing 350mm water main which across C.W. Gaetz Road at the intersection with Robinson Drive to service the Robinson ASP lands. One 350mm water main connection point is also provided to the Robinson ASP located opposite the south collector in the Robinson ASP. (See Map 7 for more information).



April 2019

4.3 Sanitary Sewer

The major sanitary sewer alignments follow the collector road network. The direction of flows is indicated on **Map 8**. Three connection points are indicated; they are located in the vicinity of McKay Close and Meadowview Drive, Meadowview Drive and Moberg Road, and at Caledonia Drive south of the intersection with Campbell Road. The sanitary waste generated from the Plan area flows along multiple routes through the existing development and ultimately connects to a sanitary trunk in Rollyview Road.

The ultimate sizing of the proposed sanitary system will be determined at the time of detailed engineering design. The system will be sized to accommodate future development to the south and east and will meet or exceed municipal requirements.

4.4 Storm Water Management

The storm water management system includes one large SWMF within the ASP limits that will service the ASP lands. The size of the public utility lot housing the storm pond is 9.79ha. The pond has been partially constructed and will have an ultimate permanent water body size of approximately 3.50ha (at normal water level). The storm pond will discharge into the existing storm sewer located along Caledonia Drive.

The SWMF located within the Southeast Leduc ASP has been sized and designed to service the entirety of the ASP lands, as well as a portion of the South Boundary Road right-of-way drainage.

See Map 9 for overland flow direction information, storm water pond location, and pond discharge point.

4.5 Franchise Utilities

Franchise utilities including power, telecommunications, and natural gas services are readily available to be extended into the future development areas of the ASP. Utilities will be extended as required and installed in coordination with the franchise utility providers.



5.0 Implementation

5.1 Development Staging

Staging of the development is constrained by available services and service capacity. As shown on **Map 10**, Stage 1 has been previously constructed in the neighbourhood of Tribute in the north west of the Plan area. A portion of the eastern neighbourhood of Meadowview has been completed in the northeast. Generally, the pattern of development will occur from northwest portion of the site, in the neighbourhood known as Tribute to connect to the south arterial right-of-way. Then development will move towards the east portion of the Plan area, connecting development in Meadowview.

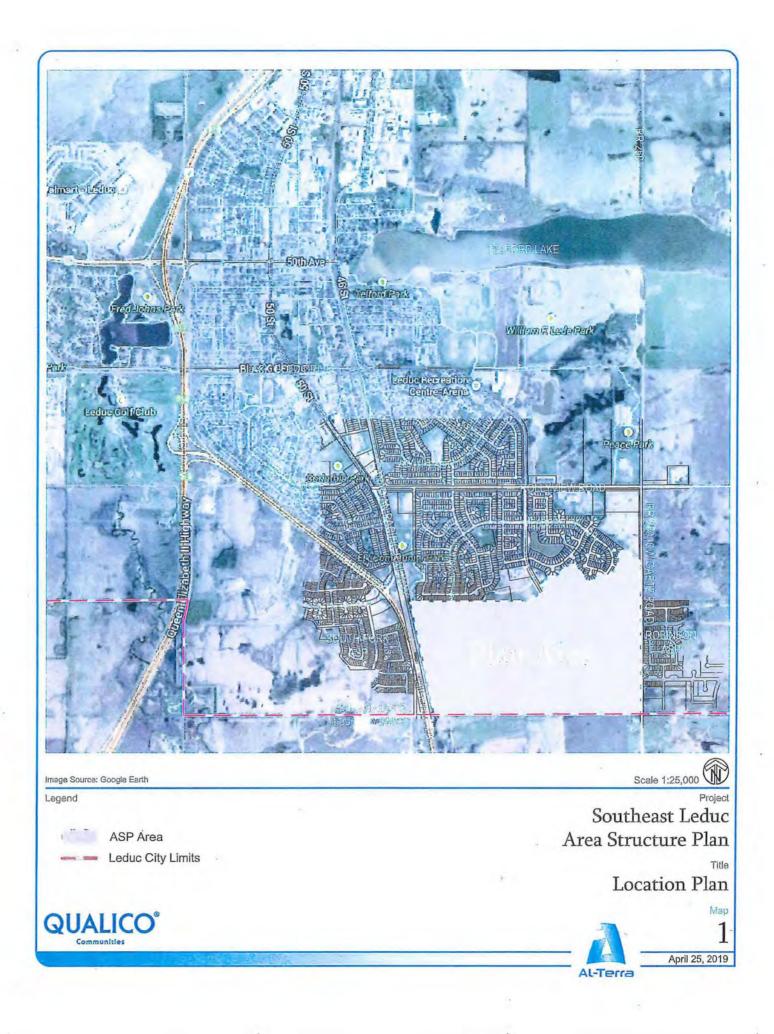
Staging of each phase will be designed to the satisfaction of City administration and will be constructed ensuring adequate utility servicing and transportation access is provided during construction.

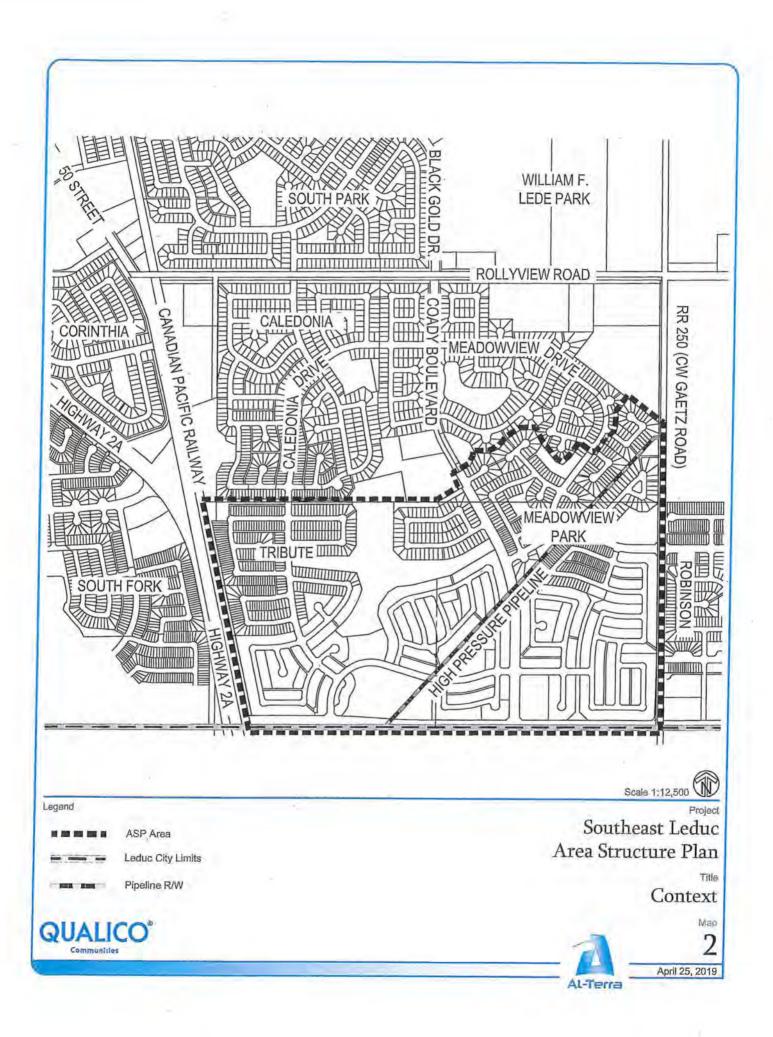


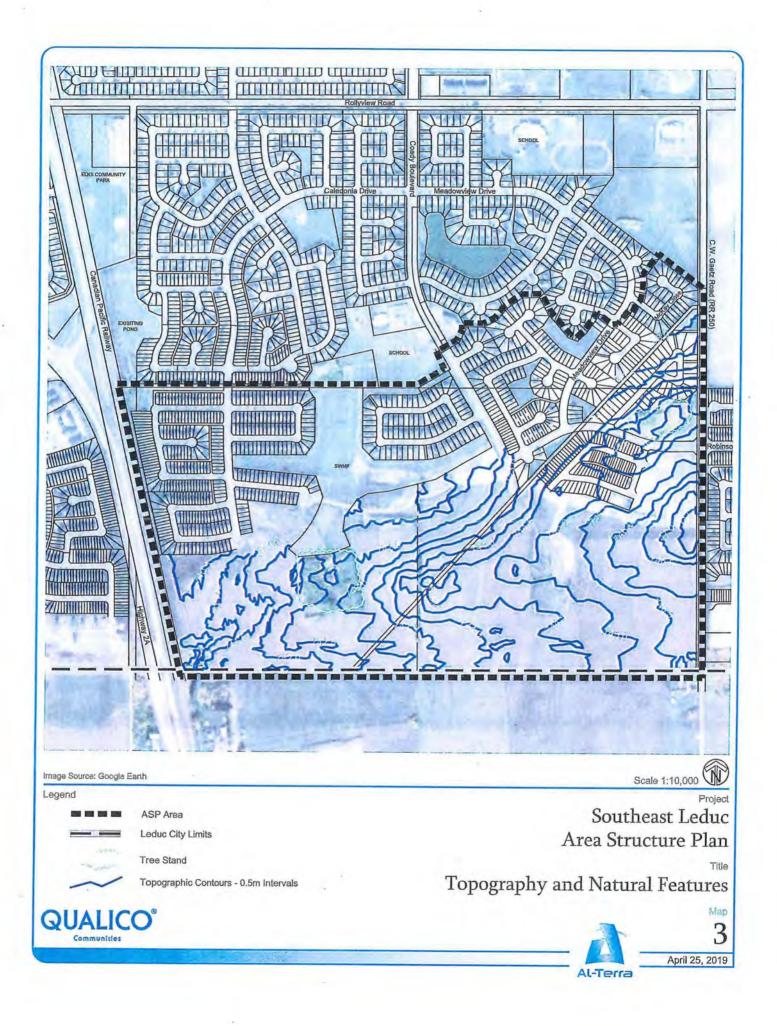
Appendix A

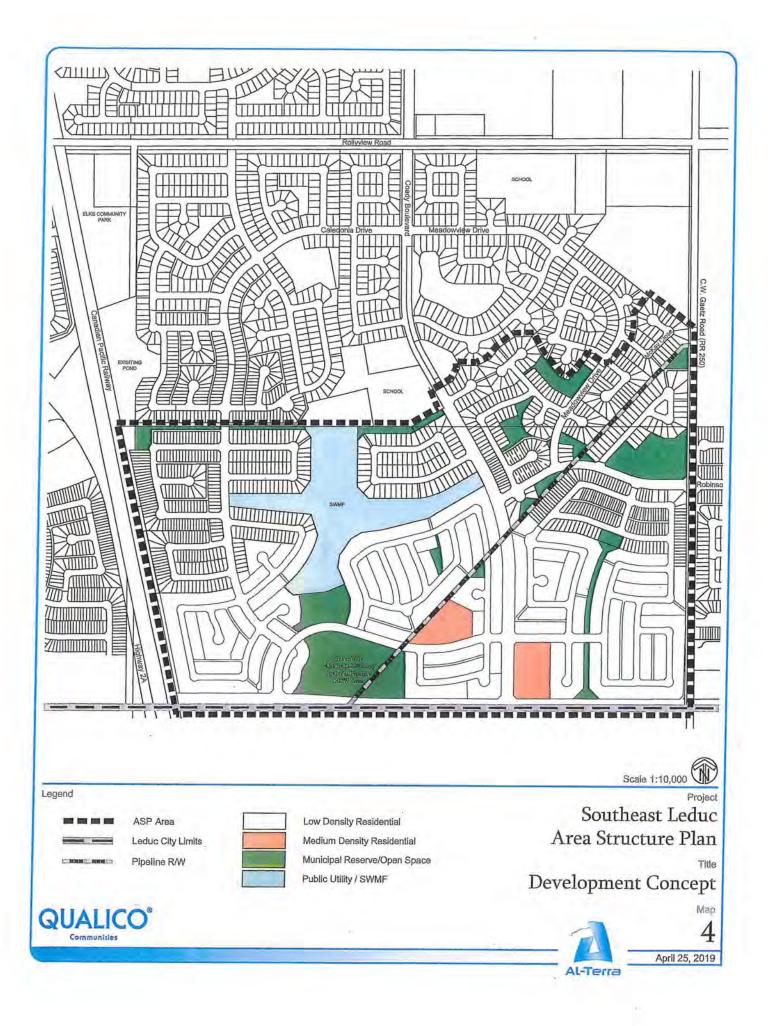
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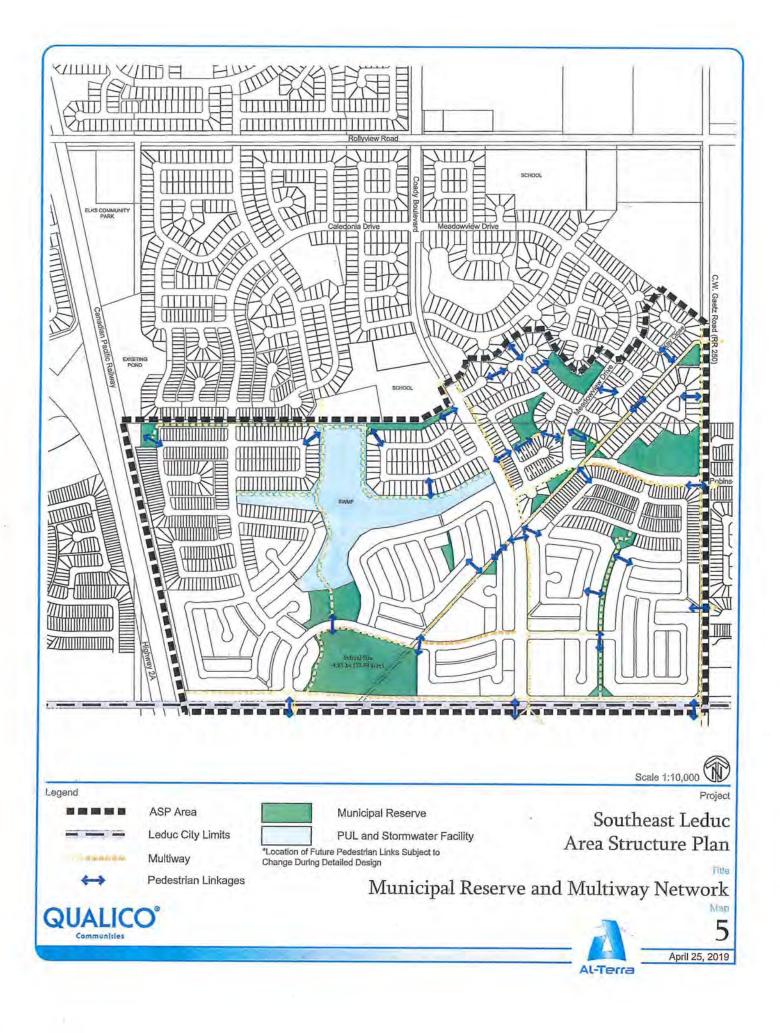




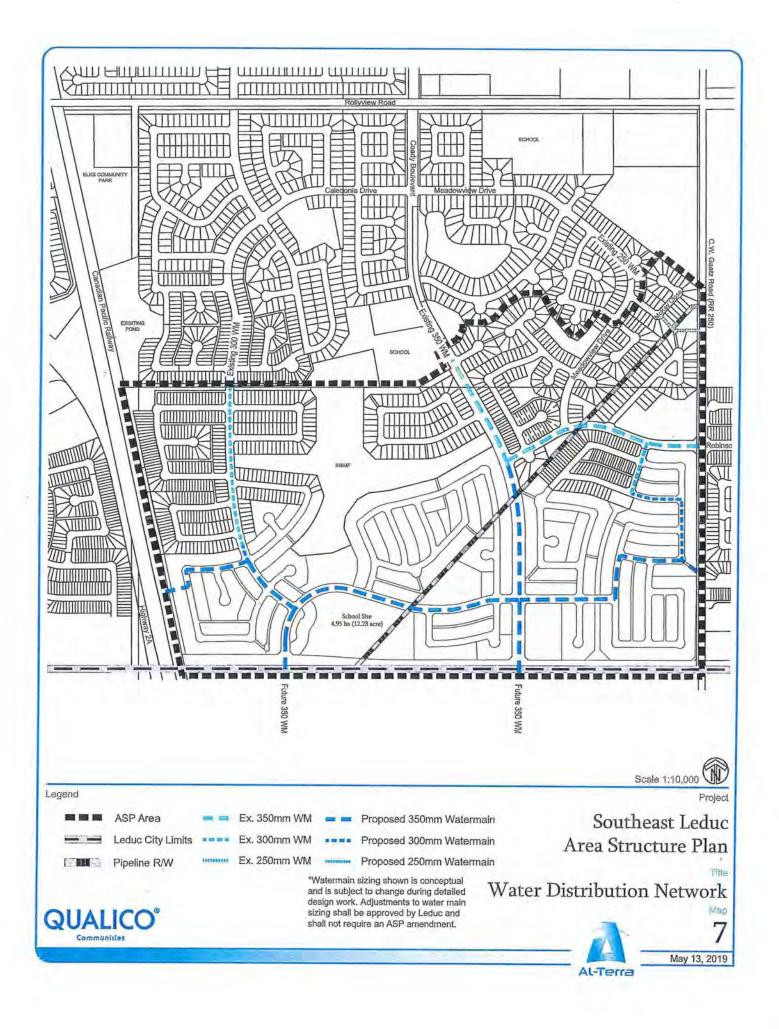


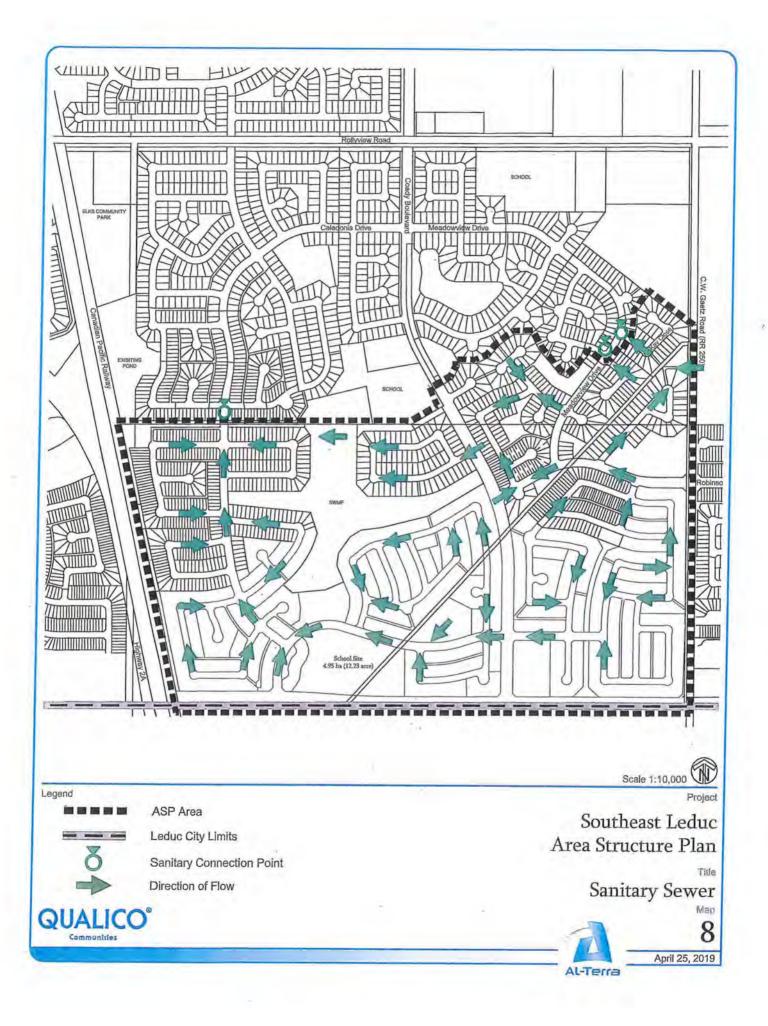


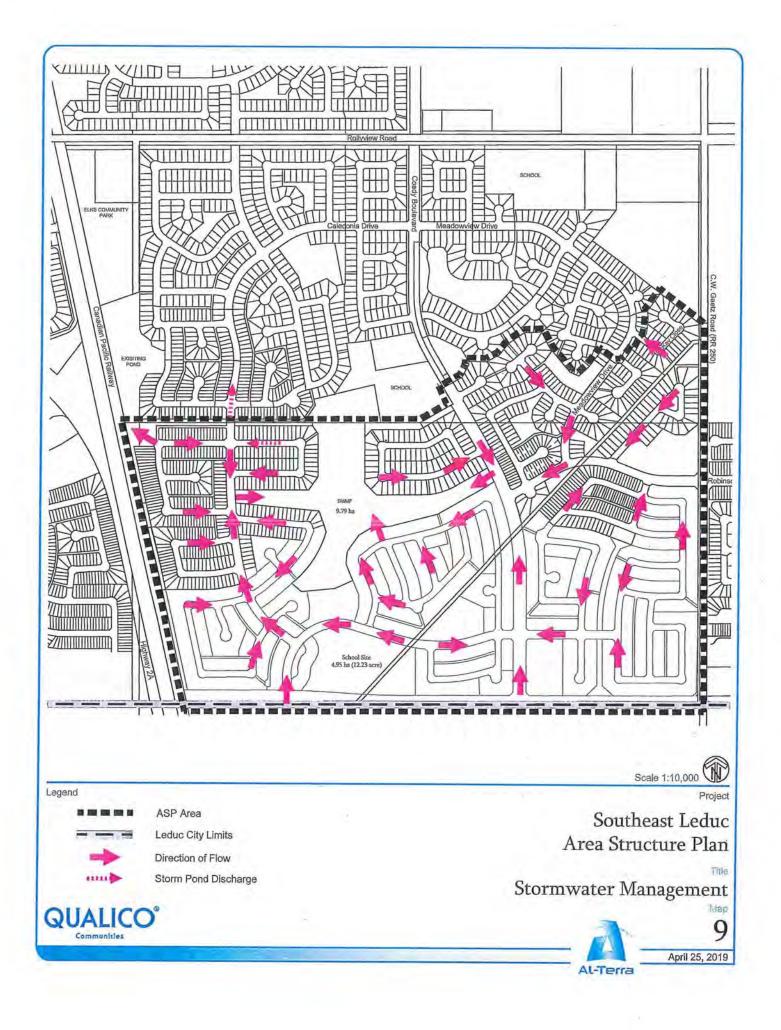














Appendix B

Development Statistics

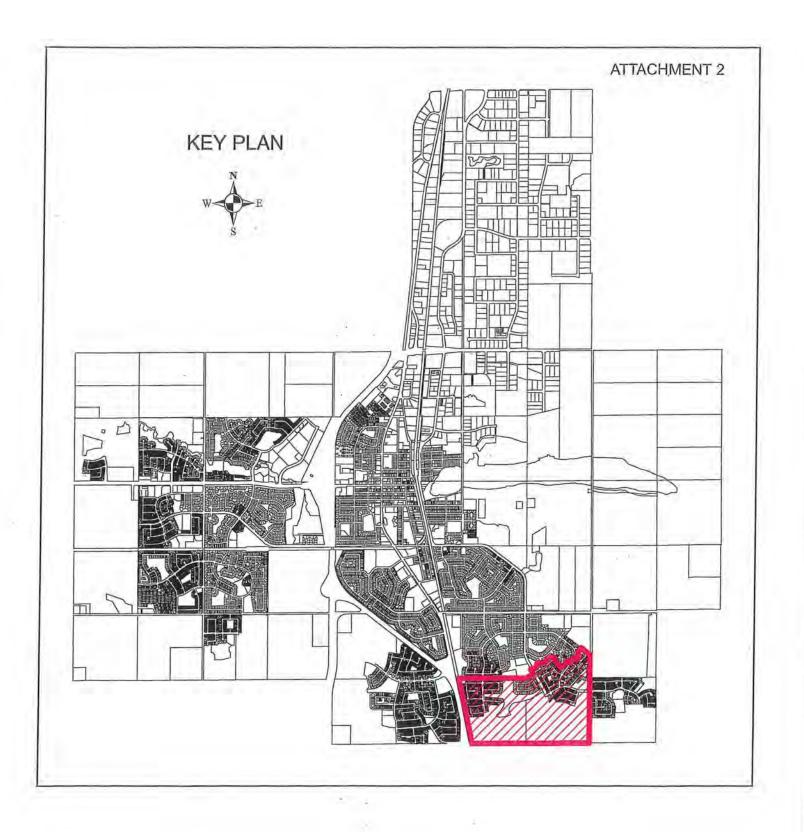


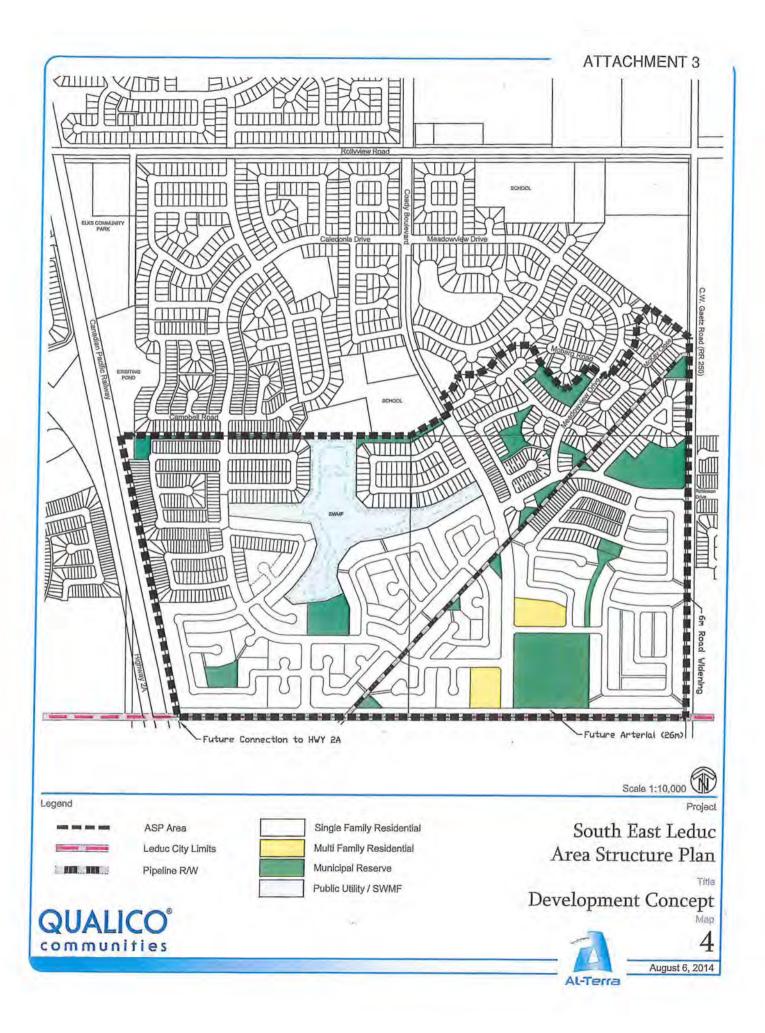
	4-		Area (ha)	% of GDA			
GROSS AREA (TITLE AREA)			141.12				
Undevelopable Lands			0.00		0.00%		
GROSS DEVELOPABLE AREA Total MR Dedication Required*			141.12	100.00%			
			13.53				
MR-School Site (Includes Keyera ROW)			4.95		3.51%		
MR-Parks, Open Space, and Connections (Excludes Keyera ROW)**			8.60	6.09%			
Roads			36.77	26.06%			
Public Utility and SWMF			11.43	8.10%			
TOTAL NON-RESIDENTIAL AREA			61.75	43,76%			
NET RESIDENTIAL AREA (NRA)			79.37		56.24%		
Table 2: RESIDENTIAL AREAS, UNIT COUNT	T & POPULATION						
Land Use	Area (nrha)	Uni	ts/ha	Units	People/Unit	Рор	% NDA
Low Density Residential (LDR)				1		1.1	
Single/Semi-Detached/Row Housing	76.23	5	25	1,906	2.8	5,336	96.05%
Medium Density Residential (MDR)		_		100			
Low-Rise Medium Density Housing	3.14	8	80		1.8	452	3.95%
Total Residential	79.37		_	2,157		5,788	100.00%
Sustainability Measures							
Population Per Net Reside	ential Hectare (ppr	nrha)		111		72.9	
Units Per Net Residential Hectare (upnrha)				27.:			
Table 3: STUDENT GENERATION							
Public School Board							
Elementary		2	79				
lunior High		1	29				
Senior High			29				
Public School Board SUBTOTAL			37				
Separate School Board							
Elementary			2				
lunior High			6				
Senior High			6				
Separate School Board SUBTOTAL			04				
OTAL SCHOOL POPULATION			11				

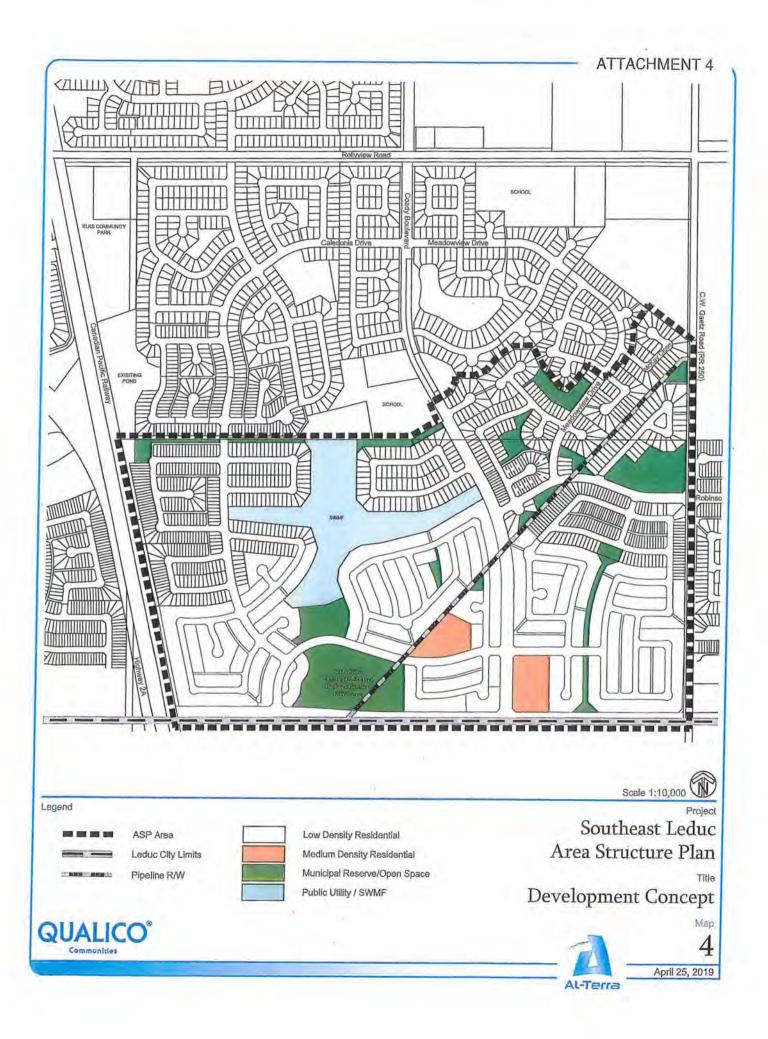
Note: Areas shown herein are subject to confirmation by field survey at the time of subdivision. Minor changes (as determined by the City of Leduc) and discrepancies to the above land use statistics are expected during detailed design and survey work and shall not require plan amendments.

*Municipal Reserve owing equals 10% of developable area, less over-dedications provided for previous development outside of the ASP boundary. As calculated by the City of Leduc.

**Municipal Reserve dedications are subject to confirmation and revision at the time of subdivision. Dedications shall be consistent with the Municipal Government Act requirements and subject to City approval.







3 August 2018 RA18-08

Qualico Developments West Ltd. #208, 3203 – 93 Street NW Edmonton, Alberta T6N 0B2

Telephone: 780.733.7365 e-mail: sgerein@qualico.com

Attention: Shane Gerein

Reference: Risk Assessment (Risk and Consequence Analysis) Tribute and Meadowview Park Neighbourhoods South East Leduc Area Structure Plan Leduc, Alberta

Further to your recent request, Thomson Environmental Consulting (Thomson) is providing this Risk Assessment regarding a pipeline corridor that transects the Meadowview Park and Tribute Neighbourhoods.

1.0 PROJECT UNDERSTANDING

Although not a specific requirement of the City of Leduc Planning Authority for this site, a Keyera Energy Ltd. Highly Volatile Product (HVP) pipeline corridor traverses the property for which a risk assessment has been required on a nearby property. The existing pipeline(s) within this corridor could potentially be a source of risk for residential or institutional occupants of the area and it is desired that a risk assessment be carried out to quantify these risks.

2.0 SCOPE OF WORK

The following Scope of Work was completed In accordance with the Thomson Environmental Consulting proposal in general requirements of the City of Leduc Planning Authority:

- 1. Review Alberta Energy Regulator (AER) records to verify the size and product carried in the pipeline; and other relevant information including spill records.
- 2. Complete a site and area inspection to verify the nature of the pipeline corridor and the presence of any features that would influence or mitigate risk.
- Review AER pipeline performance records to ascertain the frequencies and likelihood of product leakage.
- Complete a risk assessment given the pipeline characteristics including calculation of the risk of fire and probability of fatality risk setbacks.

Prepare a written report that documents the potential risks associated with the pipeline corridor, risk of fatality and setback distances as well as mitigation measures that may be considered.

The above information was been compiled below along with the potential risks associated with the pipeline corridor, risk of fatality and setback distances.

3.0 RISK CRITERIA

The current development management approach for the City of Leduc and many other municipalities in Canada requires that a Risk Assessment be completed in the event of any rezoning or development in the vicinity of potentially hazardous land uses to avoid incompatible development. The City uses the Major Industrial Accidents Council of Canada (MIACC) acceptability criteria. The MIACC annual individual risk of fatality versus allowable land use is shown below in Table 1.

Risk of Fatality	Acceptable Land Use		
1 x 10 ⁻⁴ (one in ten thousand)	Industrial, warehousing, open space golf courses		
1 x 10 ⁻⁵ (one in one hundred thousand)	Commercial, low density residential, acreages		
1 x 10 ⁻⁶ (one in one million)	High density residential, office towers		
0.3×10^{-6} (3 in ten million)	Sensitive institutions (hospitals, schools, day cares, etc.)		

Table 1: MIACC Risk of Fatality and Acceptable Land Use

Future land use will be primarily residential, but will include a school site and possibly other sensitive land uses such as day cares, etc. Therefore, for the purposes of this assessment, the mid-level (1×10^{-6}) and most sensitive land use categories (0.3×10^{-6}) will be considered.

4.0 SITE RECONNAISSANCE AND PIPELINE CORRIDOR INFORMATION

An inspection of the subject lands was completed by Jim Thomson on July 16, 2018. Currently residential development lands are part of the north portion of the Tribute and Meadowview Neighbourhoods in the north half of Sec. 24-49-24-W4. A pipeline corridor traversed SE 24-49-25-W4 and a portion of SW 24-49-25-W4. At the time of inspection, residential lots and associated infrastructure was in place or under construction on either side of the pipeline corridor.

Signs were observed at street crossings in the neighbourhoods indicating the pipeline owner and contents, the details of which are shown below in Table 2.

Table 2: Details of Pipeline in Corridor

Licensee	Licence No.	Contents	Pressure (kPa)	Nom. Pipe Size (in)	Location
Keyera Rimbey Ltd.	3015-3	HVP-Propane	7,240 kPa	8.63	Traversing SE & SW 24-49-25-W4

Alberta Energy Regulator (AER) records indicate this pipeline starts at the Keyera Rimbey gas plant northeast of Rimbey and terminates in the Refinery Row area of Strathcona County.

5.0 HAZARD SOURCE – PROXIMITY TO KEYERA HVP PIPELINE

Representative hazards from propane carried in the pipeline could include explosions or fires (thermal effects). For thermal impacts, the U.S. Environmental Protection Agency (EPA) uses 5.0 kW/m² as the threshold limit (ERPG-2) value as noted below in Table 3. Flash fires and pool fires are common sources of thermal impact in a propane release. Typical effects of various levels of thermal radiation intensity are shown in Table 3 below¹:

Radiation Intensity (kW/m ²)	Observed Effect		
37.5	Sufficient to damage buildings & equipment. 50% fatality after 20 seconds (sec.).		
25.0	Minimum energy required to ignite wood. 50% fatality after 60 sec.		
12.5	Plastic tubing will melt. 10% fatality after 60 sec.		
9.5	Pain threshold reached after 8 sec; 2 nd degree burns after 20 sec; 1% fatalit after 60 sec.		
6.3	Sufficient to cause pain within 20 sec.; skin blistering and 2 nd degree burns is likely; 0% fatality.		
5.0	U.S. EPA Risk Management Plan criterion for 40 sec. exposure (ERPG-2).		
4.0	Skin redness but no lasting effects.		
1.9	Will cause no discomfort even for long exposure.		

Table 3: Effects of Various Levels of Thermal Radiation

The hazards of a pipeline breach include the potential for:

- vapour cloud flash fires if the propane isn't ignited right away; and
- liquid pool fire at source of leak (if ignition occurs).

C:\UsersJim\Documents\Work\Risk Assessment\Leduc Tribute-Meadowview 2018 RA\Report\Tribute-Meadowview RA 2018 Report DRAFT.Docx

¹ Bercha, F.G. Risk Analysis Methods and Applications. Universal Publishers Inc., Calgary, Alberta. 2014.

Thomson Environmental Consulting

Risk Assessment Meadowview Park and Tribute Neighbourhoods Leduc, Alberta August 2018

6.0 SPILL RECORDS

The spill records listed below are on file with AER for this pipeline.

Pipeline Date		Location	Substance Spilled	Remarks	
3015	Sept. 9, 2009	South of Pigeon Lake, 57 km southwest of site	N/A (equipment failure)	Complaint	
3015-1	August 24, 2001	South of Pigeon Lake, 58 km southwest of site	26 m ³ condensate	No product recovery	
3015-3	June 8, 1999	34 Ave-25 St., Edmonton, 26 km NE of site	Recovered	Pipeline hit by 3 rd party	
3015-5	May 25, 1990	Pigeon Lake 50 km southwest of site.	5 m³ fresh water	Seam rupture -	
3015-1	March 2, 1979	50 St. – Anthony Henday Drive, Edmonton; 23 km NE of site	1035 m ² chemicals 500 m ² gas production	No product recovery	

Table 4: Spill Records

There have no leaks or spills associated with this pipeline within 22 km of the subject property.

AER records also indicate an oil well was drilled and abandoned in 1952 at 04-19-049-24-W4M (southeast of the development lands) and never produced. It is not considered a concern.

7.0 FREQUENCY ANALYSES - PIPELINES

The probability of fatality or any other consequence from minor injury to severe harm at a given point from an accident can be estimated using various exposure scenarios. The area of influence is defined as the area in which the defined consequences are expected to occur. The area of influence depends upon a number of factors such as those listed below.

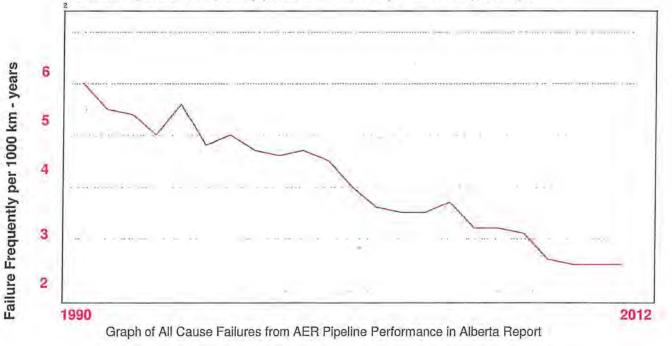
- 1. Rate and volume of material released.
- 2. Chemical specific properties and the method of dispersion.
- 3. Environmental conditions (temperature, wind speed, wind direction, and air stability) and site-specific factors.
- 4. Population density and portion of people indoors versus outdoors.

- 5. Ease of egress, i.e. multi-story buildings are harder to evacuate.
- Time of day or week, i.e. for residential neighbourhoods in the development area, any spill
 or event occurring after routine business hours would have more of a human impact than
 if it occurred during business hours.

Pipeline Releases

0

Alberta Energy Regulator (AER) pipeline failure data² indicates that the "All Cause Failure Frequency for 2012 is 1.5 per 1000 km per annum or 1.5×10^{-3} per kilometre-year as shown on the excerpted figure below. This frequency has decreased almost continually since 1990. This includes all pipe sizes, but the majority of pipeline failures (90.9%) occur in smaller pipe sizes (6 inches and under). Therefore, a more representative failure rate (taken from the same source and knowing there is only one pipeline in the corridor) is 1.4×10^{-4} per km-yr.



8.0 HIGH VAPOUR PRESSURE (e.g. PROPANE) CONSEQUENCE ANALYSES

There are five potential consequences of HVP release as listed below:

 Pool fire where released fluids accumulate and burn in close proximity to a pipeline; typically limited in extent.

AER Report 2014-B: Pipeline Performance in Alberta, 1990-2012. August 2014. Calgary, Alberta

- Flash fire which is short duration fire (< 5 sec. duration) due to delayed ignition of vapour; low risk of fatality outside corridor. A flash fire threshold is calculated at 60% of lower explosive limit (LEL) as air concentrations are not homogeneous and 100% will likely be exceeded in pockets.
- 3. Jet fire where high pressure liquid vapourizes on release, ignites immediately and then burns until pressure in pipeline is relieved.
- 4. Explosion where possible but unlikely in a liquids release as there is no confinement of vapour.
- 5. Vapour dispersion where unignited vapour disperses without incident.

The pool fire and flammable vapour release scenarios are the most likely scenarios for an HVP fluids pipeline, such as that found on the subject quarter section.

The United States Environmental Protection Agency hazard modelling software, ALOHA was used to estimate thermal effects contours from a jet flame resulting from a catastrophic rupture of the HVP pipeline.

The scenario assumptions include:

- 1. Probability of 0.7 of propane ignition (could be as low as 0.1).
- 2. Pool fire is the most probable consequence of ignition.
- 90.7% of pipeline incidents occurred on pipelines 6" or smaller diameter, so overall frequency rate will be very conservative for subject site. The overall frequency of incident is decreasing.

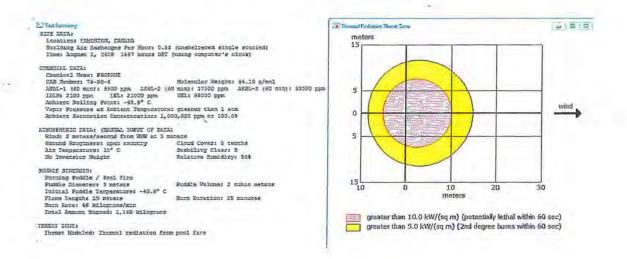
Modelling is usually carried out to represent neutral or stable conditions as an indication of worstcase meteorology that will provide a conservative estimate of the consequence extent for any given release event. Other modelling assumptions include:

- 1. Maximum line operating pressure of 7,240 kPa.
- 2. Uncongested area of release (no dense pipe racks of forest)
- 3. Wind direction of 2 m/sec. toward the quarter section.
- 4. Moderate atmospheric stability.
- 5. 50% humidity.

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Pool Fire Modelling Results - Consequence Limit = 15 m



A plausible pool fire scenario indicated a consequence impact to 15 m from the pipeline.

The risk related to a pool fire =

 1.5×10^{-3} (probability of release – all pipelines) x 0.11 (probability of release > 6 inch diameter)

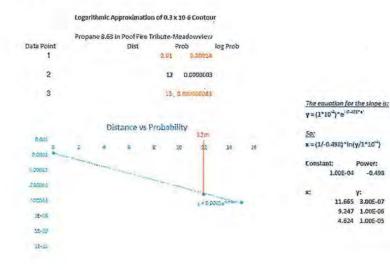
x 0.33 (probability of impact meteorology)

x 0.18 (probability of ignition - consequence event tree)

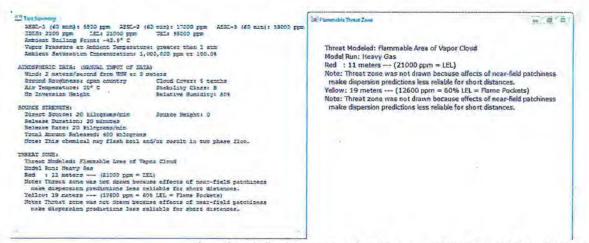
x 0.01 (probability of fatality due to the release (limit of probit function)

 $= 8.3 \times 10^{-8}$ at 15 m downwind.

The corresponding separation distances corresponding to 1×10^{-6} and 0.3×10^{-6} fatality risks are estimated to be 9 m and 12 m respectively as indicated following:



Flammable Vapour Fire Modelling Results - Consequence Limit = 19 m



(no visual display output due to uncertainty of model predictions)

The risk related to delayed ignition flash fire for propane release =

 1.5×10^{-3} (probability of release – all pipelines) x 0.11 (probability of release > 6 inch diameter)

x 0.33 (probability of impact meteorology

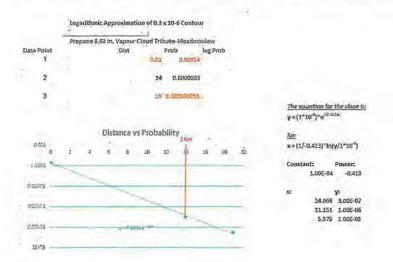
x 0.12 (probability of ignition - consequence event tree)

x 0.01 (probability of fatality due to the release (limit of probit function)

 $= 5.5 \times 10^{-8}$ at 19 m downwind.

This assumes 60% LEL which is still considered to be potentially hazardous as propane vapour concentrations are unlikely to be uniform and there would likely be pockets of 100% LEL concentration.

The corresponding separation distances corresponding to 1×10^{-6} and 0.3×10^{-6} fatality risks are estimated to be 11 m and 14 m respectively as indicated following:



9.0 RISK ASSESSMENT

Risk Assessment is the determination of the risk of individual fatality due to some hazardous event and is usually described by:

Risk = Consequence X Probability = Impact of Hazard Event x Likelihood of Occurrence

For the hazard scenarios described previously, the Risk is expressed as the annual risk of individual fatality due to the hazardous event which is calculated from the extent of impact times the likelihood of occurrence.

The calculation of the risk thresholds is carried out in Excel based on the Inverse Square Law which is the geometric relationship between a heat, light or sound source and the square of the distance from the source.

The total risk from all hazard sources is $\operatorname{Risk}_{TOT}$ and is equal to the sum of individual risk sources $= \operatorname{R}_{TOT} = \sum_{i=1}^{n} \operatorname{R}_{i}$ The revised risk is the sum of risk distances weighted by the frequency of occurrence as determined by: $\sum_{i=1}^{n} \operatorname{R}_{i}$ (Setback x Frequency) ÷ Sum of Frequencies as follows:

Even t	Consequence Limit (m)	Frequency of Occurrence	Setback to 0.3 x 10 ⁻⁶ threshold (m)	Setback to 1.0 x 10 ⁻⁶ threshold (m)
Pool Fire	15	8.3 x 10 ⁻⁸	11	9
Vapour 19 Cloud Fire		5.5 x 10 ⁻⁸	14	11
Weighted Setback (m)		12	10	

Table 5 Setback Calculation - Propane Pipeline

For both consequence scenarios, calculating the actual Fatality Risk (Individual Risk) from: $IR = IR_0 e^{-Cx}$ where C depends on initial and final risk gives estimates of 0.3×10^{-6} and 1×10^{-6} Individual Risk at distances of 12 m and 10 m, respectively from the centre-line of the pipeline corridor.

These distances are taken as the appropriate risk separation for the criteria stated above and are shown on the attached Figure 1.

10.0 CONCLUSIONS

Given the information above, the following can be inferred:

- A review of plausible hazard scenarios indicated that the overall geographic risk exposure to an occupant of the development lands is expected to meet the MIACC criterion of 0.3 x 10⁻⁶ probability of fatality everywhere exceeding a distance of 12 metres from the pipeline. For the 1 x 10⁻⁶ criterion, the separation is 10 metres. The actual risk is expected to be less than this given that future site occupants would not be exposed 24 hours per day; may be able to move away from any hazard and seek shelter; or in the case of the infirm, be sheltered in place.
- 2. No spills or leaks are on record for pipeline segments within 22 km of the subject lands.
- 3. There was an abandoned oil well at the east edge of the development lands, but this is not expected to be a concern to future residents or have an impact on land use.

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11.0 CLOSURE

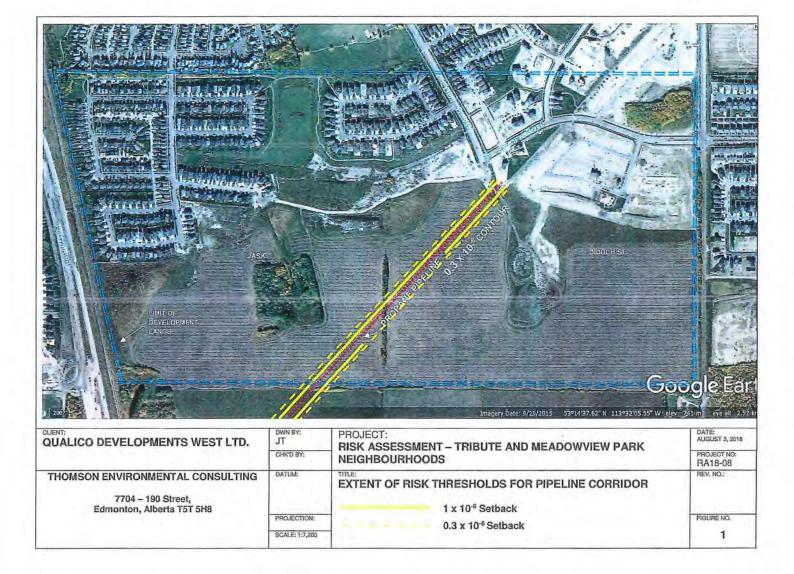
This report has been prepared for the exclusive use of the Qualico Developments West Ltd. and their agents for specific application to this project site. The Risk Assessment was conducted in accordance with the scope of work prepared for this project, the City of Leduc scope for Risk Assessments and generally accepted risk assessment practices. This report is subject to the Terms and Conditions of the Professional Services Agreement executed between representatives of Qualico Developments West Ltd. and Thomson Environmental Consulting.

We trust that the above information meets with your present requirements. Should you have any questions or if we could be of further assistance, please contact Jim Thomson at your convenience at (780) 720-4244.

Respectfully submitted,

Thomson Environment Consulting

dim Thomson, P.Geo., EP(CEA) Principal, Risk Assessment









Office of Mayor Young



Mayor's Report

June 3 - June 16, 2019

June 10

- S Perry and D Paterson, Leduc Hub
- E Fraser (Resident)
- Briefing with City Manager
- Shared Investment for Shared Benefit meeting
- Committee-of-the-Whole and Council agenda review
- Committee-of-the-Whole
- Council

June 11

- Kelly Lamrock charity golf tournament
- T Bednard and L Wytton, EIA and M Hay, Director, Intergovernmental Affairs & Corporate Planning
- D Melvie, General Manager, Community & Protective Services

June 12

- STAR Catholic School Board
- Interview | Leduc Rep
- Recreation for Life Foundation | Annual Charity Golf Tournament

June 13

- Edmonton Global: Regional Narrative
- Edmonton Metropolitan Region Board Meeting
- Staff Appreciation BBQ
- E Schrader, Unified Community Resource Collaboration

June 14

- Regional Agriculture Master Plan Task Force
- Retirement Celebration: Black Gold School Superintendent Norman Yanitski

Approved by Mayor Bob Young "Original Signed by Mayor B. Young"