

# Bylaw No. 1141-2022

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## AMENDMENT TO WEST AREA STRUCTURE PLAN, BYLAW NO. 863-2014

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**WHEREAS**, 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.

**WHEREAS**, Bylaw No. 863-2014 adopts the West Area Structure Plan, passed by Council on January 12, 2015 and amended by Bylaws No. 914-2016 and 1059-2020;

**WHEREAS**, Council has deemed it expedient and necessary to further amend Bylaw No. 863-2014;

**WHEREAS**, notice of intention to pass this Bylaw has been given and a public hearing has been held in accordance with the Act;

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

1. Bylaw No. 863-2014, the West Area Structure Plan, is amended as follows:
  - a. In Appendix A – Leduc West Area Structure Plan – Land Use and Population Statistics:
    - i. The table/information referred to "Leduc West ASP: Land Use Concept Stats" is deleted and replaced with the table/information referred to as "Leduc West ASP: Land Use Concept Stats" as attached to this bylaw;
    - ii. The table/information referred to "Avillia SW 33-49-25-4" is deleted and replaced with the table/information referred to as "Avilla SW 33-49-25-4" as attached to this bylaw;
  - b. In Appendix B – List of Figures is amended as follows:
    - i. Figures 5 to 12 are removed and replaced with the Figures 5 to 12 as attached to this bylaw.

# Bylaw No. 1141-2022

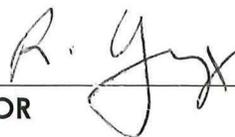
PAGE 2

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READ A FIRST TIME IN COUNCIL THIS 13<sup>TH</sup> DAY OF FEBRUARY, 2023.

READ A SECOND TIME IN COUNCIL THIS 27<sup>TH</sup> DAY OF FEBRUARY, 2023.

READ A THIRD TIME IN COUNCIL THIS 27<sup>TH</sup> DAY OF FEBRUARY, 2023.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CITY CLERK

February 27, 2023

\_\_\_\_\_  
Date Signed

## LEDUC WEST ASP: LAND USE CONCEPT STATS

Use	Hectares	%				
<b>Gross Area</b>	<b>195.13</b>					
Environmental Reserve	11.56					
Highway 39	3.22					
Railway	2.65					
Sub-total	17.43					
<b>Gross Developable Area</b>	<b>177.70</b>	<b>100.0%</b>				
<b>Other Uses</b>						
Arterial Roadway Dedication	2.33	1.31%				
Town Centre	12.80	7.20%				
Commercial	15.25	8.58%				
Institutional (Fire Hall)	1.60	0.90%				
Business Employment	14.56	8.19%				
MR Greenway (Rail Buffer)	0.44	0.25%				
Park / School MR	10.46	5.89%				
West Campus	7.80	4.39%				
Special Study Area	16.20	9.12%				
Stormwater Management Facili	13.47	7.58%				
Collector Road	17.15	9.65%				
Pipeline Right-of-Way	3.17	1.78%				
Water Commission Line	2.14	1.20%				
<b>Subtotal- Other Uses</b>	<b>117.37</b>	<b>66.05%</b>				
<b>Residential</b>			<b>Units</b>	<b>%</b>	<b>Population</b>	<b>%</b>
Low Density Residential	48.87	27.50%	977	44.4%	2,540	51.0%
Medium Density Residential	6.11	3.44%	519	23.6%	1,038	20.8%
Town Centre Residential	3.19	1.80%	271	12.3%	542	10.9%
High Density Residential	2.16	1.22%	432	19.6%	864	17.3%
<b>Subtotal - Residential</b>	<b>60.33</b>	<b>33.95%</b>	<b>2,199</b>	<b>100.0%</b>	<b>4,984</b>	<b>100.0%</b>
	177.70	100.00%				

### Notes:

#### Residential Density

<i>Low Density Residential</i>	20 units / ha
<i>Medium Density Residential</i>	85 units / ha
<i>Town Centre Residential</i>	85 units / ha
<i>High Density Residential</i>	200 units / ha

#### Population Density

<i>Low Density Residential</i>	2.6 persons / unit
<i>Medium Density Residential</i>	2.0 persons / unit
<i>Town Centre Residential</i>	2.0 persons / unit
<i>High Density Residential</i>	2.0 persons / unit

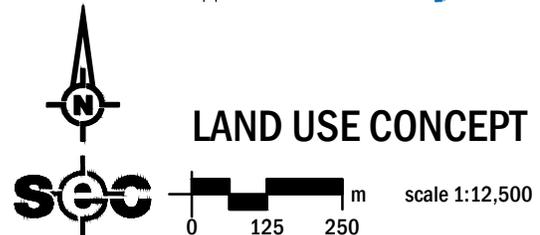
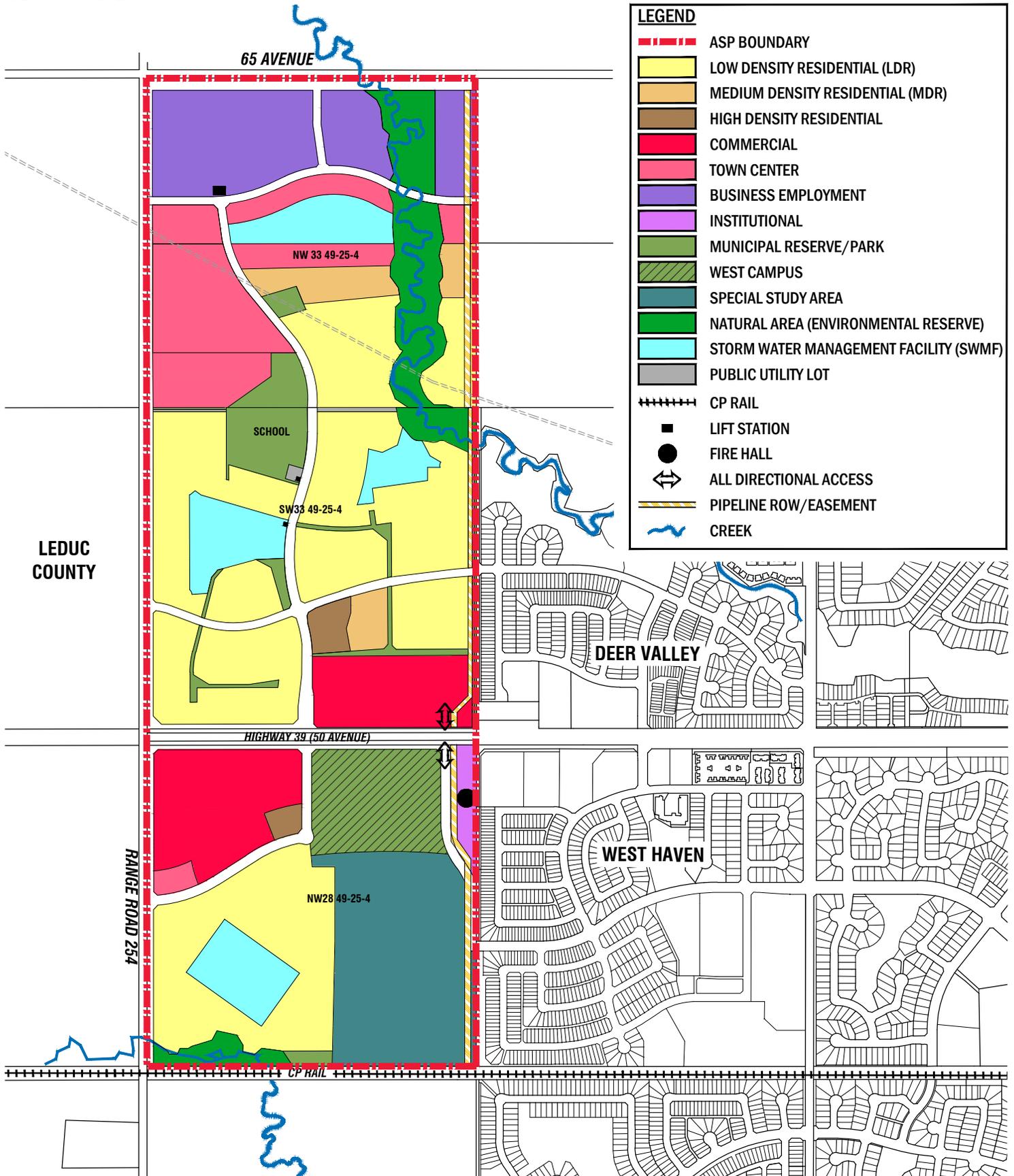
36.4 upnrha

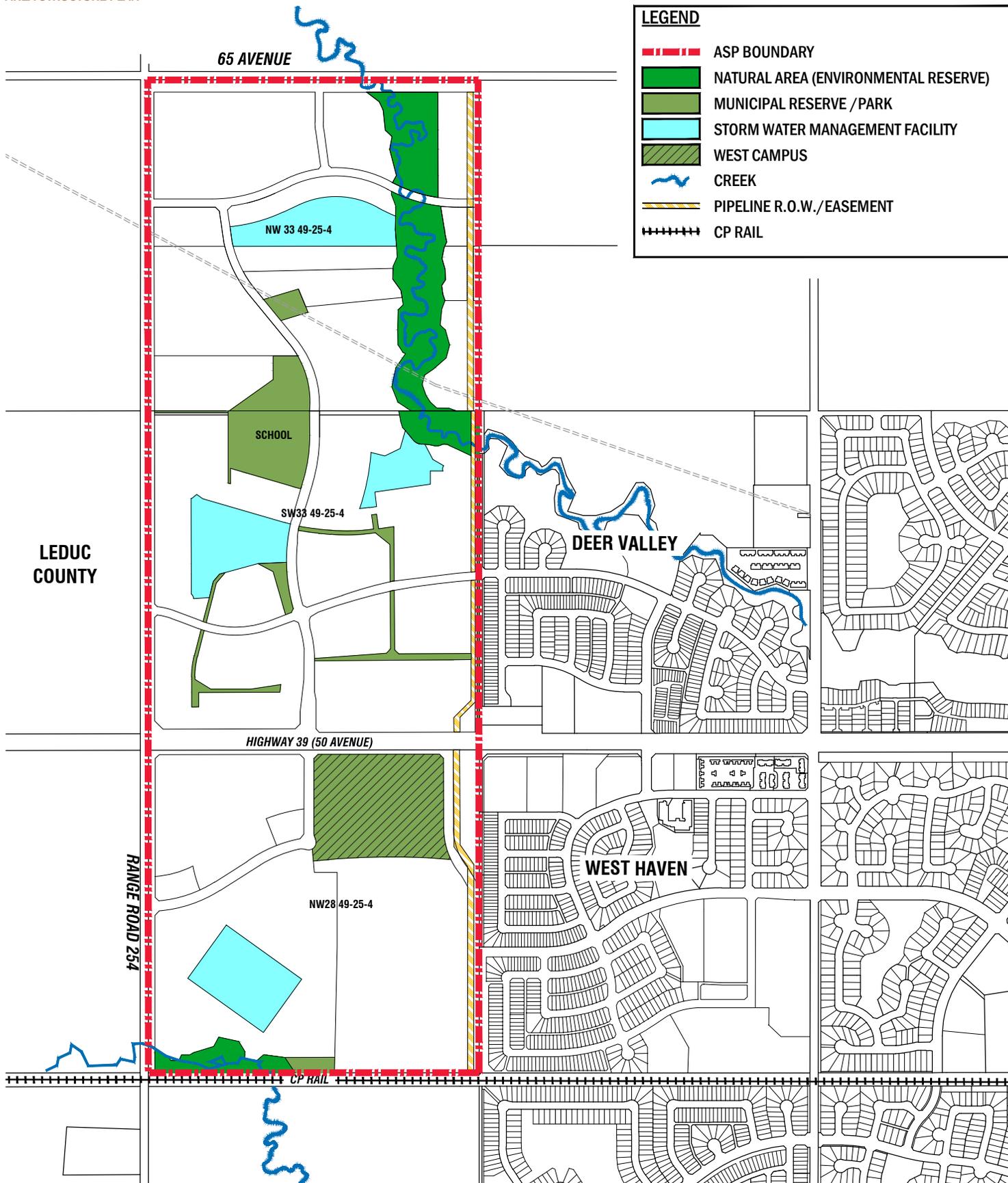
**Avillia SW-33-49-25-4**

Land Uses	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>64.70</b>		
Natural Area	1.50		
Highway 39	1.60		
<b>Gross Developable Area (GDA)</b>	<b>61.60</b>	<b>100.0%</b>	<b>100.0%</b>
Municipal Reserve @10%	6.16		10.00%
Arterial Roadway Dedication	1.73		2.81%
Commercial	6.59		10.70%
Park (MR)	5.55		9.01%
SWMF	6.21		10.08%
Collector Roads	11.17		18.13%
Pipeline Right-of-Way (APPL)	0.80		1.30%
<b>Total Non-Residential Area</b>	<b>32.05</b>		<b>52.03%</b>
<b>Net Residential Area (NRA)</b>	<b>29.55</b>		<b>47.97%</b>

Residential Land Uses	Area (ha)	Units/ ha	Units	% Total Units	People/ Unit	Populations
Low Density Residential (LDR)	27.06	20	541	61.0%	2.6	1,406
Medium Density Residential (MDR)	1.33	85	113	12.8%	2.6	293
High Density Residential (HDR)	1.16	200	232	26.2%	2.0	464
<b>Total</b>	<b>29.55</b>		<b>886</b>	<b>100.0%</b>		<b>2,163</b>

Gross Population Density: 35.1 persons per gross developable area  
 Net Population Density: 73.2 persons per net residential hectare  
 Unit Density: 14.4 units per gross developable area  
 Unit Density: 30.0 units per net residential hectare





**LEGEND**

- ASP BOUNDARY
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- MUNICIPAL RESERVE /PARK
- STORM WATER MANAGEMENT FACILITY
- WEST CAMPUS
- CREEK
- PIPELINE R.O.W./EASEMENT
- CP RAIL

LEDUC COUNTY

DEER VALLEY

WEST HAVEN

RANGE ROAD 254

65 AVENUE

NW 33 49-25-4

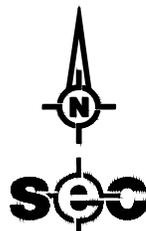
SCHOOL

SW 33 49-25-4

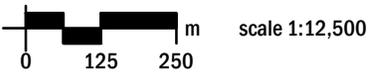
HIGHWAY 39 (50 AVENUE)

NW 28 49-25-4

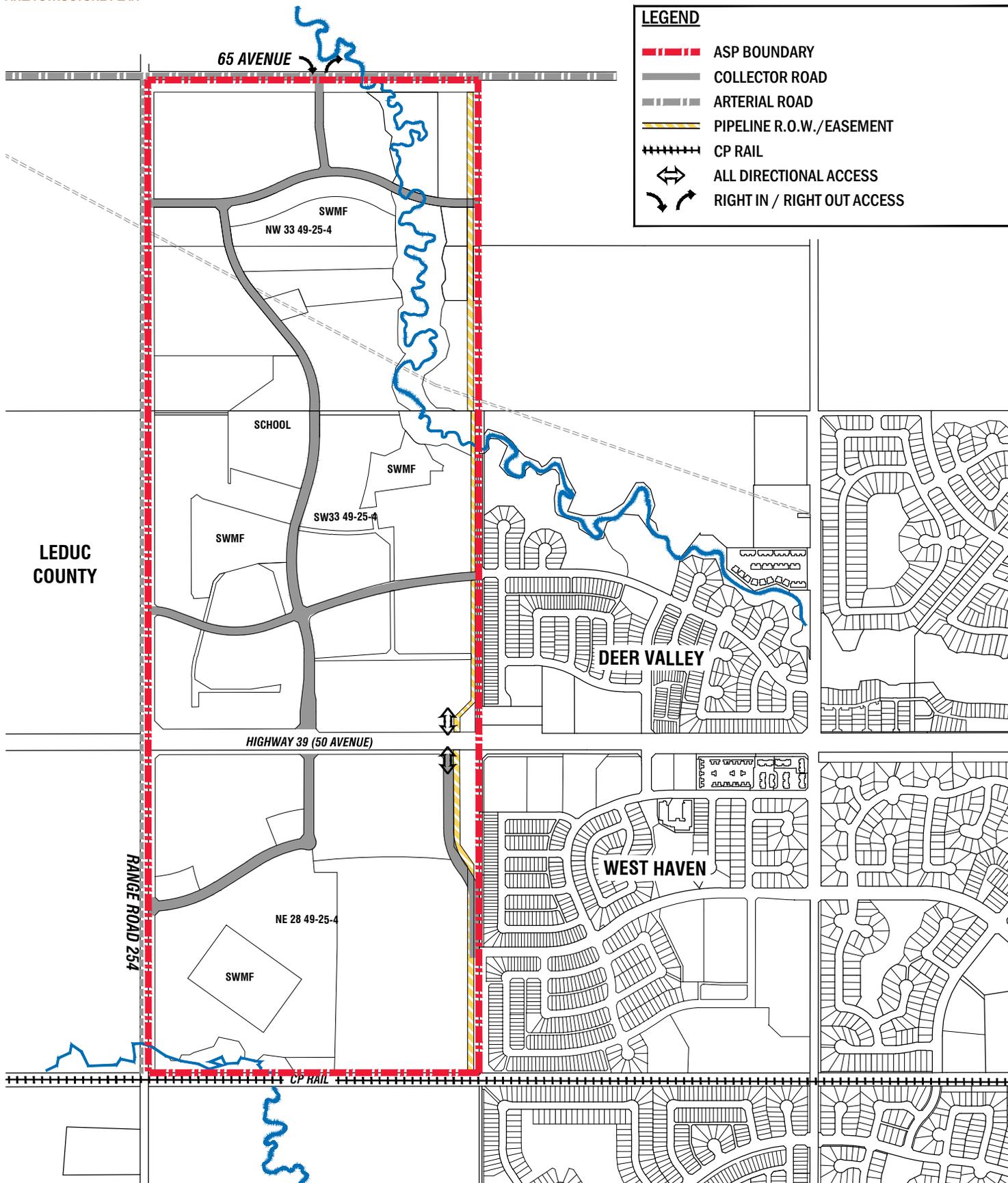
CP RAIL



**PARKS AND OPEN SPACE**



WOODBEND  
CITY OF LEDUC



**LEGEND**

- ASP BOUNDARY
- COLLECTOR ROAD
- ARTERIAL ROAD
- PIPELINE R.O.W./EASEMENT
- CP RAIL
- ↕ ALL DIRECTIONAL ACCESS
- ↶ ↷ RIGHT IN / RIGHT OUT ACCESS

LEDUC COUNTY

65 AVENUE

SWMF  
NW 33 49-25-4

SCHOOL

SWMF

SW33 49-25-4

SWMF

DEER VALLEY

HIGHWAY 39 (50 AVENUE)

RANGE ROAD 254

NE 28 49-25-4

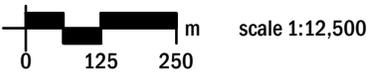
SWMF

WEST HAVEN

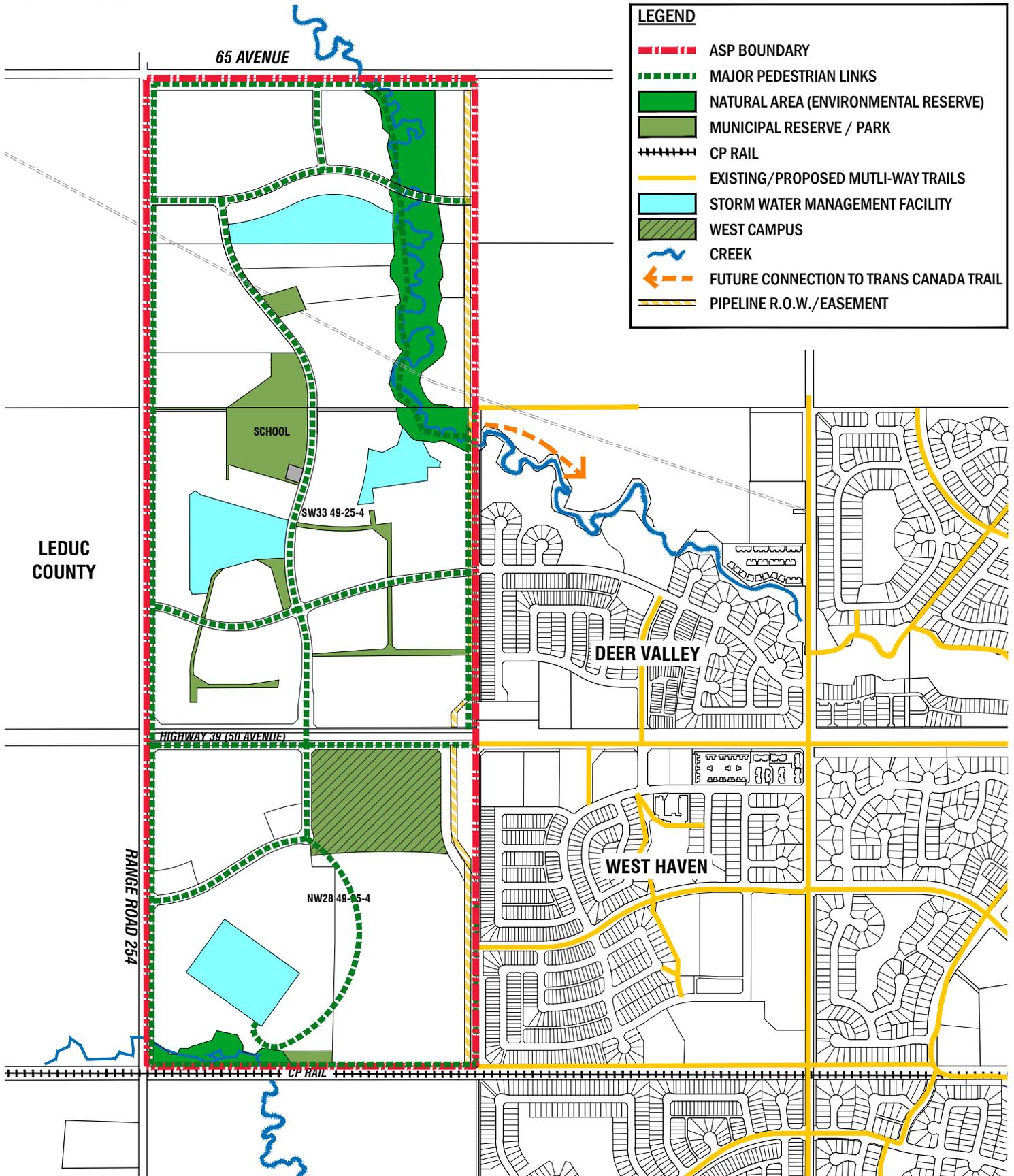
CP RAIL



**TRANSPORTATION NETWORK**



WOODBEND  
CITY OF LEDUC



**LEGEND**

- ASP BOUNDARY
- MAJOR PEDESTRIAN LINKS
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- MUNICIPAL RESERVE / PARK
- CP RAIL
- EXISTING/PROPOSED MUTLI-WAY TRAILS
- STORM WATER MANAGEMENT FACILITY
- WEST CAMPUS
- CREEK
- FUTURE CONNECTION TO TRANS CANADA TRAIL
- PIPELINE R.O.W./EASEMENT

LEDUC COUNTY

65 AVENUE

SCHOOL

SW33 49-25-4

HIGHWAY 39 (50 AVENUE)

DEER VALLEY

RANGE ROAD 254

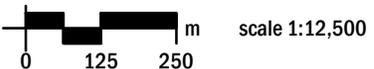
NW28 49-25-4

WEST HAVEN

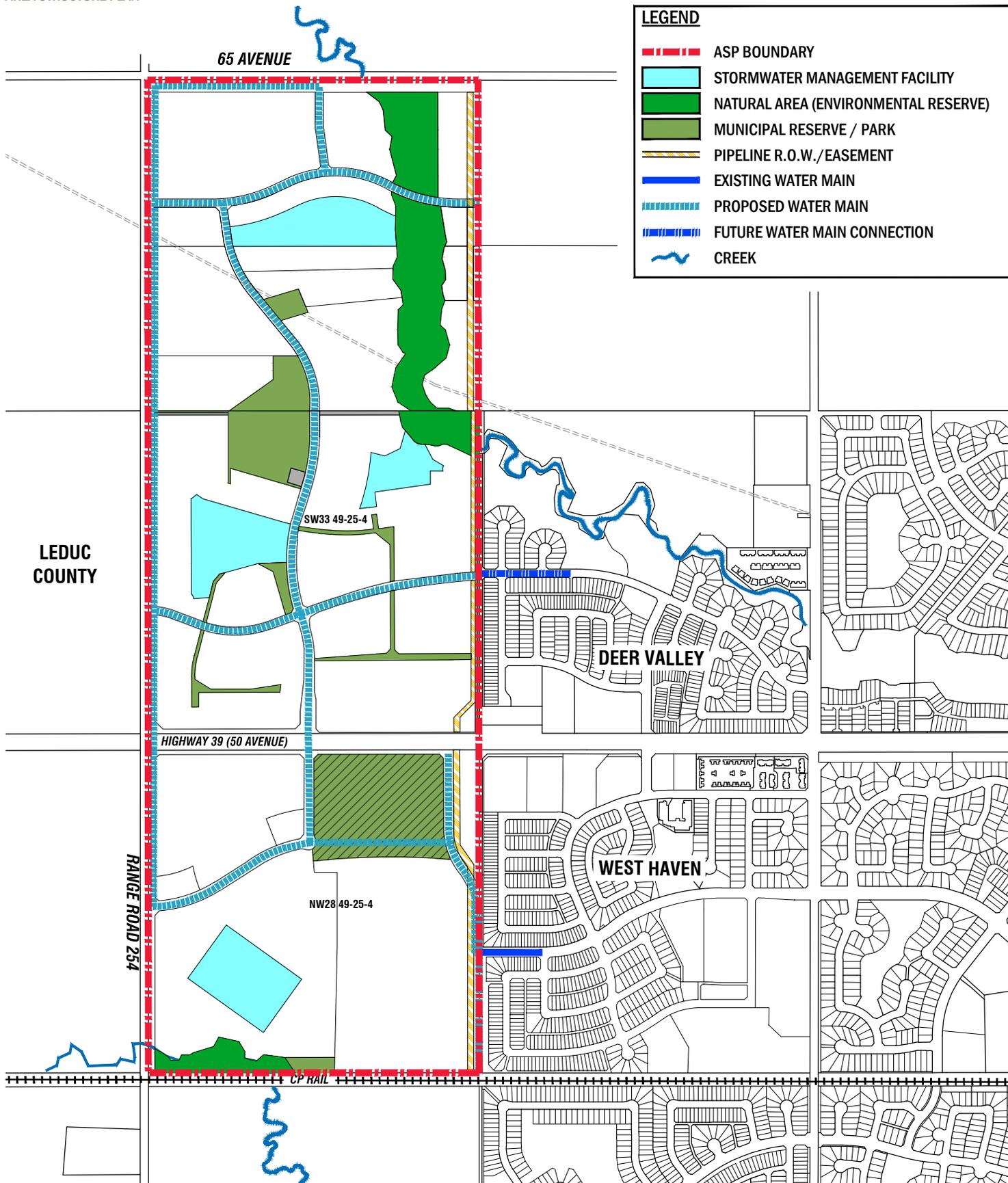
CP RAIL



**PEDESTRIAN NETWORK**



WOODBEND  
CITY OF LEDUC



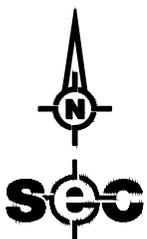
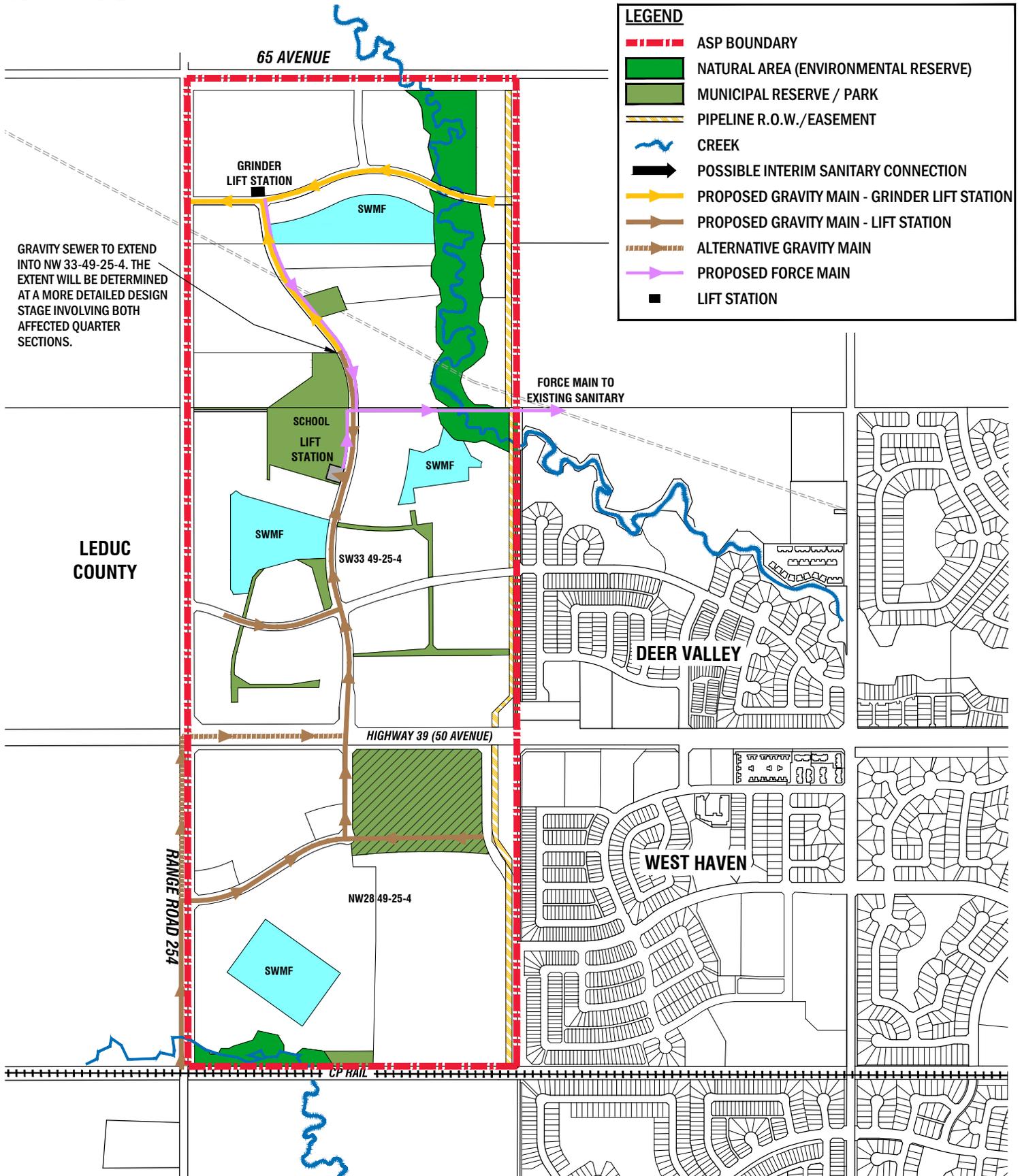
**LEGEND**

- ASP BOUNDARY
- STORMWATER MANAGEMENT FACILITY
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- MUNICIPAL RESERVE / PARK
- PIPELINE R.O.W./EASEMENT
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- FUTURE WATER MAIN CONNECTION
- CREEK

**WATER SERVICING**

0 125 250 m scale 1:12,500

WOODBEND  
CITY OF LEDUC



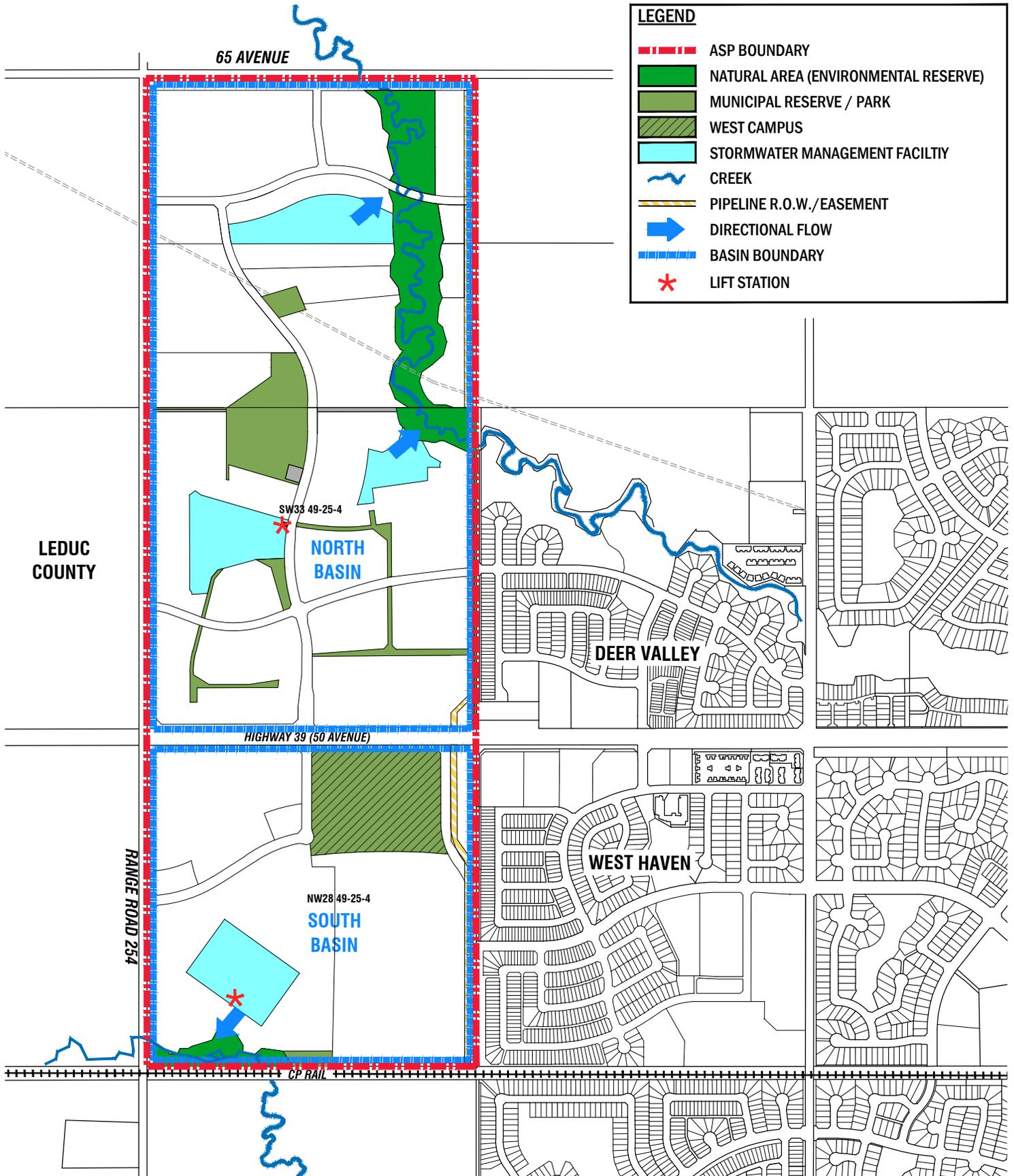
**SANITARY SERVICES**

0 125 250 m scale 1:12,500

WOODBEND  
CITY OF LEDUC

0175-22007\_02\_PRFF0010.DWG  
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**FIGURE 10**



**LEGEND**

- ASP BOUNDARY
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- MUNICIPAL RESERVE / PARK
- WEST CAMPUS
- STORMWATER MANAGEMENT FACILITY
- CREEK
- PIPELINE R.O.W./EASEMENT
- DIRECTIONAL FLOW
- BASIN BOUNDARY
- LIFT STATION

**STORM WATER MANAGEMENT**

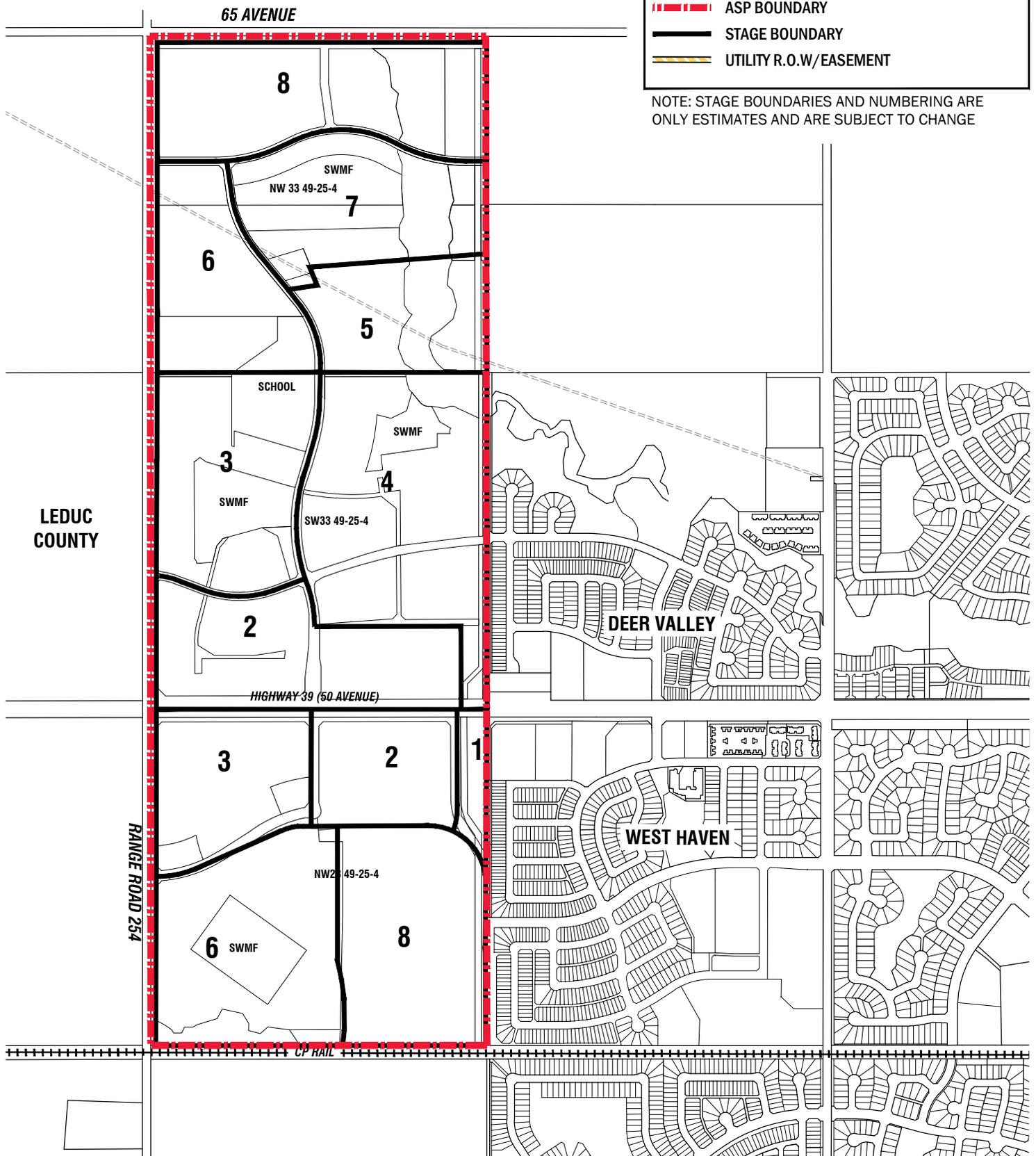
SEC

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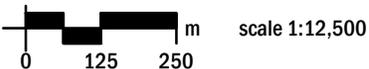
**LEGEND**

-  ASP BOUNDARY
-  STAGE BOUNDARY
-  UTILITY R.O.W/EASEMENT

NOTE: STAGE BOUNDARIES AND NUMBERING ARE ONLY ESTIMATES AND ARE SUBJECT TO CHANGE



**STAGING PLAN**



WOODBEND  
CITY OF LEDUC

# Bylaw No. 1059-2020

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## AMENDMENTS TO WEST AREA STRUCTURE PLAN, BYLAW NO. 863-2014

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**WHEREAS**, 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.

**WHEREAS**, Bylaw No. 863-2014 adopts the West Area Structure Plan, passed by Council on January 12, 2015 and amended by Bylaw No. 914-2016;

**WHEREAS**, Council has deemed it expedient and necessary to further amend Bylaw No. 863-2014;

**WHEREAS**, notice of intention to pass this Bylaw has been given and a public hearing has been held in accordance with the Act;

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

1. Schedule "A" of Bylaw No. 863-2014, the West Area Structure Plan, is amended in accordance with the attached Schedule "A".

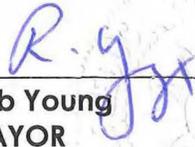
READ A FIRST TIME IN COUNCIL THIS 17TH DAY OF AUGUST, 2020.

READ A SECOND TIME IN COUNCIL THIS 19TH DAY OF OCTOBER, 2020.

READ A THIRD TIME IN COUNCIL THIS 7<sup>TH</sup> DAY OF DECEMBER, 2020.

December 7, 2020

\_\_\_\_\_  
Date Signed

  
\_\_\_\_\_  
**Bob Young**  
MAYOR

  
\_\_\_\_\_  
**Macarena Hornazabal**  
DEPUTY CITY CLERK

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### Schedule "A"

1. **S.2.1 Location and Access**

Paragraph 2 is deleted and replaced by the following:

*Highway 39 (50 Avenue) provides primary access the West ASP subject lands and traverses east-west through the centre of the Plan area. 65 Avenue and Range Road 254 currently provide gravel road access to several land parcels within the ASP subject lands along its north, west, and south boundary lines. The subject lands are shown in **Figure 1 – Context Plan**.*

2. **S.2.2 Plan Area & Ownership**

Paragraph 1 is deleted and replaced by the following:

*The West ASP comprises three quarter sections – NW 28-49-25-W4, NW 33-49-25-W4 and SW 33-49-25-W4. The subject area consists of approximately 195 hectares (480 acres) of land.*

3. **S.2.2 Table**

Line 6 (SW-28-49-25-4) and 7 (SW-28-49-25-4) are deleted from the table.

4. **S.3.2.2 Area A Table**

The Area A title is deleted and replaced by the following:

*Area A – (A portion of SW1/4 33-49-25-4)*

5. **S.3.2.2 Area C Table**

The Area C title is deleted and replaced by the following:

*Area C – (A portion of SW1/4 33-49-25-4)*

6. **S.4.1 Existing Topography and Natural Features**

Paragraph 1 is deleted and replaced by the following:

*The lands within the West ASP are mostly flat with gentle slope. Topography of each of the three quarter sections is described below and illustrated in **Figure 3 – Existing Topography (Appendix B)***

7. **S.4.1.1 SW1/4 Sec. 28-49-25-4 (Melcor)** is deleted.

8. **S.4.1.2 NW ¼ Sec. 28-49-25-4 (City/Moussa)** is renumbered to **S.4.1.1**

9. **S.4.1.2 SW ¼ Sec. 33-49-25-4 (Avilla)** is renumbered to **S.4.1.2**

10. **S.4.1.2 NW ¼ Sec. 33-49-25-4 (Hollands)** is renumbered to **S.4.1.3**

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11. **S.4.3 Soils and Vegetation**

Paragraph 1 is deleted and replaced by the following:

*Phase 1 – Environmental Site Assessment and geotechnical study was carried out on all three quarter sections of the subject lands, excluding the lands owned by non-participating landowners.*

12. **S.4.4 Wells, Pipelines and Utility Right-of-Ways**

Line 1 is deleted and replaced by the following:

*There are two abandoned well sites located in the West ASP area, as shown on **Figure 4 – Site Opportunities and Constraints** from Appendix B.*

13. **S.4.6 Existing Transportation**

Paragraph 4 is deleted.

14. **S.4.6 Existing Transportation**

The first line of Paragraph 5 is deleted and replaced by the following:

*A CP branch line, Class 2 track runs east-west along the south boundary of the ASP.*

15. **S.6.1 Low Density Residential (LDR)**

Line 1 is deleted and replaced by the following:

*Low Density Residential (LDR) land use is present in all three quarter sections.*

16. **S.6.8.2 Church Lands**

Section 6.8.2 is deleted.

17. **S.6.8.2 Church Lands**

Photo of "Institutional/Church Lands" is deleted.

18. **S.6.9 Stormwater Management Facilities (SWMF)**

Line 1 is deleted and replaced by the following:

*Stormwater Management facility is provided for each of the three quarter sections within the West ASP area.*

19. **S.6.10 Municipal Reserve/Park**

Paragraph 5, Line 1 is deleted and replaced by the following:

*A 10 m wide linear park is proposed along the north side of the CP Rail ROW to act as a buffer between the railway and the proposed residential development.*

20. **Table of Contents**

**Section 4.1.1** is deleted.

**Section 4.1.2** is renumbered as **Section 4.1.1**

## Bylaw No. 1059-2020

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**Section 4.1.3** is renumbered as **Section 4.1.2**

**Section 4.1.4** is renumbered as **Section 4.1.3**

### 21. **Appendix A – Leduc West Area Structure Plan – Land Use and Population Statistics**

- a) The table/information referred to as “**LEDUC WEST ASP: LAND USE CONCEPT STATS**” is deleted and replaced with the table/information in Appendix A as attached to this Schedule A;
- b) The table/information referred to as “**CITY/MOUSSA NW-28-49-25-4**” stats is deleted and replaced with the table/information in Appendix A as attached to this Schedule A;
- c) The table/information referred to as “**South ¼ Section MELCOR**” stats is deleted.
- d) The table/information referred to as “**Remaining Parcels SW-28-49-25-4**” stats is deleted.

### 22. **Appendix B – List of Figures**

**Figures 1-12** are removed and replaced with the **Figures 1-12** referred to within Appendix B as attached to this Schedule A.



Integrated Expertise. Locally Delivered.

**LEDUC WEST ASP: LAND USE CONCEPT STATS**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	195.13		
Natural Area	11.56		
Highway 39	3.24		
Railway	2.65		
<b>Gross Developable Area (GDA)</b>	<b>177.68</b>	<b>100%</b>	<b>100%</b>
Arterial Roadway Dedication	2.33		1.3%
Town Centre	12.80		7.2%
Commercial	14.55		8.2%
Institutional (Fire Hall)	1.6		0.9%
Business Employment	14.56		8.2%
MR Greenway (Rail buffer)	0.44		0.3%
Park / School (MR)	10.22		5.8%
West Campus	7.8		4.4%
Special Study Area	16.2		9.1%
SWMF	13.04		7.3%
Collector Roads	18.3		10.3%
Pipeline Right-of-Way (APPL)	3.57		2.0%
Water Commission Line	2.14		1.2%
<b>Total Non-Residential Area</b>	<b>117.55</b>		<b>66.2%</b>
<b>Net Residential Area (NRA)</b>	<b>60.13</b>		<b>33.8%</b>

**Residential Land Use, Dwelling Unit Count and Population**

Residential Land Use	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Populations
Low Density Residential (LDR)	49.96	20	999	47.2%	2.6	2,597
Medium Density Residential (MDR)	4.78	85	406	19.2%	2.0	812
Town Centre Residential	3.19	85	271	12.8%	2.0	542
High Density Residential (HDR)	2.2	200	440	20.8%	2.0	880
<b>Total</b>	<b>60.13</b>		<b>2,116</b>	<b>100.0%</b>		<b>4831</b>

<b>Gross Population Density:</b>	27.19	persons per gross developable area
<b>Net Population Density:</b>	80.34	persons per net residential hectare
<b>Unit Density:</b>	11.90	units per gross developable area
<b>Unit Density:</b>	35.19	units per net residential hectare



**HOLLANDS NW-33-49-25-4**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>60.61</b>	<b>100.00%</b>	
Natural Area	8.35	13.78%	
<b>Gross Developable Area (GDA)</b>	<b>52.26</b>	<b>86.22%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	5.23		10.00%
Town Centre (80% Commercial)	10.02		19.17%
Commercial	0.65		1.24%
Business Employment	14.56		27.86%
Park / School (MR)	2.18		4.17%
SWMF	3.16		6.05%
Collector Roads	3.16		6.05%
Pipeline Right-of-Way (APPL)	1.22		12.18%
Water Commission Line	2.14		4.09%
<b>Total Non-Residential Area</b>	<b>37.09</b>		<b>70.97%</b>
<b>Net Residential Area (NRA)</b>	<b>15.17</b>		<b>29.03%</b>

Residential Land Use	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Populations
Low Density Residential (LDR)	9.19	20	184	26.54%	2.6	478
Medium Density Residential (MDR)	3.48	85	296	42.72%	2.0	592
Town Centre (20% HDR/MDR)	2.50	85	213	30.74%	2.0	426
<b>Total</b>	<b>15.17</b>		<b>692</b>	<b>100.00%</b>		<b>1,495</b>

**Gross Population Density:** 28.61 persons per gross developable area  
**Net Population Density:** 98.53 persons per net residential hectare  
**Unit Density:** 13.25 units per gross developable area  
**Unit Density:** 45.63 units per net residential hectare



**TRUSS NW-33-49-25-4**

Land Uses	Area (ha)	% of GA	% of GDA
Gross Area (GA)	4.09	100.00%	
Gross Developable Area (GDA)	4.09	100.00%	100.00%
Municipal Reserve @ 10%	0.41		10.00%
RR 254	0.21	5.13%	
Town Centre (80% Commercial)	2.78		67.97%
Park / School (MR)	0.41		10.00%
<b>Total Non-Residential Area</b>	<b>3.40</b>		<b>83.11%</b>
<b>Net Residential Area (NRA)</b>	<b>0.69</b>		<b>16.89%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Populations
Town Centre (20% HDR/MDR)	0.69	85	59	100.00%	2.0	117

**Gross Population Density:** 28.61 persons per gross developable area  
**Net Population Density:** 169.56 persons per net residential hectare  
**Unit Density:** 14.43 units per gross developable area  
**Unit Density:** 85.51 units per net residential hectare



AVILLIA SW-33-49-25-4

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>64.70</b>		
Natural Area	1.51		
Highway 39	1.62		
<b>Gross Developable Area (GDA)</b>	<b>61.57</b>	<b>100.00%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	6.157		10.00%
Arterial Roadway Dedication	1.73		2.81%
Commercial	5.89		9.57%
Park (MR)	5.31		8.62%
SWMF	5.78		9.39%
Collector Roads	12.31		19.99%
Pipeline Right-of-Way (APPL)	1.20		1.95%
<b>Total Non-Residential Area</b>	<b>32.22</b>		<b>52.33%</b>
<b>Net Residential Area (NRA)</b>	<b>29.35</b>		<b>47.67%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Populations
Low Density Residential (LDR)	28.15	20	563	70.1%	2.6	1,463
High Density Residential (HDR)	1.20	200	240	29.9%	2.0	480
<b>Total</b>	<b>29.35</b>		<b>803</b>	<b>100.0%</b>		<b>1,943</b>

**Gross Population Density:** 31.56 persons per gross developable area  
**Net Population Density:** 66.20 persons per net residential hectare  
**Unit Density:** 13.04 units per gross developable area  
**Unit Density:** 27.36 units per net residential hectare



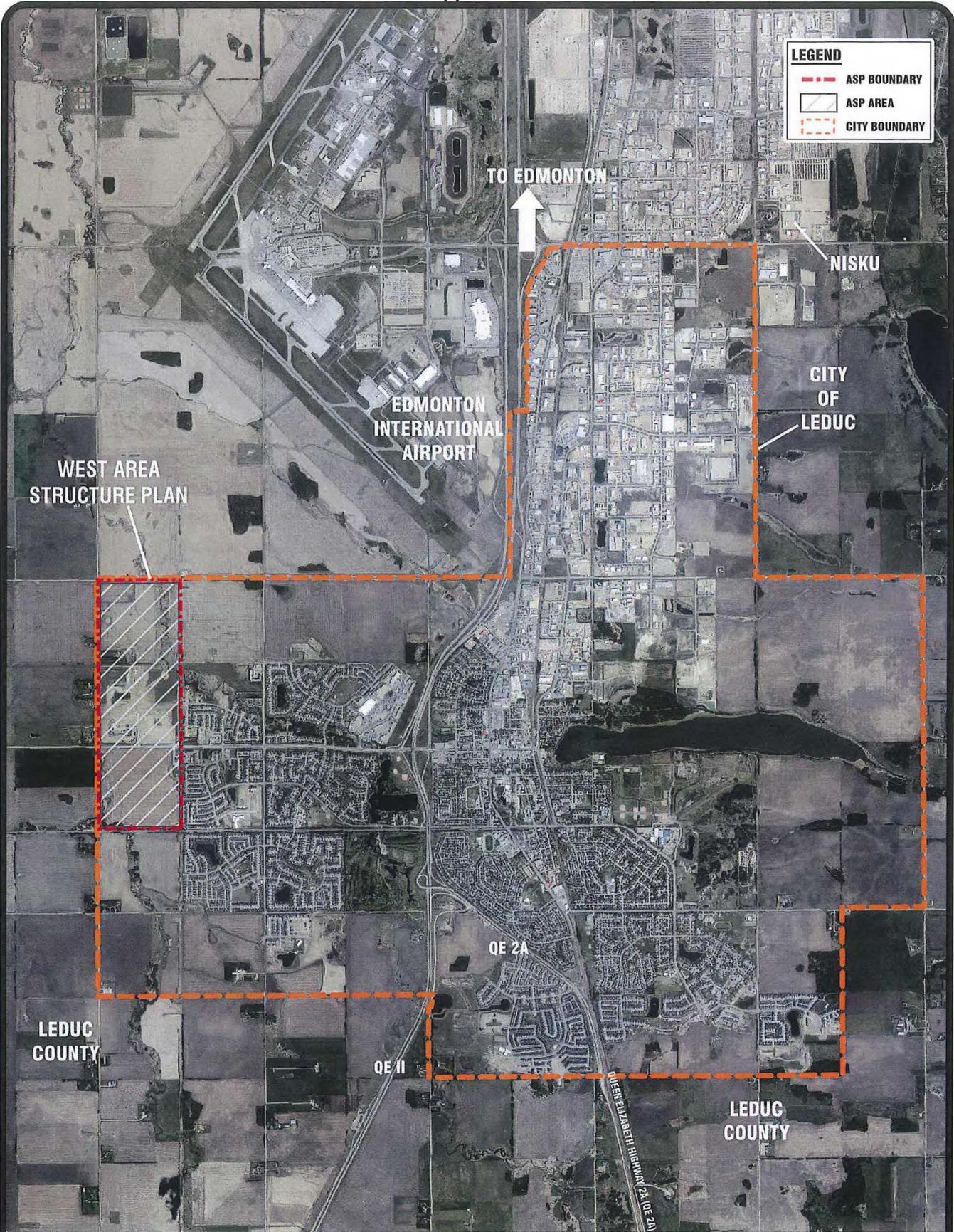
**CITY/MOUSSA NW-28-49-25-4**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>63.08</b>	<b>100.00%</b>	
Natural Area	1.70	2.7%	
Highway 39	1.62	2.6%	
<b>Gross Developable Area (GDA)</b>	<b>59.76</b>	<b>94.7%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	5.98		10.00%
Arterial Roadway Dedication	0.39		0.65%
Commercial	8.01		13.4%
Institutional	1.6		2.68%
MR Greenway (Rail buffer)	0.44		0.74%
MR Parks / School	2.32		3.88%
West Campus	7.8		13.1%
Special Study Area	16.2		27.1%
SWMF	4.1		6.87%
Collector Roads	2.83		4.74%
Pipeline Right-of-Way (APPL)	1.15		1.92%
<b>Total Non-Residential Area</b>	<b>44.84</b>		<b>75.04%</b>
<b>Net Residential Area (NRA)</b>	<b>14.92</b>		<b>24.96%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Populations
Low Density Residential (LDR)	12.62	20	266	46.18%	2.6	691
Medium Density Residential (MDR)	1.3	85	110	19.10%	2.0	220
HDR	1.0	200	200	34.72%	2.0	400
<b>Total</b>	<b>14.92</b>		<b>576</b>			<b>1,311</b>

**Gross Population Density:** 21.93 persons per gross developable area  
**Net Population Density:** 87.86 persons per net residential hectare  
**Unit Density:** 9.63 units per gross developable area  
**Unit Density:** 38.60 units per net residential hectare

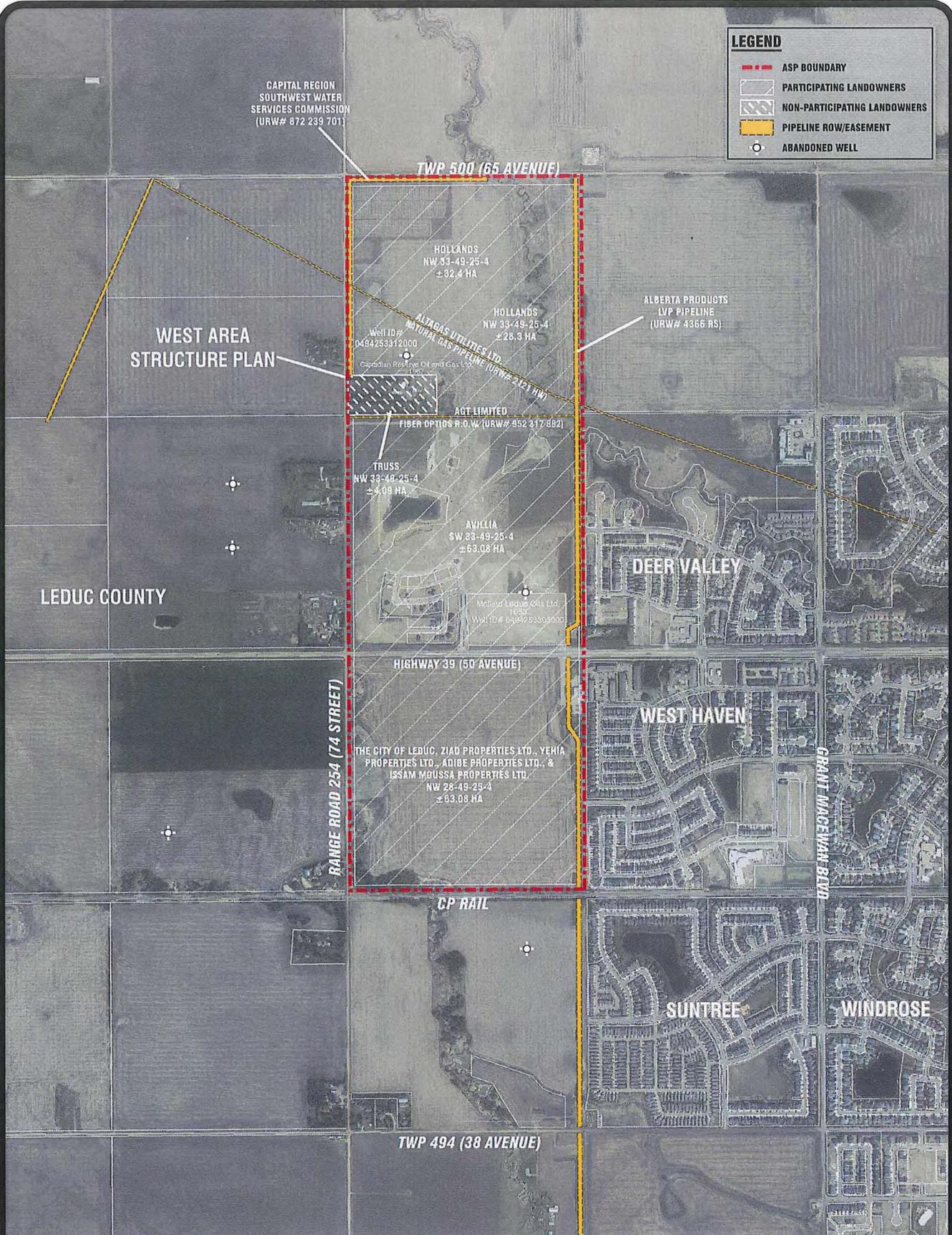
Appendix B



April 2020

**LEGEND**

-  ASP BOUNDARY
-  PARTICIPATING LANDOWNERS
-  NON-PARTICIPATING LANDOWNERS
-  PIPELINE ROW/EASEMENT
-  ABANDONED WELL



CAPITAL REGION  
SOUTHWEST WATER  
SERVICES COMMISSION  
(URW# 872 239 701)

WEST AREA  
STRUCTURE PLAN

LEDUC COUNTY

TWP 500 (65 AVENUE)

ALBERTA PRODUCTS  
LVP PIPELINE  
(URW# 4366 RS)

HOLLANDS  
NW 33-49-25-4  
± 32.4 HA

HOLLANDS  
NW 33-49-25-4  
± 28.3 HA

ALTAGAS UTILITIES LTD.  
NATURAL GAS PIPELINE (URW# 4121 RW)  
Well ID# 0494253312000  
Canadian Rockies Oil and Gas Ltd. 1189

ACT LIMITED  
FIBER OPTICS R.O.W. (URW# 452 317 882)

TRUSS  
NW 33-49-25-4  
± 4.09 HA

AVILLIA  
SW 33-49-25-4  
± 63.08 HA

Method Leasing Oil Ltd.  
16253  
Well ID# 0494253303000

DEER VALLEY

HIGHWAY 39 (50 AVENUE)

WEST HAVEN

RANGE ROAD 254 (74 STREET)

THE CITY OF LEDUC, ZIAD PROPERTIES LTD., YEHIA  
PROPERTIES LTD., ADIBE PROPERTIES LTD., &  
ISSAM MOUSSA PROPERTIES LTD.  
NW 28-49-25-4  
± 63.08 HA

GRANT MACEWAN BLVD

CP RAIL

SUNTREE

WINDROSE

TWP 494 (38 AVENUE)

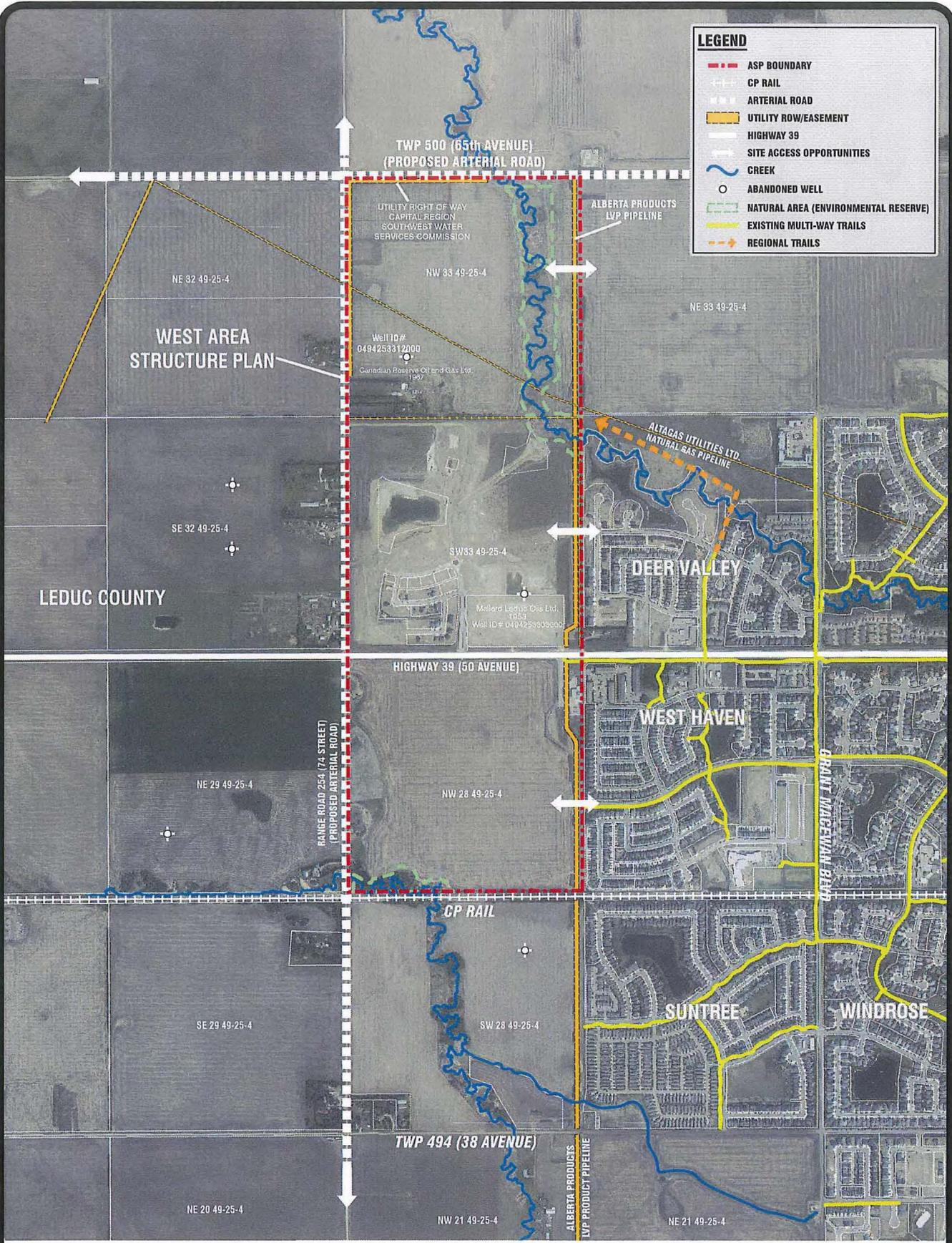


April 2020

**LEGEND**

- - - ASP BOUNDARY
- ~ 0.5m CONTOUR INTERVAL (2019)
- ➔ DIRECTIONAL FLOW
- ~ CREEK





**LEGEND**

- ASP BOUNDARY
- CP RAIL
- ARTERIAL ROAD
- UTILITY ROW/EASEMENT
- HIGHWAY 39
- SITE ACCESS OPPORTUNITIES
- ~ CREEK
- ABANDONED WELL
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- EXISTING MULTI-WAY TRAILS
- REGIONAL TRAILS

N  
 April 2020

TWP 500 (65 AVENUE)

NE 32 49-25-4

NW 33 49-25-4

NE 33 49-25-4

SE 32 49-25-4

LEDUC COUNTY

HIGHWAY 39 (50 AVENUE)

RANGE ROAD 254 (74 STREET)

NE 29 49-25-4

NW 28 49-25-4

WEST HAVEN

GRANT MACFARLAN BLVD

SE 29 49-25-4

CP RAIL

SW28 49-25-4

SUNTREE

TWP 494 (38 AVENUE)

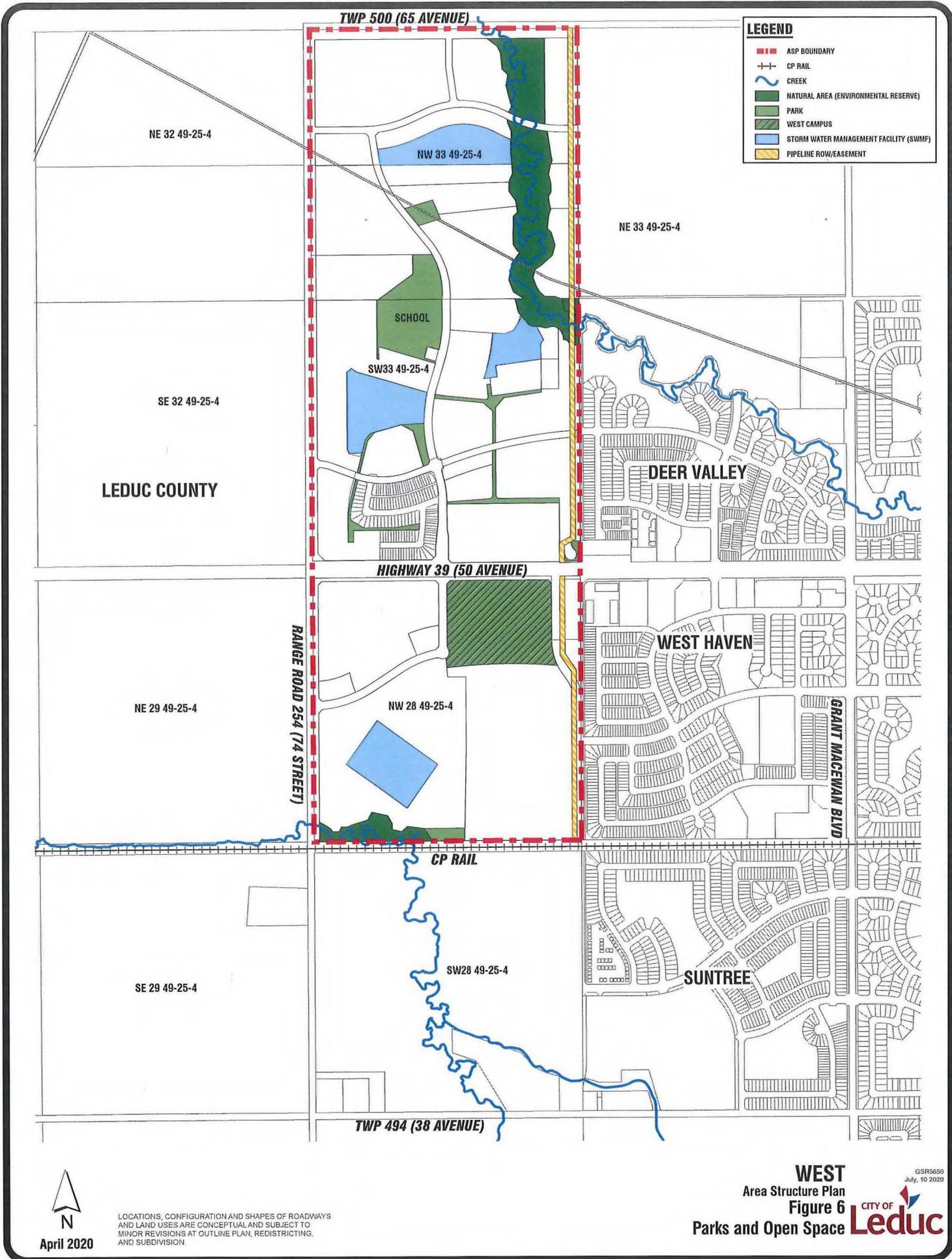
LEGEND

- FIRE HALL
- ALL DIRECTIONAL ACCESS
- LIFT STATION
- ASP BOUNDARY
- CP RAIL
- CREEK
- LOW DENSITY RESIDENTIAL (LDR)
- MEDIUM DENSITY RESIDENTIAL (MDR)
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- TOWN CENTER
- BUSINESS EMPLOYMENT
- INSTITUTIONAL
- MUNICIPAL RESERVE/PARK
- WEST CAMPUS
- SPECIAL STUDY AREA
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- STORM WATER MANAGEMENT FACILITY (SWMF)
- PIPELINE ROW/EASEMENT



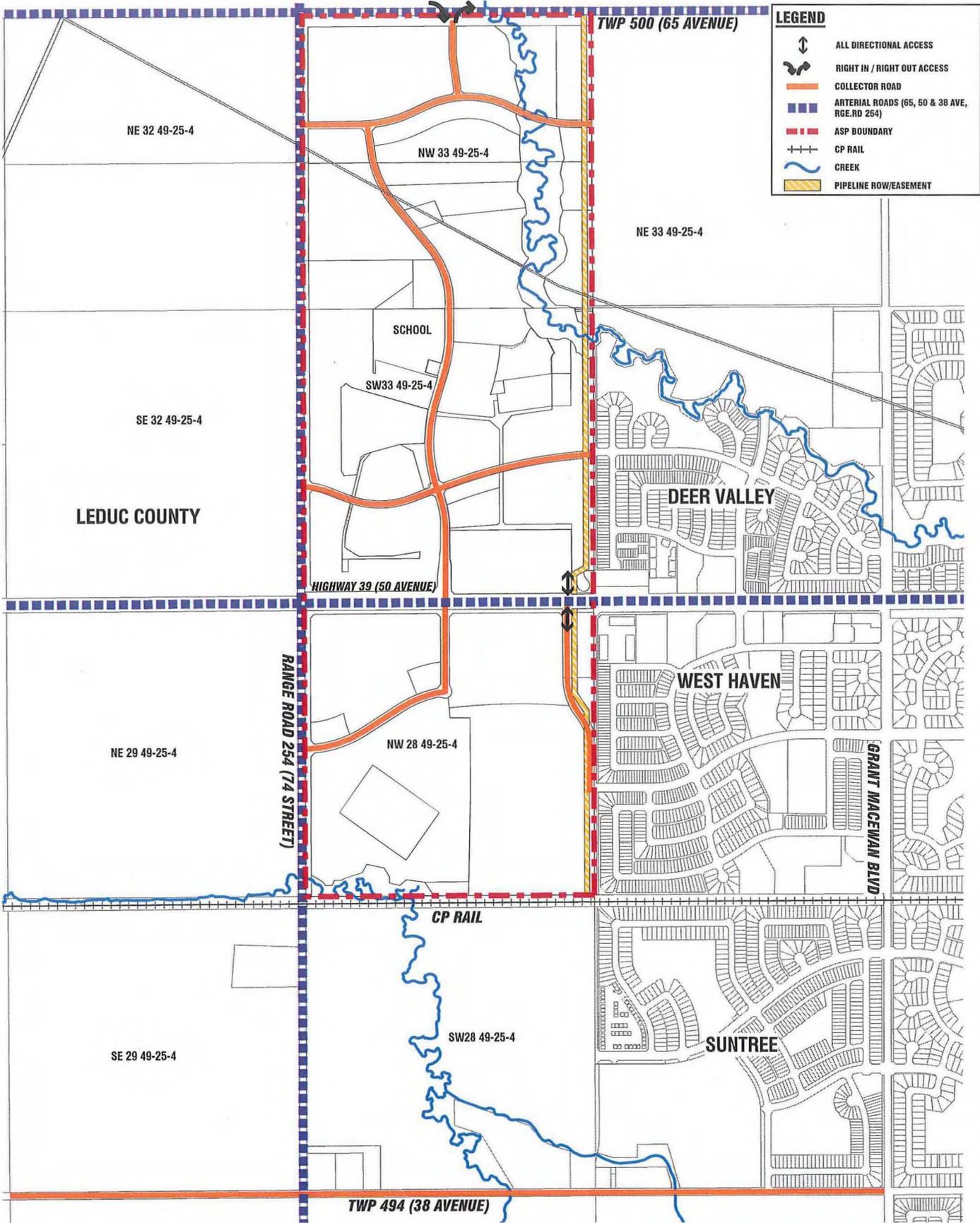
April 2020

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



April 2020

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



LEGEND	
	ALL DIRECTIONAL ACCESS
	RIGHT IN / RIGHT OUT ACCESS
	COLLECTOR ROAD
	ARTERIAL ROADS (65, 60 & 38 AVE, RGE. RD 254)
	ASP BOUNDARY
	CP RAIL
	CREEK
	PIPELINE ROW/EASEMENT



LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.

TWP 500 (65 AVENUE)

**LEGEND**

-  MAJOR PEDESTRIAN LINKS
-  FUTURE CONNECTION TO TRANS CANADA TRAIL
-  EXISTING/PROPOSED MULTI-WAY TRAILS
-  ASP BOUNDARY
-  CP RAIL
-  CREEK
-  NATURAL AREA (ENVIRONMENTAL RESERVE)
-  MUNICIPAL RESERVE/PARK
-  WEST CAMPUS
-  STORM WATER MANAGEMENT FACILITY (SWMF)
-  PIPELINE ROW/EASEMENT

NE 32 49-25-4

NW 33 49-25-4

NE 33 49-25-4

SCHOOL

SW33 49-25-4

SE 32 49-25-4

LEDUC COUNTY

DEER VALLEY

HIGHWAY 39 (50 AVENUE)

RANGE ROAD 254 (74 STREET)

WEST HAVEN

NE 29 49-25-4

NW 28 49-25-4

GRANT MACEWAN BLVD

CP RAIL

SE 29 49-25-4

SW28 49-25-4

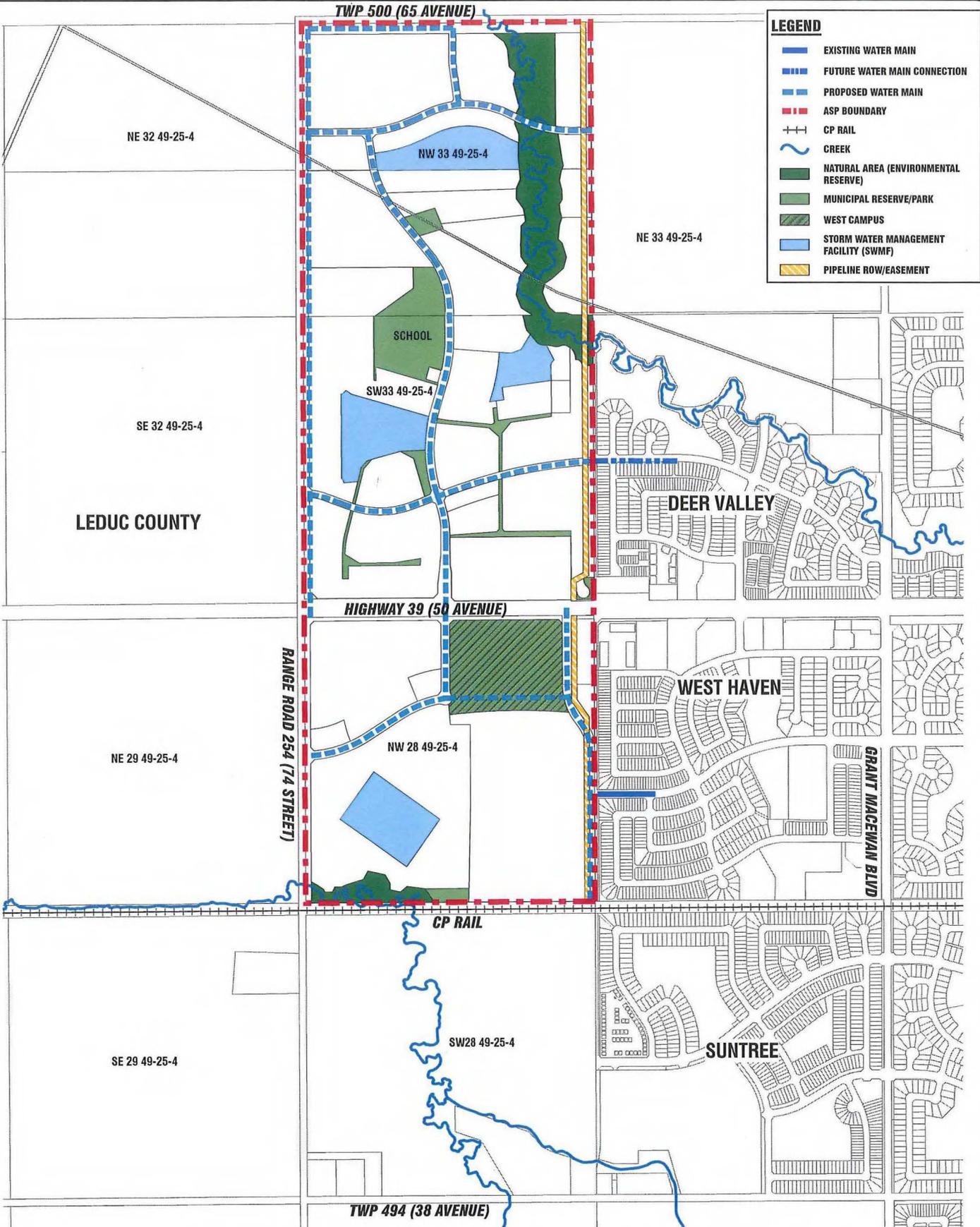
SUNTREE

TWP 494 (38 AVENUE)



April 2020

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



LEGEND	
	EXISTING WATER MAIN
	FUTURE WATER MAIN CONNECTION
	PROPOSED WATER MAIN
	ASP BOUNDARY
	CP RAIL
	CREEK
	NATURAL AREA (ENVIRONMENTAL RESERVE)
	MUNICIPAL RESERVE/PARK
	WEST CAMPUS
	STORM WATER MANAGEMENT FACILITY (SWMF)
	PIPELINE ROW/EASEMENT

LEDUC COUNTY

NE 33 49-25-4

NE 32 49-25-4

SE 32 49-25-4

SCHOOL

SW33 49-25-4

HIGHWAY 39 (50 AVENUE)

DEER VALLEY

NE 29 49-25-4

RANGE ROAD 254 (74 STREET)

NW 28 49-25-4

WEST HAVEN

GRANT MAGEWAN BLVD

CP RAIL

SE 29 49-25-4

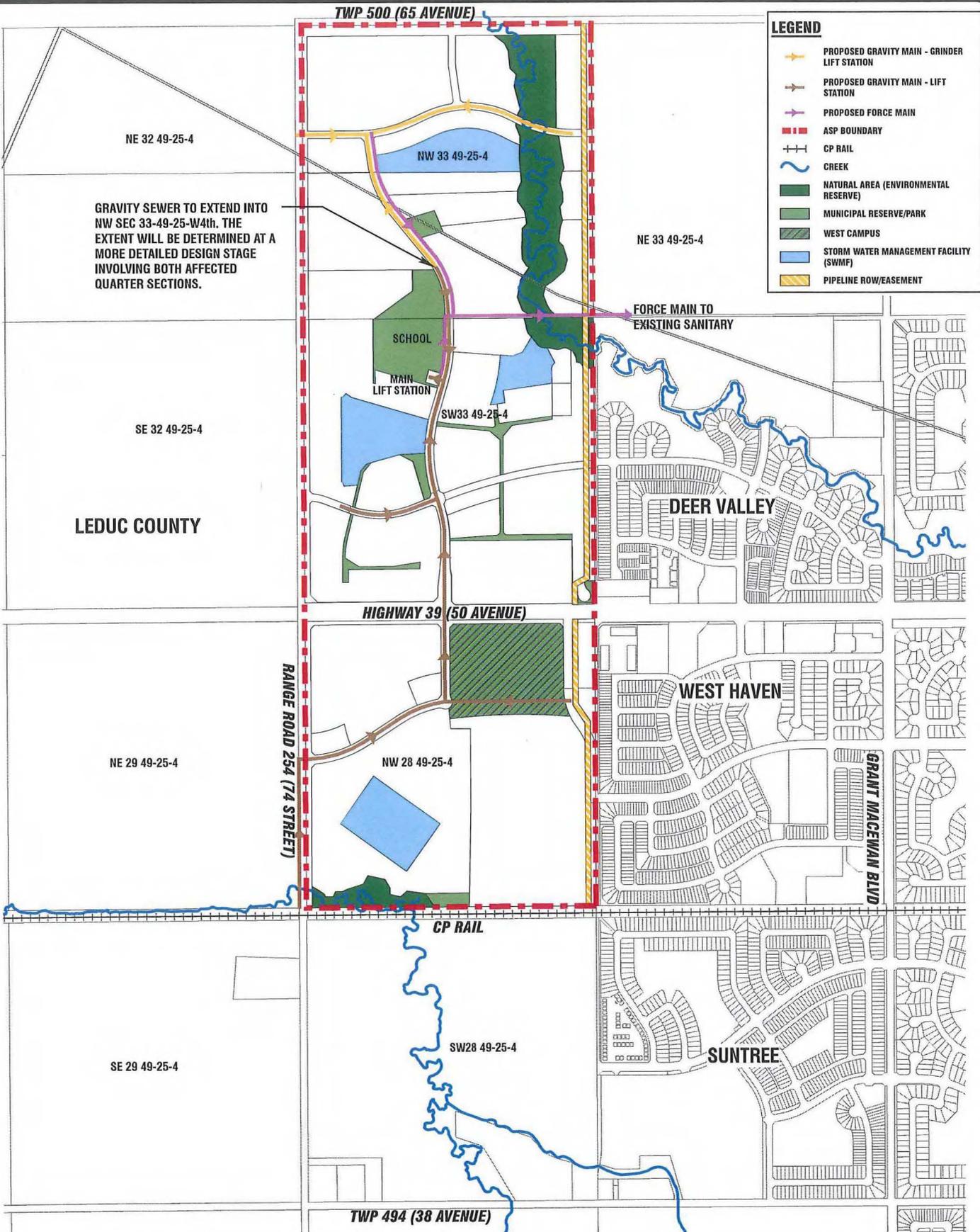
SW28 49-25-4

SUNTREE

TWP 494 (38 AVENUE)



LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



GRAVITY SEWER TO EXTEND INTO NW SEC 33-49-25-4. THE EXTENT WILL BE DETERMINED AT A MORE DETAILED DESIGN STAGE INVOLVING BOTH AFFECTED QUARTER SECTIONS.

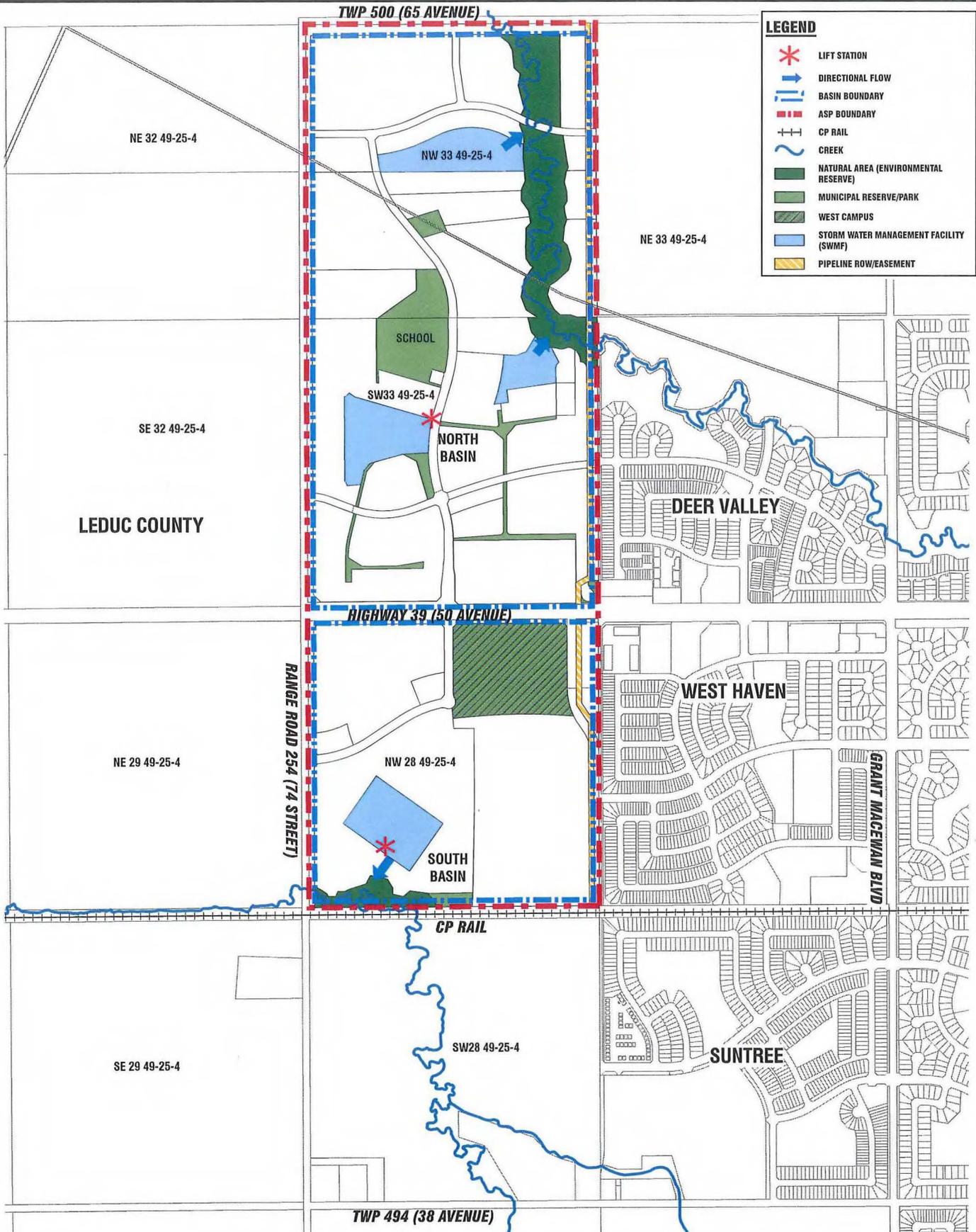
FORCE MAIN TO EXISTING SANITARY

April 2020

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.

WEST Area Structure Plan Figure 10 Sanitary Servicing **LEDUC** CITY OF

GSR5650 July, 10 2020



LEGEND	
	LIFT STATION
	DIRECTIONAL FLOW
	BASIN BOUNDARY
	ASP BOUNDARY
	CP RAIL
	CREEK
	NATURAL AREA (ENVIRONMENTAL RESERVE)
	MUNICIPAL RESERVE/PARK
	WEST CAMPUS
	STORM WATER MANAGEMENT FACILITY (SWMF)
	PIPELINE ROW/EASEMENT

LEDUC COUNTY

DEER VALLEY

WEST HAVEN

SUNTREE

April 2020

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.

WEST Area Structure Plan Figure 11 Storm Water Management **CITY OF LEDUC**

GSR5650 July, 10 2020

TWP 500 (65 AVENUE)

**LEGEND**

-  STAGE BOUNDARY
-  ASP BOUNDARY
-  CP RAIL
-  CREEK
-  PIPELINE ROW/EASEMENT

NOTE: STAGE BOUNDARIES AND NUMBERING AREA ONLY ESTIMATES AND ARE SUBJECT TO CHANGE.

NE 32 49-25-4

8

SWMF  
NW 33 49-25-4  
7

NE 33 49-25-4

6

5

SE 32 49-25-4

SW33 49-25-4  
3  
SWMF

4

LEDUC COUNTY

2

HIGHWAY 39 (50 AVENUE)

DEER VALLEY

RANGE ROAD 254 (74 STREET)

3

2

WEST HAVEN

NE 29 49-25-4

NW 28 49-25-4

8

6  
SWMF

GRANT MACSWAN BLVD

CP RAIL

SE 29 49-25-4

SW28 49-25-4

SUNTREE

TWP 494 (38 AVENUE)



April 2020

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.

---

**AMENDMENT TO WEST AREA STRUCTURE PLAN, BYLAW NO. 863-2014**

---

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. 863-2014 adopts the West Area Structure Plan and was passed by Council on January 12, 2015;

**AND:** Council has deemed it expedient and necessary to amend Bylaw No. 863-2014;

**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:** Schedule A of Bylaw No. 863-2014, the West Area Structure Plan, be amended in accordance with the attached Schedule "A".

**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 8<sup>TH</sup> DAY OF FEBRUARY, 2016.

READ A SECOND TIME IN COUNCIL THIS 9<sup>TH</sup> DAY OF MAY, 2016.

READ A THIRD TIME IN COUNCIL AND FINALLY PASSED THIS 9<sup>TH</sup> DAY OF MAY, 2016.



**Greg Kruschke**  
**MAYOR**



**Sandra Davis**  
**CITY CLERK**

*May 9/16*  
Date Signed

**BYLAW 914-2016  
SCHEDULE "A"**

West Area Structure Plan Amendment

Leduc, Alberta

1. S. 3.2.2 Intermunicipal Development Plan

Paragraph 1 has been deleted and replaced by the following:

The Intermunicipal Development Plan (IDP) was adopted by the City of Leduc as Bylaw No. 772-2011 on November 28, 2011 and amended on December 23, 2014 by Bylaw No. 871-2014. Leduc County adopted the IDP on January 24, 2012 as Bylaw No. 30-11 and was amended on December 23, 2014 by Bylaw No. 27-14. This document guides development on the common boundaries of the City of Leduc and Leduc County. The Leduc West Area Structure Plan (ASP) subject lands fall within the City of Leduc boundaries. The IDP is based upon five (5) sustainability pillars.

2. S. 6.3 High Density Residential

Paragraph 1 has been deleted and replaced by the following:

Two High Density Residential (HDR) land uses are located throughout the West ASP. The first is located at the intersection of two collector roads, just south of Highway 39 (50 Avenue) adjacent to the West Campus Recreation Centre and adjacent to commercial land uses. The second is located north of Highway 39 (50 Avenue), to the east of the north-south collector and also adjacent to commercial land uses. Proposed Town Centre in the northernmost quarter section will also allow for high density land use. HDR allows for the development of a variety of dwelling types included, but not limited to, the following:

- Dwelling, Apartment (1 – 4 storeys); and
- Dwelling, Apartment (4 + storeys).

3. S. 6.5 Commercial/Medium Density Residential

This section has been removed.

4. Appendix A – Leduc West Area Structure Plan – Land Use and Population Statistics

- a) That the 'Leduc West ASP: Land Use Concept Stats' be deleted and replaced with the attached 'Leduc West ASP: Land Use Concept Stats'.
- b) That the 'Avillia SW-33-49-25-4' stats be deleted and replaced with the attached 'Avillia SW-33-49-25-4'.

5. Appendix B – List of Figures

That Figures 5 to 12 be removed and replaced with the attached Figures 5 to 12.

## LEDUC WEST ASP: LAND USE CONCEPT STATS

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>258.80</b>		
Natural Area	20.25		
Highway 39	3.24		
Railway	2.65		
<b>Gross Developable Area (GDA)</b>	<b>232.66</b>	<b>100.00%</b>	<b>100.00%</b>
Arterial Roadway Dedication	3.76		1.6%
Town Centre	12.80		5.5%
Commercial	24.22		10.4%
Institutional (Fire Hall)	1.39		0.6%
Business Employment	14.56		6.3%
MR Greenway (Rail buffer)	0.97		0.4%
Park / School (MR)	10.30		4.4%
West Campus	16.39		7.0%
SWMF	15.28		6.6%
Church	3.93		1.7%
Collector Roads	22.14		9.5%
Pipeline Right-of-Way (APPL)	4.70		2.0%
Water Commission Line	2.14		0.9%
<b>Total Non-Residential Area</b>	<b>132.58</b>		<b>57.0%</b>
<b>Net Residential Area (NRA)</b>	<b>100.08</b>		<b>43.0%</b>

## Residential Land Use, Dwelling Unit Count and Population

Residential Land Use,	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	90.40	20	1,808	62.7%	2.6	4,700
Medium Density Residential (MDR)	4.29	85	364	12.6%	2.0	728
Town Centre Residential	3.19	85	271	9.4%	2.0	542
High Density Residential (HDR)	2.20	200	440	15.3%	2.0	880
<b>Total</b>	<b>100.08</b>		<b>2,883</b>	<b>100.0%</b>		<b>6,850</b>

<b>Gross Population Density:</b>	29.44	persons per gross developable area
<b>Net Population Density:</b>	68.44	persons per net residential hectare
<b>Unit Density:</b>	12.39	units per gross developable area
<b>Unit Density:</b>	28.81	units per net residential hectare

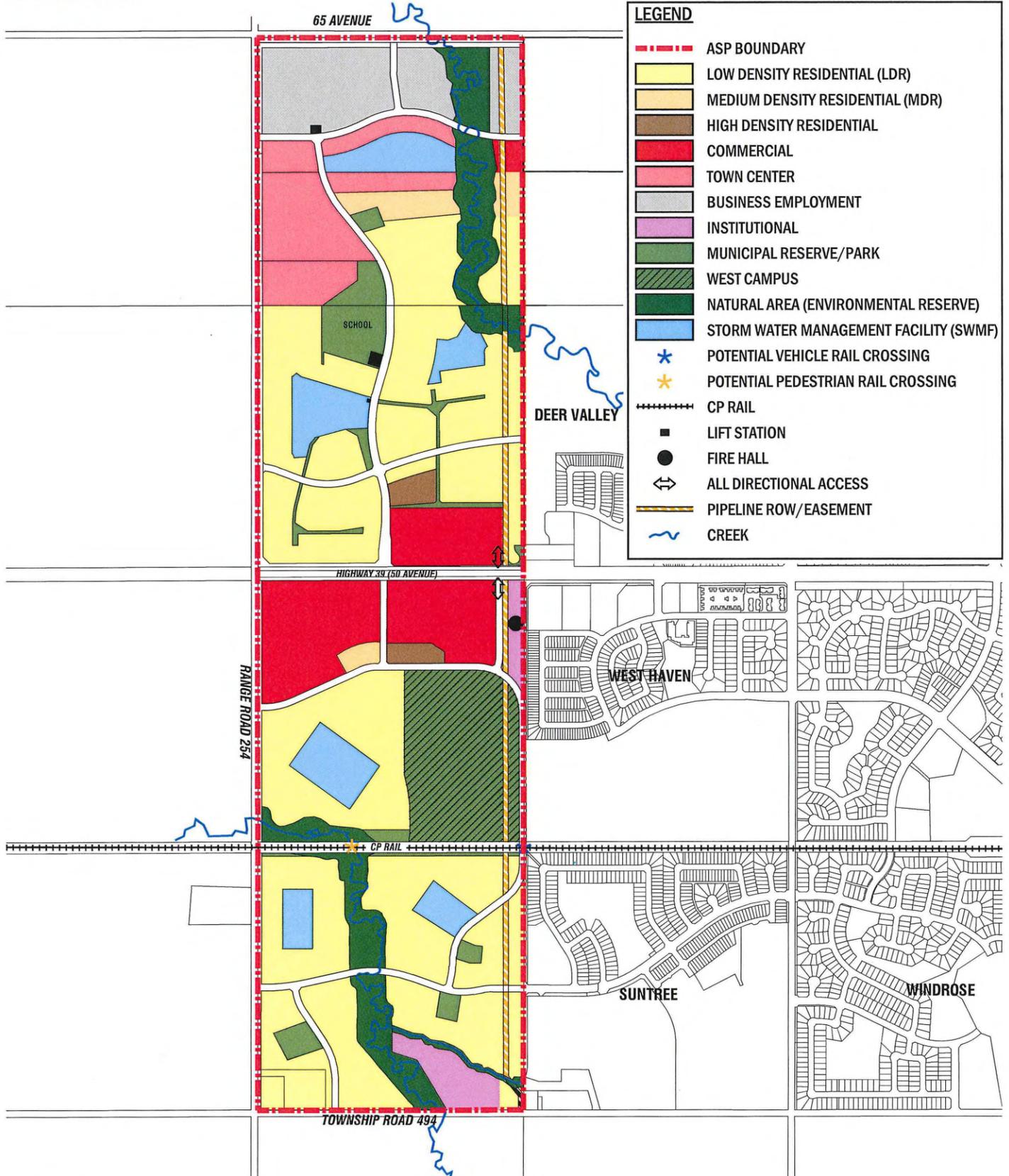
**AVILLIA SW-33-49-25-4**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>64.70</b>		
Natural Area	1.51		
Highway 39	1.62		
<b>Gross Developable Area (GDA)</b>	<b>61.57</b>	<b>100.00%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	6.157		10.00%
Arterial Roadway Dedication	1.73		2.81%
Commercial	5.89		9.57%
Park (MR)	5.31		8.62%
SWMF	5.78		9.39%
Collector Roads	12.31		19.99%
Pipeline Right-of-Way (APPL)	1.20		1.95%
<b>Total Non-Residential Area</b>	<b>32.22</b>		<b>52.33%</b>
<b>Net Residential Area (NRA)</b>	<b>29.35</b>		<b>47.67%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	28.15	20	563	70.1%	2.6	1,463
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<b>Total</b>	<b>29.35</b>		<b>803</b>	<b>100.0%</b>		<b>1,943</b>

**Gross Population Density:** 31.56 persons per gross developable area  
**Net Population Density:** 66.20 persons per net residential hectare  
**Unit Density:** 13.04 units per gross developable area  
**Unit Density:** 27.36 units per net residential hectare

AREA STRUCTURE PLAN



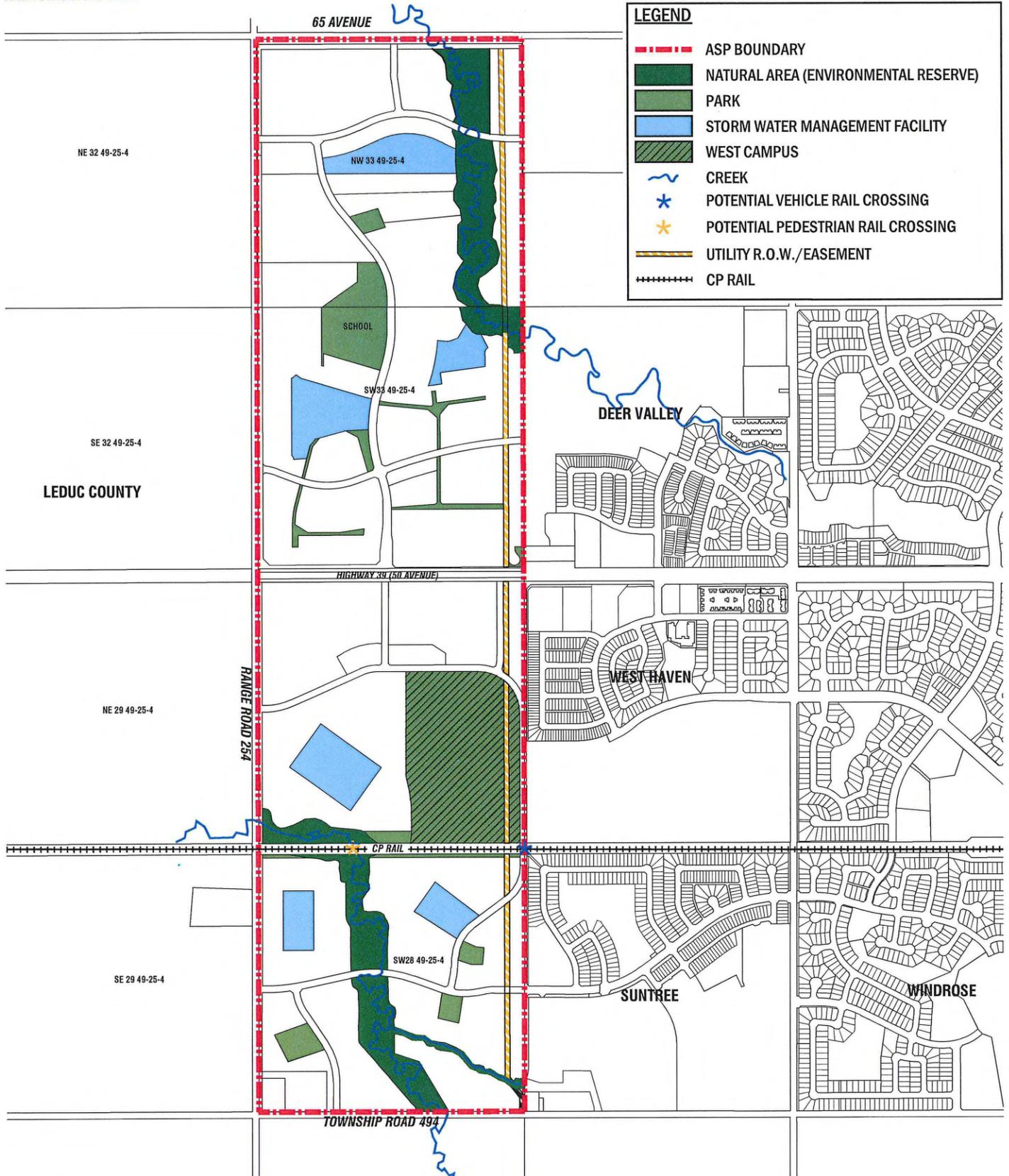
LAND USE CONCEPT

N.T.S.

WOODBEND  
CITY OF LEDUC

0175-14001\_04\_PRFO05.DWG  
Jcalder January 19, 2016

FIGURE 5



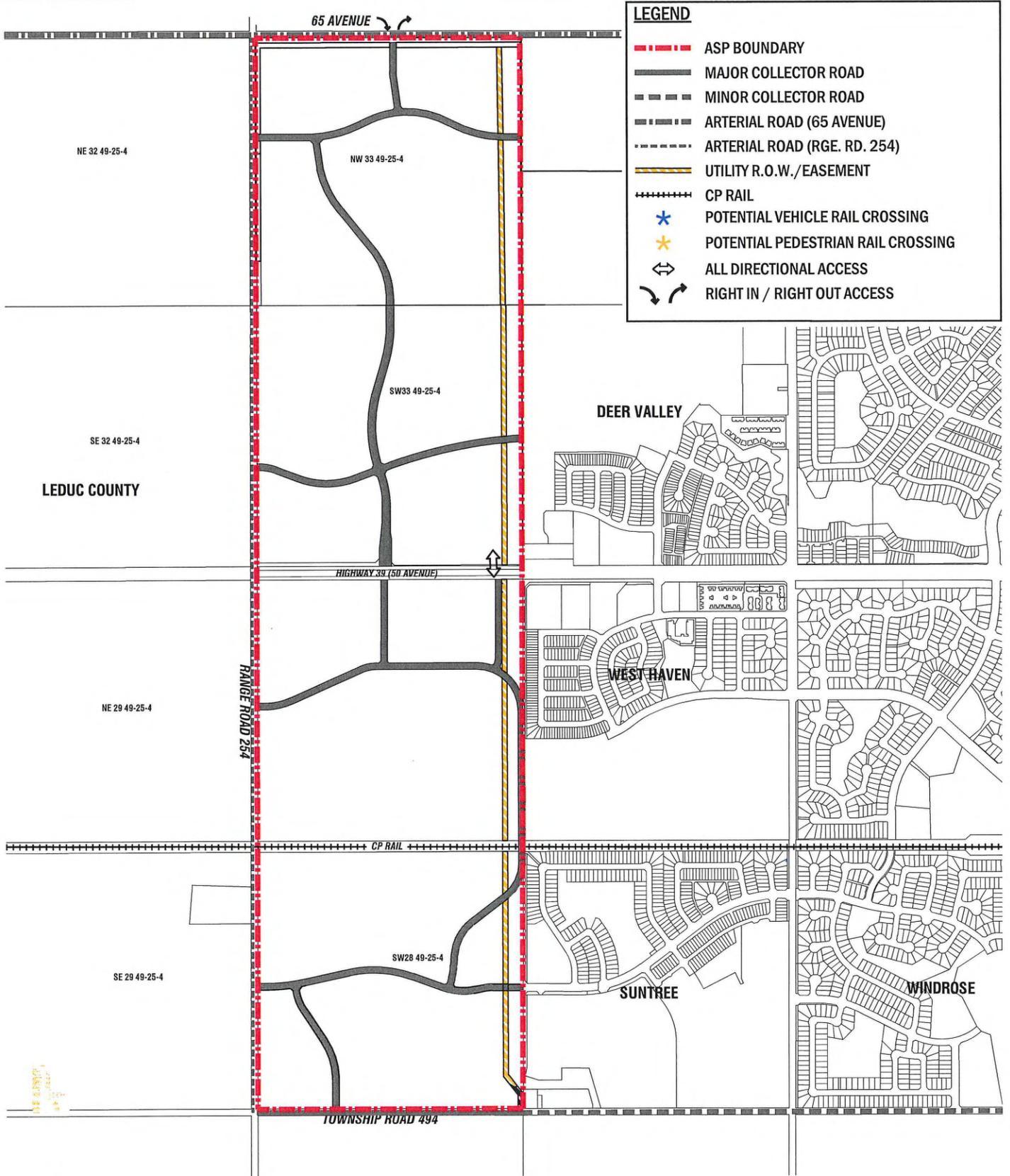
PARKS AND OPEN SPACE

N.T.S.

WOODBEND  
CITY OF LEDUC

0175-14001\_04\_PRF006.DWG  
Jcalder January 19, 2016

FIGURE 6



**LEGEND**

- - - - - ASP BOUNDARY
- MAJOR COLLECTOR ROAD
- MINOR COLLECTOR ROAD
- ARTERIAL ROAD (65 AVENUE)
- ARTERIAL ROAD (RGE. RD. 254)
- UTILITY R.O.W./EASEMENT
- CP RAIL
- ★ POTENTIAL VEHICLE RAIL CROSSING
- ★ POTENTIAL PEDESTRIAN RAIL CROSSING
- ↔ ALL DIRECTIONAL ACCESS
- ↷ ↶ RIGHT IN / RIGHT OUT ACCESS



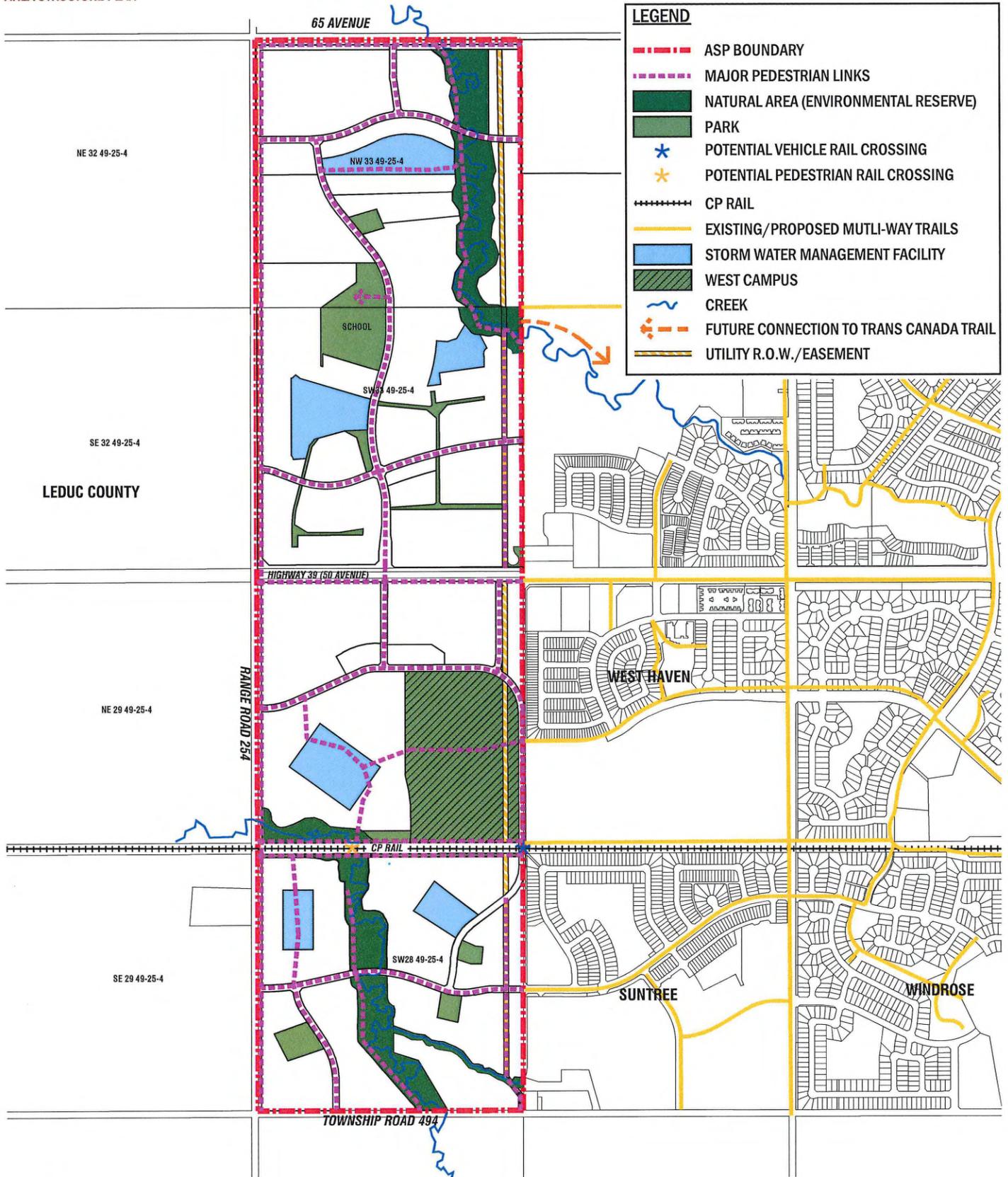
**TRANSPORTATION NETWORK**

N.T.S.

WOODBEND  
CITY OF LEDUC

0175-14001\_04\_PRFO07.DWG  
Jcalder January 19, 2016

**FIGURE 7**



LEGEND	
	ASP BOUNDARY
	MAJOR PEDESTRIAN LINKS
	NATURAL AREA (ENVIRONMENTAL RESERVE)
	PARK
	POTENTIAL VEHICLE RAIL CROSSING
	POTENTIAL PEDESTRIAN RAIL CROSSING
	CP RAIL
	EXISTING/PROPOSED MUTLI-WAY TRAILS
	STORM WATER MANAGEMENT FACILITY
	WEST CAMPUS
	CREEK
	FUTURE CONNECTION TO TRANS CANADA TRAIL
	UTILITY R.O.W./EASEMENT



PEDESTRIAN NETWORK

N.T.S.

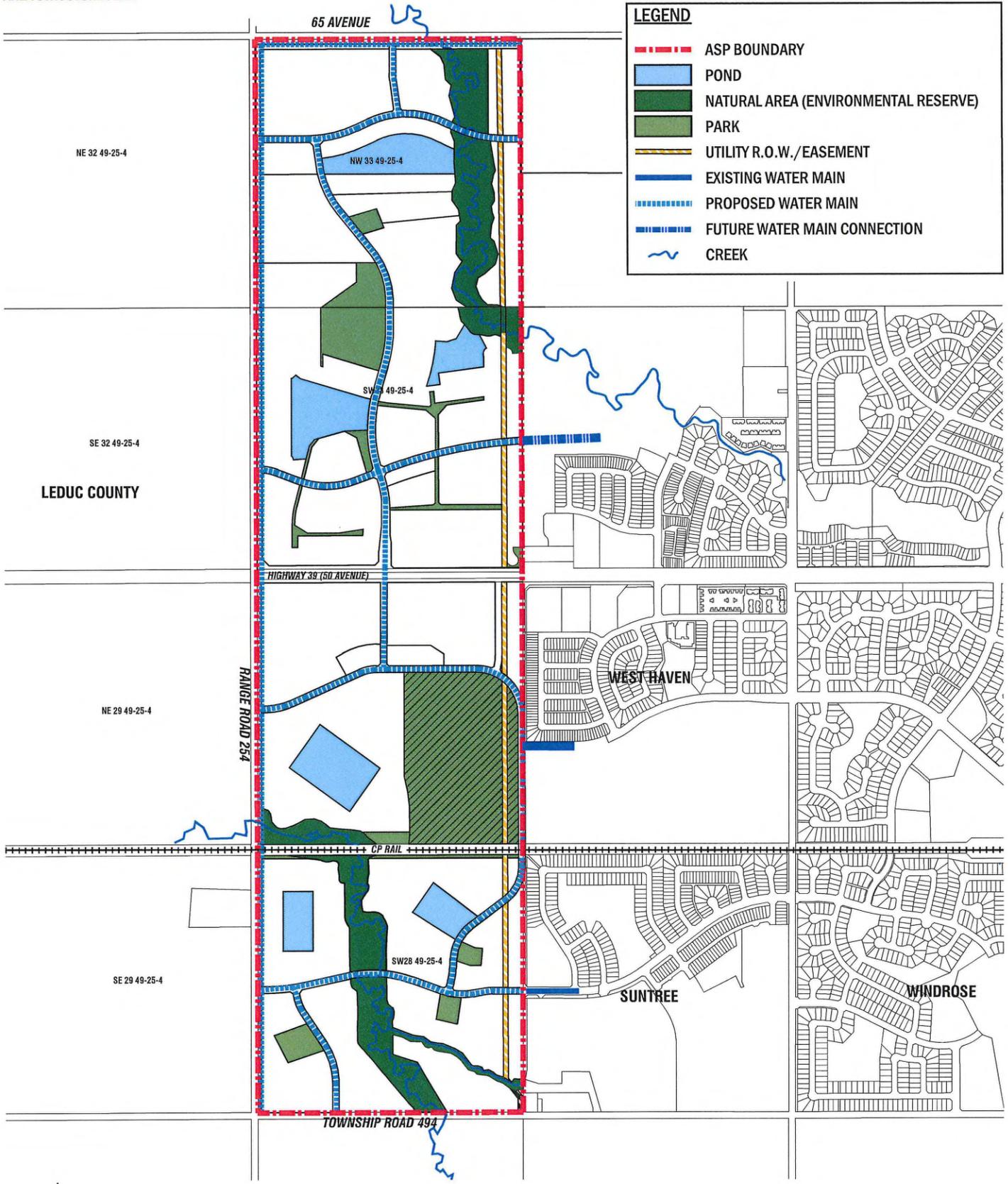
WOODBEND  
CITY OF LEDUC

0175-14001\_04\_PRFO08.DWG  
Jcalder January 19, 2016

FIGURE 8

**LEGEND**

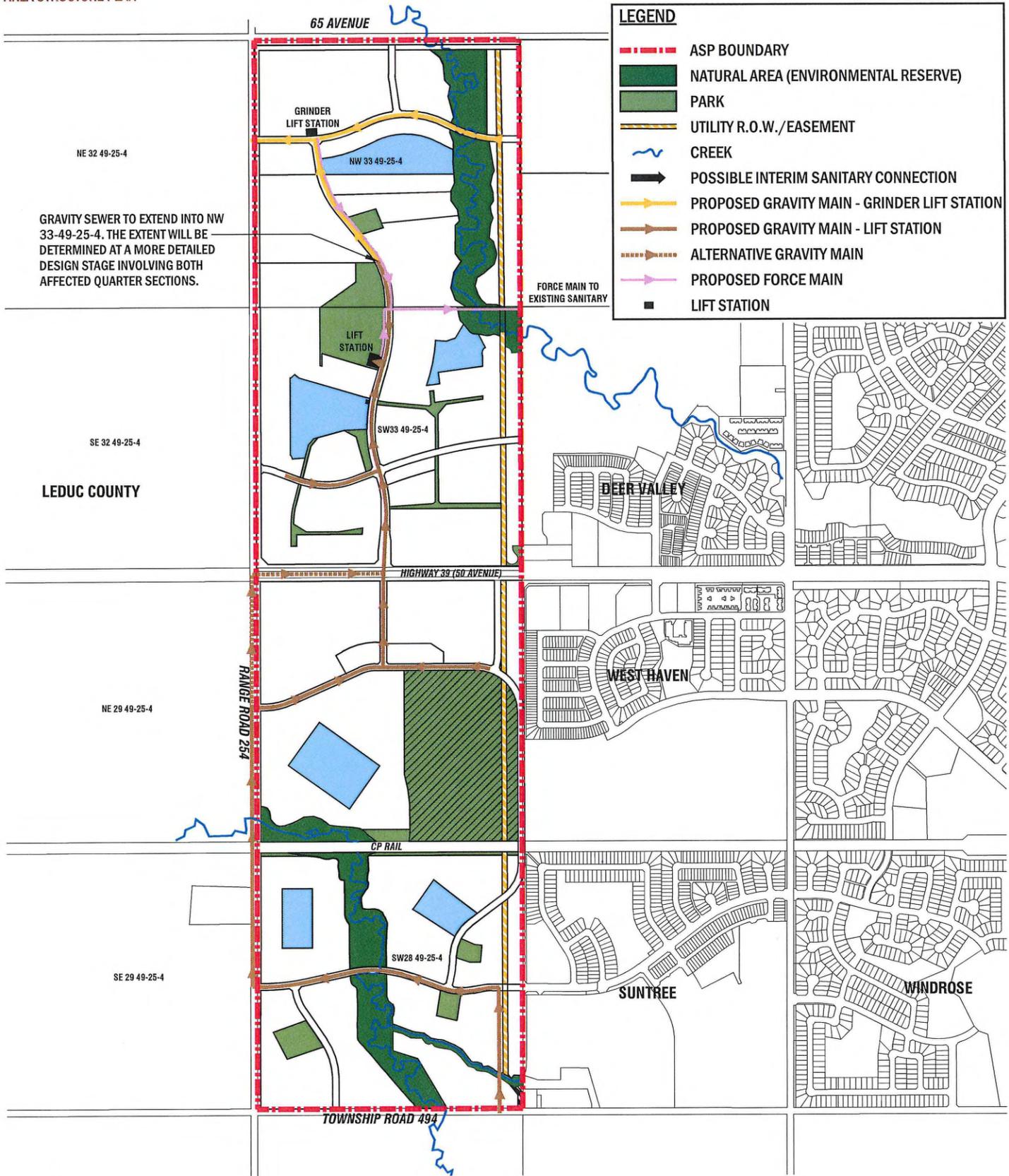
- ASP BOUNDARY
- POND
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- PARK
- UTILITY R.O.W./EASEMENT
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- FUTURE WATER MAIN CONNECTION
- CREEK



**WATER SERVICING**

N.T.S.

WOODBEND  
CITY OF LEDUC



SANITARY SERVICES

N.T.S.

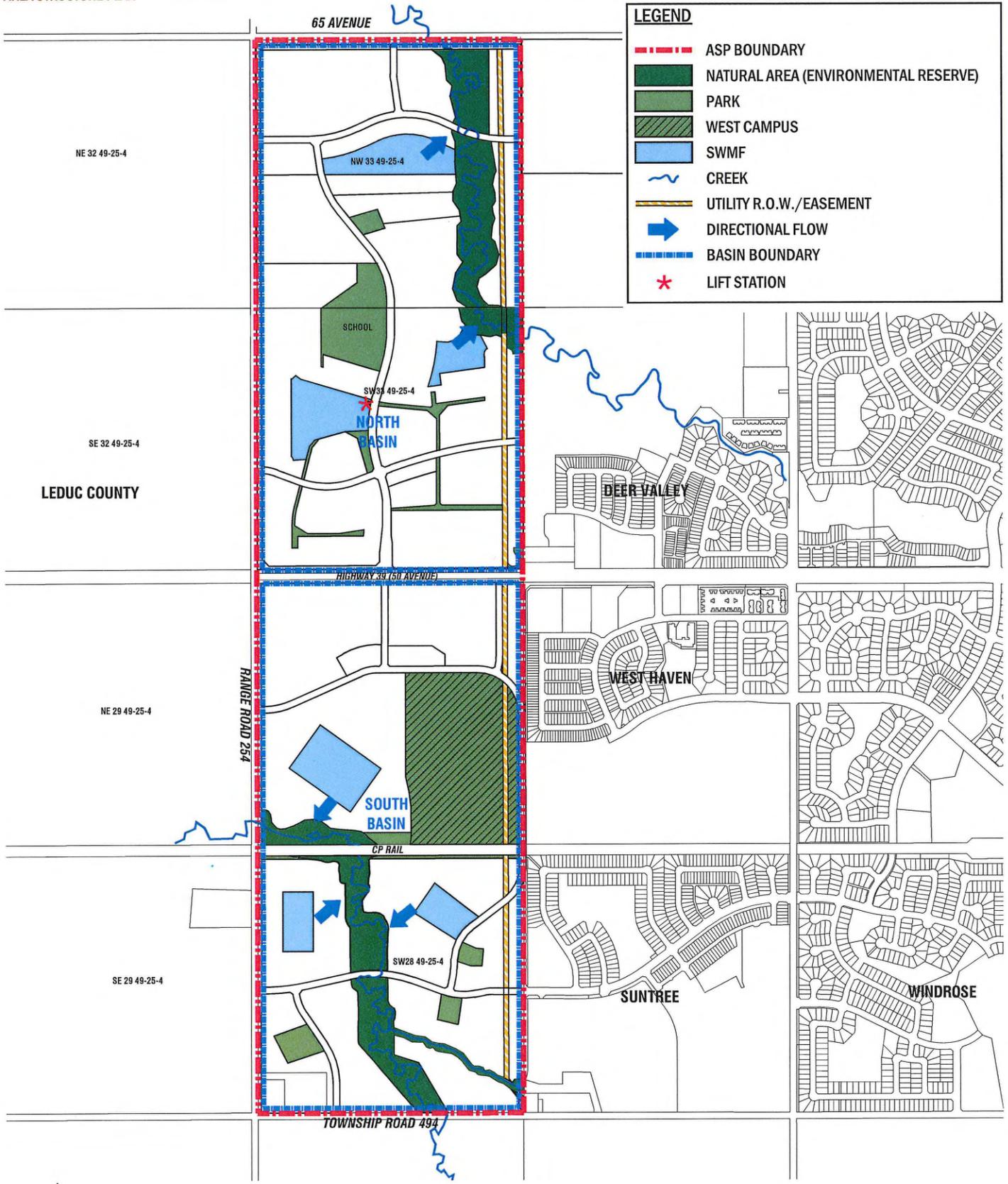
WOODBEND  
CITY OF LEDUC

0175-14001\_04\_PR0010.DWG  
Jcalder January 20, 2016

FIGURE 10

**LEGEND**

- ASP BOUNDARY
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- PARK
- WEST CAMPUS
- SWMF
- CREEK
- UTILITY R.O.W./EASEMENT
- DIRECTIONAL FLOW
- BASIN BOUNDARY
- LIFT STATION



**STORM WATER MANAGEMENT**

N.T.S.

WOODBEND  
CITY OF LEDUC



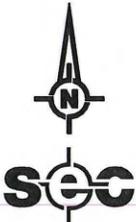
**LEGEND**

- ASP BOUNDARY
- STAGE BOUNDARY
- UTILITY R.O.W./EASEMENT

NOTE: STAGE BOUNDARIES AND NUMBERING ARE ONLY ESTIMATES AND ARE SUBJECT TO CHANGE

LELUC COUNTY

STAGING PLAN



N.T.S.

WOODBEND  
CITY OF LEDUC

0175-14001\_04\_PR0012.DWG  
Jcalder January 19, 2016

FIGURE 12

**Bylaw No. 863-2014**

Page 1

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**A BYLAW OF THE CITY OF LEDUC IN THE PROVINCE OF ALBERTA, TO ADOPT THE AREA STRUCTURE PLAN AS AMENDED FOR THE: NW AND SW ¼ SECTION 28, TOWNSHIP 49, RANGE 25, WEST OF THE 4TH MERIDIAN; THE NW AND SW ¼ SECTION 33, TOWNSHIP 49, RANGE 25, WEST OF THE 4TH MERIDIAN**

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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:** the NW and SW 1/4 Section 28, Township 49, Range 25, West of the 4th Meridian, and the NW and SW ¼ Section 33, Township 49, Range 25, West of the 4th Meridian Area Structure Plan addresses the requirements of an Area Structure Plan as outlined in the Act;

**AND:** notice of intention to pass this bylaw has been given and a public hearing has been held in accordance with the Act;

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

**PART I: BYLAW TITLE**

1. **THAT:** this Bylaw is to be cited as the West Area Structure Plan Bylaw, as amended.

**PART II: APPLICATION**

2. **THAT:** the West Area Structure Plan, as amended, attached hereto as Appendix "A", is hereby adopted.

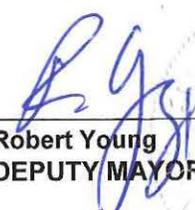
**PART III: ENACTMENT**

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

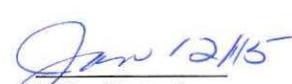
READ A FIRST TIME IN COUNCIL THIS 11<sup>TH</sup> DAY OF AUGUST, 2014.

READ A SECOND TIME AS AMENDED IN COUNCIL THIS 14<sup>TH</sup> DAY OF OCTOBER, 2014.

READ A THIRD TIME AS AMENDED IN COUNCIL AND FINALLY PASSED THIS 12<sup>TH</sup> DAY OF JANUARY, 2015.

  
Robert Young  
DEPUTY MAYOR

  
Sandra Davis  
CITY CLERK

  
Date Signed



BYLAW 863-2014

APPENDIX A



EO-34170.100

# West Area Structure Plan

Submitted to City of Leduc  
by IBI Group  
June 2014

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# 1 Introduction

## 1.1 Purpose

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

The West ASP is intended to be an area of Leduc that takes advantage of its natural amenities and enhances quality of life of current and future residents in well planned urban neighbourhoods.

Commercial and industrial uses will add to the strong employment base in Leduc, helping to attract more people to the vibrant, growing City of Leduc.

## 1.2 Authority

The Leduc West ASP shall be adopted by Leduc City Council as Bylaw \_\_\_\_\_ in accordance with Section 633 of the Municipal Government Act.

An Area Structure Plan (ASP) may be amended by a subsequent Council bylaw. Amendments to the ASP involving policies, tables, text or figures shall be completed in accordance with the Municipal Government Act, the City of Leduc Municipal Development Plan and all other applicable bylaws, policies and procedures.

## 1.3 Timeframe

The Leduc West ASP is required in response to the increasing demand for residential, commercial, light industrial, and recreational development within the City of Leduc. The strong economic base of Leduc, Nisku Energy Park, and the Edmonton International Airport (EIA), employs 70% of the City of Leduc workers and is the main reason for strong population growth in the region. It is anticipated that the industrial economic base will continue to grow with the development of Port Alberta within the EIA.

This ASP will be a statutory plan to manage the anticipated growth following the approval of the City of Leduc's Intermunicipal Development Plan (IDP).

## 1.4 Interpretation

All map symbols, locations and boundaries and areas shown in this ASP shall be interpreted as conceptual unless otherwise specified in the document, or where they coincide with clearly recognizable physical features or fixed boundaries within the plan area. Further detail and refinement of plans will occur in the Outline Plan for each neighbourhood.



## 2 Site Context

### 2.1 Location & Access

The lands proposed as the Leduc West ASP are located adjacent to the west boundary of the City of Leduc and were subject to annexation from Leduc County on January 1, 2014. The Edmonton International Airport (EIA) is located directly north of the subject lands. Agricultural lands within Leduc County are located to the west of the proposed ASP. Existing residential neighbourhoods to the east include; Deer Valley, Suntree, and West Haven. Four additional quarter sections were annexed into the City boundary south of the West ASP.

Highway 39 (50 Avenue) provides primary access to the West ASP subject lands and traverses east-west through the centre of the Plan area. 65 Avenue, Range Road 254, and Township Road 494 (38 Avenue) currently provide gravel road access to several land parcels within the ASP subject lands along its north, west, and south boundary lines. The subject lands are shown in **Figure 1 – Context Plan**.

### 2.2 Plan Area & Ownership

The West Area Structure Plan comprises four quarter sections – NW 28-49-25-W4, SW 28-49-25-W4, NW 33-49-25-W4, and SW 33-49-25- W4. The subject area consists of approximately 260 hectares (640 acres) of land.

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

Legal Description	Current Owner (Authorized Agent)	Area (ha)	Encumbrances	Participation in ASP
NW 33-49-25-4 (N)	Hollands	32.40	Utility R/W: Western Gas & Electric Co Ltd. Lease: Alberta Products Pipeline. Utility R/W: Capital Region Southwest Water Services.	Yes
NW 33-49-25-4 (S)	Hollands	28.31	Utility R/W: Western Gas & Electric Co Ltd. Zoning Regulations: Airport Zoning.* Utility R/W: Alberta Products Pipe Line Ltd. Utility R/W: Capital Region Southwest Water Services. Utility R/W: ICG Utilities.	Yes
NW 33-49-25-4 (SW)	Truss	4.09	Utility R/W: Alta Gas.	No
SW 33-49-25-4	994881 Alberta Ltd. (Avillia)	63.08	Utility R/W: Alberta Products Pipe Line Ltd. Utility R/W: AGT Ltd.	Yes
NW 28-49-25-4	City of Leduc and partners (City and Moussa)	63.08	Zoning Regulations: Airport Zoning* Utility R/W: Alberta Products Pipe Line Ltd.	Yes
SW 28-49-25-4	Schaber (Melcor)	55.64	Utility R/W: Alberta Products Pipe Line Ltd. Utility R/W: Andromeda Investment Ltd.	Yes
SW 28-49-25-4 (SE)	Ladowski	0.78	N/A	No
1025439;1;1	Evangelical Lutheran Church	3.93	N/A	No
8122797;1; A	McKinney	0.81	N/A	No
0728322;1;1	McKinney	0.89	N/A	No

### 3 Planning Process

The Planning process for developing this ASP included gathering information from the City and stakeholders. In addition to the available data, supplemental studies including an Environmental Site Assessment, preliminary desktop Geotechnical Study, Transportation Impact Assessment (TIA), Historical Resources Overview (HRO), and Bio-physical Assessment were undertaken as part of this process. Consultation with Stakeholders and the public was an important part of the West ASP development process. A thorough analysis of information from these studies and public consultation was carried out and combined with the aspirations of the project committee to devise a land use concept and policies for the West ASP.

### 3.1 Stakeholder Consultation & Public Open Houses

Public and stakeholder involvement was a critical component of the planning process. Stakeholders were identified early in the process and included the Edmonton International Airport (EIA), Leduc County, the City of Leduc, the City of Edmonton, CP Rail, school boards and the RCMP, Leduc Federation of Housing and others. The non-participating owners within the subject lands, residents of the adjacent farms and residents within 100 m of the plan area were also contacted and invited to attend public meetings.

Two stakeholder meetings and three public open houses were conducted in order to identify opportunities and constraints, share information and analysis, present the draft concept plan, along with the transportation and servicing concepts for the area. At these meetings and open houses, feedback from stakeholders and residents was recorded to be considered in the planning of this ASP. This feedback has been summarized in the tables below:

#### Public Open House 1 – May 28, 2013

COMMENTS	
Residents	<ul style="list-style-type: none"> <li>• Curiosity about annexation plans.</li> <li>• Concerns regarding loss of sightlines to agricultural fields and of the sunset.</li> <li>• Preference to locate west campus behind existing residents.</li> <li>• Displeasure regarding the re-location of the west boundary road to the west in the Transportation Master Plan (TMP).</li> <li>• Preference for pocket parks over regional park sites.</li> </ul>
Black Gold School Division	<ul style="list-style-type: none"> <li>• Potential school site in the north half of this West ASP. Discussions with the City Planning are underway.</li> </ul>
Alberta Health Services	<ul style="list-style-type: none"> <li>• Interest in Primary health care centres within Highway 39 (50 Avenue) Commercial area..</li> </ul>
City of Edmonton	<ul style="list-style-type: none"> <li>• Generally supportive of the Plan.</li> <li>• Expressed importance of buffering residential from industrial uses.</li> </ul>
Alta Gas	<ul style="list-style-type: none"> <li>• Support for relocating natural gas line from the north ¼ section.</li> </ul>
CP Rail	<ul style="list-style-type: none"> <li>• Rail crossing at grade will not be allowed.</li> </ul>
Leduc Federation of Housing	<ul style="list-style-type: none"> <li>• Need for more seniors' housing and affordable housing within Leduc.</li> </ul>

#### Public Open House 2 – June 26, 2013

COMMENTS	
Residents	<ul style="list-style-type: none"> <li>• Natural areas and creeks to be preserved, kept exposed, and should be a part of storm water management.</li> <li>• Concern about the potential noise from the fire hall.</li> <li>• Concern about the City's overall expansion plans and impact on property taxes and level of servicing.</li> <li>• Expressed desire for more medium density.</li> <li>• Quality of life not to be compromised. Conflicting land uses in the vicinity of airport and railway should be avoided.</li> </ul>
Black Gold School Division Trustee	<ul style="list-style-type: none"> <li>• Looking for a location for a potential high-tech school in Aerotropolis area.</li> </ul>
Edmonton International Airport	<ul style="list-style-type: none"> <li>• Overall satisfactory Plan.</li> </ul>
RCMP	<ul style="list-style-type: none"> <li>• Concerned about the CP not allowing an at grade crossing of the railway line.</li> </ul>
Lutheran Church	<ul style="list-style-type: none"> <li>• Interested in preserving creek along the property boundary.</li> </ul>
Leduc Housing Foundation	<ul style="list-style-type: none"> <li>• Interested in Medium and high density residential split.</li> </ul>

Public Open House 3 – November 5, 2013

COMMENTS	
Residents	<ul style="list-style-type: none"> <li>• Generally positive response, found plan community oriented.</li> <li>• Supportive of the trail network throughout the plan.</li> <li>• Concerned about the location of the fire hall and resulting noise from it on local residents.</li> </ul>

### 3.2 Compliance with the Statutory Plans

The West ASP complies with the following regional and City of Leduc policies:

#### 3.2.1 Capital Region Growth Plan

The Government of Alberta created the Capital Region Board on April 15, 2008 under the Municipal Government Act. On March 31, 2010, the Board approved the Capital Region Growth Plan (CRP) which manages sustainable growth, protects the region’s environment and resources, minimizes the regional development footprint, strengthens communities, increases transportation choice and supports economic development. The plan identifies the ASP subject lands as Priority Growth Area E, which must adhere to the following policies:

CRGP Policy	ASP Compliance
Target Density for Priority Growth Area E is 25 – 30 units per net residential hectare (upnrha).	Housing density projections for West ASP total 29.3 units per net residential hectare (upnrha).
I. Protect the environment and resources A. Preserve and protect the environment ii) Any development which fragments contiguous natural features, functions and habitat, such as water systems, moraines, forests, wetlands and wildlife habitat and corridors shall be discouraged.	This ASP supports the protection of Deer Creek and Whitemud Creek through the Natural Area (Environmental Reserve) land use designation.
II. Minimize Regional Footprint B. Concentrate new growth within priority growth areas. ii) Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria: a. Existing and proposed multi-mode movement corridors, including transit nodes; b. Adjacent to existing and proposed major employment areas; c. Redevelopment and intensification opportunities within existing urban areas; and d. Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure.	This ASP is located within Priority Growth Area E of the Capital Region Growth Plan. The Plan contains opportunities for multi-modal transportation via the multiway trail system to connect the proposed residential land use with park sites, natural areas, shopping areas and employment areas.  The West ASP is located adjacent to the planned Aerotropolis lands to the east and industrial airport lands to the north.  Existing Sanitary servicing capacity does not allow for more lands added to the current system, but a logical system is proposed to extend the City’s services to the ASP area future lands.  The ASP lands extend from existing Highway 39 (50 Avenue).
v) Priority growth areas shall incorporate intensive	A range of housing options shall be provided in

CRGP Policy	ASP Compliance
forms of development that significantly exceed existing development patterns.	<p>this ASP under the low, medium, and high density residential land use designation.</p> <p>The Town Centre land use will also include high and medium density residential uses that will be integrated with commercial and institutional uses.</p>
<p>D. Support expansion of medium and higher density residential housing forms.</p> <p>i) New residential developments shall provide a greater proportion of higher density residential units;</p> <p>ii) Support innovative housing designs and/or built forms within new and existing residential neighbourhoods;</p> <p>iii) Greenfield developments shall make provision for a mixture of uses including a diversity of housing forms, community services, local retail and employment opportunities.</p>	<p>A larger proportion of high and medium density residential units is provided within this ASP in order to meet the density requirements of the CRGP.</p> <p>Innovative housing designs may be considered at development permit.</p> <p>The West ASP contains a mixture of residential, commercial retail and employment, and public services.</p>
<p>III. Strengthen Communities</p> <p>A. Create Inclusive Communities</p> <p>i) Support initiatives to improve the liveability of communities;</p> <p>ii) Integrate uses with adjacent developments to improve connectivity and accessibility to local parks, open space, commercial and community services.</p>	<p>A comprehensive walkway and street system will help to integrate land uses in this ASP increasing connectivity and accessibility to park sites, natural areas, commercial, the Town Centre, residential units and the west campus site.</p>
<p>B. Support Healthy Communities</p> <p>i) Support the implementation of present and future initiatives to create and enhance parks, trails and natural areas for public use;</p> <p>ii) Improve accessibility to community services by providing sidewalks, bicycle trails to encourage walking and cycling and locate these services within proximity to transit, where possible;</p> <p>iv) Encourage and support innovative and green design solutions for neighbourhoods and buildings.</p>	<p>The ASP shall extend the existing multiway system while providing public access to the natural areas, park sites, commercial areas, the Town Centre, residential uses, and the West Campus Site.</p>
<p>C. Support Public Transit</p> <p>i) Provide a mix of higher density land uses along transit corridors, at nodes, and employment centres;</p> <p>ii) New developments shall plan for public transit support facilities such as park and ride lots, (where appropriate);</p> <p>iii) New developments shall be designed for connectivity and accessibility to transit facilities;</p> <p>iv) Prioritize public investments in multi-modal</p>	<p>The West ASP provides a mix of higher density uses along major collector roadways located near employment centres.</p> <p>Location of any future park and ride facility within the west campus site shall be discussed at the Outline Plan stage.</p>

CRGP Policy	ASP Compliance
transport, park and ride lots, transit, and transit related services, in locations approved by the CRB.	
D. Support Innovative and Affordable Housing Options  ii) All residential developments shall provide a greater variety of housing types.	A range of housing densities shall be provided within the West ASP.

### 3.2.2 Intermunicipal Development Plan

The Intermunicipal Development Plan (IDP) was adopted by the City of Leduc as Bylaw 772-2011 on November 28, 2011 and by Leduc County as Bylaw 30-11 on January 24, 2012. This document guides development on the common boundaries of the City of Leduc and Leduc County. The Leduc West Area Structure Plan (ASP) subject lands fall within the boundaries of the IDP. The IDP is based upon five (5) sustainability pillars:

1. Smart Growth.
2. Creating vibrant communities.
3. Environmental stewardship.
4. Economic development.
5. Responsible Governance.

The following is a list of the policies that promote the five sustainability pillars:

IDP Policy	ASP Compliance
3.1 The Growth Policy States: development of lands south of the airport as well as within the Edmonton International Airport Master Plan is constrained by the limited transportation capacity. The ultimate potential of these lands is unlikely to be seen unless this Transportation Network is enhanced.	This ASP shows employment land uses south of the Airport which will require enhancements to the regional Transportation Network prior to development.
4.2.2.3 All residential development and subdivision within new Area Structure Plans in the IDP area shall achieve a target density of 25 - 30 units per net residential hectare as prescribed by the Capital Region Growth Plan for Priority Growth Area "E".	Housing density projections indicate 29.3 units per net residential hectare (upnrha).
4.6.2.10 At the Area Structure Plan, land use redesignation, or subdivision stage, Environmental Impact Assessments addressing natural areas on site or Environmental Site Assessments addressing contamination on site, shall be prepared by qualified environmental consultants, to the satisfaction of the relevant municipal approving authority.	Environmental Site Assessment prepared by CTA Engineering was submitted to the City under separate cover and found no sources of contamination onsite.  An Environmental Impact Assessment may be required with future subdivision, according to City Policy.
4.6.2.16	AER setbacks shall be applied to well sites and

IDP Policy	ASP Compliance
<p>When considering Area Structure Plan, land use redesignation, subdivision, and development proposals within the IDP area, the City of Leduc and Leduc County shall apply AER setback regulations and guidelines respecting oil and gas facilities.</p>	<p>pipelines in the development of the subject lands.</p>
<p>4.8.2.4                      Area Structure Plans shall include detailed servicing concept studies for the provision of water, sanitary sewer, stormwater management, and franchise utilities.</p>	<p>A comprehensive and efficient servicing concept has been prepared for the ASP.</p>

The following IDP area policies apply to the West ASP:

Area A - (SW ¼ 28-49-25-4, a portion of NW ¼ 25-49-25-4, a portion of SW ¼ 33-49-25-4)

IDP Policy	ASP Compliance
<p>5.1.1                      Land use within the Residential Growth Policy Area A shall be predominantly residential, with integrated supporting uses of the appropriate scale and location necessary to create complete and vibrant communities. Such supporting uses shall include adequate open space and may also include:</p> <ul style="list-style-type: none"> <li>• Local or neighbourhood commercial and retail development;</li> <li>• Community/institutional development;</li> <li>• Schools;</li> <li>• Small scale medical/personal service business development.</li> </ul>	<p>The land use designations of the West ASP are consistent with land uses listed in Area A of the IDP.</p>

Area C - (a portion of NW ¼ 25-49-25-4, a portion of SW ¼ 33-49-25-4)

IDP Policy	ASP Compliance
<p>5.3.1                      Land use within the Transitional Residential Mixed Use Policy Area C shall include a mix of higher density residential and commercial development, with integrated supporting uses of the appropriate scale and location necessary to create complete and vibrant urban communities. Such supporting uses shall include adequate open space and may also include:</p> <ul style="list-style-type: none"> <li>• local, neighbourhood, or regional commercial and retail development;</li> </ul>	<p>The land use designations of the West ASP conform with land designations listed in Area C of the IDP.</p>

IDP Policy	ASP Compliance
<ul style="list-style-type: none"> <li>• community and institutional development of a local or regional scale, including recreation facilities;</li> <li>• schools and institutions of higher learning;</li> <li>• medical and personal service business development.</li> </ul>	

Area D – (a portion of NW ¼ 33-49-25-4)

IDP Policy	ASP Compliance
<p>5.4.3            Land use within the Town Policy Area D shall include a mix of higher density residential and commercial development, with integrated supporting uses of the appropriate scale and location necessary to create complete and vibrant urban communities. Such supporting uses shall include adequate open space and may also include:</p> <ul style="list-style-type: none"> <li>• neighbourhood or regional commercial, office, and retail development;</li> <li>• community and institutional development of a neighbourhood or regional scale, including recreation facilities;</li> <li>• schools and institutions of higher learning;</li> <li>• tourism destinations and services such as hotels;</li> <li>• medical offices, health centres, and hospitals.</li> </ul>	<p>The land use designations of the ASP conform with land designations listed in Area D of the IDP.</p>
<p>5.4.5            Innovative site planning and architecture shall be strongly encouraged within the Town Policy Area D. In order to achieve such innovation, the relevant municipal approving authority shall consider implementing incentives and bonus systems in the bylaws, regulations, and approval processes that apply to this Policy Area.</p>	<p>Innovative site planning and architectural guidelines for the Town Centre area shall be thought out at the outline plan for this area.</p>

Area E1 – (A portion of NW ¼ 33-49-25-4)

IDP Policy	ASP Compliance
<p>5.5.3            Land use within the Port Alberta Business Industrial Policy Area E1 shall include a mix of office, business, and industrial development, particularly related to</p>	<p>The land use designations of the ASP conform with Area E1 within the IDP.</p>

IDP Policy	ASP Compliance
<p>logistics, warehousing, light manufacturing, and the transshipment of goods by highway, rail, and air transport. Supporting uses may include:</p> <ul style="list-style-type: none"> <li>• commercial and retail development to serve immediate employees and business visitors;</li> <li>• regional commercial and retail development;</li> <li>• institutional development of a regional scale, including indoor and outdoor recreation facilities;</li> <li>• tourism destinations and services such as hotels;</li> <li>• schools and institutions of higher learning;</li> <li>• medical offices and health centres.</li> </ul>	

### 3.2.3 City of Leduc Municipal Development Plan

The Municipal Development Plan (MDP) was approved by City of Leduc Council on April 10, 2012. The MDP outlines the framework for growth within the City of Leduc. The vision, principles, and policies discussed in the MDP shall be reflected in the preparation of the Leduc West Area Structure Plan. The vision of building a community of integrity, unity and strength is defined in the MDP as follows:

*In 2035, Leduc will be a vibrant community where growth is balanced and sustained:*

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

The following MDP principles are directed toward achieving the vision and will be based on the five sustainability principles:

1. *Environmental and Infrastructure*  
*The City will protect, conserve and enhance Leduc's natural and constructed environments and systems. Innovation and technology will be employed to promote the sustainable growth and development of Leduc.*
2. *Economy and Tourism*  
*Sustainable, planned economic development will create a positive and energized business climate that will support a balance of residential, commercial and light industrial growth.*
3. *Social Wellness and Safety*  
*Leduc will be a healthy and safe community that is well prepared for the future and able to adapt to emerging health and safety challenges. Community services will be provided and monitored in accordance with the social wellness indicators that the City of Leduc has developed.*
4. *Recreation and Culture*

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

5. Governance

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

The vision and principles of the MDP will be incorporated throughout the West ASP to ensure alignment of this ASP with the MDP. The following MDP policies have been reviewed to ensure ASP compliance.

MDP Policy	ASP Compliance
<p>2D - 7                      Requiring the development of stormwater retention ponds within residential communities as cost effective alternatives to pipe-only systems, with an emphasis on aesthetics and public accessibility.</p>	<p>Locations for Stormwater Management Facilities are shown in <b>Figure 5 - Land Use Concept</b>.</p>
<p>3B - 3                      Ensuring that planning policies and approvals support the City’s goal of achieving an assessment ratio of 40% non-residential development to 60% residential development.</p>	<p>The 40% non-residential and 60% residential targets apply to the entire City. This ASP includes approximately 53% non-residential and 47% residential.</p>
<p>4B - 6                      Planning for land uses at safe distances from development constraints such as landfills, major rail and road rights-of-way, oil and gas facilities, and noise sources.</p>	<p><b>Figure 5 - Land Use Concept</b> respects setbacks from road and rail right-of-ways, oil and gas facilities and noise sources. With Light Industrial activities planned north of 65<sup>th</sup> Avenue, noise mitigation for residential development will be explored through buffering of uses, diversification of traffic, berming and landscaping techniques.</p>
<p>4E - 5                      Requiring that all new residential Area Structure Plans provide a variety of housing types including, where appropriate, types such as single-detached, semi-detached, duplex, triplex, fourplex, townhouse, or apartment dwellings, with no more than 50% of the total number of dwelling units in any residential Area Structure Plan to be designated within the same residential land use district of the Land Use Bylaw.</p>	<p>Compliance of the development plan with this policy will be reviewed at the Outline Plan stage. With a variety of housing forms available under one residential zone in the City of Leduc Land Use Bylaw. An amendment to this MDP policy may be required.</p>
<p>4E - 11                      Protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the Multiway system.</p>	<p><b>Figure 8 – Pedestrian Network</b> shows connectivity to existing and planned multi-ways with future park spaces, and natural areas.</p>
<p>4E - 18                      Requiring that all new residential Area Structure Plans are supported by comprehensive engineering,</p>	<p>Technical studies have been submitted under separate cover and help provide background information required to develop the Development</p>

MDP Policy	ASP Compliance
servicing, environmental, geotechnical, and transportation studies approved by the City.	concept.
4F - 2 Providing for new commercial development in clearly established corridors adjacent to Edmonton International Airport, the QE II Highway, and other primary highways such as Highway 39 (50 Avenue), where it would serve to buffer residential neighbourhoods from significant sources of highway and airport noise.	<b>Figure 5 - Land Use Concept</b> includes commercial land uses along Highway 39 (50 Avenue) and business Employment uses along 65 Avenue in the north ¼ section. This helps to buffer residential uses from sources of road noise.
4G - 3 Allowing for commercial, light industrial, and business park development as well as open spaces and recreational areas in the Transitional Business Mixed Use policy areas shown in Figure 4, which would serve to buffer the adjacent residential neighbourhoods from significant sources of highway and airport noise, and which would incorporate land use and design transitions to create compatible and sensitive development next to the adjacent residential neighbourhoods.	<b>Figure 5 - Land Use Concept</b> includes this transition between the airport lands north of the subject lands and residential lands.
6C - 6 Planning for new large parks and recreation facilities in campus settings on the west side of Leduc.	<b>Figure 5 - Land Use Concept</b> includes the future West Campus recreation facility and sports fields.

### 3.2.4 City of Leduc Fire & EMS Master Plan

The City of Leduc Fire and EMS Master Plan was approved in May 2013. This Plan guides medium and long term decision making, as well as operational decision making of Emergency Services for the next three to five years. The Plan includes requirements for future land purchases which would be included within the subject lands:

FEMSMP Policy	ASP Compliance
The City of Leduc should continue with planned construction of Station #2 in the west end, recognizing that the site selection is appropriate and that a second station is required to meet service targets.	<b>Figure 5 - Land Use Concept</b> includes a fire station adjacent to Highway 39 (50 Avenue).  The fire station is located on the east edge of the plan area with intentions to serve west Leduc as well as the downtown and north industrial sectors. This location in the plan is the best available site. An optimal location based on a modeling study commissioned by the City in 2010 showed a location further to the east. The fire hall has been planned for construction in 2014 to help improve response times to calls in the City and reduce dependency on the existing station. Details of the buildings, site and orientation will be finalized at development permit.

### 3.2.5 City of Leduc Transportation Master Plan

The City of Leduc Transportation Master Plan (TMP) includes recommendations for the short, medium, and long term changes to Leduc’s transit service, heavy vehicle traffic routes, pedestrian and bicycle transportation networks. The following TMP policies are applicable to new neighbourhoods:

TMP Policy	ASP Compliance
<ul style="list-style-type: none"> <li>Incorporating public transit into neighbourhoods;</li> <li>Protecting right-of-way for future public transit service;</li> <li>Requiring that any new residential development that may be affected by significant noise generators incorporate noise mitigation measures such as berms, sound attenuation walls, site planning, building orientation landscaping, or buildings construction techniques.</li> </ul>	<p>The West ASP accounts for future public transit routing in the neighbourhood.</p> <p>Right-of-way width will be based on the City of Leduc’s Engineering Standards and designated at the Outline Plan stage.</p> <p>Noise mitigation requirements will be determined at the Outline Plan stage.</p>

### 3.2.6 City of Leduc Long Term Facilities Master Plan

The Long Term Facilities Master Plan (LTFMP) approved on February 25, 2013 provides the City of Leduc with a framework for decision making related to City facilities and land matters to meet the requirements of the residents and Corporation. The following LTFMP policy is reflected in the West ASP:

LTFMP Policy	ASP Compliance
<p>The current Recreational needs of the City will be met by the existing Leduc Recreation Centre until the population reaches 50,000 by which time a second Recreation Centre will be required:</p> <ul style="list-style-type: none"> <li>The West Civic Campus (to be located within the Leduc West ASP) will be an appropriate location for the second recreation facility in Leduc.</li> </ul>	<p><b>Figure 5 - Land Use Concept</b> identifies the location of the West Campus site.</p>

### 3.2.7 City of Leduc Parks, Open Space & Trails Master Plan

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

POST Policy	ASP Compliance
<p>4.4.2(1)                  Continue to maintain standard of providing MR credit for mini park development (15% of</p>	<p>Compliance of the development with this policy will be reviewed at the Outline Plan stage.</p>

POST Policy	ASP Compliance
frontage) to ensure access to the pond or wetland for sitting, viewing, gathering, and aesthetics.	
<p>4.6.2            West-end Integrated Rec. Facility: Allocate a minimum 40 acres (16.2 ha) of the proposed site specifically to Parks development. Prepare Master Plan to develop the site.</p>	<p><b>Figure 5 - Land Use Concept</b> will include approximately 16.2 ha (40 acres) of park space for the west campus.</p> <p>The City has purchased the lands for this regional recreational feature.</p>



## 4 Background Information

### 4.1 Existing Topography & Natural Features

The lands within the West ASP are mostly flat with gentle slope. Topography of each of the four quarter sections is described below and illustrated in **Figure 3 – Existing Topography (Appendix B)**.

#### 4.1.1 SW1/4 Sec. 28-49-25-4 (Melcor)

The quarter section is generally flat with a meandering shallow ravine, Whitemud Creek (1 to 2 m depth), running north-south through the centre. The highest elevation is approximately 721.5 m in the southeast corner and lowest elevation is approximately 716.5 m in the northwest corner of the quarter section.

Most of the lands within this quarter section are used for agricultural purposes with three residential acreages in the southwest corner.

#### 4.1.2 NW1/4 Sec. 28-49-25-4 (City/Moussa)

The general topography in this quarter section is flat with the highest point around 720.5 m in the east and the lowest around 716 m in the west. Whitemud Creek runs east-west in the southwest corner of this quarter section for approximately 300 m with a shallow ravine (1 to 2 m depth).

This quarter section is currently utilized as cultivated farmland and has no existing buildings.

#### 4.1.3 SW1/4 Sec. 33-49-25-4 (Avillia)

The northeast portion of the parcel slopes gently to the northeast, towards a shallow ravine (of 1 to 2 m depth) with a meandering creek, which extends southeast to northwest for approximately 200 m through the quarter section. The highest elevation in this quarter section is around 719.0 m in the southeast and the lowest around 716.5 m in the northwest.

Currently the quarter section is utilized as cultivated farmland. A grove of trees is located in the central-west portion of the quarter section. There is a demolished barn and three wooden sheds immediately west of the trees. Seven farm silos are located near the northwest corner of the quarter section.

#### 4.1.4 NW 1/4 Sec. 33-49-25-4 (Hollands)

The lands within this quarter section gently slope to the north. The highest elevation is around 717 m in the south and the lowest around 710 m in the northwest corner of the quarter section. A shallow ravine (1 to 2 m depth) with a meandering Deer Valley creek runs north-south through the eastern portion of the quarter section.

The quarter section is utilized as agricultural farmland. A residential acreage is located in the southwest corner of the quarter section.

### 4.2 Existing Built Form & Land Use

Most of the lands within the ASP subject lands are utilized as cultivated farmlands with the exception of some acreages and storage sheds.

Highway 39 (50 Avenue) traverses east-west through the ASP lands dividing them in two halves. A Canadian Pacific (CP) Rail line also runs east-west across the subject lands in between the SW and NW ¼ Sec. 28-49-25-4 quarter sections. Refer to **Figure 4 - Site Opportunities and Constraints** from Appendix B.

### 4.3 Soils & Vegetation

Phase I – Environmental Site Assessment and geotechnical study was carried out for all four quarter sections of the subject lands, excluding the lands owned by non-participating landowners.

According to the geotechnical desktop study, the subject area is underlain by glacial till consisting of clay, silt, sand, and gravel to approximately 8 m depth, overlying bedrock of the Horseshoe Canyon formation (shale and sandstone), both of low groundwater yield. No potential aquifers were identified in the area. The regional groundwater generally flows west towards North Saskatchewan River.

### 4.4 Wells, Pipelines and Utility Right-of-Ways

There are three abandoned well sites located in the West ASP area, as shown on **Figure 4 - Site Opportunities and Constraints** from Appendix B. According to the Alberta Energy Regulator (AER) a 10 m radius setback is required around these well sites. Once a reclamation certificate has been issued, the radius required decreases to 5 m.

A light volatile products (LVP) pipeline owned by Alberta Products Pipeline Ltd. (URW #4366 RA) carrying jet fuel extends north-south near the east boundary of the property. There is no additional setback required by ERCB from this pipeline right of way. Setbacks shall be in accordance with Section 20.3 of the City of Leduc Land Use Bylaw.

The developer must apply for crossing agreements where roads or services cross the pipeline right-of-way. In some cases the (LVP) pipeline ROW will be integrated into the neighbourhood multi-way system as shown in Figure 8 with walkways and landscaping to be approved by the City and the resource operator.

A high pressure natural gas pipeline owned by Alta Gas (URW #2121 HW) extends northwest-southeast through the northern most quarter section of the subject lands. Either development must work around and away from the utility right-of-way with no removal of cover over the pipeline, or the pipeline must be relocated within NW ¼ 33-49-25-4 in a new right-of-way.

A fibre optics right-of-way runs east-west along the north boundary. A Capital Region Southwest Water Services Commission ROW (URW #872 239 701) is located along the northwest boundary of the ASP quarter section (SW 33-49-25-4).

## 4.5 Historical Overview

A Historical Resources Overview (HRO) was prepared by Altamira and submitted to the City of Leduc under separate cover. Historically, the subject lands and the surrounding area have been used as agricultural land uses. A Historical Resources Act Clearance certificate for the West ASP area was issued by the Province of Alberta on June 14, 2013.

## 4.6 Existing Transportation

Existing accesses to the West ASP site are shown in **Figure 4 - Site Opportunities and Constraints**. Highway 39 (50 Avenue) provides the primary access to the West ASP area, running east-west along the shared boundary of SW ¼ Sec. 33-49-25-4 and NW ¼ Sec. 28-49-25-4 and provides direct access to these two quarter sections. Highway 39 (50 Avenue) connects the West ASP lands to Queen Elizabeth Highway II (QE II).

65 Avenue is currently a gravel road that runs along the north boundary of the ASP providing access to the West ASP lands, the EIA lands, and the proposed Port Alberta development to its north. Once upgraded, 65 Avenue will be a critical link to the Port Alberta and the Aerotropolis industrial development by connecting to QE II to the east.

Range Road 254 is a gravel road that runs along the west boundary of this West ASP providing access to all four quarter sections.

Township Road 494 (38 Avenue) runs along the south boundary of this ASP and provides direct access to SW ¼ Sec. 28-49-25-4. Currently, this is a gravel road and will be upgraded to an urban cross section as development progresses in the surrounding area.

A CP branch line, Class 2 track runs east-west through the ASP subject lands between the NW and SW ¼ Sec. 28-49-25-4. The CP rail line separates the southernmost quarter section of the subject lands from the rest of the development to the north. A vehicular and pedestrian crossing is important for pedestrian safety and connectivity to the south lands and existing Suntree neighbourhood. This crossing will enhance emergency access for SW ¼ 28-49-25-4 and existing Suntree by creating a direct route to the fire station. With limited access to portions of SW ¼ 28-49-25-4, a crossing will improve internal neighbourhood circulation and transportation options for the safety and benefit of the future residents. The West Campus is a regional amenity that will attract residents from the south. A controlled crossing will help to ensure residents can access the facilities safely.

The lands within the ASP are currently being utilized as cultivated farmlands and no internal road network is present.

## 5 West Area Structure Plan Development

### 5.1 Vision

The West ASP will be a community that creates live, work, shop, and play opportunities for its residents. The West ASP will accommodate low, medium and high density residential development along with commercial, recreational, business employment, and institutional uses. Diversity will be encouraged by allowing a variety of housing types that will serve various lifestyles.

This proposed ASP provides comprehensive pedestrian and vehicle connectivity throughout the area. Connections to the focal points, adjacent neighbourhoods, parks and recreational facilities, will be enhanced by multi-modal transportation, continuous sidewalks and the neighbourhood and regional trail systems. Strong urban design along with enhanced diversity, inclusivity, connectivity and walkability will lead to creating a vibrant community.

### 5.2 Planning Principles

- Mixed Use Community
  - This neighbourhood includes housing ranging from low to high densities to be planned near commercial areas, business employment lands, the future West Campus, and natural areas creating an inviting mix of uses for the community.
- Live-Work-Play
  - By creating a mix of uses in the community, this ASP provides opportunities to live in the residential areas, work in the business employment and commercial areas, and play in the recreational areas.
- Connectivity and Access
  - The concept plan provides connections throughout the neighbourhood to various community focal points via multi-modal transportation networks including the multi-use trail network and a hierarchy of roads. This enhances connectivity and accessibility throughout the neighbourhood.
- Parks and Open Spaces
  - The West ASP provides areas for both active and passive recreation dispersed throughout the plan area. This neighbourhood plan proposes parks and open spaces including the West Campus Site, which account for over 10% of developable lands. The natural creeks and storm ponds also add to the open space recreation opportunities in the plan.
- Neighbourhood Design
  - Architectural and urban design standards will be discussed at the Outline Plan stage and subdivision and development permit stage to establish an attractive and pedestrian friendly neighbourhood.
- Sustainable and Low Impact Development
  - This plan encourages sustainable neighbourhood design through the use of construction, practices and materials, and low impact development techniques including stormwater management facility xeriscaping. These options will be explored at the outline plan stage.

### 5.3 Goals

The overall goals for the West Area Structure Plan include:

- to foster a sense of community by creating an identifiable sense of place and belonging that encourages participation and involvement in the community;
- to establish a high standard for environmental stewardship by creating a community that embraces sustainable and energy efficient neighbourhood design and development practices;
- to create a neighbourhood that embraces its natural features and integrates them within the neighbourhood;
- to establish a sense of safety and enhance connectivity to encourage a pedestrian friendly and walkable environment in the community;
- to provide opportunities for people of different lifestyles and backgrounds to thrive in the community throughout the stages of life;
- encourage complete neighbourhoods with live, work, play, learn and shop opportunities.

### 5.4 Objectives & Policies

The following plan objectives are developed to achieve the stated goals of this plan:

#### 5.4.1 Urban Design

	Objective	ASP Policy	Implementation
5.4.1.1	Design residential streets that are pedestrian friendly, and promote safety and walkability.	(i) Streetscape design should adhere to the City of Leduc Neighbourhood Design Guidelines and Strategy documents. In general sidewalks shall be provided with crossing at corners or be marked where crossings are designated otherwise.	(i) Consideration for these elements will be evaluated at the Outline Plan, subdivision design and development permit stage.
		(ii) Building massing and its effect on public realm will be taken into consideration.	(ii) Building massing will be further addressed through the outline plan and the development permit process.
	<b>Rationale:</b> Designing attractive streetscapes and providing convenient pedestrian linkages to neighbourhood focal points helps to create a user friendly pedestrian network. Orientation of buildings towards public areas is an important contributing factor to promoting safety through passive surveillance. (CPTED principle)		
5.4.1.2	Provide opportunities for views and vistas to the natural creeks.	Where possible, buildings adjacent to the ravine should be oriented to provide viewpoint opportunities for residents.	Viewpoints and vista opportunities shall be explored through the subdivision design and approval process.
	<b>Rationale:</b> West ASP is planned to take advantage of its existing natural features, such as Deer Creek and Whitemud Creek. By highlighting and incorporating these features through neighbourhood design, the Plan creates a unique identity and sense of place for the neighbourhood.		

	Objective	ASP Policy	Implementation
5.4.1.3	Create a sense of surveillance and occupancy where public and private space interface.	(i) Walkways and parks should be visible, well-lit, and located where residential development or passing traffic can provide passive surveillance.	(i) <b>Figure 5 – Land Use Concept</b> identifies parks and ponds with frontage onto public streets and in close proximity to residential uses.
		(ii) Buildings that front onto the street or other public areas should include features (doors, windows, and landscaped yards) that create opportunities for surveillance and a sense of occupancy.	(ii) Building design shall be considered at the subdivision and development permit stage in accordance with the City of Leduc Land Use Bylaw.
<b>Rationale:</b> Development will be planned with consideration given to the design principles that will assist in achieving safety, diversity and walkability in the community.			

#### 5.4.2 Green Development

	Objective	ASP Policy	Implementation
5.4.2.1	Consider sustainable development principles in the planning and design of the neighbourhood.	The West ASP shall allow for opportunities to use and promote environmentally sustainable technologies in construction and design of the neighbourhood.	Green development design guidelines shall be explored through consultation with City administration at outline plan and subdivision design.
5.4.2.2	Encourage naturalized landscaping on public and private lands to maximize environmental benefit.	Landscaping shall incorporate the use of native plant species within all public open spaces.	Specific plant species will be determined by the developer and the City as part of engineering drawing review.

#### 5.4.3 Ecology

	Objective	ASP Policy	Implementation
5.4.3.1	Protect the natural creeks from development.	(i) Natural creeks shall be dedicated as Environmental Reserve and provide opportunities for public access.	(i) Environmental Reserve lands will be dedicated through subdivision in accordance with the Municipal Government Act.

	Objective	ASP Policy	Implementation
		(ii) Any required development setback from the creek shall be determined by a detailed geotechnical report and survey at the time of subdivision.	(ii) A detailed Geotechnical report shall establish urban development line to be surveyed at time of subdivision.
<p><b>Rationale:</b> This West ASP highlights the ecological elements of the site by providing convenient accesses and/or views to these features. Deer Creek and Whitemud Creek are fish bearing creeks. The biophysical assessment recommends a 30 m to 50 m development setback from the creeks to prevent erosion of the banks. Required setbacks are subject to further geotechnical investigation. Pedestrian access should be provided to the creek.</p>			

#### 5.4.4 Energy Resources

	Objective	ASP Policy	Implementation
5.4.4.1	Ensure that the environmental status of lands in the West ASP neighbourhood is suitable for development and the Environmental Site Assessments (ESA) are complete and up-to-date.	(i) Environmental Conditions of the site shall be confirmed through submission of Environmental Site Assessment (ESA) Reports and/or updates according to City Policy.	(i) ESA reports shall receive sign-off by City Administration prior to the subdivision stage of development.
		(ii) Where necessary, contaminated material shall be removed and disposed of in an environmentally sensitive manner, in accordance with Federal, Provincial and Municipal regulations.	(ii) Site remediation, where necessary, shall be completed prior to subdivision approval. An environmental site assessment report verifying the remediation shall be submitted for approval by City administration prior to rezoning of subject lands.
<p><b>Rationale:</b> A desktop phase one ESA report for participating landowners was submitted to the City as part of this application for West ASP. The report found no contamination but additional testing may be required at subdivision.</p>			
5.4.4.2	Ensure that urban development around the abandoned well site adheres to the policy requirements of the Alberta Energy Regulator (AER).	Development shall adhere to the requirements of the AER Directive 079.	The abandoned well site shall be located within a setback and accessible in case of maintenance. Details regarding the setback area will be reviewed with subdivision and will be to the satisfaction of the City of Leduc.
	<p><b>Rationale:</b> Policies relating to existing and abandoned oil and gas wells will help ensure conscientious residential development around oil and gas well sites and pipelines at all stages of the plan implementation and construction process, while minimizing potential disturbances to the area's future residents. Urban development in the vicinity of the abandoned well site will be planned in accordance with AER Directive 079.</p>		

	Objective	ASP Policy	Implementation
5.4.4.3	Ensure the ongoing operation and integrity of existing pipelines and utility infrastructure.	West ASP shall maintain the existing Light Volatile Products (LVP) pipeline right-of-way for continued operation. Setbacks from the pipeline will be in accordance with the City of Leduc Land Use Bylaw.	The pipeline right-of-way is shown on <b>Figure 2 – Land Ownership Plan</b> and shall remain until such time as it is no longer required, subject to existing agreements with land owners. Dedication of the pipeline right-of-way as public utility will take place at subdivision.
<b>Rationale:</b> Right-of-ways for utility infrastructure are included on land titles. The right-of-way maintains the legal right for these facilities to operate. A 30 m safety zone exists along the LVP pipeline where adjacent development must notify the pipeline operator of any development activity prior to proceeding with the work.			

#### 5.4.5 Historical Resources

	Objective	ASP Policy	Implementation
5.4.5.1	Identify and protect items with historical significance in the West ASP.	The West ASP shall consider the recommendations and findings of the Historical Resource Overview (HRO).	A Historical Resource Overview and a clearance letter from the Province of Alberta were submitted with this West ASP report under separate cover.
<b>Rationale:</b> The HRO found no evidence of significant historical resources within these lands and the Province has provided clearance.			

#### 5.4.6 Residential

	Objective	ASP Policy	Implementation
5.4.6.1	Establish residential densities that meet the density target set out by the Capital Region Growth Plan.	The neighbourhood shall provide residential densities consistent with the “Priority Growth Area E” defined as 25 to 30 units per net residential hectare in the Capital Region Growth Plan.	The density defined in <b>Appendix A - Proposed Land Use and Population Statistics</b> is 29.3 units per net residential hectare.
<b>Rationale:</b> The West ASP shall have a mix of residential densities including single detached, semi-detached, town house and apartment style housing forms.			
5.4.6.2	Provide a variety of housing types that serve a range of age groups, income levels, and lifestyle needs.	This ASP shall provide a variety of housing types ranging from low to high density.	A variety of residential densities are shown in <b>Figure 5 – Land Use Concept</b> . Specific housing types to be constructed shall be determined at subdivision and development permit in accordance with the Land Use Bylaw.
<b>Rationale:</b> Through the provision of different types and affordability of housing, this ASP will help provide access to public amenities and housing for a variety of age			

	Objective	ASP Policy	Implementation
	groups, income levels and lifestyle preferences.		
<b>5.4.6.3</b>	Locate the highest levels of population in areas with convenient and efficient access to transit routes.	High and medium density residential sites should be developed along collector roads and close to transit routes.	<b>Figure 5 - Land Use Concept</b> illustrates locations of medium and high density residential sites along collector roads.
	<b>Rationale:</b> Through locating higher density sites with access to collector roads, traffic volume generated on those sites is directly connected to collector roadways, providing efficient movement of vehicles in and out of the neighbourhood. Proposed transit routes are located on collector roads providing convenient access to transit for the largest number of people.		
<b>5.4.6.4</b>	Minimize exposure of residential development to non-compatible land uses that could cause nuisance.	Buffer residential uses from land uses that could cause sensory nuisance to residents.	Outline Plans and subdivisions shall identify berms and buffers to minimize noise and visual nuisance according to City standards.
	<b>Rationale:</b> Berms, landscaping, and types of building materials and orientation of buildings can be used to limit sensory nuisance caused by arterial roadways and non-residential land uses.		

#### 5.4.7 Parks, Recreation Facilities & Schools

	Objective	ASP Policy	Implementation
<b>5.4.7.1</b>	Provide convenient and visible access to the West Campus recreation site.	The West Campus Recreation Facility shall be located along collector roads with easy access to neighbourhood walkways, and transit routes.	The West Campus site is shown on <b>Figure 6 – Parks and Open Spaces</b> .
	<b>Rationale:</b> The recreation site is accessible to residents from surrounding neighbourhoods with collector road access from north, and east. With direct access from collector roads, traffic from adjacent neighbourhoods will flow without creating congestion on local roadways.		
<b>5.4.7.2</b>	Provide active and passive recreation opportunities through a connected system of public open spaces.	Park spaces shall be designed to accommodate both active and passive recreational opportunities. Park spaces should be dispersed throughout the neighbourhood and designed as focal points along the neighbourhood walkway system.	The locations of the park sites are shown on <b>Figure 6- Parks and Open Spaces</b> and will be dedicated as municipal reserve at time of subdivision.
	<b>Rationale:</b> Pocket parks and public open spaces shall be accessible to residents of the neighbourhood who seek active and passive recreation activities.		
<b>5.4.7.3</b>	Provide school sites for the	City and developers co-	School sites shall be

	Objective	ASP Policy	Implementation
	anticipated population growth in the West ASP and neighbouring area.	ordinate with the school boards to finalize the location and program for the schools on the West Campus and within West ASP.	defined in the Outline Plan.
<p><b>Rationale:</b> School sites and parks within the ASP shall be dedicated as Municipal Reserve lands as part of the 10% of Gross Developable Area in accordance with the Municipal Government Act. The West Campus area is owned by the City and shall provide significant recreational amenities and potential school sites for the West ASP.</p>			

#### 5.4.8 Commercial

	Objective	ASP Policy	Implementation
5.4.8.1	Provide convenient access to commercial uses for pedestrians and vehicles from the West ASP and surrounding neighbourhoods.	(i) The commercial sites shall be located with direct access to arterial or collector roads, maximizing visibility and accessibility to pedestrians, drivers and transit users.	(i) <b>Figure 5 – Land Use Concept</b> identifies the location of commercial sites located along Highway 39 (50 Avenue).
		(ii) Designated pedestrian connections shall be provided from residential areas to commercial sites.	(ii) Access locations must be reviewed and approved by the City of Leduc at Outline Plan.
<p><b>Rationale:</b> Two all-directional accesses are planned from Highway 39 (50 Avenue) to the commercial sites on each side of Highway 39 (50 Avenue). Additional accesses shall be explored at subdivision and/or development permit. Pedestrian access to the sites shall be accommodated through designated walkways connected to the neighbourhood pedestrian circulation system.</p> <p>The commercial sites shall be integrated with the neighbourhood through convenient roadway and walkway linkages, providing opportunities for a work/live environment for residents. The proximity to surrounding medium to high density residential sites provides a supply of commercial users within walking distance.</p>			
5.4.8.2	Provide human-scale commercial uses with opportunities for office uses.	(i) Commercial retail uses shall be designed to the human-scale with interactive street level façades.	(i) Architectural Guidelines shall be created by the Developer at the subdivision stage.
		(ii) Office or residential uses shall be considered on the site.	(ii) The specific land uses for the site will be determined at Zoning and development permit stages.
		(iii) Buildings shall be designed to enhance the streetscape.	(iii) The specific site plan will be determined at development permit.

	Objective	ASP Policy	Implementation
	<b>Rationale:</b> Attractive, inviting and interactive façades can be created through high standards of architecture and urban design. This will help to create a walkable and pleasant shopping experience that is connected with the local neighbourhood.		

#### 5.4.9 Town Centre

	Objective	ASP Policy	Implementation
<b>5.4.9.1</b>	To create a medium to high density mixed-use area.	A mix of medium/high density residential and commercial land uses are encouraged in this land use. The following supporting uses may also be considered: recreational facilities, schools and institutions of higher learning, hotels, medical offices, health centres, hospitals, etc.	<b>Figure 5 – Land Use Concept</b> identifies the location of the town centre. Further land use discussion details will be presented through the Outline Plan stage.
<b>Rationale:</b> The Town Centre site is planned in the north of the subject lands and provides an opportunity for a mix of uses to create a vibrant community.			
<b>5.4.9.2</b>	To maintain a buffer from residential uses to industrial development north of 65 Avenue.	Potential negative impact from business and industrial uses shall be mitigated through transitional land use planning.	Transition between non-residential and residential uses shall be determined through the discussions between the land owners and the City at the Outline Plan Stage.
<b>Rationale:</b> Transitional land uses will help in mitigating nuisance in the form of noise generated by 65 Avenue and industrial activities.			

#### 5.4.10 Business Employment

	Objective	ASP Policy	Implementation
<b>5.4.10.1</b>	To create a mixture of light industrial and commercial development and employment opportunities within the community.	Create an area of employment opportunities in support of industrial uses identified north of future 65 Avenue, Nisku, and the northeast business park.	Business Employment land use is accommodated in the northern most ¼ section abutting 65 Avenue. Refer to <b>Figure 5 – Land Use Concept</b> .
<b>Rationale:</b> Business employment uses are planned along the south side of 65 Avenue as referenced in the Aerotropolis Integrated Land Use Compatibility Plan. This will provide opportunities for office, light industrial, warehousing, retail, eating/drinking establishments, hotel, motel, entertainment facilities, repair shops, and other compatible uses.			

### 5.4.11 Institutional

	Objective	ASP Policy	Implementation
5.4.11.1	To allow for the development of an emergency services site.	The institutional land use will allow for the development of an emergency services building (Fire Hall) which will serve the needs of the western half of the City.	<b>Figure 5 – Land Use Concept</b> identifies the Fire Hall building.
<b>Rationale:</b> The emergency services site is located along Highway 39 (50 Avenue) to provide support to the existing fire station and a quick access to the western half of the City of Leduc in case of an emergency.			

### 5.4.12 Transportation

	Objective	ASP Policy	Implementation
5.4.12.1	Provide connections from focal points and amenities to residential areas.	Pedestrian and vehicle linkages shall be provided to connect residential areas with ponds, parks, the natural creeks, the commercial sites, employment areas, and adjacent neighbourhoods using sidewalks, walkways, shared use paths, and local and collector roads.	Collector road network provides access to the community focal points and amenities. The transportation network is illustrated in <b>Figure 7 - Transportation Network</b> . Walkways and shared use paths are incorporated in the neighbourhood design and shown on <b>Figure 8 – Pedestrian Network</b> .
<b>Rationale:</b> Residents of the neighbourhood and visitors should be encouraged to use and visit the focal points and amenities that the West ASP has to offer. Access to amenities will help provide residents opportunities for active and healthy lifestyles.			
5.4.12.2	Mitigate the impact of vehicle traffic associated with medium and high density residential development on low density residential areas.	Access should be provided to medium and high density residential parcels from collector or arterial roadways.  Provide access for the Town Centre traffic to the west arterial road.	All access will be reviewed and evaluated at time of outline plan and subdivision. Medium and high density residential development is accessed via abutting collector roadways as shown in <b>Figure 5 – Land Use Concept</b>
<b>Rationale:</b> By providing direct access from medium and high density residential to the collector roadway, higher traffic volumes can enter and exit the neighbourhoods more efficiently, preventing congestion on internal roadways.			

	Objective	ASP Policy	Implementation
5.4.12.3	Provide noise attenuation where residential development backs onto arterial roads.	Berms and landscaping shall be provided along arterial roads in accordance with the City policy.	A noise attenuation assessment will be carried out in accordance with the City of Leduc requirements.
	<b>Rationale:</b> Noise attenuation helps to limit the impact of noise from surrounding arterial roads allowing residents to enjoy the outdoors comfortably. The West ASP will follow the City Standards for noise buffering and the noise assessment will help ensure that standards are met.		
5.4.12.4	Provide a collector roadway system that allows efficient movement of vehicular traffic through the neighbourhood and discourages shortcutting on local roadways.	Design collectors to provide the most efficient routes through the neighbourhood, directing traffic to and from arterial roads.	Collector roads are shown on <b>Figure 7 – Transportation Network</b> .
	<b>Rationale:</b> Collector roads that provide the most direct routes allow traffic to move efficiently with minimal stopping. Local roads should be designed to allow clear connections to the collector road system allowing for efficient travel times to a destination.		

### 5.4.13 Pedestrian & Bicycle Circulation

	Objective	ASP Policy	Implementation
5.4.13.1	Promote alternate modes of transportation within the transportation network and minimize walking distances to focal points and public amenities.	Walkway connections and shared use paths shall be provided at designated locations throughout the neighbourhood. These connections shall be provided to recreational amenities, schools, work, shops, transit stops, and focal points in the community. The walkway system within the West ASP area, will link to the City's multi-way trail network.	<b>Figure 8 – Pedestrian Network</b> will guide the future application of shared use paths and walkways in the neighbourhood.
	<b>Rationale:</b> West ASP has a comprehensive pedestrian and shared use circulation system. The active transportation opportunities are further enhanced by the		

	Objective	ASP Policy	Implementation
	advantageous connections to the natural creeks, parks, residential units, public amenities and focal points.		
5.4.13.2	Design a system of walkways that provides a feeling of safety for users.	Walkway design shall follow Crime Prevention Through Environmental Design (CPTED) principles such as, avoiding the creation of entrapment areas, providing adequate lighting and providing opportunities for passive surveillance among residents. Walkway widths and materials shall be consistent with the City Standards and will be designed at subdivision stage.	Design of shared use paths, walkways and parks will be reviewed at zoning and subdivision.
	<b>Rationale:</b> The walkway system is designed to provide efficient connection between parks, schools, the natural creeks, the commercial sites, residential areas, and adjacent neighbourhoods. These designated walkways maintain separation from local vehicular traffic.		
5.4.13.3	Incorporate walkway connections into the street system.	Streets that are part of the primary walkway system should have treed boulevard and landscaping as per City standards.	Walkways are designed at subdivision through detailed engineering.
	<b>Rationale:</b> The West ASP provides a comprehensive system of walkways to provide convenient linkages reducing pedestrian travel distances to neighbourhood amenities.		

#### 5.4.14 Transit

	Objective	ASP Policy	Implementation
5.4.14.1	Provide convenient public transit opportunities for residents and access near neighbourhood focal points, public amenities, higher density areas and activity nodes.	Transit routes and stops (along arterial and collector roadways) should be located within approximately 400 m of all residential units and will be accommodated along the collector and arterial roadway. A park and ride facility may be located in the West Campus site, subject to the Outline Plan.	The proposed collector and arterial road network is shown on <b>Figure 7 – Transportation Network</b> . Location of bus stops and routes will be reviewed at the subdivision stage.
	<b>Rationale:</b> Local transit service shall be provided on collector and arterial roads in accordance with City of Leduc Transit specifications.		

### 5.4.15 Servicing

	Objective	ASP Policy	Implementation
<b>5.4.15.1</b>	Provide services in accordance with the City of Leduc standards.	Provide efficient extension of services designed to the City of Leduc standards.	The proposed servicing design is shown on <b>Servicing, Figure 9 - Water Servicing, Figure 10 - Sanitary, Figure 11 – Stormwater Management.</b> Developers shall enter into a servicing agreement with City of Leduc at subdivision in order to provide services to individual lots and sites.
<b>Rationale:</b> The servicing concept describes the efficient and effective servicing of the ASP area.			

### 5.4.16 Utilities

	Objective	ASP Policy	Implementation
<b>5.4.16.1</b>	Provide available land for the extension of fibre optic cables to connect the West Campus and Fire Station with Civic Centre.	Fibre optic cable routing will be accommodated within future road right-of-way and/or public utility lots.	Fibre optic cable routing shall be determined with the submission of subsequent Outline Plans.
<b>Rationale:</b> Right-of-ways should be designed and allocated to accommodate the extension of fibre optic cables.			
<b>5.4.16.2</b>	Provide necessary utilities such as electricity, gas, cable and telephone lines to the future residents.	Electricity, gas, cable and telephone lines will be accommodated within road right-of-ways, public utility lots, or utility right-of-ways as per City Standards.	Electricity, gas, cable, and telephone lines will be determined through engineering drawing submission at the subdivision stage.
<b>Rationale:</b> Right-of Ways should be designed to provide a logical extension of electricity, gas, cable and telephone lines in order to provide these services to future residents.			

## 6 Development Concept

The development concept for the West ASP is in conformance with the planning principles presented in Section 5.2 and the relevant statutory plans discussed in Section 3. This plan considers the technical and environmental studies undertaken and discussed in Section 4.

As shown in **Figure 5 - Land Use Concept**, residential development, parks and recreational areas, the town centre, commercial, business employment, and natural area preservation are the primary land uses in the ASP.

Residential development in the plan area includes low, medium and high density housing. Street oriented single detached semi-detached and townhouses homes are the building forms included in low density residential development. Medium density residential land use will

provide the opportunity for sites including townhouses, row houses, cluster houses, and four storey apartment buildings. High density residential land use will provide the opportunity to develop apartment buildings over four stories, subject to NavCanada's height restrictions. The residential densities for the West ASP are included in Appendix A.

The West ASP will be developed as a live, work, shop and play community. The wide range of housing options presented above will provide local living opportunities for a diverse range of lifestyles and affordability. These future residents will have the opportunity to utilize multi-modal transportation options to access work and play options within the ASP area and the surrounding neighbourhoods.

Work opportunities are presented throughout the neighbourhood with the largest concentration placed in the north portion of the ASP as Business Employment, Commercial, and Town Centre land use. Commercial land uses along Highway 39 (50 Avenue) will also provide employment options and serve the daily shopping needs of the surrounding neighbourhoods. Business employment and commercial land use development along 65 Avenue and Highway 39 (50 Avenue) provide separation to the residential development from noise generators such as major arterial roadways and non-compatible industrial development.

The West Campus Facility is at the centre of the plan area and provides recreational activities, such as, indoor and outdoor sports fields, centralized in the plan area to allow for multiple transportation options to access the site. The natural areas will provide residents with walkway connections and the options for passive recreation.

The proposed ASP combines a range of residential uses, a large recreational campus, stormwater management facilities, commercial areas, business employment lands, institutional areas, and natural areas to create a comprehensively planned, walkable community.

## 6.1 Low Density Residential (LDR)

Low Density Residential (LDR) land use is present in all four quarter sections, with the largest proportion in the southernmost quarter section. LDR allows for the development of a variety of fee simple dwelling types including, but not limited to:

- Dwelling, Single Detached;
- Dwelling, Duplex Side-By-Side;
- Dwelling, Duplex Stacked;
- Dwelling, Triplex;
- Dwelling, Fourplex;
- Dwelling, Townhouse.

Development in this district will be walkable and pedestrian friendly and will be in compliance with the Neighbourhood Design Guidelines for the City of Leduc.

Where residential land uses abut the CP Rail right-of-way, the CP Rail guidelines will be considered to influence setbacks on adjacent residential lots. Specific guidelines will be explored at the Outline Plan.

## 6.2 Medium Density Residential (MDR)

Medium Density Residential (MDR) land use is placed along collector roadways in close proximity to commercial land uses and/or public amenities such as schools and parks. MDR allows for the development of a variety of dwelling types including, but not limited to:

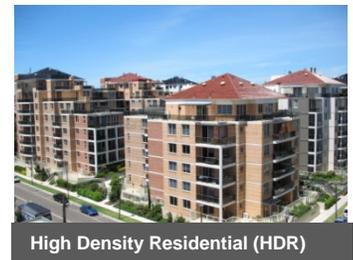
- Dwelling, Triplex (Condominium Development);

- Dwelling, Fourplex (Condominium Development);
- Dwelling, Townhouse (Condominium Development);
- Dwelling, Apartment (1 – 4 storeys).

### 6.3 High Density Residential

High Density Residential (HDR) land use is located at the intersection of two collector roads, just south of Highway 39 (50 Avenue) adjacent to the West Campus Recreation Centre and adjacent to commercial land uses. Proposed Town Centre in the northern most quarter section will also allow for high density land use. HDR allows for the development of a variety of dwelling types including, but not limited to the following:

- Dwelling, Apartment (1 – 4 storeys);
- Dwelling, Apartment (4+ storeys).



### 6.4 Commercial

Commercial land accounts for approximately 10% of the gross developable area in the ASP. This land use is concentrated around Highway 39 (50 Avenue) in SW ¼ 33-49-25-4 and NW ¼ 28-49-25-4 and the collector road south of 65 Avenue in NW ¼ 33-49-25-4, to serve the drive-by traffic of the region and day-to-day needs of the neighbourhood. Commercial areas adjacent to the West Campus site and residential areas shall be integrated into the neighbourhood through design techniques such as scale, massing and placement of buildings to create pedestrian oriented and connected environments. Commercial land use is intended for, but not limited to, the development of the following uses:

- Cinema;
- Eating and Drinking Establishment;
- Retail Store;
- Service Station;
- Professional, Financial and Office Service.

### 6.5 Commercial/Medium Density Residential

Commercial/Medium Density Residential comprises 4.3 ha (1.8%) of gross developable lands and is located in SW ¼ 33-49-25-4. This area requires more detailed planning at the Outline Plan level to allocate the distribution and location of MDR in this area. For the purposes of this ASP, we have assumed 50% of the site will be commercial and 50% will be MDR. This mix will be refined at the Outline Plan. Commercial and MDR uses will be integrated through design guidelines in the Outline Plan to provide a complementary relationship to each other.

## 6.6 Town Centre

The Town Centre land is located in NW ¼ 33-49-25-4 which is the northernmost quarter section of this ASP and accounts for approximately 5% of the gross developable area. The Town Centre land use will serve as a medium to high density, residential and commercial mixed-use development. According to the City of Leduc/Leduc County IDP, Town Centre use consists of:

- Adequate open space;
- Neighbourhood or regional commercial, office, and retail development;
- Community and institutional development of a neighbourhood or regional scale, including recreation facilities;
- Schools and institutions of higher learning;
- Tourism destinations and services such as hotels;
- Medical offices, health centres, and hospitals;
- Medium and high density residential development.

Residential uses will not be permitted north of the 400m midpoint of NW ¼ 33-49-25-4 to allow for buffering from future industrial and business activities north and south of 65 Avenue, in accordance with the City's Aerotropolis Integrated Land Use Compatibility Plan.



## 6.7 Business Employment

Business employment land use is located in NW ¼ 33-49-25-4 and accounts for 14.88 ha (6.4%) of the gross developable area. Business employment land use is intended for, but not limited to, the development of the following uses:

- Light Business Facility;
- Business Support Service;
- Contractor Service;
- Greenhouse;
- Recycling Depot;
- Vehicle Sales;
- Vehicle Repairs;
- Light Industrial;
- Aerotropolis Integrated Land Use Compatibility Plan suggested uses for this area:
  - Logistics park;
  - Distribution centres.

This development will be complimentary to the anticipated industrial development to the north of 65 Avenue. This land use will also separate residential development particularly on this quarter section from a noise generator such as 65 Avenue (a proposed major arterial and a truck route). Warehouse distribution will take advantage of access opportunities adjacent to 65 Avenue.

## 6.8 Institutional

### 6.8.1 Fire Hall

Institutional land use shall allow for the development of a fire hall along Highway 39 (50 Avenue). This location has good access to Highway 39 (50 Avenue) in order to meet the required response times for the western downtown and north industrial portions of the City.

This station has been identified in an emergency services modelling study commission by the City as being required in the short term to improve response times to service calls.

Orientation and location of the building on the site to minimize impact of noise on adjacent residential uses will be considered in its design and at the development permit.

### 6.8.2 Church Lands

The institutional land use designation located in the southeast corner of the subject lands will allow for the development of a place of worship, however, any additional residential/commercial development on site will require an amendment to this bylaw. This land use will be reviewed and defined at the Outline Plan stage.



## 6.9 Stormwater Management Facilities (SWMF)

Stormwater Management facility is provided for each of the four quarter sections within the West ASP area. SWMFs will help in maintaining the post development stormwater discharge rate and quality similar to pre-development discharge rate and quality. SWMFs also serve the purpose of outdoor amenity areas for future residents providing opportunities for active and passive recreation.

Design consultation with the EIA regarding SWMF design should be considered prior to construction.

## 6.10 Municipal Reserve/Park

As per the Municipal Development Plan, 10% of developable area must be dedicated as Municipal Reserve (MR) in the form of land or cash-in-lieu. The specific amounts of land and cash-in-lieu to be dedicated will be determined at outline plan through negotiation between the City of Leduc and landowners.

The West Campus site has been acquired by the City and will not count towards the MR dedication on other quarter sections within the ASP. As the West Campus site is a regional recreation facility and the existing natural areas are retained in this Plan, there is ample opportunity for residents to enjoy open space. At the discretion of the City, cash-in-lieu could be used to enhance park sites or to acquire lands for parks in other areas of the City that do not have adequate open space.

The pocket park sites will be developed as public amenity spaces, which provide residents with the opportunity to enjoy active and passive recreation. These sites are distributed throughout the quarter sections to provide opportunities for recreation in conjunction with the natural amenities and storm ponds of the neighbourhoods.

A school site to accommodate a K-9 school has been identified in the north section of the ASP as indicated in **Figures 5 and 6**. The need for this school was identified by City administration through discussion with the school boards, review of student populations and availability of existing sites within West Leduc. The site measures 4.8ha (12 acres) and is located centrally to allow for convenient access from surrounding residents and the collector road system.

A 10 m wide linear park is proposed along both sides of the CP Rail ROW to act as a buffer between the railway and the proposed residential development. The linear MR will enhance pedestrian connectivity in the neighbourhood by providing a strong east-west connection. Consideration for design details regarding railway setbacks shall be discussed at the Outline Plan and subdivision stages in accordance with municipal bylaws.

MR areas shown on **Figure 5 - Land Use Concept** and **Figure 6 - Parks and Open Spaces Plan** are conceptual and subject to confirmation at the Outline Plan stage.

## 6.11 West Campus

The West Campus recreational facility site area will provide residents of the City of Leduc the opportunity to enjoy indoor and outdoor recreational facilities. This site is intended as a regional recreation area to add to the current recreation facility located east in Leduc. Details of the West Campus facilities will be provided at the Outline Plan and may include school sites, sports fields, a recreation facility, a park and ride facility, and civic uses.



## 7 Servicing Infrastructure

### 7.1 Transportation

The transportation system within the West ASP will use a hierarchy of roadways including local, minor collector, major collector and arterial roads based on anticipated traffic volumes determined in the Traffic Impact Assessment (TIA) submitted under separate cover. According to the TIA submitted under separate cover, 65 Avenue and Highway 39 are classified as 4 lane divided major arterial roads. Range Road 254 is classified as a 4 lane undivided minor arterial.

According to the TIA, all collector roadways within the plan area are anticipated to be major collectors. Collector roadways are distributed throughout the plan to gather traffic from local roads and distribute it to arterials. Widening will be required on the existing right-of-ways for Highway 39, 65 Avenue and Range Road 254. Right-of-way widths and alignments will be discussed between the City and affected landowners at the Outline Plan stage.

As per section 662(2) of the MGA, the City can require up to 30% of Gross Developable Area of land for roads or public utilities or both.

### 7.2 Water Distribution

Watermains are proposed to be extended from the east to service future West ASP developments. An existing 350 mm watermain exists at the Suntree and West Haven tie-in. An existing 300 mm watermain exists at the Deer Valley tie-in. Water servicing within the ASP will be designed to provide peak hour flows and fire flows for future development. Water looping will be provided in accordance with the City's Water Master Plan. Refer to **Figure 9 - Water Servicing**.

Pressure reducing valves may be required in the ASP area, to be determined at the detailed engineering drawings.

### 7.3 Sanitary Services

The City of Leduc is currently undertaking a Sanitary Sewer Master Plan (SSMP). The report has been approved by the City of Leduc in December 2013.

The Sanitary Sewer Master Plan recommends a trunk sanitary line along the west edge of the ASP, Lift Station and Forcemain then tying to offsite gravity mains. The SSMP is a macro level report. Pipe sizes may vary upon detailed engineering. The City of Leduc has requested that the West ASP analyse the benefits of a lift station moving from the area initially recommended by the Sanitary Sewer Master Plan.

The main lift station will be located in the northeast corner of SW ¼ 33-49-25-W4M. The location of the main lift station is such that allows quicker initial development, reduces the depth of sanitary trunk and is a shorter forcemain eastward to the existing sanitary sewer mains. The location of the forcemain to the east is consistent with the Sanitary Master Plan.

The north half of NW 33-49-25-W4M requires a much smaller grinder pump and forcemain that will service the low lands. The forcemain of the grinder pump will feed into a gravity line which will feed into the main lift station.

Discussion with the City of Leduc suggests there is limited capacity in the existing sanitary system, however there may be opportunities to service some ASP land on an interim basis with the current existing sanitary network at connection points at Deer Valley and along Highway 39 (50 Avenue). All future connections to the existing system will be at the discretion of the City of

Leduc Engineering Department. This analysis is beyond the scope of an Area Structure Plan. Refer to **Figure 10 - Sanitary Services**.

## 7.4 Stormwater Management

The stormwater management facilities have been located to conform, as best as possible to the natural contours of the land or in locations desired by the individual landowners.

As shown in **Figure 11 - Stormwater Management** several stormwater management facilities are proposed. Stormwater management facilities may be developed as constructed wet ponds or wetlands incorporating vegetated low flow channels, forebays, shallow and high marshes. It is anticipated that stormwater quality will be improved during the extended detention time.

A Stormwater Management Study will be required at the Outline Plan stage for NW ¼ 28-49-25-4, and SW ¼ 28-49-25-4.

# 8 Implementation

## 8.1 Staging

The proposed general staging for this ASP is included as **Figure 12 - Staging Plan**. This plan is subject to change depending on infrastructure improvements and market demand. Contiguous subdivision development shall be proposed through phasing that is both efficient and fiscally sustainable.

# Appendix A - Leduc West Area Structure Plan – Land Use and Population Statistics

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**LEDUC WEST ASP: LAND USE CONCEPT STATS**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>258.80</b>	<b>100.00%</b>	
Natural Area	20.06	7.75%	
Highway 39	3.24	1.25%	
Railway	2.65	1.02%	
<b>Gross Developable Area (GDA)</b>	<b>232.85</b>	<b>89.97%</b>	<b>100.00%</b>
Arterial Roadway Dedication	3.11		1.34%
Town Centre	12.80		5.50%
Commercial	25.80		11.08%
Commercial/ MDR (50 %)	2.14		0.92%
Insitutional (Fire Hall)	1.39		0.60%
Business Employment	14.56		6.25%
MR Greenway (Rail buffer)	0.97		0.42%
Park / School (MR)	9.03		3.88%
West Campus	16.39		7.04%
SWMF	12.42		5.33%
Church	3.93		1.69%
Collector Roads	13.95		5.99%
Pipeline Right-of-Way (APPL)	4.54		1.95%
Water Commission Line	2.14		0.92%
<b>Total Non-Residential Area</b>	<b>123.17</b>		<b>52.90%</b>
<b>Net Residential Area (NRA)</b>	<b>109.68</b>		<b>47.10%</b>

**Residential Land Use, Dwelling Unit Count and Population**

Residential Land Use,	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	95.80	20	1,916	59.67%	2.6	4,982
Medium Density Residential (MDR)	7.55	85	642	19.99%	2.0	1,284
Town Centre Residential	3.19	85	271	8.45%	2.0	543
Commercial / MDR (50%)	2.14	85	182	5.66%	2.0	364
HDR	1.00	200	200	6.23%	2.0	400
<b>Total</b>	<b>109.68</b>		<b>3,211</b>	<b>100%</b>		<b>7,572</b>

**Gross Population Density:** 32.52 persons per gross developable area

**Net Population Density:** 69.03 persons per net residential hectare

**Unit Density:** 13.79 units per gross developable area

**Unit Density:** 29.28 units per net residential hectare

**HOLLANDS NW-33-49-25-4**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>60.61</b>	<b>100.00%</b>	
Natural Area	8.35	13.78%	
<b>Gross Developable Area (GDA)</b>	<b>52.26</b>	<b>86.22%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	5.23		10.00%
Town Centre (80% Commercial)	10.02		19.17%
Commercial	0.65		1.24%
Business Employment	14.56		27.86%
Park / School (MR)	2.18		4.17%
SWMF	3.16		6.05%
Collector Roads	3.16		6.05%
Pipeline Right-of-Way (APPL)	1.22		12.18%
Water Commission Line	2.14		4.09%
<b>Total Non-Residential Area</b>	<b>37.09</b>		<b>70.97%</b>
<b>Net Residential Area (NRA)</b>	<b>15.17</b>		<b>29.03%</b>

Residential Land Use	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	9.19	20	184	26.54%	2.6	478
Medium Density Residential (MDR)	3.48	85	296	42.72%	2.0	592
Town Centre (20% HDR/MDR)	2.50	85	213	30.74%	2.0	426
<b>Total</b>	<b>15.17</b>		<b>692</b>	100.00%		<b>1,495</b>

**Gross Population Density:** 28.61 persons per gross developable area  
**Net Population Density:** 98.53 persons per net residential hectare  
**Unit Density:** 13.25 units per gross developable area  
**Unit Density:** 45.63 units per net residential hectare

**TRUSS NW-33-49-25-4**

Land Uses	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>4.09</b>	<b>100.00%</b>	
<b>Gross Developable Area (GDA)</b>	<b>4.09</b>	<b>100.00%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	0.41		10.00%
RR 254	0.21	5.13%	
Town Centre (80% Commercial)	2.78		67.97%
Park / School(MR)	0.41		10.00%
<b>Total Non-Residential Area</b>	<b>3.40</b>		<b>83.11%</b>
<b>Net Residential Area (NRA)</b>	<b>0.69</b>		<b>16.89%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Town Centre (20% HDR/MDR)	0.69	85	59	100.00%	2.0	117

**AVILLIA SW-33-49-25-4**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>64.70</b>	<b>100.00%</b>	
Natural Area	1.32	2.04%	
Highway 39	1.62	2.50%	
<b>Gross Developable Area (GDA)</b>	<b>61.76</b>	<b>95.46%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	6.18		10.00%
Arterial Roadway Dedication	1.08		1.75%
Commercial	7.47		12.09%
Commercial/ MDR (50 %)	2.14		3.46%
Park (MR)	4.04		6.54%
SWMF	2.92		4.73%
Collector Roads	4.12		6.67%
Pipeline Right-of-Way (APPL)	1.04		1.68%
<b>Total Non-Residential Area</b>	<b>22.81</b>		<b>36.93%</b>
<b>Net Residential Area (NRA)</b>	<b>38.95</b>		<b>63.07%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	33.55	20	671	59.38%	2.6	1,745
Medium Density Residential (MDR)	3.26	85	277	24.52%	2.0	554
Commercial / MDR (50%)	2.14	85	182	16.10%	2.0	364
<b>Total</b>	<b>38.95</b>		<b>1,130</b>	<b>100.00%</b>		<b>2,663</b>

**Gross Population Density:** 43.11 persons per gross developable area  
**Net Population Density:** 68.36 persons per net residential hectare  
**Unit Density:** 18.30 units per gross developable area  
**Unit Density:** 29.01 units per net residential hectare

**CITY/ MOUSSA NW-28-49-25-4**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>64.70</b>	<b>100.00%</b>	
Natural Area	1.91	2.95%	
Highway 39	1.62	2.50%	
<b>Gross Developable Area (GDA)</b>	<b>61.17</b>	<b>94.54%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	6.12		10.00%
Arterial Roadway Dedication	0.97		1.59%
Commercial	17.68		28.90%
Institutional	1.39		2.27%
MR Greenway (Rail buffer)	0.44		0.72%
West Campus	16.39		26.79%
SWMF	3.61		5.90%
Collector Roads	3.29		5.38%
Pipeline Right-of-Way (APPL)	1.15		1.88%
<b>Total Non-Residential Area</b>	<b>44.92</b>		<b>73.43%</b>
<b>Net Residential Area (NRA)</b>	<b>16.25</b>		<b>26.57%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	14.44	20	289	51.79%	2.6	751
Medium Density Residential (MDR)	0.81	85	69	12.35%	2.0	138
HDR	1.00	200	200	35.86%	2.0	400
<b>Total</b>	<b>16.25</b>		<b>558</b>			<b>1,289</b>

**Gross Population Density:** 21.07 persons per gross developable area  
**Net Population Density:** 79.30 persons per net residential hectare  
**Unit Density:** 9.12 units per gross developable hectare  
**Unit Density:** 34.32 units per net residential hectare

**South 1/4 Section MELCOR**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>55.64</b>	<b>100.00%</b>	
Natural Area	8.48	15.24%	
<b>Gross Developable Area (GDA)</b>	<b>47.16</b>	<b>84.76%</b>	<b>100.00%</b>
Municipal Reserve @ 10%	4.72		10.00%
Arterial Roadway Dedication	0.85		1.80%
MR Greenway (Rail buffer)	0.53		1.12%
Park (MR)	2.40		5.09%
SWMF	2.73		5.79%
Collector Roads	3.38		7.17%
Pipeline Right-of-Way (APPL)	1.13		2.40%
<b>Total Non-Residential Area</b>	<b>11.02</b>		<b>23.37%</b>
<b>Net Residential Area (NRA)</b>	<b>36.14</b>		<b>76.63%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	36.14	20	723	100.00%	2.6	1,879
<b>Total</b>	<b>36.14</b>		<b>723</b>			<b>1,879</b>

**Gross Population Density:** 39.85 persons per gross developable area  
**Net Population Density:** 52.00 persons per net residential hectare  
**Unit Density:** 15.33 units per gross developable area  
**Unit Density:** 20.00 units per net residential hectare

**Remaining Parcels SW-28-49-25-4**

Land Use	Area (ha)	% of GA	% of GDA
<b>Gross Area (GA)</b>	<b>6.41</b>	<b>100.00%</b>	
Natural Area	0.00	0.00%	
<b>Gross Developable Area (GDA)</b>	<b>6.41</b>	<b>100.00%</b>	100.00%
Municipal Reserve @ 10%	0.64		10.00%
Park (MR)	0.00		0.00%
SWMF	0.00		0.00%
Church	3.93		61.32%
Collector Roads	0.00		0.00%
<b>Total Non-Residential Area</b>	<b>3.93</b>		61.32%
<b>Net Residential Area (NRA)</b>	<b>2.48</b>		<b>38.68%</b>

Residential Land Uses	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	2.48	20	50	100.00%	2.6	129
<b>Total</b>	<b>2.48</b>		<b>50</b>			<b>129</b>

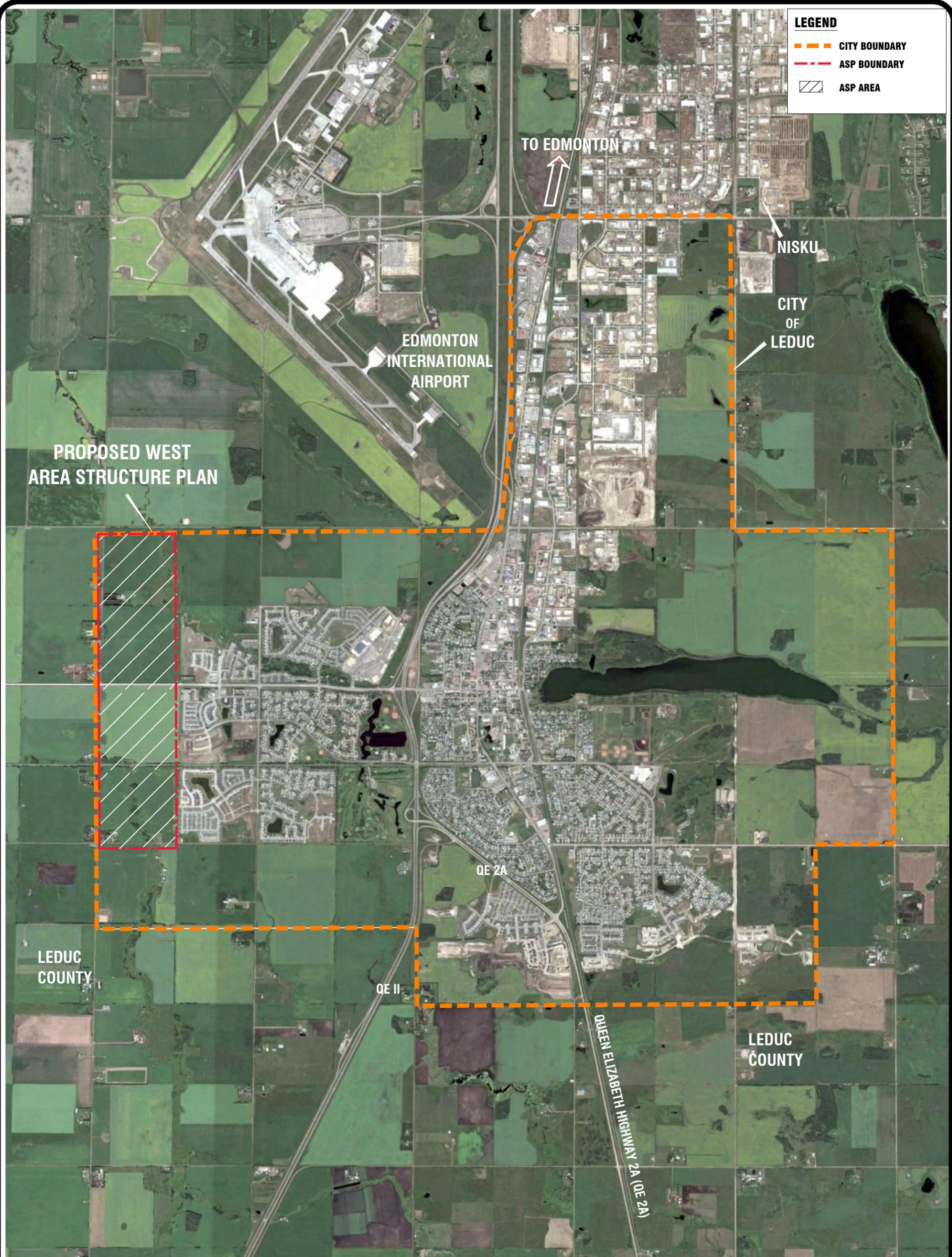
## Appendix B - List of Figures

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- Figure 1 – Context Plan
- Figure 2 – Land Ownership Plan
- Figure 3 – Existing Topography
- Figure 4 – Site Opportunities and Constraints
- Figure 5 – Land Use Concept
- Figure 6 – Parks and Open Space
- Figure 7 – Transportation Network
- Figure 8 – Pedestrian Network
- Figure 9 – Water Servicing
- Figure 10 – Sanitary Services
- Figure 11 – Stormwater Management
- Figure 12 – Staging Plan

**LEGEND**

-  CITY BOUNDARY
-  ASP BOUNDARY
-  ASP AREA



PROPOSED WEST  
AREA STRUCTURE PLAN

TO EDMONTON

NISKU

CITY  
OF  
LEDUC

EDMONTON  
INTERNATIONAL  
AIRPORT

QE 2A

LEDUC  
COUNTY

QE II

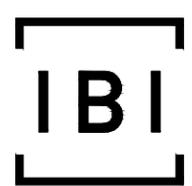
QUEEN ELIZABETH HIGHWAY 2A (QE 2A)

LEDUC  
COUNTY

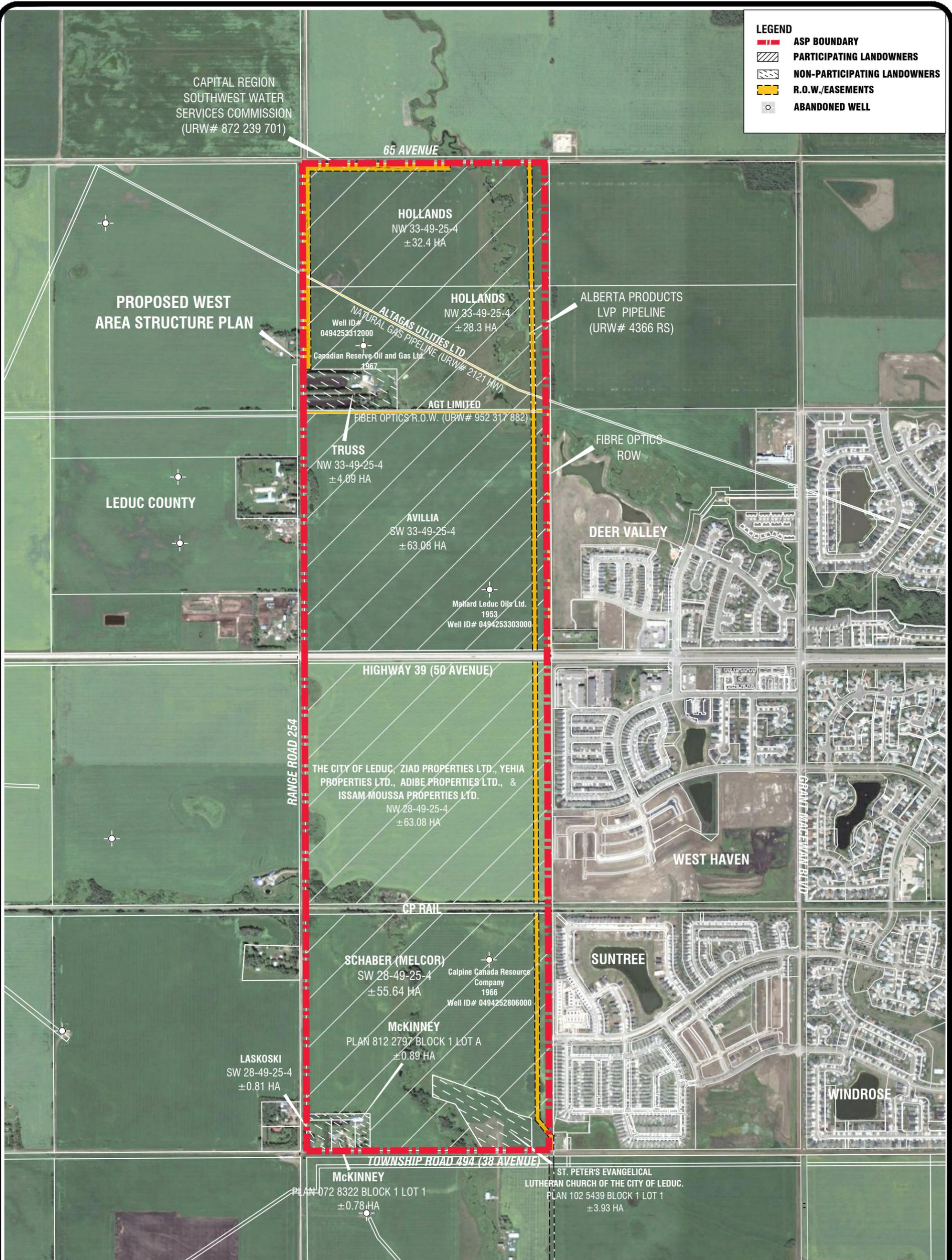


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**WEST**  
Area Structure Plan  
**Figure 1**  
Context Plan



LEGEND	
	ASP BOUNDARY
	PARTICIPATING LANDOWNERS
	NON-PARTICIPATING LANDOWNERS
	R.O.W./EASEMENTS
	ABANDONED WELL



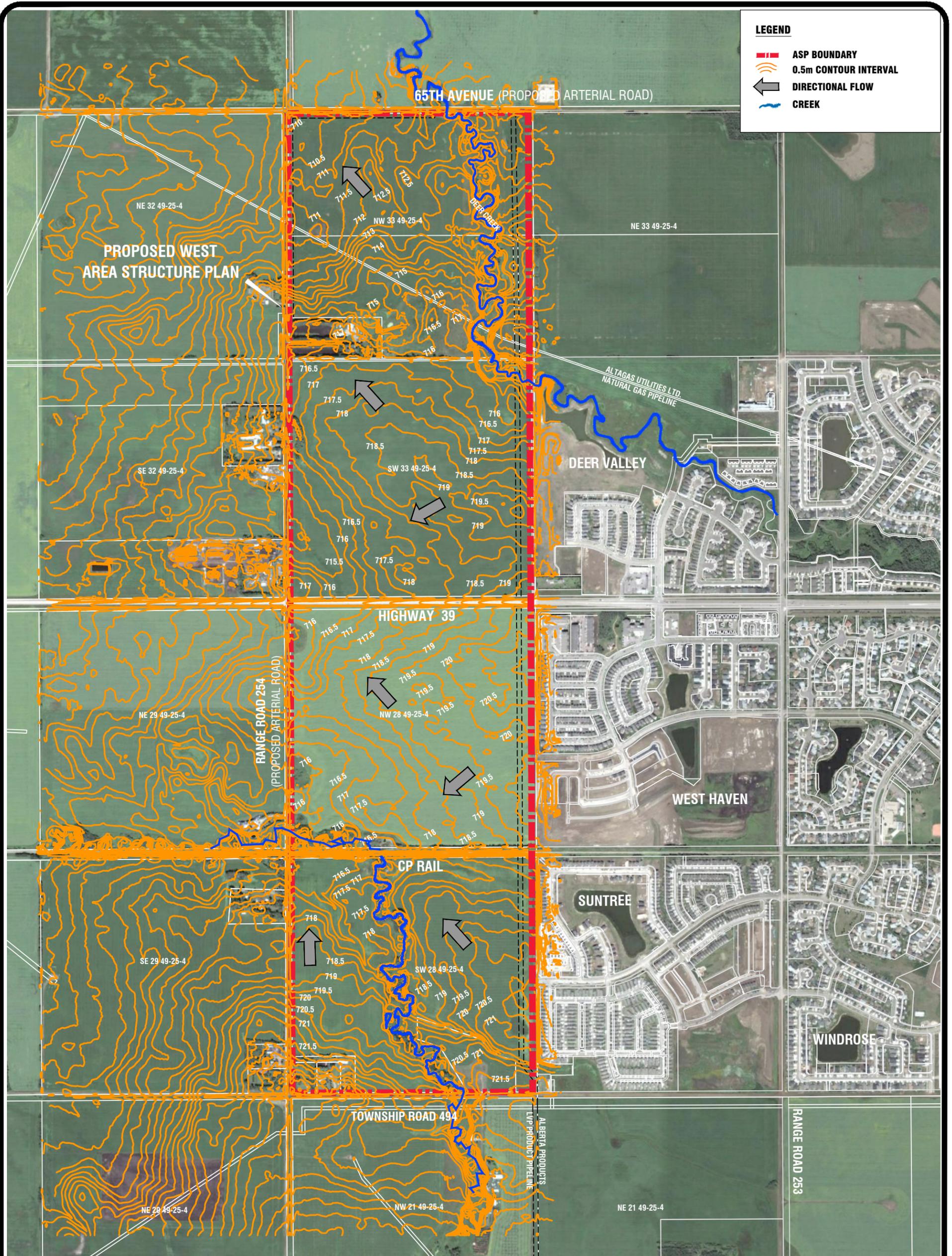
June 2014

**WEST**  
Area Structure Plan  
Figure 2  
Land Ownership Plan



**LEGEND**

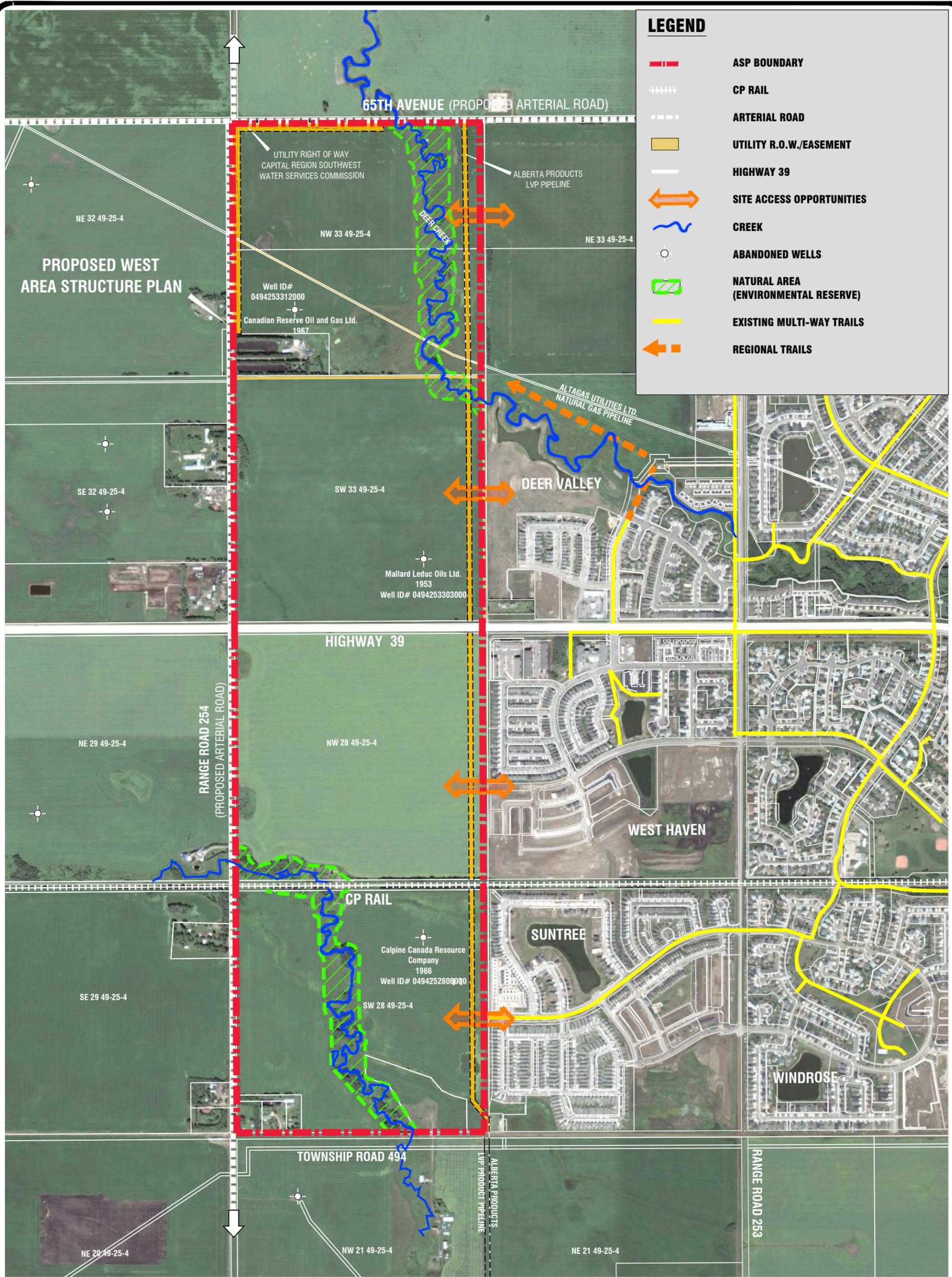
-  ASP BOUNDARY
-  0.5m CONTOUR INTERVAL
-  DIRECTIONAL FLOW
-  CREEK



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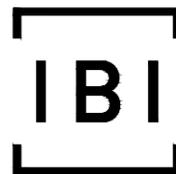
**WEST**  
Area Structure Plan  
Figure 3  
Existing Topography





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**WEST**  
 Area Structure Plan  
 Figure 4  
 Opportunities and Constraints



65 AVENUE

NE 32 49-25-4

NW 33 49-25-4

NE 33 49-25-4

SW33 49-25-4

SE 32 49-25-4

LEDUC COUNTY

HIGHWAY 39 (50 AVENUE)

RANGE ROAD 254

NE 29 49-25-4

DEER VALLEY

WEST HAVEN

GRANT MACEWAN BLVD

CP RAIL

SE 29 49-25-4

SW28 49-25-4

SUNTREE

WII

TOWNSHIP ROAD 494

### LEGEND

-  ASP BOUNDARY
-  LOW DENSITY RESIDENTIAL (LDR)
-  MEDIUM DENSITY RESIDENTIAL (MDR)
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL/MDR
-  COMMERCIAL
-  TOWN CENTER
-  BUSINESS EMPLOYMENT
-  INSTITUTIONAL
-  MUNICIPAL RESERVE/PARK
-  WEST CAMPUS
-  NATURAL AREA (ENVIRONMENTAL RESERVE)
-  STORM WATER MANAGEMENT FACILITY (SWMF)
-  POTENTIAL VEHICLE RAIL CROSSING
-  POTENTIAL PEDESTRIAN RAIL CROSSING
-  CP RAIL
-  LIFT STATION
-  FIRE HALL
-  ALL DIRECTIONAL ACCESS
-  PIPELINE ROW/EASEMENT
-  CREEK

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



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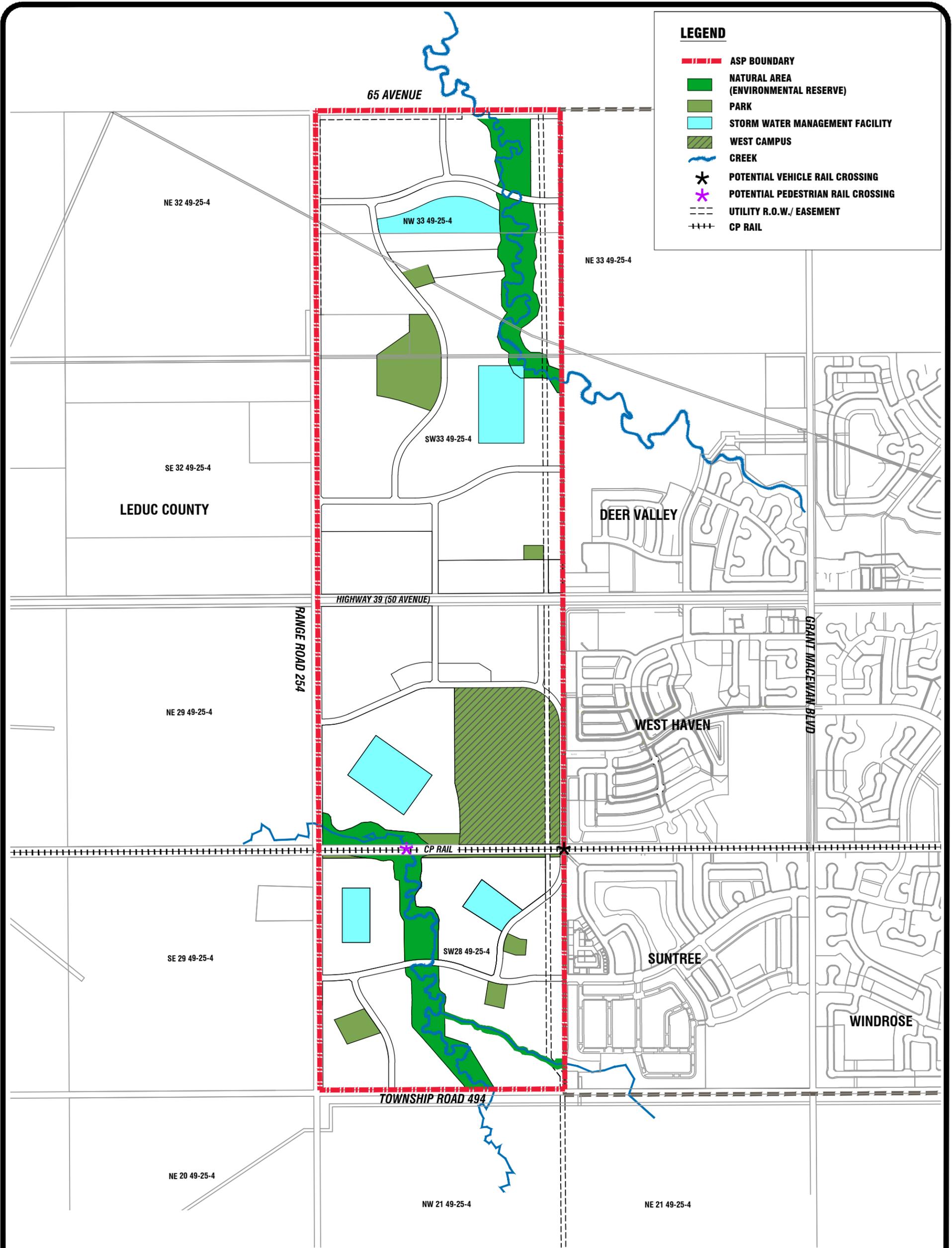
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**WEST**  
Area Structure Plan  
Figure 5  
Land Use Concept



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AMINUBELLO



**LEGEND**

- ▬▬▬▬ ASP BOUNDARY
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- PARK
- STORM WATER MANAGEMENT FACILITY
- ▨ WEST CAMPUS
- ~ CREEK
- ✱ POTENTIAL VEHICLE RAIL CROSSING
- ✱ POTENTIAL PEDESTRIAN RAIL CROSSING
- - - UTILITY R.O.W./ EASEMENT
- + + + + CP RAIL

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



June 2014

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**WEST**  
Area Structure Plan  
**Figure 6**  
**Parks and Open Space**

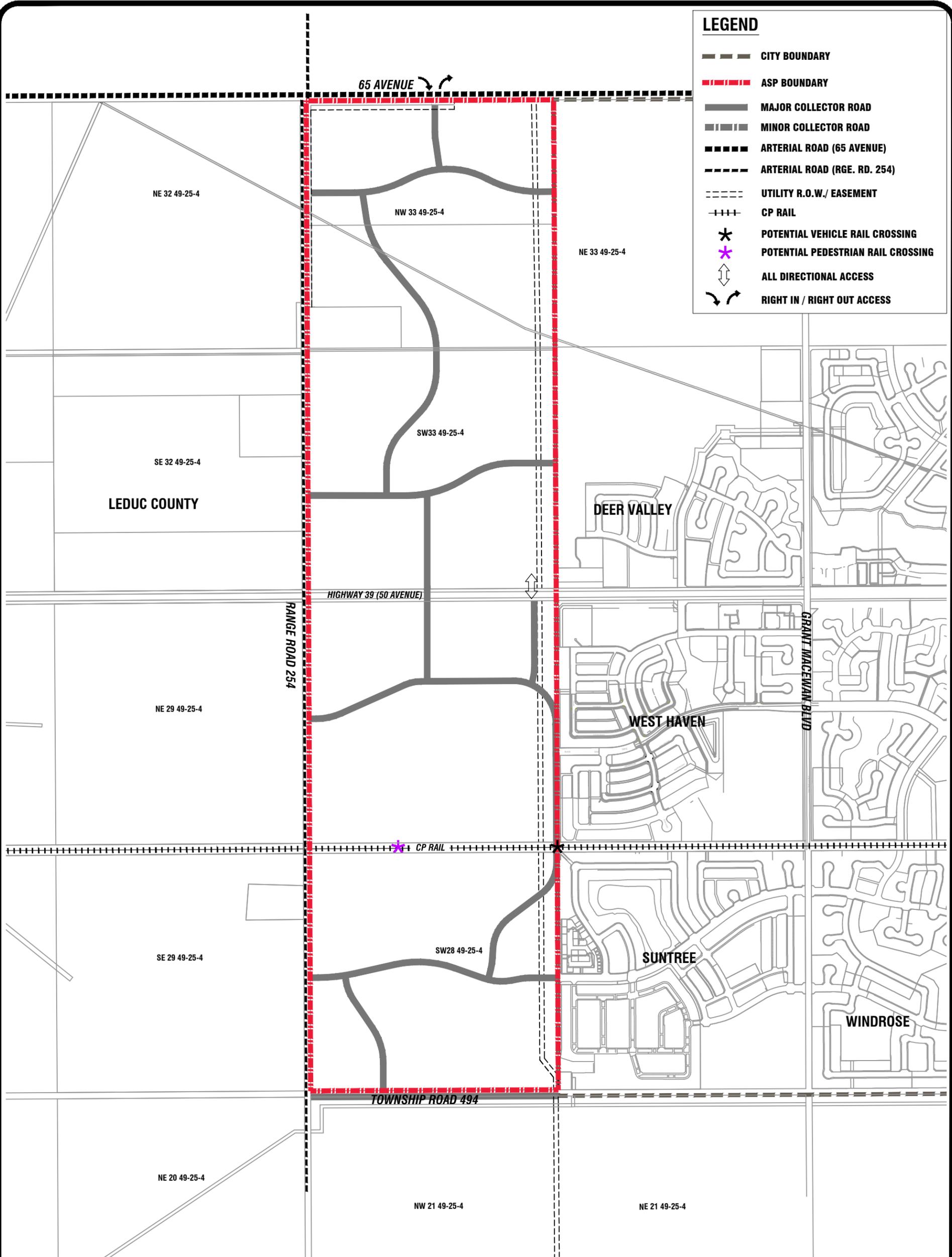


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AMINJ.BELLO

**LEGEND**

-  CITY BOUNDARY
-  ASP BOUNDARY
-  MAJOR COLLECTOR ROAD
-  MINOR COLLECTOR ROAD
-  ARTERIAL ROAD (65 AVENUE)
-  ARTERIAL ROAD (RGE. RD. 254)
-  UTILITY R.O.W./ EASEMENT
-  CP RAIL
-  POTENTIAL VEHICLE RAIL CROSSING
-  POTENTIAL PEDESTRIAN RAIL CROSSING
-  ALL DIRECTIONAL ACCESS
-  RIGHT IN / RIGHT OUT ACCESS



LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.

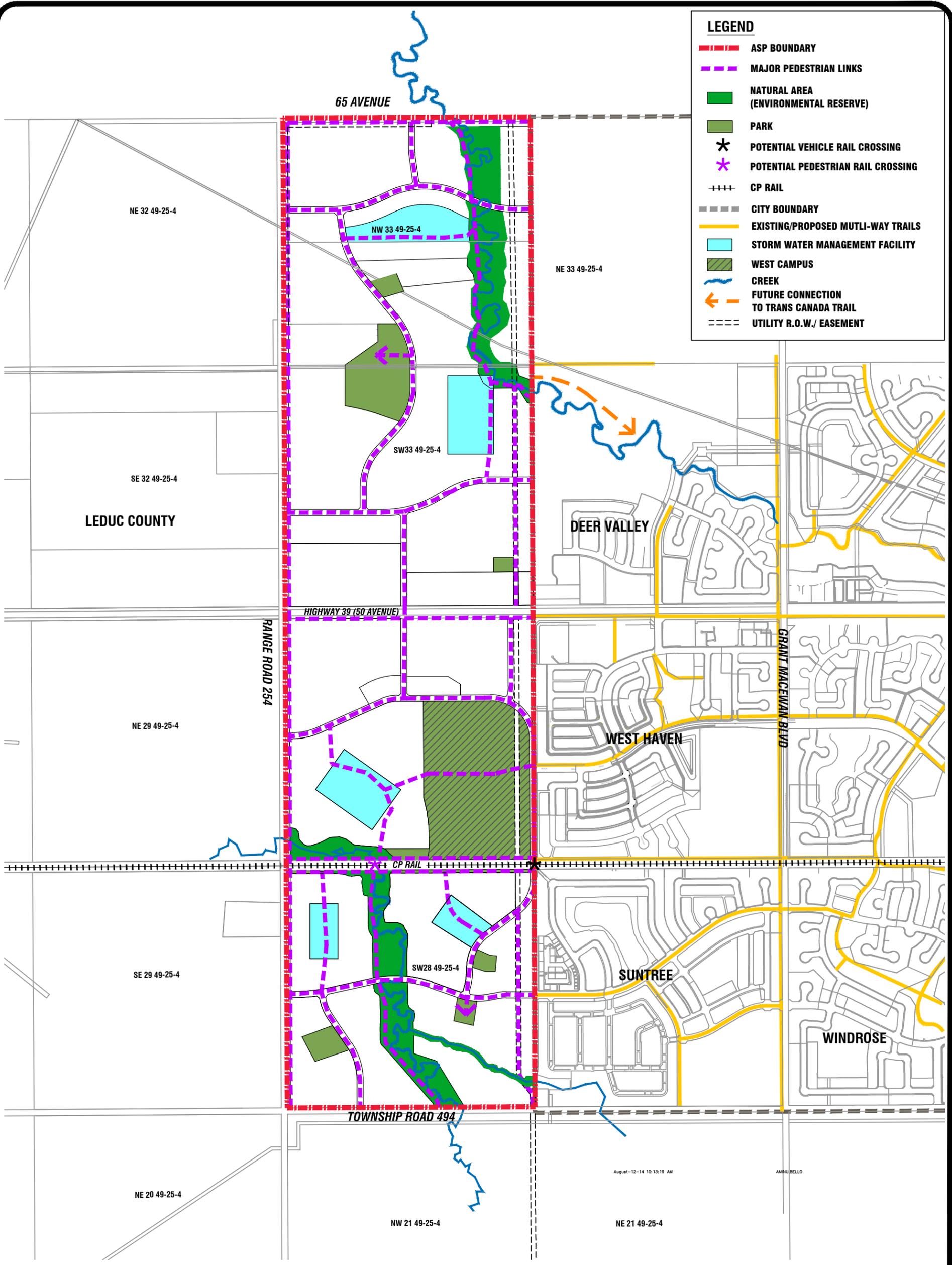


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**WEST**  
Area Structure Plan  
**Figure 7**  
Transportation Network



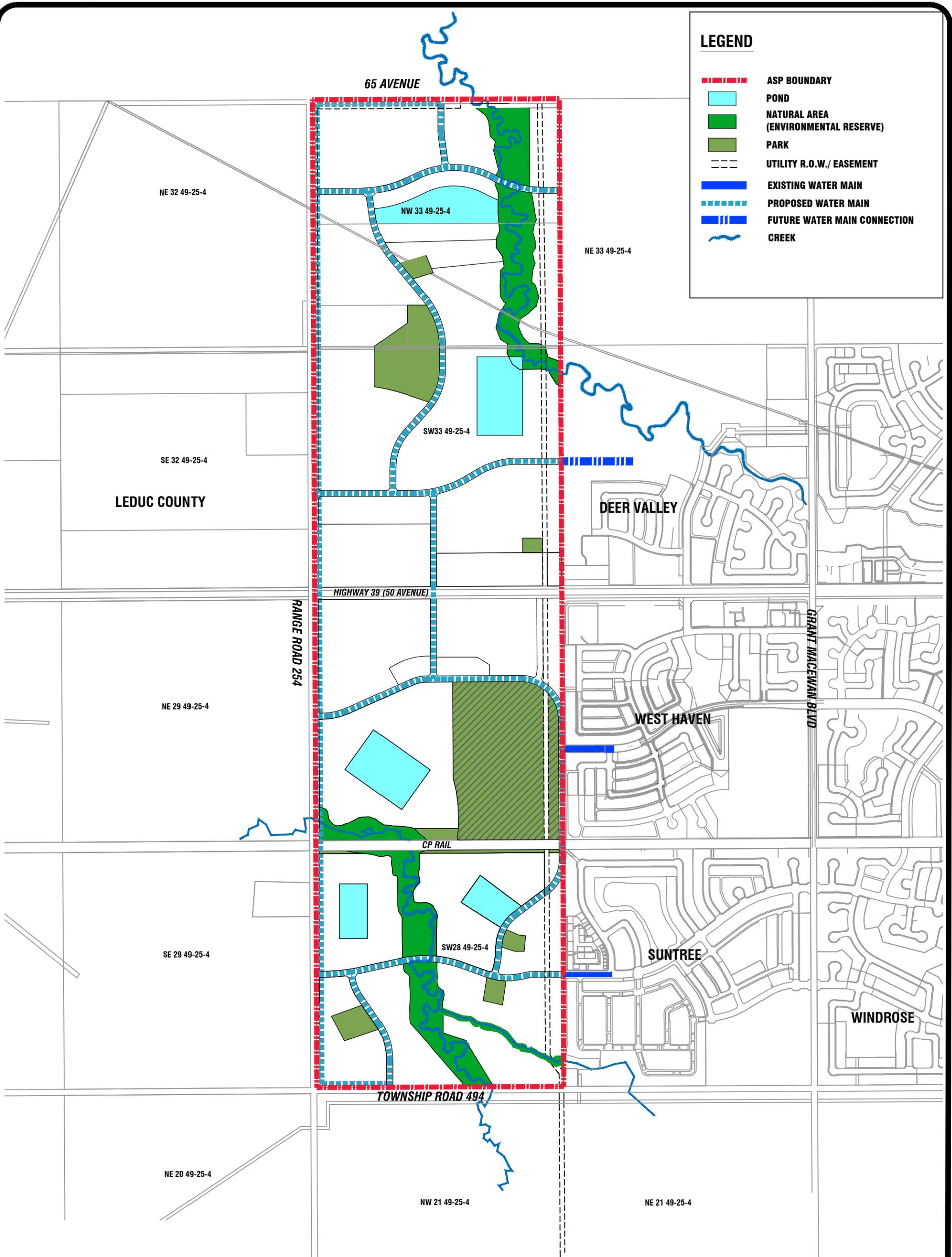
LEGEND	
	ASP BOUNDARY
	MAJOR PEDESTRIAN LINKS
	NATURAL AREA (ENVIRONMENTAL RESERVE)
	PARK
	POTENTIAL VEHICLE RAIL CROSSING
	POTENTIAL PEDESTRIAN RAIL CROSSING
	CP RAIL
	CITY BOUNDARY
	EXISTING/PROPOSED MUTLI-WAY TRAILS
	STORM WATER MANAGEMENT FACILITY
	WEST CAMPUS
	CREEK
	FUTURE CONNECTION TO TRANS CANADA TRAIL
	UTILITY R.O.W./ EASEMENT



LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



**WEST**  
 Area Structure Plan  
**Figure 8**  
**Pedestrian Network**



**LEGEND**

- ASP BOUNDARY
- POND
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- PARK
- UTILITY R.O.W./ EASEMENT
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- FUTURE WATER MAIN CONNECTION
- CREEK

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



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**WEST**  
Area Structure Plan  
**Figure 9**  
Water Servicing

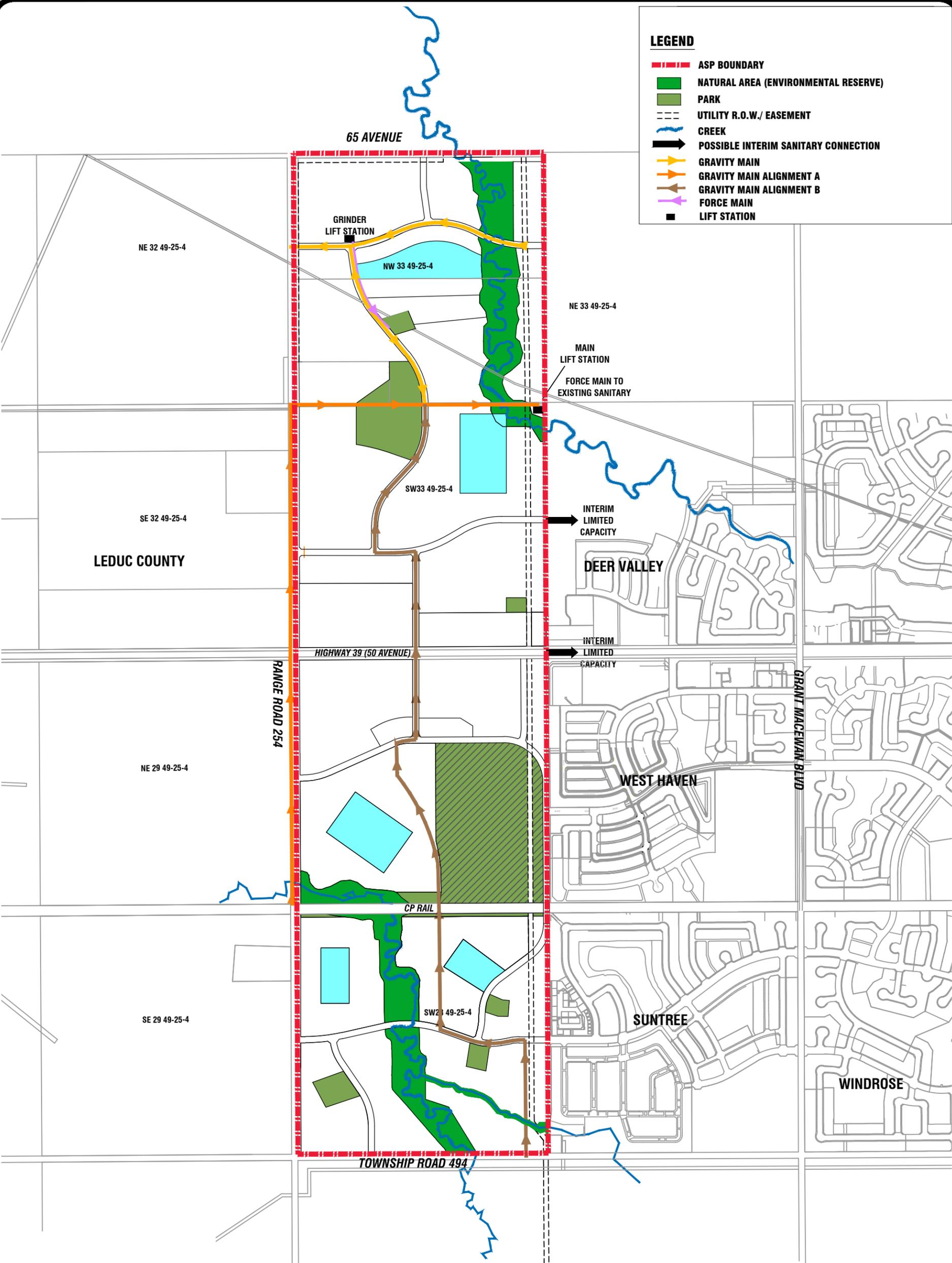


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**LEGEND**

- ▬▬▬▬ ASP BOUNDARY
- NATURAL AREA (ENVIRONMENTAL RESERVE)
- PARK
- - - UTILITY R.O.W./ EASEMENT
- ~ CREEK
- ➔ POSSIBLE INTERIM SANITARY CONNECTION
- ➔ GRAVITY MAIN
- ➔ GRAVITY MAIN ALIGNMENT A
- ➔ GRAVITY MAIN ALIGNMENT B
- ➔ FORCE MAIN
- LIFT STATION

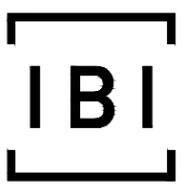


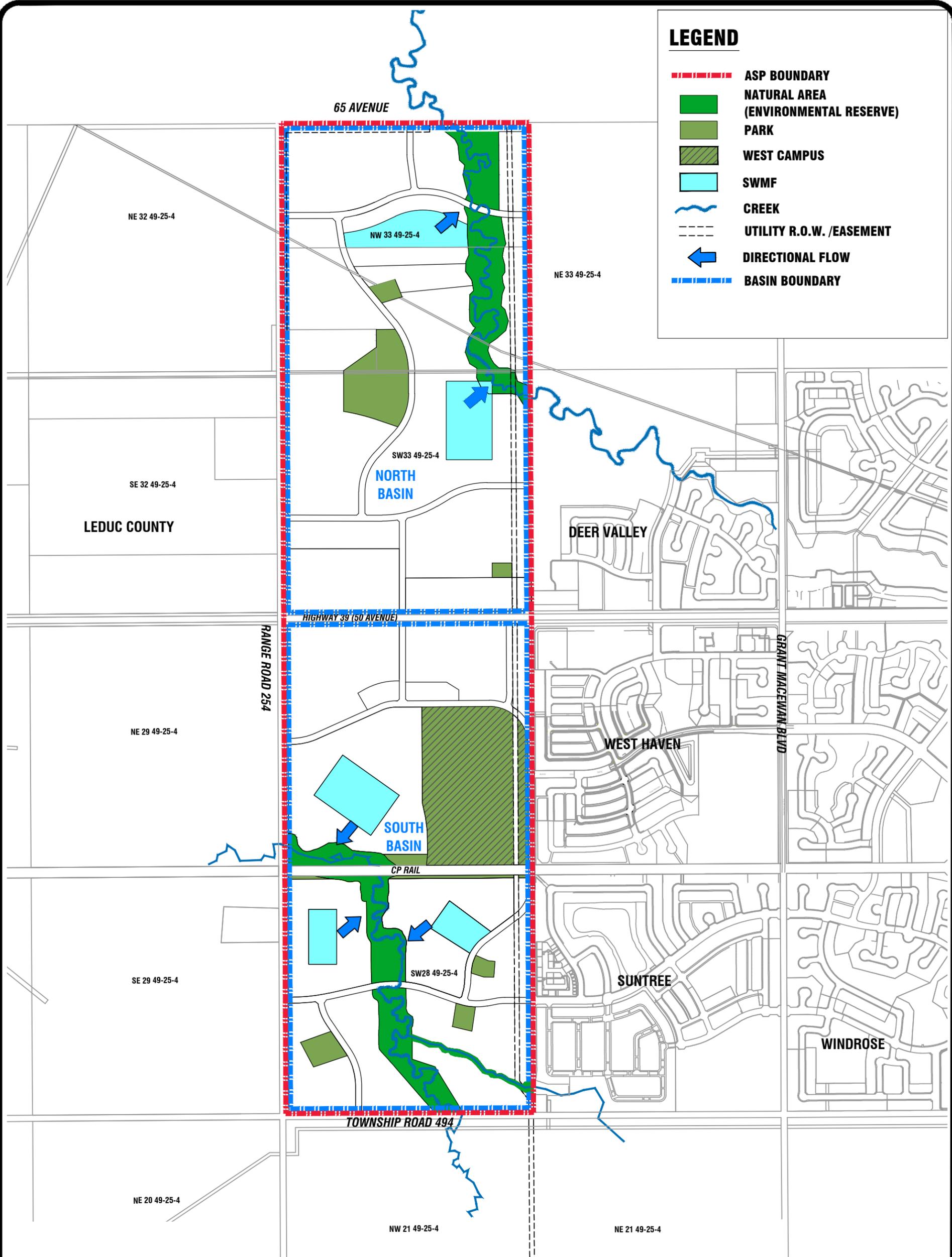
LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



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**WEST**  
Area Structure Plan  
**Figure 10**  
Sanitary Services





**LEGEND**

-  ASP BOUNDARY
-  NATURAL AREA (ENVIRONMENTAL RESERVE)
-  PARK
-  WEST CAMPUS
-  SWMF
-  CREEK
-  UTILITY R.O.W. /EASEMENT
-  DIRECTIONAL FLOW
-  BASIN BOUNDARY

LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



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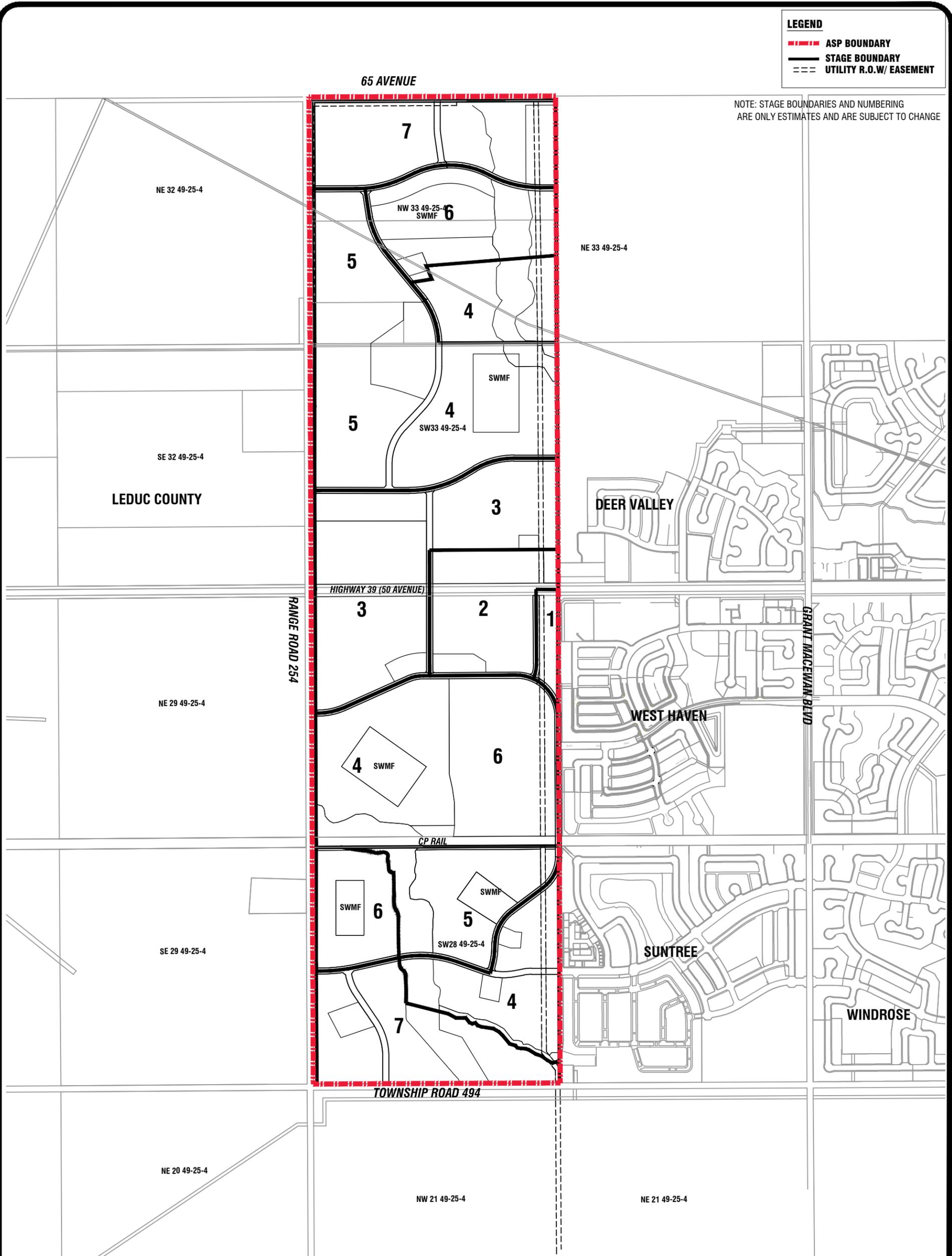
**WEST**  
Area Structure Plan  
**Figure 11**  
**Storm Water Management**



**LEGEND**

- ASP BOUNDARY
- STAGE BOUNDARY
- UTILITY R.O.W/ EASEMENT

NOTE: STAGE BOUNDARIES AND NUMBERING ARE ONLY ESTIMATES AND ARE SUBJECT TO CHANGE



LOCATIONS, CONFIGURATION AND SHAPES OF ROADWAYS AND LAND USES ARE CONCEPTUAL AND SUBJECT TO MINOR REVISIONS AT OUTLINE PLAN, REDISTRICTING, AND SUBDIVISION.



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**WEST**  
**Area Structure Plan**  
**Figure 12**  
**Staging Plan**

