

An aerial photograph of a city, likely Leduc, showing residential neighborhoods, commercial areas, and green spaces. The image is used as a background for the cover of the City of Leduc 2012 Municipal Development Plan. The top of the cover has a green header, and the bottom has a blue footer. The title 'City of Leduc 2012 Municipal Development Plan' is prominently displayed in the upper half. A white box in the center contains information about the consolidation of Schedule A to Bylaw No. 773-2011, as amended by Bylaw No. 870-2014. The bottom section lists various city priorities in a stacked format, and the City of Leduc logo is in the bottom right corner.

City of Leduc

2012 Municipal Development Plan

**Consolidation of Schedule A to
Bylaw No. 773-2011
as amended by Bylaw No. 870-2014**

environment
economy & tourism
building our city
social wellness & safety
recreation & culture
governance
vision to reality

City of Leduc Municipal Development Plan Bylaw No. 773-2011

- 1st Reading Approved November 14, 2011
- Capital Region Board Approved January 5, 2012
- 2nd Reading Approved March 12, 2012
- 3rd Reading Approved April 10, 2012

Consolidation of Schedule A to Bylaw No. 773-2011 as amended by Bylaw No. 870-2014

- 1st reading approved August 11, 2014
- 2nd reading approved October 14, 2014
- Capital Region Board approved December 18, 2014
- 3rd reading approved January 12, 2015

**Copies of this City of Leduc Municipal Development Plan
Bylaw are available at www.leduc.ca/MDP or at:**

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looking ahead

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1 | OUR VISION

VISION — BUILDING A COMMUNITY OF INTEGRITY, UNITY AND STRENGTH

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

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

PRINCIPLES

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

1. ENVIRONMENT & INFRASTRUCTURE – *Safe and sustainable systems*

The City will protect, conserve and enhance Leduc's natural and constructed environments and systems. Innovation and technology will be employed to promote the sustainable growth and development of Leduc.

2. ECONOMY & TOURISM – *Sustainable prosperity*

Sustainable, planned economic development will create a positive and energized business climate that will support a balance of residential, commercial, and light industrial growth.

3. SOCIAL WELLNESS & SAFETY – *High quality protective and people services*

Leduc will be a healthy and safe community that is well prepared for the future and able to adapt to emerging health and safety challenges. Community services will be provided and monitored in accordance with the social wellness indicators that the City of Leduc has developed.

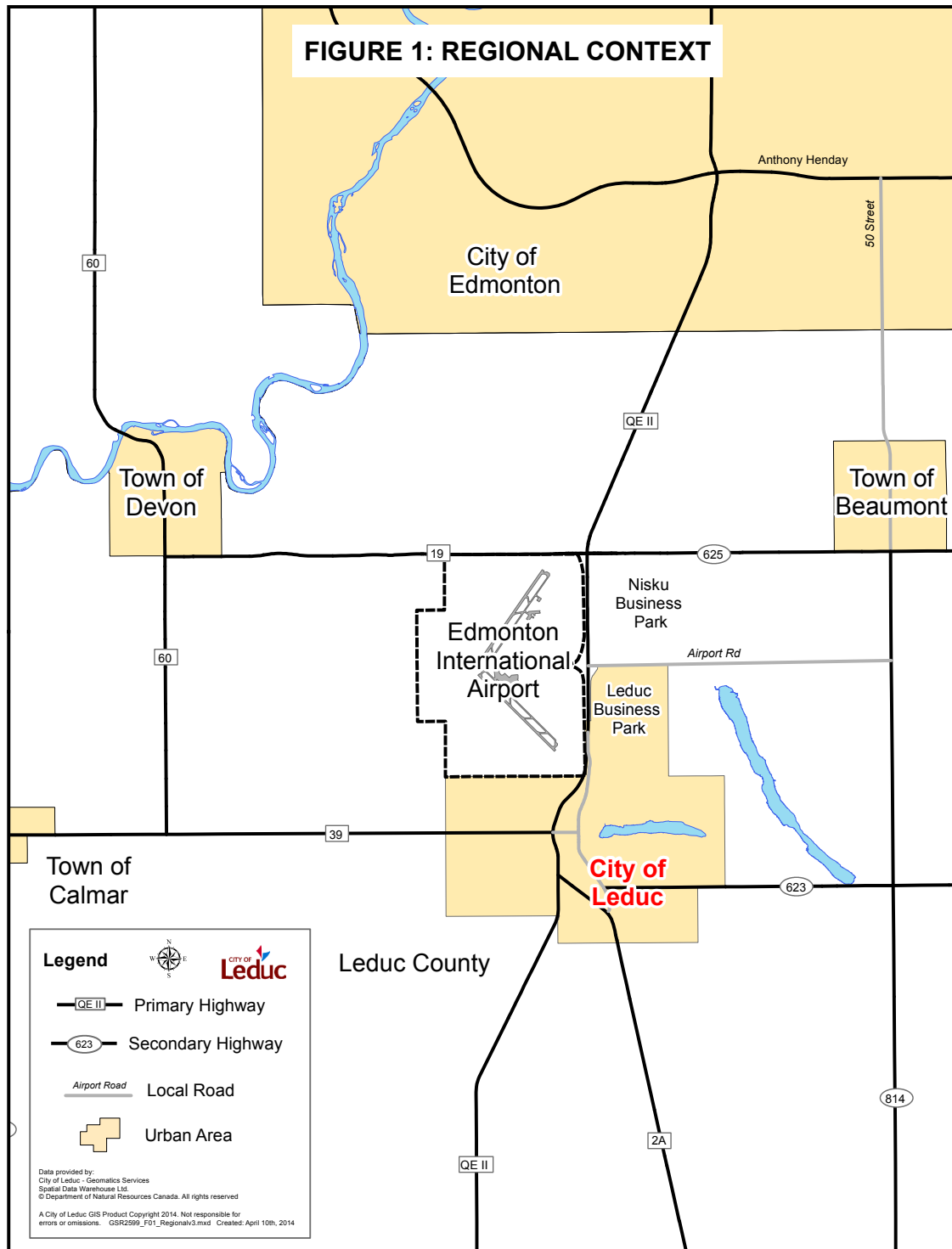
4. RECREATION & CULTURE – *Engaged and active community*

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

5. GOVERNANCE – *Responsible, visionary leadership*

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

FIGURE 1: Regional Context (As amended by Bylaw No. 870-2014)





Welcome
to Leduc – a proud
and vibrant city of more
than 24,000 people located
within the Edmonton Capital
Region, 25 kilometres
south of Alberta's
Capital City

continued growth



Leduc in 2014

Welcome to Leduc – a proud and vibrant City of more than 27,000 people located within the Capital Region, 25 kilometres south of Alberta's Capital City. Originally a service centre for one of Alberta's richest and most diversified farming areas, Leduc has become a community of choice within the Capital Region, proud of its active economy that sustains prosperous energy and agricultural sectors. With an area of slightly more than 43 square kilometres, Leduc continues to be a walkable and convenient community with employment, schools, activities and shopping that are easily accessible to the residential neighbourhoods in the city.

“Originally a service centre for one of Alberta's richest and most diversified farming areas, Leduc has become a community of choice within the Capital Region.”

Our Assets in 2014

Economy and Employment

The City of Leduc serves as the strategic hub for the southern portion of Alberta's Capital Region. Leduc's location directly south of the City of Edmonton, at the junction of the Queen Elizabeth II (QE II) Highway, the Canadian Pacific Railway and the Edmonton International Airport, has enabled it to become a key transportation crossroads. Over the past century, the City of Leduc has built upon its strong and successful agricultural base and its claim as the locale for one of the most important industrial events in Canadian history: the “Leduc No.1” Imperial oil strike of 1947. Since then, the City of Leduc has become one of eight municipalities that are collectively known as Alberta's International Region.

The northern portion of the City is home to the Leduc Business Park; adjacent to the Nisku Industrial Park in Leduc County. Combined, the Leduc Business Park and Nisku Industrial Park rank as Canada's largest business industrial park and North America's second largest industrial park for oil and gas manufacturing. These two areas complement one another and together employ over 14,000 people. This major business and industrial centre hosts more than 3,000 companies, 65% of which conduct business internationally. The main industries represented in the Leduc and Nisku business and industrial parks include:

- oil and gas exploration and manufacturing
- advanced technologies
- training facilitates
- construction
- agriculture and food production



Across the QE II Highway from the City of Leduc is the Edmonton International Airport, Canada's largest land mass and fastest growing airport. In 2013, Edmonton International Airport served approximately 6.98 million passengers (extracted from Edmonton International Airport website). With ongoing expansion in accordance with the Edmonton International Airport Master Plan, Edmonton International Airport is expected to serve 13 million passengers annually by 2035. The Airport Master Plan indicates that the total employment created by Edmonton International Airport amounts to 9,900 jobs (4,400 direct, 3,000 indirect, and 2,500 induced jobs) and that employment is expected to rise, particularly now that the 2012 expansion is completed and that EIA is aggressively pursuing both aeronautical and non-aeronautical growth.

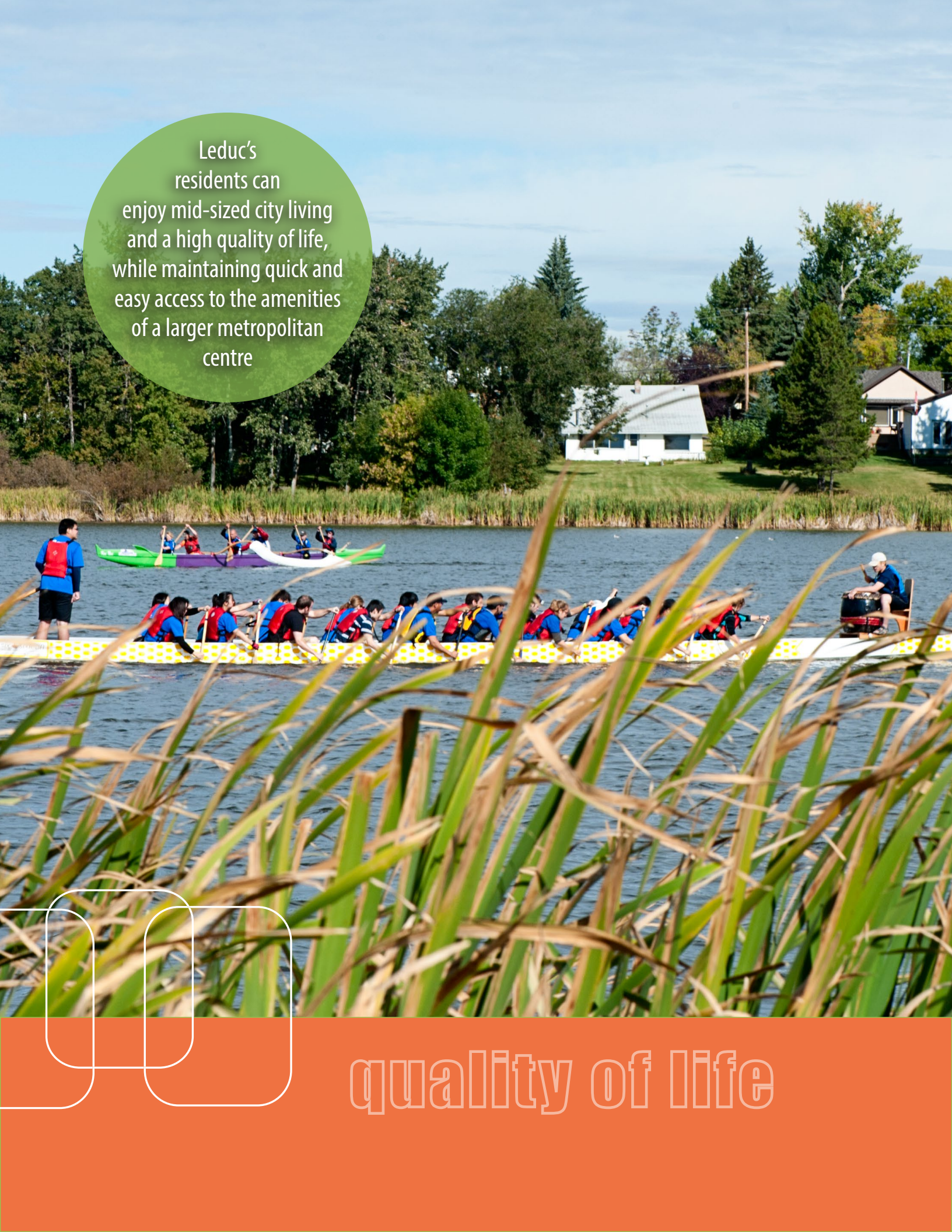
The relationship between the City of Leduc and Edmonton International Airport continues to become more collaborative, particularly in relation to planning for airport-related development. One model for this type of development is known as the aerotropolis concept, which has been successful in cities such as Dallas - Fort Worth, Atlanta and Frankfurt. Similar in form to a traditional metropolis, an aerotropolis consists of an airport city with outlying corridors and clusters of aviation-related businesses and residential development.

In accordance with the Aerotropolis concept, the City of Leduc, Edmonton International Airport, and Leduc County are planning adjacent lands to complement and build upon the economic potential of the airport. Combining air cargo connections with direct

access to rail and the Canamex trade corridor (linking the QE II Highway south to Mexico) Edmonton International Airport plans to become an international hub for cargo, warehousing and value-added industries. The Aerotropolis concept will maximize the synergies between the various airport-related enterprises and organizations.

In 2011, the City of Leduc had the Aerotropolis Integrated Land Use Compatibility Plan prepared to support more detailed planning and development of the lands adjacent to Edmonton International Airport. This Municipal Development Plan supports future development in that area according to the aerotropolis concept, by setting forth a policy framework that will take advantage of the economic development synergies and opportunities created by proximity to Edmonton International Airport. These policies also describe the types of business uses that will be most appropriate in this strategic area between the airport and residential neighbourhoods within Leduc.

A critical policy of the 2005 City of Leduc Municipal Development Plan sets a land use target that will result in property tax assessments with a relative proportion of 60% residential and 40% industrial and commercial development. Such a ratio of residential to industrial and commercial development is based upon sound public policy principles that support reasonable property tax rates for residents, balanced economic prosperity, and responsible fiscal management for the municipality in the long term. Accordingly, this 60% - 40% target is carried forward in the 2012 Municipal Development Plan.



Leduc's
residents can
enjoy mid-sized city living
and a high quality of life,
while maintaining quick and
easy access to the amenities
of a larger metropolitan
centre



quality of life

The City of Leduc is initiating a comprehensive study to assess Leduc's economic development framework, global competitiveness, and ability to attract and retain business within the region. This study, which was completed in late 2011, is recognized as the best way forward to achieve Leduc's targeted non-residential assessment mix. Components of the study include:

- a review of internal City of Leduc bylaws and organizational structures in relation to economic development
- surveys of local businesses to determine Leduc's ability to attract and retain business
- an assessment of the City of Leduc's roles and responsibilities with respect to regional partners such as Edmonton International Airport, the Leduc-Nisku Economic Development Authority, and the Leduc Regional Chamber of Commerce.

In addition to growing Leduc's traditional industrial base of oil and gas exploration, manufacturing, and construction, the City is committed to growing businesses related to value-added agriculture and food production, advanced technologies, and training facilities. In particular, value-added agriculture and food production are recognized as emerging industries that will increase Leduc's competitiveness in global markets.

Based on the 2011 Municipal Census, 17% of the labour force living in the City of Leduc work in the Nisku Industrial Park, while 43% work in the City of Leduc, mostly within the Leduc Business Park. Combined with the 5% that work at the Edmonton International Airport and the 1% that work in Leduc County, 66% of the City's population work locally. This clearly indicates that the City's continued population

growth will mirror the growth of employment opportunities in and around Leduc.

Population Profile

Characterized by high levels of home ownership and low levels of emigration, Leduc is a stable, family-oriented community. Strategically located in the Capital Region, Leduc's residents can enjoy mid-sized city living and a high quality of life, while maintaining quick and easy access to amenities, services, and employment throughout the metropolitan area.

Leduc is an autonomous and independent City, rather than a bedroom community or satellite of Edmonton. With 69% of the City's labour force working in or around Leduc, only 20% of the labour force commutes to the Capital City for employment (2013 Municipal Census).

The City of Leduc embraces an integrated approach to sustainability, one critical aspect of which is providing opportunities for people to live close to work. This accessibility to nearby employment has been a defining characteristic of economic and community development in Leduc for decades. Living close to work improves quality of life for residents and employees by reducing commuting times and distances, which in turn reduces negative impacts of travel on the environment, economic productivity, infrastructure, and community integrity. A balanced approach to business and residential development also reduces such impacts on the greater Capital Region. In partnership with its municipal neighbours and major employment generators such as Edmonton International Airport, the City of Leduc will continue to provide for residential growth in close proximity to the

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The City of Leduc will continue to provide for residential growth in close proximity to the many employment opportunities this part of the Capital Region has to offer.

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many employment opportunities this part of the Capital Region has to offer.

Historically the City of Leduc has experienced various periods of growth, and since 2005 the city has been growing very fast. The past five years have been the most explosive with an average population growth of 5.8% per year to reach 27,241 at the time of the 2013 municipal census.

The Capital Region Board (CRB) revised its population and employment growth projections in September 2013. These projections stated that the City could reach a population of 45,700 to 62,600 by 2044 (low to high case scenarios) and an employment of 19,400 to 26,000 (low to high case scenarios). In March of 2014, new employment projections were circulated. These projections stated that employment could reach 15,839 to 23,797 by 2044 (low to high case scenarios). New sets of projections for both population and employment are anticipated to be completed during the review of the Capital Region Growth Plan for 2015.



The
City of Leduc
considers it prudent,
rational, and responsible
planning practice to
anticipate both high
and low population
projections



growing
population





As for growth management, the City of Leduc will continue to monitor growth trends in collaboration with Leduc County and the Capital Region Board. Potential areas for future urban growth will be addressed in the referral of current development applications between the two municipalities, as set forth in City of Leduc—Leduc County Intermunicipal Development Plan.

Natural Environment and Sustainability

The City of Leduc is located within Alberta's central parkland natural region, which includes aspen woodlands, fescue grasslands, shrublands and wetlands in a gently rolling landscape. Because it serves as a transition area between the grassland and boreal forest natural regions, the central parkland contains rich and diverse ecosystems with a wide variety of flora and fauna. Although development and farming have significantly altered large expanses of parkland habitat, important natural areas remain, particularly in creek valleys and shorelines surrounding the many lakes found in the region.

The major natural features in and around the City of Leduc include Telford and Saunders Lakes, with their associated riparian areas, and the valleys and tributaries of the Blackmud, Whitemud, and Clearwater Creeks, all of which flow north into the North Saskatchewan River. The City of Leduc has acted as a progressive and responsible steward of the natural areas under its jurisdiction. Major plans and policies protecting the natural environment within the City of Leduc include the 2010 Telford Lake Master Plan and Phase 1 of a city-wide Environmental Plan, which was also initiated in 2010.

Since 2009, the City of Leduc has been engaged in the Climate Change Central partnership, has implemented an Urban Forest Program, and has successfully introduced a Curbside Blue Bag Recycling Program in conjunction with other waste reduction initiatives. The City has been upgrading and expanding existing open space areas and systems such as neighbourhood playgrounds,

William F. Lede Park and the Multiway system of trails and pathways. Measures have also been put in place to ensure proper planning, development and maintenance of parks for new neighbourhoods.

In addition to environmental management activities within its municipal boundaries, the City of Leduc has adopted important environmental and open space policies in the Intermunicipal Development Plan prepared in partnership with Leduc County. The City of Leduc is committed to protecting the natural environment and maintaining biodiversity for the benefit of native species and habitats as well as the citizens of Leduc and the region.

The Leduc Environmental Advisory Board (LEAB) has served as an important partner in the advancement of environmental stewardship values. Established in 1998, LEAB works with the City to formulate and implement environmental plans, to promote emerging environmental technologies, to preserve and expand natural areas, to manage air, water, and solid waste, to engage in public environmental education, and to conserve natural resources. The City is committed to working with LEAB, Communities in Bloom, and other community organizations to continue the promotion of environmental stewardship and city beautification in Leduc.

Infrastructure and the Built Environment

In the years leading up to the preparation of the 2012 Municipal Development Plan, the City of Leduc has implemented vigorous public investment programs for the construction, improvement and maintenance of municipal infrastructure and facilities. These projects have



creating change

included major road widening and upgrades based upon an updated Transportation Master Plan, construction of combined stormwater and snow disposal facilities, programs to divert solid waste and improve the efficiency of the regional landfill, implementation of a comprehensive facility maintenance plan and initiatives for strategic land acquisition and management.

Continual investment in municipal infrastructure and long-range planning for new public facilities is guided by the City's 10-year capital and infrastructure renewal plan. This ongoing budget process was enhanced in 2009 by the completion of a City-owned facilities assessment. City investment in public facilities has included a new operations centre with innovative environmental building systems. The 309,000 square foot Leduc Recreation Centre opened its doors in the fall of 2009 to reveal a world-class facility showcasing the best in design, accessibility and function. Further innovation and leadership were demonstrated in 2009 with the installation of solar-powered pedestrian safety devices on the streets of Leduc.


The City of Leduc has exhibited leadership in the built environment beyond public infrastructure and facilities. The City maintains and enforces numerous plans, standards, regulations and bylaws that provide for efficient development while ensuring public health and safety. The City of Leduc continues to enforce land-use regulations that protect operations and development at Edmonton International Airport from incompatible land uses. The 2009 Mayor's Task Force on Neighbourhood Design created a new framework for development of residential communities that will achieve greater social cohesion, community viability

and environmental sustainability. In 2010 and 2011, a Downtown Steering Committee of Downtown business owners and citizens oversaw the public engagement, urban design, and policy formulation that led to the adoption of the Downtown Master Plan in 2012. This strategic document promotes business revitalization and residential renewal in the heart of Leduc. Through the Intermunicipal Development Plan with Leduc County, the City is promoting eco-industrial development in and around Leduc, which will foster a new generation of economic investment and land

“ The City of Leduc has exhibited leadership in the built environment beyond public infrastructure and facilities ”

development to attract leading industrial innovators to Leduc.

In November 2010, a new era in public transit commenced, when the City of Leduc, in partnership with Leduc County began to provide express commuter bus service between Edmonton, Nisku and Leduc. Edmonton Transit System (ETS) was contracted to provide the transit service. The C-Line transit service operates during weekday morning and afternoon peak hours. The route includes stops at Century Park in Edmonton, Nisku Business Park in Leduc County, and several stops in the City of Leduc. In March 2013, the City of Leduc / Leduc County jointly received GreenTRIP funding from the province. With this funding, Leduc Transit purchased four



commuter buses and five community buses, and construction of a storage garage is anticipated to be completed in Fall of 2014. In September 2014 the new transit service is scheduled to commence. The commuter buses will provide service between Leduc, Nisku and Edmonton while the community buses will provide connection to the commuter buses, service to the Leduc industrial area, Nisku and the Edmonton International Airport. This service will originally operate in the weekday peak period; however, in the future the service level will increase from a basic to a more robust transit system throughout the southern part of the Capital Region.

Social Systems and Community Services

The City of Leduc is a recognized leader in the provision of social and community services. Much of this work has been accomplished in partnership with Leduc's many community groups and other regional organizations. Emblematic of the City's leadership is the award-winning City of Leduc Attainable Housing Strategy, which Council approved in 2008. The City is continually acting on this strategy, which was initiated at the time when the City was developing The Willows attainable housing project in partnership with the Leduc Foundation. This and other partnerships, such as the tri-party agreement on attainable housing involving the City of Leduc, the Town of Beaumont and the Town of Devon, are acknowledged as the most effective way of addressing housing and social needs in the 21st century.

Other pioneering community and social services provided by the City of Leduc include assisted transportation services, volunteer

coordination, space in the Leduc Recreation Centre for youth and school activities and clubs, a Safe Communities strategy, a public transit commuter strategy and participation in the regional 211 community support system. Thanks to these initiatives, regular citizen satisfaction surveys conducted as recently as 2013 have consistently indicated that 84% of Leduc's citizens are satisfied/very satisfied with the services the City provides.

Key to Leduc's success in social well being and community services is the City's monitoring of social wellness, which uses holistic and integrated means of assessing and improving community well being. As a leading promoter of the use of social wellness monitoring tools in the Capital Region, the City of Leduc has been recognized internationally for researching and evaluating alternatives in the measurement and monitoring of quality of life indicators. The use of social wellness capital accounting models recognizes that to be truly sustainable, the community needs to assess all of its indicators of social and economic well being.

The City's social wellness monitoring initiatives were further advanced through the creation of Alberta's International Region Safe Communities Coalition (AIRSCC) in 2005. Having started as a joint project involving the RCMP and the Leduc-Nisku Economic Development Authority in 2000, AIRSCC leveraged support from the Safe Communities Foundation to bring numerous community groups together to improve public safety in all walks of life.

Leduc has an impressive track record in the provision of innovative community service programs. In 2009 alone, the City of Leduc



The
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a recognized leader in
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programs

leader in service





implemented a pandemic plan, enhanced the PARTY Program (Prevent Alcohol and Risk-Related Trauma in Youth), established an anti-bullying program and implemented a positive ticketing campaign to reward youth in setting positive examples. The Healthy Hearts Leduc initiative, which began as a research partnership between the University of Alberta and the Black Gold Regional Schools in 2002, was officially launched in 2009. All of these community initiatives were further advanced in 2010 when the City conducted a social needs assessment to analyze and establish renewed courses of action that will address Leduc's social care needs. Certain new initiatives have been developed in response to community consultation, including implementation of a fire services strategic plan, expansion of the Healthy Hearts Program and development of a mobility framework to provide for intermunicipal transit and enhanced special transit services.

Recreation and Culture

The City of Leduc has made significant strides to improve the health and wellness of its residents with significant investments focused on its community recreation and parks infrastructure, numerous recreation programs, and recreation assistance programs for those who have limited ability to pay. The City also supports a variety of highly effective initiatives, events, and policies that encourage and enable all citizens to participate in recreational and cultural activities.

In 2009, the City of Leduc opened the new Leduc Recreation Centre (LRC) as a 309,000 square foot one-stop multi-use recreation facility for all ages. The facility offers much for the community including three NHL

performance arenas, two multi-use indoor field houses, a full service aquatic centre, an eight sheet curling complex, a 9,000 square foot fitness centre, a four lane walking/running track, and many other services and facilities.

The Lede Park Master Plan provides for regional outdoor athletic fields and facilities close to the LRC. Enhanced with advanced irrigation and additional field construction, these athletic fields and facilities will continue to provide outstanding service to all community groups, with more opportunities for sporting groups to practice and host large events. The Telford Lake Master Plan provides a long-term vision for the protection and recreational use of this important national amenity. The lake is an ideal venue for non-motor water sports and its reputation is growing as a rowing venue both nationally and internationally. In the future, recreational development around Telford Lake will include a complete Multiway path system surrounding the entire lake, an international level rowing venue, and enhanced facilities for the Leduc Boat Club.

The City of Leduc is also proud to offer a world-class Multiway system throughout the entire City, with a total of forty five kilometers linking various commercial centres, parks, water features, and recreation facilities. In a recent citizen satisfaction survey, the Multiway trail system was the highest rated amenity provided by the City of Leduc.

For families considered in financial need, the City of Leduc offers funding for city-run recreation programs and facility admissions in the form of the Recreation Assistance Program. The LRC has also initiated the Physical Activity Prescription Program, which enables participating regional doctors to prescribe

a month of City-sponsored and monitored physical activity at the Leduc Recreation Centre. Facilitating recreation and physical activity for families and individuals in need is a priority for the City of Leduc. In addition to the Recreation Assistance Program, the City of Leduc facilitates youth involvement with the Everybody Gets to Play program for children who would not have to access to team sports through the Canadian Tire Jumpstart Program. The City also offers access to arts and cultural activities through the Creative Culture Connection, which provides a subsidy for those who would not normally be able to afford arts and cultural programs.

To address the City's continued rapid growth as well as future recreational and institutional needs, the City of Leduc strategically co-purchased a 160 acre parcel of land (approximate) within Leduc County in 2012 with the intent to erect a campus in the future. With the land being successfully annexed by the City as of January 1st 2014, this property, as well as the others contained in the annexation, will be subject to further planning in order to maximise their full potential.

Local Government

The City of Leduc recognizes that proper governance requires both empowerment in decision making and responsibility for actions and behaviours at all levels: government, community, business and personal. The citizens of Leduc are actively engaged in setting direction and in building the type of community in which they want to live. Council is visionary, accessible, and maintains open lines of communications with residents. The high level of service that the City provides to the citizens of Leduc is based upon the effective management of human resources and support for the personnel who work at the City. Working as a team, the Council and administration of the City of Leduc collaborate with citizens, advisory boards, community groups,

agencies, and businesses to plan, develop, and deliver the programs and services that citizens require. Council and the City's administration provide strong financial stewardship and are publicly accountable to deliver value in a fiscally sustainable manner.

The City of Leduc has a high profile as a regional leader that collaborates with neighbouring communities to undertake regional cooperation and partnerships that will improve community benefits and value. When supported by a sound business case, the City cooperates with other municipalities to jointly deliver shared programs

The City of Leduc has a high profile as a regional leader that collaborates with neighbouring communities to undertake regional partnerships

and services. Council effectively leverages its contacts and influence with other orders of government to support the interests of our citizens.

The City of Leduc continually strengthens its provision of responsible governance. Council and the City's administration regularly engage citizens in conferences and visioning workshops to help plan corporate strategic priorities. Responsive service provision and accountability are enhanced by programs to solicit citizen feedback not only on the City's priorities, but also on the quality of the services and programs that the City provides to its residents.

The City regularly updates and, when necessary, adopts new bylaws to ensure that municipal regulations reflect current economic, business, development and social trends. New and updated regulations adopted between 2007 and 2010 have included bylaws addressing community standards and hours of operation for parks. Administrative policies and procedures, such as a new procurement policy and a comprehensive purchasing manual, are also kept up to date. In 2009 the City implemented new Public Sector

// In addition to serving the community, sound governance has involved advocacy and outreach to other governments //

Accounting guidelines for financial reporting requirements and the recording of tangible capital assets. Operations and service delivery are subject to continuous improvement through objective and independent analyses, appraisals, recommendations, counsel, and information with respect to governance, accountability, risk management, and performance.

In addition to serving the community, sound governance has involved advocacy and outreach to other governments. The City has collaborated with Leduc County in the preparation of a progressive Intermunicipal Development Plan and has cooperated with the County and other surrounding municipalities to plan and deliver joint services where improved service and

operational efficiencies can be achieved. The Leduc Recreation Centre and C-Line transit service are but two examples of new facilities and services that have been initiated in partnership with Leduc County. The tri-party agreement on attainable housing involving the City of Leduc, the Town of Beaumont and the Town of Devon, with support from the Leduc Foundation, is a prime example of such multijurisdictional cooperation.

The City of Leduc has been an active participant in the formation of the Capital Region Board. The City's Corporate Strategic Plan and statutory plans all align with the Capital Region Growth Plan, with emphasis on land use planning policy, transit and transportation infrastructure planning, attainable housing strategies, geographic information system (GIS) management, service costing and funding strategies.

Advocacy to senior levels of government is a high priority. The City has actively promoted resolutions through the Federation of Canadian Municipalities (FCM) and the Alberta Urban Municipalities Association (AUMA) for initiatives such as the Municipal Sustainability Initiative Guidelines. Direct advocacy to the Government of Alberta has addressed matters such as regional growth management, provision of emergency services and safer building practices. The City has negotiated effectively with agencies including Alberta Health Services, the RCMP, the Edmonton Regional Airport Authority, regional services commissions and regional school authorities. Positive relations with senior levels of government have also assisted in obtaining grants for infrastructure and community services, including Municipal Sustainability Initiative (MSI) funding.



An aerial photograph of a city, likely Leduc, Alberta, showing a mix of residential and commercial buildings, green spaces, and a large pond with a fountain. A large green circular overlay is positioned in the upper left quadrant, containing white text. The text reads: "The City's Corporate Strategic Plan and statutory plans all align with the Capital Region Growth Plan".

The
City's Corporate
Strategic Plan and
statutory plans all align
with the Capital Region
Growth Plan

sound governance

The Vision of *Imagine Leduc* 2035

In accordance with established Council policy, best planning practices, and Leduc City Council's desire to continue demonstrating community leadership and innovation, the City of Leduc has made a commitment to update the Municipal Development Plan (MDP) every five years. Council approved a project to update the 2005 MDP in September 2009 and then approved Terms of Reference for an MDP Steering Committee in December 2009.

Imagine Leduc 2035

Starting with a kick-off open house in October 2009, the *Imagine Leduc* 2035 community engagement program provided guidance for the MDP review throughout 2010. An important part of the engagement program was the use of MetroQuest, which allowed community members to create and evaluate 50-year future scenarios in workshop settings, with data and outcomes that are specific to Leduc. Innovative community engagement techniques included MetroQuest workshops in the community and high schools, placement of interactive kiosks throughout the community, connecting with residents through social media, and use of a dedicated survey tool that was linked to the City of Leduc web site. More than 1750 adult and youth residents expressed their hopes and dreams for Leduc, which helped to create a vision to guide future growth.

The results of the MetroQuest visioning exercise indicate that the community favours future development and transportation scenarios that emphasize a compact and commuter-friendly city. The leading preference expressed by community respondents in 2010

More
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growth

is to focus development in and around existing built-up areas while maintaining access to a wide range of all possible transportation modes. The four highest ranking MetroQuest scenarios all include development in and around existing developed areas, particularly in key locations that optimize the use of transportation infrastructure. The community's vision for Leduc as expressed through the MetroQuest engagement process was presented to the public at a community visioning event in March 2011.

Imagine Leduc

MDP Steering Committee

Throughout the Imagine Leduc 2035 program, the MDP Steering Committee directed background research, policy analysis, and consultation with key stakeholders. The results of that 2010 work were integrated in the drafting of the MDP in 2011. It became apparent that the outcomes of the MetroQuest visioning exercise were consistent with many Council policies and strategies, such as the Corporate Strategic Plan, Neighbourhood Design Guidelines, Leduc County – City of Leduc Joint Sustainable Growth Study, and Intermunicipal Development Plan. Similarly, the results of the MDP policy analysis, stakeholder consultation, and community engagement supported ongoing City initiatives related to safe communities, natural areas management, environmental sustainability, and social wellness. The guidance provided by the MDP Steering Committee ultimately confirmed the overall policy direction and the key environmental, economic, fiscal, and social priorities of the MDP.

Environmental Priorities

The MDP engagement program confirmed the key environmental priorities of managing agricultural land through efficient and contiguous urban development, conserving energy, and shifting toward alternative modes of transportation. “Clean air” was identified through the MetroQuest visioning process as the most important community priority.

Economic and Fiscal Priorities

The key economic priorities confirmed through the engagement program include saving taxpayer money by limiting the spread of new development and using existing infrastructure more efficiently. Future cost savings for individual residents, families, and businesses through provision of a wider range of housing and transportation choices were identified as high priorities to be addressed in the MDP. Fiscal and capital budgeting priorities include effective public investment in long-term transit and road infrastructure.

Social Priorities

Community cohesion, urban vitality, social wellness, and support for safe and healthy communities emerged as key priorities for the MDP. These priorities are consistent with the social wellness indicators that the City has been monitoring for a number of years. The vision expressed by community members promotes communities with a greater variety of housing types and increased access to a wider range of transportation modes. This vision is further supported by the community’s desire, as confirmed in numerous consultation events and surveys, to create more opportunities for physically active living, with access to walking, cycling, and both indoor and outdoor active recreational facilities. A consistent theme through all of this consultation is that the community places a high value on Leduc’s volunteers.

2035



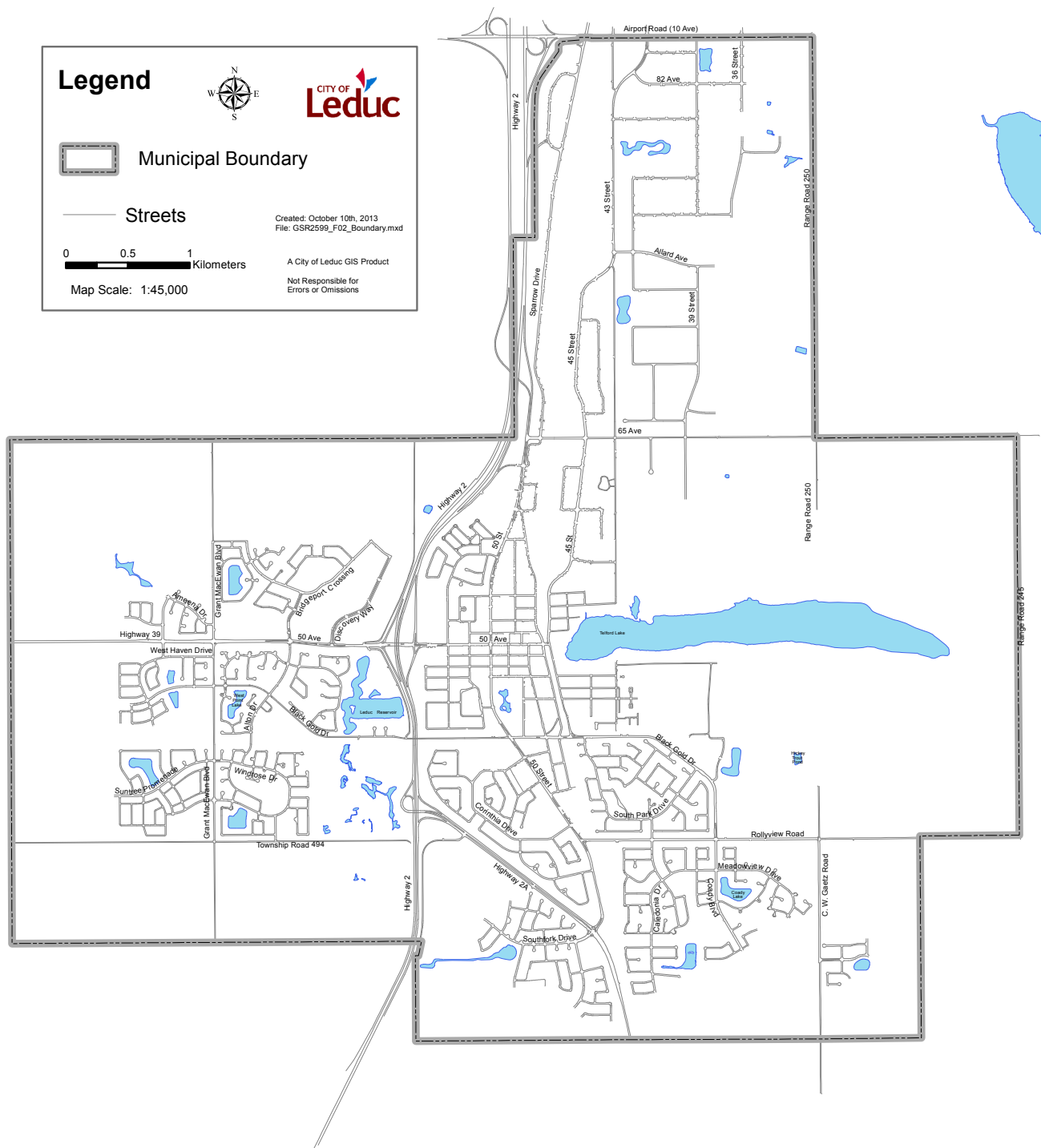
Progressing from 2012 to our Vision

The main policy directions and key priorities established through the Imagine Leduc 2035 engagement process have been integrated with both existing and new City policies to form the basis for this MDP. Incorporation of the community's vision into the Municipal Development Plan, however, is only considered an initial step toward realizing that vision. Implementation of these ambitious goals will require further planning, regulation, dedication of resources, and collaborative action.

This MDP is the primary planning document for the City of Leduc. All future land use plans, policies, guidelines, planning approvals, and developments must conform to the policies of the MDP. Given that the Municipal Government Act requires that all statutory plans be consistent with each other, amendments to certain statutory plans may be required to ensure consistency with this MDP. Other City policies and plans, which have been adopted recently and which have formed the basis for the MDP, will not require any amendments. Communication of the new directions and benefits of the MDP to the community and the City's stakeholders in the region will occur as a logical outcome and extension of the 2010 MDP citizen engagement process. As a living document, the MDP will serve as an important tool for achieving our goals and moving us closer to our vision.

As a
living document,
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our vision

FIGURE 2: Municipal Boundary (As amended by Bylaw No. 870-2014)





The
City's Corporate
Strategic Plan and
statutory plans all align
with the Capital Region
Growth Plan



moving forward

2 | ENVIRONMENT

SAFE AND SUSTAINABLE SYSTEMS

The City will protect, conserve and enhance Leduc's natural and constructed environments; and will employ innovation and technology to promote the sustainable growth and development of Leduc.



2A ENVIRONMENTAL SUSTAINABILITY

The City shall be a community leader in environmental sustainability by:

1. establishing and adhering to a set of principles for environmental sustainability, which will be used to guide and evaluate Council and administrative policies, decisions, and actions;
2. coordinating environmental sustainability activities within the civic administration;
3. monitoring and reporting on quality of life, social wellness, and environmental sustainability indicators to assess the balance among social, environmental, and economic goals for the City and the community; and
4. providing opportunities, in partnership with community organizations such as the Leduc Environmental Advisory Board (LEAB), for full public information and meaningful public participation regarding the City's guiding principles and indicators for environmental sustainability.

2B CLEAN AIR AND GREENHOUSE GAS EMISSIONS

The City shall support the improvement of air quality and the reduction of greenhouse gas emissions by:

1. cooperating with other levels of government and industry in initiatives to reduce emissions of greenhouse gases, to limit harmful or toxic airborne substances, and to control noxious odours;
2. encouraging the use of alternatives to motorized transport in collaboration with the school boards and other community partners, including active modes of travel such as walking and cycling, through integrated planning and the promotion of compact urban form and mixed land use;
3. providing realistic alternatives to single occupant automobile use; and
4. assessing risk management and adaptation measures to deal with the effects of climate change.

2C ENERGY EFFICIENCY

The City shall promote energy efficiency by:

1. implementing a City energy management plan to improve energy efficiency, lower utility operating costs, and decrease emissions through both new development and retrofit of civic buildings, structures, and City-operated vehicles;
2. enhancing transportation efficiencies through expanded public transit, responsive traffic signal technologies, and energy-efficient street lighting;
3. encouraging energy efficiency in subdivision design, land use planning, home retrofitting, and building practices;
4. cooperating with other levels of government to develop positive incentives that will encourage energy efficiency; and
5. promoting education and awareness through customer information programs and other communication methods.

2D WATER RESOURCES

The City shall protect water resources and manage municipal water supplies by:

1. maintaining and supplementing the infrastructure necessary to sustain potable water supply, storage, pumping, and distribution;
2. continuing to support and participate in the Alberta Capital Region Wastewater Commission and the Capital Region Southwest Water Services Commission;
3. monitoring and protecting the quality of treated water to ensure it meets or exceeds the Canadian Drinking Water Quality Guidelines including, but not limited to, maintaining and upgrading water treatment works;
4. adopting demand management and efficiency measures, such as water conservation, to maintain sustainable water consumption levels;
5. maintaining stormwater management and wastewater collection systems for the benefit of regional groundwater and surface water systems;
6. preserving natural streams and constructed drainage systems in developed urban areas;
7. requiring the development of storm water retention ponds within residential communities as cost effective alternatives to pipe-only systems, with an emphasis on aesthetics and public accessibility;
8. controlling water pollution through the implementation of dependable, cost-effective, and environmentally responsible best practices such as low impact development; and
9. studying, in cooperation with the other levels of government, academic institutions, and non governmental organizations, the effects of treated effluent and stormwater discharges on the aquatic life of the natural environment.

2E SOLID WASTE, HAZARDOUS MATERIALS, AND CONTAMINATED SITES

The City shall provide leadership in solid waste management by:

1. ensuring effective and efficient collection and disposal of solid waste in Leduc through an appropriate combination of service provision and regulatory enforcement;
2. reducing waste generation through the implementation of integrated solid waste management principles designed to reduce residential, commercial, and industrial waste generation and through the determination of appropriate targets for solid waste reduction;
3. supporting programs and facilities for residential, commercial, and industrial recycling;
4. implementing waste reduction and recycling programs for City of Leduc operations;
5. employing and encouraging measures to minimize the introduction of toxic substances into the environment; and
6. cooperating with local institutions and other levels of government in the identification, clean-up, and reclamation of contaminated sites for alternative uses.

2F NATURAL AREAS AND URBAN FOREST

The City shall conserve and protect natural areas for the purposes of protecting wildlife habitat and corridors, supporting natural systems, and providing recreational opportunities by:

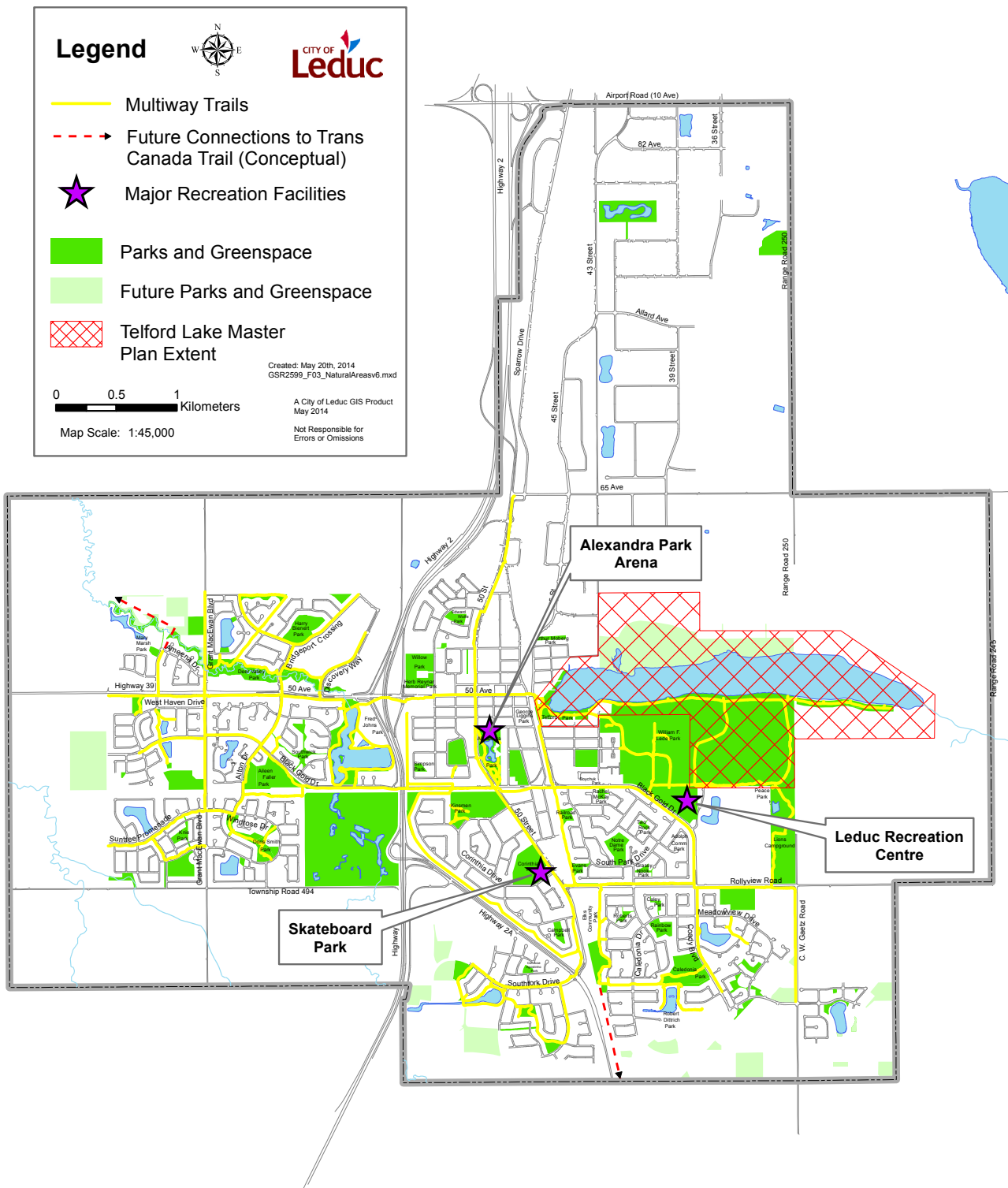
1. retaining the significant natural areas designated in Figure 3 — Parks, Multiway and Natural Areas for recreational uses and the preservation of natural habitats;
2. protecting natural areas within new subdivisions, including substantial and healthy tree stands where practical;
3. encouraging the pre-dedication of natural areas that qualify for Environmental Reserve dedication under the Municipal Government Act;
4. providing buffer areas around sensitive natural areas in order to minimize the impacts of development on natural features;
5. providing low impact public access to natural areas that can sustain human uses with minimal impacts to the overall health of ecosystems;
6. developing public open spaces with environmentally sensitive best practices such as bio-swales, which will enhance and integrate natural systems;
7. protecting the environmental integrity of Telford Lake and surrounding natural areas through complementary land use development and compatible site and building designs;
8. effectively managing Telford Lake to ensure that it is preserved and developed for the enjoyment of current and future generations;
9. planning and managing natural areas in accordance with FireSmart principles and practices to reduce the hazards and risks of wildfire, particularly where natural areas are located near urban development;
10. increasing the stock of trees in the urban forest through tree planting and replacement programs;
11. adopting high standards of tree maintenance, replacement, and protection during construction and requiring developers to retain existing trees in new developments wherever possible;
12. replacing trees affected by disease and diversifying the variety of new trees, with an emphasis on indigenous tree and plant species;
13. encouraging the participation of other levels of government and non-governmental organizations in programs to protect and enhance the City's urban forest; and
14. adopting clear guidelines for pesticide application, reducing pesticide use, and implementing new and innovative integrated pest management methods.

2G CITY BEAUTIFICATION

The City shall enhance the beautification of Leduc by:

1. maintaining minimum design standards for parks and open spaces that reflect the community's vision for landscaping on public lands;
2. providing litter control and street cleanliness on paved streets, alleys, sidewalks, and City-owned properties;
3. working in partnership with citizens and businesses to undertake programs to maintain clean and litter-free streets, alleys, sidewalks, and private properties;
4. implementing programs to landscape and plant flowers in public spaces throughout the community;
5. supporting enhanced way finding and community identity through the development of attractive entrance features and public signs at the entrances to Leduc and throughout the community;
6. cooperating with Leduc County, Edmonton International Airport, the City of Edmonton, Alberta Transportation, and interested non-governmental organizations to implement the Highway 2 Corridor Design Guidelines;
7. developing, in partnership with community organizations such as the Leduc Environmental Advisory Board (LEAB) and Communities in Bloom (CIB), public open spaces with environmentally sensitive best practices in ways that will enhance and integrate natural systems and community beautification;
8. replacing trees and diversifying the variety of new trees in ways that will enhance and integrate natural systems and community beautification; and
9. encouraging citizens, businesses, and community organizations to support and enhance City beautification programs.

FIGURE 3: Parks, Multiway, and Natural Areas (As amended by Bylaw No. 870-2014)



3 | ECONOMY & TOURISM

SUSTAINABLE PROSPERITY

Sustainable, planned economic development will create a positive and energized business climate with an appropriate balance of residential, commercial, and light industrial sectors.





3A REGIONAL ECONOMIC DEVELOPMENT AND TOURISM

The City of Leduc shall actively support and promote regional economic development that will increase Leduc's competitiveness in global markets and provide for a broad range of employment opportunities and balanced growth by:

1. collaborating with regional partners such as the Leduc-Nisku Economic Development Authority, Edmonton International Airport, Leduc County, and Alberta's International Region:
 - to jointly pursue regional economic development opportunities,
 - to market existing businesses in the region to global markets,
 - to take advantage of existing and potential industrial synergies and opportunities,
 - to pursue regional tourism opportunities, and
 - to attract new commercial and industrial development to the region;
2. basing economic development and tourism strategies and activities on the fundamental transportation and logistics advantages provided by the QE II Highway, the Canadian Pacific Railway, Edmonton International Airport, Port Alberta, and development in accordance with the aerotropolis concept;
3. sharing resources and information with regional partners, businesses, and agencies to support economic development in the Leduc region; and
4. supporting and promoting sports, recreation, heritage, arts, cultural, educational, and event tourism activities and facilities in the region.



3B LOCAL ECONOMIC DEVELOPMENT

The City of Leduc shall actively support and promote local economic development and increase Leduc's competitiveness in global markets by:

1. attracting businesses and industries related to logistics, manufacturing, information technology, value-added agricultural processing, green development and building, eco-industrial development, and energy efficiency;
2. ensuring that policy plans, land use redesignations, and municipal services are in place to provide for a readily available supply of serviced industrial and commercial land in a variety of parcel sizes and locations within Leduc;
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;
4. providing the economic climate and infrastructure required to attract and retain successful businesses in well-designed industrial and business parks;
5. ensuring that sound planning, development controls, architectural guidelines, and public investment in city beautification will enhance economic development in Leduc;
6. conducting and coordinating the preparation of new policy plans, the review and amendment of existing policy plans, and the implementation of bylaws in a timely fashion so that economic development goals can be achieved;
7. working with the land development industry to provide efficient land use, subdivision, and development approval processes, while addressing the need for proper public, stakeholder, and public agency consultation in those approval processes;
8. facilitating the exchange of information, goods, and services among businesses in Leduc in order to encourage collaboration and synergies among common industries and businesses;
9. attracting major institutional developments to Leduc, including educational institutions;
10. collaborating with educational institutions to attract and retain a highly educated and skilled workforce;
11. working to find opportunities for local businesses to participate in local and regional tourism initiatives relating to sports, recreation, heritage, arts, culture, and education;
12. ensuring that a revitalized Downtown will give customers access to a broad range of modern entertainment, commercial, and tourism services;
13. promoting "buy local" marketing initiatives among Leduc businesses so that small-format commercial and locally operated businesses will benefit from trading with each other; and
14. adhering to the City's regulated procurement procedures to ensure fair, efficient, and transparent engagement of firms that provide services to the City of Leduc.



4 | BUILDING OUR CITY

MANAGING GROWTH, PLANNING COMMUNITIES, AND EFFICIENT INFRASTRUCTURE

The City will protect, conserve and enhance Leduc's natural and constructed environments, and will employ sound planning principles, innovation and technology to promote the sustainable growth and development of Leduc.



4A GROWTH MANAGEMENT


The City shall manage growth by:

1. promoting compact urban form through sensitive redevelopment of existing developed areas and efficient development of undeveloped areas;
2. protecting the City's long-term growth interests through collaborative intermunicipal, multistakeholder, and regional planning to determine future land uses and infrastructure needs within priority growth areas;
3. promoting non-residential development to create employment, with the goal of achieving an assessment ratio of 40% non-residential development to 60% residential development;
4. ensuring a 30-year supply of land within the City boundaries, in priority growth areas that can be serviced efficiently and developed contiguously, so that 40% of the urban land base can be developed for non-residential uses and 60% of the urban land base can be developed for residential uses;
5. engaging international airport development and aviation experts, the Edmonton International Airport, and the interested federal and provincial regulatory bodies in research and investigation into best practices in noise evaluation and mitigation, appropriate regulatory tools, and aircraft noise data in anticipation of the 2016 adoption of revisions to the noise exposure forecast (NEF) contours and Airport Vicinity Protection Area (AVPA) Regulation;
6. seeking special area exemption designations under the AVPA Regulation for Downtown Leduc and the Telford Lake area;
7. ensuring that new development will be approved adjacent to existing developed areas, so that public services and infrastructure will be extended logically and efficiently to create contiguous development;
8. meeting transportation demand through provision of choice among mobility options including non-vehicular travel, the private automobile, and public transit;
9. achieving residential densities in conformance with the density targets of the Capital Region Board;
10. approving new subdivisions only where a full range of municipal infrastructure (sewer, water, and roads) can be provided in an environmentally sound, economical, and timely manner; and
11. evaluating development proposals in terms of their long-term impacts on existing development, the natural environment, public health, social needs, the costs and benefits of public infrastructure and services, including emergency services, and the quality of life for all residents of Leduc.

4B GENERAL LAND USE PLANNING

The City shall achieve the orderly, economical and beneficial development and use of land by:


1. preserving agricultural land and protecting agricultural operations that are compatible with urban uses until such agricultural land is required for urban development;
2. prohibiting agricultural uses, such as intensive agriculture, which are incompatible with urban uses;
3. managing soil resources in advance of development through staging and re-use of topsoil;
4. prohibiting the premature subdivision and development of land prior to the availability of municipal infrastructure (sewer, water, and roads);
5. requiring the preparation and Council approval of Area Structure Plans prior to subdivision and development of undeveloped areas;
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;
7. prohibiting land uses and developments that may create negative impacts on safe airport operations;
8. facilitating redevelopment in Downtown Leduc in accordance with the Downtown Master Plan, to create a multi-functional city centre with full access to:
 - business and retail establishments
 - government, educational, health care, and institutional services
 - sporting events and attractions,
 - arts and cultural attractions, and
 - a mix of housing types;
9. planning for mixed residential and commercial land uses both in Downtown Leduc and in new, strategically located Town Centres, to achieve:
 - integration of pedestrian-oriented communities,
 - overall reductions in dependence on the private automobile,
 - reduced demand for new highway infrastructure,
 - integration of transportation infrastructure and land use planning in accordance with the principles of Transit Oriented Development (TOD),
 - increased demand and efficiencies in the use of public transit and non-motorized transportation,
 - variety in the built form of commercial and residential development,
 - development that exceeds minimum standards for site planning, landscaping, and building materials,
 - generous pedestrian connections within communities and to public transit, and
 - access to open space and recreational areas and facilities;

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10. enhancing the efficient use of infrastructure, services, and community facilities, including schools, through the promotion of sensitive redevelopment and intensification of existing neighbourhoods and approved Area Structure Plans;
 11. supporting the viability and identity of existing residential neighbourhoods with educational, open space, recreational, institutional, multi-unit residential, and local commercial developments that are compatible with the neighbourhood context;
 12. providing for new residential neighbourhoods with a variety of housing types, which have full access to a complete range of municipal infrastructure, community services, retail establishments, commercial developments, open space, recreational facilities, and educational institutions;
 13. facilitating the development and redevelopment of local and regional commercial and retail areas that will serve all of the consumer needs of the region;
 14. promoting industrial and business park development in strategically located areas that will take advantage of proximity to the QE II Highway, Edmonton International Airport, and major municipal and regional infrastructure;
 15. collaborating with Black Gold Regional Schools and St. Thomas Aquinas Roman Catholic Schools, in accordance with agreements that the City of Leduc has established with those School Divisions, to dedicate municipal reserve, school reserve, or municipal and school reserve lands through subdivision approval processes in conformance with the MGA;
 16. dedicating local and regional parks and natural open space areas with generous access to trails, pathways, and the Multiway system;
 17. promoting innovative planning and development concepts and methods such as low impact development, environmental design, green building techniques, innovative servicing technologies, and recycled construction materials;
 18. evaluating development proposals to ensure that fire and emergency management considerations are addressed, particularly as they pertain to engineering standards for fire protection systems, building plans for fire protection elements, and inspections for compliance with fire protection codes;
 19. supporting land use planning and development with infrastructure investments based upon city-wide and sectoral engineering, servicing, transportation, and infrastructure plans and studies; and
 20. requiring that all Area Structure Plan, Area Redevelopment Plan, land use redesignation, subdivision, and development approvals generally conform to the land uses designated in Figure 4 — Municipal Development Plan Policy Areas, while allowing for minor adjustments to the boundaries of those Policy Areas without an MDP amendment if such adjustments are supported by detailed planning studies.

4C DOWNTOWN LEDUC

The City shall promote Downtown development and Downtown businesses to stimulate revitalization and capitalize on existing infrastructure by:


1. implementing the land use policies, design guidelines, and public improvements recommended in the Downtown Master Plan;
2. ensuring that the land use bylaw and its administrative procedures support the concepts of mixed land use and compact urban form in the Downtown;
3. considering the effects on the Downtown in the evaluation of new developments, commercial and retail policies, staff and budget resource allocations, and transportation priorities;
4. encouraging strategically located mixed-use residential development in Downtown Leduc that will:
 - integrate offices, retail establishments, service businesses, and institutions needed by Downtown residents, and
 - include residential units above street level retail establishments along the main streets of Downtown;
5. maintaining the historic integrity of Downtown through support for the preservation of heritage resources and design guidelines that will provide for development that respects the historic values of Downtown Leduc;
6. pursuing partnerships and funding opportunities with senior levels of government and other parties to support the revitalization of Leduc's historic main street;
7. supporting and encouraging affordable activities in the Downtown that promote the participation of all residents and visitors in civic celebrations;
8. acting to ensure the Downtown is the location of choice for major institutional, arts, culture, and entertainment facilities and amenities;
9. facilitating the exchange of information, goods, and services among Downtown businesses in order to encourage collaboration and synergies among those businesses;
10. pursuing opportunities to rehabilitate, re-use, and preserve heritage resources in order to stimulate private investment and economic development in Downtown Leduc;
11. encouraging the use of environmental design, green building techniques, and recycled construction materials in redevelopment within Downtown Leduc;
12. providing support for and regulations governing the appropriate, safe, and secure development of secondary suites and boarding facilities within Downtown Leduc;
13. supporting the provision of affordable market and financially supported housing in Downtown Leduc;

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14. promoting innovative site planning, construction techniques, and building standards that will mitigate impacts from significant noise generators such as Edmonton International Airport, the Canadian Pacific Railway, and the QE II Highway, with reference to industry recommendations such as rail proximity guidelines;
 15. protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the Multiway system;
 16. protecting and creating views to natural amenities such as Telford Lake;
 17. integrating public transit into Downtown redevelopment;
 18. supporting the provision of short-term Downtown parking, both on-street and off-street, to promote convenient access to Downtown businesses;
 19. creating active streetscapes that enhance pedestrian access throughout the Downtown;
 20. encouraging public art in the Downtown; and
 21. taking advantage of external grants and programs that support public investment in Downtown improvements.

4D EXISTING NEIGHBOURHOODS

The City shall support existing residential neighbourhoods by:

1. promoting the development of educational, open space, recreational, institutional, multi-unit residential, and local commercial developments within existing neighbourhoods in ways that are compatible with the neighbourhood context;
2. integrating appropriate home-based businesses and live-work uses in established neighbourhoods;
3. encouraging residential infill and redevelopment in existing neighbourhoods in ways that will respect the residential context, rejuvenate the community, and maximize the use and viability of existing services and facilities;
4. retaining and reinforcing the character and features of established neighbourhoods, where appropriate, with planning policies, design guidelines, or Area Redevelopment Plans;
5. pursuing opportunities to rehabilitate, re-use, and preserve heritage resources in established neighbourhoods;
6. providing support for and regulations governing the appropriate, safe, and secure development of secondary suites and boarding facilities within existing neighbourhoods;
7. supporting the provision of affordable market and financially supported housing in all existing neighbourhoods;
8. encouraging the use of environmental design, green building techniques, and recycled construction materials in redevelopment within existing neighbourhoods;

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9. promoting innovative site planning, construction techniques, and building standards that will mitigate impacts from significant noise generators such as Edmonton International Airport, the Canadian Pacific Railway, and the QE II Highway, with reference to industry recommendations such as rail proximity guidelines;
 10. protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the Multiway system;
 11. protecting and creating views to natural amenities such as Telford Lake;
 12. integrating public transit into developed neighbourhoods;
 13. managing neighbourhood traffic, based upon appropriate studies, with measures such as:
 - consultation with neighbourhood residents regarding proposed change in the status of local streets,
 - minimization of through-traffic and reduction of non-local traffic impacts, and
 - improvements to pedestrian networks and safety features.

4E NEW RESIDENTIAL DEVELOPMENT

The City shall provide for new residential neighbourhoods by:

1. requiring Area Structure Plans for all new residential development;
2. requiring that all new residential Area Structure Plans achieve the target densities mandated by the Capital Region Board;
3. measuring net residential density in new residential Area Structure Plans in order to maintain consistency with the density measures used by the Capital Region Board;
4. acknowledging new trends in household formation (e.g., smaller households) in the design of new residential neighbourhoods and the provision of a variety of housing types;
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;
6. providing support for and regulations governing the appropriate, safe, and secure development of secondary suites and boarding facilities within new neighbourhoods;
7. supporting the provision of affordable market and financially supported housing in all new neighbourhoods;
8. balancing higher residential densities with the provision of open space;

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9. ensuring that all new residential neighbourhoods have full access to a complete range of municipal infrastructure (sewer, water, and roads), community services, retail establishments, commercial developments, open space, recreational facilities, and educational institutions;
 10. providing for neighbourhood commercial (office, personal service business, and retail) development at key locations within new residential Area Structure Plans, which will complement and integrate with the surrounding residential neighbourhoods through mitigation of traffic and parking impacts, appropriate site planning and architecture, landscaping, and pedestrian connections;
 11. protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the Multiway system;
 12. protecting and creating views to natural amenities;
 13. incorporating public transit into new neighbourhoods;
 14. protecting rights-of-way for future public transit service;
 15. encouraging the use of environmental design, green building techniques, and recycled construction materials in development within new neighbourhoods;
 16. integrating appropriate home-based businesses and live-work uses in new residential neighbourhoods;
 17. requiring that all residential developers be responsible for on-site and appropriate off-site costs of municipal infrastructure (sewer, water, and roads) and community services, through mechanisms such as off-site levies, bylaws, and development agreements;
 18. requiring that all new residential Area Structure Plans are supported by comprehensive engineering, servicing, environmental, geotechnical, and transportation studies approved by the City;
 19. prohibiting new residential development on undeveloped lands where the noise contours established by the Airport Vicinity Protection Area (AVPA) Regulation exceed NEF 30, except where special area exemption designations have been granted under the AVPA Regulation;
 20. directing new residential development away from significant noise generators such as Edmonton International Airport, the Canadian Pacific Railway, and the QE II Highway;
 21. promoting innovative site planning, construction techniques, and building standards that will mitigate impacts from significant noise generators such as Edmonton International Airport, the Canadian Pacific Railway, and the QE II Highway, with reference to industry recommendations such as rail proximity guidelines;


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22. allowing for commercial, light industrial, and business park development in the Transitional Residential Mixed Use policy areas shown in Figure 4, which would serve to buffer residential neighbourhoods from significant sources of highway and airport noise, and which would incorporate land use and design transitions to create compatible and sensitive development within the residential context;
 23. allowing for a full range of housing types within the Transitional Residential Mixed Use policy areas shown in Figure 4, provided that:
 - gradual land use transitions will be developed within the Transitional Residential Mixed Use areas, with
 - lower density residential development closest to the adjacent residential policy areas,
 - higher density residential development further away from the residential policy areas,
 - compatible commercial, office, retail, public facilities, open space, or recreational development between the higher density residential development and other non-residential uses, and
 - light industrial or business park development closest to the adjacent non-residential policy areas,
 - impacts on residential development from non-residential uses within the Transitional Residential Mixed Use policy areas will be mitigated by elements and measures such as open spaces, natural areas, constructed or natural water bodies, recreational areas, berms, sound attenuation walls, landscaping, innovative site planning, building orientation, advanced construction techniques, or more rigorous building standards;
 24. requiring that any new residential development that may be affected by significant noise generators incorporate noise mitigation measures such as berms, sound attenuation walls, site planning, building orientation, landscaping, or building construction techniques;
 25. requiring that all new residential subdivision and site plans include landscaping and open space plans that take into account, integrate, and where appropriate, protect existing natural vegetation, topography, wildlife, soils, water bodies, drainage courses, and climatic conditions;
 26. ensuring that all new residential subdivision and site plans conform to the City of Leduc Neighbourhood Design Guidelines; and
 27. encouraging city beautification, public art, and high quality urban design in new residential neighbourhoods that will exceed the minimum requirements of the Neighbourhood Design Guidelines.

FIGURE 4: Municipal Development Plan Policy Areas (As amended by Bylaw No. 870-2014)

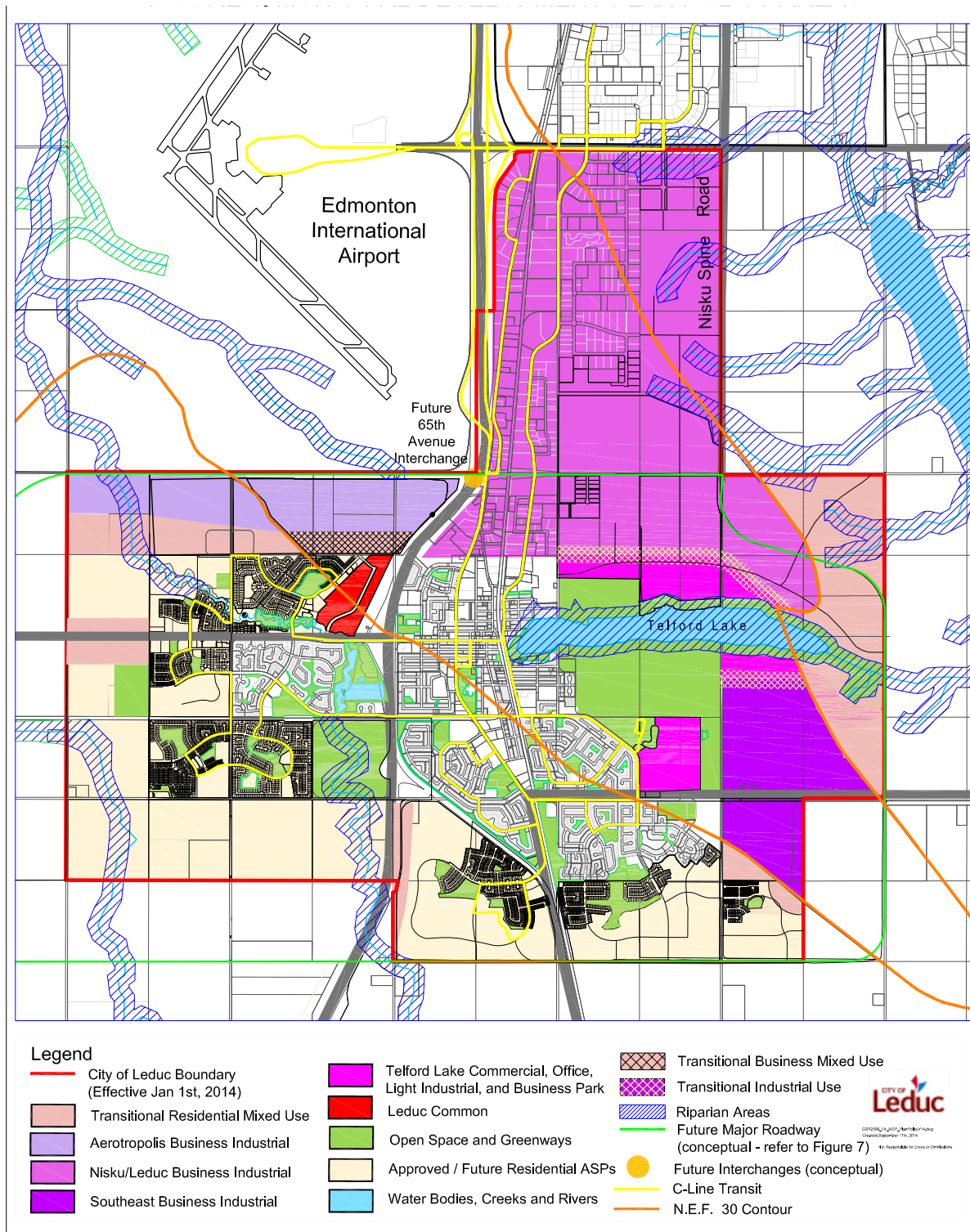
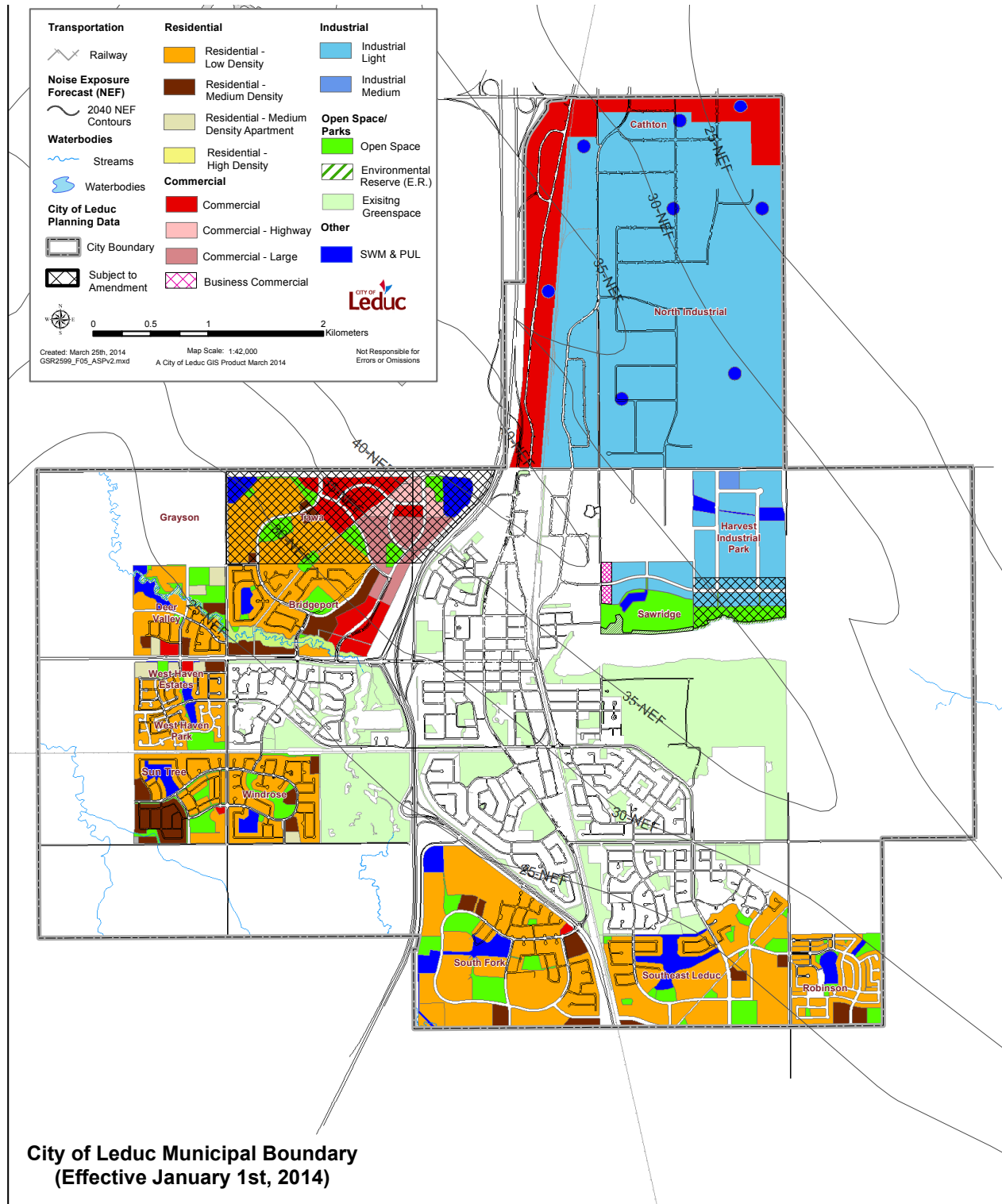


FIGURE 5: Approved Statutory Plans - February 2012 (As amended by Bylaw No. 870-2014)



4F COMMERCIAL DEVELOPMENT

The City shall promote local and regional commercial and retail areas that will serve all of the consumer needs of the entire community by:

1. facilitating the development and redevelopment of commercial and retail uses in established commercial areas including Downtown, Leduc Common, and the commercial corridors north of Downtown along 50th Street and Sparrow Drive;
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, where it would serve to buffer residential neighbourhoods from significant sources of highway and airport noise;
3. requiring that commercial, office, light industrial, and business park uses are developed in the non-residential areas along the north and south sides of Telford Lake, in order to ensure the compatibility of development with adjacent residential neighbourhoods, parks, and natural areas, and to mitigate environmental and visual impacts on Telford Lake and the surrounding riparian areas;
4. requiring that the commercial, office, light industrial, and business park uses to be developed along the north and south sides of Telford Lake:
 - incorporate physical separation between development areas and the natural areas and park spaces surrounding Telford Lake,
 - use low-impact stormwater management practices,
 - provide for appropriate recharge of clean stormwater into aquifers and natural areas, and
 - exceed the architectural, urban design, and landscape architecture standards typically required for light industrial development;
5. allowing for development in the areas designated for Transitional Industrial Uses in Figure 4, which would incorporate land use and design transitions between the Telford Lake commercial, office, light industrial, and business park areas and the adjacent industrial areas;
6. planning for mixed residential and commercial land uses in new, strategically located Town Centres;
7. providing for commercial and retail areas that support and have access to nearby residential neighbourhoods;
8. requiring that commercial and retail development and redevelopment that is visible from the QE II Highway, public open spaces, and residential neighbourhoods shall meet the highest design standards;
9. facilitating the redevelopment of light industrial areas for commercial and retail uses where adequate access to the public can be provided and where the transportation network has the capacity for such intensification of uses;

10. requiring that all commercial and retail development and redevelopment provide adequate pedestrian connections on site and to the City's trail, pathway, and Multiway systems;
11. requiring that commercial development incorporate pedestrian-oriented frontages;
12. requiring that parking areas for commercial development provide for pedestrian circulation, landscaping, and architectural elements to enhance the safety and comfort of pedestrians;
13. requiring that commercial and retail development and redevelopment provide adequate access for persons of all ages and abilities in accordance with the principles of universal access;
14. integrating public transit with commercial development;
15. protecting rights-of-way for future public transit service;
16. encouraging the use of low impact development, environmental design, green building techniques, and recycled construction materials in commercial development;
17. requiring that new residential Area Structure Plans provide for adequate local commercial and retail development that will serve the needs of residential neighbourhoods;
18. permitting home occupations that will not create adverse impacts within residential neighbourhoods;
19. requiring that all signs for commercial and retail development conform to the applicable City of Leduc bylaws and design guidelines; and
20. considering the adoption of commercial design guidelines with goals and objectives similar to the Neighbourhood Design Guidelines.

4G INDUSTRIAL AND BUSINESS PARK DEVELOPMENT

The City shall promote industrial and business park development in strategically located areas by:

1. ensuring that a generous supply of fully serviced land will be available in a variety of locations for a complete range of light manufacturing, service industrial, logistics, warehouse, distribution, eco-industrial, agri-business, aerotropolis, business park, and high-quality office park uses;
2. actively promoting aerotropolis development adjacent to Edmonton International Airport in accordance with the City of Leduc Aerotropolis Integrated Land Use Compatibility Plan, which will:
 - take advantage of the economic development synergies and opportunities created by proximity to development at Port Alberta and Edmonton International Airport,
 - include logistics, warehouse, distribution, business park, and high-quality office park uses,
 - incorporate a transportation network that is linked and oriented to development at Port Alberta and Edmonton International Airport, so that transportation impacts on residential neighbourhoods to the south will be mitigated, and

- 
- provide for a land use and development buffer to separate the residential neighbourhoods to the south from noise sources at Port Alberta and Edmonton International Airport;
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;
 4. promoting eco-industrial development such as value-added food chain, renewable energy, resource recovery, bio-technology, environmental technology, and green building industries, which will:
 - achieve improvements in the productivity of human and natural resources,
 - conserve and use energy that is generated locally,
 - introduce fewer non-biodegradable wastes into the environment,
 - connect with the community,
 - be compatible with other non-residential land uses,
 - have links with inter-company networks that bring about new efficiencies and new market opportunities,
 - incorporate sustainable land use and sustainable design of facilities, and
 - adopt new technologies rapidly;
 5. promoting the development of industries related to food production and the processing of agricultural products, particularly in relation to local agricultural operations and food that is produced within the region;
 6. requiring that commercial, office, light industrial, and business park uses are developed in the non-residential areas along the north and south sides of Telford Lake, in a manner that is compatible with adjacent residential development, parks, and natural areas;
 7. requiring that the commercial, office, light industrial, and business park uses to be developed along the north and south sides of Telford Lake:
 - incorporate physical separation between development areas and the natural areas and park spaces surrounding Telford Lake,
 - use low-impact stormwater management practices,
 - provide for appropriate recharge of clean stormwater into aquifers and natural areas, and
 - exceed the architectural, urban design, and landscape architecture standards typically required for light industrial development;
 8. allowing for development in the areas designated for Transitional Industrial Uses in Figure 4, which would incorporate land use and design transitions between the Telford Lake commercial, office, light industrial, and business park areas and the adjacent industrial areas;

- 
9. continuing to promote the development of the Northeast Industrial Area for serviced light industrial uses;
 10. promoting and planning for a rail spur right-of-way to serve the Northeast Industrial Area;
 11. prohibiting heavy industrial development anywhere within the City of Leduc;
 12. providing for the redevelopment of light industrial areas for commercial and retail uses, through the preparation of industrial Area Redevelopment Plans if necessary, where adequate access to the public can be provided and where the transportation network has the capacity for such intensification of uses;
 13. providing public transit service to industrial and high employment areas including, where feasible, access to C-Line transit service;
 14. protecting rights-of-way for future public transit service;
 15. encouraging the use of low impact development, environmental design, green building techniques, and recycled construction materials in industrial development;
 16. requiring the preparation of Area Structure Plans for new industrial and business park areas, by landowners where feasible or by the City where the strategic economic development interests of the City are best served;
 17. requiring that all new industrial and business park Area Structure Plans are supported by comprehensive engineering, servicing, environmental, geotechnical, and transportation studies approved by the City;
 18. approving new industrial and business park subdivisions only where a full range of municipal infrastructure or appropriate innovative servicing solutions can be provided in an environmentally sound, economical, and timely manner;
 19. requiring that all industrial and business park developers be responsible for on-site and appropriate off-site costs of municipal infrastructure and community services; and
 20. ensuring that industrial and business park areas are developed with high quality buildings, appropriate landscaping, mitigation of impacts on adjacent land uses and the environment, pedestrian connections, and amenities for employees.

4H TRANSPORTATION AND UTILITY SERVICING INFRASTRUCTURE

The City shall integrate land use planning and development with infrastructure investments based upon regional, city-wide, and sectoral priorities by:

1. committing foremost to the maintenance and renewal of existing infrastructure with programs of assessment and timely replacement of infrastructure, so that deferred maintenance will be minimized and return on infrastructure investment will be maximized;
2. investing strategically in new infrastructure where coordination of service provision with compact urban form and efficient land use will result in long-term economic, social, aesthetic, and environmental benefits to the community;
3. considering innovative servicing and utility technologies if they are proven to be more efficient, cost-effective, aesthetically acceptable, and environmentally beneficial than existing technologies, and provided that they will result in long-term economic, social, and environmental benefits to the community;
4. engaging senior levels of government, in consultation with regional and intermunicipal partners when appropriate, to provide for general infrastructure funding and key infrastructure improvements such as:
 - a new interchange at 65th Avenue and the QE II Highway,
 - interchange(s) to the south of Leduc on Highway 2A and the QE II Highway,
 - sanitary sewer trunks and facilities to serve the western, eastern, and southeastern sectors of Leduc, and
 - both local public transit service and regional commuter transit service to and from Edmonton and the Edmonton International Airport;
5. cooperating with regional and intermunicipal partners to plan for major transportation and utility corridors both within and outside the City of Leduc, including sewer and water trunks major power lines, and franchise utilities;
6. cooperating with Edmonton International Airport to find servicing efficiencies and utility solutions that will benefit both the City of Leduc and Edmonton International Airport;
7. requiring that major developments be located where they will support and take advantage of existing and anticipated public investment in adjacent regional transportation systems and infrastructure services;
8. providing a balanced transportation system that offers choice among mobility options including non-vehicular travel, the private automobile, and public transit;
9. planning for public transit routes and stops where transit service can most efficiently be provided to major concentrations of employment, residential population, and community services, including schools;


- 
10. cooperating with regional partners such as Edmonton International Airport and Leduc County to plan for future park and ride facilities that would support ridership on the C-Line and other future public transit routes;
 11. designating truck routes that ensure the safe and efficient movement of goods and the protection of existing neighbourhoods through standardized speed, capacity, access, traffic signal synchronization, and weight limits harmonized with provincial and federal regulations;
 12. maintaining truck routes that connect the Edmonton International Airport, the QE II Highway, industrial and business park areas, and inter-modal access points;
 13. eliminating the truck route designations on southbound 50th Street and westbound 50th Avenue when the 65th Avenue interchange and a Highway 39 bypass are constructed;
 14. directing investment into major roadway systems where the automobile is deemed to be the most effective mode of travel and where the improvement of traffic capacity will result in long term economic, social, and environmental benefits to the community;
 15. integrating pedestrian infrastructure such as sidewalks, trails, pathways, and the Multiway system into the overall transportation network;
 16. promoting safety on streets and sidewalks with traffic control measures, snow clearing and ice control, street lighting, and pedestrian-oriented streetscapes; and
 17. requiring developers:
 - to conduct engineering, servicing, environmental, geotechnical, and transportation studies for approval by the City,
 - to identify significant development constraints and mitigate any impacts that such constraints may have on proposed development,
 - to pay for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, and franchise utilities (e.g. gas, power, cable, telephone) to new developments,
 - to pay for appropriate off-site costs of municipal infrastructure (sewer, water, and roads) and community services, through mechanisms such as off-site levies, bylaws, and development agreements, and
 - to provide irrevocable security to ensure that road and infrastructure construction meets City standards.

FIGURE 6: Existing Transportation Network (As amended by Bylaw No. 870-2014)

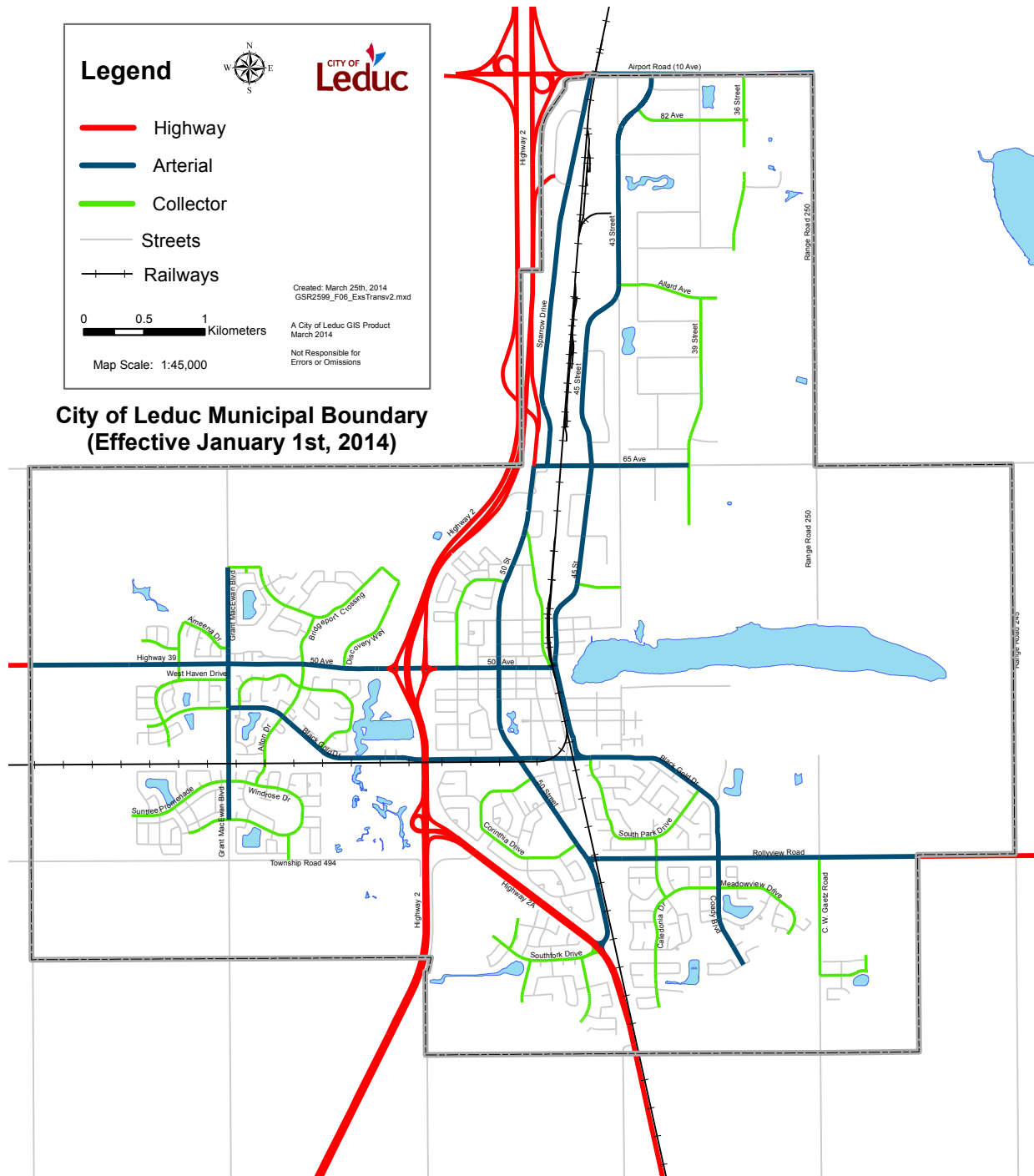


FIGURE 7: Future Transportation Network (As amended by Bylaw No. 870-2014)

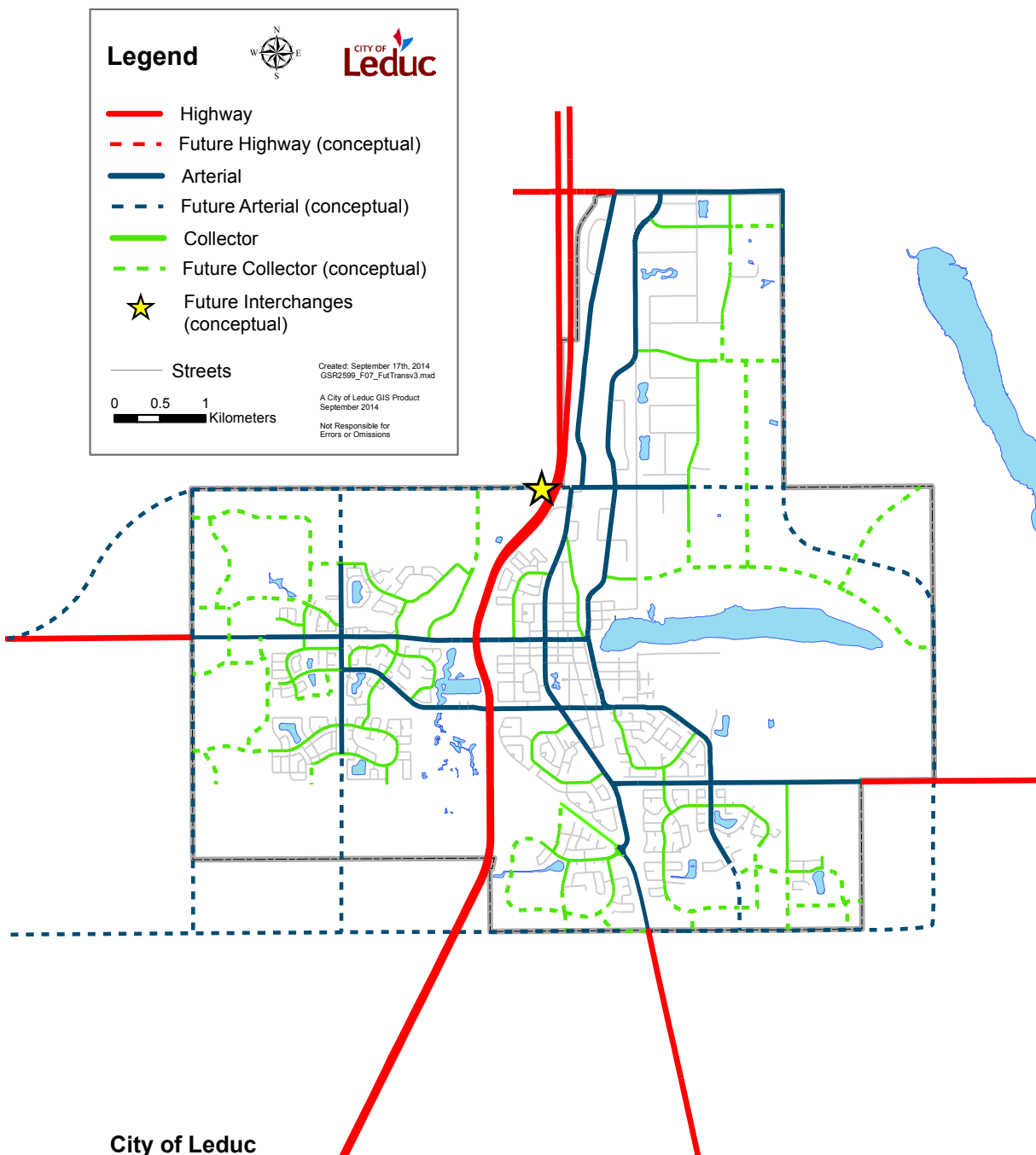


FIGURE 8: Transportation Routes (As amended by Bylaw No. 870-2014)

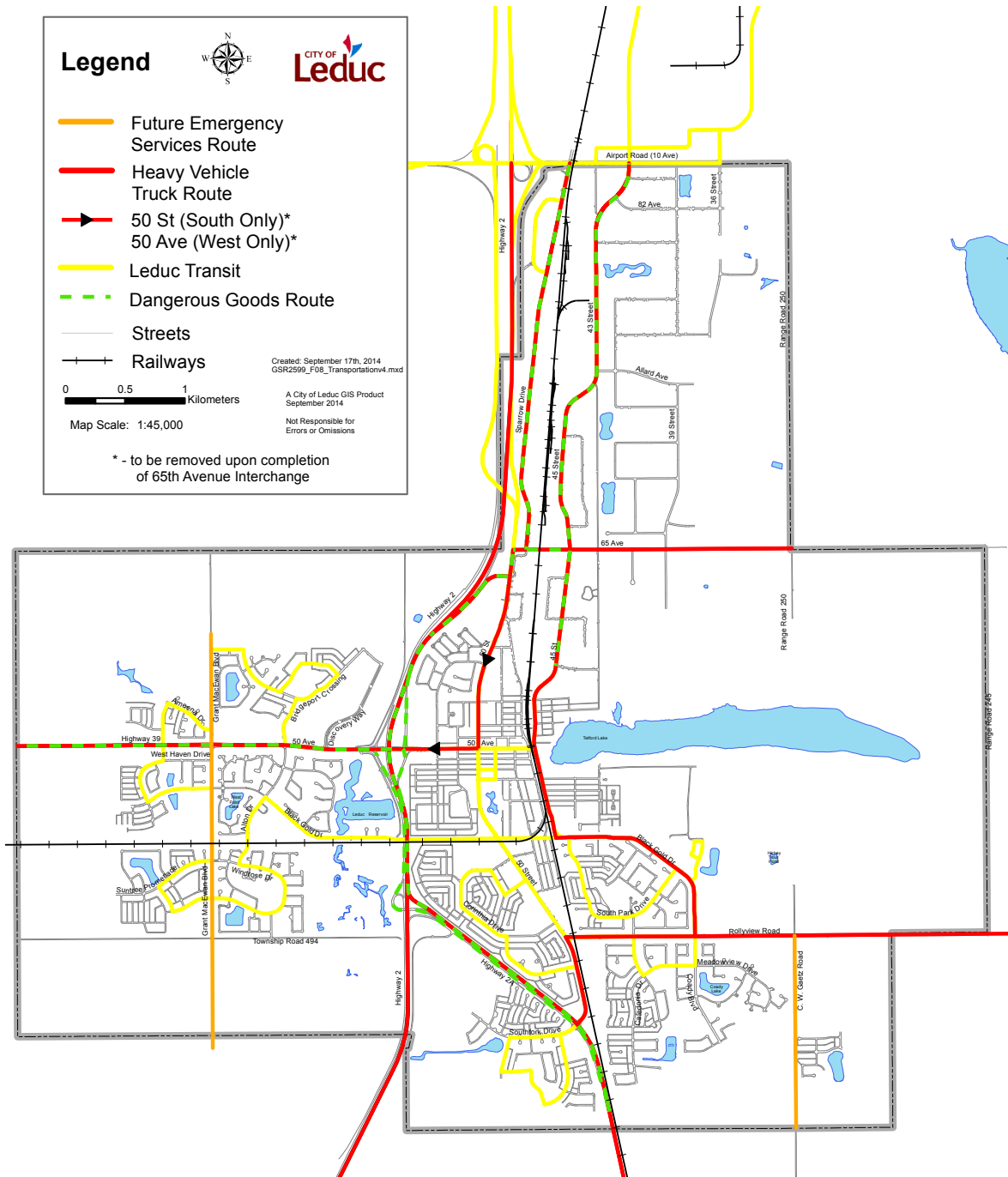


FIGURE 9: Stormwater Management (As amended by Bylaw No. 870-2014)

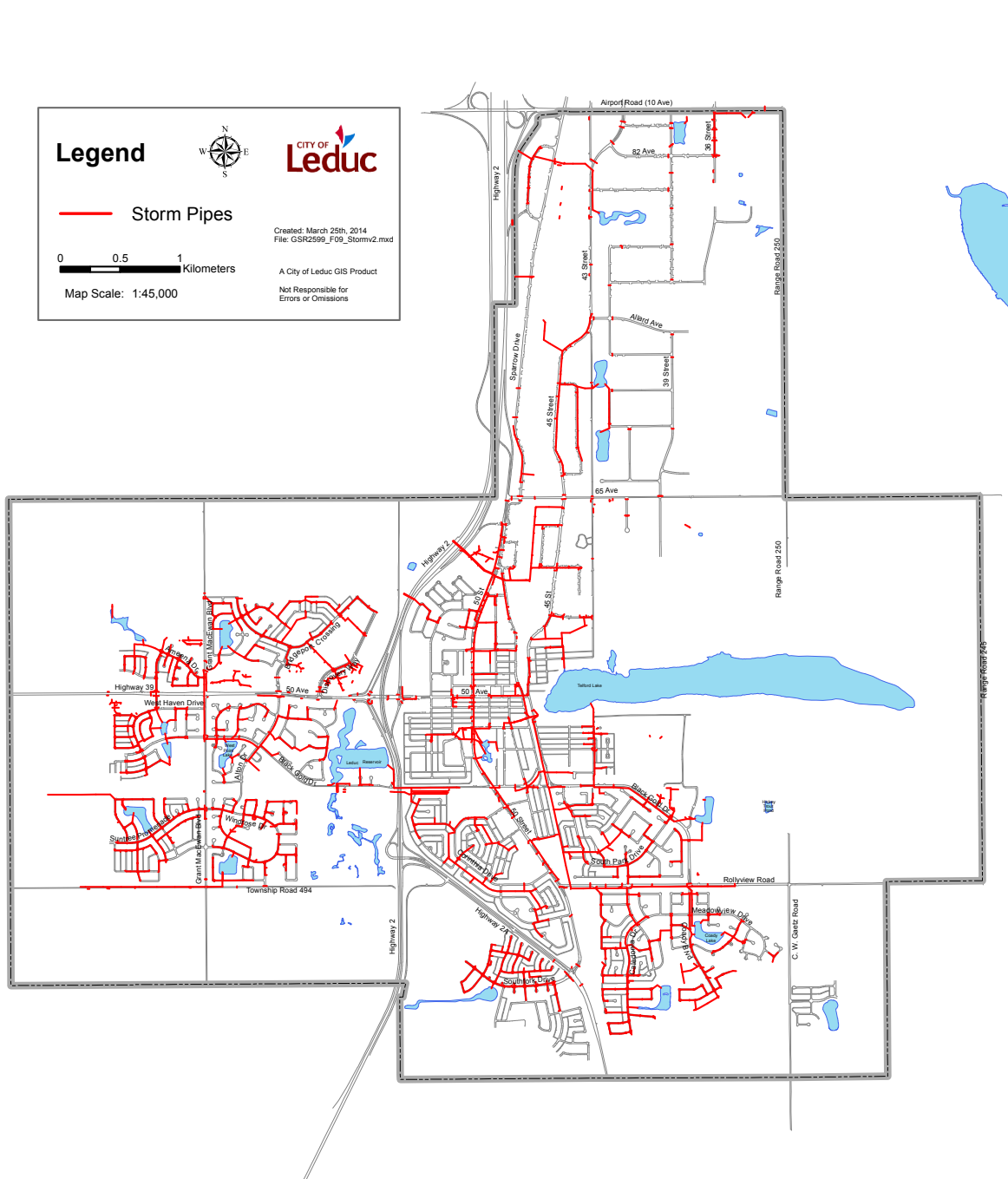


FIGURE 10: Existing and Future Water Utilities (As amended by Bylaw No. 870-2014)

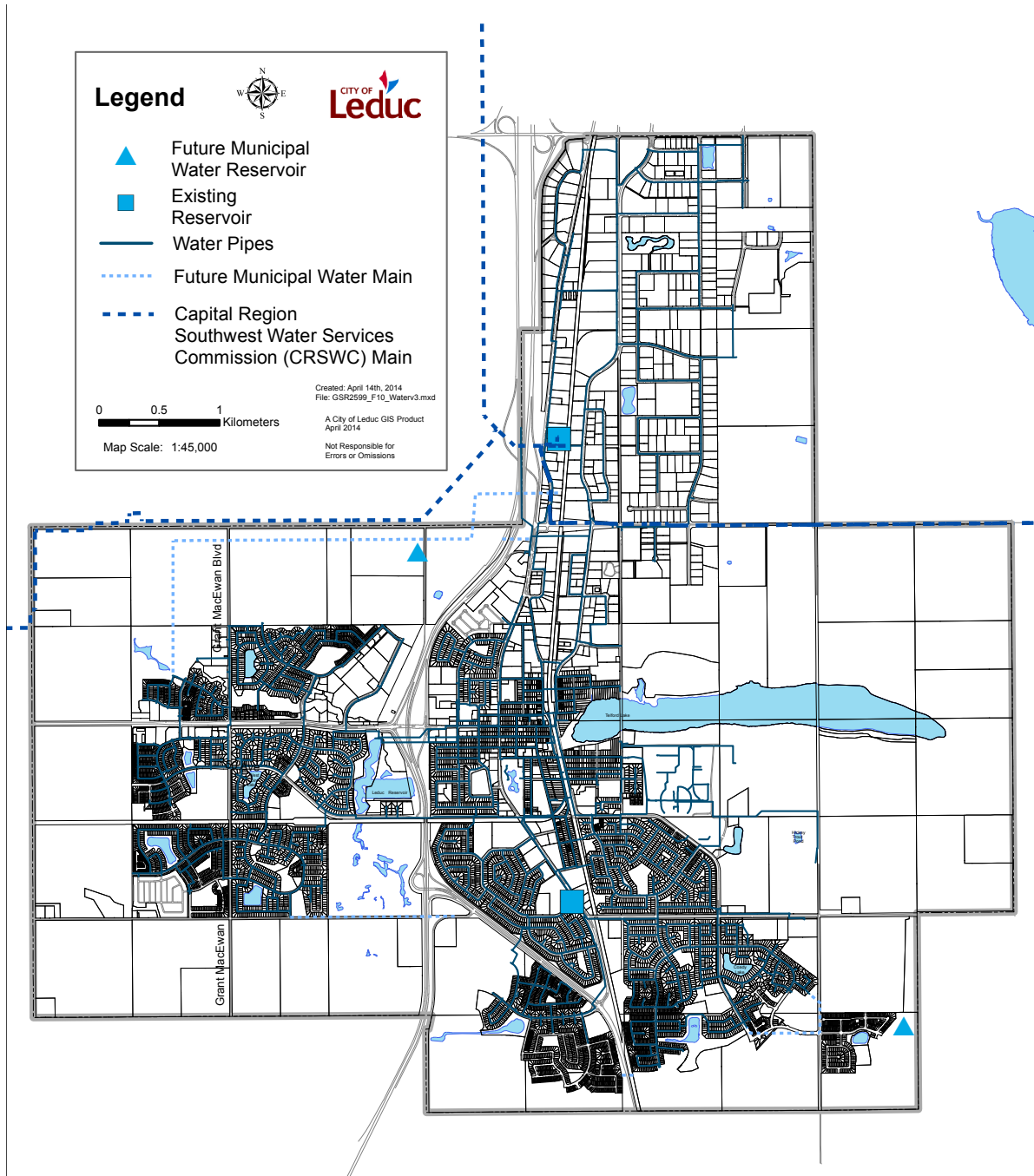
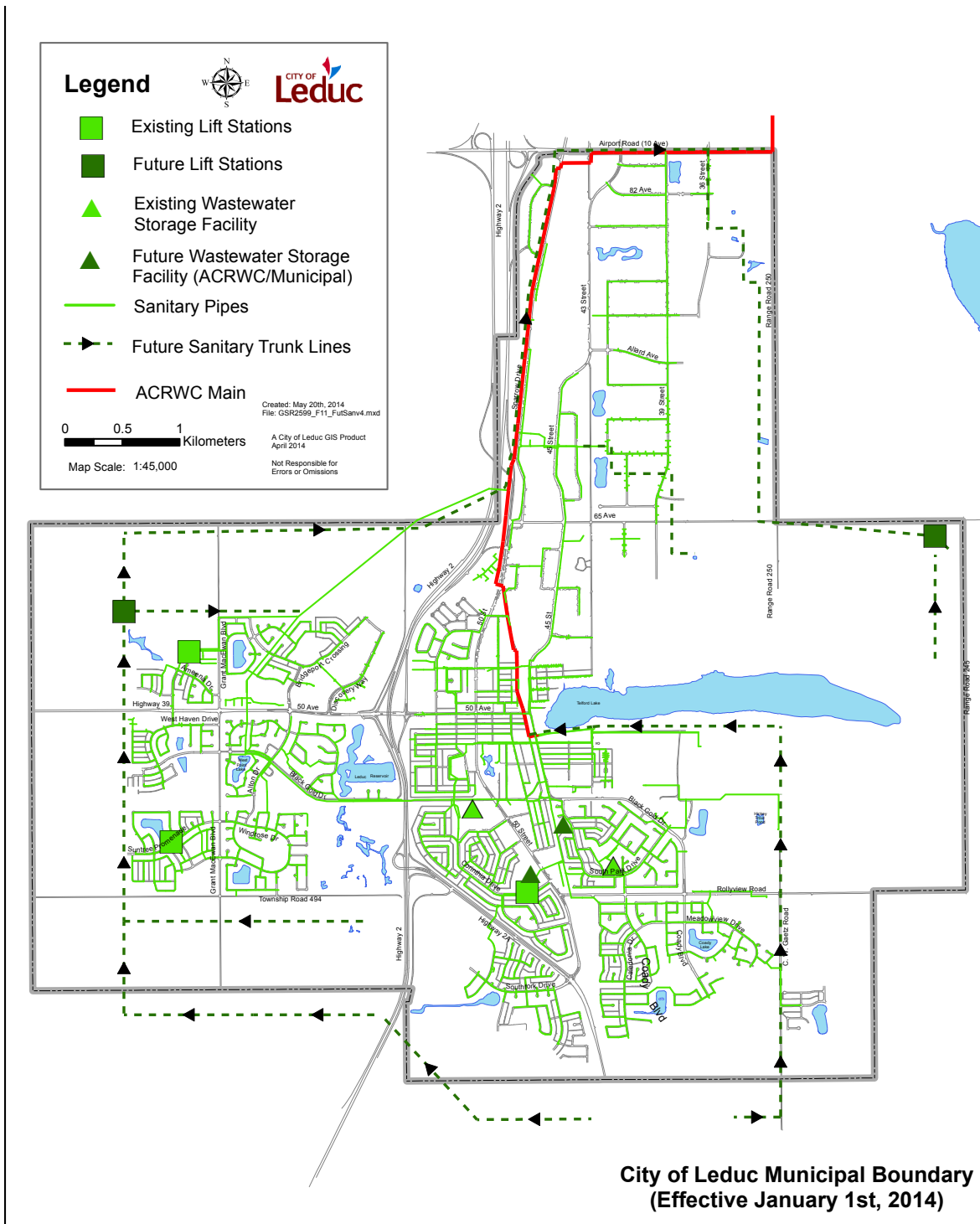
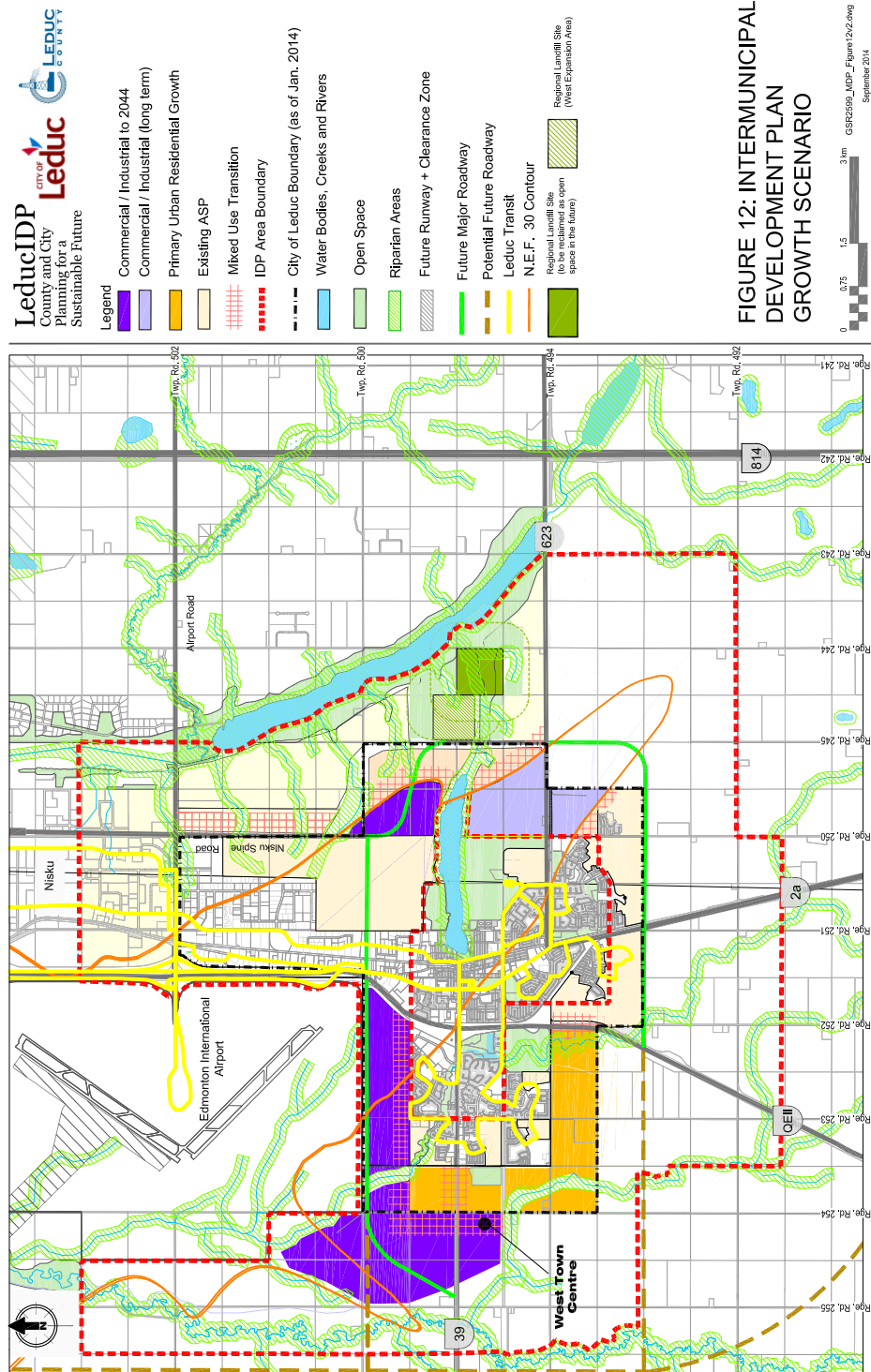


FIGURE 11: Existing & Future Sanitary Sewer Utilities (As amended by Bylaw No. 870-2014)



**FIGURE 12: Intermunicipal Development Plan Growth Scenario
(As amended by Bylaw No. 870-2014)**



5 | SOCIAL WELLNESS & SAFETY

HIGH QUALITY PROTECTIVE AND PEOPLE SERVICES

Leduc will be a healthy and safe community that is well prepared for the future and able to adapt to emerging health and safety concerns.





5A HEALTHY LIFESTYLES AND SOCIAL WELL-BEING

The City shall promote social well-being and will help individuals, couples, and families to develop and maintain healthy lifestyles by:

1. providing social programs and services that are accessible to residents of all financial means and mobility levels;
2. addressing cost of living increases with programs that support the provision of City services to residents of limited financial means and mobility levels;
3. coordinating the delivery of services and programs for recreation, arts and culture, continual learning, leadership, life-skills, and employment through community-based facilities;
4. providing preventative social programs that reflect the needs of the community through the Family and Community Support Services program;
5. providing educational programs that promote the benefits of healthy lifestyles and social wellness;
6. maintaining a current social needs assessment report that identifies the community's social issues and how such issues will be addressed over time;
7. monitoring indicators of social wellness to determine the needs of the community;
8. working collaboratively with schools, churches, Alberta Health Services and other community agencies to provide social programs that promote healthy lifestyles and social well-being; and
9. advocating for sustained funding at higher levels of government to support human and social service programs and agencies.

5B LOCAL NON-PROFIT SOCIAL SERVICE AGENCIES


The City shall support local non-profit social service agencies by:

1. maintaining a forum that brings together local human and social service agencies, for the purposes of facilitating collaboration among agencies and reducing duplication in programming and services; and
2. promoting volunteerism and providing support and resources to volunteers and volunteer organizations.

5C HEALTHY, INCLUSIVE, AND SAFE COMMUNITIES

The City shall create healthy, inclusive, and safe communities that promote a strong sense of belonging by:

1. providing a range of community services and programs that meet the needs of citizens of all age groups, particularly youth and seniors;
2. assisting private companies and social agencies in the provision of affordable market and financially supported housing in all neighbourhoods;

- 
3. supporting new immigrants and celebrating Leduc's cultural and social diversity;
 4. maintaining a current protective services strategic plan that outlines how the City's fire and police services will adapt to meet City growth and emerging needs;
 5. authorizing and supporting the mandate of Leduc Fire Services to provide emergency services within the City of Leduc boundaries in order to meet the intent of the Alberta Occupational Health & Safety Code and the Alberta Code of Practice for Firefighters;
 6. maintaining fire and other protective service response times that will provide for the protection of life and property throughout the entire community;
 7. requiring compliance with all building code requirements to provide for the protection of life and property;
 8. encouraging the use of innovative construction techniques and materials, sprinkler systems, building setbacks, and other appropriate risk management strategies that will enhance fire prevention and suppression capabilities in new and existing buildings;
 9. supporting community-based policing;
 10. maintaining current disaster services and pandemic plans that outline the City's procedures and practices for addressing major health crises;
 11. working with Alberta Health Services to ensure that quality medical, emergency, and 911 dispatch services are provided to the Leduc community;
 12. encouraging access to healthy food options for all residents;
 13. promoting food security and the development of local and regional agriculture;
 14. maintaining an assisted transportation service that meets the needs of citizens with limited mobility;
 15. ensuring that growth and development support the positive social atmosphere of Leduc and its reputation as a community that provides a safe and pleasant environment for raising families;
 16. adhering to urban design principles that address universal access, lighting, clear sightlines, building security, site planning, landscaping, and parking facilities in order to enhance safety, crime prevention, walkability, diversity, and sense of place;
 17. ensuring that construction projects meet the intent of national, provincial, and local building regulations, while recognizing advances in construction and development-related technologies;
 18. ensuring that all buildings are constructed and maintained in compliance with adopted national, provincial, and local legislation;
 19. placing a high priority on noise mitigation as a human health issue and ensuring that compatible non-residential uses are developed around major noise sources;
 20. evaluating the costs of providing emergency and protective services to new development prior to approval of any Area Structure Plans; and
 21. understanding the health implications of urban development, and mitigating those impacts through appropriate development regulations.

6 | RECREATION & CULTURE

ENGAGED AND ACTIVE COMMUNITY

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





6A ACTIVE AND HEALTHY COMMUNITY

The City shall promote the creation of an active and healthy community that reflects the needs of residents by:

1. creating a range of park spaces with a variety of site amenities to meet the diverse needs of City residents;
2. developing outdoor public spaces for year round use, with appropriate plantings and park design;
3. developing the Multiway system as a complete network that promotes walkability and links residential subdivisions, recreation and cultural destinations, hubs of commerce, and high activity areas;
4. pursuing opportunities to develop the Multiway along rail rights-of-way;
5. working with developers to have parks and the Multiway established in the early stages of development to ensure residents in new areas have access to outdoor recreational spaces;
6. maintaining open space, cultural, and recreational facility development master plans that reflect the needs of the community and identify how such needs will be met over time;
7. consulting with key regional stakeholders, including Leduc County and the school boards, in the planning, development, and potential sharing of costs for open space, cultural, and recreational facilities;
8. collaborating with key community partners, including other government agencies, businesses, and the school boards, to explore innovative opportunities for the joint use of community facilities;
9. including meaningful public participation in planning for recreation, culture, and open space programs and facilities;
10. anticipating trends in neighbourhood life cycles and household formation so that community facilities and schools can adapt to the evolving needs of the community;
11. providing a range of recreation programs, leisure activities, and community events with an emphasis on year-round participation;
12. exploring ways for recreational and leisure programs to be accessible to residents of all financial means;
13. working with the Capital Region Board to design and implement a system of regional parks, open space and greenways; and
14. encouraging cycling as a feasible form of commuting and travelling around Leduc.

6B CULTURE, THE ARTS, AND ENTERTAINMENT


The City shall promote a vibrant arts and entertainment sector that celebrates Leduc's culture and way of life by:

1. providing a range of arts and culture programs, activities, and community events with emphasis on appropriate design, accessibility, and year-round participation in public spaces;
2. protecting geological, historical and archaeological sites of significance;
3. celebrating the 1947 Leduc Oil Strike and other importance historical events, where and when appropriate;
4. encouraging public art in public areas;
5. working with cultural and arts groups to develop the Cultural Village;
6. working with cultural and arts groups to maintain buildings that qualify as heritage structures;
7. working with cultural and arts groups to promote the MacLab Centre for Performing Arts;
8. hosting festivals and special events that showcase local talent and provide entertainment for residents; and
9. supporting the Leduc Public Library to serve as the community's hub of literacy, learning, information, and archives.

6C HIGH QUALITY, SAFE, AND ACCESSIBLE PUBLIC OPEN SPACES

The City shall create high quality public open spaces that are accessible, safe, and responsive to the needs of residents by:

1. developing efficient and sustainable public open spaces that incorporate natural systems where appropriate;
2. locating parks, playgrounds, public open space, and Multiway trail heads so they are highly visible as well as easily and safely accessible for pedestrians and cyclists;
3. promoting safety in parks and the Multiway system with accessible design, snow clearing and ice control, street lighting, and pedestrian-oriented design;
4. establishing locations for parks, open space, and school sites, in consultation with the school boards, through Area Structure Plans;
5. working with the school boards to provide for parks, open space, and school sites that will be large enough to accommodate future joint use and adaptation of community facilities and schools;

- 
6. planning for new large parks and recreation facilities in campus settings on the west side of Leduc;
 7. balancing the development of large automobile-oriented parks and recreation facilities with small pedestrian-oriented local parks and recreation facilities;
 8. obtaining lands for parks, open space, and school sites, in consultation with the school boards, through dedication at the time of subdivision approval of municipal reserve, municipal and school reserve, and school reserve, as defined in the Municipal Government Act;
 9. considering the acquisition of lands designated for public and private open space when the opportunity arises;
 10. developing stormwater management facilities, where appropriate, as attractive and usable park areas with public access;
 11. locating residential dwellings within walking distance of open space;
 12. developing the Telford Lake and Lede Park areas to be the heart of the city, as envisioned in the Telford Lake Master Plan and the Lede Park Master Plan; and
 13. consulting with the school boards in the development and maintenance of major parks, athletic fields, and playgrounds, for the joint benefit of the schools and the public.

7 | GOVERNANCE

RESPONSIBLE, VISIONARY LEADERSHIP


Responsible, well-informed decision-making that includes public engagement will create a community that meets the needs and desires of residents, and a city where people want to live, work and play.



7A RESPONSIBLE LOCAL GOVERNMENT AND SERVICE DELIVERY

The City shall demonstrate leadership in responsible local government and service delivery by:

1. monitoring and responding to demographic, social, economic, and environmental trends, both locally and globally;
2. working cooperatively with other jurisdictions to ensure that services required by Leduc residents are delivered in a coordinated manner;
3. leveraging financial resources through cost-sharing agreements with other regional and municipal jurisdictions, senior levels of government, and the private sector;
4. working with the other levels of government to secure long-term funding commitments and to develop alternative revenue streams that lower the City's dependence on property taxes;
5. exploring and implementing innovative approaches to funding and alternative service delivery options to provide quality services at an affordable cost;
6. preparing, implementing, reviewing, and reporting on financial management plans and studies:
 - to reduce dependency on property and business tax revenue,
 - to effectively utilize City resources,
 - to seek alternative revenue sources, and
 - to build investment capacity;
7. providing a predictable property and business assessment process that is efficient, effective, and equitable;
8. implementing life-cycle costing for capital projects, with consideration of relevant financing options;
9. managing investments in physical assets, including infrastructure, fleet, and facilities, and ensuring fiscal sustainability through effective procurement, maintenance, replacement, and disposal;
10. investing strategically in technology, based upon sound business decisions, and promoting, where appropriate, integration and data-sharing;
11. ensuring exemplary environmental practices in all aspects of civic operations;
12. supporting a competent, productive, and healthy City workforce through strategic human resource planning that will:
 - promote flexible human resource systems and processes,
 - invest in human resource development, and
 - uphold values of equity, diversity, innovation, and accountability;

- 
13. evaluating the needs of citizens in the delivery of services and monitoring performance in service delivery;
 14. evaluating the relative merits of alternative service delivery models;
 15. working with community and business partners in the delivery of services;
 16. striving to continuously improve service delivery processes; and
 17. making services and service delivery processes transparent to citizens.

7B CITIZEN ENGAGEMENT


The City Council and administration shall foster citizen engagement in political decision-making processes by:

1. facilitating access to information in a responsive, comprehensive, and transparent manner, consistent with the Alberta Freedom of Information and Protection of Privacy Act;
2. disseminating timely information regarding City programs, services, and initiatives;
3. fostering better public understanding and awareness of civic functions, responsibilities, priorities, and overall policy direction;
4. using new technologies such as the Internet and social media to consult and communicate with the community; and
5. actively engaging citizens in policy formulation, political decision-making, program development, and service delivery processes.

7C REGIONAL AND INTERGOVERNMENTAL PARTNERSHIPS

The City shall support sound governance in collaboration with regional and intergovernmental partners by:

1. promoting the role of the City of Leduc as an important municipality, community, and focal point for economic activity in the Capital Region;
2. cooperating with neighbouring municipalities, the Capital Region Board, and the Government of Alberta to promote the integration and effective implementation of the City of Leduc Municipal Development Plan, the Leduc County — City of Leduc Intermunicipal Development Plan, and the Capital Region Growth Plan;
3. entering into negotiations with Leduc County with respect to annexation;
4. enhancing the City of Leduc's partnership with the Edmonton International Airport by promoting the integration and effective implementation of the Edmonton International Airport Master Plan with the strategic priorities and plans of the City of Leduc;

- 
5. protecting the City's long-term growth interests through collaborative intermunicipal, multistakeholder, and regional planning to determine future land uses and infrastructure needs within priority growth areas;
 6. continuing to work with the Government of Alberta, the Capital Region Board, Edmonton International Airport, and neighbouring municipalities to promote ongoing dialogue, discussion, and partnerships with respect to issues such as economic development, land use planning, infrastructure, service provision, and governance; and
 7. contributing to the development and maintenance of a comprehensive information base for the Capital Region and the Leduc sub-region.

7D REGIONAL CONTEXT STATEMENT

In 2008, the Government of Alberta established the Capital Region Board (CRB) and directed the CRB to prepare a Capital Region Growth Plan (CRGP). The plan was prepared and on March 11, 2010, the Government of Alberta approved it. This was followed by the enactment of the Regional Evaluation Framework (REF), the mechanism by which statutory plans are reviewed to ensure their compliance with the CRGP's regional policies and priorities.

Section 3.5 of the approved Capital Region Land Use Plan requires that:

"Municipalities shall prepare and adopt Regional Context Statements as part of their revised MDP's. Regional Context Statements describe the municipal Principles and Policies that conform to the Plan and, where necessary, how these policies will evolve toward greater consistency with the Plan."

Since its creation, the CRB has undertaken many initiatives which led to the adoption of the CRGP and its addendum (October and December 2009) and the Integrated Regional Transportation Master Plan (IRTMP) to only name a few. The review of population and employment projections is another example of initiative conducted by the CRB.

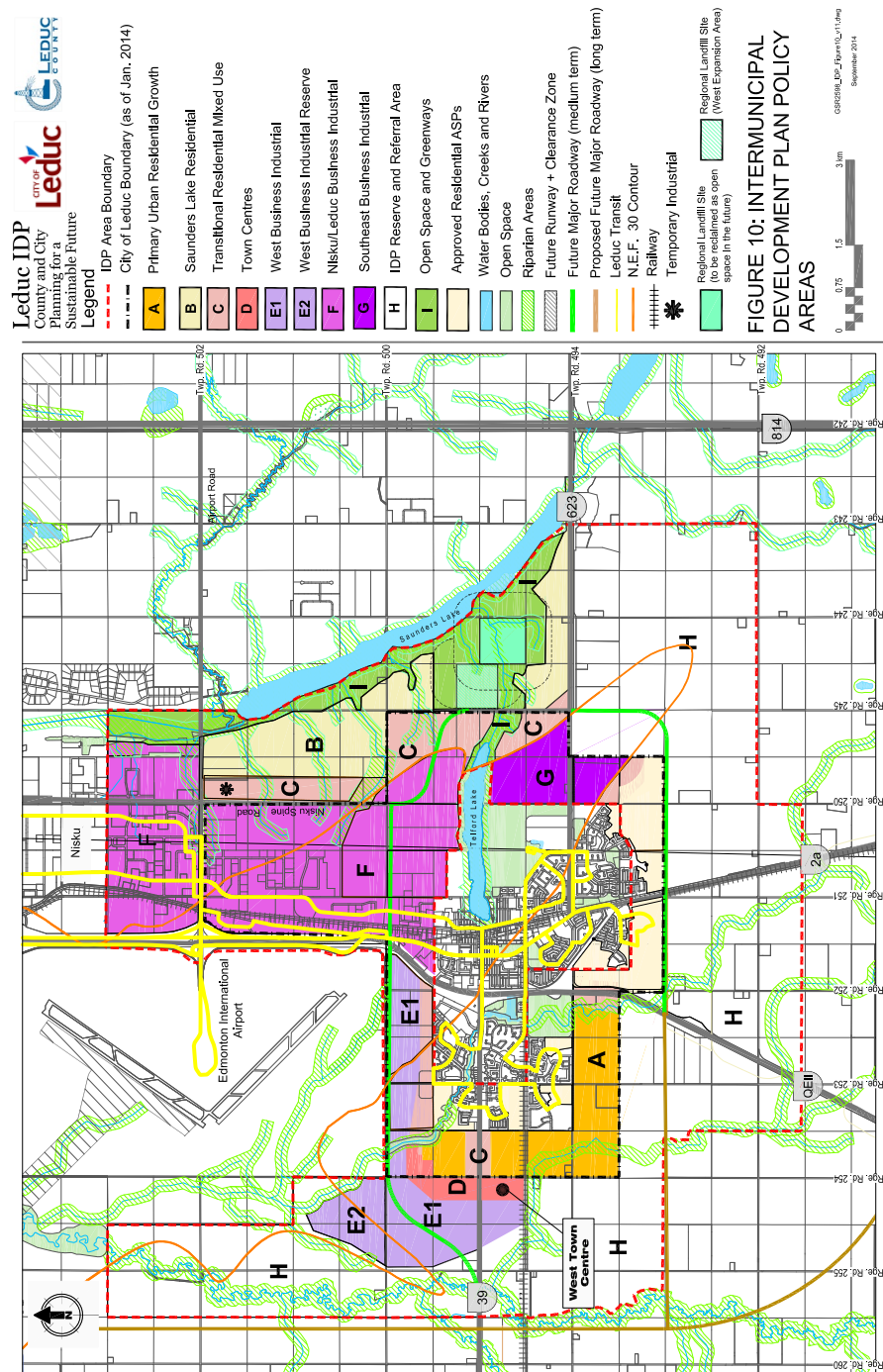
As the Capital Region Growth Plan gets updated from time to time, the City of Leduc will have to update the Municipal Development Plan to remain consistent with it. A similar exercise will be required once the CRGP review is completed. At the present time, the completion of the review of the CRGP is anticipated in 2015.

7E CAPITAL REGION GROWTH PLAN — CITY OF LEDUC PRINCIPLES AND POLICIES

The City of Leduc shall ensure conformance of all municipal policies, regulations, and operations with the Capital Region Growth Plan by:

1. continuing to actively participate in all Capital Region Board committees and initiatives to further integrate land use, transportation, public transit, housing, infrastructure and utility services, watershed management, environmental sustainability, parks and recreation, economic development, regional governance, and other matters as they relate to the City of Leduc and the Capital Region;
2. contributing data and analysis for all current and future reviews of population and employment projections in the Capital Region Growth Plan;
3. increasing overall residential densities in order to reduce the requirement for additional infrastructure servicing and to meet the density targets established in the Capital Region Plan; and
4. formulating long-term policies and rendering short-term decisions based upon the policies of the City of Leduc Municipal Development Plan and the Capital Region Growth Plan.

FIGURE 13: Intermunicipal Development Plan Policy Areas (As amended by Bylaw No. 870-2014)







An aerial photograph of a city, likely Regina, Saskatchewan, showing a mix of residential, commercial, and industrial areas. A green header is at the top, and a white text box is overlaid on the left side. The city features a river, a large stadium, and various commercial buildings.

8 | VISION TO REALITY

IMPLEMENTING THE PLAN

The MDP is not a static document, but will evolve and adapt to changing circumstances in order to accommodate new trends and to promote innovation. In addition to addressing the ongoing administration, monitoring, and implementation of the MDP, this plan provides for both periodic review and occasional amendments to the MDP.



8A MDP ADMINISTRATION

The City of Leduc Council shall govern and make decisions in accordance with the policies of this MDP by:

1. assigning responsibility, within the scope of Council's authority under the Municipal Government Act, to the City of Leduc administration, delegated officers, committees, commissions, and boards, for the administration and implementation of the MDP;
2. initiating and overseeing the planning programs, budgets, recommendations, and activities necessary to administer and implement the MDP;
3. consulting and seeking advice from all interested stakeholders; and
4. engaging the community in municipal decision-making.

The City of Leduc administration shall implement the directives of Council in accordance with the policies of this MDP by:

5. rendering decisions and approvals as delegated by Council;
6. reviewing planning applications and presenting recommendations on those applications to Council and the committees, commissions, and boards appointed by Council;
7. enforcing the bylaws enacted by Council to implement the MDP;
8. ensuring that all programs and activities necessary to administer and implement the MDP are carried out within the budgets set forth by Council;
9. consulting and seeking advice from all interested stakeholders; and
10. effecting the community engagement programs required by Council.


8B MDP MONITORING

The City shall monitor the progress of initiatives to implement this MDP by:

1. establishing and maintaining information systems for monitoring growth, development, and the performance of municipal policies, systems, and services;
2. periodically reporting to Council on the outcomes of administrative monitoring activities and whether any of those outcomes indicate the need to amend the MDP;
3. taking the outcomes of monitoring systems into account for all regular planning, infrastructure, growth management, and financial decisions rendered by Council, committees of Council, and the administration;
4. undertaking comprehensive reviews of the MDP every five years; and
5. consulting with the community and interested stakeholders for all MDP reviews and any proposed MDP amendments.

glossary





1:100 year flood plain means an area of flat land surrounding a stream that becomes submerged when the stream overflows its banks and which has been calculated to convey flood water where a flood is expected to be equalled or exceeded every 100 years on average.

Adjacent municipality means a municipality that shares a common boundary with any other municipality.

Aerotropolis means a concept of urban form where the spatial organization, infrastructure, and economic linkages focus on an airport, offering its businesses rapid worldwide connectivity to suppliers, customers, and enterprise partners. An aerotropolis includes an airport city and is surrounded by clusters of aviation-related enterprises. The aerotropolis encompasses a range of commercial facilities supporting both aviation-linked businesses and the air travelers who pass through the airport annually.

Affordable or attainable housing means both subsidized and non-subsidized housing provided for people with low income or limited means to buy or rent properties on the open market.

Airport Vicinity Protection Area (AVPA) Regulation means the Regulation promulgated under the Alberta Municipal Government Act that governs land use and development surrounding the Edmonton International Airport.

Alberta Municipal Government Act (MGA) means the Municipal Government Act, Statutes of Alberta 1994, Chapter M-26.1 as amended from time to time.

Area Redevelopment Plan (ARP) means a statutory plan, adopted by Bylaw, that outlines proposed redevelopment for a specified area, and which sets forth municipal policies:


- to preserve or improve land or buildings in the ARP area
- to rehabilitate, remove, construct, or replace buildings in the ARP area
- to establish, improve, or relocate roads, public utilities or other services
- to establish land use and architectural guidelines for development in the ARP area
- to establish means such as redevelopment levies to pay for public improvements in the benefitting ARP area
- to facilitate any other development in the ARP area

Area Structure Plan (ASP) means a statutory plan, adopted by Bylaw, that provides a policy framework for the evaluation of proposals for outline plans, land use redesignation, subdivision and development of a specified area of land in the municipality.

Artificial wetland means artificially created ponds that would not qualify as ecologically significant.

Balanced growth means balancing residential, commercial, and industrial growth to achieve fiscal, economic, and community sustainability.

Best Management Practices for stormwater management means a method by which adverse stormwater impacts from development or redevelopment, including but not limited to the release of pollutants into water, are controlled through the application of schedules of activities, prohibition of practices, maintenance procedures, structural protocols, and managerial practices.



Boarding facilities means a development consisting of a single detached dwelling where lodging or sleeping accommodation, with or without meals, is provided for remuneration for not more than six persons. A minimum of one on-site parking stall per bedroom shall be provided. A boarding facility does not include a group care facility or a family care facility.

Business taxes means taxes that businesses pay to local governments, not including any property taxes that business property owners may be liable for paying to local governments.

C-Line means the public transit service connecting express bus route stops in the City of Leduc with the Nisku Business Park in Leduc County, Edmonton International Airport, and Century Park in Edmonton, which will form the basis for more frequent and extensive public transit service throughout the southern part of the Capital Region.

Capital Region means the Alberta Capital Region, which consists of the following municipalities: Beaumont, Bon Accord, Bruderheim, Calmar, Devon, Edmonton, Fort Saskatchewan, Gibbons, Lamont, Lamont County, Leduc, Leduc County, Legal, Morinville, Parkland County, Redwater, St. Albert, Spruce Grove, Stony Plain, Strathcona County, Sturgeon County, Thorsby, Wabamun and Warburg.

Capital Region Board means a provincially mandated regional decision-making body for the Capital Region with representation from each of the twenty-four municipalities of the Capital Region.

Capital Region Growth Plan: Growing Forward means the Growth Plan that provides a future vision for the Capital Region, consisting of four components: a Land Use Plan, an Intermunicipal Transit Network, a Geographic Information Systems Plan, and a Housing Plan. The Growth Plan was developed by the Capital Region Board and accepted by the Minister of Municipal Affairs in March 2010.

Capital budgeting means a method for evaluating investment proposals to determine whether they are financially sound, and for allocating limited capital resources to the most desirable proposals.

Citizen engagement means an interactive process of deliberation among citizens, to contribute meaningfully to public policy decisions in a transparent and accountable manner.


Commercial development means development that includes activities intended for either the sale of goods or the provision of services, or both.

Community sustainability means the condition of a community in which the diverse needs and aspirations of its existing and future residents are met, in a manner that is sensitive to the natural environment, that manages long term resources, and that contributes to a high quality of life.

Core Need means the situation of a household that spends more than 50% of its income on shelter costs.

Council means a body of elected officials who exercise duties and powers as legislated by the province. In this document, "Council" refers to the Leduc City Council.

Council committee means a committee that may consist entirely of councillors; a combination of councillors and other persons; or subject to section 154(2) of the MGA, entirely of persons who are not councillors; who are officially delegated to perform functions such as researching, considering, reporting, or acting on municipal matters.



County means a municipal district in accordance with the provisions of the Municipal Government Act.

Cultivated Wetland means wetlands on the upland that have been recently cultivated and which would not qualify as ecologically significant because of that cultivation.

Developed (Development) means:

- any excavation or stockpile and the creation of either of them
- a building or an addition to it
- the replacement, repair, or construction of a building
- the placement of a building in, on, over, or under land
- a change of use of land or a building
- a change in the intensity of use of land or a building

Development constraints means conditions that hamper development in a particular area.

Development officer means an official charged with administering the applicable bylaw and deciding on development permit applications.

Development permit means a document that includes approved site and building development plans illustrating land use, landscaping, built form, intensity of use, and appearance of the site and buildings, as well as conditions of development approval.

Eco-industrial development means business development that achieves improvements in the productivity of human and natural resources, and which encourages efficiency, conservation, locally generated energy, sustainable land use, and sustainable design.


Emergency services means police services (provided in Leduc by the RCMP and City of Leduc Enforcement Services), fire department (Leduc Fire Department) and EMS (provided by the Government of Alberta).

Environmental reserve means reserve lands to be owned by a municipality, which the municipality may require a subdivision applicant to provide, for lands defined in the MGA as:

- a swamp, gully, ravine, coulee or natural drainage course,
- land that is subject to flooding or is, in the opinion of the subdivision authority, unstable, or
- a strip of land, not less than 6 metres in width, abutting the bed and shore of any lake, river, stream or other body of water for the purpose of
 - preventing pollution, or
 - providing public access to and beside the bed and shore

Fiscal responsibility means the requirement for municipalities set forth in the MGA that municipalities must balance budgets and may not carry deficits.

Flood-proofing measures means the process of protecting a building from flood damage on site, which can be divided into wet and dry flood proofing.



Freedom of Information and Protection of Privacy Act means the legislation adopted by the Government of Alberta to ensure appropriate access to government information at the provincial, regional, and local government levels.

Geotechnical means aspects of or related to the soil and bedrock, especially as they may affect foundations and earthworks.

Geothermal power means the harnessing of heat from beneath the earth's surface to generate electricity with virtually no emissions, using subterranean steam or hot water to turn turbines that produce electricity.

Guidelines means statements of planning intent that are more detailed than policies, but not as strict as rules and regulations.

Heavy industrial development means industrial development involving the processing of significant amounts of raw materials to the extent that off-site impacts cannot be mitigated and where such impacts tend to create negative health and safety conditions for urban residents. Examples of heavy industrial development include but are not limited to smokestack industries such as oil refineries and heavy oil upgraders, gas plants, coal burning power plants, paper mills, steel mills, smelters, etc.

Heritage resources means archaeological or historic sites, burial sites, artefacts and other objects of historical, cultural or religious significance, and historical or cultural records.

Historic Resources Act means an act passed in Alberta in 1973 based on the need to preserve and study historic resources.


Historic resources impact assessment (HRIA) means an impact assessment undertaken when, in the opinion of the Minister of Alberta Culture and Community Spirit, an activity will or likely will result in the alteration, damage or destruction of a historic resource.

Hydrogeological means the distribution and movement of groundwater in the soil and rocks of the earth's crust (commonly in aquifers).

Impact analysis means the determination of the effect that a change to a function or component will have to other functions or components as well as to other systems.

Industrial development means development including manufacturing, processing, fabrication, storage, distribution, or other intensive or extensive business activities that provide significant employment and economic development for the community.

Infrastructure means the services and facilities for which the municipality has capital investment and maintenance responsibilities, including roadways, sidewalks, bridges, street lights and traffic signals, transit buses, solid waste management systems, potable water distribution systems, storm sewers, sanitary sewers, sports fields, playgrounds, arenas, pools, police and emergency response stations, vehicles and equipment, civic buildings, parks, boulevard trees and computer and telecommunications equipment.



Intensive Livestock Operation means a system of modern animal farming designed to yield the most meat, milk, and eggs in the least amount of time and space possible.

Intermunicipal Development Plan (IDP) means a statutory plan adopted by two or more municipal Councils in Alberta to include specified areas of land lying within the boundaries of both municipalities, which must include procedures to resolve any conflicts between the municipalities.

Land Use Bylaw means a bylaw of the municipality passed by Council as a Land Use Bylaw pursuant to the provisions of the Municipal Government Act and intended to control and regulate the use and development of land and buildings within the municipality.

Land use plan (land use map) means a public document that sets aside different areas for different uses, and describes what activities are permitted or not permitted in specific areas.

Land use redesignation means a statutory decision of a municipal Council, often referred to as re-zoning or redistricting, which legally changes the acceptable uses for specific parcels of land.

Light industrial development means industrial development that is typically less capital intensive, produces more consumer-oriented than business-oriented goods, has less environmental impacts, and uses lower amounts of partially processed materials to produce items of relatively higher value than heavy or medium industrial development.

Light rail transit (LRT) means a transit mode typified by an electric railway with medium volume traffic capacity compared to heavy rail, which is characterized by passenger rail cars operating on fixed rails in a shared or exclusive right-of-way.

Local improvement bylaw means a municipal bylaw approved in accordance with Division 7 of the MGA for the purpose of implementing local improvements and collecting local improvement taxes to fund such local improvements.


Low impact development means a land planning and engineering design approach to managing stormwater runoff, which emphasizes conservation and use of on-site natural features to protect water quality through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source.

Master drainage plan means a plan to address the current and future drainage needs of an area, having due regard for water management goals that may be established in studies at a watershed scale.

Medium industrial development means industrial development that exhibits high standards of site design, open space, landscaping, and road construction, with uses that do not cause any external, objectionable, or dangerous conditions beyond the outer limits of the site. Medium industrial development is often used to buffer heavy industrial development from other land uses.

Municipal Development Plan (MDP) means the principal statutory land use plan for the entire municipality, adopted by Council, in accordance with the provisions of the Municipal Government Act.

Municipal Historic Resource means historic resources that are considered to be of municipal importance, that are designated as such by the municipality, and which may be listed on the Canadian Registry of Historic Places subject to the municipality submitting the proper documentation.



Municipal planning commission means a commission that Council establishes by bylaw:

- to serve as a development authority
- to advise and assist Council with regard to the planning of orderly and economic development within the municipality
- to ensure that proposed developments shall be approved in accordance with the purpose, scope, or intent of the MDP, IDP, ASPs, ARPs, Land Use Bylaw, and any applicable non-statutory plans or policies approved by Council

Municipal reserve, municipal and school reserve, and school reserve means reserve lands to be owned by a municipality, which the municipality may require a subdivision applicant to provide, up to ten percent of the developable area, for park, recreation, or school authority purposes (designated MR for municipal reserve, MSR for municipal and school reserve, or SR school reserve).

Natural environment means self-sustaining areas with native vegetation, water, or natural features.

Non-government organization means a legally constituted organization that operates independently from any level of government, including not-for-profit organizations.

Non-statutory plans means plans that are similar in scope to statutory plans, but which are approved through Council resolutions and may include conceptual schemes, land use policies, architectural guidelines, and policy statements.

Off-site levy means a development levy that a Council may impose by bylaw in accordance with the MGA to be used to pay for capital costs, such as water storage, treatment, or supply facilities, sanitary sewage facilities, storm sewer, or roads, which may not be located on the subject development site but which would directly or indirectly benefit the subject development.

Physical planning means a form of urban land use planning which attempts to achieve an optimal spatial coordination of different human activities for the enhancement of the quality of life.


Planning approvals means the exercise of municipal authority to approve land use redesignations, subdivisions, and development permits.

Policy means an official plan of action adopted by an individual or group, which for land use plans adopted by municipalities in Alberta can be distinguished as either statutory plans (Municipal Development Plans, Area Structure Plans, or Intermunicipal Development Plans) or non-statutory plans.

Provincial Historic Resource means the highest level of designation for Alberta's historic resources, which are deemed to be of province-wide significance and for which any changes to the sites or buildings require the written permission of the Minister of Culture and Community Spirit.

Public health and safety means the overall well-being of the people in a community.

Rainwater harvesting means the accumulation and storing of rainwater, which can be used to provide drinking water, water for livestock, water for irrigation or water to refill aquifers through groundwater recharge.



Redevelopment levy means a levy that may be imposed on an applicant for a development permit in a redevelopment area, in accordance with an ARP, municipal bylaws, and the MGA.

Regional commercial development means significant office and retail commercial development outside of predominantly residential neighbourhoods, which cater to large trade areas.

Registered Historic Resource means the second level of designation for Alberta's historical resources, which are generally considered to be of local or regional significance, and for which the owners of such resources are required only to notify the Minister of Culture and Community Spirit 90 days in advance of effecting any change to the resources.

Residential development means development that includes all manner of dwellings and associated uses intended for habitation by persons.

Right-to-farm legislation means laws that are intended (1) to strengthen the legal position of farmers when neighbours sue them for private nuisance or (2) to protect farmers from anti-nuisance bylaws and unreasonable controls on farming operations.

Rules and regulations means clear, unambiguous standards (such as maximum and minimum standards) laid out in bylaws, such as a Land Use Bylaw.

School Division means a geographic division over which a school board has jurisdiction, in accordance with the provisions of the Alberta School Act and the Municipal Government Act.


Secondary Suite means development consisting of a self-contained dwelling unit located in a structure in which the principal use is single detached dwelling. A secondary suite has cooking, food preparation, sleeping and bathing facilities, which are separate from those of the principal dwelling unit within the structure. For the purpose of this clause, "cooking facilities" includes any stove, hotplate, oven, microwave oven, toaster oven or electric griddle, as well as any wiring or piping containing the energy or power source for such facilities. A secondary suite also has an entrance separate from the entrance to the principal dwelling unit, either from a common indoor landing or directly from the exterior of the structure. This includes conversion of basement space to a dwelling unit, or the addition of new floor space for a secondary suite to an existing single detached dwelling. This does not include duplex dwelling, or apartment, where the structure was initially designed for two or more dwelling units.

Serviced land means land that has been serviced with municipal sewer or water services.

Social development means a commitment to individual well-being and volunteerism, and the opportunity for citizens to determine their own needs and to influence decisions which affect them.

Statutory plans means plans required or enabled by the MGA that are adopted by municipal Councils through public hearings and which include MDPs, IDPs, ASPs, and ARPs.

Subdivision means the creation or separation of new titled parcels of land from an existing parcel of land, which may sometimes be referred to as the parent parcel.



Subdivision and development appeal board means a body appointed by a municipal Council in accordance with the MGA to hear appeals of decisions made by a development officer or subdivision authority.

Subdivision and development regulations means regulations promulgated by the Lieutenant Governor in Council under section 694(1) of the Alberta MGA.

Subdivision approving authority means a body or person legally empowered by a municipal Council to make subdivision decisions.

Sustainable development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Traffic impact assessment means a tool used to analyse traffic generated by proposed developments with either new access or increased use of existing access points.

Transit Oriented Development (TOD) means integrated transportation and land use planning that promotes higher density mixed commercial and residential development in proximity to high volume public transit stations in order to increase transit ridership and achieve other environmental, social, and economic benefits.

Universal access means the characteristics of site planning, design, and architecture that make development sites and buildings accessible to as many people as possible, including but not limited to older people, children, and those with physical disabilities.

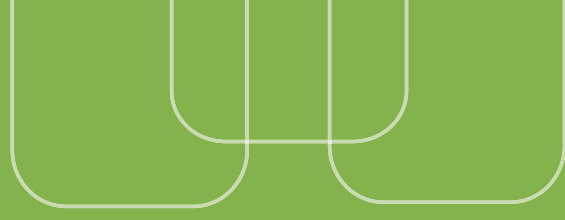
Utilities means either (1) municipal and regional utilities such as water and sanitary sewer or (2) “shallow” utilities such as gas, telephone and electric.

Wetland means natural wetlands on the upland, including areas where all or portions of the wetland have been cultivated in the past.

Woodland means native woodland with variable native to non-native understory vegetation.



appendix



LEGISLATIVE CONSISTENCY AND INTERPRETATION

MDP PURPOSE

This MDP is a long-range policy document intended to guide the City of Leduc Council and administration in making sustainable, responsible, and accountable decisions with respect to land use, development, and service provision. The MDP also serves to inform government agencies, public and private utilities and service providers, non-governmental organizations, developers, residents, local businesses, and other authorities such as local school jurisdictions, Leduc County, and the Capital Region Board of the major policy directions that the City of Leduc has established.


CONSISTENCY WITH PROVINCIAL LEGISLATION

In accordance with the Province of Alberta Municipal Government Act (MGA), the purpose of the City of Leduc Municipal Development Plan (MDP) is to provide general policies for the future development of the City of Leduc.

The MDP conforms in turn to the policies of senior provincial and regional plans and policies such as the Government of Alberta Land Stewardship Act, Land Use Policies, and Land Use Framework. This MDP is consistent with the Capital Region Growth Plan and other policies and growth management strategies of the Capital Region Board, of which the City of Leduc is an active municipal member. More specifically, the policies of this MDP reflect the broader provincial and regional economic development, growth management, and land use stewardship strategies and goals that promote development along the QE II Highway corridor, protection of significant landscapes and natural systems, and concentration of development within urban centres at higher densities than have been developed in the past.

This MDP is established under the authority of Section 632 of the MGA (RSA 2000 cM-26 s632; RSA 2000 c21 [Supp] s4), which addresses the adoption of Municipal Development Plans and stipulates which matters must and may be addressed by MDPs:

- 632(1)** A council of a municipality with a population of 3500 or more must by bylaw adopt a municipal development plan.
- (2)** A council of a municipality with a population of less than 3500 may adopt a municipal development plan.
- (3)** A municipal development plan
 - (a)** must address
 - (i)** the future land use within the municipality,
 - (ii)** the manner of and the proposals for future development in the municipality,
 - (iii)** the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities,

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- (iv) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and
 - (v) the provision of municipal services and facilities either generally or specifically,
 - (b) may address
 - (i) proposals for the financing and programming of municipal infrastructure,
 - (ii) the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,
 - (iii) environmental matters within the municipality,
 - (iv) the financial resources of the municipality,
 - (v) the economic development of the municipality, and
 - (vi) any other matter relating to the physical, social or economic development of the municipality,
 - (c) may contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies and corporate strategies,
 - (d) must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities,
 - (e) must contain policies respecting the provision of municipal, school or municipal and school reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of authorities, and
 - (f) must contain policies respecting the protection of agricultural operations.

This MDP has been adopted by the City of Leduc Council through a Public Hearing and approval of a statutory bylaw. The City of Leduc MDP conforms with the requirements of the MGA in all respects.

MAP INTERPRETATION

Unless otherwise specified within the MDP, the boundaries or locations of any symbols or areas shown on these MDP maps are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines or roads and utility rights-of-way.



POLICY INTERPRETATION

Where a descriptive section accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency of interpretation arise between the purpose section and a policy, the policy shall take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. Nevertheless, where quantities or numerical standards are contained within mandatory policies, such quantities or standards may be varied so long as the intent of the policy is still achieved and the variation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible.

Where “should” is used in a policy, the intent is that the policy is strongly encouraged, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy.

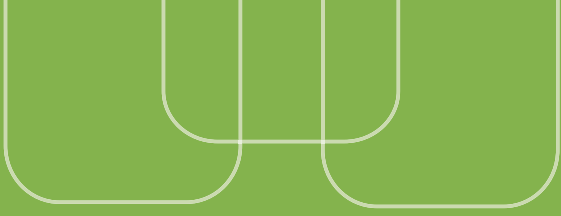
Where a policy requires submission of studies, analysis, or information, the exact requirements and timing of the studies, analysis, or information shall be determined by the approving authority at the appropriate planning stage in accordance with this MDP.

RELATED CITY POLICIES, PLANS, AND BYLAWS

All statutory planning documents, including Area Structure Plans and Area Redevelopment Plans, and the City of Leduc Land Use Bylaw, must be consistent with the policies contained within this MDP. The City of Leduc Council has and will adopt a number of detailed statutory plans for specific areas within Leduc. Figure 5 – Approved Statutory Plans illustrates the boundaries of the existing approved Area Structure Plans and Area Redevelopment Plans.

The City of Leduc Land Use Bylaw is an important statutory planning tool for implementing the MDP and the other statutory plans and municipal policies on a detailed and site-specific basis.

In addition to the approved statutory plans and the Land Use Bylaw, the City of Leduc Council has adopted by resolution various policy documents that set forth broad strategic goals or technical standards and guidelines for development. The approved non-statutory plans and policies of Council should be referred to on a regular basis in order to supplement the interpretation of this MDP.



City of Leduc Municipal Development Plan

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