

City of Leduc

Municipal Development Plan 2020

City of Leduc Municipal Development Plan Bylaw No. 1057-2020

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March 8, 2021	1074-2020	Figure 2 amended to reflect adoption of the 65th Avenue Area Structure Plan and rescinding of the Bridgeport Area Structure Plan.
March 28, 2022	1093-2021	Figure 2 amended to reflect the adoption of the Banks of Crystal Creek Area Structure Plan.

The City would like to thank all the residents, members of the business community, stakeholders, and staff who contributed to this Plan – it wouldn’t be what it is without you. We would also like to thank the City of Leduc Council for their enthusiastic support and input into this Plan.

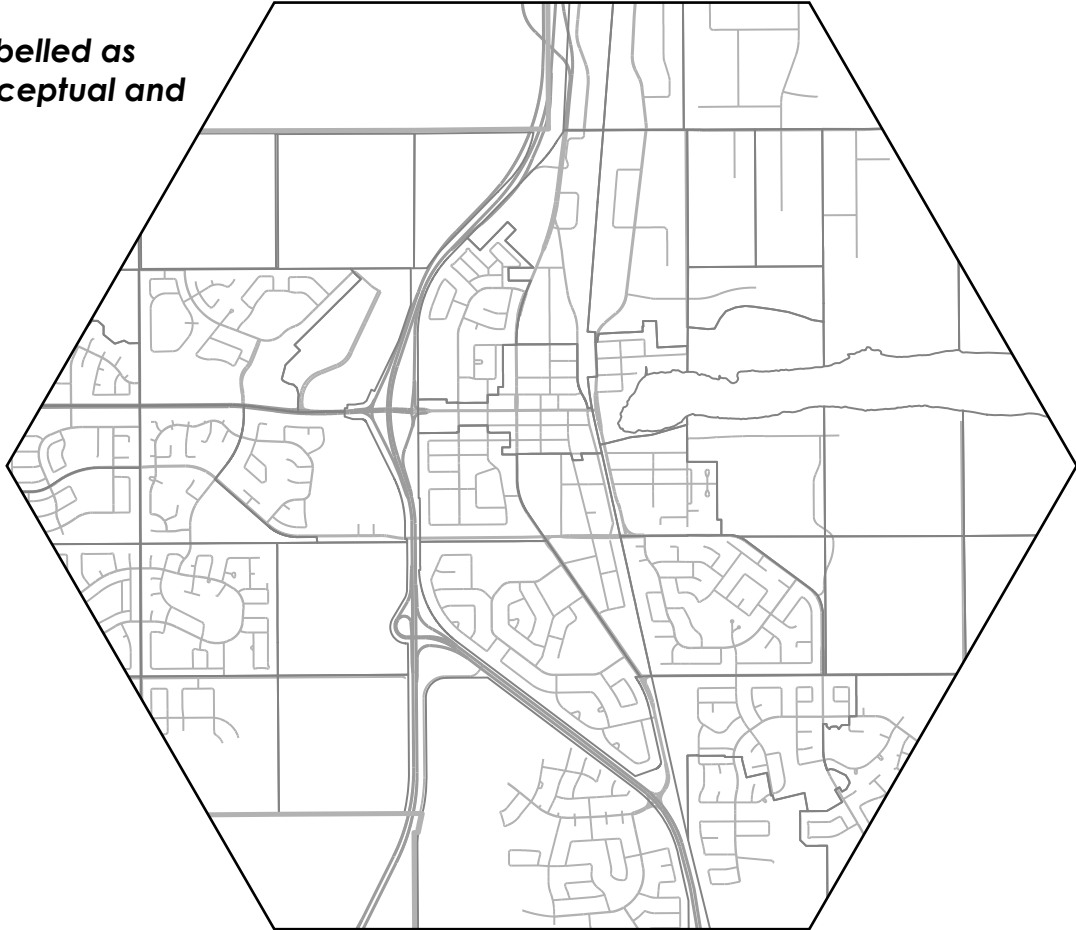
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Please note that elements labelled as “future” in all figures are conceptual and subject to change.



Part 1.0

Introduction

1.1 Planning 101

The City of Leduc Municipal Development Plan (MDP) is a high-level, long-range planning document used by Leduc City Council and city administration to direct choices around the use of land, community service priorities, and investment in infrastructure.

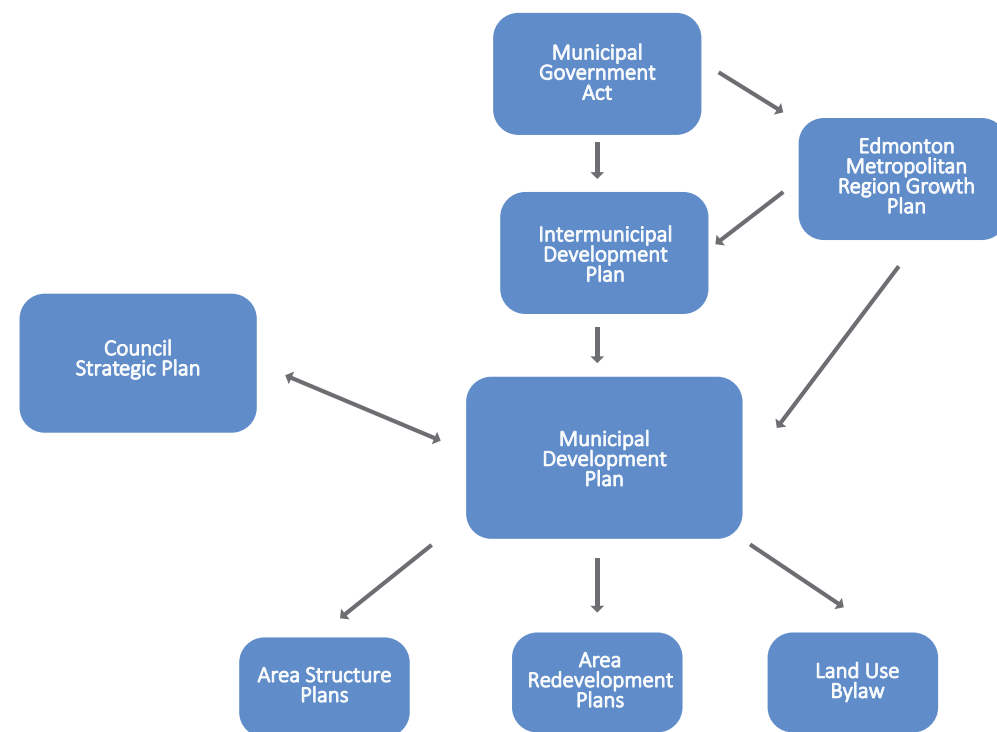
Since the MDP was last reviewed in 2012, Leduc has grown exponentially. The MDP has been updated to reflect Leduc's unique position in the Edmonton Metropolitan Region, and to ensure that our planning and development guidelines align with local and regional priorities and accurately capture the community's vision for future growth.

This MDP influences how residents are able to interact with both built and natural environments on a day-to-day basis. This includes the roads they drive on, available amenities, and types of homes available in Leduc.

It is common practice in Alberta to review an MDP every five to ten years, depending on various factors, such as recent growth, infrastructure capacity, land supply, or economic competitiveness. In addition, when plans higher in the statutory plan hierarchy are amended or updated, an MDP review or amendment may be necessary to ensure compliance.

1.1.1 Plan Hierarchy

The City of Leduc Municipal Development Plan is a statutory plan adopted by council under the **Municipal Government Act (MGA)**. As such, it has to comply within the hierarchy of statutory plans. Within the statutory plan hierarchy, every subordinate plan needs to be in compliance with its higher order plan. The MDP is within the sole jurisdiction of the City of Leduc, while higher order plans are shared jurisdiction.



1.2 History and Community Profile

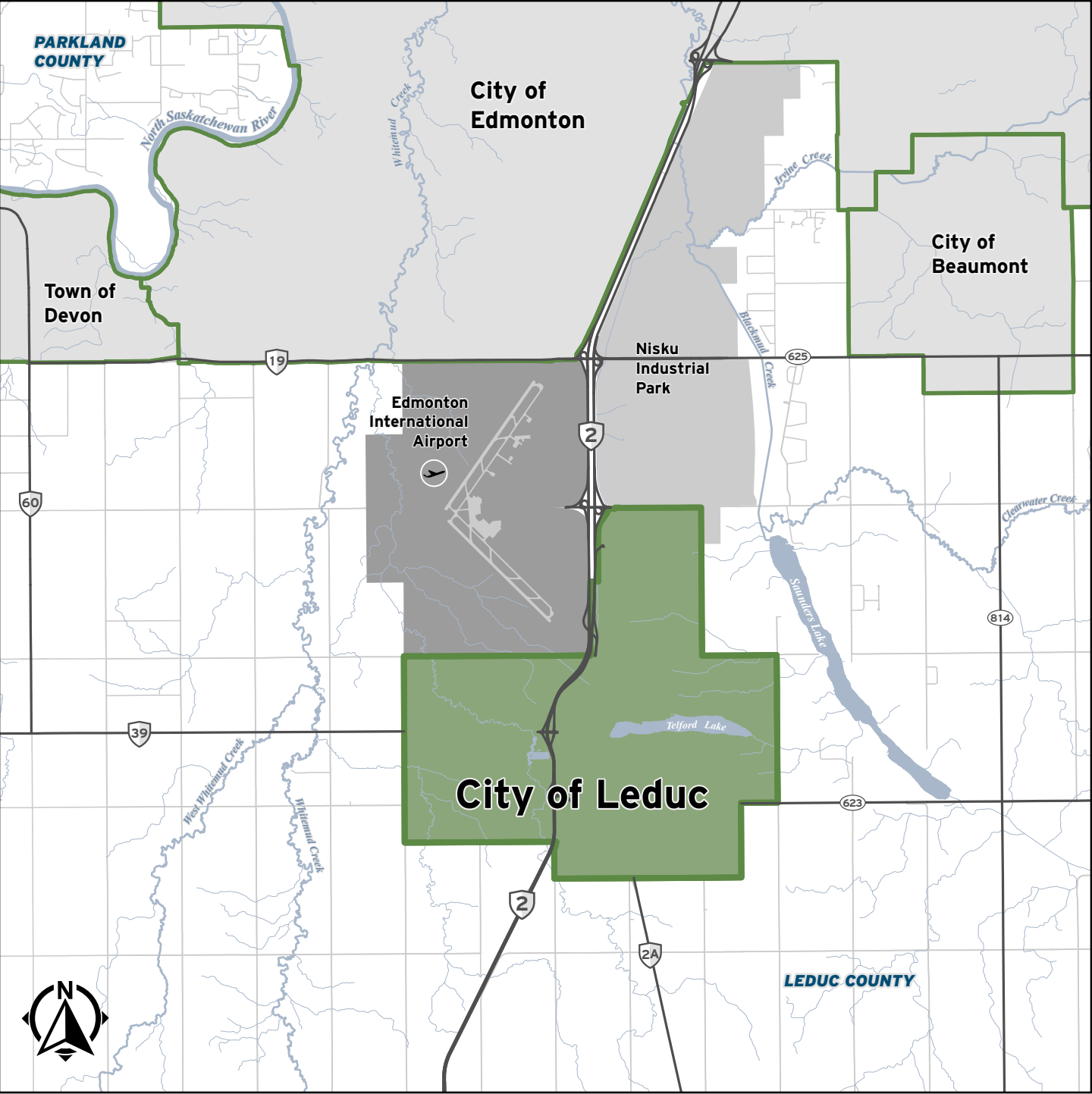
The City of Leduc is situated south of Edmonton within the Edmonton Metropolitan Region and is home to around 33,000 people. The City of Leduc is conveniently located next to the Edmonton International Airport (EIA), on either side of Highway 2 and has direct access to the Canadian Pacific (CP) railway. Building on the synergies with EIA, Nisku Industrial Park, and the metro region, Leduc offers great quality of life for its residents and provides a prosperous environment for the business community. Over the past decade, the city has experienced over \$2 billion dollars in construction and is home to many major attractions and community amenities including Telford Lake, Leduc Recreation Centre (LRC), the Leduc Business Park, and Mainstreet.

As an urban municipality, the City of Leduc provides a full range of services including retail, office, medical, entertainment, transit, and industrial activities. The city provides a variety of housing choices across more than 20 residential neighbourhoods. Leduc's Urban Centre, which includes Downtown Leduc, is a growing central hub that is home to many residents, the historic Mainstreet and a variety of local shops and services, as well as the Leduc Public Library, civic centre, Protective Services Building (RCMP and Fire House No. 1), and the community hospital.

Leduc is proud of its many amenities including more than 75 km of scenic Multiway Trails, such as the newly constructed pathway and boardwalk around Telford Lake, that provides opportunities to explore our community and to travel using active transportation modes. Furthermore, with more than 324 hectares (800 acres) of recreation and athletic facilities, including the LRC and William F. Lede Park, Leduc has been home to many community events, such as the Leduc Black Gold Rodeo and Exhibition, as well as national and international sporting events.



Figure 1: Regional Context



1.3 Growth

The City of Leduc experienced long periods of rapid growth over the past decade, growing by nearly 12,000 people with an average annual population increase of 4.7 per cent, or 1,500 net residents.

The 2017 Edmonton Metropolitan Region Growth Plan (EMRGP) projects Leduc’s population and employment numbers up to the year 2044. The City of Leduc also completed a growth study in 2020, which projects Leduc’s population up to the year 2070. These projections are summarized in the table below.

	2044 Population		2044 Jobs		2070 Population		2070 Jobs	
	Low	High	Low	High	Low	High	Low	High
2017 EMRGP	49,600	68,000	23,985		NA	NA	NA	NA
Leduc 2020 Growth Study	52,180	60,300	28,880	33,020	74,250	109,110	41,220	59,740

The MDP looks at how Leduc can best accommodate this projected growth within the city’s existing boundary, while acknowledging that Leduc’s current land base will not be able to fully accommodate the projected growth potential. A strong focus on the density requirements and aspirational intensification targets within the EMRGP, along with strategic direction from council and the community, puts a policy framework in place to ensure Leduc’s land is developed responsibly. The denser development of greenfield land and intensification of developed areas through infill development will allow Leduc to reduce servicing and infrastructure costs, protect land for agricultural use, and build a more vibrant, walkable, and resilient city.



1.4 Vision, Goals & Strategic Direction

1.4.1 2012 Municipal Development Plan

The process to review and update the 2012 Municipal Development Plan began in early 2019 with the goal to refresh the vision, goals, and policy, bring it into compliance with relevant legislation and recent municipal initiatives, as well as ensure it continues to align with city council's vision.

This MDP builds upon the extensive public engagement and visioning work done in 2011 and 2012 for the previous MDP. The vision guiding the 2012 MDP was:

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.

Furthermore, the 2012 MDP was built upon five sustainability principles, which provided guidance for policy and a general structure for the document:

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.

1.4.2 Updating the Vision

The vision and goals set forth in this MDP are a result of combining the 2012 vision and principles with several new inputs, including the 2019-2022 Strategic Plan and other recent plans and studies, public engagement conducted in 2019-2020, and the Edmonton Metropolitan Region Growth Plan (2017).

1.4.2.1 2019-2022 Strategic Plan

It was important that the new MDP vision, goals, and policies align with the current strategic plan. The MDP integrates the direction set forth by the Strategic Plan, but also provides specific direction on development within Leduc.

The 2019-2022 Strategic Plan sets forth the following vision, mission and values:

Our Vision: A great life. A caring community. A thriving region.

Our Mission: People. Building. Community.

Our Values:

- Excellence and prosperity
- Partnering for success
- A citizen focus
- Financial responsibility
- Diversity & inclusiveness
- Transparency & accountability
- A committed city team
- A regional focus
- Respect for the planet

The MDP is also a key part of carrying out one of the four Council Focus Areas, "[A City with a Plan for the Future](#)", as it sets the direction and plan for land use and development for Leduc's future. The MDP contains policies which support each of the four strategies within this Council Focus Area:

1. Ensure that the City of Leduc has clear plans and strategies, supported by enabling technologies, to guide future growth with a high quality of life.

The MDP is in itself a clear plan to guide future growth, and also supports the development of more detailed plans and strategies.

2. Balance municipal development with the preservation of our natural environment.

Section 2.2 Environment and Sustainability speaks directly to this initiative.

3. Optimize the use of existing municipal infrastructure.

Plans for the densification of existing areas such as the Urban Centre (Section 3.1) and the Central Redevelopment Area (Section 3.2) as well as the Contiguous & Efficient Growth (Subsection 2.1.2) of the city as a whole will ensure that municipal infrastructure is optimized.

4. Promote densification as a means of accommodating growth, promoting community vibrancy and reducing municipal costs structures.

The Policy Areas in Part 3.0 outline steps towards densifying key parts of Leduc, as well as ways to support that density to ensure that it accommodates growth while adding to the vibrancy of the community and reducing costs structures.

1.4.2.2 Recent Plans and Studies

Several other plans and studies were used to help guide policy and refine the overall vision, including:

- The Environmentally Significant Areas Study (2017)
- Parks, Open Spaces and Trails Master Plan (2020)
- Mature Neighbourhoods Infill Study (2020)
- Sanitary Servicing Master Plan (2019)
- Transportation Master Plan (2018)
- Aerotropolis Viability Study (2016)
- Amended City of Leduc-Leduc County Intermunicipal Development Plan (2017)
- Edmonton Metropolitan Region Growth Plan (2017)

1.4.2.3 Public Engagement

Public engagement was a major focus during this update. The public and other stakeholders had the opportunity to contribute to the updated MDP. Public engagement was offered through open houses, meetings, public events, youth activities, and an online survey, all conducted between March and October 2019. A number of reoccurring themes were noted:

- A focus on building our economy and creating local jobs
- Protecting our environment and natural areas
- A more youth friendly community
- More cultural events and designated spaces
- Aging in place and housing choice
- Access to shopping, services, and recreation activities

The first draft of the MDP was posted on Leduc.ca and public feedback was collected through May 2020. The engagement process concluded with the city hosting a public hearing in 2020 under the [Municipal Government Act](#).

1.4.2.4 Edmonton Metropolitan Region Growth Plan

Finally, a key goal for this project was the legislated requirement of bringing Leduc's MDP into compliance with the [Edmonton Metropolitan Region Growth Plan](#) (EMRGP) by October 2020. The city completed a Regional Context Statement in October 2018 that outlined the necessary changes to achieve compliance with the [EMRGP](#).

1.4.3 MDP Vision

These various inputs have resulted in a new vision for the updated MDP:

The City of Leduc is a vibrant community with a thriving economy that offers a high quality of life for residents, respect for the environment, and diversity and inclusiveness for all. We cultivate creativity, aim to preserve our rich and diverse history, and continue to foster our citizen-focused and responsible approach to community development.



1.5 Document Structure

The MDP policies are divided into three parts, following **Part 1.0 Introduction**:

- **Part 2.0 General Policies** includes all relevant policies for planning and growth-related processes and projects throughout Leduc. The benefits for achieving these will radiate throughout the city and are expected to contribute to the overall improvement of quality of life.
- **Part 3.0 Policy Areas** are required to achieve strategic and legislative compliance with all relevant documents and to improve the city’s overall growth management strategies. This section divides Leduc into four policy areas:
 1. Urban Centre
 2. Central Redevelopment Area
 3. Residential Areas
 4. Employment Areas

Policies within each policy area only apply to planning and development occurring within the boundaries of that geographic area (as outlined in [Figure 10](#)). Each policy area contains a specific framework that will focus on its respective goals, while pursuing complementarity and connectivity between the policy areas.

- **Part 4.0 Additional Policies** focus on regional and inter-municipal relationships, public and stakeholder engagement, along with implementing the MDP.

1.6 Policy Structure

This MDP contains three different types, or levels, of policies, which place a different level of responsibility and requirement on the implementation of each policy. These three levels are require, encourage, and consider.

- **Require** indicates that the policy is mandatory and must be followed.
- **Encourage** indicates that the policy is mandatory, unless it can be shown that there are special circumstances making it impossible to comply with the policy as written. In this case, alternatives must be pursued so the intent of the policy is still met.
- **Consider** indicates that the policy should be considered within all planning projects, but is not mandatory.

Part 2.0

General Policies

The General Policies are applicable to all or multiple policy areas of Leduc. They are intended to give high-level direction to development in Leduc.



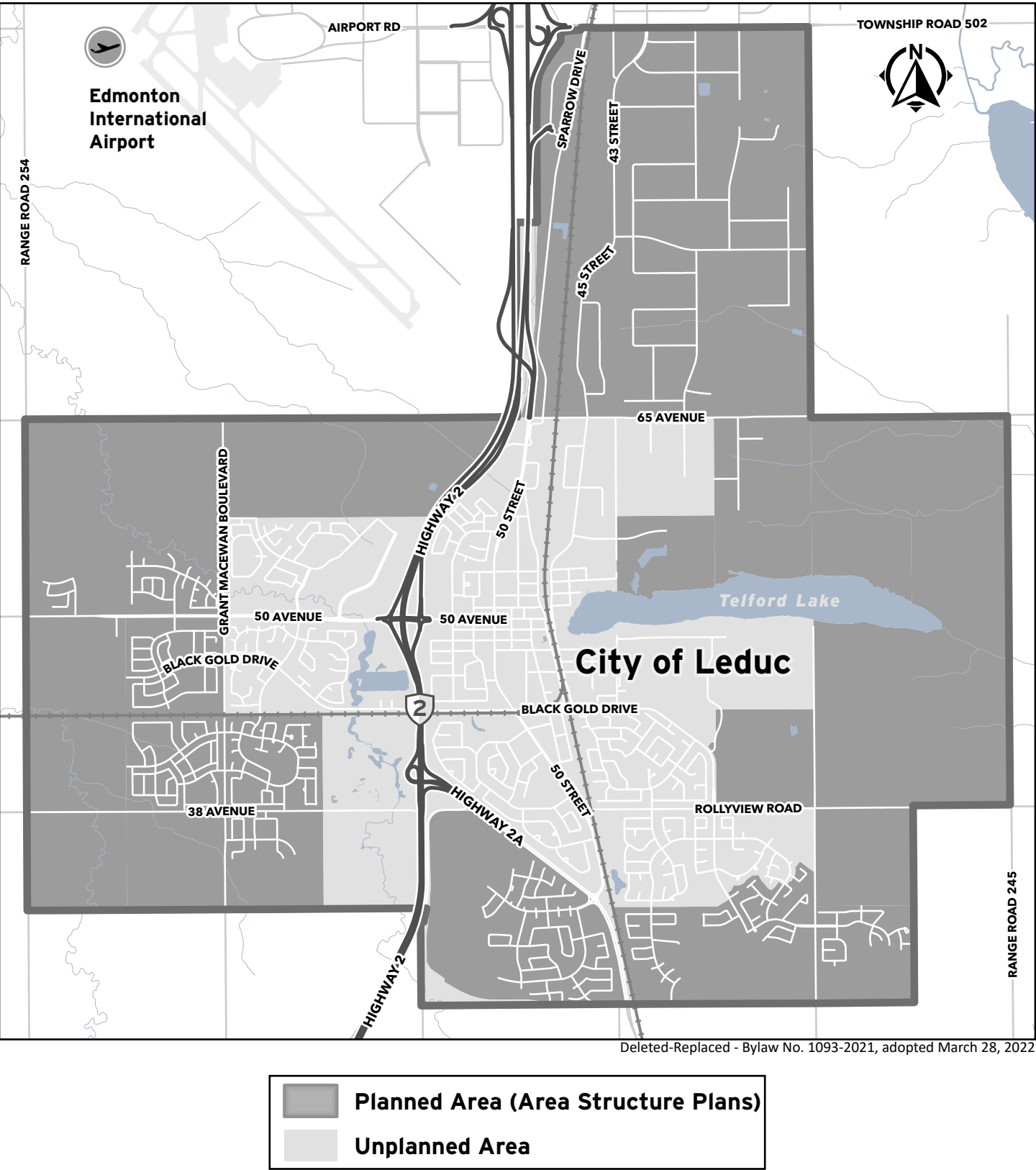
2.1 Complete Communities

Goal: The City of Leduc will be a complete and well-planned community.

2.1.1 Land Development

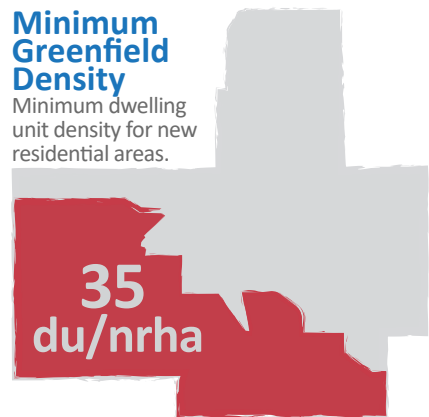
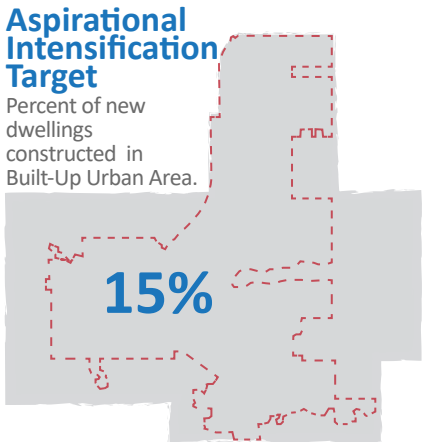
- 2.1.1.1 Require an **area structure plan** for all **subdivision** and **redistricting** on **greenfield land**.
- 2.1.1.2 Require that **area structure plans** and **major amendments to area structure plans** be supported by comprehensive studies.
- 2.1.1.3 Require that **development** proposals be evaluated to ensure that all municipal services can be provided.
- 2.1.1.4 Require that **area structure plans** address land use transitioning when deemed necessary.
- 2.1.1.5 Encourage all new **area structure plans** to be consistent with the City of Leduc’s master plans.

Figure 2: Planned Areas



2.1.2 Contiguous & Efficient Growth

- 2.1.2.1 Require that all new **area structure plans** be **adjacent** to **developed land** or an existing **area structure plan**.
- 2.1.2.2 Require that developers cover all costs associated with **infrastructure** that is not contiguous with existing **infrastructure**.
- 2.1.2.3 Require that new **subdivisions** be approved only where a full range of necessary **infrastructure** can be provided in an environmentally sound, economical, and timely manner.
- 2.1.2.4 Require the city to meet or exceed the **Minimum Greenfield Residential Density**, and work toward meeting or exceeding the aspirational **Intensification**, and **Urban Centre Density Targets** established in the **Edmonton Metropolitan Region Growth Plan**.
- 2.1.2.5 Require that appropriate rights of way and access are provided to enable timely **development** of **adjacent** lands.
- 2.1.2.6 Require the city to monitor growth to ensure that a sufficient land supply is available for **development** opportunities.
- 2.1.2.7 Encourage the **redevelopment** of the **Built-Up Urban Area** in order to promote **compact urban form**, subject to the restrictions of the **Airport Vicinity Protection Area Regulation**.
- 2.1.2.8 Encourage the planning of **mixed use buildings** and **mixed use developments** in strategic locations.
- 2.1.2.9 Encourage the city to acquire land supply that can be serviced efficiently and contiguously in order to support its long term growth.
- 2.1.2.10 Encourage the strategic investment of new **infrastructure** that will result in long-term benefits to the community.
- 2.1.2.11 Encourage the use of existing community facilities, schools, and **infrastructure** by supporting adaptive and creative re-uses, as well as shared uses for such facilities.
- 2.1.2.12 Consider ways to increase the logistical and financial viability of **infill development**.
- 2.1.2.13 Consider opportunities to closely integrate higher density residential and employment uses with larger transit facilities in a walkable environment in order to create **transit oriented developments**.



2.1.3 Housing

- 2.1.3.1 Require the city to allow for the full diversity of housing needs along the **housing continuum**.
- 2.1.3.2 Encourage the provision of **affordable market** and **non-market housing** in all neighbourhoods, and assist stakeholders in their work to provide such housing.
- 2.1.3.3 Encourage the development of **secondary suites** as a legitimate, desirable, and affordable form of housing.
- 2.1.3.4 Encourage community and seniors housing to be located along transit corridors or in proximity to amenities.



2.1.4 Commercial Development

- 2.1.4.1 Encourage the **redevelopment** of established commercial areas with commercial or compatible **mixed use developments**.
- 2.1.4.2 Encourage all new **commercial development** and **redevelopment** to provide adequate pedestrian connections to the Multiway Trail System.
- 2.1.4.3 Encourage **commercial development** to provide for pedestrian circulation, landscaping, and architectural elements to enhance the safety and comfort of pedestrians.
- 2.1.4.4 Encourage **commercial development** to include pedestrian-oriented frontage where possible.
- 2.1.4.5 Consider the adoption of commercial **design guidelines**.



2.1.5 Urban Design

- 2.1.5.1 Encourage the city to lead the way in urban design excellence by implementing high quality and innovative design in public projects.
- 2.1.5.2 Encourage the development industry to integrate urban design principles to address accessibility, functionality, aesthetics, and placemaking in all of their projects.
- 2.1.5.3 Encourage enhanced wayfinding and community identity through the development of attractive entrance features and public signage.
- 2.1.5.4 Encourage the implementation of Crime Prevention Through Environmental Design (CPTED) principles in public and private **development**.
- 2.1.5.5 Encourage outdoor public spaces to implement principles of winter city design for enjoyable year-round use.

2.1.6 Natural Areas and Open Space

- 2.1.6.1 Require land for parks, public open space, and school sites, in consultation with **school boards**, through dedication of municipal reserve, municipal and school reserve, and school reserve, as defined in the Municipal Government Act.
- 2.1.6.2 Require that any new **development** that may generate negative impacts on a **natural area** incorporate mitigation measures.
- 2.1.6.3 Encourage the pre-dedication of **natural areas** that qualify for environmental reserve dedication under the MGA.
- 2.1.6.4 Encourage the protection and securement of **natural areas** through the planning process.
- 2.1.6.5 Encourage the findings of the Environmentally Significant Areas Study and the Wildlife Corridor Study to be considered in future planning projects.
- 2.1.6.6 Encourage the protection and securement of the **Environmentally Significant Areas** identified in [Figure 9](#) in the development of **area structure plans**.



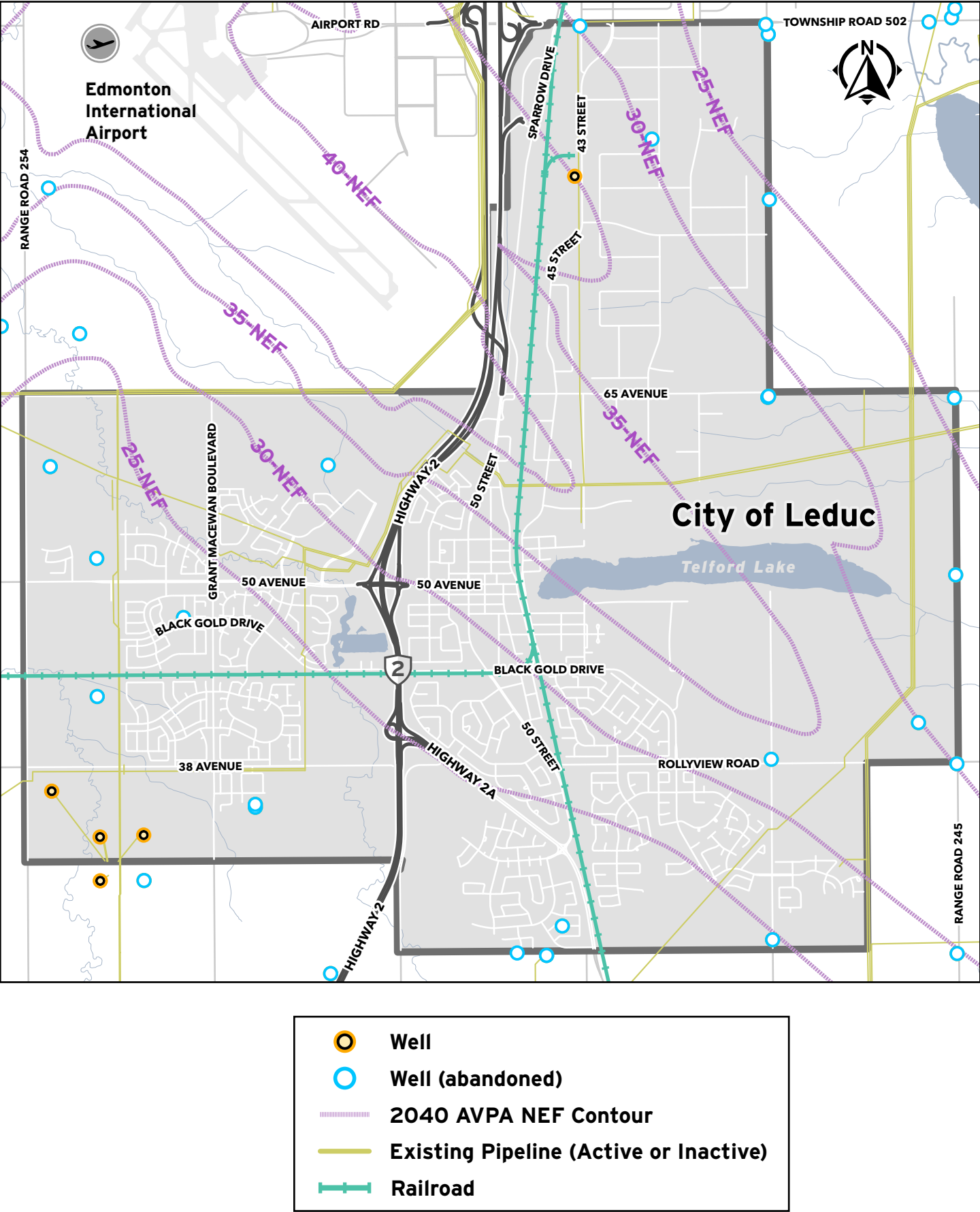
- 2.1.6.7 Encourage the restoration of **Environmentally Significant Areas** or **natural areas** in poor or moderate habitat condition.
- 2.1.6.8 Encourage the protection of **wetlands** and **natural areas**.
- 2.1.6.9 Encourage connectivity between **wetlands**, **natural areas**, naturalized areas, and parks.
- 2.1.6.10 Encourage the proper management of **natural areas** to reduce the hazards and risks of wildfire.
- 2.1.6.11 Consider opportunities to take additional lands as municipal reserve during the planning process, especially for higher density **developments**.
- 2.1.6.12 Consider opportunities to reallocate surplus school sites as community services reserve or municipal reserve.

2.1.7 Development Constraints

- 2.1.7.1 Require developers to identify **development constraints** within and **adjacent** to any given plan area and mitigate any impacts that such constraints may have on proposed **development**.
- 2.1.7.2 Require land uses be planned at safe distances from **development constraints** such as landfills, major rail and road rights of way, oil and gas facilities, and noise sources.
- 2.1.7.3 Require that any new **development** that may be *affected* by significant nuisances incorporate mitigation measures.
- 2.1.7.4 Require that any new **development** that may *generate* significant nuisances incorporate mitigation measures.
- 2.1.7.5 Require that facilities related to hazardous materials are located, designed, and operated in a way that will eliminate or mitigate risks to public health and safety.
- 2.1.7.6 Encourage the use of natural noise barriers, such as berms and trees, where possible if a **development** is determined to be affected by significant noise generators.
- 2.1.7.7 Encourage the use of best practices for **development** in close proximity to rail or a major highway.



Figure 3: Development Constraints



2.2 Environmental Sustainability

Goal: *The City of Leduc will be a community leader in environmental sustainability and stewardship.*

2.2.1 Environmental Sustainability

- 2.2.1.1 Require the implementation of the City of Leduc Environmental Plan.
- 2.2.1.2 Encourage the balance between urban growth and **natural area** preservation.
- 2.2.1.3 Consider working with community partners and the Leduc Environmental Advisory Board (LEAB) on various environmental priorities.

2.2.2 Climate Adaptation

- 2.2.2.1 Encourage the development and implementation of a city-wide Climate Adaptation Plan.
- 2.2.2.2 Encourage the implementation of the City of Leduc Weather and Climate Readiness Plan.
- 2.2.2.3 Consider climate adaptation and resilience in future planning.

2.2.3 Clean Air, Greenhouse Gas Reduction and Energy Efficiency

- 2.2.3.1 Encourage the city to report on the progress towards the City of Leduc’s greenhouse gas emissions reduction target.
- 2.2.3.2 Encourage cooperation with other levels of government and industry in initiatives to implement best practices regarding local air quality.
- 2.2.3.3 Encourage the implementation of the City of Leduc Greenhouse Gas (GHG) Reduction Action Plan.
- 2.2.3.4 Encourage Leduc’s transportation system to become more energy efficient and reduce GHG emissions, by providing:
 - a. Safe and viable alternatives to single occupant automobile use;
 - b. Expanded public transit services;
 - c. Energy efficient **infrastructure** technology; and
 - d. Electric Vehicle **infrastructure**.
- 2.2.3.5 Encourage Leduc’s built form to become more energy efficient and reduce GHG emissions, by promoting:
 - a. Net zero and other green building techniques;
 - b. Use of recycled construction materials;
 - c. Retrofitting existing homes and businesses; and
 - d. Use of solar, wind, and other renewable energy sources.

2.2.4 Solid Waste and Hazardous Materials Management

- 2.2.4.1 Encourage collaboration with the Leduc and District Regional Waste Management Authority to maintain sustainable waste management facility for the City of Leduc.
- 2.2.4.2 Encourage the efficient and effective collection of waste, recycling, and organics, as well as the provision of appropriate disposal options for hazardous waste.
- 2.2.4.3 Encourage cooperation with regional partners and explore opportunities for continued waste reduction.

2.2.5 Contaminated Sites

- 2.2.5.1 Require appropriate risk management, monitoring and **remediation** activities on publicly owned contaminated sites.
- 2.2.5.2 Encourage the **remediation** and **redevelopment** of contaminated sites.
- 2.2.5.3 Encourage cooperation with local institutions and other levels of government in the identification, clean-up, and reclamation of contaminated sites.

2.2.6 Urban Forest and Natural Habitats

- 2.2.6.1 Encourage the implementation of the City of Leduc Integrated Pest Management Plan.
- 2.2.6.2 Encourage the implementation of the City of Leduc Salt Management Plan.
- 2.2.6.3 Encourage low impact public access to **natural areas**.
- 2.2.6.4 Encourage the implementation of the Urban Forestry Plan and Tree Replacement Policy.
- 2.2.6.5 Encourage developers to retain and protect healthy existing trees wherever possible, and to replace existing trees when retention is deemed nonviable.
- 2.2.6.6 Consider opportunities to empower the community to improve, protect, and grow natural and naturalized habitat.
- 2.2.6.7 Consider opportunities to develop a tree care policy, which considers best practices for maintaining healthy trees.





2.3 Economy and Local Jobs

Goal: *The City of Leduc will strengthen and diversify its economy, making it more resilient.*

2.3.1 Local Economic Development

- 2.3.1.1 Require the active support and promotion of economic development that will increase Leduc’s competitiveness in regional, national, and global markets while providing for a broad range of employment opportunities.
- 2.3.1.2 Require the city to work with the land development industry to provide transparent and timely land use, **subdivision**, and **development** approval processes, while addressing the need for proper public, stakeholder, and public agency consultation in those approval processes.
- 2.3.1.3 Encourage the city to engage with local businesses to make them more locally, regionally, and globally competitive and better resourced to be globally focused.
- 2.3.1.4 Encourage the development of economic activities based on the transportation and logistics advantages provided by the Queen Elizabeth II Highway, the Canadian Pacific Railway, and Edmonton International Airport.

- 2.3.1.5 Encourage the attraction of businesses related to strategic industries such as transportation and logistics, value-added agriculture processing, and energy.
- 2.3.1.6 Encourage the integration of home occupations into residential neighbourhoods.
- 2.3.1.7 Encourage the **development** of **non-residential development** with the goal of continuously increasing Leduc’s non-residential assessment base and maintaining a sustainable residential to non-residential assessment ratio.
- 2.3.1.8 Encourage Downtown landowners to attract businesses that will increase the vibrancy of Downtown Leduc and contribute to its revitalization.
- 2.3.1.9 Consider the utilization of sound planning, **development** controls, **design guidelines**, and public investment in city beautification to enhance economic development in Leduc.
- 2.3.1.10 Consider ways to attract institutional investments to Leduc.
- 2.3.1.11 Consider ways to collaborate with public and private stakeholders to retain and attract a highly educated and skilled workforce.
- 2.3.1.12 Consider using population and employment projections established in the **Edmonton Metropolitan Region Growth Plan** and by the City of Leduc for economic development purposes.



2.3.2 Regional Economic Development

- 2.3.2.1 Encourage collaboration with municipalities, agencies, institutions, and businesses to maximize economic development opportunities and make the **Edmonton Metropolitan Region** more competitive.
- 2.3.2.2 Encourage the exploration of new partnership opportunities in matters relating to business attraction, expansion, and retention.
- 2.3.2.3 Encourage increased synergies between the Edmonton International Airport, the City of Leduc, and the business community.

2.3.3 Tourism

- 2.3.3.1 Encourage the implementation of the Sport Tourism Strategic Master Plan.
- 2.3.3.2 Encourage the support and promotion of tourism and the visitor economy by building on our **sport tourism** foundation to further the city’s economic development initiatives and to raise the city’s profile in related markets.
- 2.3.3.3 Encourage finding opportunities to leverage **sport tourism**, conferences, and other events to maximize the positive social and economic impacts associated with hosting such events.
- 2.3.3.4 Consider the ability to accommodate large **sport tourism** events and other large events in the design, construction, and improvement of all City of Leduc facilities.
- 2.3.3.5 Consider opportunities to increase conference tourism in Leduc by supporting strategic **infrastructure** investments.
- 2.3.3.6 Consider finding opportunities for local businesses to participate in local and regional tourism initiatives.



2.4 Infrastructure and Utilities

Goal: The City of Leduc will ensure the efficient provision of infrastructure and utilities.

2.4.1 Infrastructure

- 2.4.1.1 Require safe, reliable and efficient **infrastructure** service delivery to ensure public health and the protection of the environment.
- 2.4.1.2 Require developers to be responsible for on-site and appropriate off-site costs of municipal **infrastructure** and community services, through mechanisms such as **off-site levies**, bylaws, **development permits**, and **development agreements**.
- 2.4.1.3 Require developers to provide the extension of utilities and roads or their rights-of-way to **adjacent developments**.
- 2.4.1.4 Encourage that **infrastructure** investments be based upon engineering, servicing, and transportation plans and studies.
- 2.4.1.5 Encourage the maintenance and renewal of existing **infrastructure** with programs for assessment and timely replacement.
- 2.4.1.6 Consider innovative servicing and utility technologies if they are proven to be more efficient, cost-effective, aesthetically acceptable, and environmentally beneficial than existing technologies.

2.4.2 Communication Infrastructure

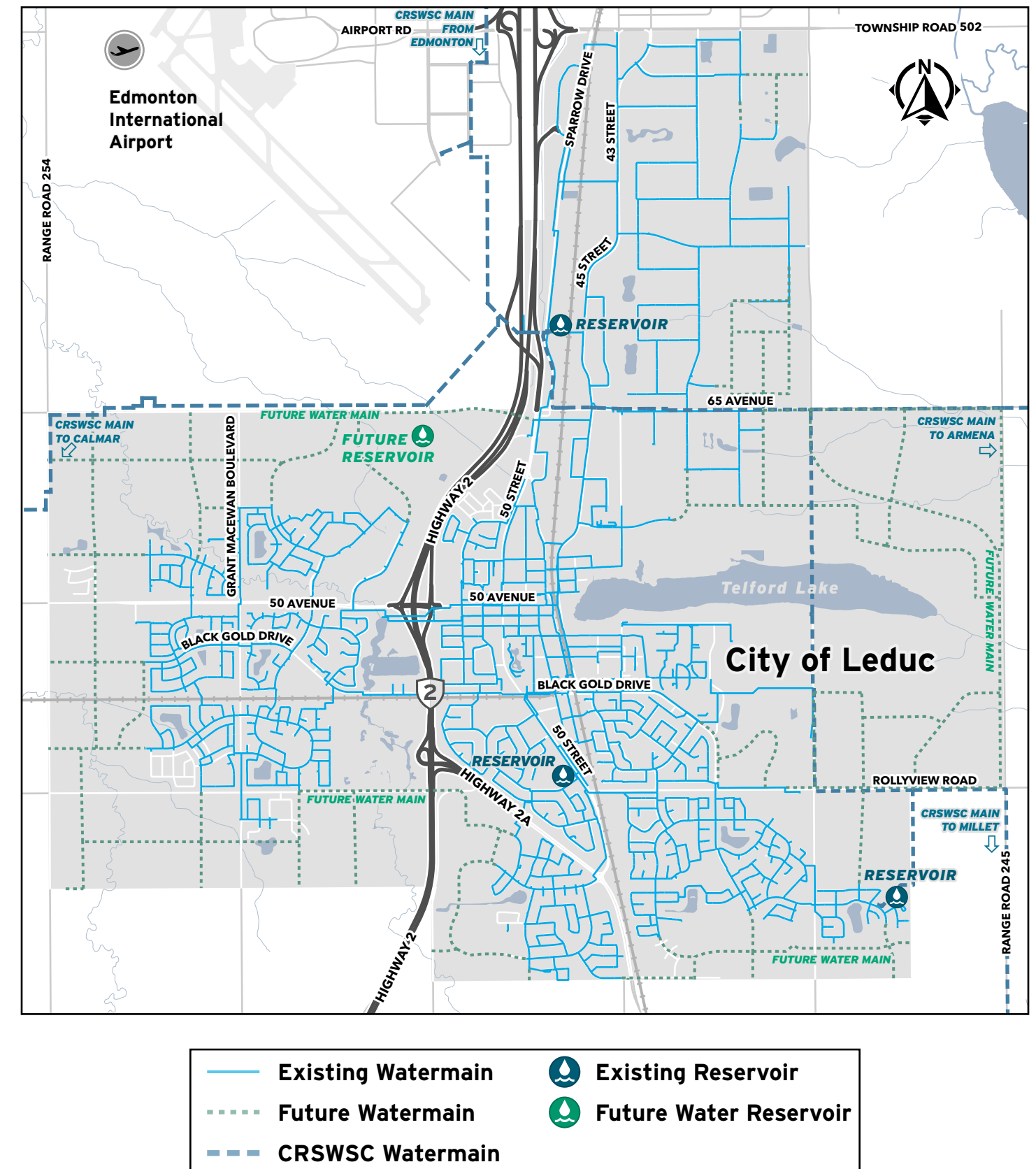
- 2.4.2.1 Require developers to provide rights of way within their **developments** for all available telecommunications companies.
- 2.4.2.2 Encourage the strategic location of communication **infrastructure** that blends in with the surrounding environment.
- 2.4.2.3 Consider the development of communication **infrastructure** that provides technological advances for residents.

2.4.3 Water Resources

- 2.4.3.1 Require all water infrastructure, including oversizing, to be planned and constructed in accordance with the City of Leduc Water Master Plan.
- 2.4.3.2 Require the provision and maintenance of the **infrastructure** necessary to sustain potable water supply, storage, pumping and distribution.
- 2.4.3.3 Require continued participation in the Capital Region Southwest Water Services Commission.
- 2.4.3.4 Encourage implementation of the City of Leduc Water Conservation, Efficiency and Productivity Plan.



Figure 4: Water

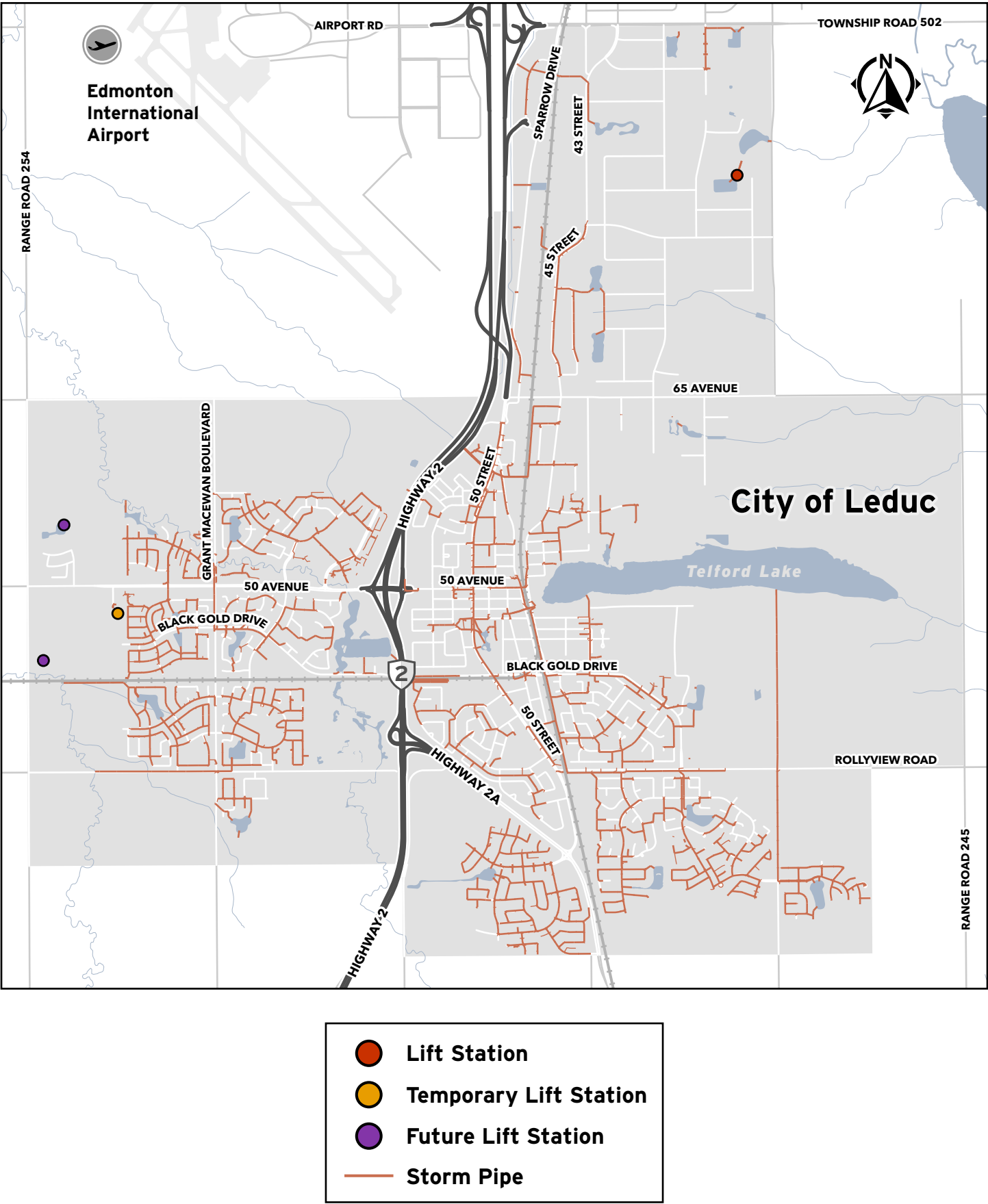


2.4.4 Stormwater

- 2.4.4.1 Require the development of storm water management facilities within residential communities with an emphasis on aesthetics, public accessibility, and safety.
- 2.4.4.2 Require the implementation of a maximum release rate of 3 litres/second/hectare in all new **developments**, as recommended in the Whitemud/Blackmud Creek Surface Water Management Study, and in accordance with the accompanying consensus letter dated November 27, 2017.
- 2.4.4.3 Encourage the development and implementation of a Stormwater Master Plan.
- 2.4.4.4 Encourage connectivity between stormwater management facilities and surrounding **natural areas**, park spaces, and Multiway trails.
- 2.4.4.5 Encourage the conservation of **wetlands** by integrating **wetlands** into stormwater management facilities.
- 2.4.4.6 Consider the development and implementation of a stormwater management best practices guide.
- 2.4.4.7 Consider **low impact development** and natural water body preservation in stormwater management.
- 2.4.4.8 Consider the preservation of natural streams and constructed drainage systems in developed urban areas.
- 2.4.4.9 Consider integrating naturalized stormwater management facilities, such as constructed and natural **wetlands**, into new **developments**.



Figure 5: Stormwater

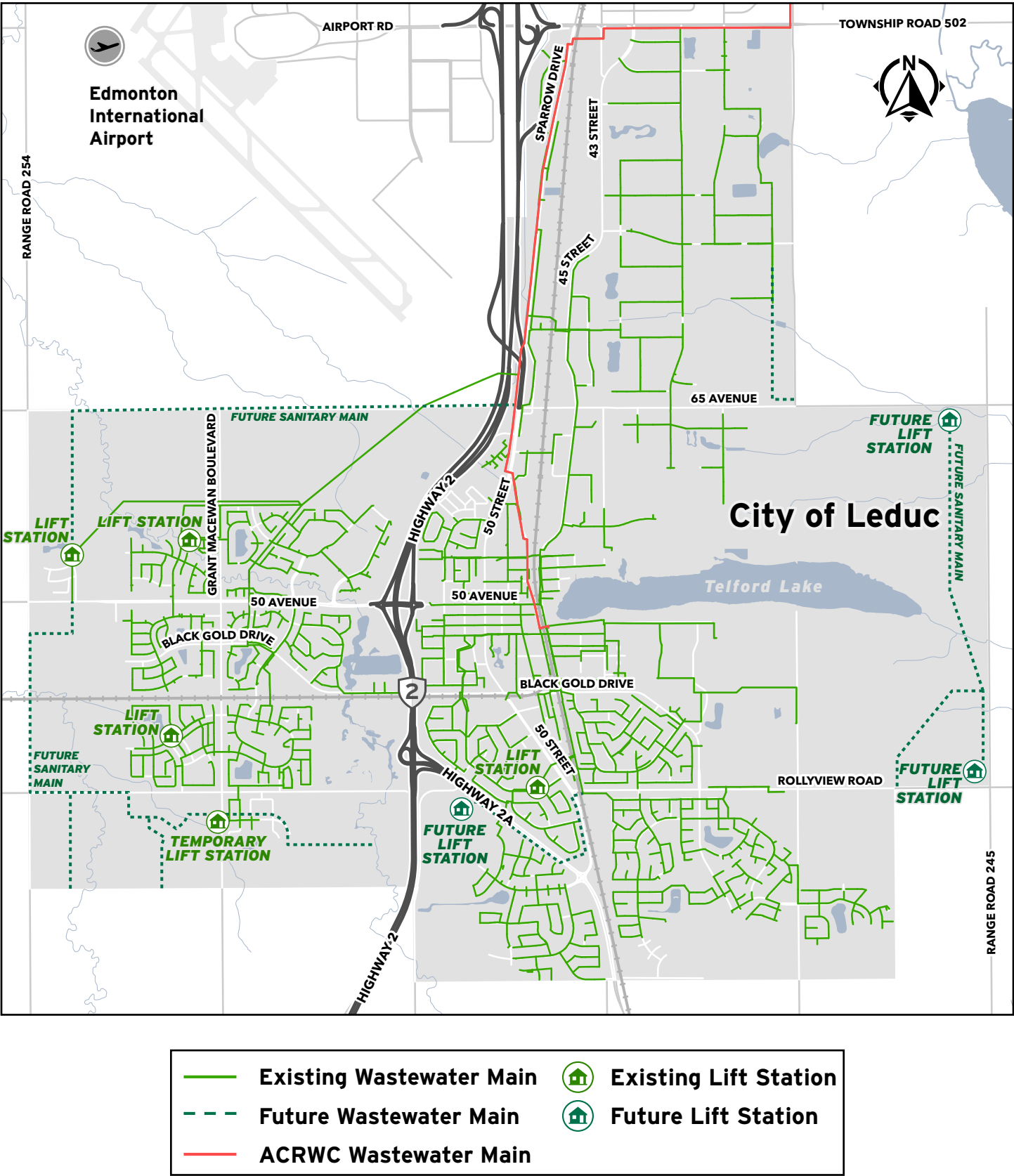


2.4.5 Wastewater

- 2.4.5.1 Require all wastewater infrastructure, including oversizing, to be planned and constructed in accordance with the City of Leduc Wastewater Master Plan.
- 2.4.5.2 Require regular reviews of inflow and infiltration into the wastewater system and incorporate appropriate mitigation measures.
- 2.4.5.3 Require continued participation in the Alberta Capital Region Wastewater Commission.



Figure 6: Wastewater





2.5 Transportation and Mobility

Goal: The City of Leduc will provide safe and reliable multi-modal transportation to the region and all parts of the city for all users.

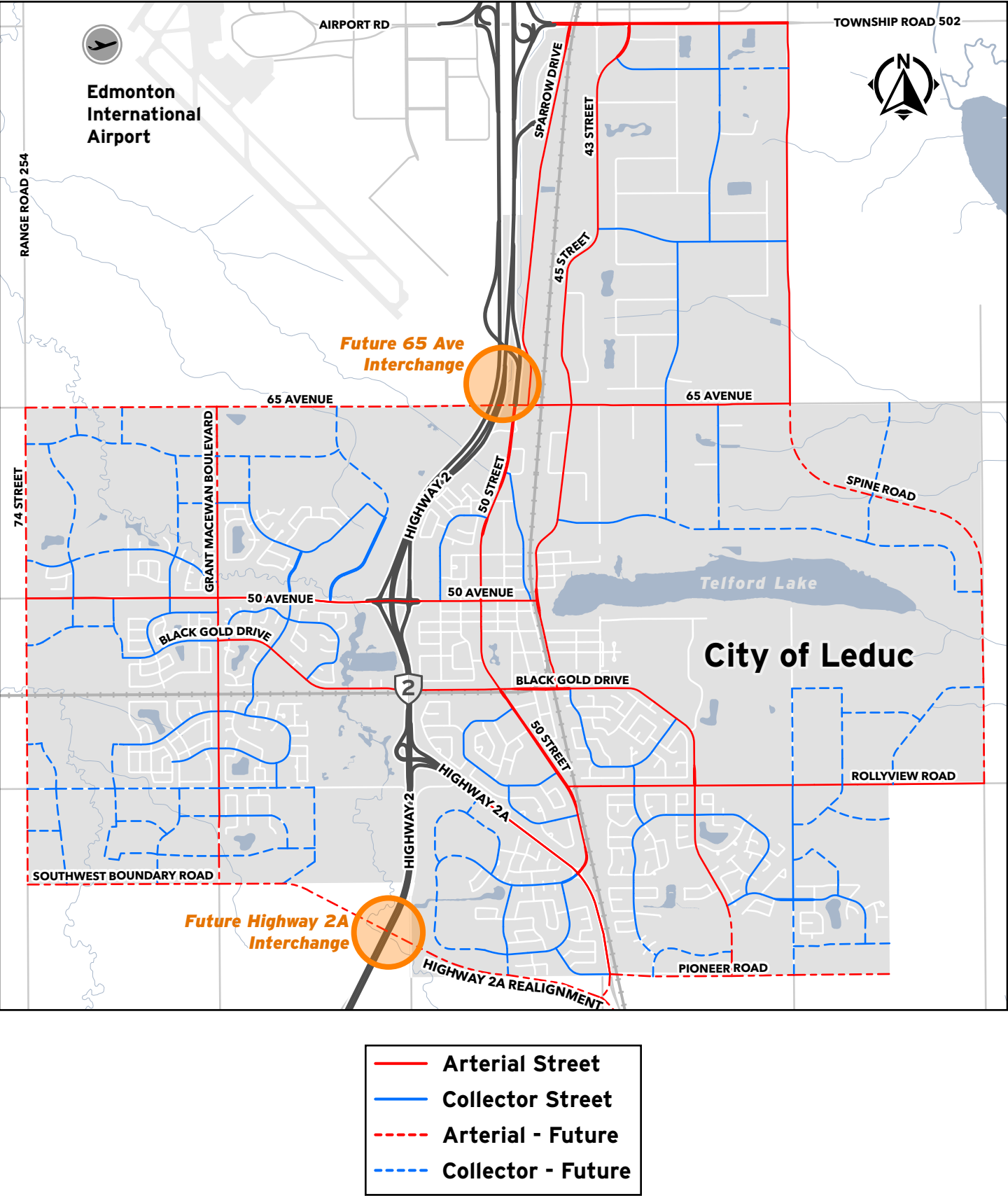
2.5.1 Transportation

- 2.5.1.1 Require the implementation of the City of Leduc Transportation Master Plan.
- 2.5.1.2 Require neighbourhood traffic to be appropriately managed based upon plans, studies, and feedback received.
- 2.5.1.3 Require developers to hard surface roadways that are **adjacent** to residential areas to mitigate dust issues.
- 2.5.1.4 Require developers to have a dust mitigation plan regarding the road network within each stage of a multi-lot subdivision **development**.

- 2.5.1.5 Require that traffic management strategies consider and accommodate walking, biking, and transit, as well as maintenance requirements.
- 2.5.1.6 Require that higher density neighbourhoods be planned accordingly in order to ensure proper transportation and transit capacity as the neighbourhood develops.
- 2.5.1.7 Require that the planning for mixed **residential** and **commercial developments** be supplemented with a comprehensive transportation strategy.
- 2.5.1.8 Require the integration of **multi-modal infrastructure** into the overall transportation network.
- 2.5.1.9 Encourage pedestrian accessibility and for transit services to be integrated in industrial and commercial areas.
- 2.5.1.10 Encourage the development of a more compact, mixed use urban form in order to efficiently utilize existing transportation **infrastructure**.
- 2.5.1.11 Encourage the provision of choice between **active transportation modes**, the private automobile, and transit.
- 2.5.1.12 Encourage connectivity between the Edmonton International Airport, the Queen Elizabeth II Highway, the Canadian Pacific Railway, and industrial and business park areas.
- 2.5.1.13 Encourage the continuous improvement of safety on streets and sidewalks through a variety of physical and operational measures.
- 2.5.1.14 Consider the future rerouting of major truck routes through major intersections as per the Transportation Master Plan.
- 2.5.1.15 Consider minimum parking requirement relaxations where appropriate.



Figure 7: Current and Future Road Network



2.5.2 Transit

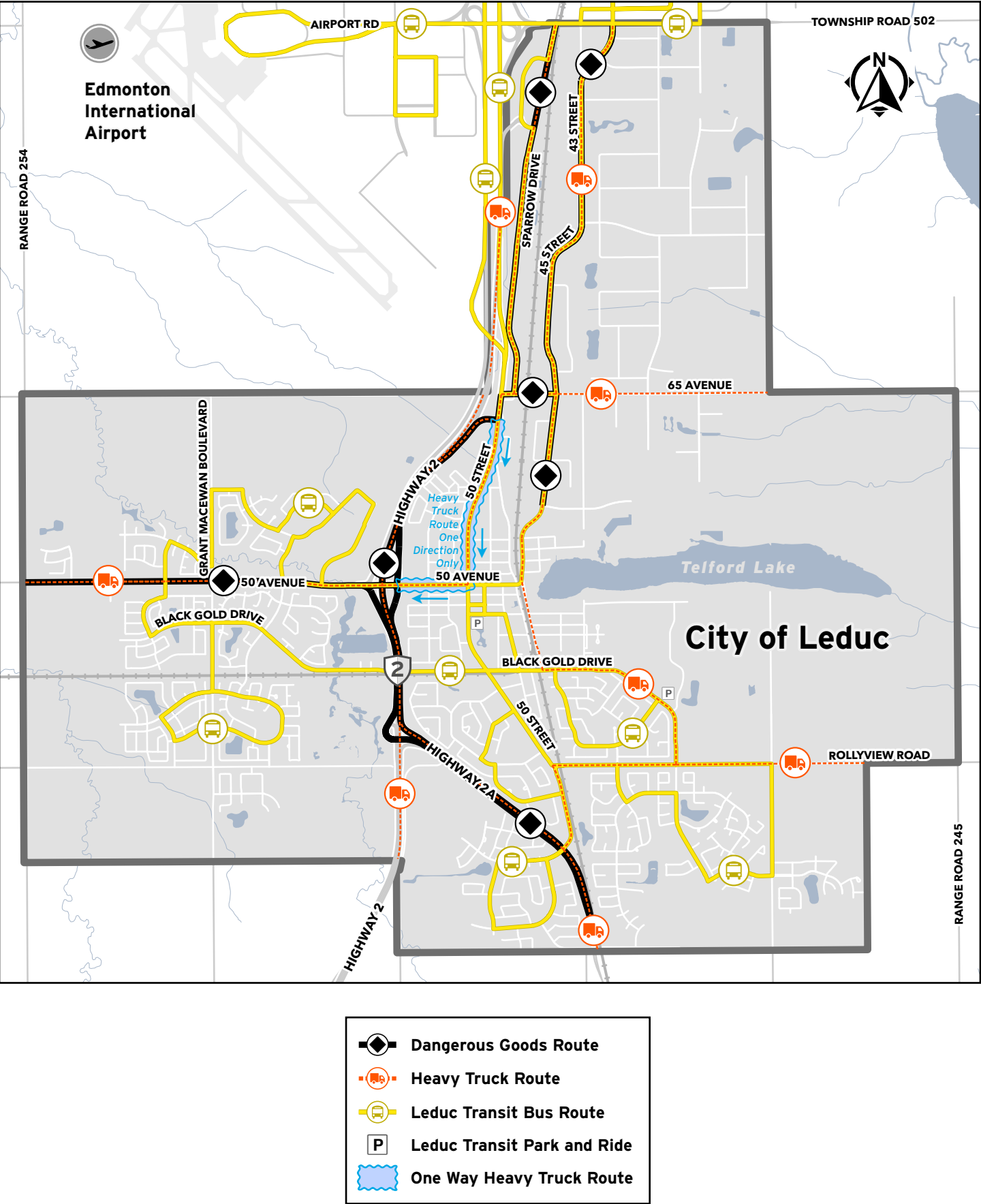
- 2.5.2.1 Require that the city continue to maintain an assisted transportation service that meets the needs of seniors and of residents with physical or cognitive disabilities.
- 2.5.2.2 Require all new **area structure plans**, **major amendments to area structure plans**, and **area redevelopment plans** to include strategies for future transit **infrastructure**.
- 2.5.2.3 Encourage the protection of rights of way for future public transit service and any land needed for all operation of transit service.
- 2.5.2.4 Encourage planning for potential future integration of transit into all neighbourhoods and **developments**.
- 2.5.2.5 Encourage the provision of transit service enhancements in existing neighbourhoods.
- 2.5.2.6 Encourage larger transit facilities to be closely integrated into higher density residential and employment areas in order to create **transit oriented developments**.
- 2.5.2.7 Encourage the city to investigate potential locations for a regional park and ride facility as contemplated in the **Edmonton Metropolitan Region Growth Plan**, in coordination with regional transit stakeholders, in proximity to major transit corridors and key civic amenities.
- 2.5.2.8 Encourage the planning for future park and ride facilities at key locations within the city and the continued operation of existing **Leduc Transit Park and Ride Facilities** as key components of the local transit system.
- 2.5.2.9 Consider opportunities to include transit stop construction or identify future transit stop locations when new roads are constructed.
- 2.5.2.10 Consider opportunities to improve and increase transit service through transit funding partnerships.

2.5.3 Walkability and Accessibility

- 2.5.3.1 Require that public areas, public facilities, and public parks provide adequate access for persons of all ages and abilities in accordance with the principles of universal design.
- 2.5.3.2 Encourage the development of the Multiway system as a complete network that promotes walkability and links **residential development**, recreation and cultural destinations, commercial hubs, and large gathering spaces.
- 2.5.3.3 Encourage the protection and creation of access between **adjacent** neighbourhoods, natural amenities, parks, and the Multiway system.



Figure 8: Special Routes



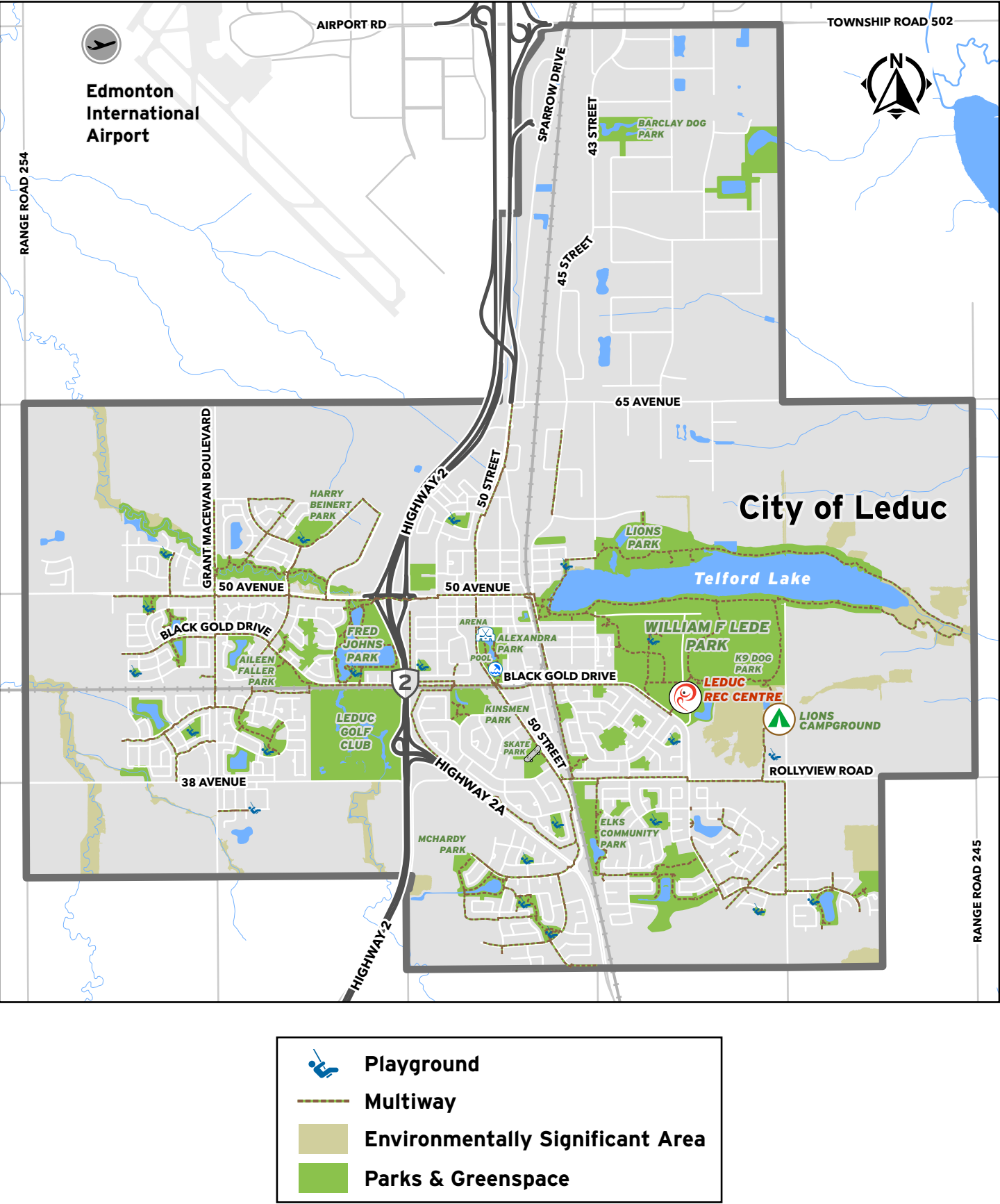
Goal: The City of Leduc will enhance its network of recreational opportunities and parks to meet various needs.

- 2.6.1 Require parks, playgrounds, and Multiway trail heads be located so they are easily and safely accessible.
- 2.6.2 Require a range of park spaces with a variety of site amenities to meet the diverse needs of residents.
- 2.6.3 Encourage the implementation of the City of Leduc Parks, Open Spaces and Trails Master Plan.
- 2.6.4 Encourage the implementation of the City of Leduc Long-Term Facility Master Plan.
- 2.6.5 Encourage the implementation of the Telford Lake Master Plan, and the William F. Lede Park Master Plan.

- 2.6.6 Encourage consultation with **school boards** in the development and maintenance of major parks, athletic fields, and playgrounds that could benefit the schools.
- 2.6.7 Encourage developers to have parks and Multiway trails established in the early stages of **development**.
- 2.6.8 Encourage opportunities to develop the Multiway and other recreational spaces on underused land and rights of way.
- 2.6.9 Encourage that public open spaces incorporate or complement natural systems and naturalized areas whenever possible.
- 2.6.10 Encourage a healthy balance of **regional**, **community**, and **neighbourhood parks**, as well as large and specialized recreation facilities.
- 2.6.11 Encourage planning for new **regional parks** and recreation facilities in campus settings.
- 2.6.12 Encourage collaboration with key stakeholders to explore opportunities for the joint use of community facilities.
- 2.6.13 Encourage the city to provide a range of recreation programs, leisure activities, and community events with an emphasis on year-round participation.
- 2.6.14 Consider working with regional stakeholders to design and implement a system of parks, open space, and greenways that serve the region.
- 2.6.15 Consider the accommodation of future joint use and adaptive re-use of community facilities and schools when determining school sites in consultation with **school boards**.
- 2.6.16 Consider the acquisition and designation of lands for public use when opportunities arise.



Figure 9: Parks, Recreation, and Open Space





2.7 Arts, Culture, and Heritage

Goal: The City of Leduc will be a hub of arts and culture that values and protects its tangible and intangible heritage.

- 2.7.1 Encourage the development and implementation of an arts, culture, and heritage master plan.
- 2.7.2 Encourage opportunities for new cultural facilities, using the City of Leduc Recreation and Culture Facility Needs Assessment to guide priorities.
- 2.7.3 Encourage work with community groups to support and promote Leduc’s **built heritage resources** and cultural and arts amenities.
- 2.7.4 Encourage public art in public areas, especially Downtown.
- 2.7.5 Encourage opportunities to rehabilitate, re-use, preserve, and protect geological, historical, and archaeological sites and resources of significance.
- 2.7.6 Encourage the preservation of **built** and **material heritage resources** in their historical context.
- 2.7.7 Consider opportunities to incorporate art into private **developments**.



2.8 Community Services

Goal: The City of Leduc will provide services to ensure healthy, inclusive, vibrant, and safe communities.

- 2.8.1 Require the city to provide, either directly or in partnership with community organizations, a range of community services and programs.
- 2.8.2 Require the city to provide social programs that reflect the needs of the community.
- 2.8.3 Require the city to regularly monitor social wellness to determine the needs of the community, as information and resources become available.
- 2.8.4 Encourage the provision of city support and resources to volunteers and volunteer organizations, whenever possible.
- 2.8.5 Encourage the development and implementation of a protective services strategic plan that outlines how emergency services will adapt to meet the city’s growth and emerging needs.



2.9 Agriculture

Goal: *The City of Leduc will support agriculture in the region through compact urban development that provides services to the agricultural industry, and by promoting urban agriculture opportunities in the community.*

- 2.9.1 Require the preservation of agricultural land and protection of agricultural operations that are compatible with urban uses until such agricultural land is required for urban **development**.
- 2.9.2 Encourage the development and maintenance of agricultural uses that will strengthen the local economy.
- 2.9.3 Encourage the management of soil resources throughout all stages of **development**.
- 2.9.4 Encourage the development of industries related to food production and the processing of agricultural products, including agri-business and other agricultural support services, such as logistics, warehousing, and co-packing.
- 2.9.5 Encourage the development of an urban agriculture strategy that addresses local food production, community gardens, and urban hens and bees.
- 2.9.6 Encourage that the relocation of topsoil into another municipal jurisdiction meets the requirements of that municipal jurisdiction.

Part 3.0

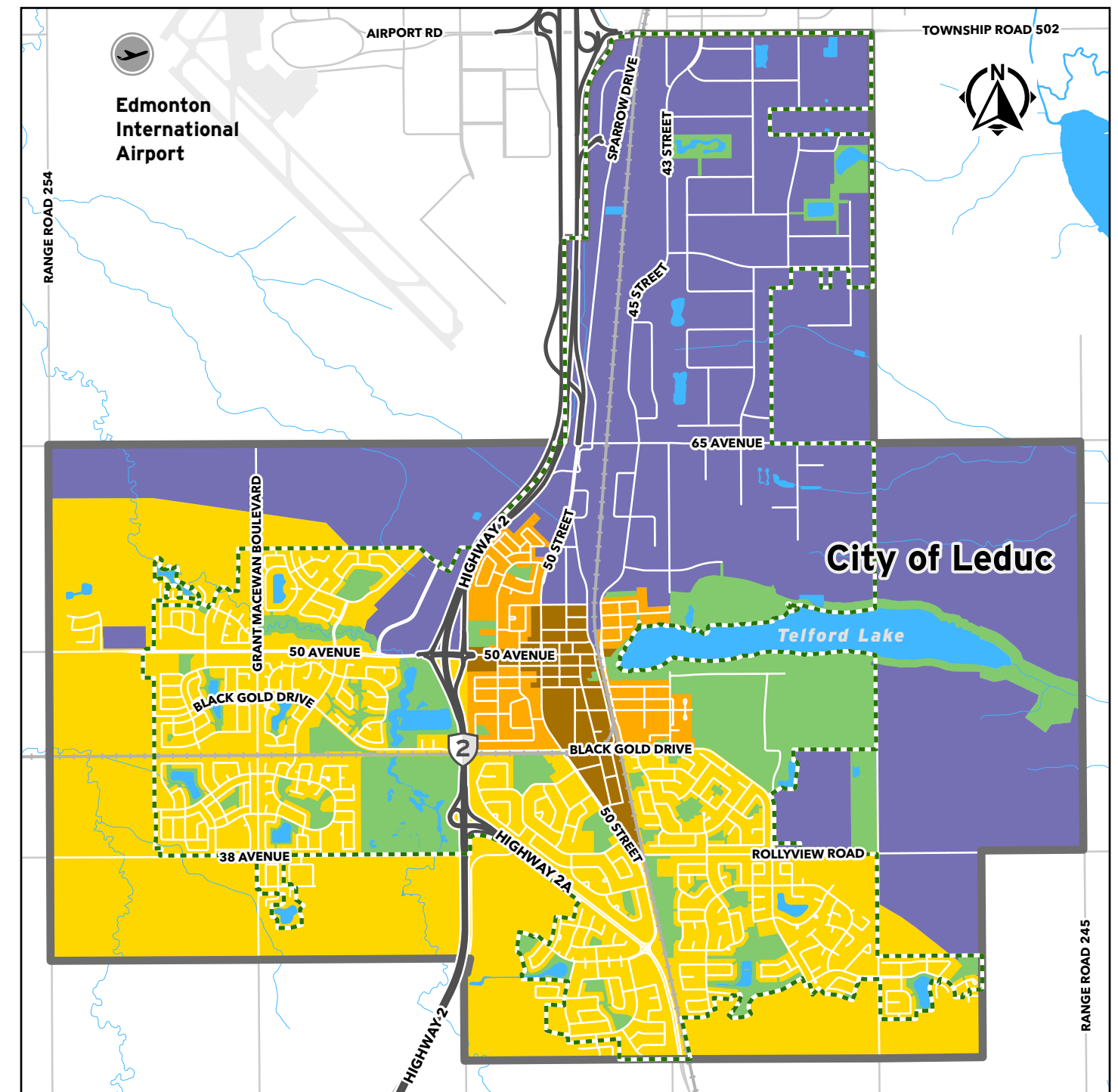
Policy Areas

Part 3.0 concerns all development within the City of Leduc including residential, commercial, and industrial development. Policies are categorized by specific geographical policy areas.

Figure 10: Policy Areas



- 3.0.1 Require that all **area structure plan, area redevelopment plan, redistricting, subdivision, and development** approvals generally conform to the Policy Areas designated in [Figure 10](#), and their intended land uses, while allowing for minor adjustments to the boundaries of those Policy Areas without a Municipal Development Plan amendment if such adjustments are supported by detailed planning studies.
- 3.0.2 Encourage intensification within the **Built-Up Urban Area** identified in [Figure 10](#), subject to the restrictions of the **Airport Vicinity Protection Area Regulation**, in order to move towards the **Aspirational Intensification Target** established in the **Edmonton Metropolitan Region Growth Plan** over time.



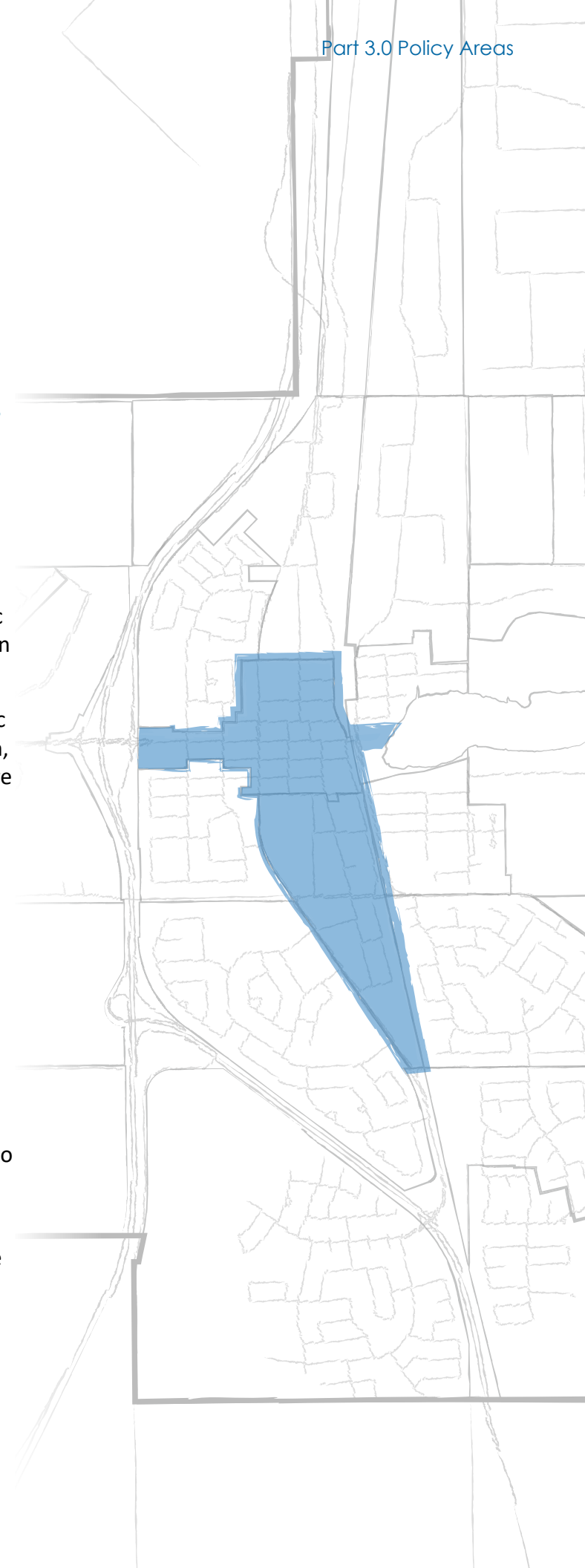


3.1 Urban Centre

The Urban Centre is comprised of the Central Business District, the Alexandra Park neighbourhood, and the Telford House parcel and may include residential, commercial, institutional, and open space uses.

Goal: The Urban Centre will be a destination and major commercial hub for the City of Leduc, and will be a high density, mixed use neighbourhood. This area will provide access to adequate high quality public and open spaces, goods and services, and housing choice. Development will focus on prioritizing pedestrians and transit with attention to high quality design.

- 3.1.1 Require an **area redevelopment plan** for the Urban Centre.
- 3.1.2 Require convenient and safe **multi-modal** access to, from, and within the Urban Centre.
- 3.1.3 Require that all new residential **infill developments** in the Urban Centre increase existing dwelling unit density, subject to the restrictions of the **Airport Vicinity Protection Area Regulation**, in order to move towards the **Aspirational Urban Centre Density Targets** established in the **Edmonton Metropolitan Region Growth Plan** over time.
- 3.1.4 Encourage **redevelopment** within the Urban Centre.
- 3.1.5 Encourage continued implementation of the land use policies, **design guidelines**, and public improvements recommended in the Downtown Master Plan.
- 3.1.6 Encourage **redevelopment** in Downtown Leduc in accordance with the Downtown Master Plan, to help support a multi-functional Urban Centre with full access to:
 - a. business and retail establishments
 - b. government, educational, health care, and institutional services
 - c. sporting events and attractions,
 - d. arts and cultural attractions, and
 - e. a mix of housing types.
- 3.1.7 Encourage **residential developments** to be combined with other uses to create **mixed use buildings** or **mixed use developments**, including live-work uses.
- 3.1.8 Encourage buildings to be appropriately sited to promote a pedestrian friendly environment.
- 3.1.9 Consider partnerships and funding opportunities with stakeholders to support the revitalization of the Urban Centre.
- 3.1.10 Consider minimum parking requirement relaxations, on-site loading relaxations, and modified setback requirements in the Urban Centre where appropriate.



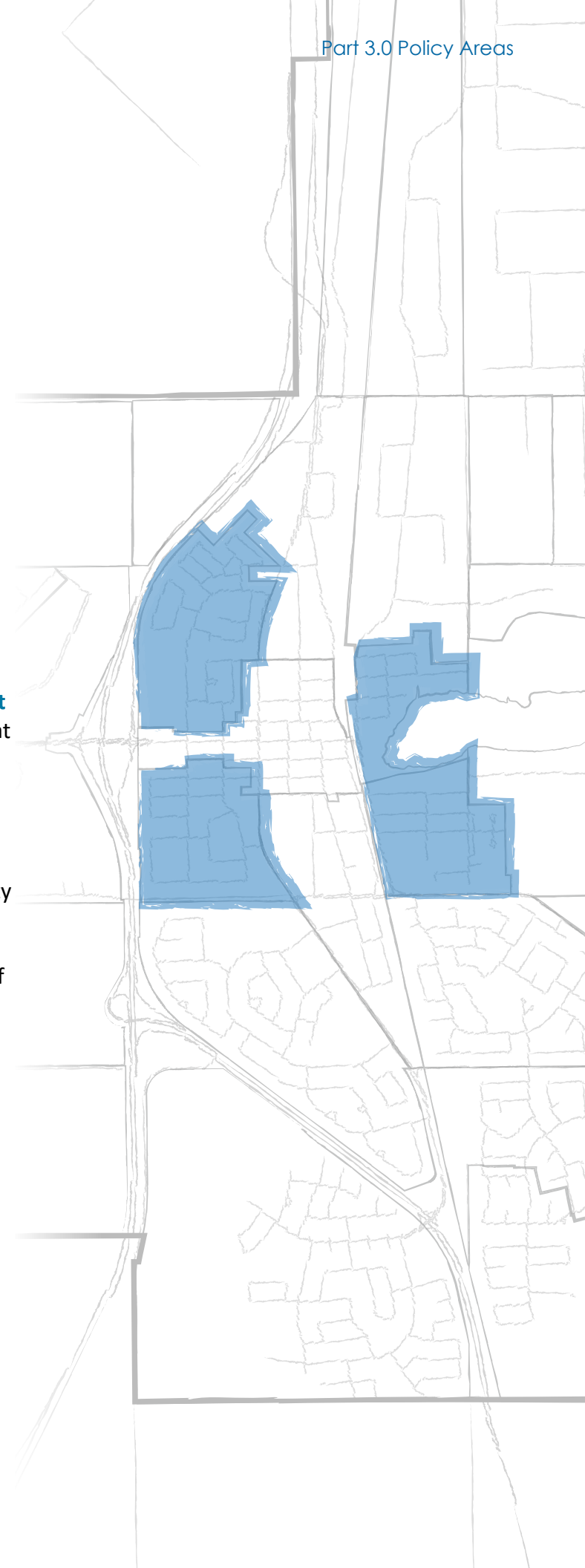


3.2 Central Redevelopment Area

The Central Redevelopment Area is comprised of Linsford Park, North Telford, South Telford, and Willow Park, and may include residential, commercial, institutional, and open space uses.

Goal: The Central Redevelopment Area will be a unique area that balances intensification with existing development. This area will provide access to a variety of housing choice, goods and services, and transit. Development will focus on providing opportunities for intensification while respecting the existing residential character and surrounding context.

- 3.2.1 Require an **area redevelopment plan** for the neighbourhoods within the Central Redevelopment Area.
- 3.2.2 Require that all new residential **infill developments** in the Central Redevelopment Area maintain or increase existing dwelling unit density, subject to the restrictions of the **Airport Vicinity Protection Area Regulation**, in order to move towards the **Aspirational Intensification Target** established in the **Edmonton Metropolitan Region Growth Plan** over time.
- 3.2.3 Encourage the development of **secondary suites** as a low impact way of densifying and revitalizing the Central Redevelopment Area.
- 3.2.4 Encourage **residential developments** to be combined with other uses to create **mixed use buildings** or **mixed use developments**.
- 3.2.5 Encourage residential **infill** and **redevelopment** in the Central Redevelopment Area in ways that will respect the residential context, rejuvenate the community, and maximize the use and viability of existing services and facilities.
- 3.2.6 Encourage **redevelopment** to prioritize pedestrian connections, implement high quality design, and explore creative and innovative approaches to **development**, in order to increase the vibrancy and long-term viability of the Central Redevelopment Area.
- 3.2.7 Encourage higher density residential **redevelopment** to be located near or within commercial nodes, along transportation corridors, or in proximity to amenities.
- 3.2.8 Consider opportunities to acquire land for public use.



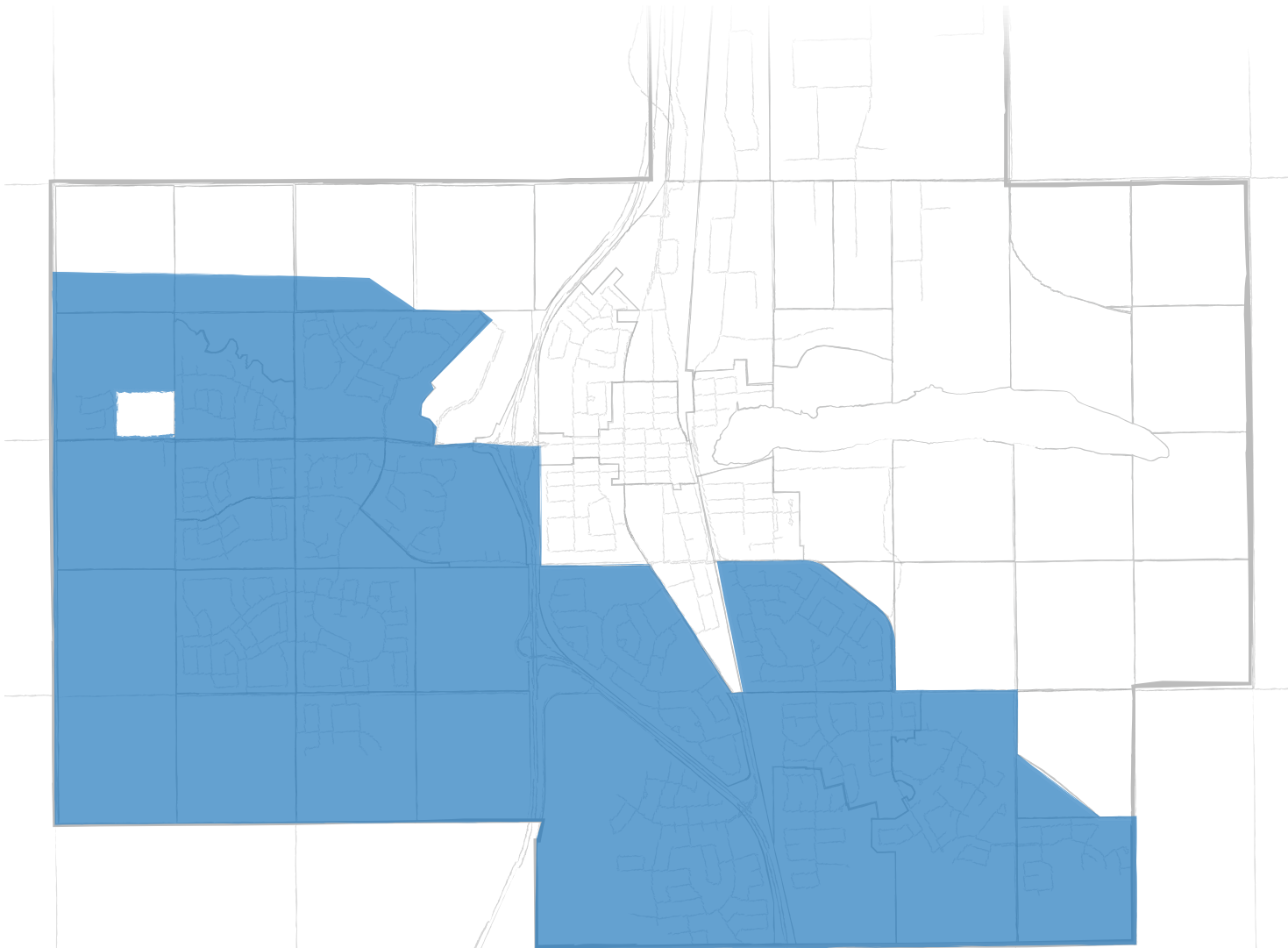


3.3 Residential Areas

This area includes all current and future residential neighbourhoods not included in the Urban Centre or the Central Redevelopment Area, and may include residential, commercial, institutional, and open space uses.

Goal: The Residential Areas will have high quality residential neighbourhoods that offer a variety of housing choices and a mix of supporting services and amenities. This area will provide access to a variety of low, medium, and high density housing and nearby access to essential goods and services.

- 3.3.1 Require that all new residential **area structure plans** meet or exceed the **Minimum Greenfield Residential Density** mandated by the **Edmonton Metropolitan Region Growth Plan**.
- 3.3.2 Require that the sum of all built **residential development** within a planned area collectively meet the planned density of the applicable **area structure plan**.
- 3.3.3 Require that the city measure net residential density in developing neighborhoods on a regular basis to ensure consistency with planned densities.
- 3.3.4 Require higher density **residential development** to be located near or within commercial nodes, along transportation corridors, or in proximity to amenities.
- 3.3.5 Require that all new residential **area structure plans** provide a variety of housing typologies.
- 3.3.6 Require that all new residential **subdivision** and site plans address landscaping and public open space design.
- 3.3.7 Require that new residential **area structure plans** provide for adequate local **commercial development** at key locations to serve the needs of the community.
- 3.3.8 Encourage **commercial development** in residential neighbourhoods to complement and integrate into the neighbourhood.



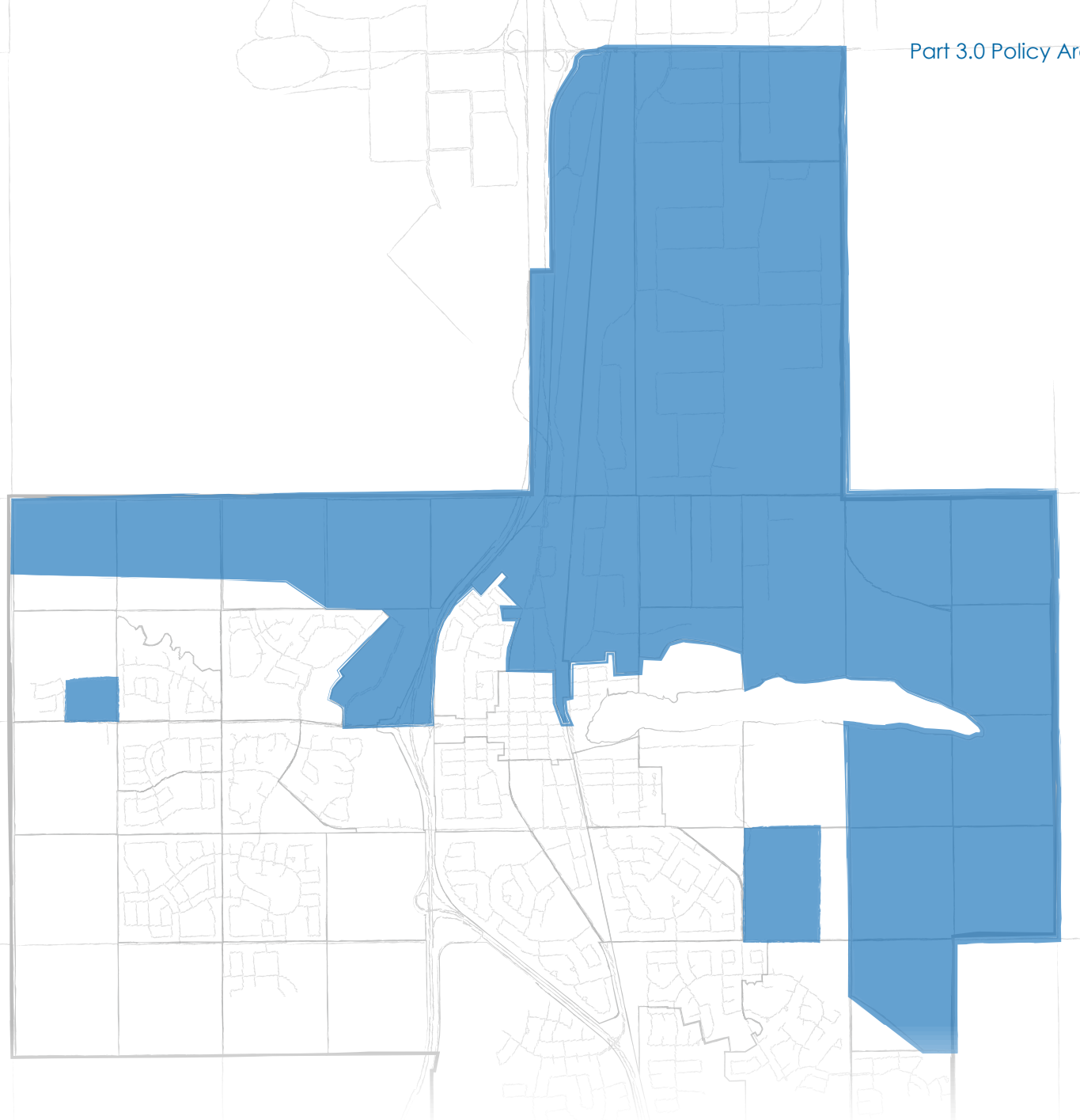
- 3.3.9 Encourage the development of **secondary suites** as a low impact way of densifying and revitalizing neighbourhoods.
- 3.3.10 Encourage residential dwellings and parks to be located within walking distance of one another.
- 3.3.11 Encourage high density **residential development** to provide vehicle access to and from collector roads.
- 3.3.12 Encourage increasing overall residential densities in existing neighbourhoods to reduce the requirement for new **infrastructure** servicing and to work towards the **Aspirational Intensification Target** established in the **Edmonton Metropolitan Region Growth Plan**.
- 3.3.13 Consider identifying areas for future **infill development** in existing neighbourhoods, subject to the restrictions of the **Airport Vicinity Protection Area Regulation**.
- 3.3.14 Consider opportunities to increase public open space in areas with higher residential density.



3.4 Employment Areas

This area includes all current and future commercial and industrial neighbourhoods not included in the Urban Centre, including Leduc Common, the East Telford Lake Area Structure Plan area, and the west 65th Avenue corridor, and may include commercial, industrial, institutional, and open space uses.

Goal: The Employment Areas will have a wide diversity of employment opportunities that service the community, the region, and a variety of industries. This area will provide access to a wide range of uses and development types, and will focus on improving pedestrian and transit connections with attention to high quality design and a greater mix of compatible uses.



- 3.4.1 Require that the major, planned, and local employment areas identified in the **Edmonton Metropolitan Region Growth Plan**, (see [Figure 11](#)), located within the City of Leduc be planned and marketed strategically.
- 3.4.2 Require that new employment areas provide enhanced transportation **infrastructure** that supports walking and transit.
- 3.4.3 Require that impacts on nearby **development** from **non-residential development** be mitigated through enhanced design and physical measures.
- 3.4.4 Encourage **commercial** and **industrial development** and **redevelopment** that is visible from the Queen Elizabeth II Highway, from public open space, or from residential neighbourhoods to implement higher quality design.
- 3.4.5 Encourage the city to lead the preparation of **area structure plans** for new industrial and business park areas where the strategic economic development interests of the city are best served.

- 3.4.6 Encourage improved pedestrian connections in industrial and business parks, in order to facilitate walkability and an improved transit user experience.
- 3.4.7 Encourage **commercial** and **industrial development** to locate strategically in order to maximize benefits from nearby transportation corridors, the presence of the Edmonton International Airport, and **adjacent** employment areas.
- 3.4.8 Encourage employment areas within the west 65th Avenue corridor and the East Telford Lake Area Structure Plan to focus on logistics and distribution, manufacturing, value-added agri-business and **airport related development**, while providing flexibility to be responsive to market demand.
- 3.4.9 Encourage **developments** in the Employment Areas to combine multiple uses to create **mixed use buildings** or **mixed use developments**.
- 3.4.10 Consider the **redevelopment** of underutilized or underdeveloped employment areas through the preparation of **area redevelopment plans**.



Part 4.0

Additional Policies

Part 4.0 focuses less on land use related policies, and instead covers regional and intermunicipal relationships, public engagement, and MDP implementation.



4.1 Collaborative Planning

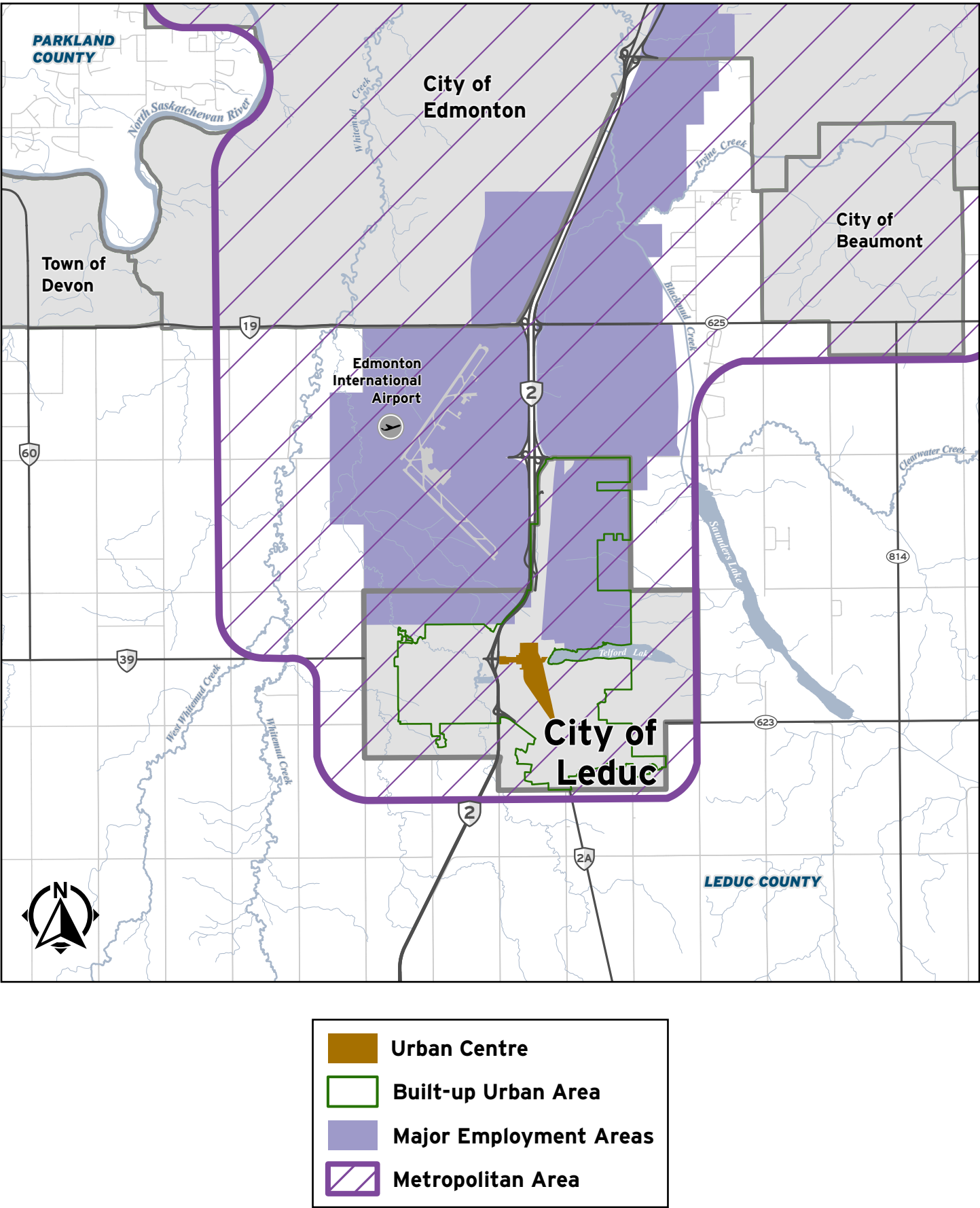
Goal: The City of Leduc will be an effective and collaborative regional partner, and will involve stakeholders and the public in decision making using engagement that is meaningful, transparent, accessible, and authentic.

- 4.1.1 Require consultation and collaboration with key regional stakeholders in planning processes.
- 4.1.2 Require the city to continue to participate in [Edmonton Metropolitan Region Board](#) activities.
- 4.1.3 Require protection of the city's long-term growth interests through collaborative regional processes.
- 4.1.4 Require the city to collaborate with stakeholders to implement the [Edmonton Metropolitan Region Growth Plan](#), the [Leduc County — City of Leduc Intermunicipal Development Plan](#), and the City of Leduc Municipal Development Plan.

- 4.1.5 Require public engagement in accordance with the City of Leduc Public Engagement Policy.
- 4.1.6 Encourage the city to pursue opportunities to work with regional partners to plan for major transportation corridors, energy corridors, and **infrastructure** utility corridors, transit, and transit related **infrastructure**, both within and outside the City of Leduc.
- 4.1.7 Encourage the city to report to the public on progress made towards the city’s goals.
- 4.1.8 Encourage the city and the Edmonton International Airport to coordinate, communicate, and collaborate on airport vicinity land use planning to ensure Leduc’s sustainable growth while protecting airport operations.
- 4.1.9 Consider opportunities to enhance the City of Leduc’s partnership with the Edmonton International Airport.
- 4.1.10 Consider opportunities to leverage financial resources through cost-sharing agreements and other innovative financing models.
- 4.1.11 Consider conducting research into best practices regarding planning in the vicinity of an international airport.



Figure 11: Edmonton Metropolitan Region Context





4.2 Implementation

Goal: The City of Leduc will implement the Municipal Development Plan through collaboration with citizens, developers, and other stakeholders.

- 4.2.1 Require administration to periodically report to **Council** on **development** activities and whether any of those outcomes indicate the need to amend the Municipal Development Plan.
- 4.2.2 Require all programs and activities necessary to administer and implement the Municipal Development Plan to be carried out within the budgets set forth by **Council**.
- 4.2.3 Require that **area redevelopment plans** consider:
 - a. Servicing and servicing capacity and potential **infrastructure** improvements;
 - b. Residential densities;
 - c. Population projections;
 - d. Transit and active transportation circulation and facilities;
 - e. Phasing of **redevelopment**; and
 - f. Urban design and character of the public realm and built form.
- 4.2.4 Encourage the city to complete reviews of the Municipal Development Plan, statutory plans, and the Land Use Bylaw as necessary.
- 4.2.5 Encourage the city to update and maintain its master plans in order to meet the evolving needs of the community.
- 4.2.6 Encourage the city to monitor and report on key performance indicators in order to assess progress on initiatives laid out in the Municipal Development Plan and the city’s master plans.

Glossary

Active Transportation Modes: Walking, bicycling, and other primarily human powered methods of transportation. Can include electronically assisted methods of transportation, such as e-bikes or e-scooters.

Adjacent: Contiguous to the parcel, structure, or object being discussed, or would be contiguous if not for a highway, road, river, or stream.

Affordable Market Housing: Housing that is market priced and meets the general requirements of affordability based on household income.

Airport Related Development: Development where the spatial organization, infrastructure, and economic linkages are focused around an airport. This type of development offers rapid worldwide connectivity to suppliers, customers, and enterprise partners.

Airport Vicinity Protection Area Regulation: The regulation promulgated under the Alberta Municipal Government Act that governs land use and development surrounding the Edmonton International Airport.

Agricultural Impact Assessment: An assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area, required by the Edmonton Metropolitan Region Growth Plan prior to the adoption of an area structure plan.

Area Redevelopment Plan: A statutory plan, adopted by bylaw, that outlines proposed redevelopment and sets forth municipal policies for a specified area.

Area Structure Plan: A statutory plan, adopted by bylaw, that provides a policy framework for the evaluation of proposals for outline plans, land use redistricting, subdivision and development of a specified area of land in the municipality.

Aspirational Urban Centre Density Target: A density target, measured by dwelling units per net residential hectare (du/nrha), within the Urban Centre, set forth in the Edmonton Metropolitan Region Growth Plan, which the city must work towards achieving by 2044. The current version of the Growth Plan sets this target for Leduc's Urban Centre at 100 du/nrha.

Aspirational Intensification Target: A target set forth in the Edmonton Metropolitan Region Growth Plan to achieve a designated amount of residential growth within the Built-Up Urban Area, measured as the percentage of new residential dwellings constructed in the city that are within the Built-Up Urban Area. The current version of the Growth Plan sets this target for Leduc's Built-Up Urban Area at 15%, which the city must work towards achieving by 2044.

Built Heritage Resource: Structure, building, or group of buildings of historical, cultural, or religious significance.

Built-Up Urban Area: The area defined by the Edmonton Metropolitan Region Growth Plan and shown in [Figure 10](#), for the purpose of implementing the Growth Plan.

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

Community Park: Designed to meet the parks and recreation needs of the city beyond those provided

at the neighborhood level. The size of community parks can be 3.24 to 16 hectares. These parks can accommodate community sports, some tournaments, some special events as well as passive or informal activities.

Compact Urban Form: Land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses, multi-modal transportation access, and the efficient use of infrastructure.

Council: Leduc City Council.

Design Guidelines: Statements of planning intent that are more detailed than policies, but not as strict as rules and regulations.

Development: 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 Agreement: Contract between a property owner or developer and the city, often including terms not otherwise required through existing regulations.

Developed Land: Land which contains completed urban development and is integrated within the surrounding urban fabric.

Development Constraints: Conditions that limit or prevent development in a particular area.

Development Permit: 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.

Edmonton Metropolitan Region Board: Provincially mandated regional decision-making body for the Edmonton Metropolitan Region with representation from each of the 13 municipalities of the Edmonton Metropolitan Region with a population of 5,000 or more.

Edmonton Metropolitan Region: Consists of the following municipalities: Beaumont, Devon, Edmonton, Fort Saskatchewan, Leduc, Leduc County, Morinville, Parkland County, St. Albert, Spruce Grove, Stony Plain, Strathcona County, and Sturgeon County.

Edmonton Metropolitan Region Growth Plan (Growth Plan): Regional land use plan that provides a framework for responsible growth for the Edmonton Metropolitan Region to the year 2044. The Growth Plan was developed by the Edmonton Metropolitan Region Board and accepted by the Minister of Municipal Affairs in October 2017.

Environmentally Significant Areas: The areas identified in the City of Leduc Environmentally Significant Areas Study and shown in [Figure 9](#).

Emergency Services: Police services (provided in Leduc by the RCMP and City of Leduc Enforcement Services), fire department (Leduc Fire Services) and EMS (provided by Leduc Fire Services on behalf of the Government of Alberta under contract).

Greenfield or Greenfield Land: Land for future urban growth located outside of the Built-Up Urban Area and the planned areas.

Housing Continuum: Range of housing options from emergency shelters to homeownership and

everything in between.

Industrial Development: Development including manufacturing, processing, fabrication, storage, distribution, or other intensive or extensive business activities.

Infill or Infill Development: Development or redevelopment that occurs within a previously developed area.

Infrastructure: 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, wastewater sewers, sports fields, playgrounds, arenas, pools, police and emergency response stations, vehicles and equipment, civic buildings, parks, boulevard trees and computer and telecommunications equipment.

Intangible Heritage: Oral histories, traditions, performing arts, social practices, rituals, and festive events, as well as any other aspects of culture or history which cannot be quantified.

Land Use Bylaw: Bylaw 809-2013 passed by council, as amended from time to time, 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.

Leduc County – City of Leduc Intermunicipal Development Plan: Statutory plan adopted by both Leduc County and City of Leduc Councils which includes specified areas of land lying within the boundaries of both municipalities, and procedures to resolve any conflicts between the municipalities.

Leduc Transit Park and Ride Facilities: Key locations within the City of Leduc for transit users to temporarily park their personal vehicle and access Leduc Transit services.

Low Impact Development: Land use 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.

Major Amendment to Area Structure Plan: Any amendment that significantly changes the planned population, planned density, land use concept, infrastructure network or the physical boundaries of the plan area.

Material Heritage Resources: Artifacts, archives, and other objects of historical, cultural, or religious significance, and historical or cultural records.

Minimum Greenfield Residential Density: Minimum density required for greenfield development mandated by the Edmonton Metropolitan Region Growth Plan, measured as dwelling units per net residential hectare (du/nrha) within an area structure plan. The current version of the Growth Plan sets this minimum for the City of Leduc at 35 du/nrha.

Mixed Use Building: Building that includes a mixture of different but compatible land uses, such as residential, commercial, industrial, institutional, and recreational spaces, in order to increase density, reduce development footprint, and improve public accessibility to amenities.

Mixed Use Development: Development that includes a mixture of different but compatible land uses, such as residential, commercial, industrial, institutional, recreational, and public spaces, on the same parcel or in close proximity, in order to increase density, reduce development footprint, and improve public accessibility to amenities.

Mixed Use Neighbourhoods: Neighbourhoods that include a mixture of different but compatible land uses, such as residential, commercial, industrial, institutional, recreational, and public spaces, within the same plan area or neighbourhood, in order to increase density, reduce development footprint, and improve public accessibility to amenities.

Multi-modal: Having or involving more than one method or “mode” of transportation. Can include active transportation modes, transit, automobile, and any other method of transportation.

Municipal Government Act: The Municipal Government Act, Statutes of Alberta 2000 Chapter M-26, as amended from time to time.

Natural Area: Self-sustaining area with native vegetation, water, or natural features.

Neighbourhood Park: Parks intended to meet the needs of a population of 2,000 to 2,500 people. The primary focus of these areas should be to serve both the structured activity needs of the elementary school aged child and the unstructured activity needs of the family unit.

Net Residential Hectare: Hectare of residential land which does not include road allowance or land for other uses accessory to the basic residential use including but not limited to public utility lots, green space, and open space.

Non-Market Housing: Any housing that is priced below market value, usually due to government subsidies or other funding programs.

Non-Residential Development: Any development that is not residential or associated with residential uses. Includes commercial, industrial, and institutional development.

Off-Site Levy: Development levy that council may impose by bylaw in accordance with the MGA for infrastructure required to support growth.

Planning Approvals: Exercise of municipal authority to approve redistricting, subdivisions, and development permits.

Redevelopment: Development that occurs on a previously developed parcel of land. May or may not include the tear down or removal of previous development.

Redistricting: Statutory decision of a municipal council which legally changes the acceptable uses for specific parcels of land under the Land Use Bylaw.

Regional Park: Facilities intended to meet the recreational needs for residents of the city and surrounding areas generally served by schools and businesses located within the city. All major tournaments, community wide league play, and special events which may draw crowds of spectators would occur in Regional Parks.

Remediation: Restore by reversing or stopping environmental damage.

Residential Development: Development that includes all manner of dwellings and associated uses.

Rules and Regulations: Clear, unambiguous standards laid out in bylaws, such as a land use bylaw.

School Board: Geographic district over which a board of trustees has jurisdiction. In the City of Leduc, this includes the Black Gold School Division and Saint Thomas Aquinas Roman Catholic Schools.

Secondary Suite: Any self-contained dwelling unit that is located within a primary dwelling unit or on the same parcel, where both dwelling units are registered under the same land title. These could include basement, garden and garage suites.

Sport Tourism: Occurs when people travel to a destination and stay overnight to participate in or spectate any kind of sport.

Statutory Plan: Plans required or enabled by the Municipal Government Act that are adopted by municipal councils through public hearings which include municipal development plans, intermunicipal development plans, area structure plans, and area redevelopment plans.

Subdivision: Creation or separation of new titled parcels of land from an existing parcel of land.

Tangible Heritage: Includes both built heritage resources and material heritage resources, as well as natural, archaeological, and historically important areas.

Traffic Impact Assessment: An analysis of traffic generated by proposed developments with either new access or increased use of existing access points.

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

Undeveloped Land: Planned or unplanned land which contains no development.

Universal Design: Characteristics of site planning, design, and architecture that make development sites and buildings accessible by all people regardless of age, size, ability or disability.

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

Wetland: Land saturated with water long enough to promote wetland or aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

