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

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

AND: the NW ¼ Section 19, Township 49, Range 24, West of the 4th Meridian Area Structure Plan addresses the requirements of an Area Structure Plan as outlined in the Act;

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

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

PART I: BYLAW TITLE

1. **THAT:** this Bylaw is to be cited as the Eaton & Emery Area Structure Plan Bylaw.

PART I: APPLICATION

2. **THAT:** the Eaton & Emery Area Structure Plan, attached hereto as Schedule "A", is hereby adopted.

PART II: ENACTMENT

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

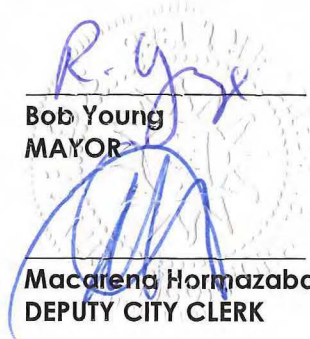
READ A FIRST TIME IN COUNCIL THIS 22ND DAY OF OCTOBER, 2018.

READ A SECOND TIME IN COUNCIL THIS 28TH DAY OF JANUARY, 2019.

READ A THIRD TIME IN COUNCIL AND FINALLY PASSED THIS 28TH DAY OF JANUARY, 2019.

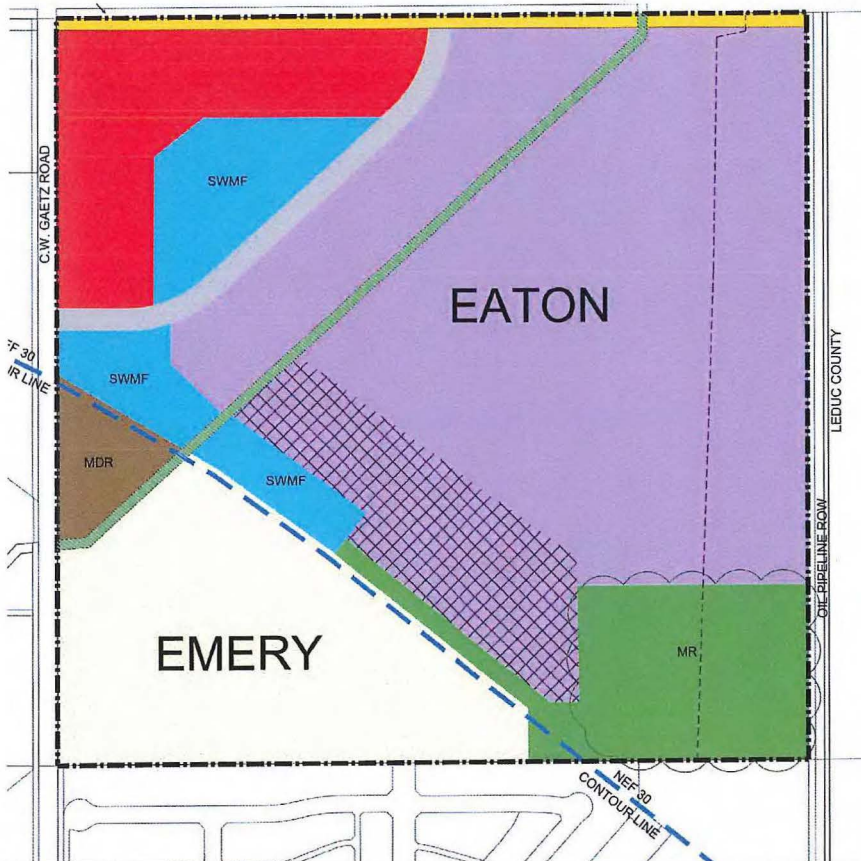
January 28, 2019

Date Signed



Bob Young
MAYOR

Macarena Hormazabal
DEPUTY CITY CLERK



Eaton & Emery Area Structure Plan

Dayqual Developments Ltd.
by IBI Group
October 2018

City of Leduc

Table of Contents

List of Figures and Tables	ii
1 Introduction	1
1.1 Purpose.....	1
1.2 Authority	1
1.3 Interpretation	1
2 Site Context.....	1
2.1 Location and Access.....	1
2.2 Plan Area and Ownership	3
3 Planning Process.....	5
3.1 Public Consultation	5
3.2 Compliance with Statutory Plans	5
3.2.1 Edmonton Metropolitan Region Growth Plan	5
3.2.2 Intermunicipal Development Plan	6
3.2.3 City of Leduc Municipal Development Plan	6
3.2.4 City of Leduc Neighbourhood Design Guidelines	7
3.2.5 City of Leduc Transportation Master Plan	7
3.2.6 City of Leduc Park, Open Space, & Trails Master Plan	7
4 Background Information	8
4.1 Existing Topography	8
4.2 Existing Built Form and Land Use	8
4.3 Soils and Vegetation	8
4.4 Wells, Pipelines and Utility Right-of-Ways.....	8
4.5 Historical Overview	8
4.6 Existing Transportation	9
4.7 Agricultural Impact Assessment	9
4.8 Edmonton International Airport	9
5 Development Concept.....	12

Table of Contents (continued)

6	Objectives and Policies.....	14
6.1	Land Use.....	14
6.1.1	Residential	14
6.1.2	Shopping Center Commercial.....	14
6.1.3	Business Commercial	15
6.1.4	Transition Business Commercial	16
6.1.5	Parks, Multiways, and Open Space	16
6.2	Transportation.....	19
6.3	Servicing	22
6.3.1	Water Distribution.....	22
6.3.2	Sanitary Utilities	22
6.3.3	Stormwater Management Facility (SWMF).....	22
6.3.4	Shallow Utilities	27
6.4	Implementation	27
6.4.1	Development Staging.....	27
	Appendix A – Policy Review	29

List of Figures and Tables

Figure 1 – Context Plan	2
Figure 2 – Land Ownership Plan	4
Figure 3 – Existing Topography	11
Figure 4 – Land Use Concept	13
Figure 5 – Parks, Open Space and Connectivity	18
Figure 6 – Transportation Network	20
Figure 7 – Water Servicing	22
Figure 8 – Sanitary Utilities	23
Figure 9 – Storm Water Management	24
Figure 10 – Development Staging Plan	26
Table 1 – Land Ownership	3
Table 2 – Prohibited Land Uses	9
Table 3 – Land Use and Population Statistics	12

1 Introduction

1.1 Purpose

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

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

1.2 Authority

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

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

1.3 Interpretation

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

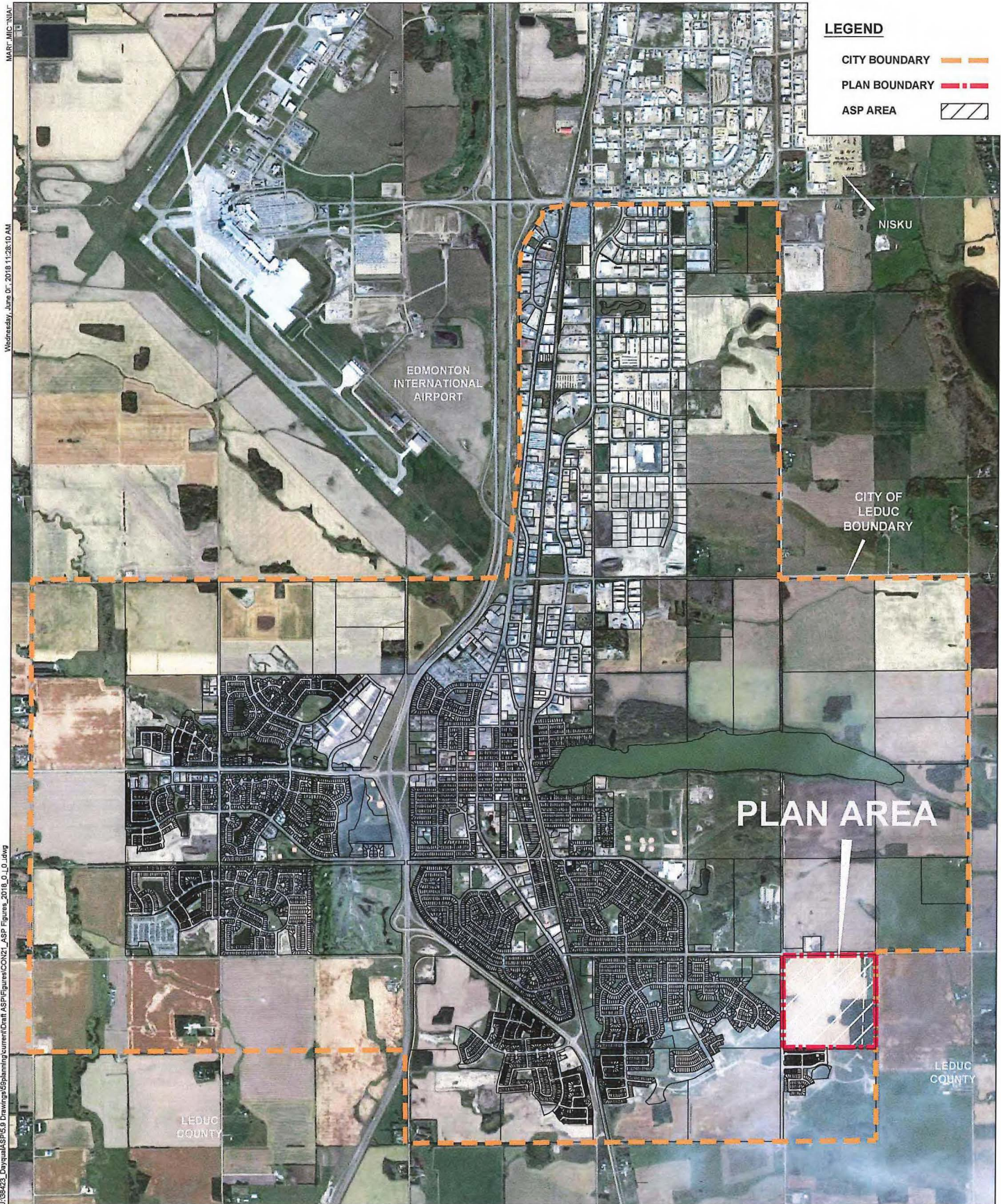
2 Site Context

2.1 Location and Access

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

The ASP area is defined by the following boundaries:

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



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Wednesday, June 07, 2018 11:28:10 AM

MARTIN, MICHAEL



EATON AND EMERY

Area Structure Plan

FIGURE 1 | CONTEXT PLAN

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



2.2 Plan Area and Ownership

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

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

Table 1 – Land Ownership

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



3 Planning Process

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

3.1 Public Consultation

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

3.2 Compliance with Statutory Plans

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

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

3.2.1 Edmonton Metropolitan Region Growth Plan

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

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

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

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

3.2.2 Intermunicipal Development Plan

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

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

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

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

3.2.3 City of Leduc Municipal Development Plan

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

Vision – Building a community of integrity, unity and strength

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

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

Principles

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

1. Environment and Infrastructure – Safe and sustainable systems

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

2. Economy and Tourism – Sustainable prosperity

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

3. Social Wellness and Safety – High quality protective and people services

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

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

4. Recreation and Culture – Engaged and active community

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

5. Governance – Responsible, visionary leadership

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

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

3.2.4 City of Leduc Neighbourhood Design Guidelines

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

3.2.5 City of Leduc Transportation Master Plan

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

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

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

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

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

4 Background Information

4.1 Existing Topography

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

4.2 Existing Built Form and Land Use

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

4.3 Soils and Vegetation

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

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

4.4 Wells, Pipelines and Utility Right-of-Ways

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

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

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

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

4.5 Historical Overview

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

4.6 Existing Transportation

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

4.7 Agricultural Impact Assessment

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

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

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

4.8 Edmonton International Airport

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

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

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

Table 2 – Prohibited Land Uses

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

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

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

LEGEND

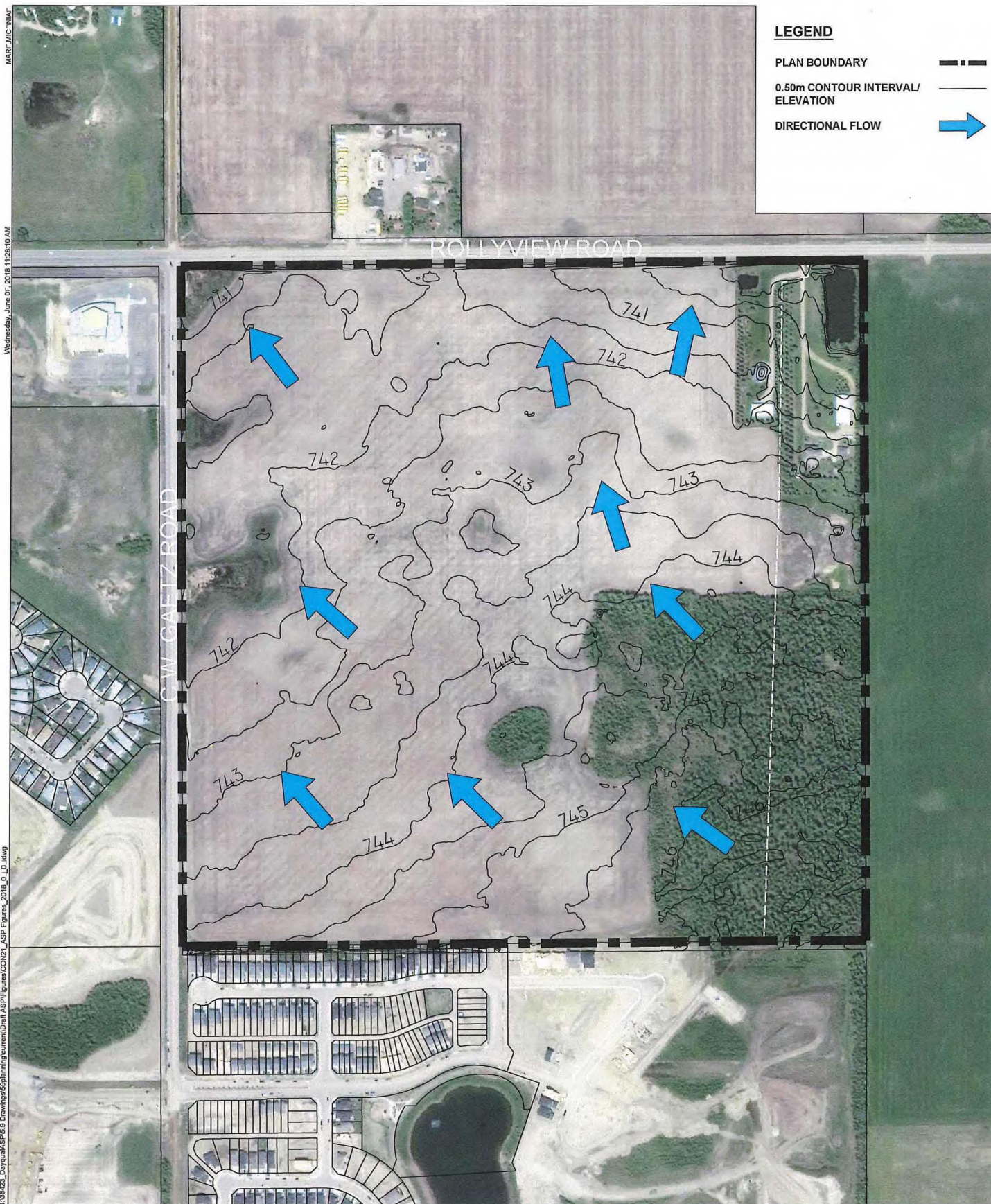
PLAN BOUNDARY



0.50m CONTOUR INTERVAL/
ELEVATION



DIRECTIONAL FLOW



EATON AND EMERY

Area Structure Plan

FIGURE 3 | EXISTING TOPOGRAPHY

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



5 Development Concept

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

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

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

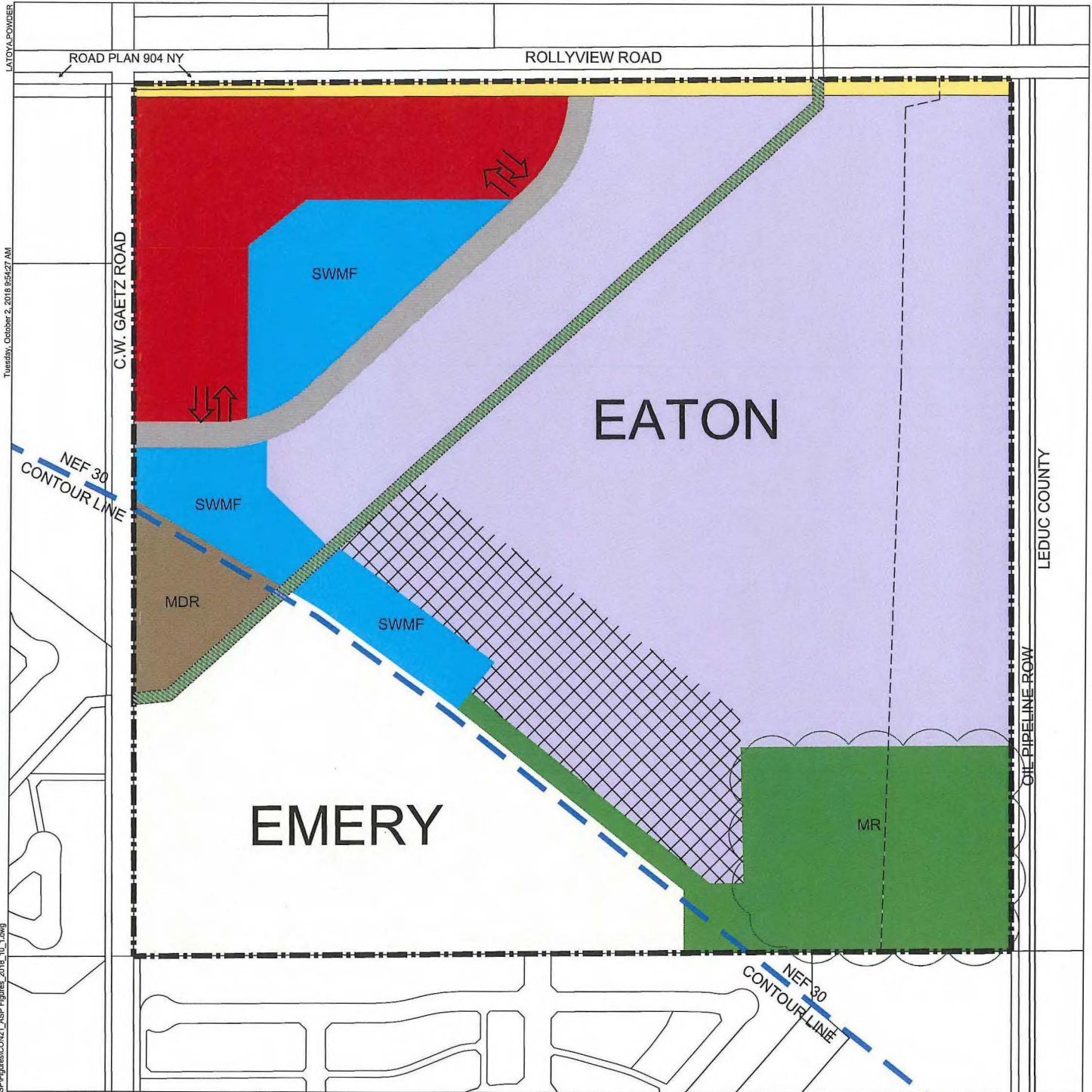
TABLE 3 - LAND USE AND POPULATION STATISTICS

Land Use	Area (ha)		
Gross Area (GA)	64.7		
Rollyview Road	0.83		
Gross Developable Area (GDA)	63.87	55.71	8.16
		NW 19-49-25-4	Plan 0021181, Lot 1
Land Use	Area (ha)	Area (ha)	Area (ha)
Commercial	5.81	5.81	
Business Commercial	32.09	26.19	5.90
Municipal Reserve	6.38	4.23	2.15
Tree Stand/Linear Park	5.47	3.32	2.15
Pipeline ROW	0.91	0.91	
Public Utility Lot	1.11	1.00	0.11
SWMF	4.80	4.80	
Collector Roads	1.33	1.33	
Total Non-Residential Area	51.52	43.36	8.16
Net Residential Area (NRA)	12.35	12.35	0.00

Residential Land Use, Dwelling Unit Count and Population

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

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



LEGEND

PLAN BOUNDARY



LOW DENSITY RESIDENTIAL



MEDIUM DENSITY RESIDENTIAL



WOODLOT AREA



POTENTIAL ACCESS TO LOCAL COMMERCIAL ROAD



SHOPPING CENTER COMMERCIAL



STORM WATER MANAGEMENT



BUSINESS COMMERCIAL



TRANSITION BUSINESS COMMERCIAL



MUNICIPAL RESERVE



PUBLIC UTILITY LOT



PIPELINE ROW



COLLECTOR ROAD



* ROADWAYS AND LAND USES ARE SUBJECT TO MINOR CHANGES AT SUBDIVISION AND DETAILED DESIGN

EATON AND EMERY

Area Structure Plan

FIGURE 4 | LAND USE CONCEPT

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



6 Objectives and Policies

6.1 Land Use

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

6.1.1 Residential

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

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

Objectives:

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

Policies:

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

6.1.2 Shopping Center Commercial

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

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

Objectives:

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

Policies:

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

6.1.3 Business Commercial

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

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

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

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

Objectives:

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

Policies:

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

6.1.4 Transition Business Commercial

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

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

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

Objectives:

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

Policies:

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

6.1.5 Parks, Multiways, and Open Space

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

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

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

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

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

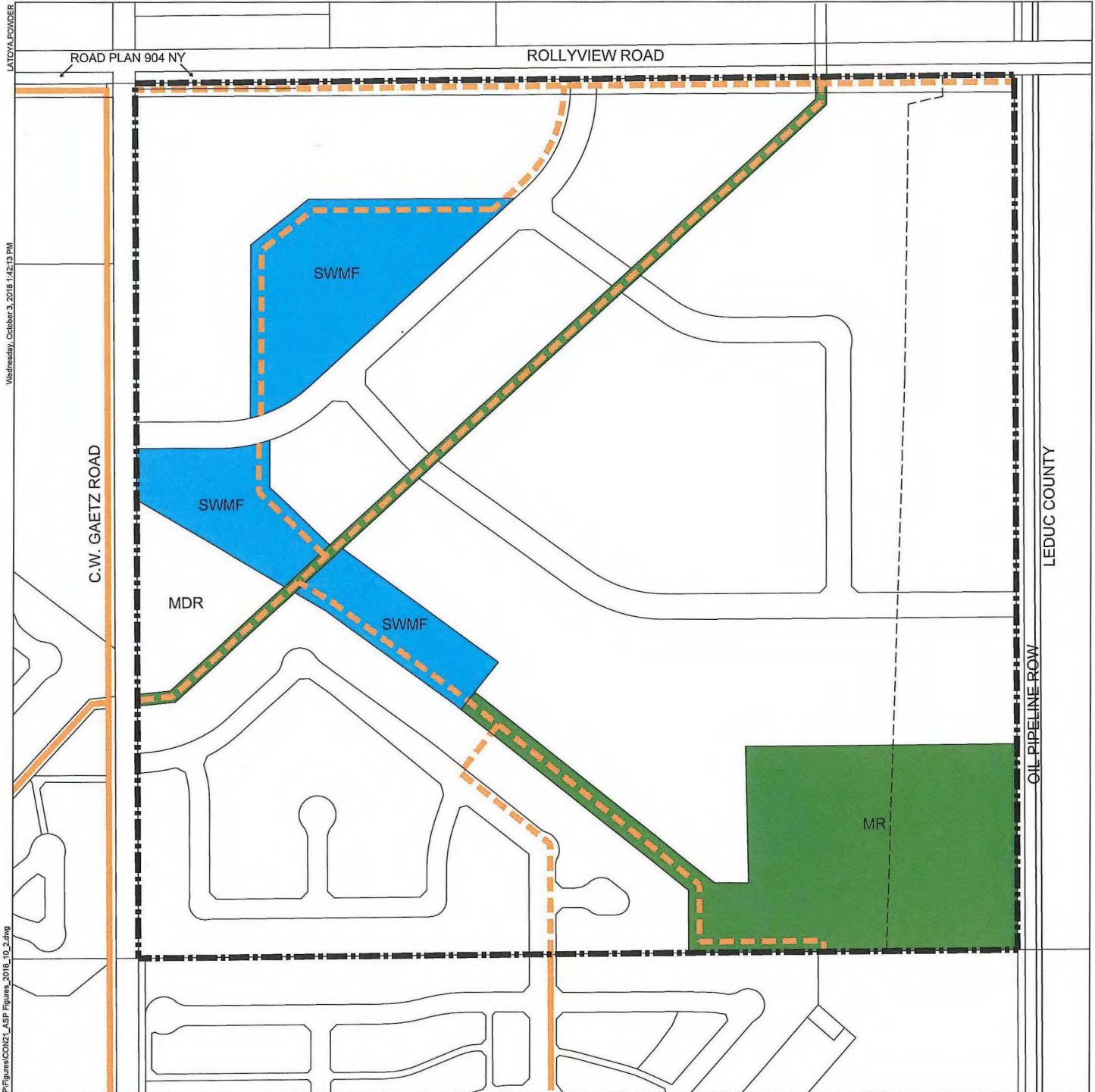
In the southeast portion of the plan area there is an existing tree stand, which is proposed to be designated as MR in order to provide a natural amenity for residents of Emery and business staff and customers in Eaton. This park site is connected to the existing park in Robinson Neighbourhood to the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

Objectives:

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

Policies:

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



LEGEND

PLAN BOUNDARY



MULTIWAY



EXISTING MULTIWAY



PARK/OPEN SPACE



STORM WATER
MANAGEMENT FACILITY



* ROADWAYS AND LAND USES ARE SUBJECT
TO MINOR CHANGES AT SUBDIVISION AND
DETAILED DESIGN



EATON AND EMERY

Area Structure Plan

FIGURE 5 | PARKS, OPEN SPACE, AND CONNECTIVITY

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



6.2 Transportation

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

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

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

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

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

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

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

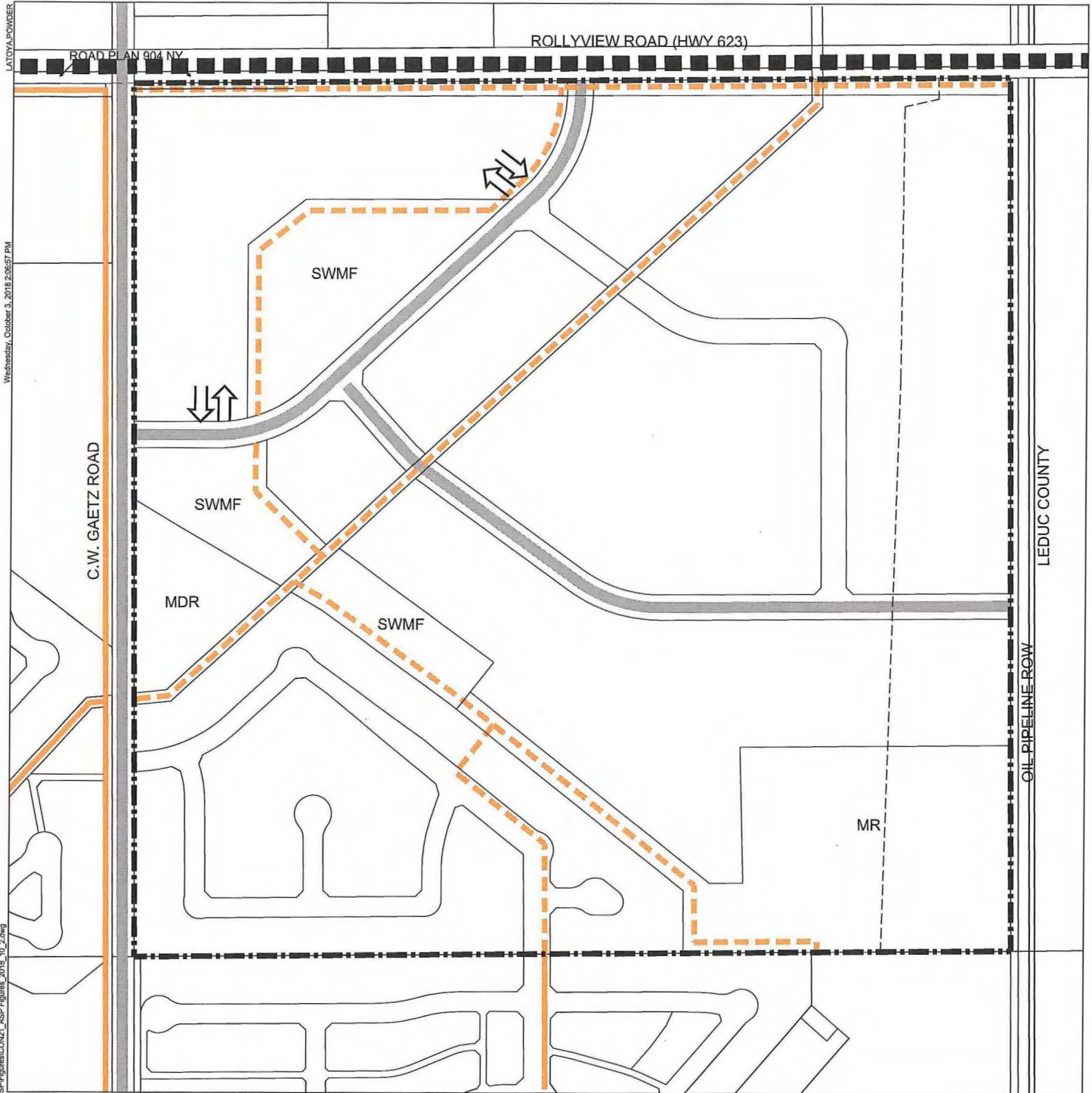
Objectives:

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

Policies:

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

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



* ROADWAYS AND LAND USES ARE SUBJECT TO MINOR CHANGES AT SUBDIVISION AND DETAILED DESIGN



EATON AND EMERY

Area Structure Plan

FIGURE 6 | TRANSPORTATION NETWORK

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



6.3 Servicing

6.3.1 Water Distribution

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

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

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

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

6.3.2 Sanitary Utilities

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

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

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

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

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

6.3.3 Stormwater Management Facility (SWMF)

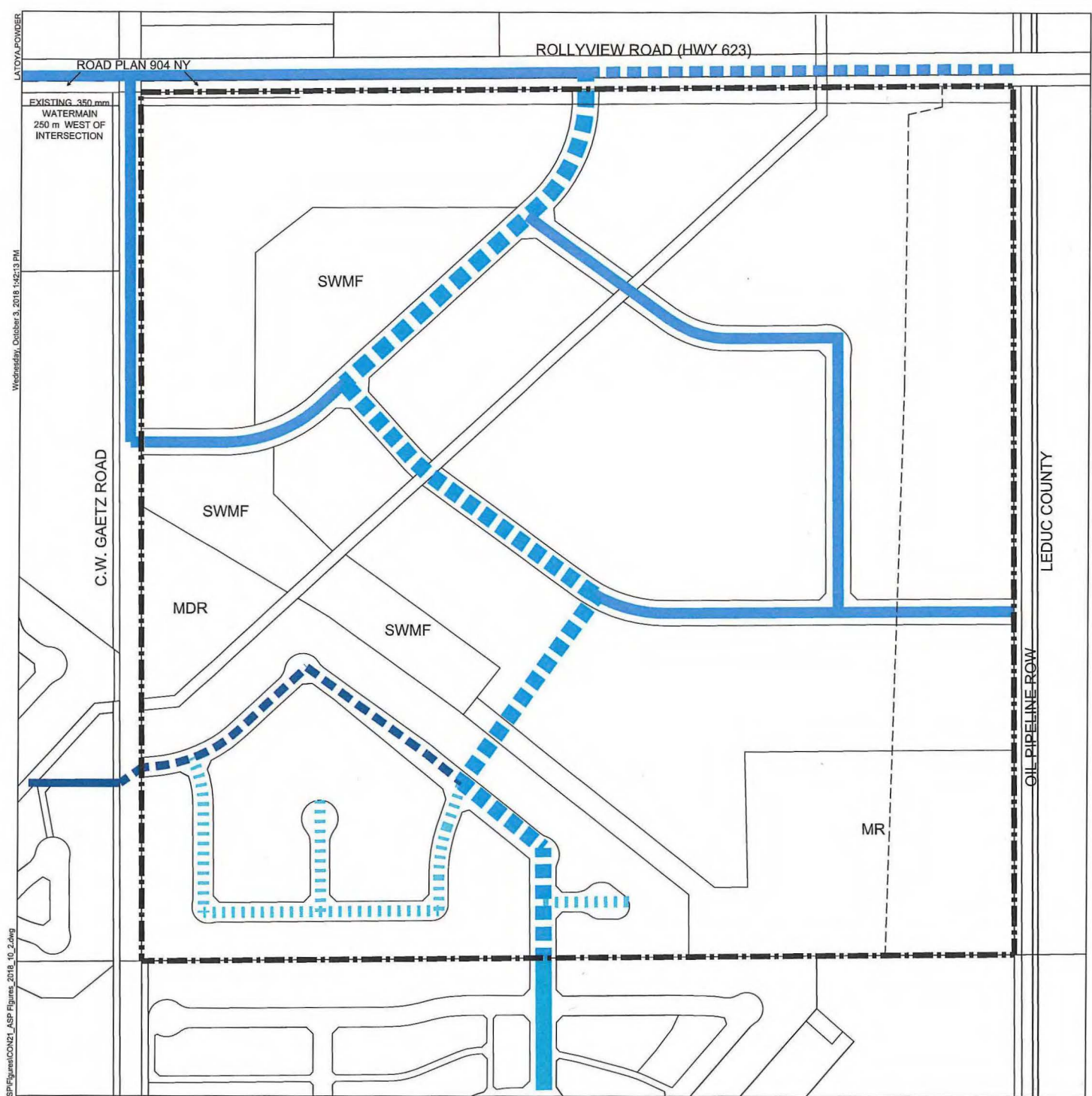
Figure 9 – Stormwater Management illustrates the proposed sites for two SWMFs. One outlet to the south will be built with the residential area and one outlet to the north will be built with the commercial area.

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

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

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

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



LEGEND

PLAN BOUNDARY	[---]	EXISTING 350mm WATERMAIN	[Solid Blue Line]
PROPOSED 400mm WATERMAIN	[Thick Blue Line]	EXISTING 250mm WATERMAIN	[Thin Blue Line]
PROPOSED 350mm WATERMAIN	[Medium Blue Line]		
FUTURE 350mm WATERMAIN	[Dashed Blue Line]		
PROPOSED 250mm WATERMAIN	[Thin Dashed Blue Line]		
PROPOSED 200mm WATERMAIN	[Thin Dotted Blue Line]		

* PIPE SIZES ARE SUBJECT TO CHANGE AS PER DETAILED ENGINEERING



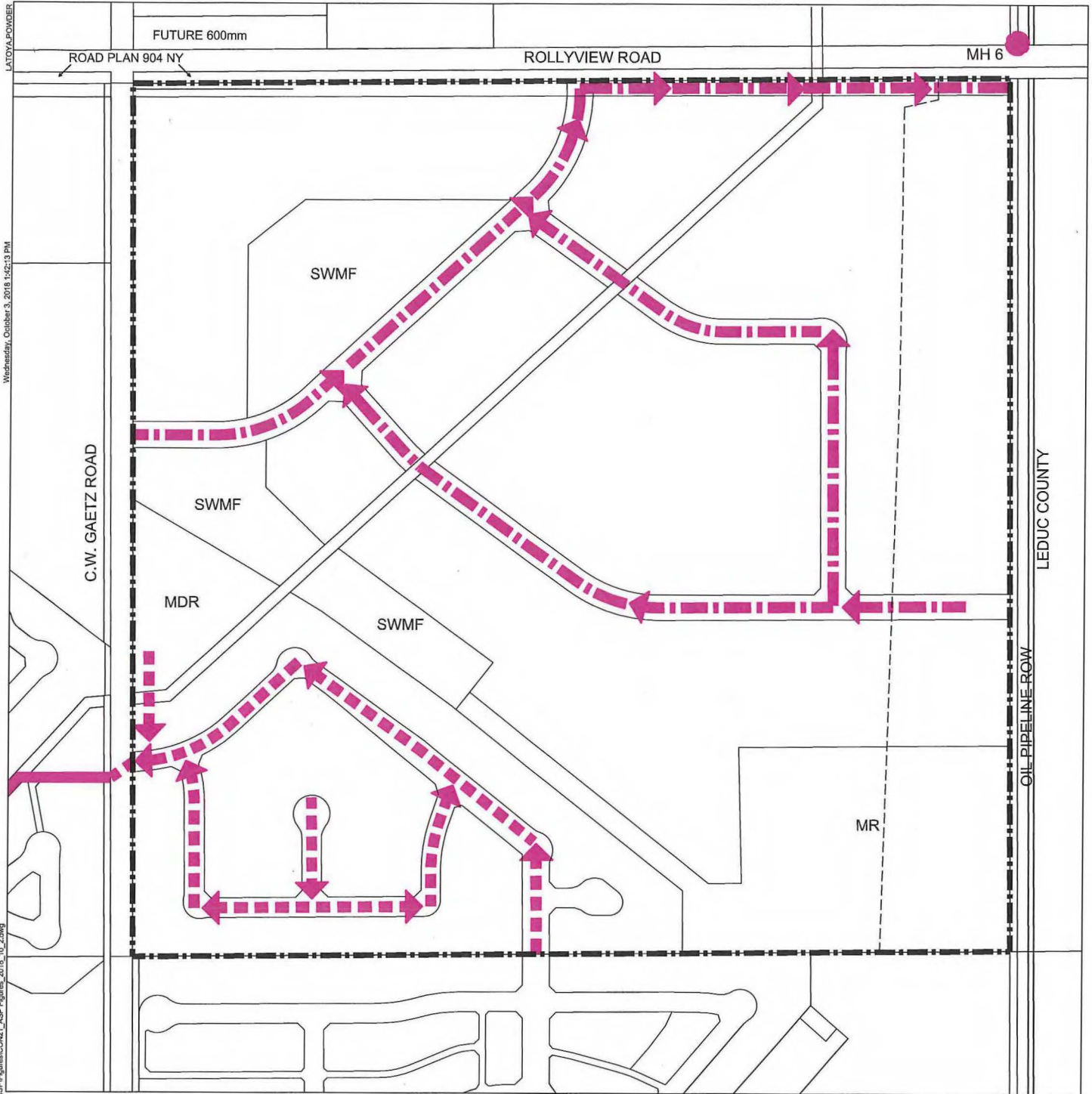
EATON AND EMERY

Area Structure Plan

FIGURE 7 | WATER SERVICING

DATE: October 2018
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 CHECKED BY: CCB
 SCALE: NTS
 JOB NUMBER: 38423





LEGEND

PLAN BOUNDARY



PROPOSED SANITARY LINE



FUTURE LONG TERM
SERVICING



EXISTING 375mm SANITARY LINE



DIRECTION OF FLOW



* PIPE SIZES ARE SUBJECT TO CHANGE AS PER
DETAILED ENGINEERING



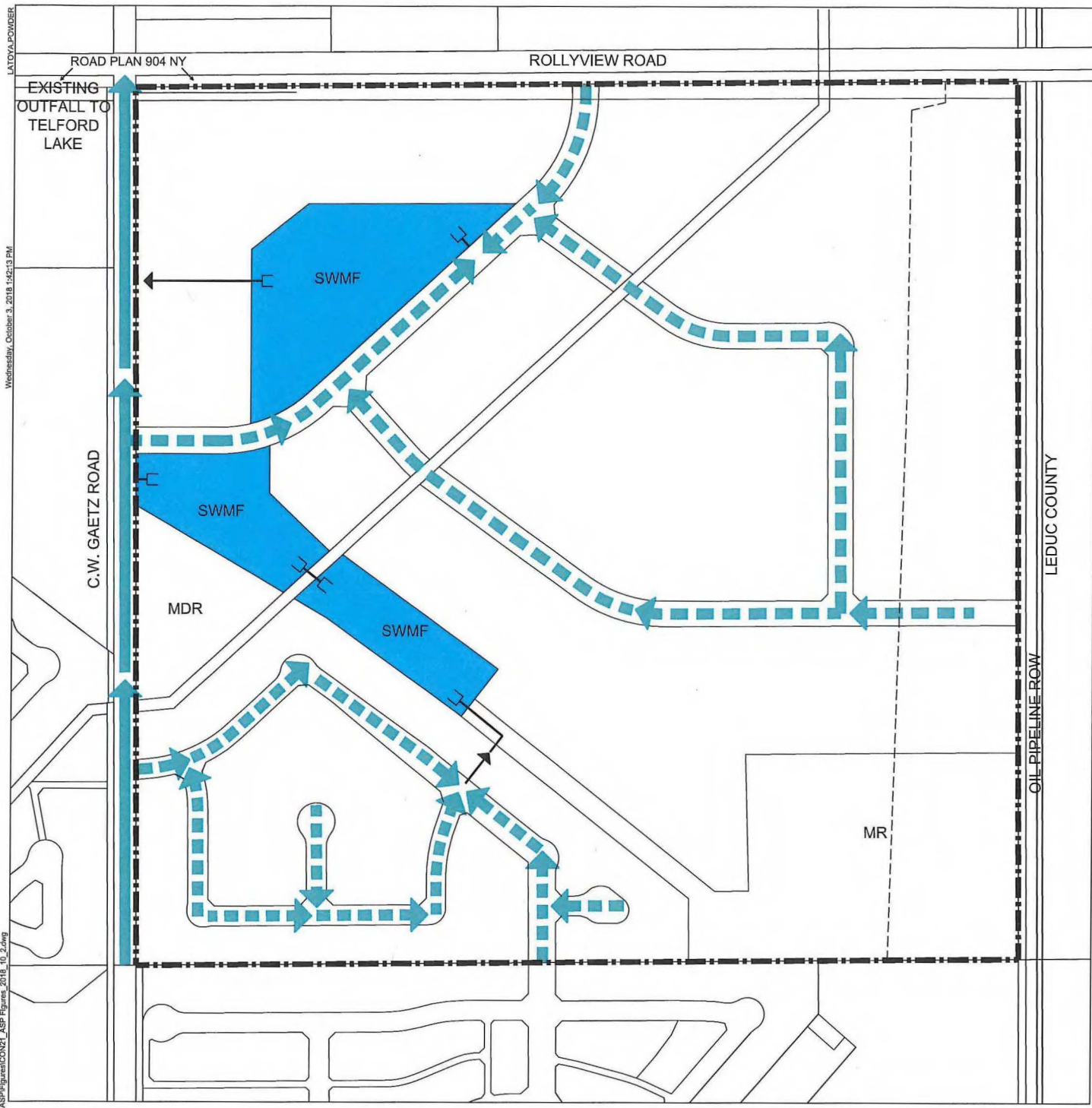
EATON AND EMERY

Area Structure Plan

FIGURE 8 | SANITARY UTILITIES

DATE: October 2018
DESIGNED BY: MM
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SCALE: NTS
JOB NUMBER: 38423





LEGEND

PLAN BOUNDARY



PROPOSED STORM LINE



STORM WATER
MANAGEMENT FACILITY



EXISTING STORM LINE



DIRECTION OF FLOW



INLET / OUTLET



* PIPE SIZES ARE SUBJECT TO CHANGE AS PER
DETAILED ENGINEERING



EATON AND EMERY

Area Structure Plan

FIGURE 9 | STORM WATER MANAGEMENT

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



6.3.4 Shallow Utilities

Shallow utilities including electricity, gas, telephone and cable are all available for extension into the plan area. These utilities will be provided within the road right-of-way and, where necessary, through easements on private lands.

Electricity

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

Gas

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

Telephone and Cable

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

Objectives:

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

Policies:

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

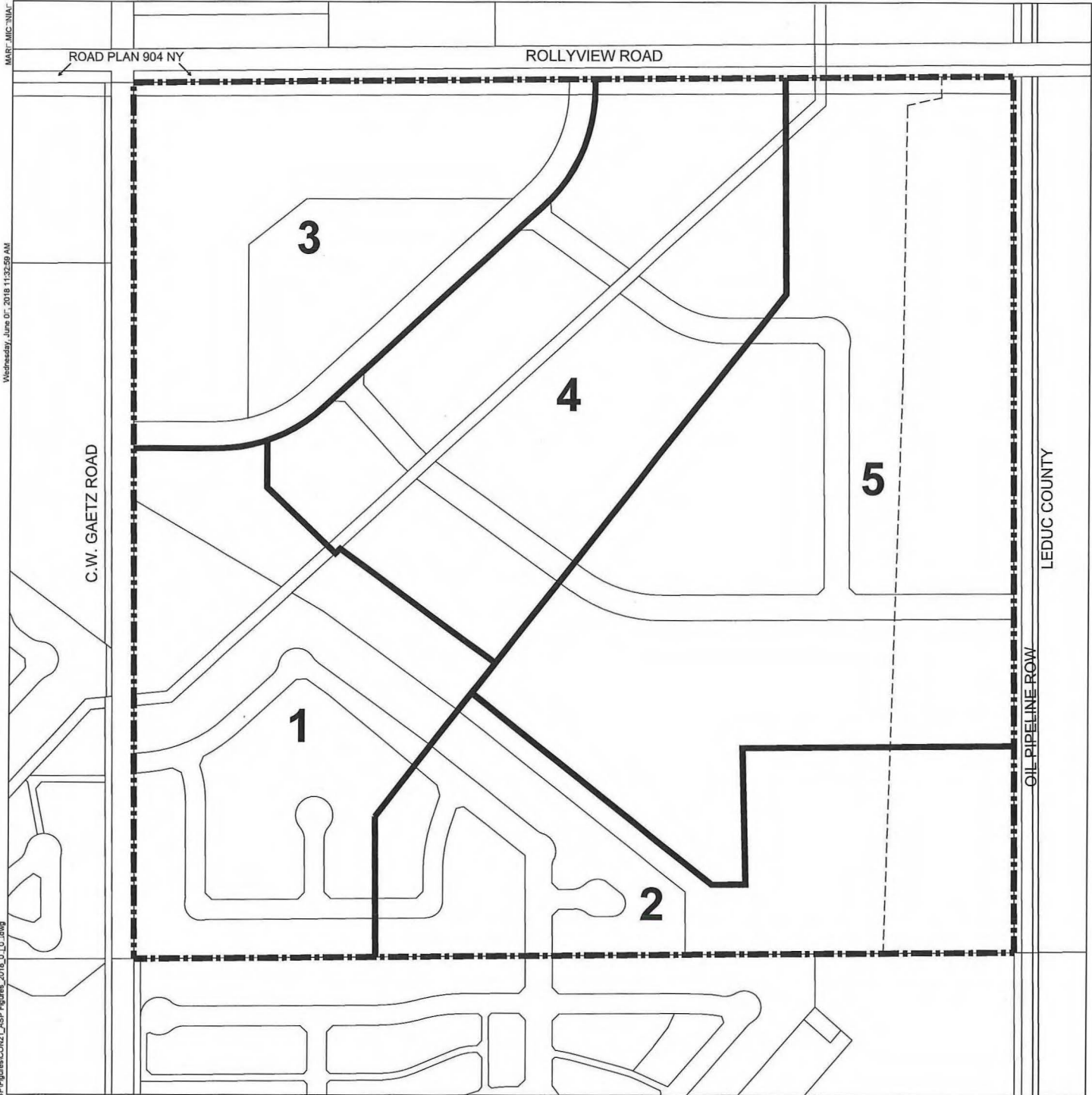
A Neighbourhood Design Brief/Servicing Study has not yet been completed for the plan area. A Servicing Study/ Neighbourhood Design brief will be required prior to the first subdivision/ development of the lands and that the results of hit may affect the overall servicing plan of the plan. The sanitary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

6.4 Implementation

6.4.1 Development Staging

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

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



LEGEND

PLAN BOUNDARY



STAGE BOUNDARY



* STAGE BOUNDARIES ARE PROVIDED AS A GUIDE AND ARE SUBJECT TO CHANGE AT DETAILED ENGINEERING



EATON AND EMERY

Area Structure Plan

FIGURE 10 | DEVELOPMENT STAGING PLAN

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



Appendix A – Policy Review

Edmonton Metropolitan Region Growth Plan

Intermunicipal Development Plan

City of Leduc Municipal Development Plan

City of Leduc Neighbourhood Design Guidelines

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

Edmonton Metropolitan Region Growth Plan

The Eaton and Emery ASP conforms to the following policies:

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

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

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

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

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

EMRGP POLICY	ASP COMPLIANCE
5. Transportation Systems Ensure effective regional mobility.	
5.2 Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community	
5.2.3 Active transportation networks and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within greenfield areas and built-up urban areas, and provide nonmotorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.	This ASP integrates a variety of residential and non-residential land uses with an open space and multiway network, as shown in Figure 5 – Parks, Open Space, and Connectivity , to provide safe and reliable travel for pedestrians and cyclists.
5.3 Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas	
5.3.1 The locations, types, scale and built form of residential, commercial, institutional and industrial uses will be planned and developed to optimize the use of transportation infrastructure to ensure efficient, convenient and safe movement of people and goods.	This ASP plans the type, scale, and built form of residential and commercial uses to optimize transportation infrastructure. With the highest density uses supported by higher order infrastructure.
5.3.2 The locations, types, scale and built form of development, including related parking regulations, will be actively managed with transit service, routing and alignment planning to foster a modal shift towards transit and active transportation modes.	This ASP plans for a multiway network, as shown in Figure 5 – Parks, Open Space, and Connectivity , to provide safe and reliable travel for pedestrians and cyclists and encourage active transportation modes.
5.4 Support the Edmonton International Airport as northern Alberta's primary air gateway to the world	
5.4.2 Regional and municipal land use plans shall comply with Airport Vicinity Protection Area Regulation (AVPA).	This ASP complies with the AVPA. A portion of this ASP is located within the NEF 30 contour line. The AVPA prohibits residential land uses within an NEF 30 contour line or greater. Commercial and employment land uses are planned within the NEF 30 line as shown in Figure 4 – Land Use Concept .
6. Agriculture Ensure the wise management of prime agricultural resources.	
6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations	

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

Intermunicipal Development Plan

The Eaton and Emery ASP conforms to the following policies:

IDP POLICY	ASP COMPLIANCE
Smart Growth	
1.3.1 Support responsible development and preservation of agricultural land. Preserve open space, agricultural land, natural beauty and critical environmental areas.	The Eaton and Emery ASP contains some current agricultural lands; however, the IDP identifies important agricultural lands outside of the Eaton and Emery ASP that should be preserved as such.
Growth Staging	
3.2.3 Protection of natural areas and agriculture by directing growth away from better agricultural lands and creeks that are located to the west of the Edmonton International Airport	The Eaton and Emery ASP is located outside of those agricultural lands indicated in the IDP.
Residential	
4.2.2.1 Residential development in the IDP area should generally conform to the areas identified for residential or mixed-use development as shown on Figure 10 – Intermunicipal Development Plan Policy Areas and as addressed in the policies for Areas A, B, C, and D in Section 5.0 of this IDP.	The residential development in this ASP is located within Area C – Transitional Residential Mixed Use according to Figure 10 of the IDP and conforms with the policies for Area C.
4.2.2.3 All residential development and subdivision within new Area Structure Plans in the IDP area shall achieve a target of 25-30 units per net residential hectare.	Housing density projections for this ASP total 35.8 units per net residential hectare (upnrha).
4.2.2.5 The minimum residential densities required in this IDP should be achieved through a variety of housing types including single-detached, semi-detached, townhouse, and apartment dwellings.	This ASP includes a variety of residential densities including low and medium density. This ASP also promotes a variety of housing types within the low density residential land uses based on market conditions at time of subdivision.
4.2.2.6 New residential communities/neighbourhoods within the IDP area should incorporate design that: <ul style="list-style-type: none"> • reduces vehicle dependency 	This ASP promotes reduced vehicle dependency by providing an integrated multiway system and a mix of land uses. The multiway provides pedestrian connections and links to open spaces and public transit.

IDP POLICY	ASP COMPLIANCE
<ul style="list-style-type: none"> • includes a variety of housing choices • exceeds minimum residential densities • comprises mixed uses and activities in neighborhood nodes • supports pedestrian and public transit connections and • provides access to open space and recreational areas and facilities. <p>Through the ASP and subdivision processes, both municipalities will ensure residential neighbourhoods and communities are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:</p> <ul style="list-style-type: none"> • The design of the neighbourhood or community wherever possible should maintain and protect stands of trees, watercourses, wetlands, ravines and other natural features. In the more rural areas, a conservation (cluster) subdivision design form should be encouraged. • Provide a wide range of housing forms and tenure. • Try to exceed minimum residential densities specified in the IDP. • The design of the neighbourhoods and communities should avoid dwellings fronting onto highways or arterial roadways. • The design needs to provide for adequate parks and open space to serve the neighbourhood and community, preferably in the form of a large centralized or linear park area which is more usable and easier to maintain. • Wherever possible, provisions need to be made in the design of the neighbourhood and community to encourage alternative sustainable transportation such as walking, cycling and public transit to reduce vehicle dependence. 	<p>The limited residential area of this ASP allows for a variety of housing types and at low and medium densities. The provision of a multi-family site raises the residential density beyond the minimum set by the CRB.</p> <p>This ASP includes a mix of residential and non-residential uses in separate nodes with medium density residential located near commercial as a complimentary use.</p> <p>This ASP promotes use of different housing forms, achieving higher than minimum densities. Residential development is not located adjacent to arterial roads or highways.</p> <p>This ASP designates 10% of GDA as MR. The MR is strategically located to provide opportunities to retain the existing natural tree stand, and centrally to create a buffer and multiway between residential and non-residential uses.</p>
Industrial	
<p>4.3.2.5</p> <p>Industrial development in the IDP area should generally conform to the areas identified for industrial development as shown on Figure 10 – Intermunicipal Development Plan Policy</p>	<p>The Business Commercial land use in this ASP is located within Area G – Southeast Business Industrial according to Figure 10 and conforms with the policies of Area G.</p>

IDP POLICY	ASP COMPLIANCE
Areas and as addressed in the policies for Areas E, F, and G in Section 5.0 of this IDP.	
<p>4.3.2.6</p> <p>With the exception of Area F "Nisku – Leduc Business Industrial" shown on Figure 11 – Intermunicipal Development Plan Policy Areas and addressed in the policies for Area F in Section 5.0 of this IDP, new industrial development and subdivision within the IDP area shall be based upon the prior approval of Area Structure Plans in accordance with Section 633 of the Alberta Municipal Government Act.</p>	Future industrial development of these lands shall be guided by the Eaton and Emery ASP.
<p>4.3.2.7</p> <p>Heavy industrial uses, which are capable of having a detrimental effect on humans or the environment through the discharge or emission of toxic, noxious, or hazardous substances, will not be permitted in the IDP area.</p>	This ASP does not propose any heavy industrial uses within the business commercial area or any other area within the ASP. The business commercial use provides employment opportunities without a detrimental effect on humans or the environment.
<p>4.3.2.8</p> <p>All industrial development and subdivision within the IDP area shall achieve development standards that meet or exceed the development standards of existing adjacent industrial uses.</p>	This ASP supports industrial subdivision and development at standards that meet or exceed the standards of existing adjacent industrial uses.
<p>4.3.2.9</p> <p>Where new industrial development and subdivision within the IDP area is proposed adjacent to or within view of existing or future non-industrial land uses, such proposed industrial development and subdivision shall:</p> <ul style="list-style-type: none"> • achieve development standards that meet or exceed the development standards of those neighbouring non-industrial uses • be subject to mitigation measures, design elements, development standards, landscaping requirements, visual screening, odour and pollution controls, traffic calming and management systems, noise abatement, and operational procedures that will mitigate any negative impacts on existing or future non-industrial land uses adjacent to or within view of the proposed industrial development. 	<p>This ASP includes open space buffer area between residential and non-residential uses consisting of MR and SWMFs. These features will provide visual screening and noise abatement. Industrial development will meet or exceed the standards of existing adjacent industrial uses.</p> <p>Mitigation measures shall be reviewed and determined at subdivision stage of development.</p>

IDP POLICY	ASP COMPLIANCE
<p>4.3.2.11</p> <p>Where possible and appropriate, new industrial development and subdivision within the IDP area shall be comprehensively designed to maximize efficiencies, to create attractive business environments, and to provide support services for the benefit of employees and business visitors.</p>	<p>This ASP supports this IDP policy. Subdivisions shall consider efficient lotting and infrastructure design.</p>
<p>4.3.2.12</p> <p>New industrial development and subdivision within the IDP area should incorporate design that:</p> <ul style="list-style-type: none"> • reduces employees' dependence on private automobile commuting to and from work • includes a variety of building types • exceeds minimum standards for site planning, landscaping, and building materials • comprises appropriate supporting commercial, institutional, and service uses in accessible activity nodes • supports pedestrian and public transit connections and • provides access to open space and recreational areas and facilities. 	<p>This ASP reduces dependence on private automobile through the integration of a multiway network. The network connects the business commercial areas with adjacent commercial, open spaces, and residential land uses. Multiway network connections also provide access opportunities to transit facilities.</p> <p>The business commercial area shall allow for a variety of building types to be determined at development permit.</p>
Commercial	
<p>4.4.2.7</p> <p>New commercial development and subdivision within the IDP area shall be based upon the prior approval of Area Structure Plans in accordance with Section 633 of the Alberta Municipal Government Act.</p>	<p>This ASP designates a commercial land use at the intersection of two higher-order roads. This location provides the highest level of visibility and access.</p>
<p>4.4.2.9</p> <p>Where new commercial development and subdivision within the IDP area are proposed adjacent to or within view of existing or future commercial or residential land uses, such proposed commercial development and subdivision shall:</p> <ul style="list-style-type: none"> • achieve development standards that meet or exceed the development standards of those neighbouring commercial or residential uses • be subject to development standards, landscaping requirements, design elements, traffic calming and management systems, and operational procedures that will serve to 	<p>The future development of these lands will comply with City standards and landscape, design and engineering implemented through subdivision and development permit to act as a complimentary use in the area.</p> <p>A multiway network integrates and connects commercial land uses with other land uses within the neighbourhood.</p>

IDP POLICY	ASP COMPLIANCE
integrate the proposed commercial development with the neighbouring commercial or residential uses.	
<p>4.4.2.11</p> <p>New commercial development and subdivision within the IDP area shall be comprehensively designed to maximize efficiencies, to create attractive business and retail environments, and to provide support services for the benefit of customers, employees, tourists, and area residents.</p>	<p>This ASP includes a SWMF integrated with the commercial area, which will add visual amenity and open space creating an attractive retail environment. The neighbourhood multiway network connects the commercial area with the rest of the neighbourhood allowing area residents to benefit from convenient access to retail and services.</p>
<p>4.4.2.12</p> <p>New commercial development and subdivision within the IDP area should incorporate design that:</p> <ul style="list-style-type: none"> • reduces the dependence of customers, employees, tourists, and area residents on the private automobile for access to and from the commercial area • includes a variety of building types • exceeds minimum standards for site planning, landscaping, and building materials • comprises, where appropriate, a mix of commercial and residential uses in accessible activity nodes • supports pedestrian and public transit connections • provides access to open space and recreational areas and facilities. 	<p>This ASP provides an integrated multiway network that reduces dependence on private automobile access to and from the commercial area. This network provides access to residential, open space, and future transit connections.</p> <p>This ASP supports that standards of commercial subdivision and development should meet or exceed the standards of existing adjacent commercial uses.</p> <p>The adjacent SWMF provides an open space amenity for residents, workers and patrons.</p>
<p>4.4.2.13</p> <p>Within those areas generally identified as “Transitional Residential Mixed Use” areas and “Town Centre” on Figure 11 – Intermunicipal Development Plan Policy Areas and addressed in the policies for Areas C and D in Section 5.0 of this IDP, appropriate mixed-use commercial and higher density residential development shall be comprehensively designed and developed to ensure integrated pedestrian-oriented communities that achieve:</p> <ul style="list-style-type: none"> • overall reductions in dependence on the private automobile 	<p>This ASP provides an integrated multiway network. This network reduces dependence on private automobile access to and from the commercial area. The network provides convenient access for residents to commercial uses, open space, and future transit connections.</p> <p>The ASP supports development that exceeds minimum standards for landscaping, site planning and building materials. The location of commercial uses is prominent providing high visibility and excellent access for neighbouring communities.</p>

IDP POLICY	ASP COMPLIANCE
<ul style="list-style-type: none"> • reduced demand for new highway infrastructure • increased demand and efficiencies in the use of public transit and non-motorized transportation • variety in the built form of commercial and residential development • development that exceeds minimum standards for site planning, landscaping, and building materials • generous pedestrian connections within communities and to public transit • access to open space and recreational areas and facilities. 	
<p>4.4.2.15</p> <p>Municipal infrastructure and services shall be provided to all commercial development within new Area Structure Plans in the IDP area.</p>	<p>This ASP ensures that full urban services will be provided for commercial lands at subdivision.</p>
Environment and Open Space	
<p>4.6.2.5</p> <p>Subject to joint intermunicipal planning, the conceptual networks, locations, and alignments of trails within the IDP area shall be included in future Area Structure Plans, and will be determined in more detail at the land use redesignation and subdivision stages of development.</p>	<p>This ASP includes a comprehensive multiway network.</p>
<p>4.6.2.7</p> <p>The development of trails, parks, and school sites shall be coordinated among the municipalities, the appropriate school boards, and any residents' associations.</p>	<p>This ASP supports co-ordinated development of trails and parks through discussion with City Administration.</p>
<p>4.6.2.8</p> <p>For all residential or commercial subdivisions, a minimum of 10% of the gross developable area of land to be subdivided shall be dedicated for the purposes of providing Municipal Reserve, School Reserve, or Municipal and School Reserve.</p>	<p>This ASP dedicates 10% of the gross developable area of land as MR.</p>
<p>4.6.2.9</p> <p>Landscaped elements of parks and open space systems may include buffers, berms, tree planting, or boulevards along major roadways.</p>	<p>The landscape elements of these open spaces uses will be determined at later stages of subdivision development.</p>

IDP POLICY	ASP COMPLIANCE
<p>4.6.2.10</p> <p>At the Area Structure Plan, land use redesignation, or subdivision stage, Environmental Impact Assessments addressing the natural areas onsite or Environmental Site Assessments addressing contamination on site, shall be prepared by qualified environmental consultants, to the satisfaction of the relevant municipal approving authority.</p>	<p>An Environmental Site Assessment prepared by Nichols Environmental was submitted to the City under separate cover and found no sources of contamination onsite.</p>
<p>4.6.2.12</p> <p>Owners of lands with existing tree stands will be encouraged to retain them to the extent possible at the time of development.</p>	<p>The ASP designates a portion of the existing tree stand as MR.</p>
Transportation	
<p>4.7.2.10</p> <p>At the Area Structure Plan stage, the City and County shall require the identification of pedestrian and bicycle trail networks in the IDP area.</p>	<p>The ASP identifies pedestrian and bicycle trail networks in Figure 6 – Transportation Network.</p>
<p>4.7.2.14</p> <p>The City and County shall require that development and subdivision along major roadways within the IDP area:</p> <ul style="list-style-type: none"> • obtain approvals, as required, from Alberta Transportation • coordinate the number of entry and exit points to major roadways • provide sufficiently wide rights-of-way or setbacks to accommodate berms, landscaping, trees, dividers, or similar noise attenuation and aesthetic features • be suitably set back in order not to interfere with the improvement or widening of roadways. 	<p>Two neighbourhood roadway accesses are from C.W. Gaetz Road and one access from Rollyview Road. Existing road right-of-ways are maintained in Figure 4 – Land Use Concept. Detailed access locations will be determined at subdivision.</p>
Municipal Servicing	
<p>4.8.2.3</p> <p>The provision of municipal services into new development areas shall be based upon logical extensions of existing infrastructure and upon the cost implications of such extensions.</p>	<p>This ASP provides the logical extension of existing infrastructure as neighbourhoods to the west and south are under development.</p>
<p>4.8.2.4</p> <p>Area Structure Plans shall include detailed servicing concept studies for the provision of</p>	<p>This ASP makes provision for water, sanitary sewer, and stormwater management based</p>

IDP POLICY	ASP COMPLIANCE
water, sanitary sewer, stormwater management, and franchise utilities.	on accepted servicing studies. These services are illustrated in Figures 7, 8, and 9.
<p>4.8.2.5</p> <p>All new multi-lot development within the IDP area shall be provided with full municipal services, including piped water, piped sewage, stormwater management, natural gas, and franchise utilities (electric power, cable, and telephone).</p>	This ASP proposes that all municipal services will be provided. Further details for the provision of services will be defined in subsequent stages of development.
<p>4.8.2.6</p> <p>All landowners, developers, or development proponents shall be responsible for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, and franchise utilities (e.g. gas, power, cable, telephone) to a new development area or site.</p>	<p>This ASP makes provision for water, sanitary sewer, and stormwater management. These services are illustrated in Figures 7, 8, and 9.</p> <p>Development costs are managed through the Development Agreement at time of subdivision.</p>
<p>4.8.2.12</p> <p>The relevant municipal approving authority shall require, as a condition of subdivision approval, the preparation and submission of stormwater management plans prepared by a qualified professional engineer registered in the province of Alberta, which shall demonstrate how the use of stormwater best management practices will reduce post development run-off rates to pre-development levels.</p>	This ASP makes provision for stormwater management as illustrated in Figure 9 – Storm Water Management. Detailed design shall be approved through the subdivision process.
<p>4.8.2.14</p> <p>All required stormwater management plans shall include measures to control the rate and quality of stormwater discharge into significant water bodies, such as the major creeks within the IDP area and Saunders Lake, through the use of stormwater management facilities, avoiding areas of steep and unstable slopes for discharge points, and if feasible, through water quality monitoring.</p>	This ASP makes provision for stormwater management as illustrated in Figure 9 – Storm Water Management. Further details for the provision of stormwater management will be defined at the detailed design stage.
Airport Vicinity Protection Area	
<p>4.9.2.1</p> <p>When making decisions on Area Structure Plans, Area Redevelopment Plans, land use redesignations, subdivisions, and development permits, the relevant municipal approving authorities shall comply with the</p>	This ASP respects the NEF 30 Contour Line and does not place any sensitive land uses, such as residential, within the NEF 30 area.

IDP POLICY	ASP COMPLIANCE
requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations.	
Area C – Transitional Residential Mixed Use	
<p>5.3.1</p> <p>Land use within the Transitional Residential Mixed Use Policy Area C shall include a mix of higher density residential and commercial development, with integrated supporting uses of the appropriate scale and location necessary to create complete and vibrant urban communities. Such supporting uses shall include adequate open space and may also include:</p> <ul style="list-style-type: none"> • local, neighbourhood, or regional commercial and retail development • community and institutional development of a local or regional scale, including recreation facilities • schools and institutions of higher learning • medical and personal service business development. 	<p>This ASP includes a commercial area within the Transitional Residential Mixed Use Policy Area C. This commercial area is adjacent to a medium density residential development and residential area and connected by a multiway.</p> <p>SWMFs provide multiway connections, visual and open space amenity and buffers between uses.</p> <p>No schools have been identified as part of this ASP. Specific commercial uses shall be determined through redistricting and development permit.</p>
Area G – Southeast Business Industrial	
<p>5.8.1</p> <p>The general purpose and intent of the Southeast Business Industrial Policy Area G is to provide for commercial, office, business, and light industrial development in the southeast sector of the IDP while respecting the context of the surrounding Transitional Residential Mixed Use Policy Area C and the future residential development within Policy Areas A and B.</p>	<p>Land in Area G is designated as Business Commercial as shown in Figure 4 – Land Use Concept, and supports the provision of commercial, office, business and light industrial uses.</p> <p>Open space buffers have been incorporated into the plan to transition to residential uses.</p>
<p>5.8.2</p> <p>Land use within the Southeast Business Industrial Policy Area G shall include a mix of commercial, office, business, and light industrial development that will generate minimal off-site impacts. Supporting uses may include:</p> <ul style="list-style-type: none"> • commercial and retail development to serve immediate employees and business visitors • regional commercial and retail development 	<p>This ASP proposes a mix of business commercial and commercial within the Southeast Business Industrial Policy Area G. specific uses shall be determined at districting and development permit.</p>

IDP POLICY	ASP COMPLIANCE
<ul style="list-style-type: none"> • institutional development of a regional scale, including indoor and outdoor recreation facilities • institutions of higher learning • medical offices, health centres, and hospitals • services or amenities of neighbourhood or regional scale that may appeal to or meet the needs of nearby residents. 	
<p>5.8.4</p> <p>All Area Structure Plans, land use redesignations, subdivisions, and development permits within the Southeast Business Industrial Policy Area G shall comply with the requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations. Accordingly, only non-residential and open space uses may be developed in Policy Area G.</p>	<p>In this ASP Area G does not include any residential uses north of the NEF boundary as shown in Figure 4 – Land Use Concept.</p> <p>Any lands designated for residential use within the NEF 30 contour shall be limited to amenity space, parking, or private roadways to support residential buildings.</p>

City of Leduc Municipal Development Plan

The Eaton and Emery ASP conforms to the following policies:

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

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

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

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

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

MDP POLICY	ASP COMPLIANCE
areas shown in Figure 4, which would serve to buffer residential neighbourhoods from significant sources of highway and airport noise, and which would incorporate land use and design transitions to create compatible and sensitive development within the residential context.	other by open space and SWMFs. The buffer mitigates the impact of views and noise on the residential area.
<p>23. Allowing for a full range of housing types within the Transitional Residential Mixed Use policy areas shown in Figure 4, provided that:</p> <ul style="list-style-type: none"> • gradual land use transitions will be developed within the Transitional Residential Mixed Use areas, with <ul style="list-style-type: none"> - 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. 	<p>This ASP includes a mix of residential, commercial, and business commercial land uses. The residential component encourages a variety of housing types and includes one multi-family development. These uses are buffered from each other by open space and SWMFs. The buffer mitigates the impact of views and noise on the residential area. This may be further mitigated through the use of landscaping, fencing, and berms.</p>
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.	<p>This ASP includes a mix of residential, commercial, and business commercial land uses. These uses are buffered from each other by open space and SWMFs. The buffer mitigates the impact of views and noise on the residential area. Additional mitigation measures should be considered at subdivision.</p>
25. Requiring that all new residential subdivision and site plans include landscaping and open space plans that take	<p>This ASP includes a MR dedication for an area containing an existing tree stand integrating it into the open space network in</p>

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

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

MDP POLICY	ASP COMPLIANCE
of impacts on adjacent land uses and the environment, pedestrian connections, and amenities for employees.	SWMFs, and a connection to the multiway network.
4H Transportation and Utility Servicing Infrastructure	
8. Providing a balanced transportation system that offers choice among mobility options including non-vehicular travel, the private automobile, and public transit.	This ASP includes mobility options for private automobile and public transit through the road network. Non-vehicular travel is offered through the multiway network.
9. Planning for public transit routes and stops where transit service can most efficiently be provided to major concentrations of employment, residential population, and community services, including schools.	This ASP provides an opportunity for public transit along C.W. Gaetz Road. Additional connections shall be determined through discussion with City transit.
15. Integrating pedestrian infrastructure such as sidewalks, trails, pathways, and the Multiway system into the overall transportation network.	This ASP includes a multiway network which ingrates various land uses and connects to the sidewalks and adjacent neighbourhoods as illustrated in Figure 6 – Transportation Network .
17. Requiring developers: <ul style="list-style-type: none"> • 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. 	<p>This ASP includes, under separate cover, environmental, geotechnical, and transportation studies. A review of servicing is included in this ASP under Section 6.3 – Servicing.</p> <p>This ASP contains the required services, including sewer, water, and roads. The costs and securities for municipal infrastructure will be addressed at subdivision.</p>
5C Healthy, Inclusive, and Safe Communities	
15. Ensuring that growth and development support the positive social atmosphere of Leduc and its reputation as a community that	This ASP provides opportunities for the creation of a safe and pleasant community. A variety of housing types are encouraged to allow for different life styles to mix in the

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

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

City of Leduc Neighbourhood Design Guidelines

The Eaton and Emery ASP conforms to the following policies:

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

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

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

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

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

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

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

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

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

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

The Eaton and Emery ASP conforms to the following policies:

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