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

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

AND: Bylaw No. 883-2015 adopts the Southeast Leduc Area Structure Plan, passed by Council on February 9, 2015;

AND: Council has deemed it expedient and necessary to amend Bylaw No. 883-2015;

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

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

PART II: APPLICATION

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

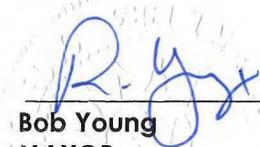
PART III: ENACTMENT

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

READ A FIRST TIME IN COUNCIL THIS 10TH DAY OF JUNE, 2019.

READ A SECOND TIME IN COUNCIL THIS 24TH DAY OF JUNE, 2019.

READ A THIRD TIME IN COUNCIL AND FINALLY PASSED THIS 24TH DAY OF JUNE, 2019.


Bob Young
MAYOR


Sandra Davis
CITY CLERK

June 24, 2019

Date Signed

Area Structure Plan



Southeast Leduc Area Structure Plan

In the City of Leduc, Alberta

April 2019

Prepared for:



Report No. 6162(C)-03



TABLE OF CONTENTS

Letter of Transmittal

	Page No.
1.0 Introduction	1
1.1 Purpose.....	1
1.2 Background.....	1
1.3 Location and Ownership.....	1
2.0 Site Features	2
2.1 Existing Conditions.....	2
2.1.1 Topography.....	2
2.1.2 Natural Features.....	2
2.1.3 Adjacent Development.....	2
2.1.4 Existing Development.....	3
2.1.5 Rimbey/Keyera Pipeline.....	3
2.2 Policy Context and Statutory Compliance.....	4
3.0 Development Concept	12
3.1 Overview and Objectives.....	12
3.2 Public Space, Municipal Reserve, and Connectivity.....	12
3.3 Residential Land Uses.....	13
3.4 Transportation Network.....	13
3.5 Plan Amendments, Public Consultation, and Other Considerations.....	14
4.0 Services	15
4.1 Previous Studies.....	15
4.2 Water Distribution.....	15
4.3 Sanitary Sewer.....	16
4.4 Storm Water Management.....	16
4.5 Franchise Utilities.....	16
5.0 Implementation	17
5.1 Development Staging.....	17

APPENDICES

Appendix A – Maps

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

MAPS

Map 1 – Location

Map 2 – Context

Map 3 – Topography and Natural Features

Map 4 – Development Concept

Map 5 – Municipal Reserve and Multiway Network

Map 6 – Transportation Network

Map 7 – Water Distribution Network

Map 8 – Sanitary Sewer

Map 9 – Storm Water Management

Map 10 – Development Staging

TABLES

Table 1 – Development Statistics..... Appendix B

Table 2 – Residential Areas, Unit Count & Population..... Appendix B

Table 3 – Student Generation..... Appendix B

1.0 Introduction

1.1 Purpose

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

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

1.2 Background

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

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

1.3 Location and Ownership

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

2.0 Site Features

2.1 Existing Conditions

2.1.1 Topography

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

2.1.2 Natural Features

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

2.1.3 Adjacent Development

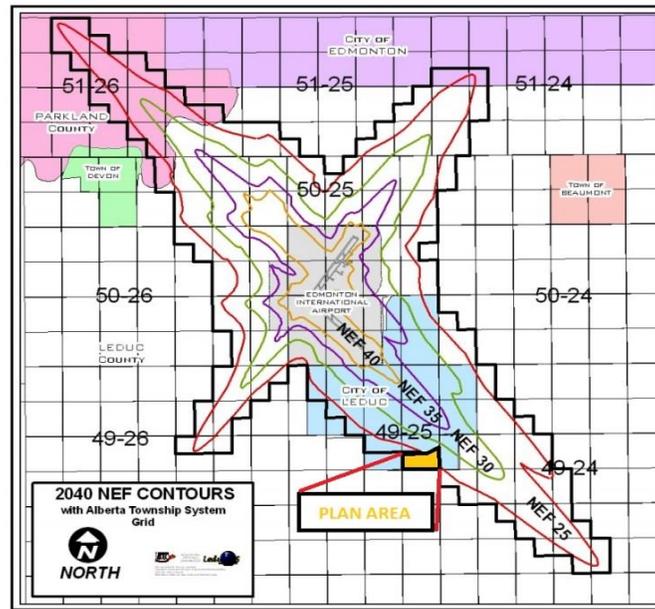
The Southeast Leduc area is located on the southern edge of residential development in Leduc. It is bounded to the south by the Leduc City limits and the South Boundary Road arterial. The western edge is delineated by the CP Rail mainline and Highway 2A.

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

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

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

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



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

2.1.4 Existing Development

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

2.1.5 Rimbey/Keyera Pipeline

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

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

2.2 Policy Context and Statutory Compliance

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

Municipal Government Act (MGA)

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

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

Edmonton Metropolitan Region Growth Plan (2016)

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

Guiding Principles and Objectives	ASP Outcomes
<p>I. PROMOTE GLOBAL ECONOMIC COMPETITIVENESS AND REGIONAL PROSPERITY</p> <p>1.1 Promote global economic competitiveness and diversification of the regional economy</p> <p>1.2 Promote job growth and the competitiveness of the Region’s employment base</p> <p>1.3 Enhance competitiveness through the efficient movement of people, goods and services to, from, and within the Region</p> <p>1.4 Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce</p>	<ul style="list-style-type: none"> • This plan provides housing to support the expansion of economic centres in the Metro Region (Edmonton International Airport, Nisku, and Edmonton). • Increased population requires housing investment and business growth to service expanding needs of all residents. • Expanding residential opportunities in Leduc for local employees may help to relieve commuting pressure on QEII Highway between Edmonton and Leduc. • Construction of the required arterial road south of the Plan area shall enhance the local road network. • The City of Leduc provides extensive urban amenities in a small town environment. Southeast Leduc supports this by providing modern urban living with a distinctive and appealing small town suburban form.
<p>II. PROTECT NATURAL LIVING SYSTEMS AND ENVIRONMENTAL ASSETS</p>	<ul style="list-style-type: none"> • Significant tree stands will be protected wherever possible.

<p>2.1 Conserve and restore natural living systems through an ecological network approach</p> <p>2.2 Protect regional watershed health, water quality and quantity</p> <p>2.3 Plan development to promote clean air, land and water and address climate change impacts</p> <p>2.4 Minimize and mitigate the impacts of regional growth on natural living systems</p>	<ul style="list-style-type: none"> • The storm water management facility will minimize negative runoff impacts on regional watersheds. • Storm water management to reduce impacts of flooding or other extreme weather events associated with climate change. • Alternative transportation is supported by the trail and park network and may result in a reduction of greenhouse gas emissions, air pollution, by reducing automobile use. • Increased residential densities compared to mature Leduc communities to reduce the rate of land consumption while still providing desirable housing.
<p>III. RECOGNIZE AND CELEBRATE THE DIVERSITY OF COMMUNITIES AND PROMOTE AN EXCELLENT QUALITY OF LIFE ACROSS THE REGION</p> <p>3.1 Plan and develop complete communities within each policy tier to accommodate people’s daily needs for living at all ages</p> <p>Leduc is located within the <i>Metropolitan Area</i> policy tier of the EMRGP. This Policy Tier entails:</p> <ul style="list-style-type: none"> ○ Urban service levels ○ Contiguous urban settlement ○ Major employment areas ○ Cultural, health, and major commercial centres ○ Regional commuter transit and varying levels of local service <p>3.2 Plan for and promote a range of housing options</p> <p>3.3 Plan for and promote market affordable housing and non-market housing to address core housing need</p>	<ul style="list-style-type: none"> • The Plan area supports all expectations for development within the Metropolitan Area by logically extending existing infrastructure near employment and institutions and is easily serviceable by bus transit. • This ASP supports strong inclusive community through a wide range of housing options from single family, to semi-detached and townhomes. • Housing is provided at market prices. Affordability of the housing is increased through developing the ASP as a higher density and with more medium density housing than older areas of Leduc.
<p>IV. ACHIEVE COMPACT GROWTH THAT OPTIMIZES INFRASTRUCTURE INVESTMENT</p> <p>4.1 Establish a compact and contiguous development pattern to accommodate employment and population growth</p> <p>4.2 Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint</p> <p>4.3 Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities</p> <p>4.4 Plan for and accommodate rural growth in appropriate locations with sustainable levels of servicing</p> <p>4.5 Plan for and develop mixed use and higher density centres as areas to concentrate growth</p>	<ul style="list-style-type: none"> • This ASP logically extends residential development and contiguous infrastructure. • The proposed development is entirely within the City limits of Leduc. • This greenfield development includes a variety of residential options, recreation amenities, and a future school site. All factors contribute to a complete community in Southeast Leduc. • This ASP was first created under the Capital Region Board. At that time, the ASP was located within Priority Growth Area (PGA) E with a minimum density target of 25 units per net residential hectare. The proposed ASP density of 27.2 per net hectare is higher than the CRGP minimum density for this PGA. As well, the 5,788 projected residents represent about 16 percent of CRB high projection of 36,300 for the City of Leduc. All previous plan

<p>of people and jobs</p> <p>4.6 Prioritize investment and funding of regional infrastructure to support planned growth</p> <p>4.7 Ensure compatible land use patterns to minimize risks to public safety and health</p>	<p>approvals are grandfathered in under the Edmonton Metropolitan Region Board. This plan strives to achieve the highest densities possible within the approved land use pattern.</p> <ul style="list-style-type: none"> • Construction of the required arterial road south of the Plan area shall enhance the local road network and be timed to support properly phased development. • All proposed land uses are compatible. A risk assessment has been completed to confirm the safety of development adjacent to the Keyera Pipeline.
<p>V. ENSURE EFFECTIVE REGIONAL MOBILITY</p> <p>5.1 Develop a regional transportation system to support and enhance growth and regional and global connectivity</p> <p>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</p> <p>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</p> <p>5.4 Support the Edmonton International Airport as Northern Alberta's primary air gateway to the world</p> <p>5.5 Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions</p>	<ul style="list-style-type: none"> • Regional transportation to support the development includes construction of the arterial along the ASP south boundary. • The ASP area provides an adequate network for transit. Alternative transportation is supported by the provision of sidewalks and multi-use trails. • The Plan complies with all Edmonton International Airport policies and provides a large local labor pool.
<p>VI. ENSURE THE WISE MANAGEMENT PRACTICES OF PRIME AGRICULTURAL RESOURCES</p> <p>6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations</p> <p>6.2 Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses</p> <p>6.3 Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system</p>	<ul style="list-style-type: none"> • This ASP is located within the City of Leduc. No additional expansion into agricultural lands is required. • All proposed development follows logical extension of residential development in Leduc. Land fragmentation of agricultural land is strictly avoided. • Residents in Leduc are well positioned to be employed in nearby agricultural operations.

City of Leduc 2012 Municipal Development Plan (MDP)

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

Policy	ASP Outcomes
<p>2-ENVIRONMENT AND INFRASTRUCTURE <i>Safe and sustainable systems</i></p>	<p>This ASP incorporates open space connectivity to encourage pedestrian activity and alternative transportation. Traffic calming is provided by means of staggered intersections and gentle road curves to help keep the streets safe for pedestrians.</p>
<p>ENVIRONMENTAL PRIORITIES (p.23) <i>“...shifting towards alternative modes of transportation.”</i></p>	<p>The strategic location of Medium Density Residential sites nearby to the school site and multiway network is designed to encourage pedestrian and cycling activity.</p>
<p>2B-CLEAN AIR AND GREENHOUSE GAS EMISSIONS <i>“... active modes of travel such a walking and cycling through integrated planning and the promotion of compact urban form and mixed land use”</i></p>	<p>The layout of the community promotes walkability and cycling in both commuting and recreational respects. MDR sites located near the school and trail systems are also adjacent to single-family neighbourhoods and support active transportation modes by all residents. An accessible pedestrian greenway is protected through the plan area.</p>
<p>4B) GENERAL LAND USE PLANNING 12- <i>“Providing for new residential neighbourhoods with a variety of housing types which have full access to a complete range of municipal infrastructure, community services, open space, recreational facilities, and educational institutions.”</i></p>	<p>Services and facilities are located within walking distance of most residences which allows for reduced dependency on the automobile. Park spaces are centrally located to encourage local recreational use. Educational institutions for residents are to be provided within the community.</p>
<p>4E) NEW RESIDENTIAL DEVELOPMENT 11- <i>“Protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the multi-way system</i></p>	<p>The community design incorporates strong connectivity to surrounding areas and internal connectivity between open spaces and residential areas.</p>
<p>4H) TRANSPORTATION AND UTILITY INFRASTRUCTURE 2- <i>“Investing strategically in new infrastructure where coordination of service provision with compact urban form and efficient land use will result in long term economic, social, aesthetic and environmental benefits to the community.”</i> 15- <i>“Integrating pedestrian infrastructure such as sidewalks, trails, pathways and the multiway system into the overall transportation network”</i> 16- <i>“Promoting safety on streets and sidewalks with traffic control measures, snow clearing and ice control, street lighting and pedestrian oriented streetscapes.”</i></p>	<p>The integration of trails, the multiway system, open spaces and sidewalks into the overall design concept encourages walkability within the community. Traffic calming measures such as staggered intersections and limited straight through roadways help to promote the walkability of the community. Utilizing the hierarchy of roads with a majority being local and collector roads rather than arterials helps to create a sense of safety, community and place.</p>
<p>6A) ACTIVE AND HEALTHY COMMUNITY 3- <i>“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.”</i></p>	<p>The multiway system links various residential neighbourhoods and is incorporated as part of the overall linked open space network. The high pressure pipeline rights-of-way open space provides an opportunity to extend the multiway system along the pipeline.</p>

<p>6C) HIGH QUALITY, SAFE AND ACCESSIBLE PUBLIC OPEN SPACES 2- <i>“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.”</i> 3- <i>“Promoting safety in parks and the multiway system with accessible design, snow clearing and ice control, street lighting and pedestrian oriented design.”</i></p>	<p>The park system has been designed as a central element of the community. Strong connections exist between the various park spaces to encourage interaction between the various spaces and land uses. The strategically placed trail heads allow for an integrated trail system that links with the City system. Park safety is achieved through design and incorporates CPTED (Crime Prevention Through Environmental Design) strategies. The majority of the parks flank neighbourhood roads and residential lots which help open up the spaces to the community and increase the “eyes on the space”.</p>
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Our Sense of Place-Neighbourhood Design Strategy (2009)

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

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

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

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

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

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

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

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

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

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

Leduc Land Use Bylaw (LUB)

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

3.0 Development Concept

3.1 Overview and Objectives

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

The key objectives of the ASP are as follows:

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

3.2 Public Space, Municipal Reserve, and Connectivity

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

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

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

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

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

3.3 Residential Land Uses

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

3.4 Transportation Network

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

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

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

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

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

3.5 Plan Amendments, Public Consultation, and Other Considerations

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

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

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

4.0 Services

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

4.1 Previous Studies

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

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

4.2 Water Distribution

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

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

4.3 Sanitary Sewer

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

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

4.4 Storm Water Management

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

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

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

4.5 Franchise Utilities

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

5.0 Implementation

5.1 Development Staging

Staging of the development is constrained by available services and service capacity. As shown on **Map 10**, Stage 1 has been previously constructed in the neighbourhood of Tribute in the north west of the Plan area. A portion of the eastern neighbourhood of Meadowview has been completed in the northeast. Generally, the pattern of development will occur from northwest portion of the site, in the neighbourhood known as Tribute to connect to the south arterial right-of-way. Then development will move towards the east portion of the Meadowview neighbourhood (Stage 4). Ultimately developing lands in the south-central portion of the plan area, connecting development in Meadowview.

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

Appendix A

Maps





Image Source: Google Earth

Scale 1:25,000



Legend

-  ASP Area
-  Leduc City Limits

Project

Southeast Leduc Area Structure Plan

Title

Location Plan

Map

1



April 25, 2019



WILLIAM F. LEDE PARK

Scale 1:12,500 
Project

- Legend
-  ASP Area
 -  Leduc City Limits
 -  Pipeline R/W

Southeast Leduc Area Structure Plan

Title
Context



Map
2
April 25, 2019

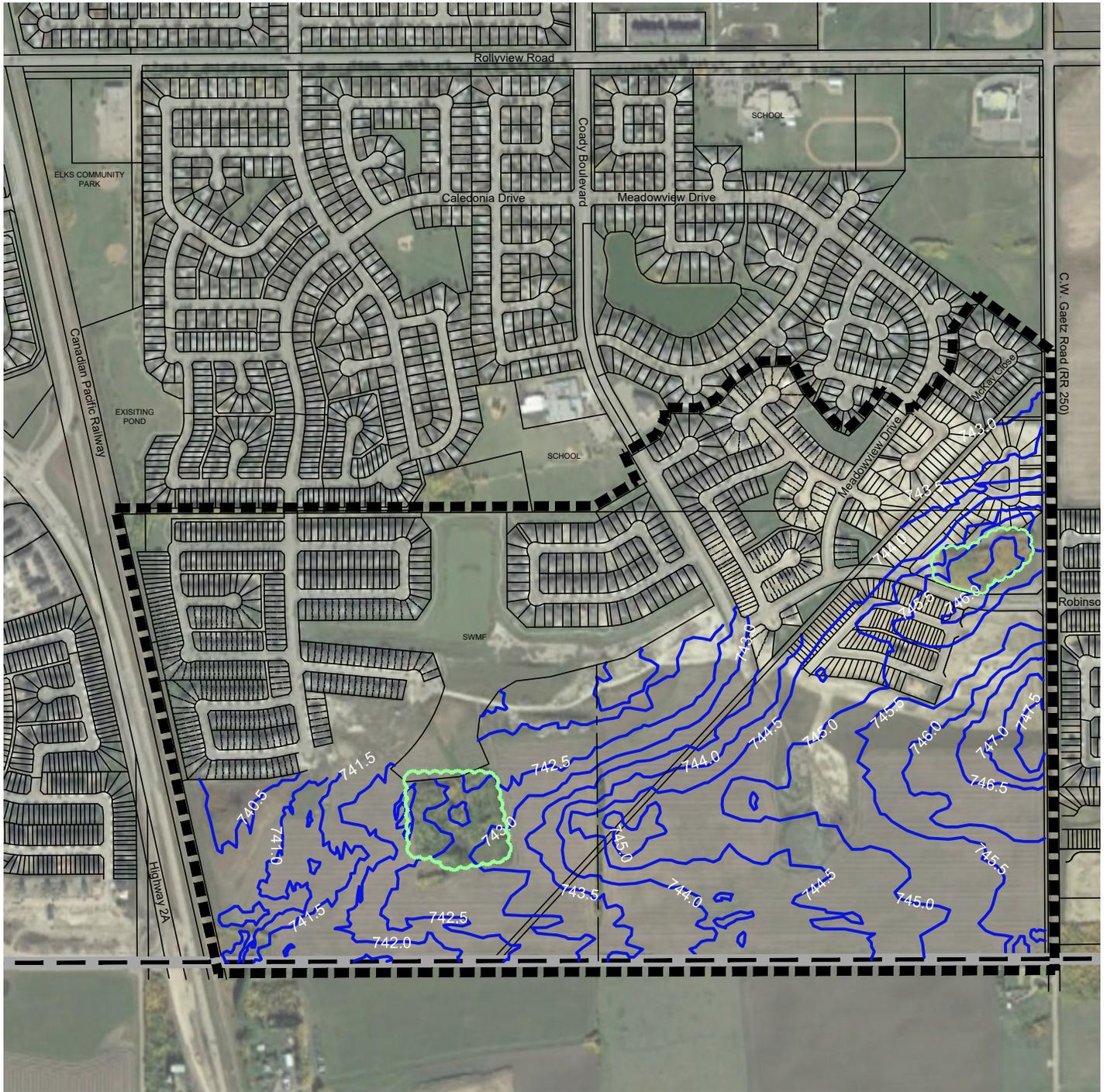


Image Source: Google Earth

Scale 1:10,000



Legend

-  ASP Area
-  Leduc City Limits
-  Tree Stand
-  Topographic Contours - 0.5m Intervals

Project

Southeast Leduc Area Structure Plan

Title

Topography and Natural Features

Map

3



April 25, 2019



Scale 1:10,000



Legend

- ASP Area
- Leduc City Limits
- Pipeline R/W
- Low Density Residential
- Medium Density Residential
- Municipal Reserve/Open Space
- Public Utility / SWMF

Project

Southeast Leduc Area Structure Plan

Title

Development Concept

Map

4



April 25, 2019



Scale 1:10,000



Legend



ASP Area



Leduc City Limits



Multiway



Pedestrian Linkages



Municipal Reserve



PUL and Stormwater Facility

*Location of Future Pedestrian Links Subject to Change During Detailed Design

Project

Southeast Leduc Area Structure Plan

Title

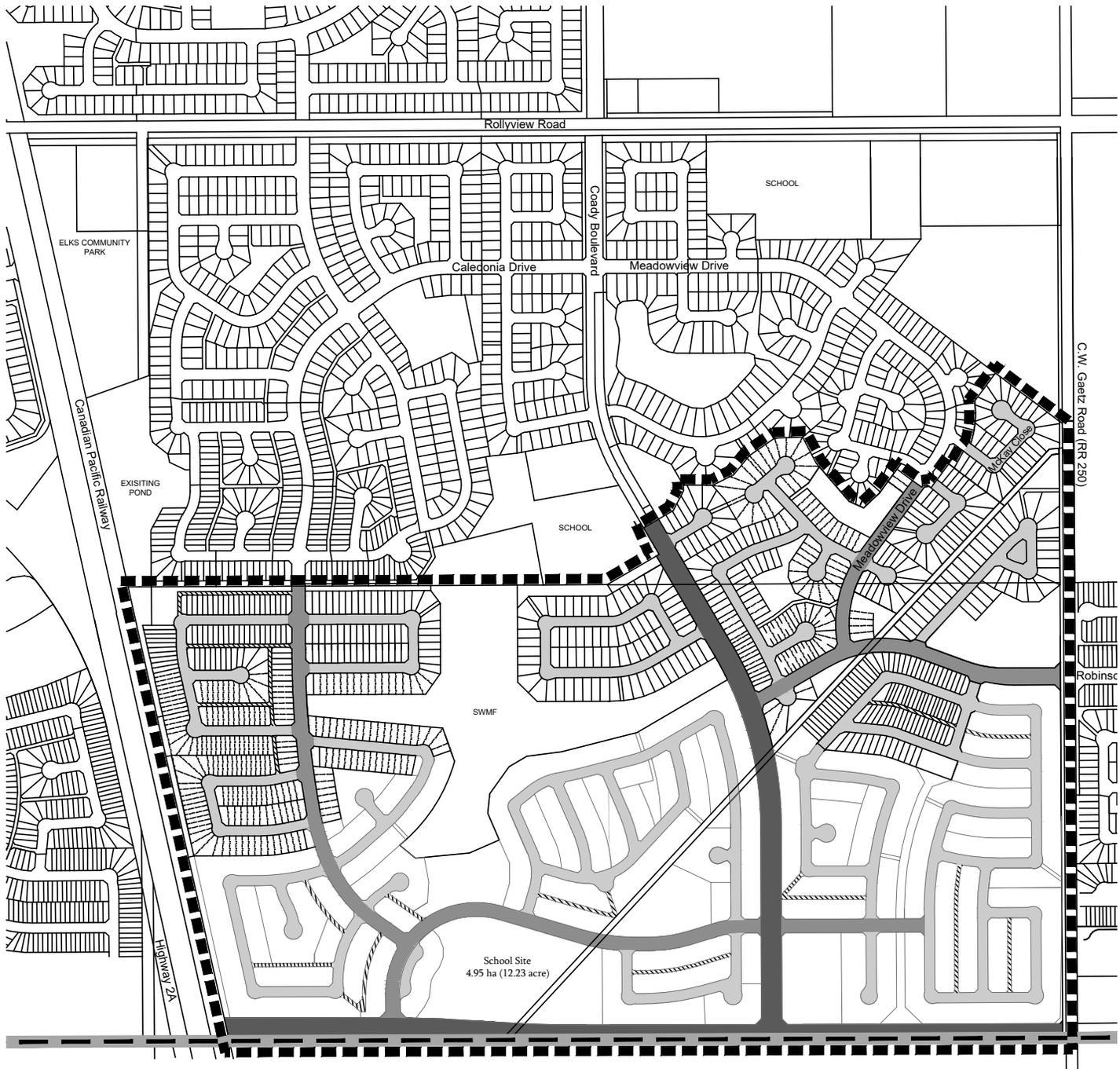
Municipal Reserve and Multiway Network

Map

5



April 25, 2019



Scale 1:10,000 
 Project

Legend

- | | | | |
|---|-------------------|---|-----------------|
|  | ASP Area |  | Arterial |
|  | Leduc City Limits |  | Major Collector |
| | |  | Local Road |
| | |  | Lane (6.0m) |

Southeast Leduc Area Structure Plan

Transportation Network

Title
Map

6



April 25, 2019



Scale 1:10,000



Legend

- ASP Area
- Ex. 350mm WM
- Proposed 350mm Watermain
- Leduc City Limits
- Ex. 300mm WM
- Proposed 300mm Watermain
- Pipeline R/W
- Ex. 250mm WM
- Proposed 250mm Watermain

*Watermain sizing shown is conceptual and is subject to change during detailed design work. Adjustments to water main sizing shall be approved by Leduc and shall not require an ASP amendment.

Southeast Leduc Area Structure Plan

Water Distribution Network

Title

Map

7



May 13, 2019



Scale 1:10,000 
Project

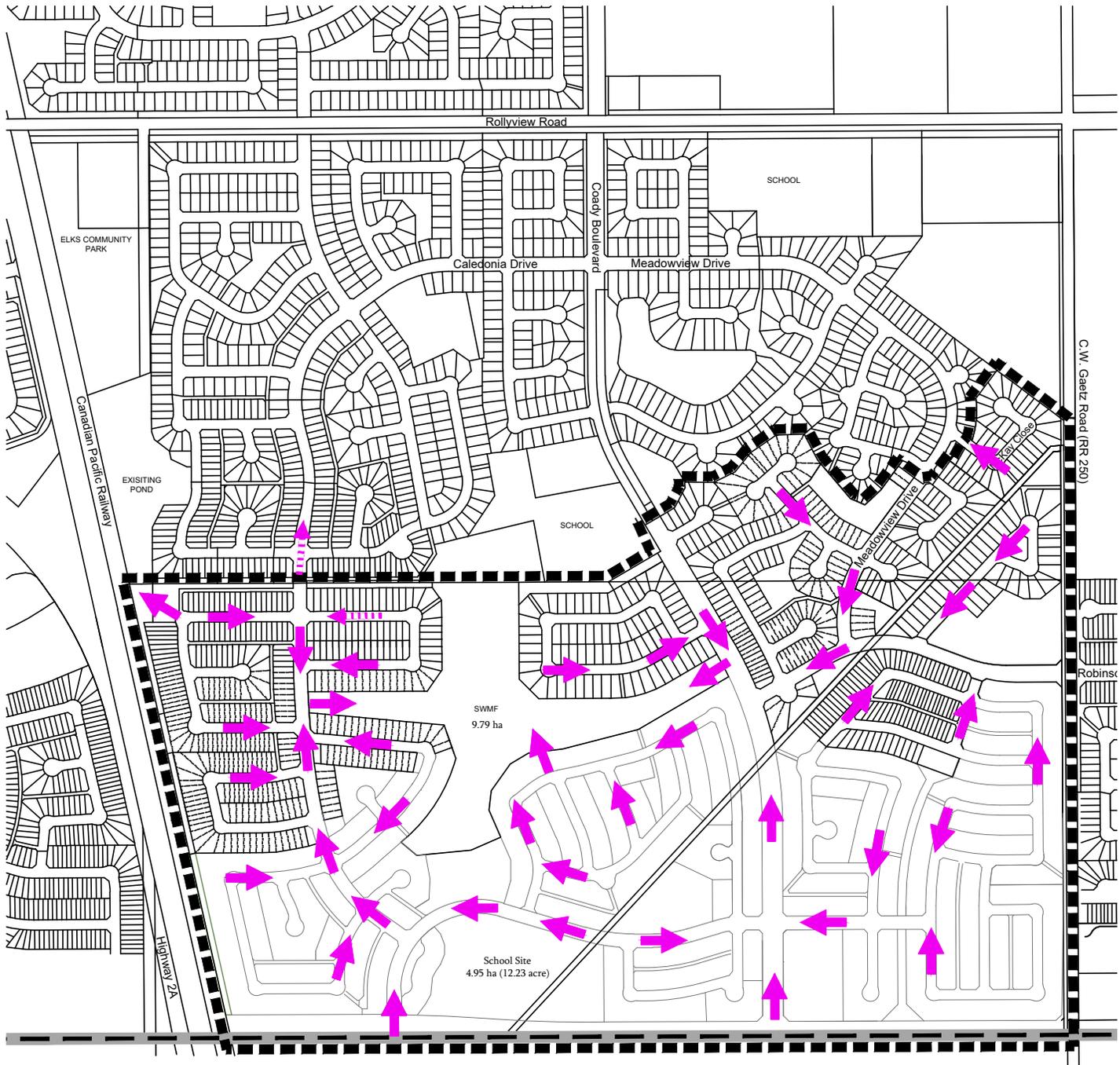
- Legend
-  ASP Area
 -  Leduc City Limits
 -  Sanitary Connection Point
 -  Direction of Flow

Southeast Leduc Area Structure Plan

Sanitary Sewer



Title
Map
8
April 25, 2019



Scale 1:10,000



Legend

-  ASP Area
-  Leduc City Limits
-  Direction of Flow
-  Storm Pond Discharge

Project

Southeast Leduc Area Structure Plan

Title

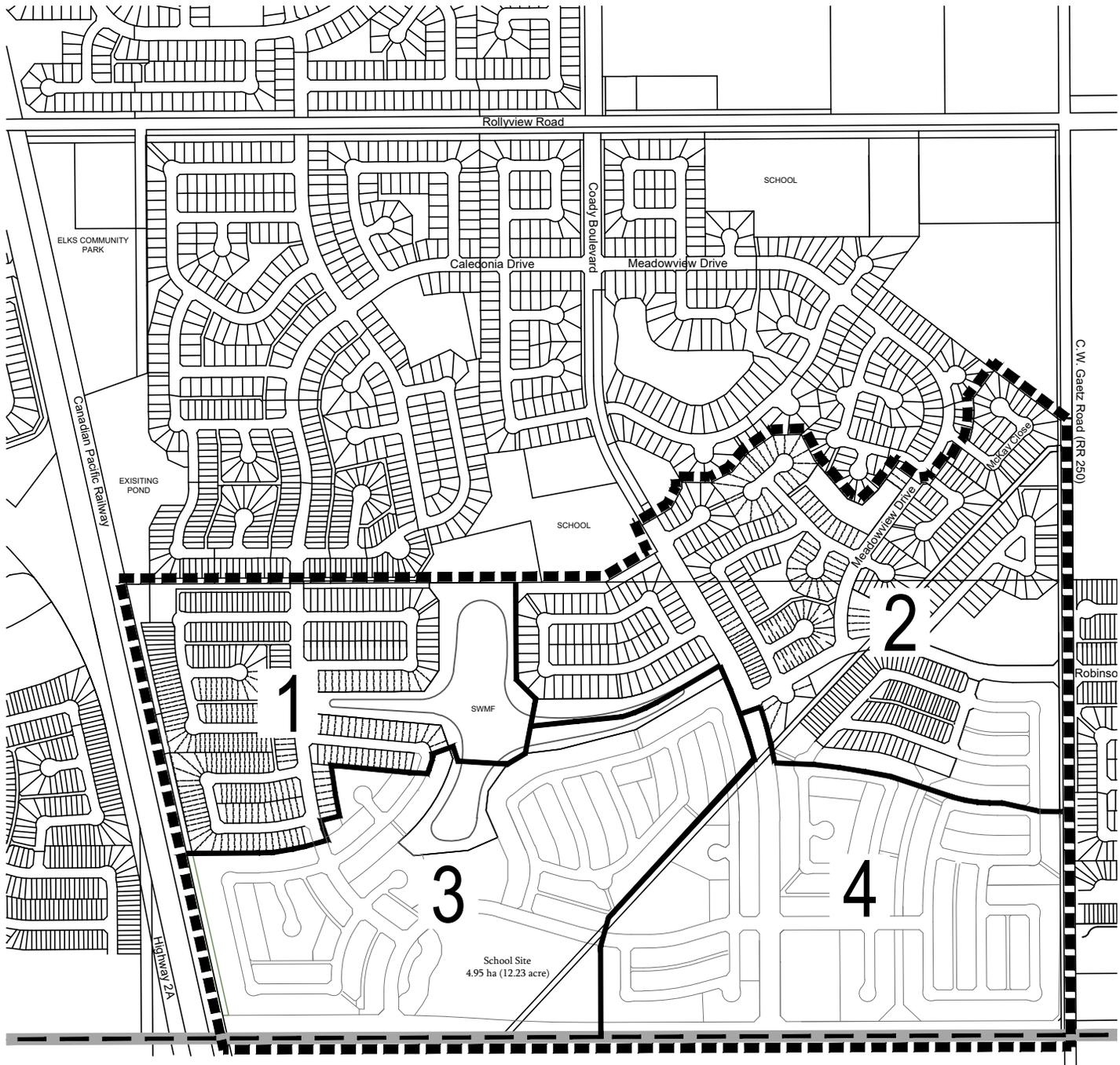
Stormwater Management

Map

9



April 25, 2019



Scale 1:10,000 
Project

Legend

-  ASP Area
-  Leduc City Limits
-  Preliminary Staging Boundary
- 3**
Stage Number
*Stage boundaries subject to available service capacities and detailed engineering design

South East Leduc Area Structure Plan

Development Staging Map



Title
Map
10

April 25, 2019

Appendix B

Development Statistics



Table 1: SOUTHEAST LEDUC AREA STRUCTURE PLAN LAND USE STATISTICS		
	Area (ha)	% of GDA
GROSS AREA (TITLE AREA)	141.12	
Undevelopable Lands	0.00	0.00%
GROSS DEVELOPABLE AREA	141.12	100.00%
Total MR Dedication Required*	13.53	
MR-School Site (Includes Keyera ROW)	4.95	3.51%
MR-Parks, Open Space, and Connections (Excludes Keyera ROW)**	8.60	6.09%
Roads	36.77	26.06%
Public Utility and SWMF	11.43	8.10%
TOTAL NON-RESIDENTIAL AREA	61.75	43.76%
NET RESIDENTIAL AREA (NRA)	79.37	56.24%

Table 2: RESIDENTIAL AREAS, UNIT COUNT & POPULATION						
Land Use	Area (nrha)	Units/ha	Units	People/Unit	Pop	% NDA
Low Density Residential (LDR)						
Single/Semi-Detached/Row Housing	76.23	25	1,906	2.8	5,336	96.05%
Medium Density Residential (MDR)						
Low-Rise Medium Density Housing	3.14	80	251	1.8	452	3.95%
Total Residential	79.37		2,157		5,788	100.00%
Sustainability Measures						
Population Per Net Residential Hectare (ppnrha)				72.9		
Units Per Net Residential Hectare (upnrha)				27.2		

Table 3: STUDENT GENERATION	
Public School Board	
Elementary	279
Junior High	129
Senior High	129
Public School Board SUBTOTAL	537
Separate School Board	
Elementary	52
Junior High	26
Senior High	26
Separate School Board SUBTOTAL	104
TOTAL SCHOOL POPULATION	641

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

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

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

A BYLAW OF THE CITY OF LEDUC IN THE PROVINCE OF ALBERTA, TO ADOPT THE AREA STRUCTURE PLAN FOR PART OF THE NE ¼ AND SOUTH ½ SECTION 24, TOWNSHIP 49, RANGE 25, WEST OF THE 4TH MERIDIAN.

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: Part of the NE ¼ and South ½ Section 24, Township 49, Range 25, West of the 4th Meridian South East Area Structure Plan addresses the requirements of an Area Structure Plan as outlined in the Act;

AND: Bylaw 268-92, Section 24, Township 49, Range 25, West of the 4th Meridian and part of the NE ¼ Section 23, Township 49, Range 25, West of the 4th Meridian South East Area Structure Plan and Bylaws 535-2003, 615-2005, 674-2007 and 811-2013 amending Bylaw 268-92 are no longer applicable.

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. This Bylaw is to be cited as the South East Leduc Area Structure Plan Bylaw.

PART II: APPLICATION

- 2. The South East Leduc Area Structure Plan, as amended, attached hereto as Schedule "A", is hereby adopted.

PART III: REPEAL

- 3. Bylaw 268-92, Bylaw 535-2003, Bylaw 615-2005, Bylaw 674-2007, and Bylaw 811-2013 are hereby repealed.

PART IV: ENACTMENT

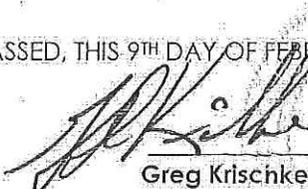
- 4. This Bylaw, as amended, shall come into force and effect when it receives Third Reading and is duly signed.

READ A FIRST TIME IN COUNCIL THIS 12th OF JANUARY, 2015.

READ A SECOND TIME, AS AMENDED, IN COUNCIL THIS 9th DAY OF FEBRUARY, 2015.

READ A THIRD TIME, AS AMENDED, IN COUNCIL AND FINALLY PASSED, THIS 9th DAY OF FEBRUARY, 2015.

Feb 09/15
Date Signed


Greg Kruschke
MAYOR

Sandra Davis
CITY CLERK

Area Structure Plan



South East Leduc Area Structure Plan

In the City of Leduc, Alberta

August 2014

Prepared for:

QUALICO[®]
communities

Report No. 6162-03



TABLE OF CONTENTS

Letter of Transmittal

	Page No.
1.0 Introduction	1
1.1 Purpose.....	1
1.2 Background.....	1
1.3 Location and Ownership	1
2.0 Site Features	2
2.1 Existing Conditions	2
2.1.1 Adjacent Development.....	2
2.1.2 Existing Development	3
2.1.3 Topography.....	3
2.1.4 Natural Features	3
2.2 Policy Context and Statutory Compliance	3
3.0 Development Concept	9
3.1 Overview and Objectives.....	9
3.2 Public Space, Municipal Reserve, and Connectivity.....	9
3.3 Residential Land Uses.....	9
3.4 Transportation Network.....	10
3.5 Other Considerations and Public Consultation.....	10
4.0 Services	11
4.1 Previous Studies	11
4.2 Water Distribution	11
4.3 Sanitary Sewer	11
4.4 Stormwater Management	12
4.5 Franchise Utilities	12
5.0 Implementation	13
5.1 Development Staging	13

TABLES

Table 1 – Development Statistics.....**Appendix B**
Table 2 – Residential Land Use Area, Unit & Population Count..... **Appendix B**
Table 3 – Population and Student Generation.....**Appendix B**

MAPS

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

APPENDICES

Appendix A – Maps
Appendix B – Development Statistics, Population and Student Generation Tables
Appendix C – Technical Reports and Studies

1.0 Introduction

1.1 Purpose

The purpose of this Area Structure Plan (ASP) is to consolidate the South East Leduc Area Structure Plan first approved by council in 1993 (Bylaw 268-92) with the subsequent amendments. The ASP amendments were enacted in 2003 (Bylaw 535-2003), 2005 (Bylaw 615-2005), 2007 (Bylaw 674-2007), and 2013 (811-2013). The intent of the consolidation is allow greater clarity for guiding the development of the remaining lands within the Plan area. Upon adoption of this ASP the current ASP will be rescinded.

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

1.2 Background

This ASP encompasses approximately 141.8 gross hectares. Roughly 29.8 ha of the area has been developed but is included in order to keep statistics and Municipal Reserve (MR) requirements in line with previous calculations and dedications. The developed and approved areas at the time of this ASP writing are shown via inclusion of registered lotting information on Maps 2 to 10.

The majority of undeveloped lands within the ASP limits (some 112 hectares) are zoned UR-Urban Reserve. Previous subdivision approvals have rezoned portions of these lands to Single Detached Residential (RNL), Residential –Street Oriented Multi-Dwelling (MUR), Urban Service-Semi Public (US), and Recreation-General Recreation (GR) as shown in Leduc’s Land Use Bylaw 809-2013.

1.3 Location and Ownership

The Plan area is located in the City of Leduc within the SE and SW quarters of 24-49-25 West of the 4th Meridian and Lot A, Plan 9623541 (see Map 1-Location). The subject lands are under the ownership of Qualico Developments West Ltd, excepting public space previously dedicated to the City of Leduc and the registered lots which have been sold to builders and homeowners. The Plan area extends to the southern boundary of the City of Leduc.

2.0 Site Features

2.1 Existing Conditions

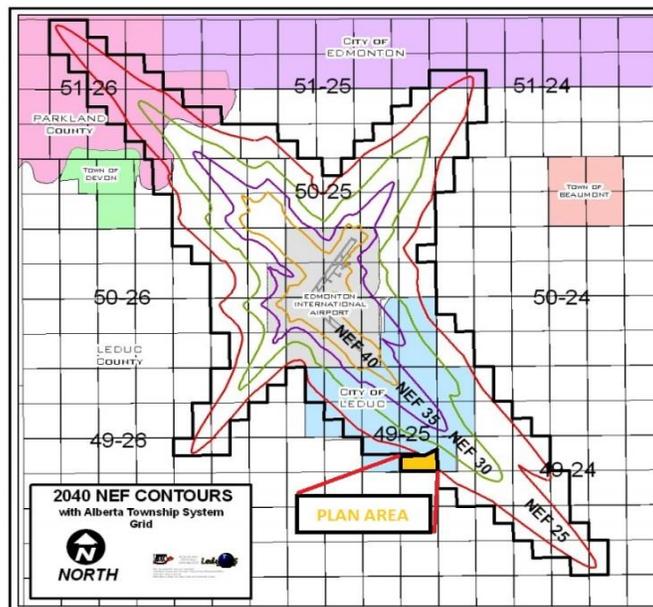
2.1.1 Adjacent Development

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

Lands to the south and east are generally agricultural and undeveloped. Adjacent to the plan area to the east is the community of Robinson currently under development containing mixed-use and traditional single detached housing. The residential communities surrounding the Plan area are generally composed of traditional single detached housing, parks, urban services (fire services, schools, places of worship, stormwater management facilities), and commercial establishments.

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

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



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

2.1.2 Existing Development

At the time of the writing of this ASP, the portions of the Plan area that have been constructed are located along the northern boundary. Single family residential has been located on either side of Caledonia Drive, Coady Boulevard, and Meadowview Drive. A large stormwater management facility has been partially constructed between Caledonia Drive and Coady Boulevard. Both a school (Caledonia Park School) and a church have been developed on Coady Boulevard (See Map 4).

A high pressure petroleum products pipeline bisects the Plan area from the southwest to northeast (See Map 2). No proposal exists to decommission or relocate the pipeline. No setbacks are currently mandated; however, past Energy Resources Conservation Board recommendations have advised not to construct public institution facilities within 200m of the pipeline right-of-way. Setback requirements from this pipeline as per Leduc's Land Use Bylaw are 15.0m from either the centre line of the right-of-way or from the centre of the pipeline, whichever is the lesser.

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

2.1.3 Topography

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

2.1.4 Natural Features

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

2.2 Policy Context and Statutory Compliance

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

Municipal Government Act (MGA)

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

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

Capital Region Growth Plan (CRGP)

This Plan does not require referral to the Capital Region Board under Ministerial Order L:270/10. However, the intent of the SE Leduc ASP continues to be aligned with the intent of the CRGP. This Plan supports the key regional Vision and Strategic Principles of the CRGP as briefly described below.

Policy	ASP Outcomes
<p>I. PROTECT THE ENVIRONMENT AND RESOURCES</p> <p>A. Preserve and protect the environment.</p> <p>B. Preserve agricultural land.</p> <p>C. Protect natural resources.</p> <p>D. Minimize the impact of development on regional watersheds and air sheds.</p> <p>E. Minimize the impact of heavy industrial development.</p>	<ul style="list-style-type: none"> • Significant tree stands will be protected wherever possible. • The stormwater management facility will minimize negative runoff impacts on regional watersheds. • Alternative transportation is supported by the trail and park network and may result in a reduction of greenhouse gas emissions and automobile use.
<p>II. MINIMIZE REGIONAL FOOTPRINT</p> <p>A. Identify, Protect and Prioritize Lands for Regional Infrastructure</p> <p>B. Concentrate New Growth Within Priority Growth Areas</p> <p>C. Allow Growth Outside of Priority Growth Areas</p> <p>D. Support Expansion of Medium and Higher Density Residential Housing Forms</p> <p>E. Support Cluster Country Residential Development</p>	<ul style="list-style-type: none"> • Lands required for regional infrastructure have been protected. • Development will occur as logical extensions of existing neighbourhoods and services. • Reduction of lot sizes relative to historical developments in Leduc will result in a more efficient use of land. • The inclusion of multifamily housing will further increase the efficient use of infrastructure and land.
<p>III. STRENGTHEN COMMUNITIES</p> <p>A. Create Inclusive Communities</p> <p>B. Support Healthy Communities</p> <p>C. Support Public Transit</p> <p>D. Support Innovative and Affordable Housing Options</p>	<ul style="list-style-type: none"> • Healthy community is supported by the extensive trail and recreation network. • Strong public transit service to the area is easily possible within the proposed transportation network. • This ASP supports strong inclusive community by through an inclusive range of housing options.
<p>IV. INCREASE TRANSPORTATION CHOICE</p> <p>A. Integrate Transportation Systems with Land Use</p> <p>B. Support the Expansion of Transit Service in Various Forms</p>	<ul style="list-style-type: none"> • Alternative transportation modes (walking, cycling) are supported by the extensive trail network. • Future transit servicing will be easily accommodated by the internal road network and strong external connections.
<p>V. ENSURE EFFICIENT PROVISION OF SERVICES</p> <p>A. Design Integrated Physical Infrastructure within the Region</p> <p>B. Maximize Utilization of Existing Infrastructure</p>	<ul style="list-style-type: none"> • Proposed infrastructure has been integrated with the existing systems in the City of Leduc. • Efficient utilization of existing infrastructure has been maximized through engineering design.

<p>VI. SUPPORT REGIONAL ECONOMIC DEVELOPMENT</p> <p>A. Ensure a Supply of Land To Sustain a Variety Of Economic Development Activities</p> <p>B. Attract and Retain Individuals and Families with a Diverse Range of Skills to the Capital Region to Satisfy the Region’s Economic Development Goals</p> <p>C. Support Regional Prosperity</p> <p>D. Position the Capital Region Competitively on the World Stage</p>	<ul style="list-style-type: none"> • The ASP is located within Priority Growth Area (PGA) E. The minimum density CRGP target is 25 units per net residential hectare. The proposed ASP density of 26.5 per net hectare is higher than the CRGP minimum density for this PGA. As well, the 5,785 projected residents represent about 16 percent of CRB high projection of 36,300 for the City of Leduc. • The range of housing choices will benefit workers and businesses of Leduc and contribute to positive economic development and stability.
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Leduc Municipal Development Plan 2012 (MDP)

Policy	ASP Outcomes
<p>1-OUR VISION- Principles (p.3) ENVIRONMENT AND INFRASTRUCTURE <i>Safe and sustainable systems</i> <i>“...efficient development while ensuring public health and safety.” (p.16)</i></p>	<p>This ASP incorporates open space connectivity to encourage pedestrian activity and alternative transportation. Traffic calming is provided by means of staggered intersections and gentle road curves to help keep the streets safe for pedestrians.</p>
<p>ENVIRONMENTAL PRIORITIES (p.23) <i>“...shifting towards alternative modes of transportation.”</i></p>	<p>The strategic location of Medium Density Residential sites adjacent to the school site is designed to encourage pedestrian and cycling activity.</p>
<p>2B-CLEAN AIR AND GREENHOUSE GAS EMISSIONS <i>“... active modes of travel such a walking and cycling through integrated planning and the promotion of compact urban form and mixed land use”</i></p>	<p>The layout of the community promotes walkability and cycling in both commuting and recreational respects. MDR sites located near the school and trail systems are also adjacent to single-family neighbourhoods and support active transportation modes by all residents.</p>
<p>4B) GENERAL LAND USE PLANNING 12- <i>“Providing for new residential neighbourhoods with a variety of housing types which have full access to a complete range of municipal infrastructure, community services, open space, recreational facilities, and educational institutions.”</i></p>	<p>Services and facilities are located within walking distance of most residences which allows for reduced dependency on the automobile. Park spaces are centrally located to encourage recreational use. Residents therefore will not have to travel outside of the community to utilize recreation and institutions.</p>
<p>4E) NEW RESIDENTIAL DEVELOPMENT 11- <i>“Protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the multi-way system</i></p>	<p>The community design incorporates strong connectivity to surrounding areas and internal connectivity between open spaces and residential areas.</p>
<p>4H) TRANSPORTATION AND UTILITY INFRASTRUCTURE 2- <i>“Investing strategically in new infrastructure where coordination of service</i></p>	<p>The integration of trails, the multiway system, open spaces and sidewalks into the overall design concept encourages walkability within the community. Traffic calming measures such as staggered intersections and</p>

<p><i>provision with compact urban form and efficient land use will result in long term economic, social, aesthetic and environmental benefits to the community.”</i></p> <p>15- <i>“Integrating pedestrian infrastructure such as sidewalks, trails, pathways and the multiway system into the overall transportation network”</i></p> <p>16- <i>“Promoting safety on streets and sidewalks with traffic control measures, snow clearing and ice control, street lighting and pedestrian oriented streetscapes.”</i></p>	<p>limited straight through roadways help to promote the walkability of the community. Utilizing the hierarchy of roads with a majority being local and collector roads rather than arterials helps to create a sense of safety, community and place.</p>
<p>6A) ACTIVE AND HEALTHY COMMUNITY</p> <p>3- <i>“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.”</i></p>	<p>The multiway system links various residential neighbourhoods and is incorporated as part of the overall linked open space network. The high pressure pipeline right-of-way open space provides an opportunity to extend the multiway system along the pipeline.</p>
<p>6C) HIGH QUALITY, SAFE AND ACCESSIBLE PUBLIC OPEN SPACES</p> <p>2- <i>“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.”</i></p> <p>3- <i>“Promoting safety in parks and the multiway system with accessible design, snow clearing and ice control, street lighting and pedestrian oriented design.”</i></p>	<p>The park system has been designed as the central elements of the community. Strong connections exist between the various park spaces to encourage interaction between the various spaces and land uses. The strategically placed trail head allows for an integrated trail system that links with the City system. Park safety is achieved through design and incorporates CPTED (Crime Prevention Through Environmental Design) strategies. The majority of the parks flank neighbourhood roads and residential lots which help open up the spaces to the community and increase the “eyes on the space”.</p>

Our Sense of Place-Neighbourhood Design Strategy (2009)

Policy	ASP Outcomes
<p><i>“Creating a sense of place is about using urban design to create spaces that people are drawn to and want to take ownership of.” (p.7)</i></p>	<p>The design of neighbourhood parks and high quality amenities results in a functional space which encourages use and has unique character. Anchor points such as school sites located at community entrances helps create a sense of place and are points of pride for residents.</p>
<p><i>“All the great aspects of a community cannot be appreciated or enjoyed from a car- it requires getting out and enjoying the community as a pedestrian.” (p.8)</i></p>	<p>The nature of the proposed design of the community lowers the priority of the car but still provides high-quality, if lower speed, automobile movements through an attractive and interesting public realm. The traffic calming effect creates a safe environment for pedestrians including for the elderly and children.</p>

<p>The Strategy- Maintaining and creating a sense of place (p.15) 1.1 Walkability 1.4 Attention to aesthetics and urban design 1.7 Integrated park systems 1.10 Integrated and safe transportation network</p>	<p>The walkable nature of the community is achieved through linked open spaces and helps to promote an integrated community and city-wide park system. A safe and integrated road system is achieved through short runs and staggered intersections and by minimizing straight-through road alignments.</p>
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City of Leduc/Leduc County Intermunicipal Development Plan 2012 (IDP)

Policy	ASP Outcomes
<p>1.2 Guiding Principles (p.2) 2-Creating Vibrant Communities</p>	<p>The focal points created by the park nodes and storm water management facility (SWMF) create a sense of place and encourage people to interact with these spaces, contributing to the vibrancy of the area and fostering a welcoming, interactive community.</p>
<p>1.3.1 Smart Growth -Foster distinctive, attractive communities with strong sense of place -Create walkable communities with meaningful open space</p>	<p>The community design incorporates strong open space connectivity between the SWMF, school sites, residential areas and the open spaces. This creates a sense of place distinctive to the community and promotes walkability between these spaces and uses.</p>
<p>1.3.2 Creating Vibrant Communities -Safe and healthy neighbourhoods -Compatible integration of home, community, work, commerce and recreation</p>	<p>The walkable and integrated elements of the community encourage a safe, healthy and integrated community. The proposed Dinosaur themed park will be an excellent place for the community to come together. It integrates recreation, history, education and healthy social interaction – the vibrancy created will be significantly increased as compared to most residential communities.</p>
<p>4.2 Residential “The goal is to create communities with the full range of housing affordability, housing types, services, amenities, employment opportunities, parks, open spaces, trails and community facilities.”</p>	<p>This ASP supports a range of housing types and incorporates integrated parks, trails and facilities.</p>
<p>Residential Density 4.2.2.3-“All residential development and subdivision with new Area Structure Plans in the IDP area shall achieve a target density of 25-30 units per net residential hectare (upnrha)”</p>	<p>The ASP sets to achieve a neighbourhood residential density of at least 35 units per net hectare for LDR and an overall density of 26 units per net hectare. This density is a significant increase from the previous approved Area Structure Plan (See Table 1 in Appendix B for development statistics).</p>
<p>Residential Community/Neighbourhood Design 4.2.2.6-New residential communities within the IDP area should incorporate design that:</p>	<p>The community design promotes strong pedestrian connections between open spaces, which encourages walkability and cycling. The residential densities exceed the densities of the previous ASP. There is a variety of housing types within the neighbourhood which</p>

<ul style="list-style-type: none"> -Reduces vehicle dependency -Includes a variety of housing choices -Exceeds minimum residential densities -Supports pedestrian and public transit connections, and, -Provides access to open space and recreational areas/facilities 	<p>encourages diversity and meets “Market Affordability” criteria as outlined by the Capital Region Board.</p>
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Leduc Land Use Bylaw (LUB)

All development within this ASP will conform with Leduc’s LUB at the time of subdivision.

3.0 Development Concept

3.1 Overview and Objectives

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

The key objectives of the ASP are as follows:

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

3.2 Public Space, Municipal Reserve, and Connectivity

Public space in the form of Public Utility Lots has also been designated for use as a SWMF and as rights-of-way for utility services.

MR is dedicated per the requirements of the MGA. This means that 10 percent of developable land will be dedicated as MR. The land use breakdown proposed by the development concept is shown on Tables 1-3 and in Appendix B.

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

Park spaces, sidewalks and trails are proposed that allow for a variety of alternative pedestrian movements. The high pressure pipeline corridor is proposed to contain a multiway trail. Map 5 shows municipal reserve locations, the proposed multiway trail system, and pedestrian connection points to these public amenities.

3.3 Residential Land Uses

A variety of housing types are proposed in this Plan as shown on Map 4. Residences in Leduc and specifically in the SE Leduc ASP area are predominantly single family housing (RSD-Residential Standard District). The density of housing will transition from the constructed single family areas in the north of the ASP boundary.

The transition will continue with the development of RNL-Residential Narrow Lot zones moving south culminating with a pair of medium density housing parcels in the south, adjacent to the large MR parcel/future school site. This allows for a significant range of household income levels to consider locating in the area with access to services and recreation opportunities in an integrated fashion with traditional single family residences.

3.4 Transportation Network

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

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

The major collector roadway known as Caledonia Drive will continue from its current extent in the western portion of the Plan area and will sweep eastward to connect with Coady Boulevard. An alternate access to the south arterial is proposed approximately 550 metres west of the intersection with Coady Boulevard. A major collector link (Meadowview Boulevard) is also proposed from Coady Boulevard east to Range Road 250 (CW Gaetz Road). Traffic calming measures are incorporated into the design in the form of gentle curves which will slow the speed of traffic and reduce opportunities for speeding.

All other roadways will be designated as local roadways. No traffic calming measures are required or proposed for local roadways. The proposed curvilinear road network and limited straight-through links will discourage speeding and create a pleasant pedestrian experience. East of Coady Boulevard a limited number of residential blocks are proposed to be serviced with a 6.0m lane as outlined in City standards. This expands the diversity of housing products that can be pursued within the Plan area.

3.5 Other Considerations and Public Consultation

Advance notification consistent with *Guidelines for ASP and OLP Preparation in the City of Leduc* will be sent to surrounding property owners advising them of the application and encouraging them to provide comment to either the Planning and Development Department or the applicant (Al-Terra Engineering Ltd.) An open house will be scheduled by Al-Terra Engineering on behalf of Qualico Communities.

It should be noted that all previous Plans approved for the area have included public consultation and public hearings. The current Plan has incorporated minor changes to road networks and other services associated with road alignments most of which are currently approved by Council. Due to the historical acceptance of previous plans and amendments, and also to the limited changes currently proposed, it is anticipated that this Plan will continue to satisfy the desires of Council, administration and the public.

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

4.0 Services

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

4.1 Previous Studies

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

- Tribute/Meadowview Subdivisions Neighbourhood Designs Report (2003) Stantec Consulting Ltd.
- South East Leduc Area Structure Plan Amendment Supporting Information (2012) Al-Terra Engineering Ltd.

4.2 Water Distribution

Water servicing will be provided via two water mains on the north boundary of the site. One 300mm water main follows the alignment of Caledonia Drive while the second is 350mm diameter and follows Coady Boulevard through the Plan area. Water main looping will be provided by the connection of these two water mains at the intersection of Caledonia Drive and Coady Boulevard. The east portion of the site will be serviced by a 300mm main linking Coady Boulevard with the east-west major collector (Meadowview Boulevard) future access point onto RR 250. Loops of 200mm or less will be installed along the local roads from the mains to service residences. Water main looping will ensure that water for fire flows and domestic needs are met for the entire ASP during all projected peak hour and fire flow requirements.

Five water main tie-in points are proposed to service future development to the west, south and east of the Plan area. One 350mm water main is proposed to extend to the west, with two other 350mm mains extending south to the south boundary of the ASP. One 300mm main will tie into the existing 350mm water main which extends across RR 250 at the intersection with Robinson Drive and services the Robinson community in the Scenic Acres ASP lands. A single 250mm main currently extends to RR 250 near the north-east corner of the ASP area. (See Map 7 for more information).

4.3 Sanitary Sewer

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

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

4.4 Stormwater Management

The stormwater management system includes one large SWMF within the ASP limits that will service the ASP lands. The size of the public utility lot housing the storm pond is 9.80ha. The pond has been partially constructed and will have an ultimate permanent water body size of approximately 3.50ha (at normal water level). The storm pond will discharge into the existing storm sewer located along Caledonia Drive.

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

4.5 Franchise Utilities

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

5.0 Implementation

5.1 Development Staging

Staging of the development is constrained by available services and service capacity. As shown on Map 10, Stage 1 has been previously constructed in the neighbourhood of Tribute in the north west of the Plan area. Generally, the pattern of development will occur from north east portion of the site, in the neighbourhood known as Meadowview, where current development is ongoing in stage 2, then moving to the west limit in the Tribute neighbourhood (stage 3). Ultimately then developing lands in the SE portion of the plan area, stage 4, in Meadowview. Phasing of each stage will be designed to the satisfaction of City administration and will be constructed ensuring adequate utility servicing and transportation access is provided during construction.

Appendix A

Maps





Image Source: Google Earth

Scale 1:25,000



Legend

Project

-  ASP Area
-  Leduc City Limits

South East Leduc Area Structure Plan

Title

Location

Map

1

QUALICO[®]
communities



August 5, 2014



Scale 1:12,500 
Project

- Legend
-  ASP Area
 -  Leduc City Limits
 -  Pipeline R/W

South East Leduc Area Structure Plan

Title
Context
Map
2



August 5, 2014

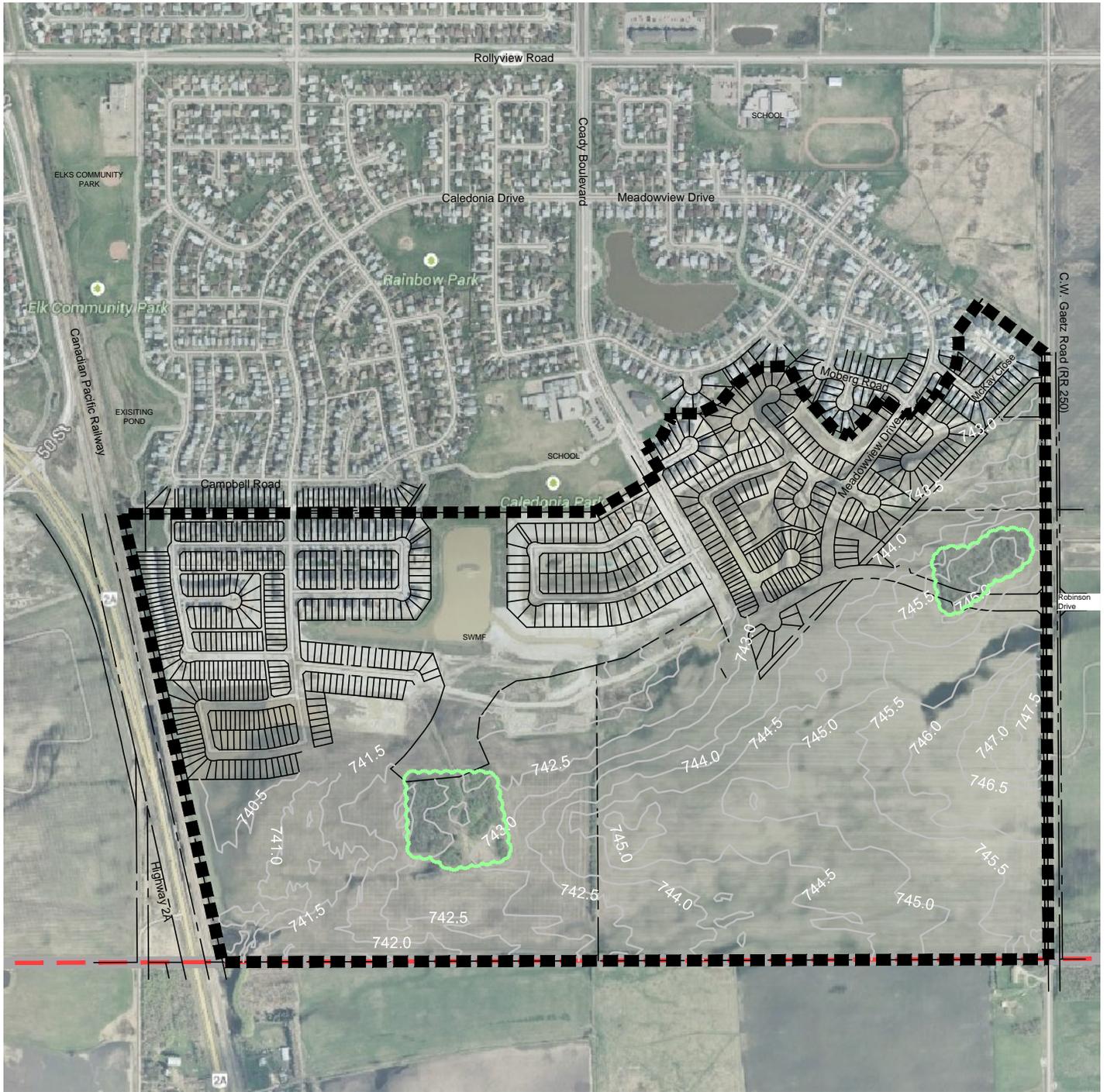


Image Source: Google Earth

Scale 1:10,000



Legend



ASP Area



Leduc City Limits



Tree Stand



Topographic Contours - 0.5m Intervals

QUALICO
communities

Project

South East Leduc Area Structure Plan

Title

Topography and Natural Features

Map

3



August 6, 2014



Scale 1:10,000



Legend

- ASP Area
- Leduc City Limits
- Pipeline R/W
- Single Family Residential
- Multi Family Residential
- Municipal Reserve
- Public Utility / SWMF

Project

South East Leduc Area Structure Plan

Title

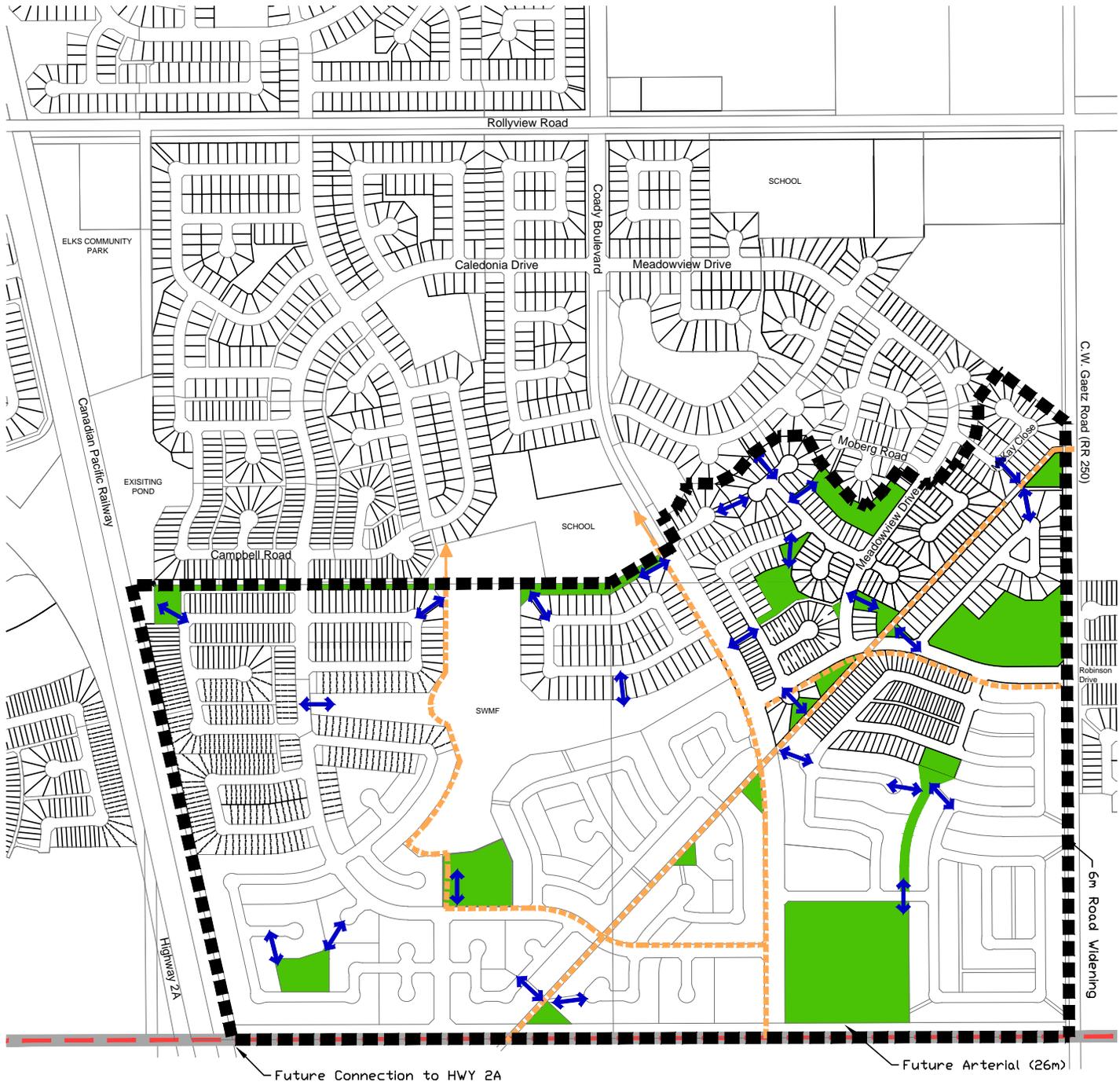
Development Concept

Map

4



August 6, 2014



Scale 1:10,000



Project

South East Leduc Area Structure Plan

Title

Municipal Reserve and Linkages

Map

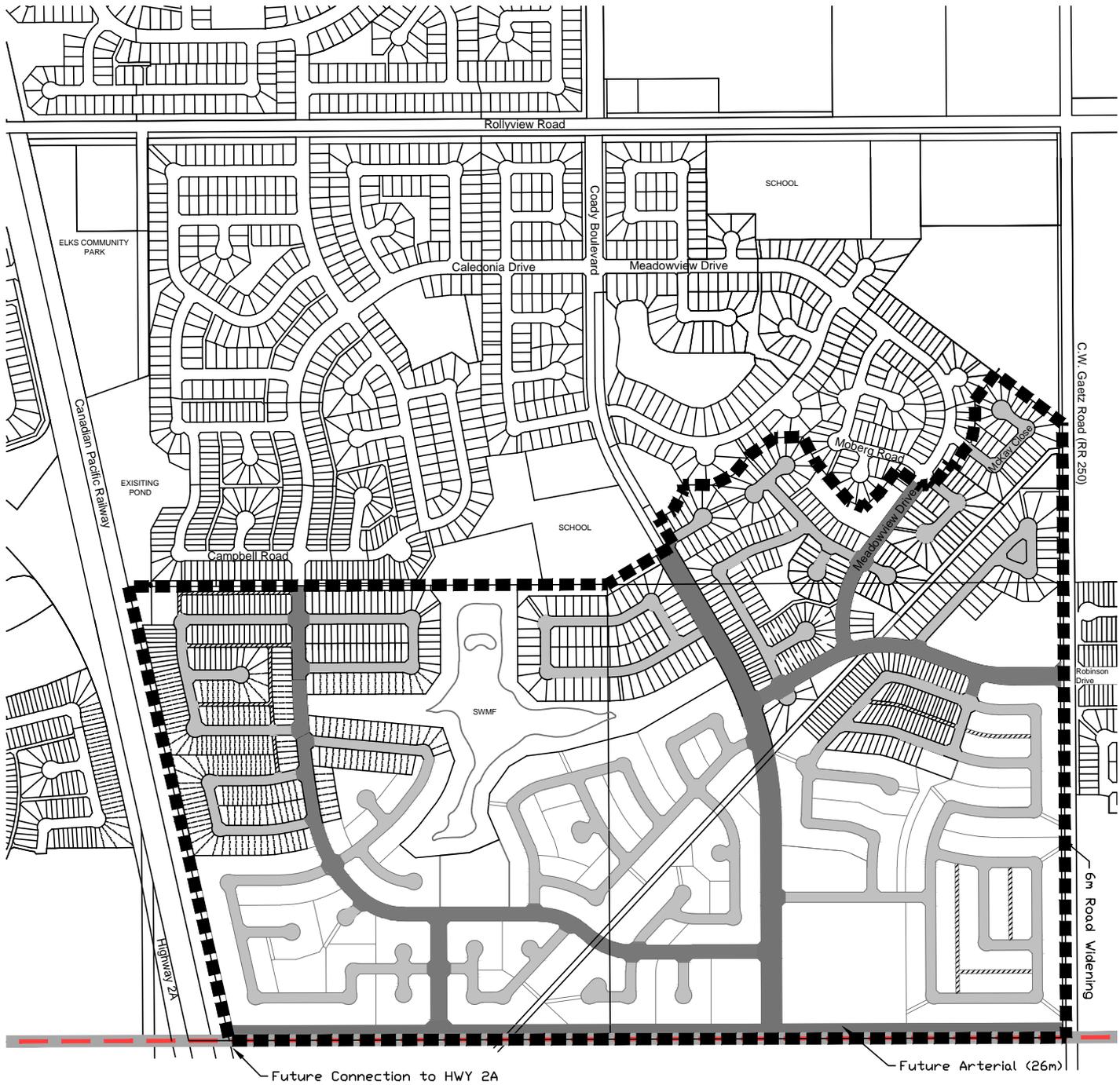
5

August 6, 2014

Legend

-  ASP Area
-  Leduc City Limits
-  Multiway
-  Municipal Reserve
-  Pedestrian Linkages





Scale 1:10,000 
 Project

Legend

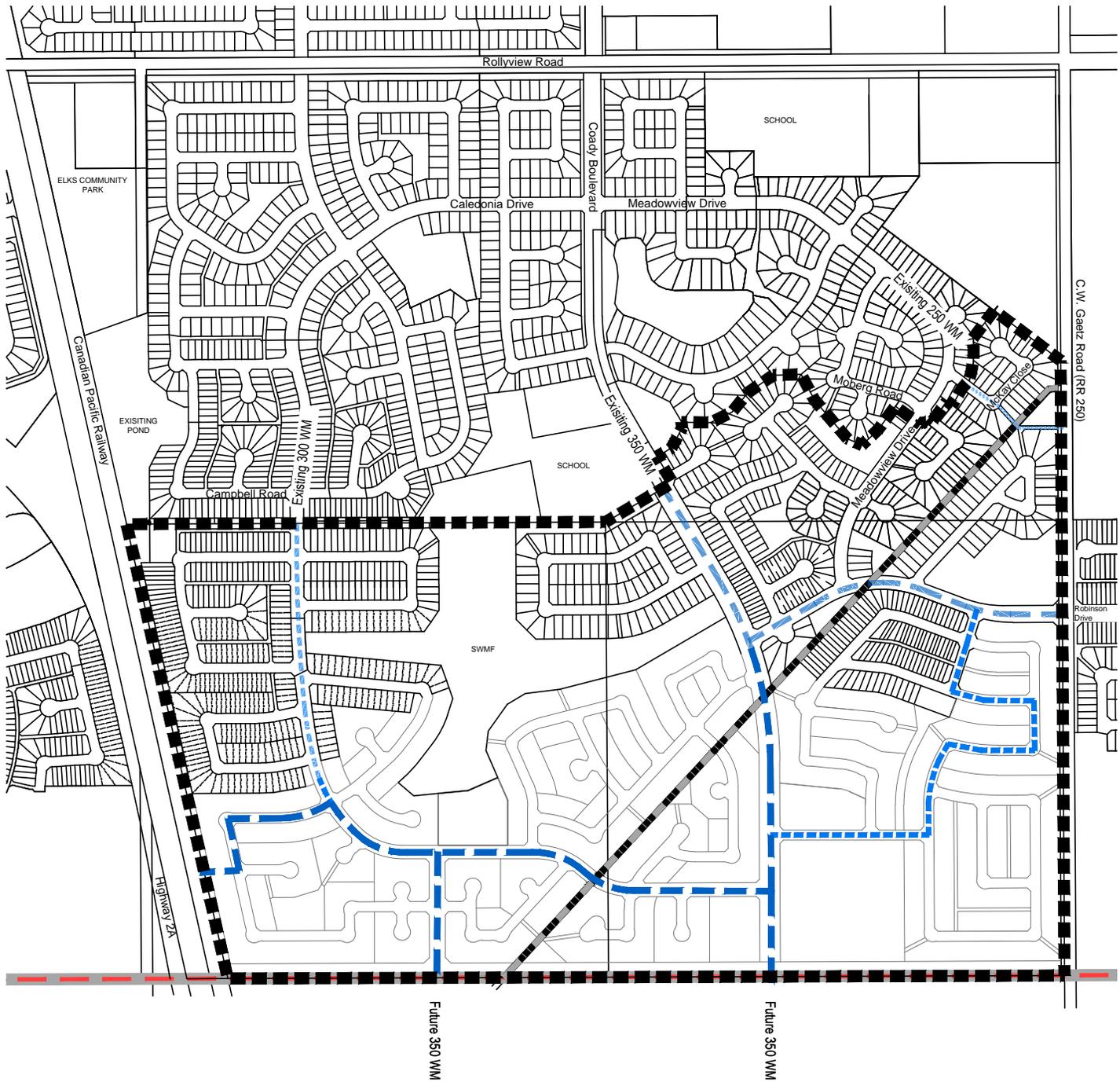
-  ASP Area
-  Leduc City Limits
-  Arterial
-  Collector
-  Local Road
-  Lane (6.0m)

South East Leduc Area Structure Plan

Transportation Network



Title
 Map
6
 August 6, 2014



Scale 1:10,000 
Project

Legend

-  ASP Area
-  Leduc City Limits
-  Pipeline R/W
-  Ex. 350mm WM
-  Ex. 300mm WM
-  Ex. 250mm WM
-  Proposed 350mm Watermain
-  Proposed 300mm Watermain

*Watermain sizing pending approval

South East Leduc Area Structure Plan

Water Distribution Network



Title
Map
7
August 6, 2014



Scale 1:10,000 
 Project

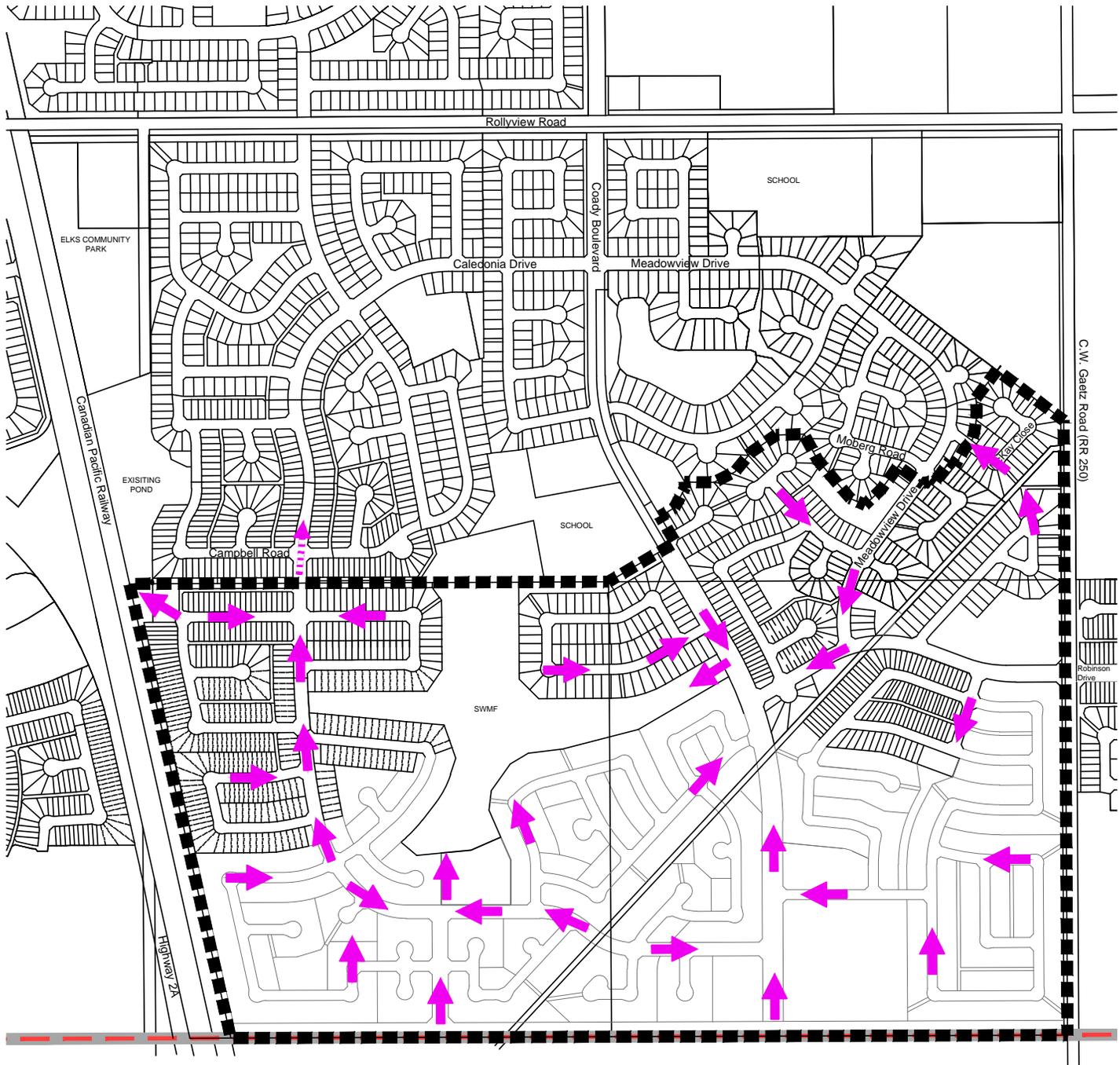
- Legend
-  ASP Area
 -  Leduc City Limits
 -  Sanitary Connection Point
 -  Direction of Flow

South East Leduc Area Structure Plan

Title
 Sanitary Sewer
 Map
 8



August 6, 2014



Scale 1:10,000 
 Project

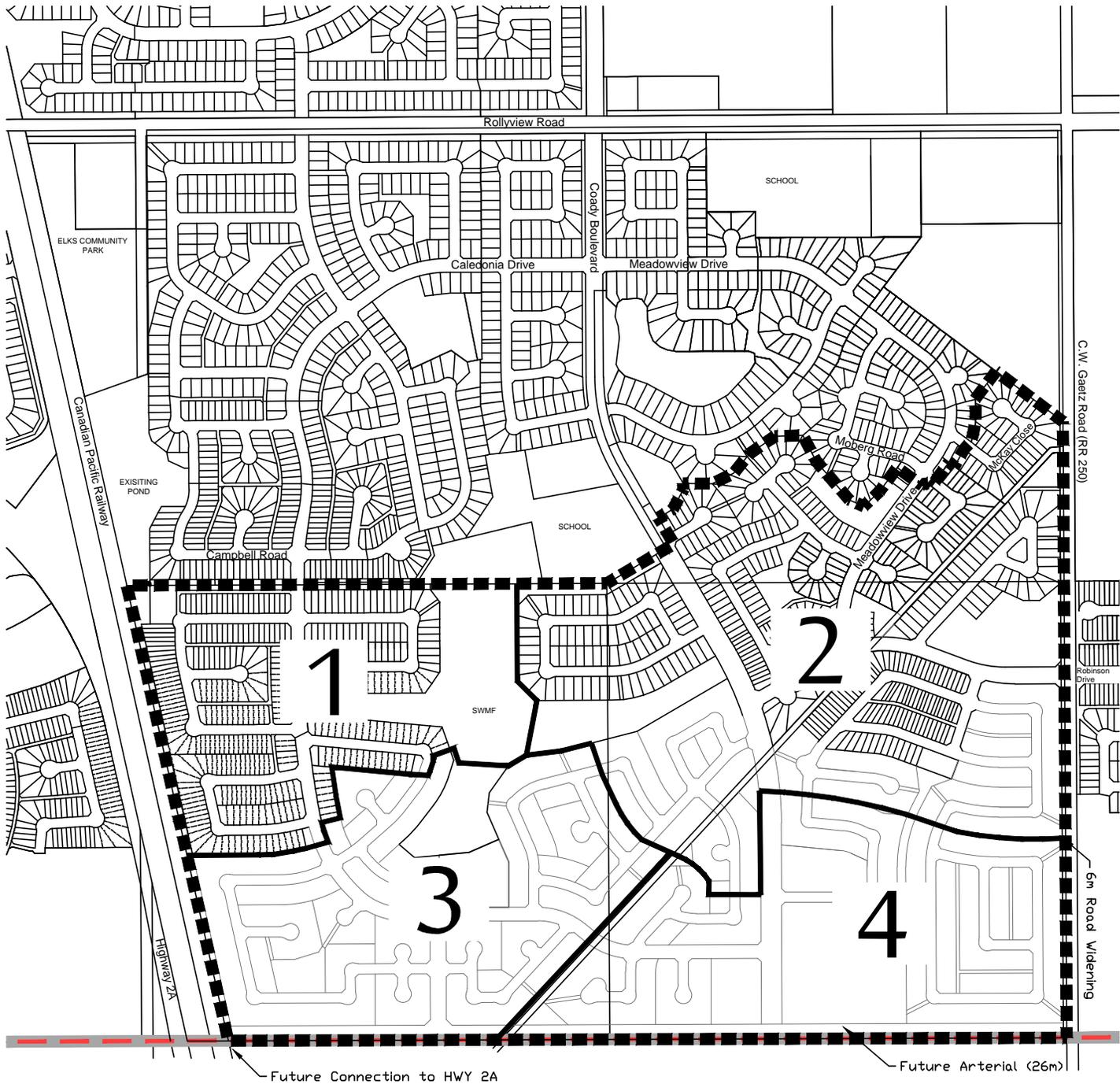
- Legend
-  ASP Area
 -  Leduc City Limits
 -  Direction of Flow
 -  Storm Pond Discharge

South East Leduc Area Structure Plan

Stormwater Management



Title
 Map
9
 August 6, 2014



Scale 1:10,000



Project

Legend



ASP Area



Leduc City Limits



Preliminary Staging Boundary

*Stage boundaries subject to available service capacities and detailed engineering design

Stage Number



South East Leduc Area Structure Plan

Title

Development Staging

Map

10



August 6, 2014

Appendix B

Development Statistics, Population and Student Generation



Tables 1-3: Development Statistics (below)

Table 1: SOUTH EAST LEDUC AREA STRUCTURE PLAN DEVELOPMENT STATISTICS		
	Area (ha)	% of GDA
GROSS AREA	141.16	100.00%
Pipeline Right-of-Way	1.44	1.02%
GROSS DEVELOPABLE AREA	139.72	100.00%
School Site (MR)	4.70	3.36%
Parks and Connections (MR)	10.53	7.54%
Roads	35.12	25.14%
Public Utility and SWMF	11.54	8.26%
TOTAL NON-RESIDENTIAL AREA	61.89	44.30%
NET RESIDENTIAL AREA (NRA)	77.83	55.70%

Table 2: RESIDENTIAL LAND USE AREA, UNIT & POLUPALTION COUNT						
Land Use	Area (ha)	Units/ha	Units	People/Unit	Pop	% NDR
Low Density Residential (LDR)						
Single/Semi-Detached	75.69	25	1892	2.8	5,298	96.73%
Medium Density Residential (MDR)						
Low-Rise Medium Density Housing	2.14	80	171	1.8	308	3.27%
Total Residential	77.83		2,063		5,606	100.00%
Sustainability Measures						
Population Per Net Hectare (ppnha)				72		
Units Per Net Residential Hectare (upnrha)				26.5		

Table 3: STUDENT GENERATION COUNT	
Public School Board	
Elementary	255
Junior High	125
Senior High	125
SUBTOTAL	500
Separate School Board	
Elementary	50
Junior High	25
Senior High	25
SUBTOTAL	100
TOTAL SCHOOL POPULATION	600

*Note: Areas shown herein must be confirmed at the time of survey and subdivision. Minor changes to the above land use stats are to be expected during detailed design work and are considered a normal part of the development process.

Appendix C

Technical Reports and Studies

