
NE33

OUTLINE PLAN



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Presented by: Select Engineering Consultants Ltd.
Date: April 25, 2025

Table of Contents

Table of Contents	ii
1.0 Introduction	1
1.1 Purpose.....	1
1.2 Authority	1
1.3 Supporting Technical Documents.....	1
1.3.1 Transportation Impact Assessment (TIA)	1
1.3.2 Biophysical Study	2
1.3.3 Geotechnical Study	2
1.3.4 Environmental Site Assessment (ESA) Phase I	2
1.3.5 Technical Documents Supporting the 65 th ASP and Outline Plan	2
1.4 Public Consultation.....	3
1.4.1 Adjacent Landowners	3
1.4.2 Public Open House	3
2.0 Site Context	4
2.1 Location.....	4
2.2 Land Ownership	4
2.3 Existing Site Features	4
2.4 Surrounding Land Use.....	4
2.5 Pipelines, Wells and Utility Rights-of-Way	5
2.6 Road Right-of-Way.....	5
3.0 Land Use Concept	9
3.1 Introduction.....	9
3.2 Low Density Residential	11
3.3 Medium Density Residential	11
3.4 Flex Business.....	12
3.5 Aero Employment	13
3.6 Parks and Open Space	14
3.6.1 Linear Greenway Park	14
3.6.2 Neighbourhood Park	14
3.7 Development Statistics.....	16
4.0 Transportation	18
4.1 Arterial Roads & Highways.....	18
4.2 Collector Roadways	18
4.3 Local Roadways.....	18
4.4 Transit Network.....	19
4.5 Pedestrian Linkages.....	19
4.6 Noise Attenuation	19
5.0 Servicing Infrastructure	21
5.1 Water Servicing	21
5.2 Sanitary Servicing	21

5.3	Stormwater Management System	21
5.4	Shallow Utilities	21
6.0	Implementation	25
6.1	Development Staging	25
7.0	Policy Context	27
7.1	Edmonton Metropolitan Region Board Growth Plan	27
7.2	Regional Agriculture Master Plan	27
7.3	Municipal Development Plan	28
7.4	65 th Avenue Area Structure Plan	28
7.5	Outline Plan	28
7.6	Land Use Bylaw	28
7.7	City of Leduc Fire Services Strategic Plan 2017-2020	29
7.8	City of Leduc Transportation Master Plan	29

List of Figures

Figure 1: Location Plan	6
Figure 2: Ownership Plan	7
Figure 3: Existing Site Features	8
Figure 4: Land Use Concept	10
Figure 5: Parks and Open Space	15
Figure 6: Transportation Plan	20
Figure 7: Water Servicing System	22
Figure 8: Sanitary Sewer Servicing	23
Figure 9: Stormwater Management Servicing	24
Figure 10: Staging Plan	26

1.0 Introduction

1.1 Purpose

The 65th Avenue Area Structure Plan was approved by the City of Leduc Council on March 8, 2021. This ASP requires that Outline Plans be prepared to provide more details to guide future subdivision and development of the three quarter-sections included in the ASP. The Outline Plan included in this document is specific to NE-33-49-25-W4M and provides a detailed planning framework for the future land use districting and subdivision for lands located within NE-33-49-25-W4M.

1.2 Authority

The NE33 Outline Plan is preceded by the City of Leduc's Municipal Development Plan (MDP) Bylaw 1057-2020, approved on December 7, 2020, last amended by Bylaw 1093-2021 on March 28, 2022, and the 65th Avenue Area Structure Plan, adopted by Council on March 8, 2021.

1.3 Supporting Technical Documents

Several professional and technical studies have been completed to support the NE33 Outline Plan. These include:

1.3.1 Transportation Impact Assessment (TIA)

A TIA has been prepared by Bunt and Associates to confirm the transportation requirements and identify improvements required to support the development of lands prior to the build-out of the remainder of the 65th Area Structure Plan.

Based on the assessments completed, the low and medium density residential and park land use within NE33 can be accommodated through the Bridgeport Gate/Grant MacEwan Boulevard intersection. The collector roadway networks within NE33 are expected to accommodate full buildout of the residential neighbourhoods without the Discovery Way connection to 65 Avenue. The interim collector roadway networks within NE33, including Bridgeport Gate, are anticipated to accommodate the traffic demand associated with all low and medium density residential and park development within the established City collector volume thresholds.

1.3.2 Biophysical Study

The Biophysical Study is prepared by Trace Associates in 2024. The study identified three temporary graminoid marshes, five ephemeral water bodies and one shrubby seasonal swamp to be removed with approvals through the Water Act. In addition, there is a drainage course running east/west through the quarter section.

1.3.3 Geotechnical Study

A geotechnical study was prepared by J.R.Paine and Associates Ltd. in 2024. The results of the study found the terrain of the site was generally considered gently rolling, with some isolated areas or drainage channels. Soils onsite are black and organic in nature, native clay, clay till, with clay shale or sandstone bedrock. The groundwater table within the study area was moderate to high. The study prepared recommendations for future development. In addition, concluded that the site is suitable for residential development; commercial development will require site-specific geotechnical investigations to determine the feasibility of different foundation types.

1.3.4 Environmental Site Assessment (ESA) Phase I

CT & Associates Engineering Inc conducted a *Phase I Environmental Site Assessment* (ESA) for the NE-33-49-25-4 in August 2024. The Phase I included a historical review of the NE-33-49-25-4 property, a site inspection and documentation from various regulatory agencies. The site inspection concluded that NE-33-49-25-4 did not encounter any historical evidence indicating that the subject property had been impacted by contaminants above generally accepted levels associated with sites of this nature. The *Phase I Environmental Site Assessment* concluded that no further investigation is required.

1.3.5 Technical Documents Supporting the 65th ASP and Outline Plan

A desktop Geotechnical Study (Stantec, 2019), an Agriculture Impact Assessment (Stantec, 2020), and Historic Resources Statement of Justification (2019) have been accepted by the City of Leduc to support the NE33 Outline Plan. For further details, please refer to the 65th Avenue Area Structure Plan (ASP).

1.4 Public Consultation

Public Consultation has been carried out in accordance with the City of Leduc requirements.

1.4.1 Adjacent Landowners

Adjacent landowners received notification and information about the NE33 Outline Plan and had an opportunity to provide input regarding the development concept.

1.4.2 Public Open House

A public open house was hosted on Thursday, February 13, 2025. The open house was advertised in the Leduc Representative. Adjacent landowners were notified of the open house through a mailed letter and roadway signage. Attendees had the opportunity to review the development concept and provide comments to the project team. Comments were summarized and provided to the City of Leduc for their information.

2.0 Site Context

2.1 Location

The NE33 Outline Plan area contains approximately 60.45 hectares of land and is located south of 65th Avenue, west of Grant MacEwan Boulevard and north of the Deer Valley neighbourhood. **(See Figure 1)**

2.2 Land Ownership

The Outline Plan has been prepared on behalf of a single landowner who has ownership of the entire quarter section of NE-33-49-25-W4M. **(See Figure 2)**

2.3 Existing Site Features

NE33 Outline Plan's topography is relatively flat with limited topographic relief. NE-33-49-25-4 is utilized as cultivated agriculture land with a portion of the northeast corner area containing a tree stand. The total Plan area is approximately 60.45 hectares.

Deer Creek runs north/south approximately 100m west of the NE33 Outline Plan. Within the plan area is a temporary graminoid marsh, a drainage canal, seasonal wooded deciduous swamp, seasonal graminoid marsh, anthropogenic upland and tree stands are located within the plan area. None of the plan area's tree stands were recommended for retention (City of Leduc ASP Desktop Biophysical Assessment, Stantec, 2019).

The ground elevation ranges from a high of 720.0 metres in the northeast to a low of 712.5 metres in the north west. Drainage generally flows from southeast to northwest. **(See Figure 3)**

2.4 Surrounding Land Use

NE33 Outline Plan is currently surrounded by cultivated farmland to the north, west and east. Adjacent to NE-33-49-25-4 is a petroleum product regulation station located within Plan 902 2386, Block A. South of NE33 Outline Plan is the Deer Valley neighbourhood, which consists of established and developing residential. Development is moving north towards NE33 Outline Plan from the existing Deer Valley neighbourhood. Approximately 75% of Deer Valley is constructed. Access to the early NE33 residential stages will be accessed by Deer Valley Drive and will connect NE33 to Grant MacEwan Boulevard.

2.5 Pipelines, Wells and Utility Rights-of-Way

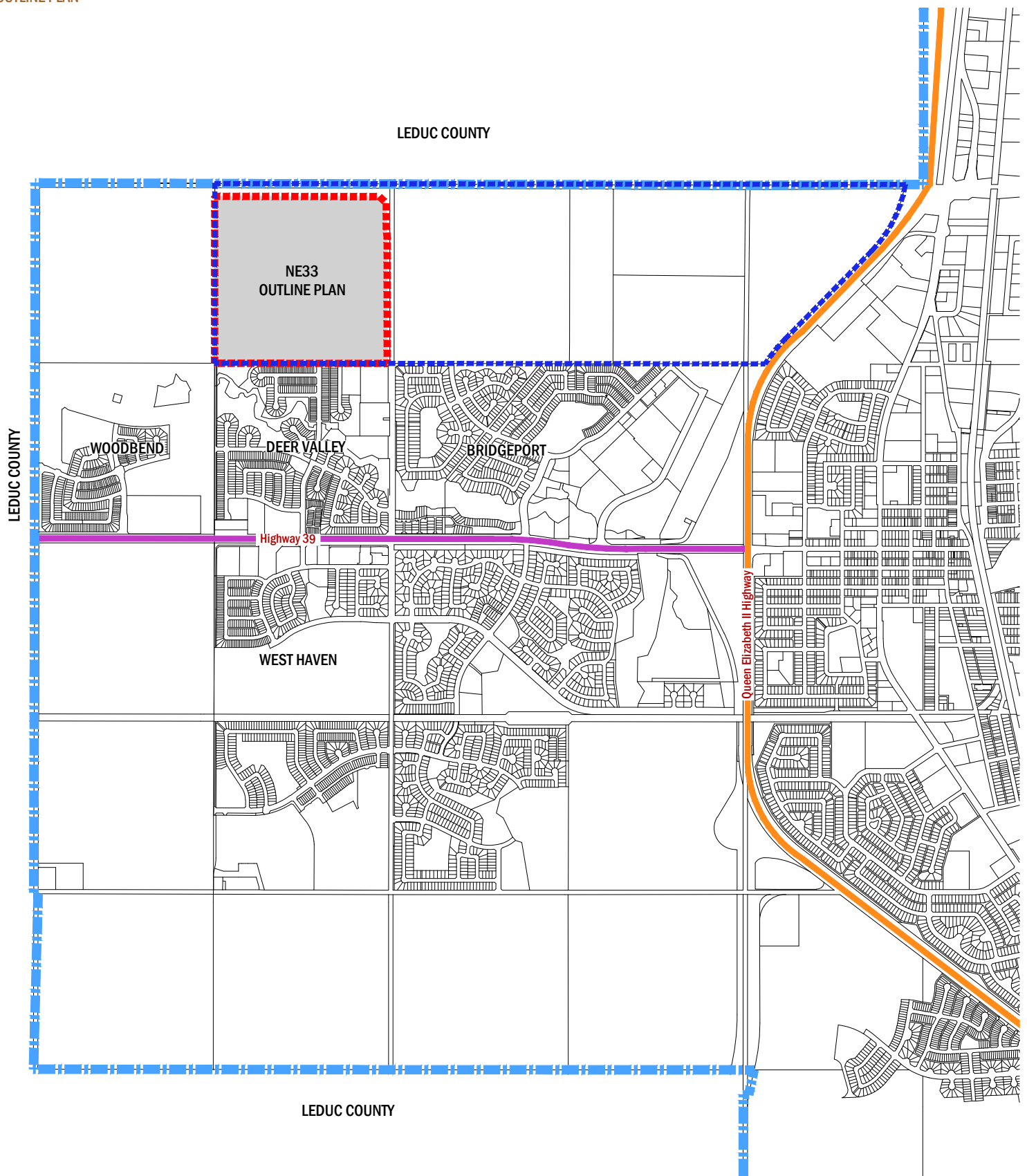
The Alberta Energy Regulator does not identify any surface wells within NE-33-49-25-4.

An operational natural gas pipeline associated with Line 1055, located within Right of Way Plan 2121 H.W., crosses the south-west corner of the site. All sections of Line 1055 are licensed to Apex Utilities Inc.

No building structures will be permitted within the right-of-way. Alberta Products Pipeline Ltd. currently handles development requirements within the right-of-way on a case-by-case basis. Exact requirements will be confirmed at the time of subdivision.

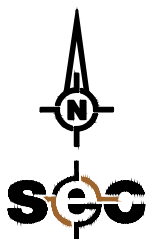
2.6 Road Right-of-Way

Required road right-of-way along 65 Avenue and Grant MacEwan Boulevard has been dedicated to the City of Leduc for future road widening.



LEGEND

- Outline Plan Boundary
- 65th Avenue ASP Boundary
- City Boundary
- Highway 39
- Queen Elizabeth II Highway



LOCATION PLAN

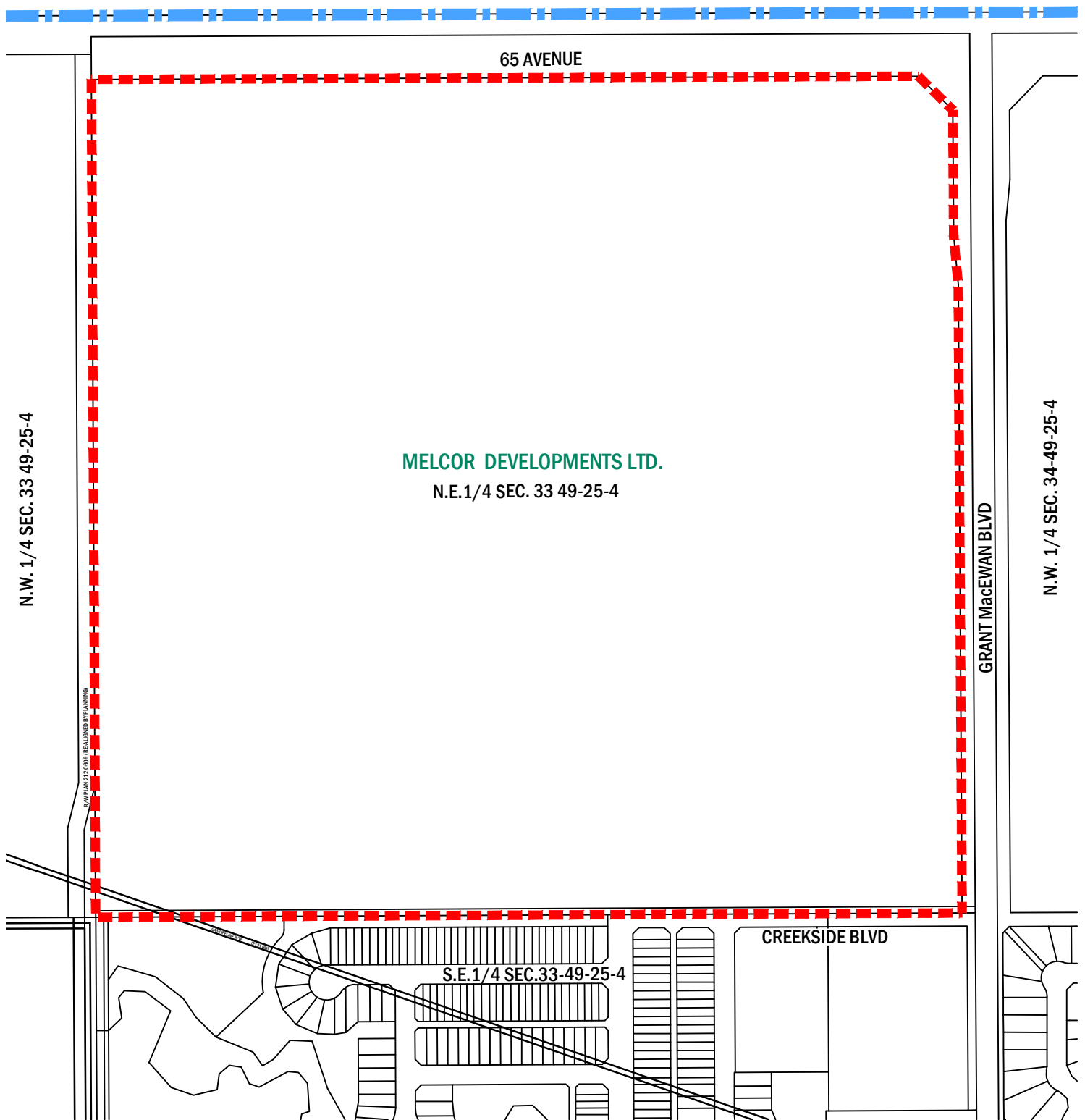
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NE33 OUTLINE PLAN
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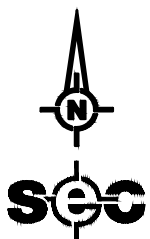
FIGURE 1

CITY BOUNDARY



LEGEND

Outline Plan Boundary



LAND OWNERSHIP



scale 1:5000

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FIGURE 2



LEGEND

Outline Plan Boundary

Contours



High Point



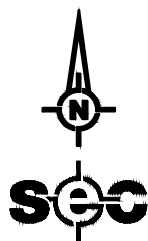
Low Point



Flow Direction



Deer Creek



EXISTING SITE FEATURES



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FIGURE 3

3.0 Land Use Concept

3.1 Introduction

Building off the 65th Avenue Area Structure Plan, NE33 Outline Plan has been planned to be a complete community with a variety of housing options near employment opportunities and natural features that are connected by greenway pedestrian routes and local and collector roadways.

NE33 Outline Plan will accommodate low to medium density residential land uses in the south, providing a variety of housing options for individuals and households with diverse backgrounds and daily needs. Commercial land use (flex business and aero-employment) is located in the north portion of the Plan area, immediately south of 65th Avenue. The flex business and aero-employment lands provide an opportunity to locate businesses with supportive functions for the Edmonton International Airport (EIA) near the airport and to increase the economic potential for the EIA region. Open Space is designated through linear greenway parks and a neighbourhood park as Municipal Reserve (MR). The neighbourhood park and linear greenway separate residential areas from the Flex Business zone. In addition, the linear greenway park provides amenity space, and connectivity to nearby parks and natural areas in Bridgeport and Deer Valley. **(See Figure 4)**

This Outline Plan provides a more detailed and specific range of densities and housing forms to accurately establish neighbourhood density. Land use data and student generation projections can be found in Section 3.3.

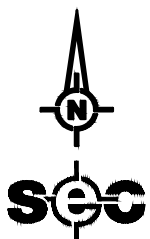
There is a restriction on residential development within the 65th Ave Area Structure Plan that was put in place by the City through discussions with regional partners. The purpose of the restriction is to preserve the integrity of the business operations in and around the airport, capitalizing on major transportation infrastructure investments for the region, while also preserving quality of life for residents in existing and planned residential areas adjacent to this business centre through transitional residential buffering. The residential areas shown in Figure 4 align with this purpose and are consistent with the 65th Ave Area Structure Plan.

CITY BOUNDARY

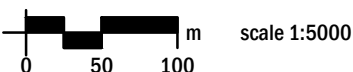


LEGEND

- | | | |
|----------------------------|--------------------------------|-----------------------|
| Low Density Residential | Aero Employment | Public Utility |
| Medium Density Residential | Park/Greenway | Outline Plan Boundary |
| Flex Business | Stormwater Management Facility | |



DEVELOPMENT CONCEPT



NE33 OUTLINE PLAN
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FIGURE 4

3.2 Low Density Residential

The Low Density Residential land use is an extension of residential land uses from Bridgeport and Deer Valley. Low Density Residential supports a variety of housing types, including single-detached homes, duplexes, townhouses, and options for garage suites, secondary suites, and garden suites. Residential development adjacent to arterial roadways may require a noise attenuation assessment prior to subdivision approval.

Low Density Residential Policies:

- Ensure high quality housing and neighbourhood design that is aligned with the City of Leduc's Neighbourhood Design Guidelines and is compatible with existing residential,
- Offer diverse housing options for different demographics and income levels,
- Locate townhouses adjacent to a collector road or between non-residential and residential land uses, and
- Incorporate high quality landscaping that has consideration for low impact development design in accordance with the City standards and approvals.

3.3 Medium Density Residential

The Medium Density Residential land use seeks to enhance housing diversity by allowing a range of residential types, from townhouses development complexes to four-storey apartments. MDR is strategically located near collector roadways to promote transit access, minimize traffic impact on adjacent low-density areas and support businesses with local patronage and employees. Residential development adjacent to arterial roadways may require a noise attenuation assessment prior to subdivision approval.

The Medium Density Residential policies:

- Ensure high quality housing and neighbourhood design that is aligned with the City of Leduc's Neighbourhood Design Guidelines and is a compatible scale in relation to adjacent residential development,
- Provide diverse housing options for various demographics and income levels,
- Offer higher density building typology in the forms of townhouses, stacked townhouses, and apartment housing up to four-storeys, and
- Incorporate high quality landscaping that has consideration for low impact development design in accordance with the City standards and approvals.

3.4 Flex Business

The Flex Business area will accommodate a variety of office, commercial, and employment uses. The area will serve as a buffer between residential zones to the south and Aero Employment to the north. The development will support economic diversification through clustering various industries and sectors, provide commercial amenities for nearby residents and employees, and remain adaptable to changing market conditions.

Flex business area policies:

- Encourage buildings to be designed to accommodate a variety of uses within a single building,
- Site planning for areas located within the flex-business area shall promote high-quality urban design and landscaping for land uses that are compatible with the surrounding residential areas and public open space and are aligned with the Land Use Bylaw,
- Utilize complimentary landscaping within setbacks of parcels located on the corner of two abutting collector roadways and within the primary neighbourhood public roadway entryways. Complimentary landscaping shall enhance the public realm while maintaining vehicular sight lines.
- Land uses that create nuisance factors outside of an enclosed building will not be permitted in the flex business area in accordance with the Land Use Bylaw,
- Businesses or commercial adjacent to a stormwater management facility or greenway or neighbourhood park may be required to incorporate noise attenuation, setbacks, buffers or on-site design or enhanced landscaping, urban design, or architecture to minimize development impacts on adjacent land, and
- Building and site design to have considerations for low impact development design and green building techniques in accordance with the City standards and approvals.

3.5 Aero Employment

Aero Employment will focus on warehouse, logistics, and manufacturing facilities in the northern part of the plan. The development aims to feature large-scale facilities with high-quality urban and landscape design. Aero Employment will serve as a transition zone between the airport lands and the Flex Business and residential areas. By leveraging direct access to 65th Avenue and proximity to the airport, it will support air cargo logistics and transportation to the QEII Highway. The Aero Employment development through its anticipated land uses is envisioned to enhance economic synergies with the airport, promote economic diversification, and allow flexibility to adapt to changing market conditions in Leduc and the Edmonton Metropolitan Region.

General Aero Employment Policies:

- A variety of employment and industrial activities will be supported within the Aero Employment area, so long as they do not create adverse effects or nuisances such as noise, effluent, odour or emissions outside of a building.
- Site planning for areas located within the Aero Employment area shall promote high-quality urban design and landscaping for land uses that are compatible with the surrounding areas and are aligned with the Land Use Bylaw,
- Utilize complimentary landscaping within setbacks of parcels located on the corner of two abutting collector roadways and within the primary neighbourhood public roadway entryways. Complimentary landscaping shall enhance the public realm while maintaining vehicular sight lines.
- Encourage the incorporation of industries that contribute to the Aerotropolis concept, eco-industrial development, or value added agriculture, and
- Building and site design to have considerations for low impact development design and green building techniques in accordance with the City standards and approvals.

3.6 Parks and Open Space

The 65th Avenue ASP allocates Municipal Reserve (MR) open space as a linear greenway that separates residential areas from the Flex Business zone. This greenway serves as both a buffer and an amenity space for residents and employees. It is designed to connect park spaces and natural areas in the nearby Bridgeport and Deer Valley neighborhoods. The objectives include creating a clear separation between residential and non-residential areas, offering connections for pedestrians and active transportation along multiway trails, and ensuring high-quality and functional landscaping.

Parks and open spaces are intended to accommodate a variety of inclusive amenities that meet the social and recreational needs of City of Leduc residents.

The concept plan incorporates Municipal Reserve through the dedication of a linear greenway park and a neighborhood park. **(See Figure 5)**

A deferred reserve caveat (DRC) (072 53112) was placed onto NE 33-49-25-W4M in 2007. The DRC registered an additional interest of 2.224 ha onto the quarter section. NE 33-49-25-W4M is required to dedicate 8.14 ha of land as Municipal Reserve. The Outline Plan development concept is dedicating 5.65 ha as Municipal Reserve land. The remaining 2.49 ha will be dedicated as cash-in-lieu.

3.6.1 Linear Greenway Park

Aligned with the 65th Avenue ASP, the concept plan integrates a linear green park spanning the neighborhood. This linear park provides opportunity space for active transportation and passive recreation. This park also serves as a buffer that separates the Flex Business area from the residential zones.

Linear greenway parks will be constructed in accordance with the City's Minimum Engineering Design Standards, with the specific type and location to be determined at subdivision.

3.6.2 Neighbourhood Park

A 3.55 ha neighbourhood park has been incorporated into the neighbourhood providing outdoor amenities for the Low Density Residential and the adjacent Medium Density Residential areas and is connected by a linear greenway park.

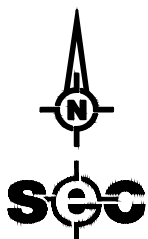
The neighbourhood park provides a large central area that can accommodate a variety of recreational amenities. The future design and choice of park amenity will align with the Leduc's Parks, Open Space and Trails Master Plan.

CITY BOUNDARY

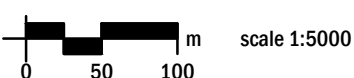


LEGEND

- | | | | |
|---|--------------------------------|---|------------------------|
|  | Park/Greenway |  | Pedestrian Connections |
|  | Public Utility |  | Asphalt Multiway |
|  | Stormwater Management Facility |  | Outline Plan Boundary |



PARKS AND OPEN SPACES



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FIGURE 5

3.7 Development Statistics

Table 1 describes the land use statistics for the Plan area. Approximately 30% of the land is planned for residential and open space/recreational use. Another 60% of land is designated for commercial use. The mix of commercial and residential land uses creates a complete community while effectively using open space and transitioning land uses between varying land use intensities. The residential density is planned at 41 units per net residential hectare which would accommodate close to 1,500 residents.

Table 1: Land Use Statistics

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	60.45	100.0%				
65 th Avenue Road Widening	1.22					
Subtotal	1.22					
GROSS DEVELOPABLE AREA	59.23					
LAND USES						
Public Utility Lot	0.35	0.59%				
Stormwater Management Facility	3.21	5.42%				
Municipal Reserve	5.65	9.54%				
Circulation (Roadway)	8.30	14.01%				
Flex Business	7.89	13.32%				
Aero Employment	19.09	32.23%				
SUBTOTAL - LAND USES	44.49	75.1%				
RESIDENTIAL						
Low Density Residential	11.98	20.2%	359	59.1%	1,005	69.3%
Medium Density Residential	2.76	4.7%	248	40.9%	446	30.7%
SUBTOTAL - RESIDENTIAL	14.74	24.9%	607	100.0%	1,451	100.0%
	59.23	100.0%				

Notes

A deferred reserve caveat (DRC) (072 53112) was placed onto NE 33-49-25-W4M in 2007. The DRC registered an additional interest of 2.224 ha onto the quarter section. NE 33-49-25-W4M is required to dedicate 8.14 ha as Municipal Reserve. The Outline Plan development concept is dedicating 5.65 ha as Municipal Reserve land. The remaining 2.49 ha will be dedicated as cash-in-lieu.

Units per net residential hectare: 41

Low Density Residential 30 units / hectare 2.80 persons / unit

Medium Density Residential 90 units / hectare 1.80 persons / unit

Table 2: Student Generation

School	Elementary (K-6)	Junior High (7-9)	Senior High (10-12)	Totals
Public	100.5	50.25	50.25	201
Separate	52	26	26	104
Total	152.5	76.25	76.25	305

Student Generation:

21% of Total Population (2021 Federal Census)

Public: 66% of Students, Separate 34% of Students

K-6: 50% of Students, 7-9: 25% of Students, 10-12: 25% of Students

4.0 Transportation

The NE33 Outline Plan's conceptual arterial and collector road network is aligned with the 65th Avenue ASP, which is supported by a Transportation Impact Assessment (TIA) (Stantec, 2019). The Plan's local road network has been established through the plan development and the staging of the road network is supported by an additional TIA (2024, Bunt).

The transportation network for NE33 Outline Plan accommodates the proposed land uses and the associated movement of automobiles, pedestrians, bicycles, and transit and connects to existing and future abutting neighbourhoods. **(See Figure 6)**

4.1 Arterial Roads & Highways

The Outline Plan is bounded by Grant MacEwan Boulevard to the east and 65th Avenue to the north. These arterial roads will be designed to an urban standard in accordance with the City's arterial road standard and are anticipated to accommodate four travel lanes. One additional mid-block right in/right out access into the Aero-Employment land use may be permitted at the discretion of the City.

4.2 Collector Roadways

Several collector roads are located within the Outline Plan. These collector roads are located in alignment with the 65th Avenue ASP. Medium Density Residential, Flex Business and Aero Employment will be accessed through a collector roadway standard. Collector roadways will be constructed to the City's General Design Standards. The north/south collector roadway adjacent to NW 33-49-25-W4M may require the landowners of NE 33-49-25-W4M and NW 33-49-25-W4M to enter into a cost-sharing agreement at the time of subdivision.

4.3 Local Roadways

The internal road network will be designed to meet the City of Leduc's General Design Standards for local roads, lanes, and cul-de-sacs. These standards will ensure safe and easy access for emergency and public service vehicles as well as garbage collection. Low Density Residential shall be located and accessed by local or collector roadways. Minor revisions to the location and design of the local roads may be considered at the subdivision stage without requiring amendments to the NE33 Outline Plan.

4.4 Transit Network

The north east/west collector roadway has been designed to accommodate future transit service through an increased dedicated right-of-way width. Transit routes and bus stops will be confirmed when transit service is required. **Figure 6** locates the collector with planned transit (Bus Rapid Transit).

4.5 Pedestrian Linkages

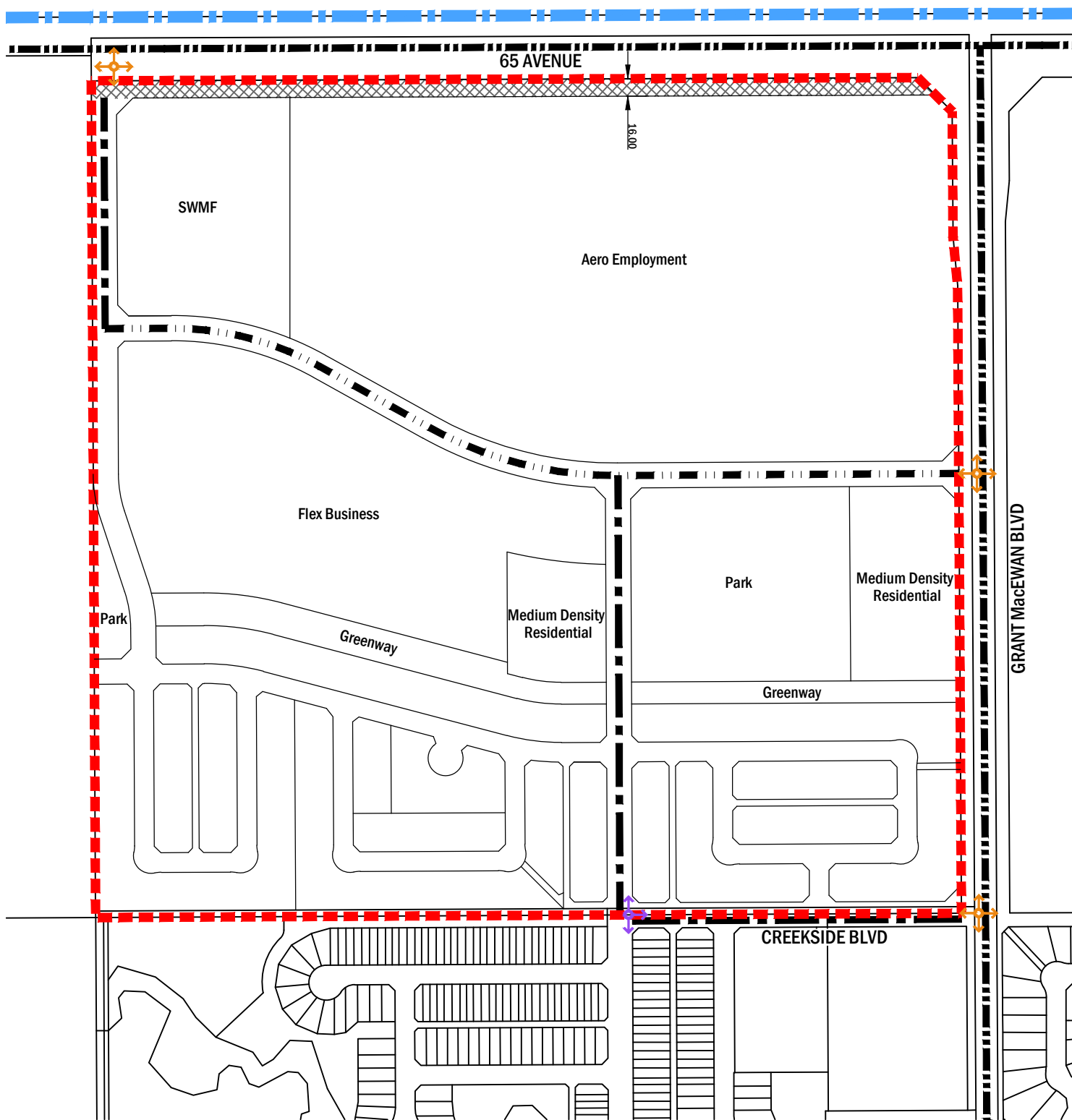
Non-vehicular transportation (pedestrians, bicycles, etc.) will be able to utilize the dedicated multiway system in the Plan area as well as the sidewalks fronting and flanking residential lots. Pedestrian links will be designed to allow efficient and accessible connections and access points for neighbourhood residents to parks, transit and adjacent neighbourhood amenities.

4.6 Noise Attenuation

Noise abatement from arterial routes will be provided as per City policy (*City of Leduc E1 - Part 1: Minimum Engineering Standards section 1.15*) which generally requires noise abatements for any arterial roadway that passes through a development.

An *Environmental Noise Impact Assessment* will be required to confirm berm and fencing standards at subdivision for redistricting along Gran MacEwan Boulevard, to the satisfaction of the City of Leduc.

CITY BOUNDARY



LEGEND

Red dashed line Outline Plan Boundary

Cross-hatch pattern Road Widening

Solid black line Arterial Road

Dashed black line Collector with Planned Bus Rapid Transit (BRT)

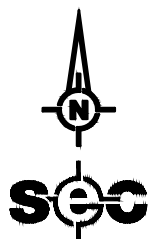
Dash-dot black line Collector Road



All Directional Access



"T" Intersection



TRANSPORTATION NETWORK



scale 1:5000

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CITY OF LEDUC

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FIGURE 6

5.0 Servicing Infrastructure

5.1 Water Servicing

Water service in NE33 Outline Plan is provided by a 400mm diameter pipe immediately south along Creekside Drive. Future connection is anticipated from east of Grant MacEwan Blvd and will be provided to the west across Deer Creek. NE33 pressures are higher than the Leduc standards. The City of Leduc is working to install PRVs in 2026. The City has agreed to allow development to proceed in NE33 for a short period of time based on the consideration that looping is provided. **(See Figure 7)**

5.2 Sanitary Servicing

A lift station located to the south within Deer Valley will provide sanitary service to NE33 Outline Plan via a 600mm trunk along Deer Valley Drive. Connection will be made to the existing trunk at Deer Valley Drive and Creekside Drive. The trunk sewer is shallow, and fill will be required to cover the line on the westside of NE33 Outline Plan.

5.3 Stormwater Management System

The stormwater management system will consist of one stormwater management facility (SWMF) interconnected with a small facility located in the lands to the West on the east side of Deer Creek. The two ponds will operate as one with shared minor system and outfall, discharging to Deer Creek via 65 Avenue at a controlled rate. **(See Figure 9).**

The stormwater management system will be designed to provide for a 1:100 Year flow rate for the south half of Grant MacEwan Blvd located adjacent to NE33 Outline Plan.

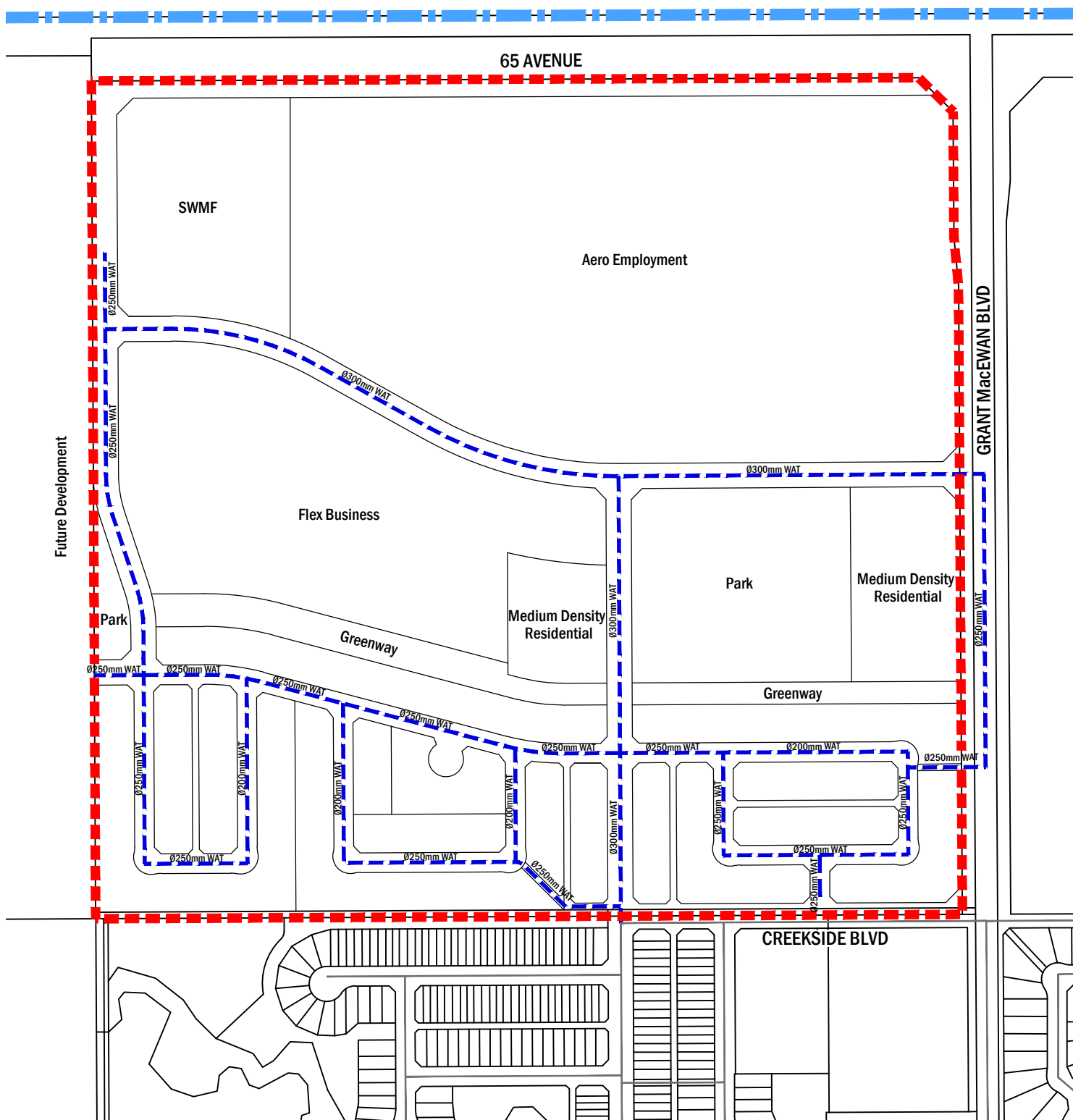
Stormwater management areas and natural areas to minimize and mitigate bird/wildlife attractants such as food sources and habitats.

5.4 Shallow Utilities

Power to the NE33 Outline Plan neighbourhood is available in two locations: one an overhead line along Grant MacEwan Blvd and the 2nd underground within the intersection of Deer Valley and Creekside Drive

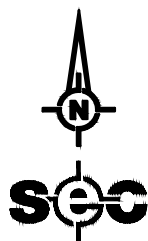
Gas and communications will also be extended from Creekside.

CITY BOUNDARY

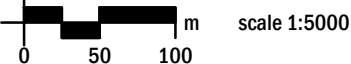


LEGEND

- ■ ■ ■ Outline Plan Boundary
- - - - Proposed Water Main
- Existing Water Main



WATER SERVICING

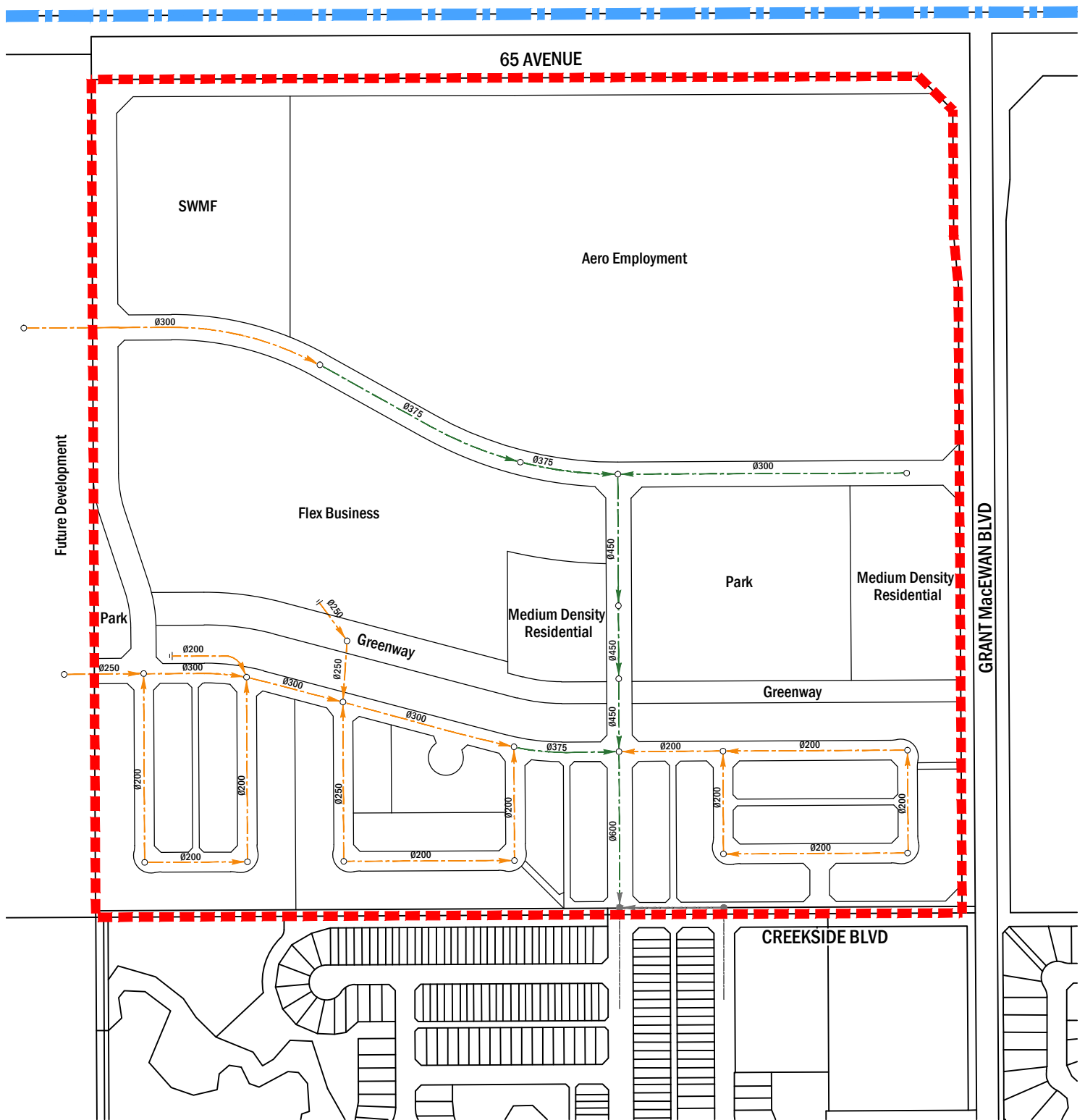


NE33 OUTLINE PLAN
CITY OF LEDUC

17-24150-04-PRF007.DWG
Cbohnert February 24, 2025

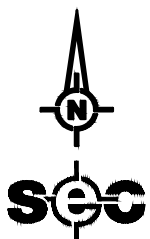
FIGURE 7

CITY BOUNDARY

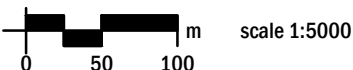


LEGEND

- Outline Plan Boundary
- Proposed Sanitary Sewer
- Existing Sanitary
- Proposed Sanitary Trunk



SANITARY SERVICING



NE33 OUTLINE PLAN
CITY OF LEDUC

17-24150-04-PRF008.DWG
Cbohnert February 24, 2025

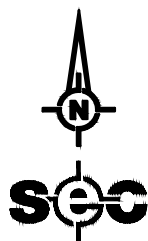
FIGURE 8

CITY BOUNDARY

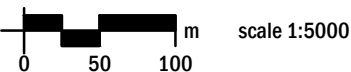


LEGEND

- | | | | | | |
|--|--------------------------------|--|----------------------|--|----------------------|
| | Public Utility | | Proposed Storm Sewer | | Major Flow Direction |
| | Stormwater Management Facility | | SWMF Outlet Pipe | | |
| | Outline Plan Boundary | | Interconnecting Pipe | | |



STORMWATER SERVICING



NE33 OUTLINE PLAN
CITY OF LEDUC

17-24150-04-PRF009.DWG
Jjurinic March 18, 2025

FIGURE 9

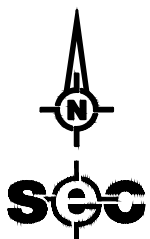
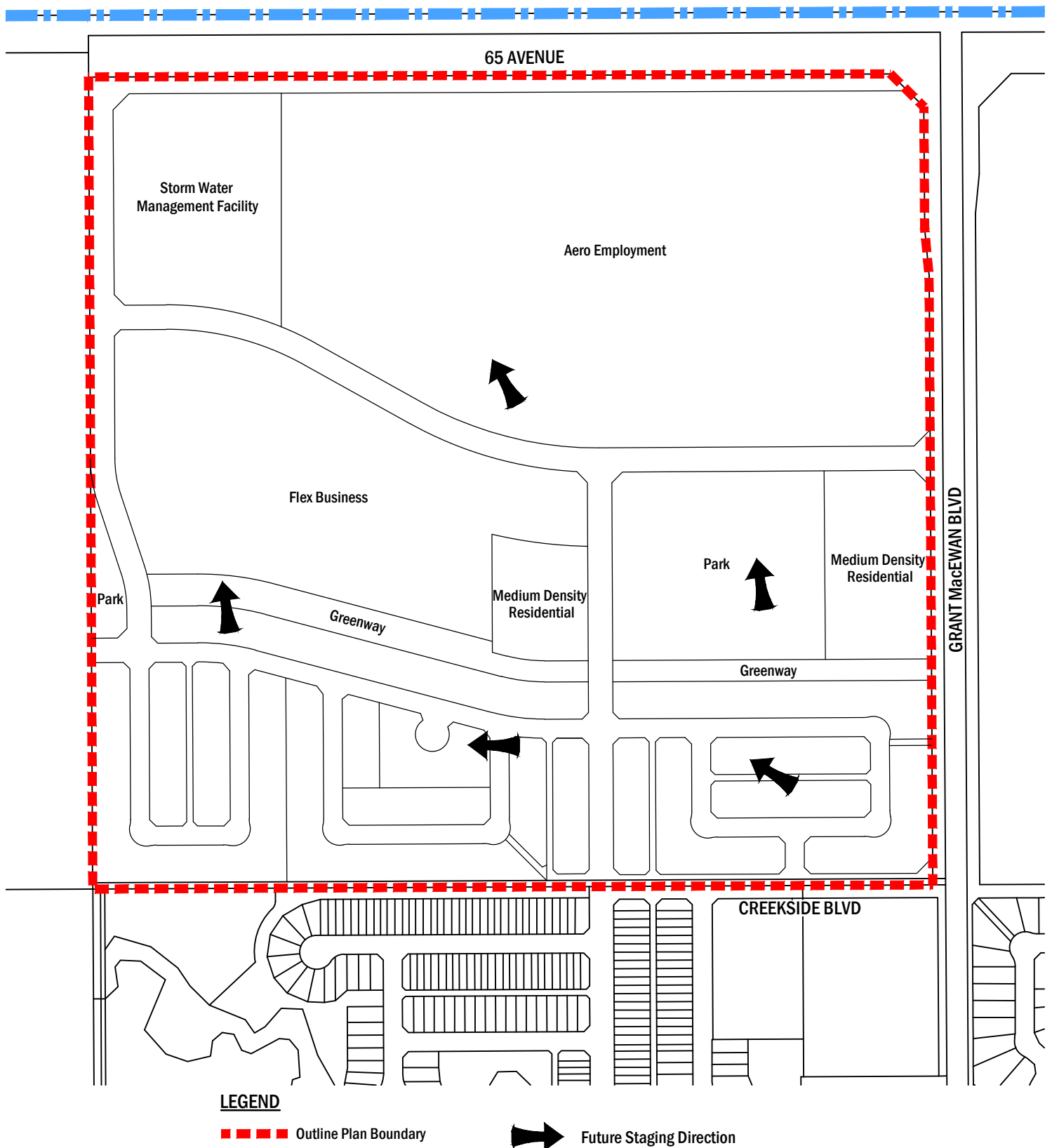
6.0 Implementation

6.1 Development Staging

The Outline Plan will generally be developed from southeast to northwest starting near Creekside Boulevard, which provides access to Deer Valley residential to the south. **(See Figure 10)**

Stage One will be located within the residential area in the southeast area of the plan. Stage One construction is anticipated in 2025. Development will progress to the west until the market for flex business and aero-employment uses emerges.

CITY BOUNDARY



STAGING PLAN

0 50 100 m scale 1:5000

NE33 OUTLINE PLAN
CITY OF LEDUC

17-24150-04-PRF010.DWG
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FIGURE 10

7.0 Policy Context

7.1 Edmonton Metropolitan Region Board Growth Plan

The Edmonton Metropolitan Region Growth Plan: Re-imagine, Plan, Build (EMRBGP) was approved on October 31, 2017. The Growth Plan is a comprehensive policy document that is designed to guide growth in a way that balances economic development, environmental protection, community well-being, infrastructure optimization, and agricultural sustainability. The Outline Plan supports the six regional policies by:

- Incorporating regional employment opportunities,
- Retaining green space to grow the region's environmental assets,
- Creating complete communities with diverse housing choices,
- Encouraging efficient use of infrastructure through compact development patterns,
- Designing effective regional mobility through an integrated transportation network, and
- Identifying future industrial land with the potential to support agricultural industrial processing, manufacturing and innovation businesses close to the Edmonton International Airport.

The proposed residential density for the plan area is 41 upnrh. Complying with the EMRB's Growth Plan target of 35 upnrh.

7.2 Regional Agriculture Master Plan

The Edmonton Metropolitan Region Board approved the Regional Agriculture Master Plan (RAMP) in 2021. RAMP establishes a policy framework based on criteria to inform land use decisions. Where RAMP policies contain a list of sub-policies, all sub-policies shall be required to be met in their entirety, unless specified otherwise. The RAMP framework establishes four discrete geographic policy areas to identify the agricultural lands in the Region. RAMP policy areas consider existing land uses in the Region and the three policy tiers in the growth plan – metropolitan core, metropolitan area and the rural area (RAMP, 2022).

The NE33 Outline Plan neighbourhood is situated within RAMP's Policy Area 3, Agriculture in Future Transition Lands. These lands are ready to be transitioned from agricultural use to urban use to increase the availability of residential and employment opportunities within the City of Leduc and the region. However, future development of these lands will remain sensitive to encouraging agricultural uses until these lands are needed for growth. This would include ensuring that access to farmland is maintained to enable agricultural machinery.

7.3 Municipal Development Plan

The City of Leduc's 2020 Municipal Development Plan (MDP), established under Bylaw 1057, serves as a statutory policy document guiding the city's growth and development. It ensures that planning aligns with local and regional priorities while embodying the community's vision for the future.

The MDP identifies areas best suited for growth by considering factors such as existing infrastructure, sustainable development principles, and economic opportunities. It addresses critical themes, including environmental sustainability, economic development and tourism, social wellness and safety, recreation and culture and good governance.

The MDP outlines the future growth of Residential and Employment policy areas, as illustrated in Figure 10 of Bylaw 1057-2020. The Outline Plan, as prepared, upholds the direction set in Figure 10.

7.4 65th Avenue Area Structure Plan

The 65th Avenue Area Structure Plan is a statutory planning document and was adopted by City Council on March 8, 2021. The purpose of the 65th Avenue ASP is to provide a high-level overview and direction to guide future development for the within the plan boundary. Development within NE33 will align with both the ASP and Outline Plan.

7.5 Outline Plan

An Outline Plan is a non-statutory planning document approved by resolution of Council, not by Bylaw. An Outline Plan is required to provide a framework to guide the review and approval of development applications within a neighbourhood. It conceptually identifies land uses, the location of transportation routes, alignments for public utilities and servicing, and the anticipated sequence of development.

NE33 Outline Plan provides a more detailed planning and preliminary engineering design than the approved 65th Avenue ASP. Residential land uses are clearly identified as well as location of roadways, parks and stormwater management facilities.

7.6 Land Use Bylaw

The City of Leduc Land Use Bylaw 809-2013 (LUB) is a planning tool that defines land use districts in Leduc and prescribes the types of land uses allowed in each district. LUB 809-2013 will be used to implement the NE33 Outline Plan's land use concept as appropriate.

7.7 City of Leduc Fire Services Strategic Plan 2017-2020

The City of Leduc Fire Service is an integrated emergency service, which provides fire protection and emergency medical services. Three specific programs are included within the fire service, which include, operations, fires prevention and education. This strategic plan gives recommendations on how to plan emergency services to servicing the growing needs of the City by assessing risk management, funding, response times, staffing, fire prevention, service demand and station location.

A Fire Hall is constructed south of 50 Avenue immediately east of the Alberta Products Pipeline Ltd. (APPL) right-of-way. This Fire Hall, opened in October 2015, will serve the NE33 Outline Plan neighbourhood.

7.8 City of Leduc Transportation Master Plan

The City of Leduc Transportation Master Plan (TMP) adopted by Council on October 8, 2018, includes recommendations for the short, medium, and long term changes to Leduc's transit service, heavy vehicle traffic routes, and pedestrian and bicycle transportation networks. The TMP's implementation plan includes several improvement projects that are identified as short-term (0-10 years) and medium-term (10-20 years) improvements adjacent to the NE33 Outline Plan neighbourhood.

These projects include:

- Extending 65th Avenue East to Spine Road (Range Road 250) (short-term).
- Road widening for Grant MacEwan Boulevard from 65 Avenue to Bridgeport Gate (medium-term).
- 65th Avenue West widening to Grant MacEwan, extension to 74th Street and new traffic signal at Grant MacEwan (medium-term).
- Road extension for 65th Avenue from Grant MacEwan Boulevard to 74 Street (medium-term).

The Outline Plan concept supports the TMP through:

- Integrating an east/west multiway to promote active transportation within NE33 Outline Plan.
- Incorporating a mixture of residential and commercial developments connected by sidewalks and a multiway.
- Developing land use concepts that ensure new commercial and industrial development can have immediate access to 65th Avenue.