

NW34 Outline Plan

**Leduc Landing &
North Bridgeport**

Approved July 6, 2026



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1.0 PURPOSE

The NW34 Outline Plan provides a framework to conceptually illustrate the manner in which the 65th Avenue Area Structure Plan (ASP) will be applied to guide future redistricting, subdivision, and development within NW ¼ SEC 34-49-25-4. The plan has been prepared on behalf of the landowner, Anthem Properties.

In alignment with the approved ASP, the vision is to provide a comprehensively planned area that leverages proximity to the Edmonton International Airport (EIA) and major transportation routes for employment opportunities and also provides housing options that are connected to open space amenities and adjacent neighbourhoods.

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 and 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 3 Land Use Concept** align with this purpose and are consistent with the 65th Ave Area Structure Plan.

This plan includes residential, employment, stormwater management facility, and park/greenway land uses that are configured for compatibility. Specifically, the Outline Plan identifies land use, mobility, servicing, and staging concepts to provide for the following components of the ASP:

- Aero Employment lands in the north portion of the plan area that are afforded convenient access to 65th Avenue and Grant MacEwan Boulevard, and EIA to support economic development and employment.
- Flex Business lands in the centre of the plan area to provide a range of lighter and smaller scale business uses. These lands will provide a buffer between the more intensive Aero Employment Uses in the north and Residential Uses in the south and will support and serve both land use areas.
- Low Density Residential lands in the southern portion of the Outline Plan to provide a range of housing options.
- Medium Density Residential land to provide a greater range of housing options with higher densities. The land is located with convenient access to transit, neighbourhood entries, services, and park/greenway amenities.
- Park/Greenway lands that function as a buffer between low density residential and more intensive uses, as well as provide amenity and active mode connections.

- A stormwater management facility that services both a utility and amenity function abutting the Aero Employment lands in the northwest portion of the plan.

2.0 OUTLINE PLAN AREA

The area containing these lands is outlined in **Figure 1 Outline Plan Area**. It includes a total area of 60.42 ha and is located in the central portion of the 65th Avenue ASP. It is bounded by 65th Avenue to the north, Grant MacEwan Boulevard to the west, the Bridgeport neighbourhood to the south, and 65th Avenue ASP lands to the east.

It should be noted that all references to location and area measurements are subject to changes and adjustment based on final area measurements and exact locations, which will be determined by survey calculations at such time as each existing titled area is subdivided.

3.0 PUBLIC CONSULTATION

Public engagement was held throughout the 65th Avenue ASP process to develop the vision and shape the land use plan for the subject area, as outlined in the ASP. This Outline Plan aligns with this ASP vision and direction and builds on the work done to provide details focused on the subject parcel that will allow for implementation through the redistricting, subdivision and development process.

A public open house was held on June 25, 2025, at St. Benedict's Elementary School to give residents an opportunity to review the draft outline plan and share their feedback. The event was advertised in the *Leduc Representative*, and surrounding landowners were notified through mailed letters and roadway signage. During the open house, attendees were able to review the Land Use Concept, provide comments, and ask questions of the project team. Feedback from the open house, along with any follow-up inquiries, was summarized and submitted to the City of Leduc for their information.

Legend

- 65th Avenue ASP Boundary
- NW34 Outline Plan Boundary

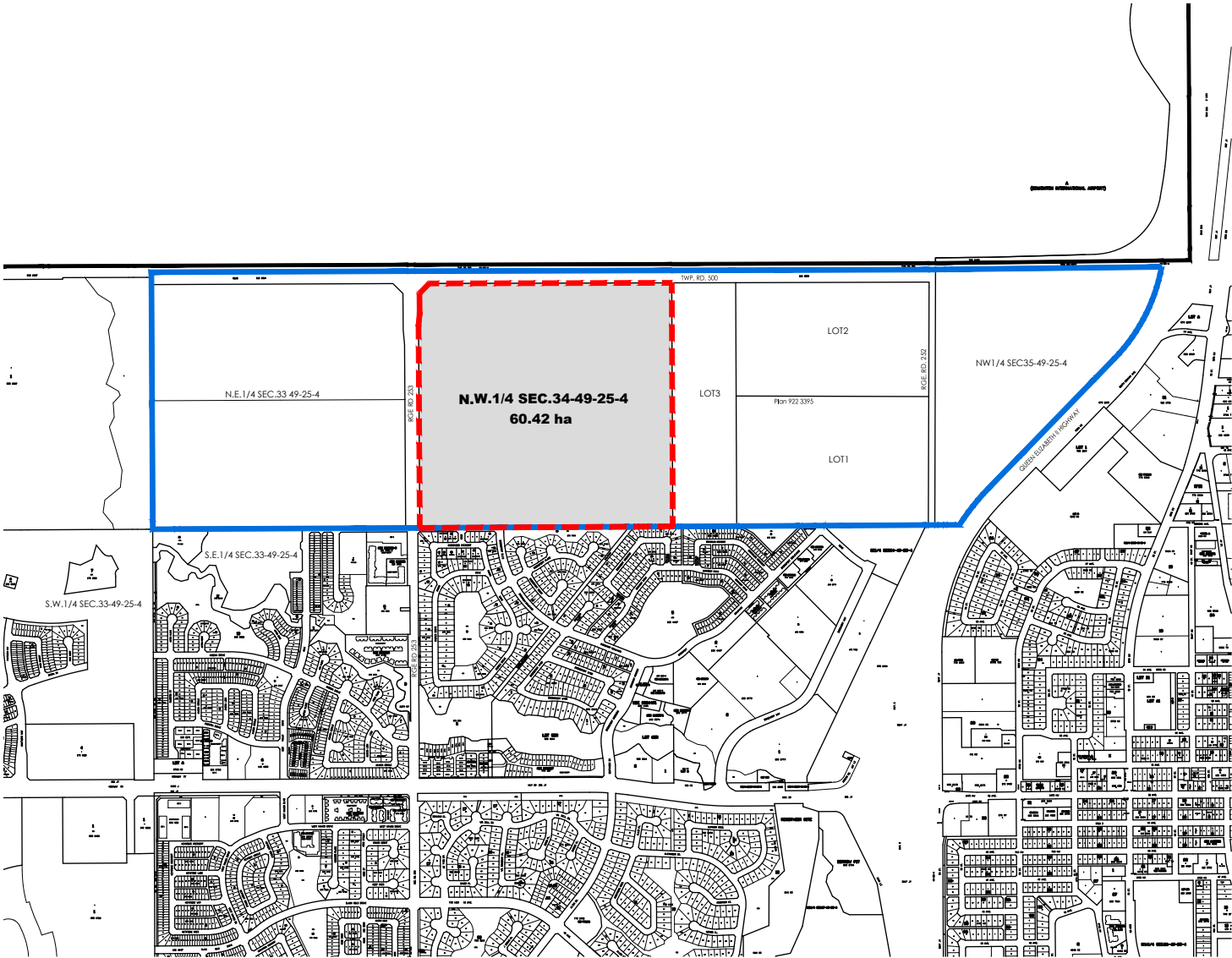


FIGURE 1

OUTLINE PLAN AREA

4.0 PLANNING AND POLICY CONTEXT

The plan area is located within the central portion of the 65th Avenue Area Structure Plan (ASP). The ASP provides a general planning framework to guide future land use and development within the northern industrial area of the City of Leduc. Under this framework, the subject quarter section is designated for Aero Employment, Flex Business, Medium Density Residential, Low Density Residential, Stormwater Management Facility (SWMF), and Park/Greenway lands. The ASP also requires that Outline Plans be prepared and approved to guide development within undeveloped areas prior to subdivision and redistricting.

The proposed Outline Plan aligns with the direction established in the 65th Avenue Area Structure Plan (ASP). Adopted by Council on March 8, 2021, the ASP was developed in accordance with applicable statutory and non-statutory plans in effect at the time. This Outline Plan continues to reflect the policies and principles outlined in the following documents, with specific details on alignment provided within the ASP:

- Municipal Government Act
- EIA Vicinity Protection Area Regulation
- EIA Zoning Regulations
- Municipal Development Plan
- Aerotropolis Viability Study (2015)
- Economic Sector Diversification Analysis (2018)
- Real Estate Market Overview (2018)
- AVS Review (2018)
- Bridgeport ASP
- City of Leduc Engineering Design Standards

5.0 EXISTING SITE CONDITIONS

5.1 NATURAL FEATURES

5.1.1 Topography

The Outline Plan area is overall generally flat. Soil stratigraphy consists of fill or topsoil overlying clay till, underlain by clay shale or sandstone bedrock. A variety of soil types are identified within the area.

5.1.2 Natural Areas

A Wetland Assessment, Weed Assessment & Impact Report was prepared by Astute Environmental & Regulatory Inc. and submitted as a supplemental report for review with this Plan.

The report identifies the presence of two marsh wetlands (WL1 and WL2) and one shallow open water wetland (NA81WL) on the site. As part of this exercise, the wetlands were classified and delineated, and an evaluation was sent to Alberta Environment & Parks (AEP) for their review and a value assignment. Both wetlands were assigned a value of "D" on a scale of "A – D". This Outline Plan proposes to remove WL1 and WL2 in favour of urban development. Compensation for this removal will be addressed through the replacement requirements of the Alberta Wetland Policy.

Wetland NA81WL is not a naturally occurring wetland. It originated as a human-made dugout approximately 16 years ago and has evolved into a naturalized wetland since that time. The removal of this 2.05 ha wetland will not be subject to replacement requirements. However, this Outline Plan proposes that the location of wetland NA81WL become a Stormwater Management Facility (SWMF) to serve the surrounding lands.

5.1.3 Wildlife

Section 3.3.4 of the 65th Avenue Area Structure Plan (ASP) notes that wildlife species within the plan area are typical of the Central Parkland Natural Subregion and are likely exposed and habituated to existing human disturbances. The plan suggests that wildlife surveys should be completed prior to development to confirm the presence of habitat and/or protected features. A wildlife sweep will be conducted by a qualified professional, and findings and next steps will be in adherence with the requirements of all provincial, federal, and international regulations including the Migratory Birds Convention Act and Alberta Wildlife Act.

5.2 HUMAN-MADE CONSTRAINTS

5.2.1 Pipelines

There are no pipelines or wellsite's located within NW-34-049-25 W4M. However, Pipelines 50755-4/5 Crude Oil Pipeline (discontinued), Pipeline 7634 Low Vapour Liquid Pipeline, and Pipeline 1055 Natural Gas Pipeline are located to the north of the subject quarter section.

5.2.2 Edmonton International Airport (EIA)

The plan area is adjacent to the southern boundary of the Edmonton International Airport and falls within 25-35 Noise Exposure Forecast (NEF) contour area. The Outline Plan acknowledges the importance of implementing sensitive land use limitations to ensure the ongoing success of the EIA, and takes into account the NEF contour lines within the land use design, ensuring compliance with the Airport Vicinity Protection Area (AVPA) regulations and other restrictions as referenced in Section 1.0 (Purpose) of this Outline Plan.

Legend

- NW34 Outline Plan Boundary
- Watercourse
- Existing Pipelines
- Existing Oil and Gas Wells
- EIA Noise Exposure Foreceast (NEF)

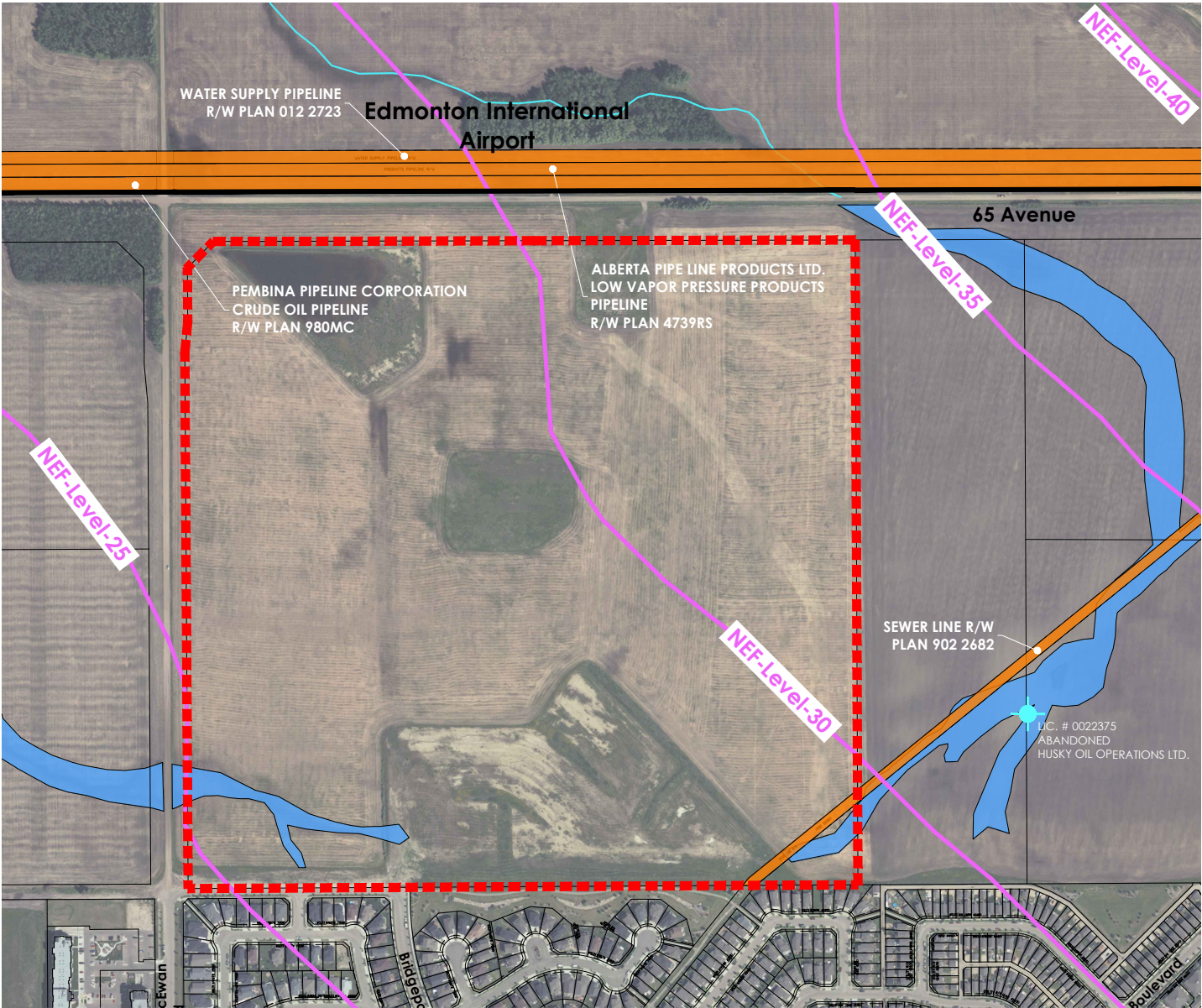


FIGURE 2

SITE FEATURES

6.0 LAND USE CONCEPT

In accordance with the land use areas identified in the ASP, the proposed land use pattern for the plan area is illustrated in **Figure 3 Land Use Concept**. The land uses shown are consistent with the ASP and include the following:

- **Aero Employment Use:** Areas identified as Aero Employment Use will be developed predominantly with a range of warehouse, logistics, and manufacturing facilities, that provide employment and economic development opportunities and leverage adjacency to the EIA and major transportation routes, so long as they do not create adverse effects or nuisances such as noise, effluent, odour or emissions outside of a building. Light Industrial Uses are also deemed to be appropriate within this area.
- **Flex Business Use:** Areas identified as Flex Business Use will include a range of uses such as office, commercial and employment uses that will act to complement and support the Aero Employment uses and Residential uses in the plan. These developments will act as a buffer between the residential areas and the Aero Employment Uses.
- **Parks and Greenways:** Park space within the plan area will be provided as a linear greenway designed to offer amenities that meet the social and recreational needs of City of Leduc residents. Development will follow the *City of Leduc Parks, Open Space, and Trails Master Plan*. The greenway will function as a buffer between Residential Areas and the Flex Business Area while also supporting recreation and active transportation. It will connect residents to destinations throughout the plan area and to nearby parks and natural areas within the NE33 Outline Plan and the Deer Valley neighbourhoods, as shown in **Figure 4 Parks and Open Space Plan**. Municipal Reserve will be dedicated in the form of land to assemble the planned greenways, with the remaining balance of the required 10% Municipal Reserve provided as cash-in-lieu. Exact amounts will be determined through the subdivision process.
- **Stormwater Management:** The areas identified as Stormwater Management will be utilized as a constructed stormwater management facility (SWMF) that is required to service the plan area. The stormwater management facility (SWMF) is intended to be landscaped to create an attractive focal point element within the pattern of industrial land uses.
- **Low Density Residential:** This area will allow for local road layouts that can include a mix of front access and lane access blocks. It will allow single detached homes and duplexes, with opportunities for garage suites, secondary suites, and garden suites. It will be utilized to provide Low Density Residential Housing that serves as a transition between the Flex Business uses in the north and residential uses in the Bridgeport neighbourhood to the south.

- **Medium Density Residential:** The area designated for Medium Density Residential is intended to provide housing diversity through townhouses and small multi-unit buildings (three or more units) up to three storeys in height. These homes will be located near multi-modal transportation routes, transit, services, and developed park amenities. To support medium density development, the greenway will incorporate a developed park amenity that may include elements such as outdoor fitness equipment or features like picnic tables and BBQ pits. The specific design and location of park spaces and amenities will be determined through the detailed design and engineering process.
- **High Density Residential:** The parcel identified for High Density Residential aims to provide housing diversity in the form of apartment-style, multi-unit, built forms and mixed-use buildings that are four storeys and higher, in proximity to multi-modal transportation routes, transit, services, and open space.

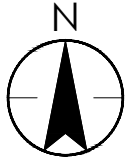
The land use concept, as shown in **Figure 3 Land Use Concept**, illustrates a modified grid layout and potential parcel configuration intended to establish the basic framework for development within the plan area. This framework will be confirmed on a stage-by-stage basis through individual subdivision applications submitted to the City of Leduc for approval. Appropriate Land Use Districts are intended to be established concurrently with subdivision approvals and remain subject to City Council's approval.

The land use concept is intended to be conceptual and flexible, and will be modified to provide for:

- Variations in block sizes, parcel sizes, and local road configuration.
- Modifications to the roadway network.
- Adjustment to topography and provision of stormwater management.
- Adaptation of servicing requirements to meet the needs of particular land uses; and
- Accommodation of potential large parcel uses as may be identified in the future marketing program.

Legend

- NW34 Outline Plan Boundary
- City Boundary
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Flex Business
- Aero Employment
- Park / Greenway
- Storm Water Management Facility (SWMF)
- Arterial Road
- Collector Road



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

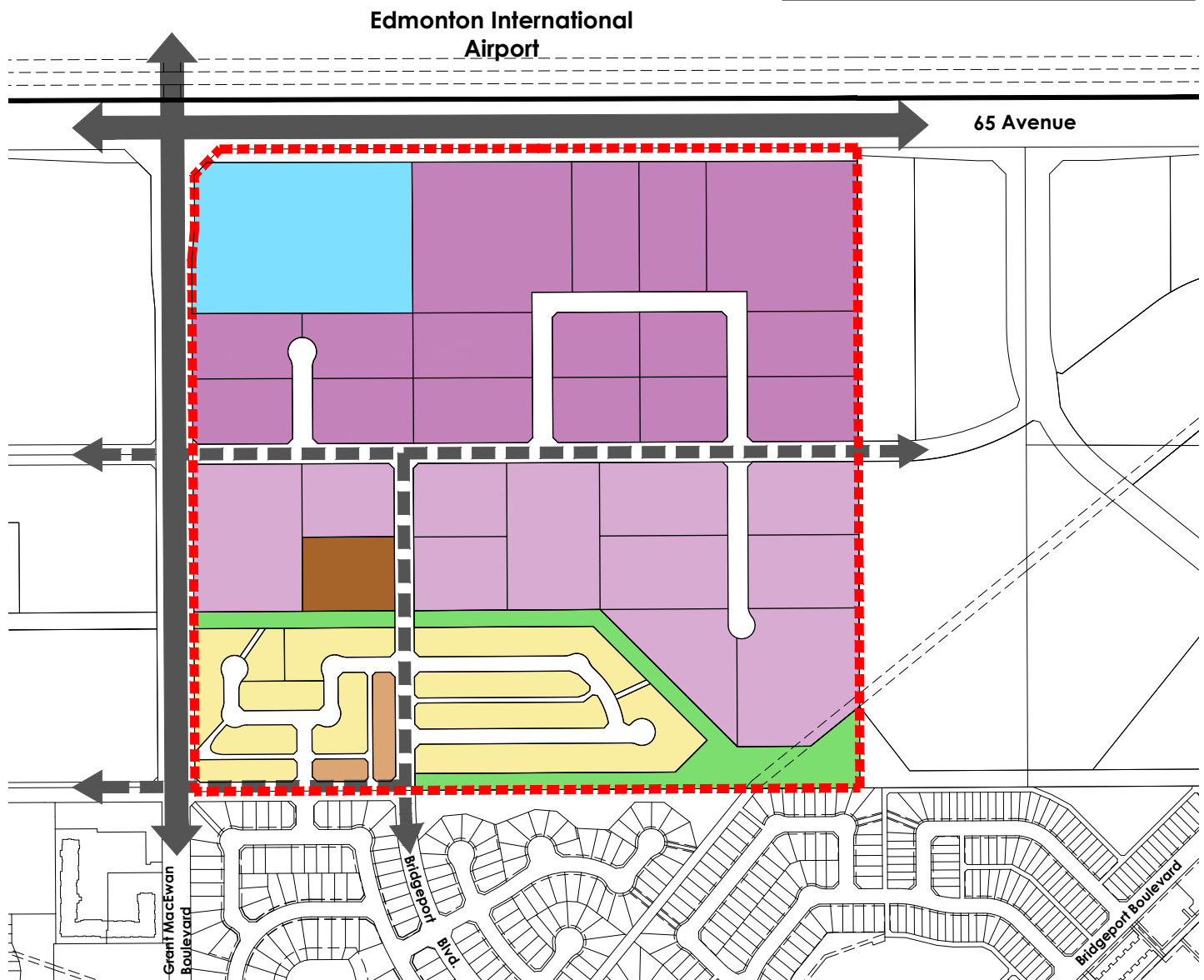


FIGURE 3

LAND USE CONCEPT

7.0 LAND USE SUMMARY

The plan area encompasses a total land area of 60.42 ha. Approximate land use areas at the time of plan preparation are provided in the table below. Actual areas developed may be subject to change through the redistricting and subdivision process.

Municipal Reserves will be provided in the form of land to satisfy the greenway and park requirements of the Plan. The remaining portion of the 10% municipal reserve dedication will be provided in the form of cash-in-lieu, with exact amounts to be determined through the subdivision process.

Table 1 Land Use Statistics

NW34 Leduc Landing and North Bridgeport Outline Plan

LAND USE & POPULATION STATISTICS

Land Use	Area (ha)	% of GA	% of GDA
Gross Area (GA)	60.42	100.00%	
Arterial Roadway Dedication (65th Avenue)	1.23	2.04%	
Gross Developable Area (GDA)	59.19	97.96%	100.00%
Circulation	7.55		12.76%
Stormwater Facilities (PUL)	4.68		7.91%
Greenways & Open Space (MR)	3.16		5.34%
Flex Business	15.57		26.31%
Aero Employment	20.09		33.94%
Total Non-Residential Area	51.05		86.25%
Net Residential Area	8.14		13.75%

Residential Land Use Summary	Area (ha)	Units/ha	Units	% Total Units	People/Unit	Population
Low Density Residential (LDR)	6.65	30	200	64%	2.8	559
Medium Density Residential (MDR)	0.52	50	26	8%	2.8	73
High Density Residential (HDR)	0.97	90	87	28%	1.8	157
Total	8.14		313	100%		789

Net Population Density: 97 persons per net residential hectare
Net Unit Density: 38 units per net residential hectare

8.0 PARKS AND OPEN SPACE

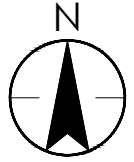
The 65th Avenue ASP allocates Municipal Reserve (MR) within the NW34 Outline Plan as a linear greenway that buffers residential areas from the Flex Business area while providing amenity space for residents and businesses.

The greenway supports both active transportation and passive recreation while serving as a functional separation between land uses. Multiway trails will extend along the length of the greenway, linking to existing and planned routes that provide pedestrian access across neighbourhoods, as well as to internal networks within residential areas and adjacent non-residential lands to the north. Greenway parks will be constructed in accordance with the City's Engineering Design Standards, with specific design and locations determined at the subdivision stage.

To support medium-density residential development, a developed greenway amenity will be located in the northern portion of the greenway, as shown in **Figure 4 Parks and Open Space**. This amenity may include features such as outdoor fitness equipment, site furniture, or BBQ pits. The exact design and location will be finalized during the subdivision process.

Legend

- NW34 Outline Plan Boundary
- City Boundary
- Park / Greenway
- Storm Water Management Facility (SWMF)
- Multiway
- Existing Multiway
- ★ Approximate Location of Greenway Amenity



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

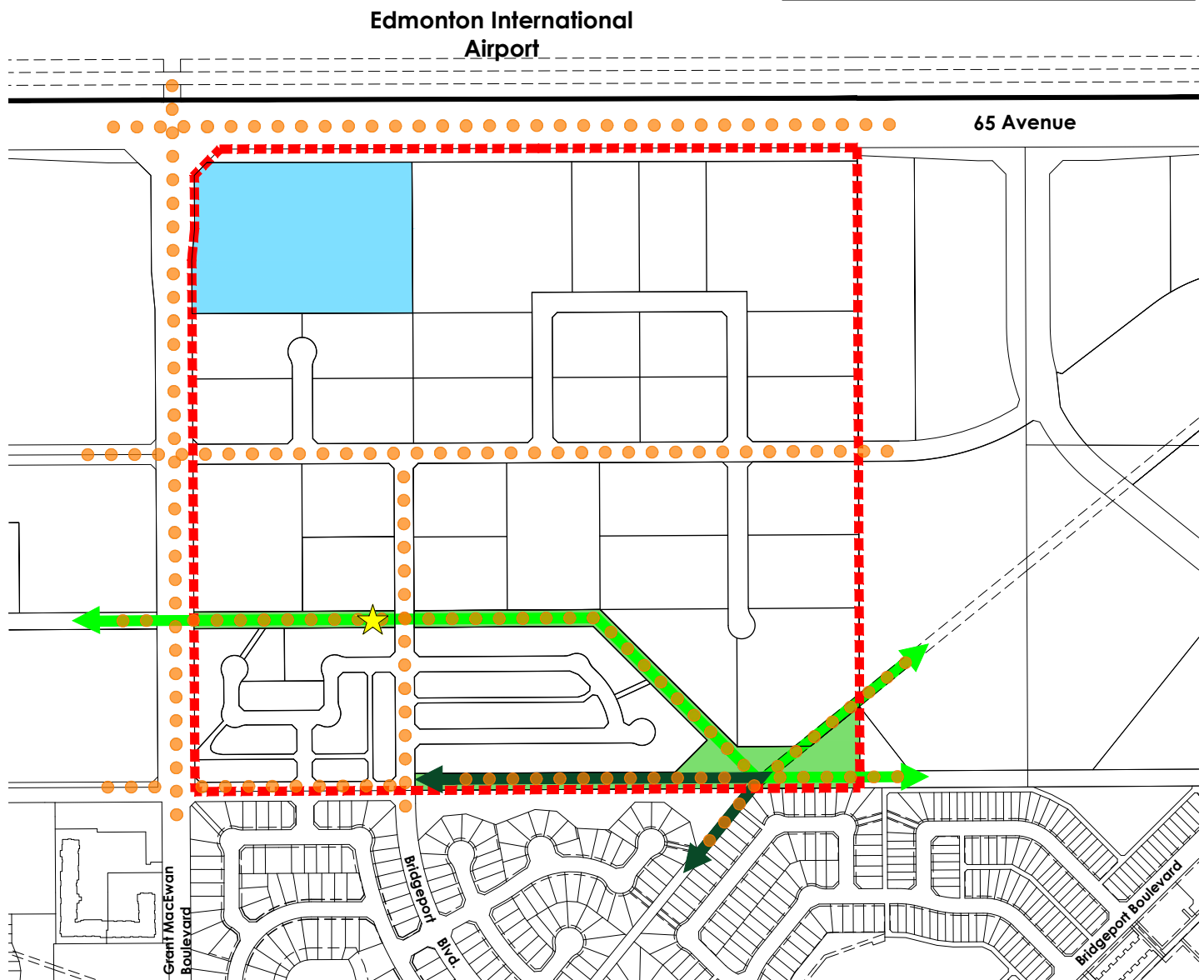


FIGURE 4

PARKS AND OPEN SPACE

9.0 TRANSPORTATION

The plan area is bounded on the north by the 65 Avenue arterial road, which abuts the EIA and connects with the Queen Elizabeth II Highway to the east, Grant MacEwan Boulevard arterial road to the west, and on the south by the Bridgeport Gate collector road. The transportation network components are shown in **Figure 5 Transportation Plan**.

A joint Transportation Impact Assessment (TIA) was prepared to inform the NE33 and NW34 Outline Plans within the 65 Avenue ASP. The TIA was been submitted as an accompanying report in support of this Outline Plan.

The review of the transportation network was based on trip generating land uses under two development stages, those being:

Residential uses only until 2030 (Stage 1); and

Full Build Out until 2040 (Stage 2).

For NW34 this would comprise:

- 222 low density residential units and 86 medium density residential units (Stage 1); and
- Approximately 500,000 ft² of flex business and 795,000 ft² of aero employment.

Full buildout of the plan area is projected to generate a total of 495 two-way AM peak hour trips, 565 two-way PM peak hour trips, and 5,720 two-way daily trips.

Based on this assessment, Stage 1 development within the plan area can be accommodated via the Bridgeport Gate/Grant MacEwan Boulevard intersection. Under Stage 1, the collector roadway network within the plan area is expected to accommodate full buildout of the neighbourhoods without the Discovery Way connection to 65 Avenue. The interim collector roadway networks are anticipated to accommodate the traffic demands associated with Stage 1 development within the established City collector volume thresholds.

A Noise Impact Assessment will be required for the residential lands that abut Grant MacEwan Boulevard to determine if any noise attenuation measures are required.

Legend

- NW34 Outline Plan Boundary
 - City Boundary
 - Arterial Road
 - Collector Road
 - Potential Higher Order Transit
 - Multiway
 - Park / Greenway
 - Existing Multiway
- All Directional Access



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

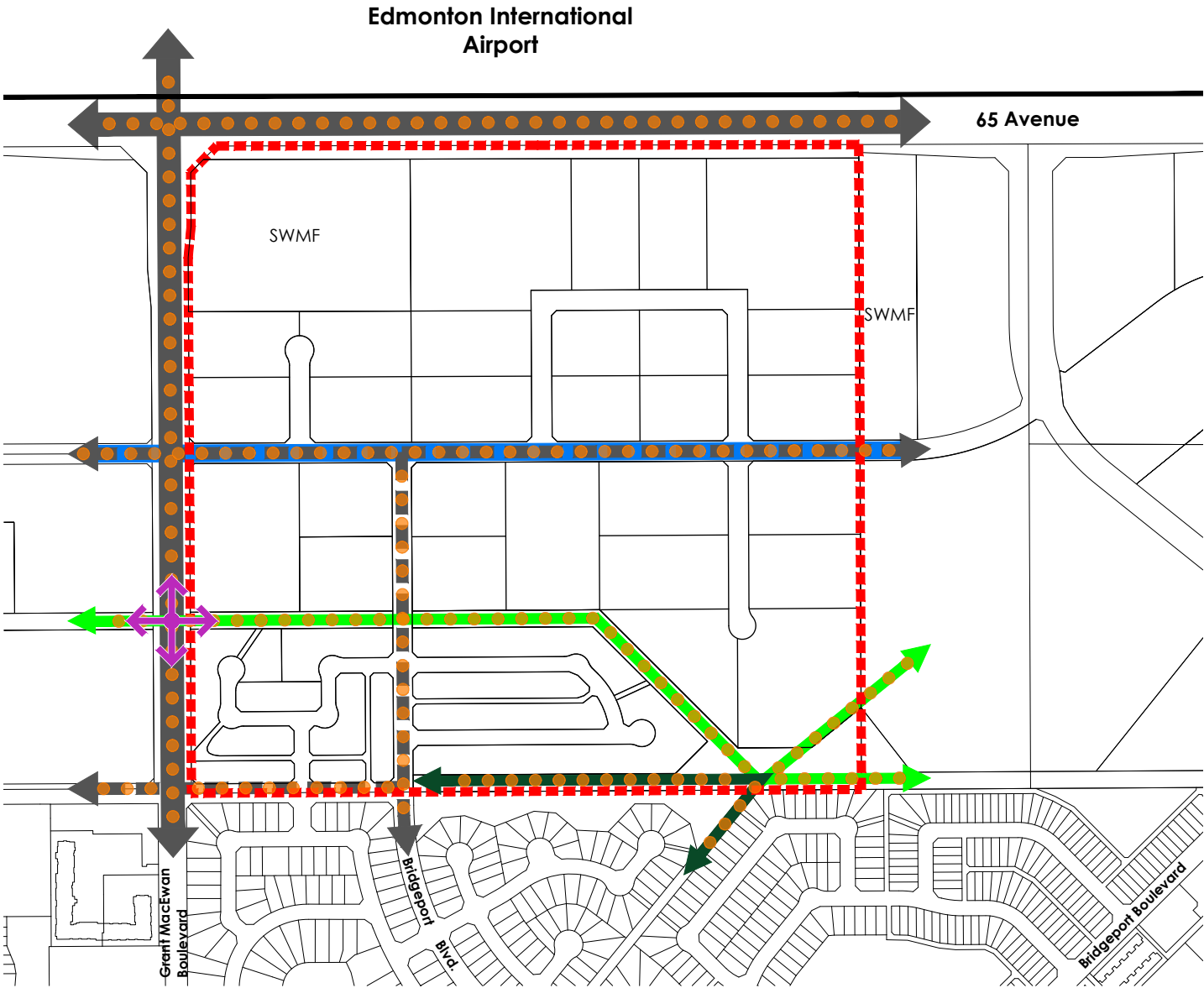


FIGURE 5

TRANSPORTATION PLAN

10.0 MAJOR UTILITY SERVICES

10.1 CONCEPTUAL UTILITY SERVICING SYSTEMS

The plan area will be provided with major utility services through extensions of established facilities that exist in developed areas to the south and east, and in accordance with the servicing concepts defined by the 65th Avenue ASP Utilities Servicing Study. Provision of each of the major utility services, including water distribution, sanitary sewer, and storm water management, is described generally as follows:

10.1.1 Water Servicing

The conceptual system for the extension of the water distribution system within the plan area is shown in **Figure 6 Conceptual Water Servicing**. The ultimate water servicing scheme from the City of Leduc Water Master Plan Update includes the study area and identifies the future watermain sizing within the study area as well as the connections to the existing watermain infrastructure outside of the study area. Within the study area, a 300 mm watermain will be needed along the continuation of Bridgeport Boulevard as well as the east/west collector that intersects with Bridgeport Boulevard. The smaller roads on the north side with commercial lots should have a 250 mm watermain service, and the smaller roads in the residential area should have 200 mm watermains. Design standards for the City of Leduc indicate that a maximum of 150 residential lots may be serviced from a single water feed on a temporary basis, but a second feed would need to be installed within two years. Depending on the status of development for the land surrounding the study area, an additional watermain may be required that is outside of the Master Plan scheme. There is sufficient watermain infrastructure south of the study area, so a secondary watermain feed could be provided if needed, either up Grant MacEwan Boulevard or through the neighbourhood in the southeast corner of the study area.

10.1.2 Stormwater Management

Stormwater management will be provided within the plan area to achieve an efficient system of surface drainage incorporating existing topographic features and planned open space within the plan area. Stormwater runoff must be properly managed to ensure that the water entering the receiving water body is of a high quality with a low level of suspended solids. The strategy for achieving this is to utilize the cleansing properties of a constructed wetland and allowing particles to settle prior to entering the receiving waterbody.

This Outline Plan proposes a constructed wetland as a key step in stormwater retention, filtration and infiltration. Constructed wetland systems use soils, vegetation, and hydrology to remove pollutants from stormwater through increased contact time with soils and plant materials. The systems are effective in attenuating flood flows and reducing pollutant loadings. As compared

with conventional stormwater management systems, constructed wetlands more closely mimic the natural hydrologic cycle, allowing soils and plants to filter pollutants from stormwater and permitting the processes of infiltration, evaporation, and transpiration to occur. The systems minimize erosion, and recharge local groundwater supplies. Similar to their natural counterparts, constructed wetlands can vary from seasonally inundated to year-round, open-water systems, depending on seasonal rainfall levels and soil conditions. To optimize pollutant removal capacities, engineers aim to maximize flow paths through wetland systems to prolong exposure to soils and vegetation, thereby facilitating nutrient and pollutant uptake, retention, and settling. Constructed wetlands are identified as Stormwater Best Management Practices by Alberta Environmental Protection (*Stormwater Management Guidelines for the Province of Alberta*, Alberta Environmental Protection, January 1999).

Regarding the matter of constructed wetlands, bird habitat, and the Plan's proximity to the EIA, Transport Canada initiated the Airport Bird-hazard Risk Analysis Process (ABRAP) in 2007 to identify potential risks to aircraft from wildlife and work with land managers in surrounding areas to minimize these risks. This document identified primary and secondary bird hazard zones and suggested the appropriateness of various land uses within these zones. Stormwater management ponds are considered inappropriate within the primary zone, but wet ponds can be permitted within the secondary bird hazard zone, with provisions to prevent wildlife habitat.

The conceptual stormwater management system is shown in **Figure 7 Conceptual Stormwater Servicing**. The plan area is comprised of one watershed that will pipe the storm flows west into the creek west of NE33.

The plan area will be graded to drain toward the stormwater management facility (SWMF) identified in the Land Use Concept (**Figure 3**). The stormwater management pond will be designed to be an integral and attractive element within the industrial land use pattern of the plan area.

10.1.3 Sanitary Servicing

The conceptual system for the extension of the sanitary sewer network to the plan area is shown in **Figure 8 Conceptual Sanitary Servicing**. There are two separate sanitary basins that serve the plan area. As development progresses, the sanitary servicing network will extend northward and westward.

Legend

- NW34 Outline Plan Boundary
- City Boundary
- Proposed Water Main



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

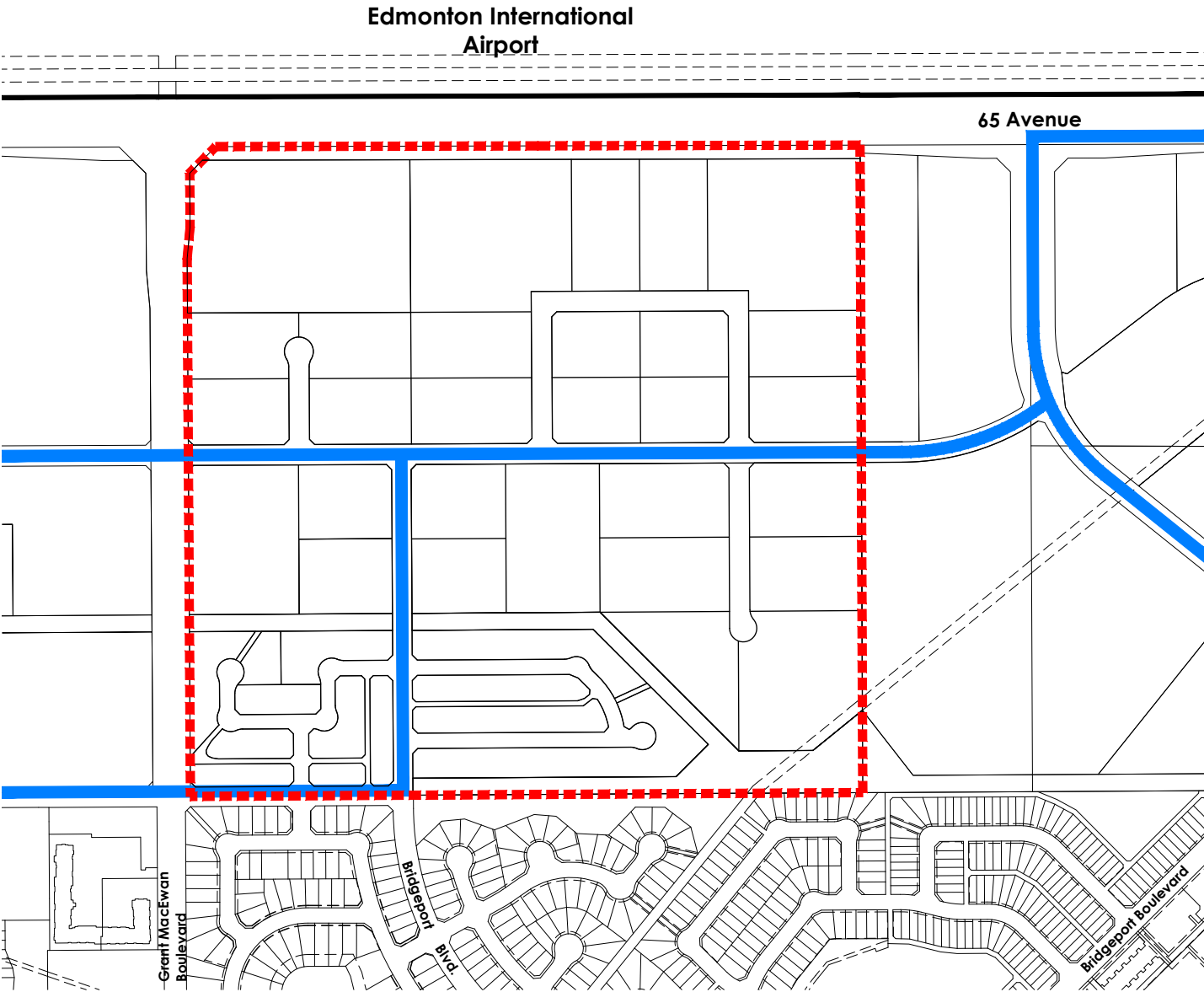
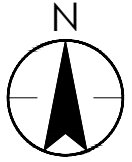


FIGURE 6 CONCEPTUAL WATER SERVICING

Legend

- NW34 Outline Plan Boundary
- City Boundary
- Storm Water Management Facility (SWMF)
- Proposed Storm Main
- ➔ Direction of Flow



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

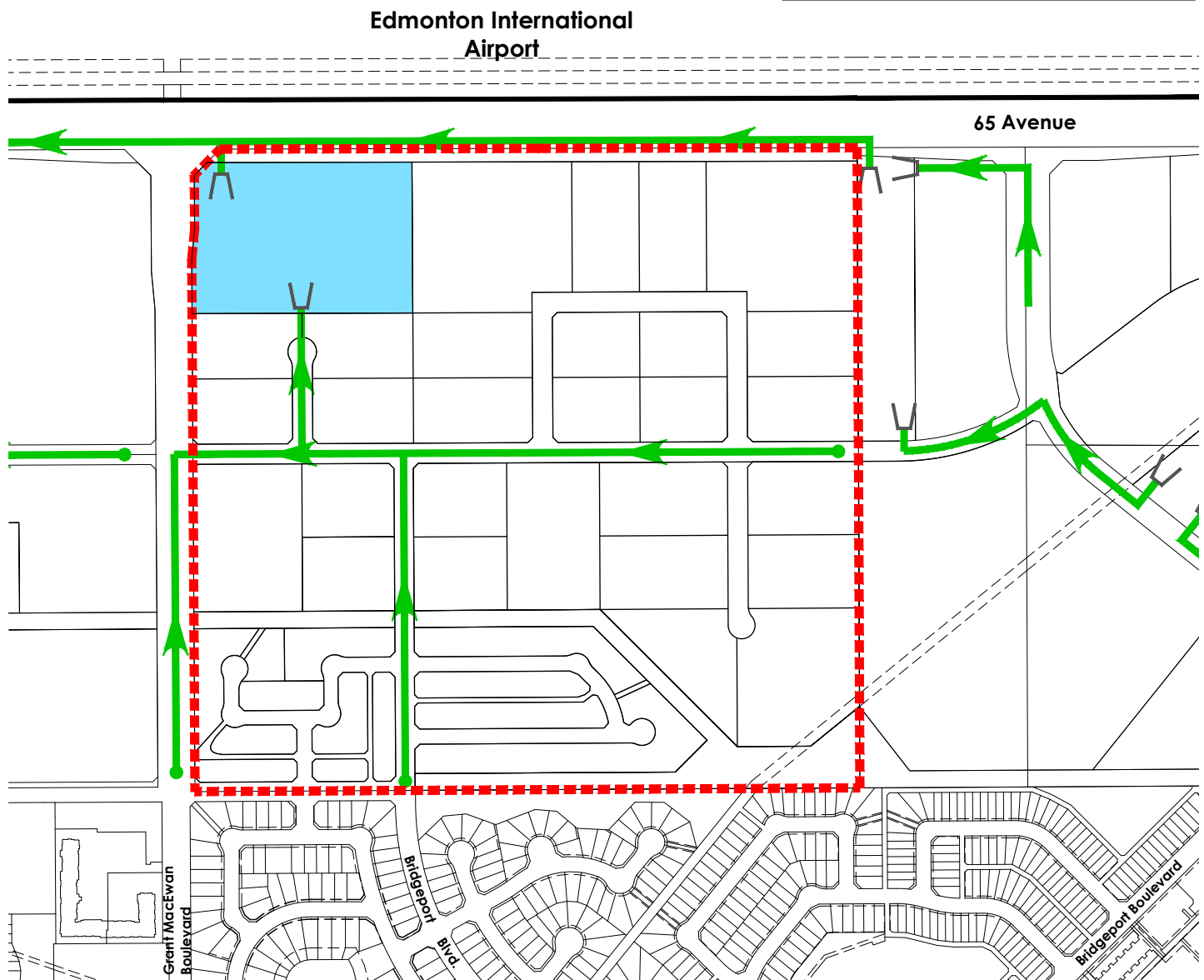
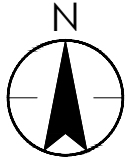


FIGURE 7

CONCEPTUAL STORM WATER SERVICING

Legend

- NW34 Outline Plan Boundary
- City Boundary
- - - - - Existing Forcemain
- - - - - Existing Sanitary Main (Diameter)
- Proposed Sanitary Main
- - - - - Future Sanitary Main
- ⊠ Existing Deer Valley Lift Station



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

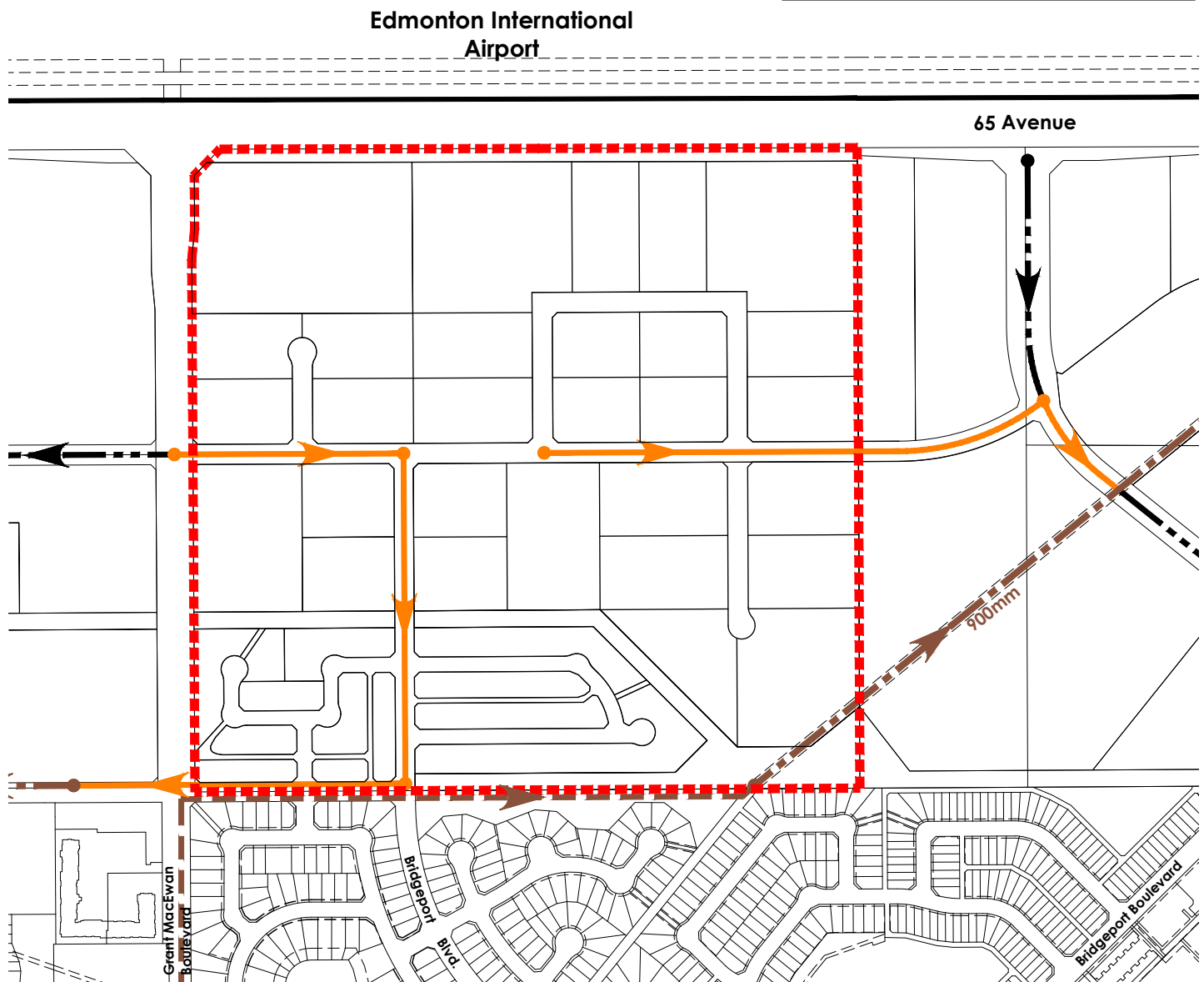


FIGURE 8

CONCEPTUAL SANITARY SERVICING

10.2 SERVICING STANDARDS

The general standard to which municipal services and infrastructure will be developed within the plan area will be designed to meet the identified requirements of the specific types of employment and residential users which are anticipated. The specific level or extent of utility services that are required for different parcels will depend upon the actual needs of individual users and will be determined at later stages of planning and approval.

The actual services and infrastructure that are required will be defined at the subdivision stage of the development process.

11.0 DEVELOPMENT SEQUENCE

The staging depicted in **Figure 9 General Subdivision Staging** is intended to be approximate, depending upon specific lot configurations, servicing, and market conditions, which may influence the shape, size, and location of areas that are ultimately proposed for redistricting and subdivision.

Initial development is expected to commence in the southwest corner of the plan and is expected to include a mix of low and medium density housing options accessed from collector roadways to the south and east. Development is expected to continue north and east for subsequent stages until buildout of the plan area. Modifications to the staging, where appropriate servicing is available, will not necessitate a plan amendment.

Legend

- NW34 Outline Plan Boundary
- City Boundary
- Initial Area of Development
- Indicates General Direction of Development



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined at the zoning and subdivision stage.

Edmonton International
Airport

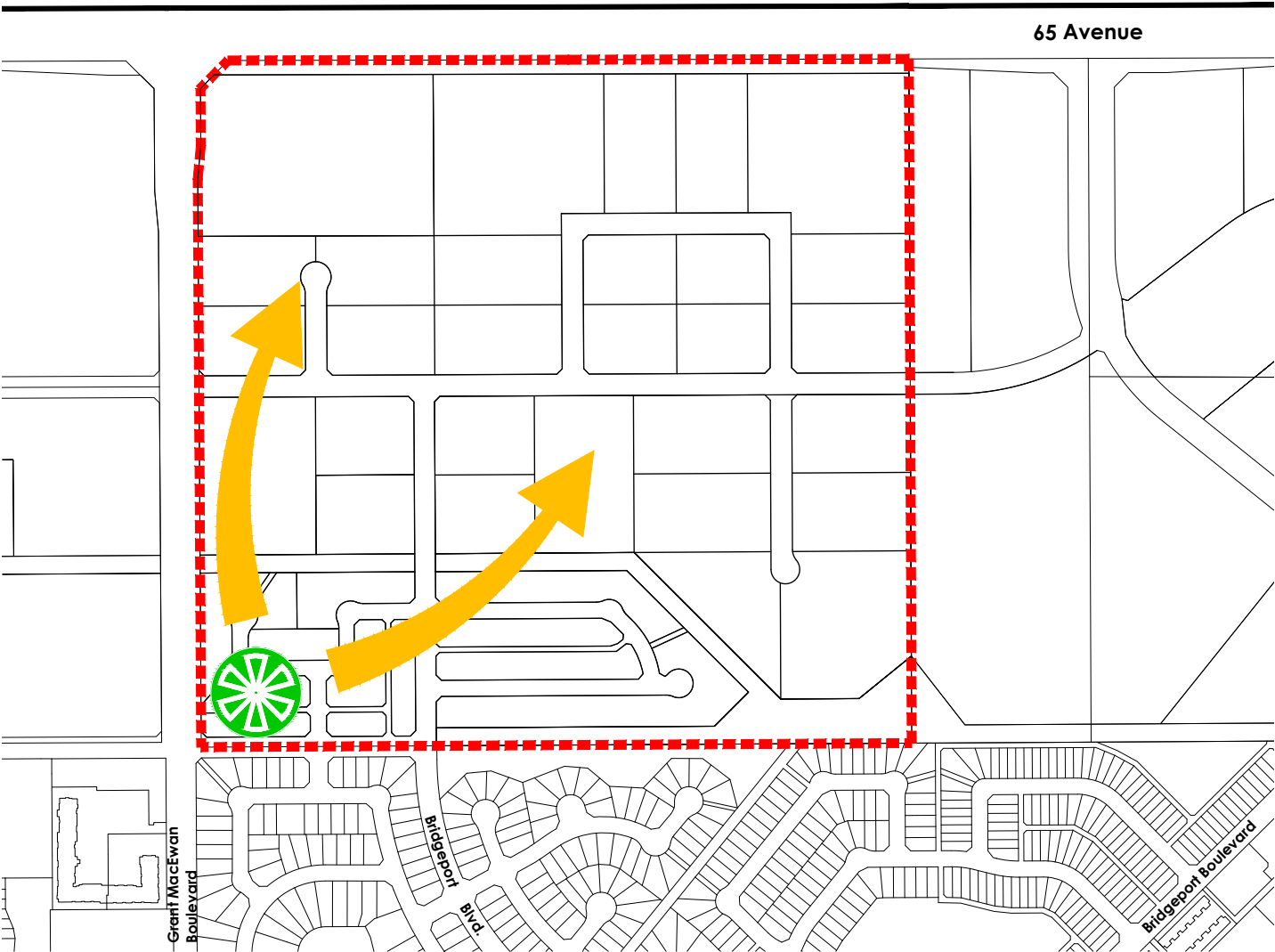


FIGURE 9

GENERAL SUBDIVISION STAGING