

CITY OF EDMONTON ANNEXATION APPLICATION

APPENDIX 18.0

LEDUC COUNTY NORTH MAJOR AREA
STRUCTURE PLAN (ASP)



MARCH 2018

Edmonton

LEDUC COUNTY NORTH MAJOR AREA STRUCTURE PLAN



BY-LAW NO. 25-05
LEDUC COUNTY

A BY-LAW OF LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO AMEND THE LEDUC COUNTY NORTH MAJOR AREA STRUCTURE PLAN BY-LAW NO. 14-04.

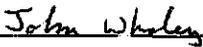
WHEREAS the Council of Leduc County deems it to be in the public interest to amend the Leduc County North Major Area Structure Plan By-Law No. 14-04;

NOW THEREFORE, be it resolved that the Council of Leduc County, duly assembled, hereby enacts that Bylaw No. 14-04 be amended as follows:

- 1) Section 6.11 Special Study Area is removed from the text;
- 2) Map 6 Land Use Concept is amended as follows:
 - a) The 9th Street/Nisku Spine Road alignment is revised as shown in Schedule "A"; and
 - b) the Special Study Area is removed and replaced by the designated Business Industrial, Business Park and Commercial uses as shown in Schedule "A".

Read a first time this 6th day of September, A.D., 2005.

Read a second time this 6th day of September, A.D., 2005.

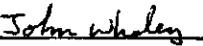


REEVE



COUNTY MANAGER

Read a third time and finally passed this 28 day of November A.D. 2006.

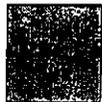


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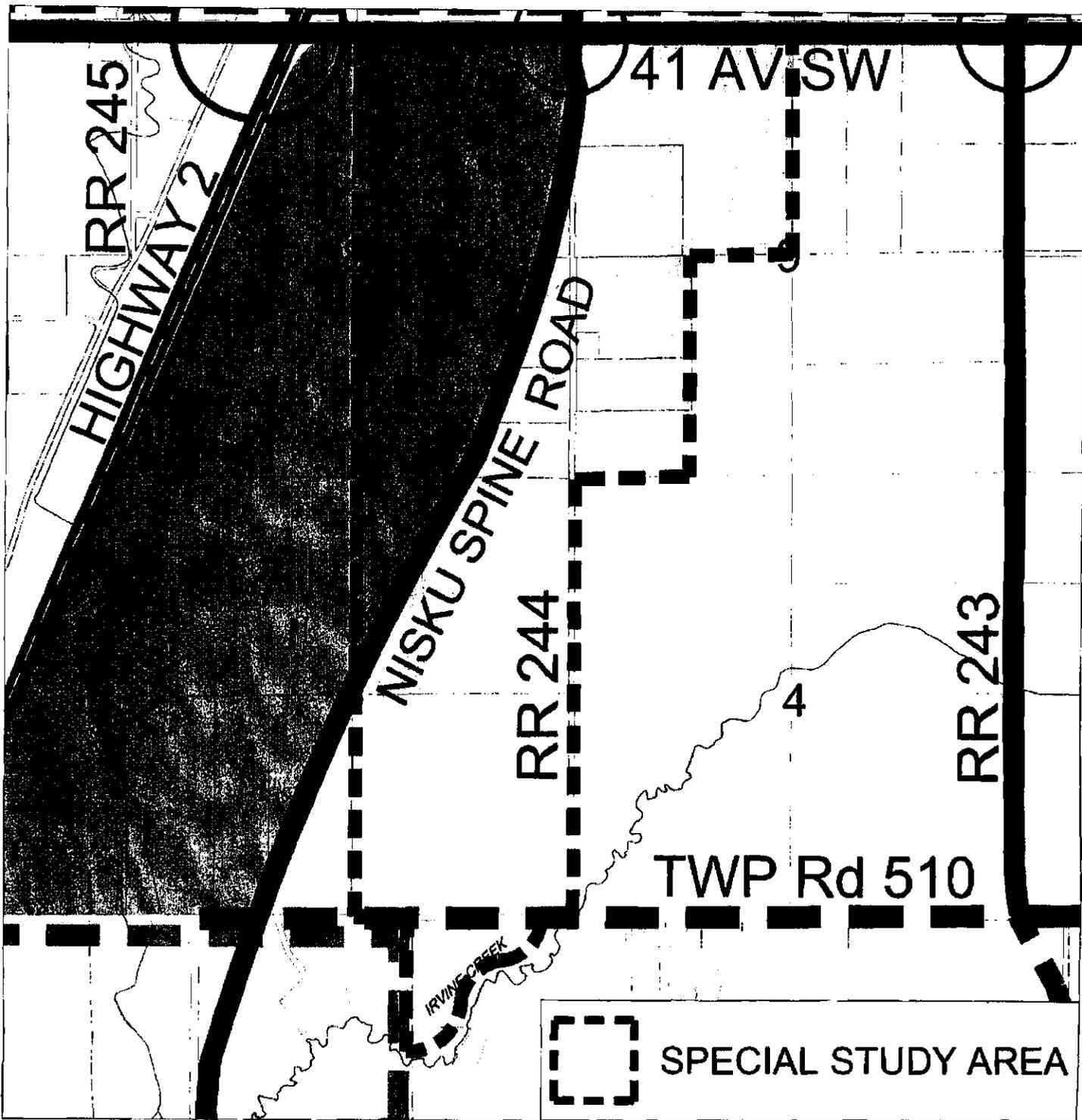


COUNTY MANAGER

BUS. IND



BUS. PARK



SPECIAL STUDY AREA

BY-LAW NO. 14-04

LEDUC COUNTY

A BY-LAW OF LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO ADOPT THE LEDUC COUNTY NORTH MAJOR AREA STRUCTURE PLAN.

WHEREAS the Council of Leduc County deems it to be in the public interest to adopt the Leduc County North Major Area Structure Plan;

NOW THEREFORE, be it resolved that the Council of Leduc County, duly assembled, hereby enacts as follows:

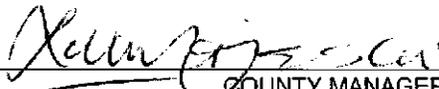
1. THAT the Leduc County North Major Area Structure Plan, being Schedule "A" attached to and forming part of this By-Law, be adopted; and,
2. THAT the Highway No. 2 Industrial Area Structure Plan By-Law No. 1630-82 be rescinded.

This By-Law shall take effect on the date of the third reading.

Read a first time this 29th day of June, 2004.

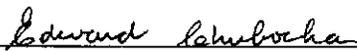


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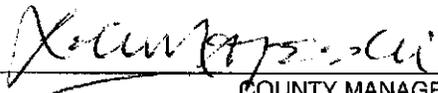


COUNTY MANAGER

Read a second time this 7th day of September, 2004.



REEVE

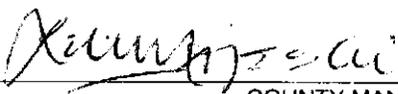


COUNTY MANAGER

Read a third time and finally passed this 12th day of October, 2004.



REEVE



COUNTY MANAGER

**LEDUC COUNTY NORTH
MAJOR AREA STRUCTURE PLAN**

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AMENDMENTS

1. By-Law No. 10-05 .

1.0 INTRODUCTION: PLAN BACKGROUND AND PURPOSES

1.1 Regional Context

The Calgary – Edmonton corridor is one of the fastest growing regions in Canada. As shown on Map 1, the plan area straddles the Highway 2 Corridor. It is also adjacent to the Nisku Business Park area and is in near proximity to the Edmonton International Airport. The western boundary of the plan area is the very scenic and regionally significant North Saskatchewan River Valley.

1.2 Plan Area

The Leduc County North Major Area Structure Plan area contains approximately 8,290 ha (32 square miles). As shown on Map 1 the plan area includes:

- (a) a two mile wide strip of land along the south boundary of the City of Edmonton, between the North Saskatchewan River and Strathcona County, and
- (b) a block of land containing 1,100 ha (4.25 sections) west of the Town of Beaumont.

1.3 Plan Impetus and Purposes

Given the strategic location of the plan area, Leduc County is experiencing significant development pressures in this area. It is anticipated that development pressures will continue and intensify in the future.

The Council of Leduc County directed the preparation of the Leduc County North Major Area Structure Plan in order to proactively guide community development and land use changes in the plan area. The purposes of this Major Area Structure Plan are:

- 1.3.1 To provide a long-range land use strategy for the plan area, and
- 1.3.2 To establish goals and policies to guide land use change and community development in the plan area.

2.0 VISION AND GOALS

2.1 Vision for the Plan Area

A vision for the Leduc County North plan area was prepared in consultation with the County Council and the community during the spring of 2003. The original draft of a vision statement and elements received feedback at meetings with the general public and Council. Following revisions from the initial feedback, refinements were made to the vision statement throughout the planning process. The vision is:

The Leduc County North plan area will combine respect for the natural environment and built heritage with the future aspirations and desires of residents of Leduc County and surrounding areas for places to work, live and recreate. In the longer term the area will come to be characterized by the following:

- *Opportunities for greatly expanded residential communities, business development and recreation uses*

- *A safe and healthy community in which there is access to recreation opportunities, green spaces and trails, and high quality schools, and where individuals feel secure and have a strong sense of belonging*
- *An environmentally friendly feel where the conservation of sensitive areas and features is balanced with opportunities for human activities such that development and landscapes are mutually supportive to create attractive visual aesthetics*
- *Effective and coordinated transportation systems that accommodate traffic from local areas, as well as regional intra and inter provincial traffic moving through the area, and provide connections to recreation areas, key facilities, country residential areas and adjoining urban areas*
- *Well planned, designed and built roads and utility infrastructure provided at a pace that matches or leads development while meeting overall community needs*
- *Managed development that keeps the impact on property taxes as low as reasonably possible and balances other interests with the desire to expand the property tax base through business and residential development*
- *Plan implementation actions, including planning decisions that involve effective community and intermunicipal consultation whereby policies are applied in a consistent and fair manner.*

2.2 Goals

The following planning goals, which evolved with the vision statement throughout the planning process, reflect the vision for the Leduc County North plan area. The goals also serve as a framework for the land use strategy outlined on Map 6 as well as the policies in Sections 6, 7 and 8. The planning goals are:

- 2.2.1 To promote orderly development in a manner mindful of the agricultural and sensitive resources in the plan area
- 2.2.2 To promote economic growth which contributes to the financial sustainability of the County
- 2.2.3 To facilitate the creation of a number of interconnected residential communities that provide a range of amenities that enhance livability
- 2.2.4 To conserve the environment of the plan area, especially significant sensitive areas and features
- 2.2.5 To provide for a variety of open space and recreational opportunities
- 2.2.6 To recognize the importance of agricultural resources and the agricultural community during the transition of land uses in the plan area
- 2.2.7 To provide for development in a manner consistent with the sustainability of groundwater resources
- 2.2.8 To provide and maintain utility services which safeguard public health and minimize effects on the environment
- 2.2.9 To promote the expansion and maintenance of an effective and safe transportation network
- 2.2.10 To protect significant utility and energy corridors while directing new facilities to existing corridors
- 2.2.11 To provide efficient and economical community services that responds to the evolving needs of the community
- 2.2.12 To implement the land use strategy and related policies through their application in related plans and studies as well as the subdivision and development approval process.

3.0 PLAN AREA CONTEXT – PLANNING FACTORS

3.1 Land Use

Map 2 illustrates the existing land uses within the plan area. Agricultural lands predominate. Farming operations are mostly extensive in nature, being grain and cattle. Two confined feeding operations are also within the plan area, both for the purpose of the production of eggs and poultry. Just east of Highway 2 are located seven general industrial operations. These are located in an approved industrial area, much of which presently remains in agricultural use.

The largest concentration of grouped country residential areas is located west of the Highway 2 corridor. Other multi-parcel country residential developments are also present, especially at the east end of the plan area. There are a number of farmstead separations and single-parcel country residential sites scattered throughout the plan area.

The plan area contains four recreational facilities. In the far west there is the Rabbit Hill ski complex and a waterskiing facility within the river valley. There is also an equine centre west of Highway 2 and an agricultural society site near Beaumont.

3.2 Natural Features

Map 3 illustrates the most significant natural features within the plan area. Most notable of these features are Cawes Lake and the North Saskatchewan River valley. Other predominant water courses are Whitemud, Blackmud and Irvine Creeks. Woodlands, including shelterbelts, are scattered throughout the plan area.

3.3 Groundwater

There are variable yet moderate ground water yields in the plan area. Ground water reports completed by the Prairie Farm Rehabilitation Administration (PFRA) indicate that most wells within the plan area may provide up to 100 m³ per day (15 imperial gallons per minute). The PFRA reports indicate a higher water table in the vicinity of the Highway 2 corridor, but groundwater yields may vary from location to location.

3.4 Transportation Infrastructure

The plan area is bisected by the Highway 2 corridor and includes Highway 814 and 625, both of which access the Town of Beaumont. Each highway is paved. The vast majority of the County roads are all-weather roads.

The Edmonton International Airport lands are situated approximately 3.2 km (2 miles) to the southwest of the plan area. As shown on Map 3, the majority of the westerly portion of the plan area and Highway 2 corridor contain areas affected by the airport's 2040 Noise Exposure Forecast (NEF) contours.

Also contained within the plan area is the Canadian Pacific Railway main line, which is situated adjacent to the east side of Highway 2.

3.5 Utilities

As shown on Map 3, the plan area contains major water and sanitary sewer lines. The South East Regional Trunk Sewer (SERTS) runs adjacent to the east side of Highway 2 and Blackmud Creek. In addition to serving the City of Leduc, the Town of Beaumont and the Edmonton International Airport, SERTS importantly services the Nisku Business Park. It also has capacity to service additional County development in the Leduc County North plan area.

A Capital Region Water Line runs parallel to Highway 2. In addition to serving the Nisku Business Park, it also serves the City of Leduc, the Town of Beaumont and the Edmonton International Airport. Through distributor lines from the Capital Region Water Line, Leduc County and local co-ops serve residential development, including the Vistas east of Highway 2 and multi-lot residential subdivisions west of the highway. There is also a small local co-op water line in the west part of the plan area, with water coming from the Town of Devon.

3.6 Energy Infrastructure

Several major oil/gas pipelines span the plan area in a north-south pattern (see Map 3). Uncharacteristic of rural Alberta, the plan area contains only one gas well, which is located near the North Saskatchewan River. The plan area also contains several power transmission lines.

The river valley area contains several former underground coal workings, while a former coal working is located near Highway 2 and Blackmud Creek.

3.7 Community Services

Leduc County Fire Services provides emergency fire and other response services to the community. The Leduc County North plan area primarily is served out of the station at Nisku. Ambulance services are contracted by the County from a private operator who responds from locations in Devon and Nisku. Leduc County constables are police officers, primary policing responsibilities is contracted to the RCMP, the closest detachment being in the Town of Leduc.

Other community services in the plan area are two churches, one of which is accompanied by a community hall. Schools and health facilities are located nearby in Edmonton, Leduc, and Beaumont. Located in the Nisku Business Park and owned by the County, the Nisku Recreation Centre provides a variety of fitness, recreation and meeting facilities.

3.8 Plans and Regulations

The Leduc County North Major Area Structure Plan area is directly affected by a number of statutory plans and provincial regulations. In addition to the County's Municipal Development Plan and Land Use Bylaw, these plans and regulations are the: Highway 2 Industrial Area Structure Plan, the Leduc County – Town of Beaumont Intermunicipal Development Plan, the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton-Devon Restricted Development Area Regulation. All of these are summarized in Section 4. The areas covered in these plans and regulations are shown on Map 4.

3.9 Soil Ratings

Map 5 illustrates the farmland assessment ratings for soils in the plan area. The vast majority of the easterly portion of the plan area is allocated at 61 - 80.9 %, while the westerly portion of the plan area generally contains soils with higher rating, being 81- 100 %. Lower quality soils are minimal, and only occur in scattered locations, except in the far east portion of the plan area.

4.0 PLANNING FRAMEWORK

4.1 Enabling Legislation

Section 633(1) of the *Municipal Government Act* (Statutes of Alberta, 1994, Chapter M-26.1) provides for a municipality to adopt an area structure plan for the purpose of providing a framework for the subsequent subdivision and development of land in the plan area. The section prescribes that an area structure plan must describe the land uses proposed for the area, either generally or with respect to specific parts of the area, the proposed sequence of development, the density of population and the location of major transportation routes and public utilities. An area structure plan may also contain other matters pertinent to the planning framework for the plan area.

4.2 Leduc County - Municipal Development Plan

The Municipal Development Plan (MDP) adopted in 1999 states the following planning goals, being the ideals Leduc County will strive for:

- Population growth in desirable locations
- Rural and alternative life style choices
- A compatible and harmonious land development pattern
- Strong and sustained economic growth and tax base
- Preservation and enhancement of the agricultural community
- Efficient and economic provision of municipal services and facilities
- Protection of significant environmental areas and prevention of land, water, air, noise and visual pollution
- Mutually beneficial relationships with neighbouring municipalities and other authorities.

Part Three of the MDP describes planning objectives and policies for a range of topics, of which the following are relevant to the Leduc County North Major ASP plan area:

- Economic Development and Tourism – the County’s objectives include to expand and diversify the economic base, attract tourists through the development and enhancement of recreation destinations and attractions. The MDP puts forward a series of policies to implement these objectives.
- Industrial and Commercial – the MDP acknowledges the Nisku Business Park as the major business development area in the County and in doing so recognizes its strategic location for industrial and commercial development. Planning objectives for the Nisku Industrial Park include recognizing it as the County’s key location for business development, attracting investment and strengthening its economic and employment base, and attracting tourism related land uses. A series of policies direct the nature, location, servicing, and long range planning of industrial and commercial development in the Nisku Business Park and adjoining areas allocated for various

forms of economic development land uses. In the MDP, Map 2 – Land Use Concept recognizes the existing Highway No.2 Industrial area adjacent to the east side of Highway 2 as well and an additional 780 ha (3 sq. miles) area allocated as ‘industrial reserve’, these being within the Leduc County North plan area.

- Extractive Resources – this section of the MDP includes objectives and policies to protect extractive resources for future use and to ensure the appropriate reclamation of the landscape disrupted by resource extraction activities. Policies also serve to minimize impacts on nearby land uses and environmental features which may be impacted by resource extraction activities.
- Agricultural – in order to conserve extensive areas of land for agricultural uses throughout the County and to encourage agricultural-related pursuits, the MDP allocates farming areas into either an Agricultural Areas ‘A’ or an Agricultural ‘B’ area. The entire Leduc North County ASP area is within the Agricultural ‘A’ area. Objectives for agriculture include protecting productive lands and preventing their fragmentation and minimizing conflicts associated with confined feeding operations, all while accommodating a range of compatible land uses, including residential opportunities.
- Residential – In appropriate locations, country residential development is permitted to a density 35 of parcels per quarter section with the minimum parcel size being 1 ha (2.5 acres). An exception is in bareland condominium developments where 50 parcels per quarter section having a minimal parcel size of 0.2 ha (0.50 acre) if certain servicing requirements are met. Small holding and lakeshore resort area developments are also accommodated.
- Recreation Development and Community Services – this section provides for the development of recreation uses and the conservation of scenic and sensitive areas, including the North Saskatchewan River valley, creeks, ravines and lakeshores. The North Saskatchewan River valley downstream (i.e. east) of Devon is identified as an important regional recreation corridor.
- Environmental Protection – the objectives for this section includes identifying significant environmentally sensitive areas, controlling subdivision and land use in these areas, and ensuring land use compatibility. The policies address the location of land uses, the identification of the river valley and its system of ravines as open space corridors, floodplain protection, requirements for environmental impact assessment and the protection of wildlife habitat. The plan advocates that the river valley ‘*Restricted Development Area*’ should be removed or redefined by Alberta Environment.
- Community Services – the MDP serves to guide the provision of community services. Related planning objectives and policies include criteria for the dedication of municipal and school reserves, the location of community facilities and cooperation with institutions providing personal and property protection services (police, fire and ambulance).
- Heritage Conservation – this section addresses the protection of important historic resource sites (note: none identified in the plan area).
- Transportation – this section provides objectives and policies to ensure that development in the County occurs in a manner compatible within the road, rail and

air transportation network, and to protect existing and future transportation infrastructure. Objectives supporting these goals are to limit the number of vehicle access points onto major County roads, to upgrade the County road system, and to minimize disturbance from air traffic noise. Policies include the requirement of setback distances for land uses and subdivisions from railway lines and public roads, provisions for school bus routes, and adherence to the Edmonton International Airport Vicinity Protection Area Regulation.

- Environmental Services – the objectives and policies in this section of the MDP strive to ensure the provision of an adequate standard of sewer, water, storm water management and solid waste disposal facilities to meet the development needs of the County, while also respecting the environment. A range of policies are provided, including the need to verify the ability of the land to support environmental services, requirements for communal sewage collection systems, and storm water management requirements.
- Pipelines and Power lines – this section of the MDP identifies objectives and policies to minimize the impact of pipelines and power lines on land uses and the environment, as well as to protect pipelines and power line corridors from encroachment. The related policies include criteria for the location of future lines and a requirement that proponents of lines undertake reclamation of land disturbed in the development of these facilities.
- Edmonton Intermunicipal Fringe Area – since this section of the MDP applies to the two mile wide strip of land adjacent to Edmonton’s south boundary, it is directly relevant to the Leduc County North Major Area Structure Plan. The purpose of this section is to ensure orderly planning and development, the availability of growth options for higher density developments, and the cost effective future absorption of fringe development into a more intensive (urban) development pattern. Policies to support these planning principles discourage the approval of rural industrial and commercial uses, certain home occupations and new confined feeding operations in the fringe area. This section also provides for country residential development on lower capability agricultural lands, but on the condition that an overlay scheme for future urban resubdivision is approved as a part of an area structure plan. In the MDP is a fringe area map which identifies sites having lower capability agricultural soils.
- Intermunicipal Relations – because the Leduc County North Area Major Area Structure Plan is bounded in part by four municipalities, this section of the MDP also directly relevant to this area structure plan. The section provides objectives and policies that seek to maintain consultative processes in order to prevent jurisdictional land use conflicts and to facilitate coordinated planning with these municipalities.

The Leduc County North Major Area Structure Plan responds accordingly to the strategic community planning intent, goals, objectives and policies of the MDP, mindful of the location, resources, land uses, activities and residents - both present and future - in the plan area.

4.3 Leduc County – Highway No. 2 Industrial Area Structure Plan

Located within the Leduc County North plan area, the Highway No. 2 Industrial ASP covers a triangular land area containing approximately 281 ha (695 acres). It is bounded on the west by Highway 2 and on the south by the Nisku Business Park. This plan provides for

general industrial uses, while being cognizant of the need to protect sensitive features (Blackmud Creek) and to incorporate a long-range road pattern.

4.4 Leduc County – Adjacent Area Structure Plans

Nisku Area Structure Plan

The Nisku Area Structure Plan area boundary is coterminous with south boundary of the Leduc County North Major ASP boundary for approximately one mile east from Highway 2. The Nisku ASP was adopted by the County in 1981 with the primary purpose to ensure the continued and unhindered availability of land for general industrial and related development. The plan objectives focus on the diversification of land uses for industrial and commercial development, improving transportation into the area, protecting adjacent non-industrial areas, maintaining high environmental standards, and providing adequate services and recreational facilities.

Blackmud Creek Area Structure Plan

The Blackmud Creek Area Structure Plan lies just south of the Leduc North Area Structure Plan. Covering a string of four quarter sections, this plan protects the integrity of the Blackmud Creek by maintaining a 400 m (one-quarter mile) buffer of agricultural and natural lands between the Vista residential subdivisions to the east and business park uses on uplands to the west of the Blackmud Creek valley.

4.5 Leduc County Land Use Bylaw

The Leduc County Land Use Bylaw No. 1665-83 divides the County into Land Use Districts. Each District specifies the permitted and discretionary uses of land, as well as standards, regulations and other provisions to administer the use, development and subdivision of land within each district.

In the Leduc County North Major ASP plan area, there are two land use districts. These are the GI – General Industrial District covering the Highway No. 2 Industrial ASP area and the AG – Agricultural District covering the remainder of the North ASP area. The primary land use intent for each district is clear from the name of the district, being either general industrial or general (extensive) agricultural.

Section 21 of the Land Use Bylaw provides specific directions for confined feeding operations in the AG - Agricultural District. Section 22 provides directions for the mutual protection of extractive resources and country residential development. Section 24 of the Land Use Bylaw allows country residential development in the AG - Agricultural District subject to certain criteria and requirements.

4.6 Strathcona County

The east end of the Leduc County North Major ASP plan area shares a two mile boundary with Strathcona County.

The adjacent lands in Strathcona County are allocated as Agricultural Policy Area in the Strathcona County Municipal Development Plan. In this area a principal policy is that agricultural lands will be conserved wherever possible, although recreation and tourism uses may be permitted subject to compatibility with agricultural operations. However, these adjacent lands in Strathcona County are part of one of four areas that the County is

studying for feasibility as a future urban growth area (Section 10.59) and thus involves intermunicipal planning matters.

In the Strathcona County Land Use Bylaw the adjacent lands are designated 'Agricultural – General'. Permitted uses are general agricultural pursuits, but include intensive horticultural and minor intensive livestock uses, as well as related uses (single dwellings, equestrian centre, etc.).

4.7 Parkland County

Adjacent to the west boundary of the North ASP is the North Saskatchewan River valley, which is shared with Parkland County.

The Parkland County Municipal Development Plan allocates the North Saskatchewan River valley as an 'Agriculture/Environmentally Significant' area. Being identified as an environmentally significant feature, the MDP indicates the river valley has considerable merit as an open space/conservation corridor wherein the conservation of natural features (including vegetation) is important. In 1990 Parkland County adopted the Woodbend-Graminia ASP to provide planning directions for the development of country residential subdivisions in this area, but country residential parcels are not to encroach upon the river valley escarpments.

The river valley, including lands back to the nearest quarter section line, is within the Agriculture/Nature Conservation district. Permitted uses are limited to extensive agriculture and single detached dwellings. The prairie uplands are within the Country Residential Core District. The general purpose of this district is to provide for conventional multi-parcel country residential subdivisions and related uses, including extensive and minor agricultural pursuits.

4.8 Town of Beaumont

The North ASP has common boundaries with the west and north boundaries of the Town of Beaumont. The Town's MDP outlines a narrow reserve and public utility corridor along the entire length of the Town boundary. Inside this corridor future residential development is accommodated along the west and north boundaries of the Town, while a business park is proposed in the southwest corner of the town.

An intermunicipal development plan was adopted in 1998 by the County and the Town of Beaumont. It applies to land within 0.8 km of each side of the Town boundary and within 0.8 km on both sides of Highway 814 between Beaumont and Edmonton. The intermunicipal development plan provides directions for intermunicipal co-operation regarding any significant development or activity as defined in the plan. The plan binds the County to maintain the agricultural zoning and to not allow any highway commercial development along Highway 814. The County is also required to protect from development a 50 m (164 feet) right-of-way along the same length of Highway 814. Both the Town and the County are required to protect from development a 50 m right-of-way on Highway 625. The County further agrees not to permit any new confined feeding operations within 0.8 km (0.5 mile) of the Town boundary.

As well, the intermunicipal development plan provides directions for referral procedures, plan administration and review, dispute resolution, and plan amendment and repeal.

4.9 City of Edmonton

The City of Edmonton lies adjacent to the entire length of the north boundary of the Leduc County North Major ASP. In the City's Municipal Development Plan there is an environmental protection allocation for the North Saskatchewan River valley and the Whitemud and Blackmud Creeks, a 'Business and Employment' allocation along both sides of Highway 2, and an 'Agricultural' allocation for the lands adjacent to the easternmost portion of the Leduc County north plan area. However, a 'Suburban' allocation covers the predominant portion of lands adjacent to the boundary with the Leduc County North Major ASP.

Adjacent to the plan area boundary, the City of Edmonton has a series of area structure plans in place or in preparation. The Ellerslie ASP extends 4.0 km (2.5 miles) east of Highway 2. It designates the 2.0 km (1.25 miles) of land adjacent to Highway 2 for industrial development, and the remaining 2.0 km (1.25 miles) for residential development. The land use concept proposes the continuation of the Nisku Spine Road into Leduc County, an east-west arterial roadway along 41 Avenue, and a north-south arterial roadway connecting to Range Road 243. Future land use planning for the lands between Range Road 242 (66 Street) and Highway 814 (50 Street) are being addressed in the Ellerslie East Area Structure Plan, which is presently in preparation. It will provide for longer term residential development adjacent to the County boundary and the continuation of 41 Avenue as a major arterial road.

The second adjacent City of Edmonton area structure plan is the Heritage Valley Servicing Concept Design Brief. It covers lands west of Highway 2 to Whitemud Creek. The Heritage Valley Servicing Concept Design Brief development concept designates 'Business Employment' along its boundary with Highway 2, Environmental Reserve dedication to protect the Whitemud Creek and residential development for the remaining portion of its common boundary with the North ASP. It also proposes a roadway system of arterial roads which should connect to roads in the Leduc County North area.

The Windermere Area Structure Plan addresses future land uses for the area between Whitemud Creek and the North Saskatchewan River. Comprising approximately 1,800 hectares (4,448 acres), the plan provides for a large residential community (up to 63,000 people), including related institutional facilities and community commercial areas. The plan also provides for business centres as well as a potential economic activity centre, which straddles 170 Street. The southern portion of the potential economic activity centre is adjacent to the County. The plan also protects the Whitemud Creek and North Saskatchewan River valley as significant natural and sensitive areas. The major north-south arterial through the plan area is 170 Street, which aligns with Range Road 253 in the County. The second north-south arterial is 184 Street, but it is proposed to curve to the east and extend into the County approximately one-third of a mile east of Range Road 254. The plan provides for 41st Avenue to be a major arterial road.

4.10 Edmonton International Airport Vicinity Protection Area(AR 63/81)

The Edmonton International Airport is located 4.0 kilometres to the southwest of the Leduc County North plan area. In 1981 the Provincial Government adopted the Edmonton International Airport Vicinity Protection Area Regulation (AR 63/81) to regulate development on lands in the vicinity of the airport. This regulation is currently under review. Map 3 shows the lands affected by the 2040 Noise Exposure Forecast contours, these being lands along Highway 2 and in the vicinity of the North Saskatchewan River Valley.

With regard to residential development, lands outside the 25 NEF contour are permissible without conditions. Between the 25 and 30 NEF contours residences may be permitted subject to noise attenuation measures being included in the residences. For lands within the 30 and 35 NEF contours, all types of residences are prohibited, except replacement or infill units.

The AVPA regulation allows a variety of industrial and commercial activities, but depending on the use may apply acoustical conditions on buildings within the NEF 25 - 30 and NEF 30 - 35 areas. The regulation does not impose electronic facilities protection zones or height restrictions on the North ASP area.

4.11 Edmonton-Devon Restricted Development Area Regulation (AR 286/74)

In 1974 the Provincial Government adopted the Edmonton-Devon Restricted Development Area Regulation for the lands adjacent to the North Saskatchewan River bank between and through Devon and Edmonton. The purposes of this regulation are to provide for the protection of natural resources, the protection of the watershed, the retention of the natural environment in a state suitable for recreation or the propagation of plant and animal life, and the prevention of developments and land uses incompatible with the preservation of the environment.

Essentially the regulation prohibits anyone, including other Crown agencies and municipalities, from undertaking virtually any activity or granting any approvals within the designated area without the written consent of the Minister of Environment. Any land uses for agricultural, residential, commercial and industrial purposes existing at the commencement of the regulation are allowed to continue.

Within the Leduc County North Major ASP the lands within and adjacent to the river valley are wholly or partially affected by the regulation (a detailed description of the affected legal subdivisions are in the Regulation).

4.12 Highway 2 Corridor Design Guidelines

In 2000 the Highway 2 Corridor Design Guidelines were generally approved by Leduc County, the City of Edmonton, the City of Leduc, Edmonton Regional Airports Authority and Alberta Infrastructure. The Design Guidelines provide direction for development to incorporate design elements related to: visual quality, signage and symbols, landmarks, landscape treatment, separation of development, public art and lighting. The purposes of these guidelines are to improve the visual appearance of the Corridor, integrate private and public land use and transportation, protect and interpret significant historical, cultural, environmental and agricultural features and lands, enhance access to the Edmonton International Airport, and enhance the Corridor's economic development potential.

While these guidelines are non-statutory, the intention and commitment from all the participating authorities are that these guidelines should be implemented through statutory plans (such as the North Major ASP) and development approval processes in each jurisdiction.

5.0 PLANNING PROCESS AND CONSULTATION

5.1 Planning Process

The Leduc County North Major Area Structure Plan planning process commenced in March 2003 with background research, land use surveys, issue identification and the identification of planning opportunities and constraints. During April and May all adjoining municipalities and numerous referral agencies were requested to provide observations on planning issues and potential land use options for the planning area.

A community open house and public meeting were held in May for the purposes of providing background information on the planning process and plan area, obtaining input from interested members of the community on issues the plan should address and a potential vision for the future of the area. Approximately 100 members of the community and stakeholders interested in the future of the plan area attended the open house and public meeting.

In June a workshop was held with the Leduc County Council so Council could provide insights on planning directions, including public input to date, and make suggestions regarding an initial draft land use strategy. Council requested the preparation of a second option for community feedback, this option providing broader areas for residential development.

At the second community open house and public meeting in June, attended by approximately 70 community residents and stakeholders, the draft vision statement and land use strategy options were discussed. Feedback provided ideas for revisions to the vision statement elements. Regarding the land use options, a 'pro-development' point of view was somewhat dominant, although there were interests effectively vocalized favoring slower, moderate growth and change, thus serving to better retain the farming community.

During the summer and early fall, further assessments of the transportation (i.e. road) and utility implications of more widespread, more fully serviced residential development was undertaken. This led to the second Council workshop in November. At the workshop, Council gave direction to the planning team to prepare another option, in the form of Council's preferred land use strategy, which provided for more residential development in the future, including fully serviced subdivision yielding higher densities. This option formed the basis of the Draft Leduc County North Major Area Structure Plan.

In April of 2004 Leduc County Council approved the release of the Draft Leduc County North Major Area Structure Plan for public consideration and feedback through a public meeting and open house, this being the third during the preparation of the plan. The County advertised the meeting in local newspapers and through an 'every home mail out'.

At the community open house and public meeting, held early in May, approximately 215 residents and representatives of stakeholder groups and adjacent municipalities were in attendance. Prior to and following the community meeting, an open house format was used to provide attendees opportunities to talk one-on-one or in small groups with the planning team and County representatives. During the community meeting, a presentation of an overview of the draft plan and a question and answer period allowed individuals to become more familiar with the draft plan. Numerous comments were made congratulating the County on the extensive notification (i.e. mail out) of the meeting.

Attendees were requested to complete 'Comment Sheets' and return them so their insights and suggestions could be used by Council to determine if further changes would be required to the draft plan. Fifteen comment sheets were returned.

5.2 Pre-Draft Plan Input

The initial phase of community and stakeholder participation (April and May 2003) yielded meaningful input. This included the scoping of issues, such as the need for road improvements, the protection of sensitive feature, impacts of industrial development on nearby residential land uses, the need to explore optional residential development densities, and a concern of future annexation by the City of Edmonton.

Various ideas were brought forward concerning optional land use patterns. These ideas ranged from a strategy that would provide for widespread residential development to a strategy that would strongly favor the retention of agricultural lands and operations, especially outside the immediate Highway 2 corridor. Neighbouring municipalities expressed the need to maintain open space corridors (along the creeks and river valley), protect the streams from adverse storm water runoff, integrate road alignments, protect transportation corridors from adverse developments, guide wise orderly planning in urban fringes, and in association with the Nisku Business Park encourage economic development to be directed to lands immediately east of Highway 2 and expand eastward in a contiguous manner.

As discussed in Section 5.1, at the second phase of community involvement (June 2003) a somewhat 'pro-development' point of view was prevalent, although not strongly so. There also were interests present for slower, moderate growth and change, thus serving to promote greater retention of agricultural lands and the farming community.

Two community involvement reports were provided for this broad phase of the planning process. These were the Initial Input Report (May 2003) and the Community Input Report: Open House/Public Meeting: June 25, 2003.

5.3 Draft Area Structure Plan Input

The draft plan appears to meet the expectations and desires of the community. This observation is based on the small number of responses, given the very large number of people who attended the open house/community meeting on May 10. Of the written responses and verbal comments, many were in favor of the plan or suggested only some minor changes. As a result of the feedback, Council requested some minor changes to the Land Use Strategy Map and agreed that policies be added to Section 8.4 to provide some flexibility in approving development or land use changes without a local area structure plan or an outline plan.

6.0 LAND USE STRATEGY AND LAND USE ALLOCATION POLICIES

Goal

To promote orderly development in a manner mindful of the agricultural and sensitive resources in the plan area.

6.1 Key Elements

The key land use strategy elements of the Leduc County North Major Area Structure Plan are:

- (1) to accommodate a major economic development node immediately east of Highway 2;
- (2) to provide areas for higher density, fully serviced residential estate development;
- (3) to provide areas for 'traditional' country residential development;
- (4) to allocate areas for future country residential and estate residential development;
- (5) to utilize significant environmental features as key open space nodes and linear parks, but at the same time to conserve sensitive features;
- (6) to protect major transportation infrastructure from encroachment; and
- (7) to direct the growth and expansion of non-agricultural land uses in manners that serve to retain viable farming areas and lands for as long as practical.

6.2 Land Use Strategy

Map 6 displays the Land Use Strategy for the Leduc County North Major Area Structure Plan area.

Policies

6.2.1 The plan area is allocated among eight Land Use Policy Areas, as shown on Map 6. The Land Use Policy Areas are:

- (a) Commercial Area;
- (b) Business Industrial Area;
- (c) Business Park Area;
- (d) Estate Residential Area;
- (e) Country Residential Area;
- (f) Future Residential Area;
- (g) Recreation and Conservation Open Space Area; and
- (h) Agricultural Area.

6.2.2 The use and management of land in each of the land use policy areas are to be consistent with the policies in Sections 6 and 7 of this Plan.

6.2.3 On Map 6 the boundaries between land use policy areas generally follow property lines. Where the boundary does not follow a property line or where there is uncertainty regarding the location of a boundary, the specific boundary location may be determined at the time of subdivision or development, or at the time of consideration of local area structure plans or outline plans, through legal survey and/or supporting studies. The final boundaries will then be determined on consideration of such surveys, plans or supporting studies only by:

- (a) Council; or

- 6.3.3 In addition to the Rabbit Hill and Shalom Park facilities, other commercial tourism businesses may be compatible in the North Saskatchewan River valley major recreation node area.
- 6.3.4 The land in each Commercial Area should not be developed until market demands, road infrastructure upgrading and the availability of municipal and water and sewer warrant their development.
- 6.3.5 As an interim use of land, farming operations that are extensive in nature are compatible within this Area.

6.4 Business Industrial Area

The Business Industrial Area approximates the area contained in the existing Highway No. 2 Industrial ASP. While the ASP provides for a range of general industrial uses, because this area has a prominent location as part of the metropolitan gateway, it is envisioned that this area should serve more as a business industrial area containing a mix of service commercial, light industrial and warehousing land uses.

Policies

- 6.4.1 High quality, aesthetically pleasing development is strongly encouraged immediately adjacent to Highway 2. The types of land uses that may be permitted on lands adjacent to the Highway 2 Corridor include service commercial, wholesale and light industrial uses in a quality business industrial park setting.
- 6.4.2 Industrial and related land uses that create adverse environmental impacts or are less attractive visually, including those having considerable outdoor storage areas, should be directed to locations away from Highway 2 and residential areas.
- 6.4.3 Heavy industrial uses shall not be permitted.
- 6.4.4 The County may direct different types of general industrial land uses to separate areas within the Business Industrial Area through a more detailed area structure plan, outline plan or an amendment to the Land Use Bylaw.
- 6.4.5 As an interim use of land, farming operations that are extensive in nature are compatible within this Area.

6.5 Business Park Area

The Business Park Area is a corridor of land ranging in width from one-half to nearly one mile wide east of the future Nisku Spine Road. As a key site which is in near proximity to Highway 2 and served by major arterials, this area is well suited to serve a variety of general business and light industrial uses. Site and building design conditions will be important along the eastern boundary of the area to provide for a transition to the residential uses allocated on lands to the east.

Policies

- 6.5.1 The types of uses that may be permitted in the Business Park Area should be small scale indoor manufacturing, warehouses, service commercial, business support services, related compatible uses and religious assembly. (*By-Law No. 10-05*)

- (b) the Chief Administrative Officer by resolution of Council, or
- (c) an assignee of the Chief Administrative Officer, such person or persons to be by resolution of Council.

6.2.4 Amendments to the Land Use Strategy Map will not be required for:

- (a) minor property boundary adjustments; and
- (b) boundary variations acceptable to the County based upon information supplied in specific studies, area structure plans, outline plans or other relevant source materials acceptable to the County.

6.2.5 To provide more detailed directions for land use change in a localized area within the Leduc County North plan area, prior to final consideration of a Land Use Bylaw amendment to change an agricultural district to another land use district:

- (a) the County will require the preparation and approval of an area structure plan, outline plan or both in accordance with Section 8.4, or
- (b) if there is an existing area structure plan and/or an outline plan approved by Council, the County may require the preparation of an amendment to the plan or plans or the preparation of a new area structure plan, area redevelopment plan or outline plan for adoption by the County.

6.2.6 Regarding the phasing of development, the policies in Section 7 shall serve as a guide in implementing of the land use strategy for the Leduc County North Major ASP area. Where municipal sewer and/or water services are required (especially municipal sewer services), development should occur concentrically, such that new development is contiguous or at least in very near proximity to existing development.

6.3 Commercial Area

The Leduc County North Major Area Structure Plan allocates two sites as Commercial Area. The largest has a strategic location near Highway 2 and the future 41 Avenue interchange. This Commercial Area covers 64.7 ha (160 acres) along the northern half of two quarter sections south of 41 Avenue. This location and future road and interchanges will serve district and regional markets, and potentially the traveling public along Highway 2.

A second, smaller area is located in the west portion of the plan area, envisioning the need for a district commercial area to serve future residential development. Future more detailed plans for the west half of the plan areas may indicate if another site is more appropriate or more than one site is required. No Commercial Area is allocated in the east portion of the plan area, since sufficient commercial services likely will be available in the Town of Beaumont.

Policies

- 6.3.1 The uses of land within the Commercial Area will be for high quality commercial and related uses with development being in the form of a shopping centre, power centre or combination thereof.
- 6.3.2 Land uses in the Commercial Area east of Highway 2 should cater to commercial uses serving a regional market, but may also serve the district market. Should suitable access from Highway 2 be developed, this area may also serve the tourist traffic along Highway 2.

- 6.5.2 No development shall be approved in a manner that would produce airborne contaminants, dust, vibration, light and noise emissions likely to have a detrimental impact on residential development to the east.
- 6.5.3 The County may direct different types of land uses to separate areas within the Business Park Area through a more detailed area structure plan, outline plan or an amendment to the Land Use Bylaw.
- 6.5.4 As an interim use of land, farming operations that are extensive in nature are compatible within this Area

6.6 Residential Estate Area

The Leduc County North Major Area Structure Plan allocates two extensive Residential Estate areas which provide for higher density, fully serviced residential development. The area immediately west of Highway 2 contains approximately nine quarter sections; it is already in transition from agricultural to country residential, there being prior development of a number of multi-lot residential subdivisions. The larger area to the east of Highway 2 contains approximately 15 quarter sections. The southern portion of this Residential Estate area is adjacent to existing country residential developments.

Policies

- 6.6.1 The primary land use in the Residential Estate Area is residential.
- 6.6.2 The maximum residential density is 320 lots per quarter section, subject to the policies in Section 7.2.
- 6.6.3 Farming operations that are extensive in nature are compatible within this Area.

6.7 Country Residential Area

The Leduc County North Major Area Structure Plan initially allocates three areas for more traditional country residential development. The largest is the eight quarter sections at the eastern end of the plan area. At the western end of the plan area, lands along the North Saskatchewan River Valley escarpment are also allocated as Country Residential Area. The third area is four twenty acre parcels adjacent to the west side of the proposed Cawes Lake conservation area.

Policies

- 6.7.1 The primary land use in the Country Residential Area is residential.
- 6.7.2 The maximum residential density is 50 lots per quarter, but this maximum may be increased to 64 subject to the policies in Section 7.2.
- 6.7.3 Farming operations that are extensive in nature are compatible within this Area.

6.8 Future Residential Area

Given that the Highway 2 Corridor between Calgary and Edmonton is considered as one of North America's key growth areas, and that the Leduc County North plan area is well placed to benefit from that growth, it is envisioned that in the longer term residential development

will spread over the majority of the plan area. In order to accommodate the orderly transition to future residential uses, the purpose of the Future Residential Area is to maintain land in farming for as long as practically possible, thus also observing the high quality of the soils in these areas.

Policies

- 6.8.1 The future primary use of lands in the Future Residential Area is residential.
- 6.8.2 The interim use of lands in the Future Residential Area is for agricultural and related purposes.
- 6.8.3 Non-agricultural uses may be allowed in accordance with the provisions of this Plan, but when considering a proposed non-agricultural land use or development among the factors to be considered are:
 - (a) any effects the use may have on nearby farming operations, and
 - (b) any adverse effects it may have on the future conversion of land in the vicinity to residential use.

6.9 Recreation and Conservation Open Space Area

The Recreation and Conservation Open Space Area includes: the valley, escarpment, ravines and top-of-bank lands of the North Saskatchewan River; the Whitemud, Blackmud and Irvine Creek systems and lands adjacent thereto; and Cawes Lake, including lands adjacent thereto. Leduc County is an integral member of the North Saskatchewan River Valley Alliance, which is focusing on developing an integrated plan that will preserve and enhance the North Saskatchewan River valley as a Capital Region natural recreation corridor.

Policies

- 6.9.1 The land areas allocated as Recreation and Conservation Open Space Area on Map 6 are general. The exact boundaries may be determined by the County as part of a process to consider a subdivision application, a development application, any plan and study related thereto, or any specific study or report which may relate to the site or lands in question.
- 6.9.2 The uses of land within the Recreation and Conservation Open Space Area generally should be as follows:
 - (a) Blackmud, Whitemud and Irvine Creeks, and their tributaries – open space greenway corridors including pathway systems, where appropriate; agricultural pursuits may be undertaken consistent with the sensitive nature of the stream corridors and their ‘valley sides’;
 - (b) Cawes Lake – a district level conservation park which may include a variety of park facilities; non-intensive agricultural pursuits may be compatible;
 - (c) North Saskatchewan River valley, and escarpments, terraces and ravines – a regional level, multiple purpose activity park, with conservation lands along steeper escarpments and other sensitive features;
 - (d) Greenway buffer, which serves to separate non-residential land uses in the Business Park Area from residential uses to the east in the Residential Estate Area – a linked trail and resting places within a landscaped corridor.

6.9.3 In accordance with a recreation open space plan adopted by Council, a commercial recreation use may be located within a Recreation and Conservation Open Space Area.

6.10 Agricultural Area

The Agricultural Area generally corresponds to the lands within the 30 NEF contour of the 2040 Noise Exposure Forecast for the Edmonton International Airport. Such lands will be restricted from residential development. Given these restrictions and the high quality of soils within these areas, the lands in the Agricultural Area are intended to remain in agricultural production although the County may undertake a review that identifies other land uses that may be appropriate in certain locations of the Agricultural Area.

Policies

6.10.1 The use of land within the Agricultural Area will primarily be for agricultural and related purposes.

6.10.2 Non-agricultural uses may be allowed in accordance with the provisions of this Plan and the Airport Vicinity Protection Area Regulation, but when considering a proposed non-agricultural land use or development among the factors to be considered are:

- (a) any effects it may have on nearby farming operations; and
- (b) any adverse effects it may have on the future conversion of land in the vicinity to residential or recreational use.

6.10.3 Notwithstanding 6.10.2, new dwellings are prohibited.

6.10.4 The County may review options for the future use of lands contained within the 30 NEF contour, including but not limited to such uses as a research park, education campus, golf course and cemetery. Any optional use that may be appropriate must be consistent with the provisions of the Airport Vicinity Protection Area Regulation and compatible with the resources and land uses in the immediate area.

6.11 Special Study Area

(Deleted: By-Law No. 25-05)

7.0 GENERAL POLICIES

7.1 Economic Development

Introduction

Leduc County desires to foster a climate which will strengthen and diversify the economic base of the County, thus lending to the financial sustainability of the municipality while

providing a broader variety of workplace choices for County residents. While the Leduc County North plan area primarily focuses on general industrial uses within a business park setting on the east side of Highway 2, service commercial and commercial opportunities, including those providing services and attractions to tourists, are also provided for in the plan area. While economic development is important such development will be accommodated only in ways that respect sensitive features and adjoining land uses.

Because of the strategic importance of the economic development 'node' provided for in this overview Major Area Structure Plan, there is a need for subsequent, complementary local area structure plans for smaller areas to address in greater detail more specific patterns of land uses, utility servicing and road network. These additional plans would be similar in nature and importance to the Nisku, Saunders and Blackmud Creek area structure plans.

The additional plans for portions of the Commercial Area, Business Park Area and Business Industrial Area will serve to proactively guide economic development in a manner that will continue to strengthen and diversify the economy of Leduc County through the sequential cost-effective provision of roads and utilities, while minimizing conflicts between new development and neighbouring land uses.

Goal

To promote economic growth which contributes to the financial sustainability of the County.

Policies

- 7.1.1 Although a transitional land use over much of the plan area, since agricultural significantly supports the County's economic base, agricultural uses in the plan area will be guided by the policies of Section 7.5 of this Plan.
- 7.1.2 Various forms of economic development will be accommodated within the Leduc County North plan area consistent with the policies of this Plan, including Map 6 – Land Use Strategy. Appropriate forms of general industrial, commercial and tourism land uses, as well as other forms of economic development considered by the County to be compatible within the plan area, will be directed to suitable locations.
- 7.1.3 Highway 2 Corridor Design Guidelines will apply to development on lands adjacent to the Highway 2 corridor, and may be applied, in whole or in part, to development in the Commercial Area along 41 Avenue east of Highway 2.
- 7.1.4 If warranted by future demand as residential neighbourhoods are developed, a local commercial site may be approved within a neighbourhood to provide a limited range of commercial and personal services to residents in the area. In order for such commercial sites to be approved, they must be contained in an area structure plan or outline plan adopted by the County.
- 7.1.5 In a Commercial Area, development adjacent to an existing or future residential area must be designed to be visually attractive from the residential area, and include site landscaping to buffer the commercial area from the residential area.
- 7.1.6 In the Business Park Area, development adjacent to the residential area to the east must be designed to buffer the business park development from the residential area. This will include extensive site landscaping to screen the business park area, such landscaping to incorporate a linked, treed trailway corridor.

- 7.1.7 Lot sizes and development standards for the Commercial Area, Business Industrial Area and Business Park Area will be as required in applicable land use districts in the Land Use Bylaw.
- 7.1.8 Pursuant to Section 8.4, the County shall require the preparation and adoption of one or more local area structure plans for the lands allocated Business Industrial Area, Business Park Area and the Commercial Area east of Highway 2, to address among other matters:
- (a) a more specific list of land uses for each of the one or more land use areas allocated within the plan area;
 - (b) the road pattern, including the Nisku Spine Road and associated collector and local roads;
 - (c) phased development of the areas, based upon the phased extension of municipal water and sewer services into the areas;
 - (d) policies regarding restrictions of airborne contaminants, vibration, light and noise emissions; and
 - (e) the form of municipal reserve dedication, including consideration of deferral of reserves in early phases of subdivision; the preferred form of dedication is by cash-in-lieu, except where buffer open spaces or other public spaces are required by the Leduc County North Major ASP or other directives by the County.
- 7.1.9 Should significant sand and gravel deposits become known, land uses which compromise the extraction of the resources will not be permitted.
- 7.1.10 Extractive resource operations may be approved. In consideration of surrounding land uses and features, especially sensitive features, the County may apply conditions (e.g. hours of operation, truck haul routes) to minimize or mitigate impacts. Reclamation of a disturbed site shall be required.

7.2 Residential Development

Introduction

A significant underpinning of the land use strategy for the Leduc County North plan area is to accommodate considerable future residential development. In doing so, this plan accommodates a variety of residential location choices. These range from single parcels, to small clusters of multi-lot subdivisions usually at lower densities, up to aggregations of higher density housing areas. Although the land use strategy envisions that over a long period of time residential uses will predominate in the plan area, over the short to medium term residential development will be directed to areas allocated as Residential Estate and Country Residential on Map 6.

The development of each county 'neighbourhood' is to be guided by more detailed, local area structure plans and outline plans (see Section 8.4). These plans are important to articulate land use, road pattern and servicing directions to the level of detail necessary to promote interconnected neighbourhoods that facilitate healthy, safe and enjoyable living, while respecting sensitive features and infrastructure located in the plan area. Each initial local area structure plan, as required in section 8.4, would cover between 420 ha (6.5 quarter sections) and 550 ha (8.5 quarter sections). This size is similar to the area of the Ellerslie Area Structure Plan immediately to the north. Each local area structure plan could provide for as many as 6,240 to 8,160 people, this being the size of a small town.

Goal

To facilitate the creation of a number of interconnected residential communities that provide a range of amenities that enhance livability.

Policies

- 7.2.1 A single residential parcel, either a developed or undeveloped site, may be subdivided from an unsubdivided quarter section in accordance with Section 3.3 of Part Three of the Municipal Development Plan.
- 7.2.2 In the short to medium term, multi-lot residential development will be directed to areas allocated on Map 6 as Residential Estate and Country Residential.
- 7.2.3 Multi-lot residential subdivision and development shall be further guided by plans as required in Section 8.4.
- 7.2.4 In areas allocated as Residential Estate, the following apply:
- (a) there shall be no more than 320 residential lots per quarter section;
 - (b) municipal water and sewer services shall be provided; and
 - (c) the minimum residential parcel size shall be 0.12 ha (0.30 acre).
- 7.2.5 In areas allocated as Country Residential, the following apply:
- (a) if a multi-lot subdivision is serviced by communal or municipal water and sewer systems to the satisfaction of the County, the minimum residential parcel size shall be 0.2 ha (0.5 acres);
 - (b) if a multi-lot subdivision is to be serviced by private individual water and/or sewer systems to the satisfaction of the County, the minimum residential parcel size shall be 1 ha (2.5 acres);
 - (c) a deferred municipal servicing agreement with the County will be registered by caveat against all land titles to be created;
 - (d) the maximum number of lots per quarter section shall be 50, but may be increased by the County to a maximum of 64 lots if the outline plan for the quarter section provides, in addition to the basic 10% municipal reserve dedication, a minimum of an additional 0.2 ha (0.5 acre) of municipal reserve for each lot above 50; and
 - (e) the multi-lot subdivision shall be designed to provide for future densification and contiguous residential development.
- 7.2.6 Any multi-lot residential development in the Country Residential Area adjacent to Cawas Lake and along the North Saskatchewan River Valley, if municipal water and sewer are not reasonably available, shall be serviced to the satisfaction of the County by:
- (a) a communal water system, and
 - (b) a communal sewage system, or
 - (c) an onsite pre-treatment sewage system on each lot to be created.
- 7.2.7 The County will monitor the amount and extent of residential development in the allocated Residential Estate and Country Residential areas.

- 7.2.8 The County may extend a Country Residential area or a Residential Estate area only if:
- (a) the lands in the existing adjacent Country Residential area or Residential Estate area, as the case may be, are two-thirds built-out,
 - (b) a local area structure plan that includes the lands being considered for reallocation has been adopted by the County (see Section 8.4), and
 - (c) municipal water and sewer services have been extended to the boundary or are in very near proximity of the land being considered for reallocation to Residential Estate.
- 7.2.9 Pursuant to Section 7.2.8, lands within the Future Residential Area east of Highway 2 may be reallocated to Country Residential:
- (a) firstly, between Range Road 235 and Range Road 240 only if the lands east of Range Road 235 are at least two-thirds built-out; and
 - (b) subsequently between Range Road 240 and Highway 814 only if the lands between Range Road 235 and 240 are at least two-thirds built-out.
- 7.2.10 Pursuant to Section 7.2.8, lands within the Future Residential Area west of Range Road 254 may be reallocated to Country Residential only if the lands in the Country Residential Area along the North Saskatchewan River Valley are at least two-thirds built-out.
- 7.2.11 The allocation to Country Residential Area will not be permitted for lands: between Range Road 254 and Highway 2, and between Highway 814 and Highway 2.
- 7.2.12 No new residential development will be permitted within the 30 NEF contour of the 2040 Noise Exposure Forecast for the Edmonton International Airport.
- 7.2.13 Multiple unit housing developments and manufactured home communities may be developed in the plan area if provided for in a local area structure plan and outline plan adopted by the County pursuant to Section 8.4. Such developments shall be serviced with municipal water and sewer.

7.3 Sensitive Features and Environmental Protection

Introduction

In many ways the quality of life in the Leduc County North plan area will be measured through the success in conserving the quality of the environment, especially sensitive features. While much of the plan area is rolling prairie, the western portion is blessed with the spectacular North Saskatchewan River valley and the very scenic Whitemud Creek ravine. While not as visually attractive, the eastern portion has the Irvine Creek system and the Cawes Lake environs. Even with extensive development along the Highway 2 corridor, Blackmud Creek maintains significance as a waterway. All of these features are sensitive, such that planning and development for the plan area needs to be protective of these features.

Goal

To conserve the environment of the plan area, especially significant sensitive features.

Policies

- 7.3.1 In the Leduc County North plan area, sensitive features that are regionally significant include:
- (a) North Saskatchewan River Valley, including its escarpment, terraces and ravines;
 - (b) Cawes Lake;
 - (c) Whitemud Creek; and
 - (d) Blackmud Creek.
- 7.3.1 Sensitive features that are considered to be locally significant include:
- (a) Irvine Creek and its tributary waterways; and
 - (b) other features so recognized by the County as identified through other studies and plans.
- 7.3.2 Regionally and locally significant sensitive features are to be protected from encroachment by incompatible development.
- 7.3.3 Changes in land use from agriculture to another use on lands that contain or are adjacent to a regionally significant or locally significant sensitive feature shall be guided by a local area structure plan, outline plan recreation open space plan and/or amendment thereto as the case may be. Land use change within and adjacent to regionally and locally significant sensitive features may be approved if the land use is compatible with the sensitivities of the area and development is required to protect and incorporate as best as possible the features of the site.
- 7.3.4 Development will not be permitted to encroach upon hazard lands and features, including floodplains, former coal workings and slopes that may subject to subsidence, erosion or slumping.
- 7.3.5 Prior to any development being approved along North Saskatchewan River valley escarpment and the Whitemud Creek escarpment, the County will approve a setback policy which is to include the requirement of environmental reserve dedication. This policy should be incorporated as a general regulation in the Land Use Bylaw.
- 7.3.6 Any local area structure plan, outline plan, subdivision proposal or development proposal that involves lands adjacent to the North Saskatchewan River, Whitemud Creek, Blackmud Creek, and Irvine Creek will be required to identify the 1:100 year floodplain. Where the floodplain is present, means to protect the floodplain from encroachment by inappropriate uses, including infrastructure, must be addressed. Flood proofing measures may be required by the County as part of the plan or proposal.
- 7.3.7 Leduc County may require the proponent of a development or subdivision to prepare to the satisfaction of the County an Environmental Impact Assessment in accordance with the Municipal Development Plan or an Environmental Review to the satisfaction of the County.
- 7.3.8 An Environmental Review must address any or all of the following as required by the County:
- (a) a description of the proposed undertaking, including its purpose, alternatives and staging requirements;

- (b) a description of the features and resources of the site, adjacent properties and nearby lands that may be affected;
- (c) a description of the environmental sensitivity of these features and resources;
- (d) a description of the predicted effects on the features and resources, including the nature of the impacts on land, vegetation, water and wildlife, during construction;
- (e) the nature of the impacts of land use activities on land, water and wildlife upon completion of the development, including phases thereof;
- (f) an indication of the limitations of the review, criteria used in predicting effects, and interests consulted;
- (g) an environmental mitigation/protection plan to alleviate any adverse impacts, monitor the performance of the mitigation/protection measures and identify the residual impacts and their significance on land, vegetation, water and wildlife;
- (h) a presentation of the results in a framework that can assist decision makers in determining the final course of action; and
- (i) any other matters required by the County.

7.3.9 Should any heritage feature be recognized formally by the County in the future within the plan area, measures should be taken to conserve the feature and ensure that land uses adjacent thereto are compatible.

7.4 Open Space

Introduction

The availability of a diversity of accessible open spaces will enhance the livability of the residential communities in the Leduc County North plan area, and the quality of life of residents therein. Key opportunities for open spaces having community-wide significance are present in the plan area, these mostly being the sensitive river valley, creek ravines and lake environments identified in Section 7.3. Local level open spaces, provided as park nodes and linear corridors through the careful design and development of residential subdivisions, will also be very important.

Goal

To provide for a variety of open space and recreational opportunities.

Policies

- 7.4.1 A recreation open space plan will be required by the County for a public 'Recreation - Conservation' Park around Cawes Lake. This plan will provide for the conservation of sensitive features and be oriented to passive recreation, such as walking and bird watching, but also may include appropriate related park facilities.
- 7.4.2 A recreation open space plan, which provides for appropriate uses of land and the conservation of features, will be required by the County to direct the development of a regional level four seasons recreation park for that portion of the North Saskatchewan River valley, including its escarpments, terraces and ravines, within the plan area. The plan should be prepared with intermunicipal and provincial department participation, being mindful of visions, plans and management directions for the reach of the North Saskatchewan River valley between and including Devon and Edmonton. This area may facilitate a variety of recreation opportunities, including privately operated facilities. The plan area should include at least all of the lands within the current Edmonton-Devon Restricted Development Area.

- 7.4.3 Upon adoption of the recreation open space plan for the North Saskatchewan River valley four seasons recreation park area, the County will seek removal or reworking of the Restricted Development Area for the portion within the County.
- 7.4.4 Through the adoption of plans and subdivision and development approvals, the County will seek to conserve natural features along Whitemud Creek and Blackmud Creek. Municipal and environmental reserve dedications will be used. Where appropriate, environmental reserve easements and land purchases also may be used.
- 7.4.5 The County will require for the Leduc County North plan area the development of an extensive, linked pathway system, including along:
- (a) the North Saskatchewan River valley,
 - (b) Whitemud and Blackmud Creeks,
 - (c) the greenway corridor that buffers business park areas from residential areas,
 - (d) possibly Irvine Creek, or portions thereof, and
 - (e) major roads, where appropriate.
- 7.4.6 The County will require that the design of multi-lot residential subdivisions provide reserve lands that merit use by local residents or the larger community as open space. The design of residential subdivisions should accommodate nodal open spaces and linear open spaces through which paths for non-motorized travel can link the neighbourhood to other neighbourhoods and the County/regional trail system.
- 7.4.7 Recreation developments must address the requirements contained in Section 6 of Part Three of the Municipal Development Plan.
- 7.4.8 If a school is to be located in the plan area, Leduc County will encourage the provision of outdoor recreation facilities (e.g. sports fields) as a part of the development.

7.5 Agriculture and Agricultural Land

Introduction

Within the plan area the single largest land use is agriculture, such pursuits utilizing some of the best soils in the Province. While the plan strategy for the Leduc County North area provides for extensive conversion over time of agricultural areas to residential communities, business parks and open space recreation areas, it is important that rural agricultural communities and soils be retained as long as practical by avoiding ‘rurban sprawl’ in the forms of premature subdivisions, excessively large lots and leap-frog development.

It is important that agricultural practices be undertaken in accordance with generally accepted agricultural practices. As such, in accordance with the Agricultural Operations Practices Act agricultural operations are protected from adverse claims. In turn, agricultural practices should seek to conserve sensitive features such as creeks and their shorelands.

Recognizing the future predominance of residential areas in the plan area, confined feeding operations should be directed to other locations in Leduc County.

Goal

To recognize the importance of agricultural resources and the agricultural community during the transition of land uses in the plan area.

Policies

- 7.5.1 In the Leduc County North plan area, agricultural practices should:
- (a) be consistent with the sustainable use of the lands on which they operate,
 - (b) be in a manner compatible with adjacent land uses, and
 - (c) seek to conserve tree stands and stream corridors.
- 7.5.2 Where agricultural operations are in accordance with generally accepted agricultural practices and the Land Use Bylaw, these operations will not be required to cease or significantly reduce or alter their operation because of objections from other agricultural or non-agricultural uses in the vicinity.
- 7.5.3 Any approval of a first parcel out and a fragmented parcel must be in accordance with the standards and criteria in Section 3.3 of Part Three of the Municipal Development Plan.
- 7.5.4 The minimum size for an agricultural parcel shall be 32 ha (80 acres) unless a smaller size for specialized farming operations (e.g. horticultural) is demonstrated to meet County criteria.
- 7.5.5 Confined feeding operations will be directed to locations outside of the Leduc County North plan area.
- 7.5.6 Agricultural practices along the North Saskatchewan River valley, Whitemud Creek, Blackmud Creek, and Irvine Creek and in near proximity to Cawes Lake should be in a manner to prevent erosion and damage to water channels and sensitive slopes, as per the guidelines of the Agricultural Code of Practice.
- 7.5.7 Decisions on subdivision and development applications will seek to avoid the premature loss of agricultural land from production.

7.6 Groundwater

Introduction

In areas not yet served by municipal water systems, the availability of groundwater for farming operations and non-farm land uses is very important. Continued development in the plan area should not be permitted to jeopardize the ability of groundwater to sustain farming operations and existing domestic water wells in the area.

Goal

To provide for development in a manner consistent with the sustainability of groundwater resources.

Policies

- 7.6.1 As part of an application for approval of a proposed multi-lot subdivision (four or more parcels) or for a significant development that is intended to be served by

groundwater, the County shall require a groundwater assessment report prepared by a person or persons qualified to do so in accordance with guidelines set out by Alberta Environment.

7.6.2 The County may only approve a subdivision or development that is to use groundwater if:

- (a) the groundwater assessment report indicates the groundwater resources are sufficient for the proposed subdivision or development and will not unduly affect groundwater users already in the area, or
- (b) the groundwater assessment report indicates the groundwater resources are insufficient for the proposed subdivision or development, but trucked-in water will be used to supplement the use of groundwater resources and such use will not unduly affect groundwater users already in the area.

7.7 Utility Services

Introduction

The provision of utility services in a timely and economic manner facilitates and promotes healthy living environments and business development, while also serving to protect the quality of the environment. In the Leduc County North plan area, regional sewer and water systems along the Highway 2 corridor serve business park development in and near the plan area, as well as multi-lot country residential clusters nears the plan area. Capacity in these systems has been allocated to support some additional growth in Leduc County.

The land use strategy put forward in Map 6 is based upon higher density development extending west and east from Highway 2, such development requiring municipal water and sewer services. It is generally intended that extensions to municipal water and sewer utilities initially be to contiguous development areas in proximity to Highway 2, and thereafter sequentially eastward and westward as more intensive forms of development radiate outward from the corridor.

Map 7 shows the potential alignments for the extension of municipal water and sewer services to lands east and west of the Highway 2 corridor. The Utility and Stormwater Assessment Report, prepared by EXH Engineering Services Ltd. in October 2003, serves as a guide to the extension of municipal water and sewer services and as a framework for stormwater management in the plan area.

In the Country Residential areas multi-lot development may be serviced with individual or communal water and sewer services. Because the drainage patterns in the plan area lead into the Blackmud and Whitemud Creek systems, and ultimately the North Saskatchewan River, it is important that development does not adversely affect these streams by increasing stormwater run-off and decreasing water quality.

Goal

To provide and maintain utility services which safeguard public health and minimize effects on the environment.

Policies

- 7.7.1 All multi-lot developments in the Commercial, Business Industrial and Business Park areas shall be serviced with municipal water and sewer.
- 7.7.2 In the Commercial, Business Industrial and Business Park areas, a non-agricultural development on a single parcel must be connected to the municipal water system but may be approved with private sewer. If approved with a private sewer system, conditions of development approval will include:
 - (a) the development be designed to connect in the future to municipal sewer system, and
 - (b) a deferred municipal servicing agreement with the County be registered by caveat against the title for the land on which the development is to occur.
- 7.7.3 In the areas where municipal water and sewer is required, in association with plans as required in Section 8.4, servicing plans acceptable to the County for business development and major neighbourhood areas will be required. Servicing plans must address:
 - (a) the location of trunk mains and utility easements for water and sewer,
 - (b) the location of stormwater detention ponds, as part of a stormwater management plan,
 - (c) the location of water reservoirs and pump stations,
 - (d) the over sizing of utilities to facilitate the extension of services to future developments, and
 - (e) other matters the County may require to be addressed.
- 7.7.4 Map 7 serves as a guide to the extension of municipal water and sewer services in the plan area. The County may undertake other studies to update and/or add details to the utility servicing network plan, as well as to articulate priorities for the extension of municipal water and sewer services and the provision of stormwater management systems.
 - (a) Intermunicipal and municipal utility corridors, both present and future, will be protected from encroachment from development.
- 7.7.5 Despite the suitability of private or communal water and/or sewer systems for a proposed multi-lot development on land adjacent to or in near proximity to municipal water or sewer utilities, if the County approves the proposed development the County will require the development to be serviced by municipal water and sewer.
- 7.7.6 (a) The County shall establish a cost sharing mechanism by which developers front-ending the cost of oversizing utility services will be reimbursed by future developers as they tie into the services. The details of the cost-sharing mechanism may vary from area to area.
 - (b) The County may establish and charge development levies for utility and/or stormwater facilities installed by developers and/or the County.
- 7.7.7 In a Country Residential Area, communal water and/or sewer systems may be permitted by the County. In association with plans as required in Section 8.4, a servicing study acceptable to the County will be required. It must address:

- (a) the location and standards of the services,
 - (b) the method of management and operation of the services,
 - (c) the need, as determined by the County on a case by case basis, for deferred municipal servicing agreements with the County registered by caveat against each title being created,
 - (d) the requirement that there will be no County financial and administrative obligations for the operation of the systems in the future, and
 - (e) any other matter that the County requires to be addressed.
- 7.7.8 Unless otherwise required in this Plan, a development may be individually served with private water and sewer systems in accordance with provincial standards and regulations and Section 11 of Part Three of the Municipal Development Plan. For such developments, the County may require a deferred municipal servicing agreement with the County to be registered by caveat against the title for the land on which the development is to occur.
- 7.7.9 All development shall be required to control stormwater runoff quality and quantity such that stormwater runoff will not exceed the pre-development flow standard established by Alberta Environment in consultation with municipalities for the catchment basins identified in Map 7 – Utilities.
- 7.7.10 Drainage easements should be secured when and wherever possible.

7.8 Transportation

Introduction

Transportation infrastructure within and adjacent to the Highway 2 corridor, including the highway, the CPR line and the nearby Edmonton International, Airport, are of considerable significance not only to the County but to the Province as a whole. It is very important that the policies in this Major Area Structure Plan serve to protect this infrastructure for the functions they are designed to serve. As well, land uses along other highways and county roads need to be managed to maintain the operational integrity and safety of these roads.

While the Leduc County North plan area is served by three numbered highways, one of the major issues raised during public meetings was the need for improvements to the overall road network. Concerns were raised about the impacts of greatly increased trip generation through the expansion of residential and business development. The proposed road pattern shown on Map 6 – Land Use Strategy responds to these concerns.

In addition to Highways 2 and 814, future major north-south arterials will be Range Road 244 (which to the north will divert to connect with 66 Street), the Nisku Spine Road and Range Road 254/170 Street. Depending on the density of development in the Leduc County north plan area, other north-south arterials may be required at one mile spacing. Regarding east-west traffic flow, Highway 625 will be supplemented by Township Road 512 (41 Avenue) and Township Road 510, especially between Highway 814 and the Nisku Spine Road.

In concert with Map 6, the Transportation Considerations Background Report prepared by BUNT & Associates in October 2003 should guide the extension and development of roads in the plan area. Future studies may determine the need for additional east-west arterials.

Goal

To promote the expansion and maintenance of an effective and safe transportation network.

Policies

- 7.8.1 The proposed road pattern outlined on Map 6 – Land Use Strategy serves as a guide to the extension, development and improvement of roads in the plan area. The County may undertake other studies to update and modify the potential the road network, as well as to articulate priorities for road construction.
- 7.8.2 Accesses to and setbacks from highways will be in accordance the requirements of Alberta Transportation. Variations from these requirements may be approved through the adoption of an area structure plan or outline plan satisfactory to Alberta Transportation.
- 7.8.3 Access to arterial and collector roads will be spaced and limited based upon the functional design of the roadway as approved by the County.
- 7.8.4 Subdivision and development along public roads will be managed in accordance with the provisions of Section 10 of Part Three of the Municipal Development Plan.
- 7.8.5 To accommodate future road widening, at the time of subdivision approval the County shall require the dedication of the required width of land for road widening along the entire frontage of the parcel subject to the subdivision application, not just along the new parcel or parcels being created.
- 7.8.6 Along highways and arterials, as a condition in a development agreement the County may require the provision of noise attenuation measures and/or screening, especially where residential uses abut or will abut the road.
- 7.8.7 Subdivision and development will be directed away from a potential major intersection and interchange until a functional plan defines the right-of-way requirements for the intersection or interchange. Subdivision and development will not be permitted to encroach upon the defined right-of-way.
- 7.8.8 In association with plans as required in Section 8.4 servicing plans acceptable to the County for business development and major neighbourhood areas will be required. Servicing plans must address:
 - (a) the location and standard of arterial roads,
 - (b) the location and standard of internal collector and local roads, internal connections to adjoining lands, and
 - (c) other matters the County may require to be addressed.
- 7.8.9 In residential estate and business development areas, internal local and collector roads shall be provided to a two lane paved standard. The County may require similar standards for any other development within the plan area.
- 7.8.10 (a) The County shall establish a cost sharing mechanism such that all lands to be developed will contribute to upgrade and/or extend the arterial road network for the plan area. The details of the cost-sharing mechanism may vary from area to area.

(b) The County may establish and charge development levies for roadways installed and/or upgraded by developers and/or the County.

- 7.8.11 The County may require the developer that triggers the upgrade or extension to undertake the construction to the satisfaction of the County, and then recover costs from other developers of subsequent developments that benefit from the improvement.
- 7.8.12 To promote the safe operation of a rail line and to help safeguard development and to promote public safety, any development adjacent to the rail line will be setback to a distance required by the County. Such setback distances or standards may be established in local area structure plans and outline plans.
- 7.8.13 The County will regulate land uses within the area affected by the Edmonton International Airport Vicinity Protection Area Regulation, and amendments thereto, in accordance to the provisions of that Regulation.
- 7.8.14 Leduc County is willing to cooperate with other authorities to identify the potential alignment of a long-term future extension of a light rail line through the plan area to the Edmonton International Airport. Upon determining an alignment and options thereto, any area structure plan, outline plan and subdivision proposal for lands that include a potential alignment of the light rail lines must address the alignment(s) in a manner acceptable to the County.

7.9 Energy and Communication Corridors

Introduction

While pipelines and transmission lines are very important to the economy of the Province, including the Leduc County, and serve to provide needed electricity and natural gas to residences and businesses, energy infrastructure can be disruptive to land uses and the environment. Communication corridors (e.g. high-speed fibre-optic lines, etc.) have growing significance in the economic and social fabrics of the world we live in. Policies are required to protect energy and communication corridors from encroachment and to help ensure that new energy infrastructure minimizes impacts on the environment and community development.

Goal

To protect significant utility and energy corridors while directing new facilities to existing corridors.

Policies

- 7.9.1 New pipelines and transmission lines are encouraged to locate within or immediately adjacent to existing pipeline and transmission corridors. If a new corridor is required, the County will encourage the corridor to avoid, wherever possible, areas of incompatible land uses and sensitive features, as well as consider other location preferences as outlined in Section 12 of Part Three of the Municipal Development Plan.

- 7.9.2 Pursuant to Section 12 of Part Three of the Municipal Development Plan, existing energy and communication corridors will be protected from encroachment from incompatible land uses and subdivisions.

7.10 Community Services

Introduction

As the residential population in the Leduc County North plan area increases, it will be important that the County not only monitors and assesses the impact of growth on education, recreation, health, police, fire and ambulance services and facilities, but that it also has plans in place to increase service levels in accordance with growing needs.

Goal

To provide efficient and economical community services that respond to the evolving needs of the community.

Policies

- 7.10.1 Unless an area structure plan or outline plan specifically directs the location of a community service facility, the County may approve the development of a community service facility or area on any land where the community services does not exert adverse impact on neighbouring land uses or sensitive features.
- 7.10.2 The County will seek meaningful dialogue with school authorities to:
- (a) monitor the need for classroom space to accommodate the growing number of school age children in the plan area;
 - (b) select preferred sites for new schools, should demands warrant one or more new schools in the plan area; and
 - (c) encourage as part of the school site development the inclusion of outdoor recreation facilities (e.g. sports fields) that serve the community.
- 7.10.3 To facilitate the provision of a school site, as a part of its subdivision authority the County may dedicate any combination of municipal reserve, school reserve and municipal or school reserve, as well as allocate money-in-lieu to assist in securing a school site or enlargement thereof.
- 7.10.4 The County will continue to monitor growth in the plan area with respect to additional needs for protective services, including police, fire and ambulance services.
- 7.10.5 Pursuant to Section 6.2.16 in Part Three of the Municipal Development Plan, given the considerable population and economic growth provided for in the Leduc County North Major ASP, the County should prepare a Community Services and Facilities Plan to guide the delivery of community services and the infrastructure to accommodate them.

8.0 ADMINISTRATION AND IMPLEMENTATION POLICIES

Goal

To implement the land use strategy and related policies through their application in related plans and studies as well as the subdivision and development approval process.

8.1 Authority of the Plan

The authority for the Leduc County North Major Area Structure Plan is through Section 633 of the *Municipal Government Act*. Section 633(1) of the *Municipal Government Act* provides for a municipality to adopt, by bylaw, an area structure plan for the purpose of providing a framework for the subsequent subdivision and development of an area of land.

The Leduc County North Major Area Structure Plan has been prepared pursuant to Part Four of the Municipal Development Plan, specifically Sections 1.1, 2.3 and 3. Section 1.1 provides for the implementation of the Municipal Development Plan through the preparation of area structure plans and other planning documents, while Section 2.3 indicates that Council may require the preparation of an area structure plan for any area Council deems appropriate. Section 3 directs that an area structure plan address the land use pattern, servicing system, transportation network and other matters relating to the subject site and surrounding lands.

Policy

8.1.1 The County will administer the Leduc County North Major Area Structure Plan to guide the use, development and subdivision of land, the retention of farming as a transition land use, and the conservation of resources in the plan area, thereby assisting the administration of the Municipal Development Plan.

8.2 Consistency Among Plans

Section 638 of the *Municipal Government Act* directs that all statutory plans adopted by a municipality must be consistent with each other. Part One Section 3 of the Leduc County Municipal Development Plan states:

“In case of conflict with an existing area structure plan or redevelopment plan or an outline plan of the County, the provisions of this Plan (i.e. the Municipal Development Plan) shall prevail. However, in case of conflict with an intermunicipal development plan or an overlay district of this Plan, the provisions of the intermunicipal development plan or an overlay district shall prevail.”

As such, this Major Area Structure Plan will prevail over the Municipal Development Plan. Nonetheless, to be consistent with Section 638 of the *Municipal Government Act* amending the Municipal Development Plan as outlined below would be appropriate in order to bring its provisions into consistency with this Major Area Structure Plan.

Policies

8.2.1 The County will amend the Land Use Concept (Map 2) in the Municipal Development Plan to be consistent with Map 6 - Land Use Strategy in this Major Area Structure Plan.

- 8.2.2 Map 3 in the Municipal Development Plan will be amended to include the North Leduc County ASP area as a policy overlay area.
- 8.2.3 Regarding country residential uses, Sections 3.3.16 and 3.3.17 of Part Three of the Municipal Development Plan will be amended to apply only to areas where an approved area structure plan is not in effect.
- 8.2.4 With respect to higher quality agricultural land, Section 3.3.7 of Part Three of the Municipal Development Plan will be amended to apply only to areas where an approved area structure plan is not in effect.
- 8.2.5 Regarding the provisions in the Municipal Development Plan that address the Edmonton Intermunicipal Fringe Area, Section 4 of Part Three will be deleted and replaced, through consultation with the City of Edmonton, by provisions consistent with the land use strategy and policies of this Major Area Structure Plan.
- 8.2.6 Regarding land use control along Highway 814 in the Leduc County and Town of Beaumont Intermunicipal Development Plan, Section F(1) should be deleted and replaced with a provision that provides for future redistricting to accommodate multi-lot residential development and related uses.
- 8.2.7 Policy 3.3.15 in Section 3.3 of the Municipal Development Plan will be amended to read as follows: “Where a multi-lot country residential development is allowed within 0.8 km (0.5 mile) of a nearby urban municipality, an overlay scheme illustrating future urban re-subdivision may be required as part of an area structure plan or outline plan. This overlay scheme is to be referred to the nearby urban municipality for consideration and the overlay scheme must be acceptable to the County.

8.3 Implementation through the Land Use Bylaw

As a day-to-day tool to put into effect the land use and community development policies of the County, including those contained within the Leduc County North Major Area Structure Plan and other statutory plans, the administration of the Land Use Bylaw is vital to the achievement of the strategies, goals and policies of this Major Area Structure Plan.

Policies

- 8.3.1 The Land Use Bylaw will be used to implement the policies of this Plan. A bylaw to redistrict land in the plan area may be adopted by the County where the redistricting
- 8.3.2 is consistent with the Land Use Strategy and the policies of this Plan.
- 8.3.2 In the opinion of the County, where site conditions are such that the standards in a land use district provide for a subdivision or development that may exceed the capability of the site, the County may adopt an overlay district in order to apply specific standards and requirements to the parcel or parcels of land affected by the development. The County will require any subdivision or development to not exceed the capability of the site on which the subdivision or development is to be located.
- 8.3.3 The County will consider adding a Commercial District to the Land Use Bylaw, thus recognizing and implementing the different roles of the lands allocated on Map 6 as Commercial Area from those in the business industrial and business park allocations.

8.4 Implementation through Local Area Structure Plans and Outline Plans

While the Leduc County North Major Area Structure Plan provides the framework for land use change and development in the plan area, the County will require more localized plans to further articulate land use and development directions.

For the economic development node (i.e. the Commercial, Business Park and Business Industrial Areas on Map 6) the County will require new or updated local area structure plans to guide development.

For residential expansion areas, at least one additional level of plan will be required, this being a local area structure plan. A local area structure plan, which covers an area no smaller than 518 ha (1280 acres or two sections), is needed to articulate land use, road pattern and servicing directions to the level of detail necessary to cost effectively promote interconnected neighbourhoods that facilitate healthy, safe and enjoyable living, while respecting sensitive features and infrastructure located in the plan area.

The initial local area structure plans, as required in this section, each would cover between 420 ha (6.5 quarter sections) and 550 ha (8.5 quarter sections). This size is similar to the area of the Ellerslie Area Structure Plan immediately to the north. Each local area structure plan would provide for as many as 6,240 to 8,160 people, this being the size of a small town.

Within a local area structure plan area, depending on the level of detail in the local area structure plan and the nature of the proposed land use change or development, the County may require the preparation of an outline plan.

Policies

- 8.4.1 One or more new area structure plans shall be required and adopted by the County for the lands contained in the Commercial, Business Industrial and Business Park areas on Map 6. One function of these plans will be to repeal the Highway No. 2 Area Structure Plan, replacing it with updated provisions in the new plan or plans. These plans may require the preparation of an outline plan for a portion of the area structure plan area.
- 8.4.2 Each of the following areas allocated Residential Estate on Map 6 will require a local area structure plan to be adopted by the County to provide more specific guidance to land use change and development:
- (a) the lands east of Highway 2 lying south of Township Road 510,
 - (b) the lands east of Highway 2 lying north of Township Road 510, and
 - (c) the lands west of Highway 2; and
- when required, for the extension of residential estate development beyond the areas in (a), (b) and (c) above.
- 8.4.3 Each of the following areas allocated Country Residential on Map 6 will require the adoption of a local area structure plan by the County to further guide land use change and development:
- (a) the lands between Range Roads 234 and 235,
 - (b) the lands along the escarpment of the North Saskatchewan River valley; and

when required, for the extension of country residential development beyond the areas in (a) and (b) above. An area structure plan may be required for the lands allocated Country Residential in the SE 10 west of Cawes Lake.

- 8.4.4 Each local area structure plan required in Section 8.4.2 and 8.4.3 should encompass at least 518 ha (1,280 acres or two sections). The plan shall articulate the framework for orderly land use development and include transportation and utility provisions that support the intended land use pattern and density of development in the plan area. The plan will address:
- (a) the forms and pattern of residential and associated compatible land uses,
 - (b) the density of development, including if applicable the transition of densities from existing adjacent lower density developments,
 - (c) the phasing of development,
 - (d) the open space areas and linkages, including those associated with sensitive features, and to provide connectivity to adjacent present and future development,
 - (e) the sites allocated or available for community facilities, if required,
 - (f) the location of arterial and collector roads, including where required connectivity to adjacent present and future development,
 - (g) the servicing concept as required in Sections 7.7.3 and 7.8.8,
 - (h) the consistency of the plan with the Leduc County North Major Area Structure Plan, including any variances which the County will need to address as part of the plan approval process, and
 - (i) any other matters the County wishes to have addressed in the plan.
- 8.4.5 For a small development area within a local area structure plan, depending on the level of detail in the applicable local area structure plan and the nature of the proposed land use change or development, the County may require the preparation of an outline plan that shall address:
- (a) the suitability of the features of the site for the proposed use or uses;
 - (b) the site design, including parcel sizes and density;
 - (c) the impact on the site and adjacent lands, including land uses thereon;
 - (d) the consistency of the outline plan with the Leduc County North Major Area Structure Plan and any other applicable statutory plan, including explanations for variances which the County will need to address as part of the outline plan approval process,
 - (e) the impacts on the environment and the proposed means to mitigate impacts;
 - (f) the traffic impacts and the proposed means to mitigate impacts;
 - (g) the provisions for road widening, road improvements and intersection improvements for access roads leading to the site;
 - (h) the internal road linkages with adjacent lands;
 - (i) the provisions for water and sewer services;
 - (j) the provisions for stormwater management;
 - (k) the provisions for open space, including linkages with adjacent lands,
 - (l) the dedication of land for environmental reserve, municipal reserve, school reserve, municipal and school reserve or money-in-lieu of land, and
 - (m) any other matters required by the County.
- 8.4.6 During the process to consider a proposed local area structure plan and outline plan, the County will refer the plan to:
- (a) the City of Edmonton if the plan is within the Edmonton intermunicipal fringe area;

- (b) the Town of Beaumont if the plan is within the Beaumont intermunicipal fringe area;
 - (c) Parkland County, if the plan area is adjacent to the County; and
 - (d) Strathcona County, if the plan area is adjacent to the County.
- 8.4.7 Where a multi-lot country residential development is allowed within 0.8 km (0.5 mile) of a nearby urban municipality, an overlay scheme illustrating future urban re-subdivision may be required as part of an area structure plan or outline plan. This overlay scheme is to be referred to the nearby urban municipality for consideration and the overlay scheme must be acceptable to the County.
- 8.4.8 For the purpose of subdivision approval, an outline plan shall be considered as a conceptual scheme as referred to in the Subdivision and Development Regulation.
- 8.4.9 Notwithstanding the requirement for a local area structure plan or outline plan within the policies of this section, should a proposed development or land use change be deemed as minor in nature, consistent with the policies of this Plan and not unduly impactful on adjacent land uses, the County may not require a local area structure plan or outline plan to be in place.

8.5 Intermunicipal Coordination

Leduc County desires to maintain cooperative mechanisms with adjoining municipalities to facilitate compatible land use planning, the conservation of the environment and the appropriate development and use of infrastructure, including linked systems.

Policies

- 8.5.1 The County will endeavor to work cooperatively with adjacent municipalities in a manner in keeping with the provisions of Section 13 of Part Three and Policy 5 in Part Four of the Municipal Development Plan to:
- (a) promote compatible land use patterns,
 - (b) the connectivity of open space systems,
 - (c) integrated transportation and utility infrastructure systems, and
 - (d) resolve any disputes that may arise by means of dialogue, thus making appeals an action of last resort.
- 8.5.2 The County may enter joint studies and programs with one or more adjacent municipalities to further the implementation of the strategies contained in this Major Area Structure Plan. These studies and programs may address roads; water and/or sewer utilities; drainage/stormwater management; emergency services; trails, recreation and habitat conservation in the river valley and ravines (including Whitemud and Blackmud Creeks); as well as other possible studies and programs.

8.6 Monitoring

Because factors affecting land use, development, settlement, farming and resource use are dynamic, the effectiveness and continued relevance of this Plan will be monitored on an ongoing basis and may be reviewed from time to time.

Policy

- 8.6.1 The County will monitor the effectiveness of this Plan through:
- (a) the application of the plan's policies in processing proposed outline plans and area structure plans and applications to redistrict, subdivide and develop land; and
 - (b) communications with other municipalities and authorities dealing with matters of common interest that affect the plan area.
- 8.6.2 The County should undertake a major review of this Plan at least every five years.

8.7 Plan Amendment

Because of the dynamics of social and economic change, it may be necessary from time to time to consider changes to the Leduc County North Major Area Structure Plan.

Policies

- 8.7.1 The Council of Leduc County or a person or persons having an interest in land in the plan area may initiate an amendment to the Leduc County North Major Area Structure Plan.
- 8.7.2 If an amendment is initiated by a person or persons having an interest in land in the Plan area, prior to commencement of the bylaw amendment process the County may require the initiator to support the proposed amendment with a report or reports and other background information.
- 8.7.3 The process to approve a proposed amendment to the Plan will be in accordance with the process required in the *Municipal Government Act*. When considering a proposed amendment, the County will:
- (a) consult affected adjoining municipalities in a manner in keeping with Section 13 of Part Three of the Municipal Development Plan; and
 - (b) refer the amendment to any adjoining municipality, school authority, provincial department and agency, and any other person, group or agency the County feels the amendment may affect.

8.8 Plan Repeal

If the County feels that circumstances affecting the plan area have significantly changed, the County may repeal the Plan and may or may replace the Plan with one or more area structure plans.

Policies

- 8.8.1 The County may take action to repeal Bylaw 14-04, being the bylaw adopting the Leduc County North Major Area Structure Plan, including any amendments thereto
- 8.8.2 The County will provide a municipality adjoining the Plan area at least sixty (60) days notice of the County's intention to pass a bylaw to repeal Bylaw 14-04, and amendments thereto.

BY-LAW NO. 10-05

LEDUC COUNTY

A BY-LAW OF LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO AMEND THE LEDUC COUNTY NORTH MAJOR AREA STRUCTURE PLAN BY-LAW NO. 14-04.

WHEREAS the Council of Leduc County deems it to be in the public interest to amend the Leduc County North Major Area Structure Plan By-Law No. 14-04;

NOW THEREFORE, be it resolved that the Council of Leduc County, duly assembled, hereby enacts that Bylaw No. 14-04 be amended as follows:

- 1) Add "religious assembly" to Section 6.5.1 Business Park Area Policies to read as follows:

6.5.1 The types of uses that may be permitted in the Business Park Area should be small scale indoor manufacturing, warehouses, service commercial, business support services, related compatible uses and religious assembly.

This By-law shall take effect on the date of the third reading

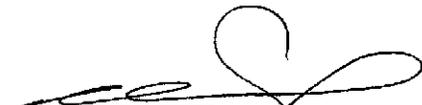
Read a first time this 3rd day of May, A.D., 2005.

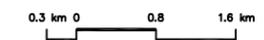
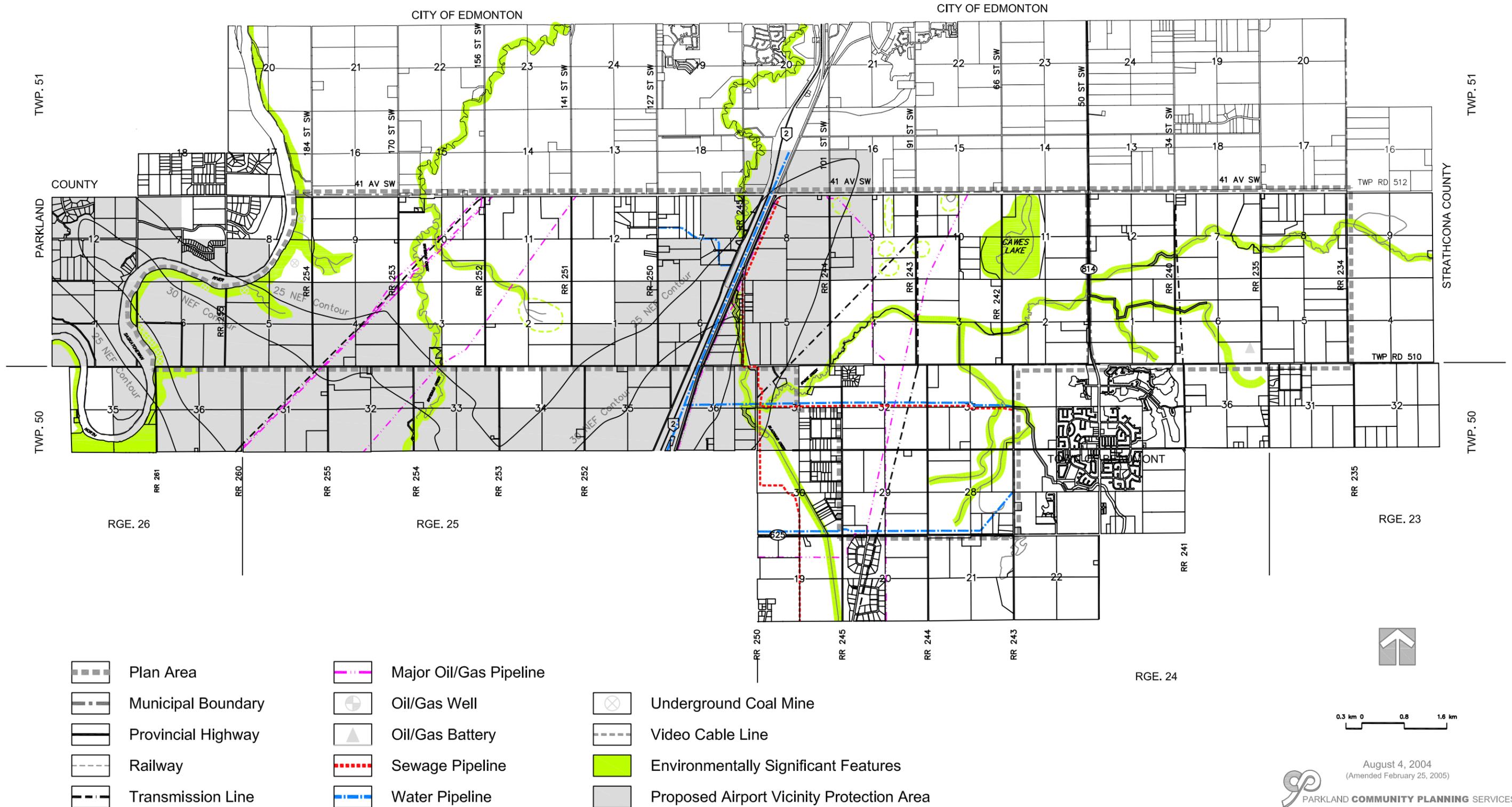
Read a second time this 3rd day of May, A.D., 2005.

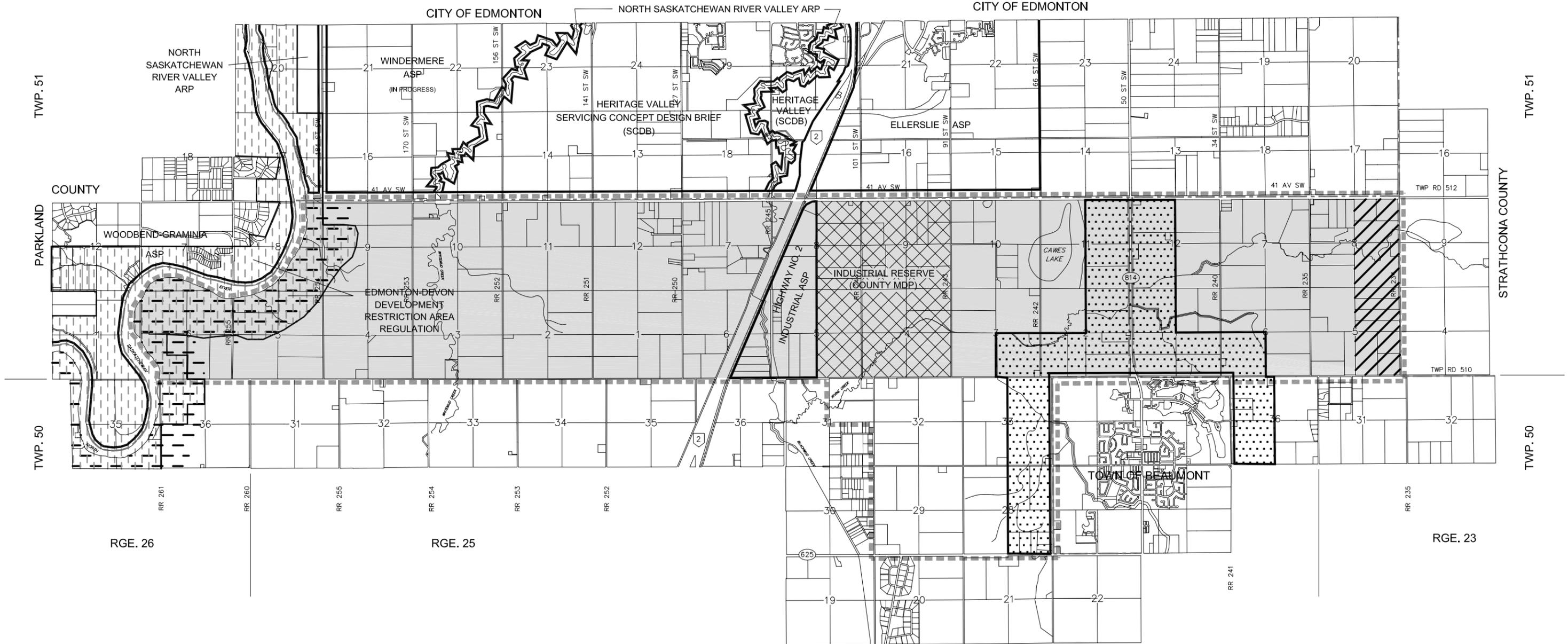
Read a third time with the unanimous consent of Council Members present and finally passed this 3rd day of May, A.D., 2005.


DEPUTY REEVE

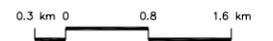
SEAL


COUNTY MANAGER





- Plan Area
- Municipal Boundary
- Statutory Plan/Regulation Boundary
- Regulation Area
- Referral Area - City of Edmonton (3.2 km)
- Referral Area - Parkland County (0.8 km)
- Referral Area - Strathcona County (0.8 km)
- Referral/Intermunicipal Development Plan Area - Town of Beaumont (0.8 km)

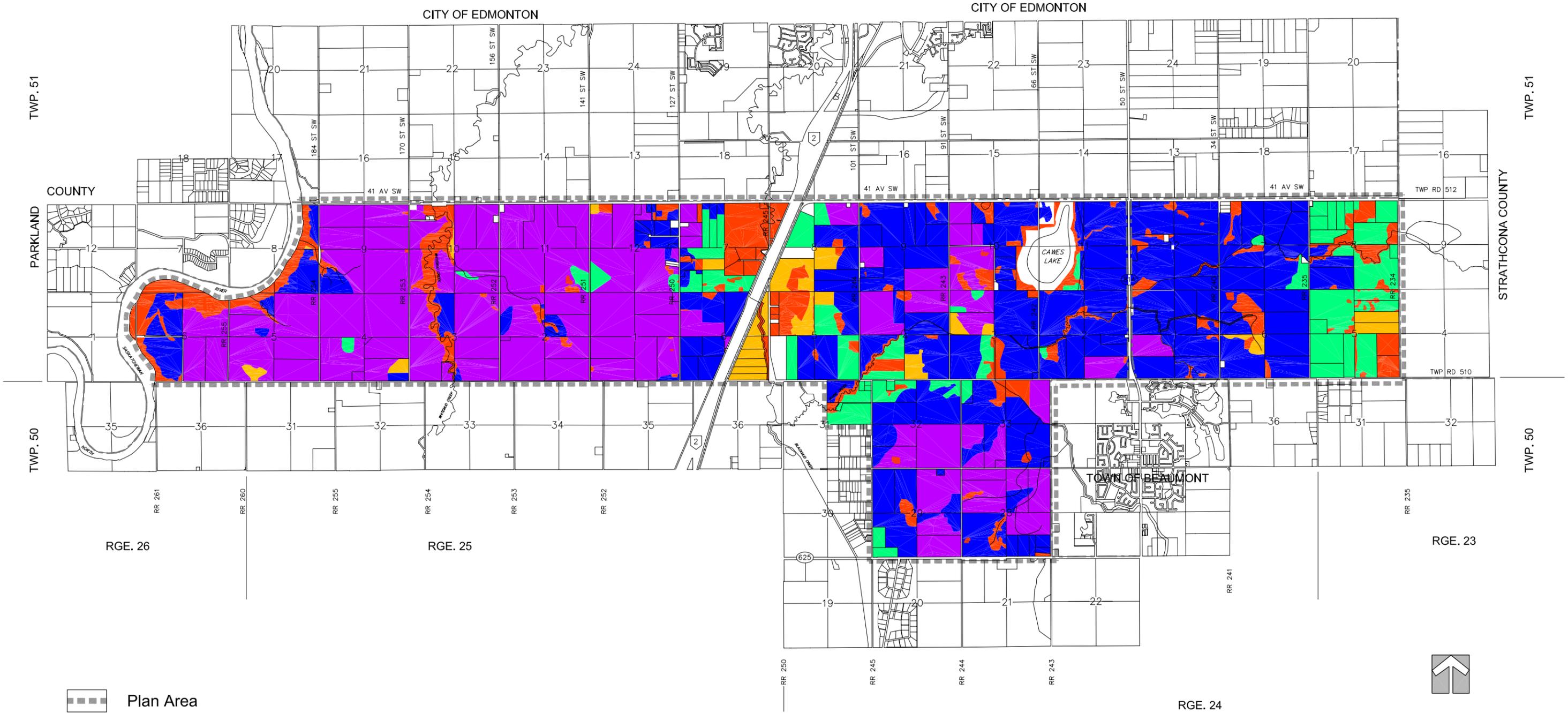


APRIL 13, 2004



North Area Structure Plan

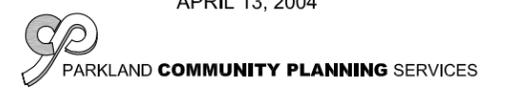
Map 5
Farmland Assessment Rating (FAR)

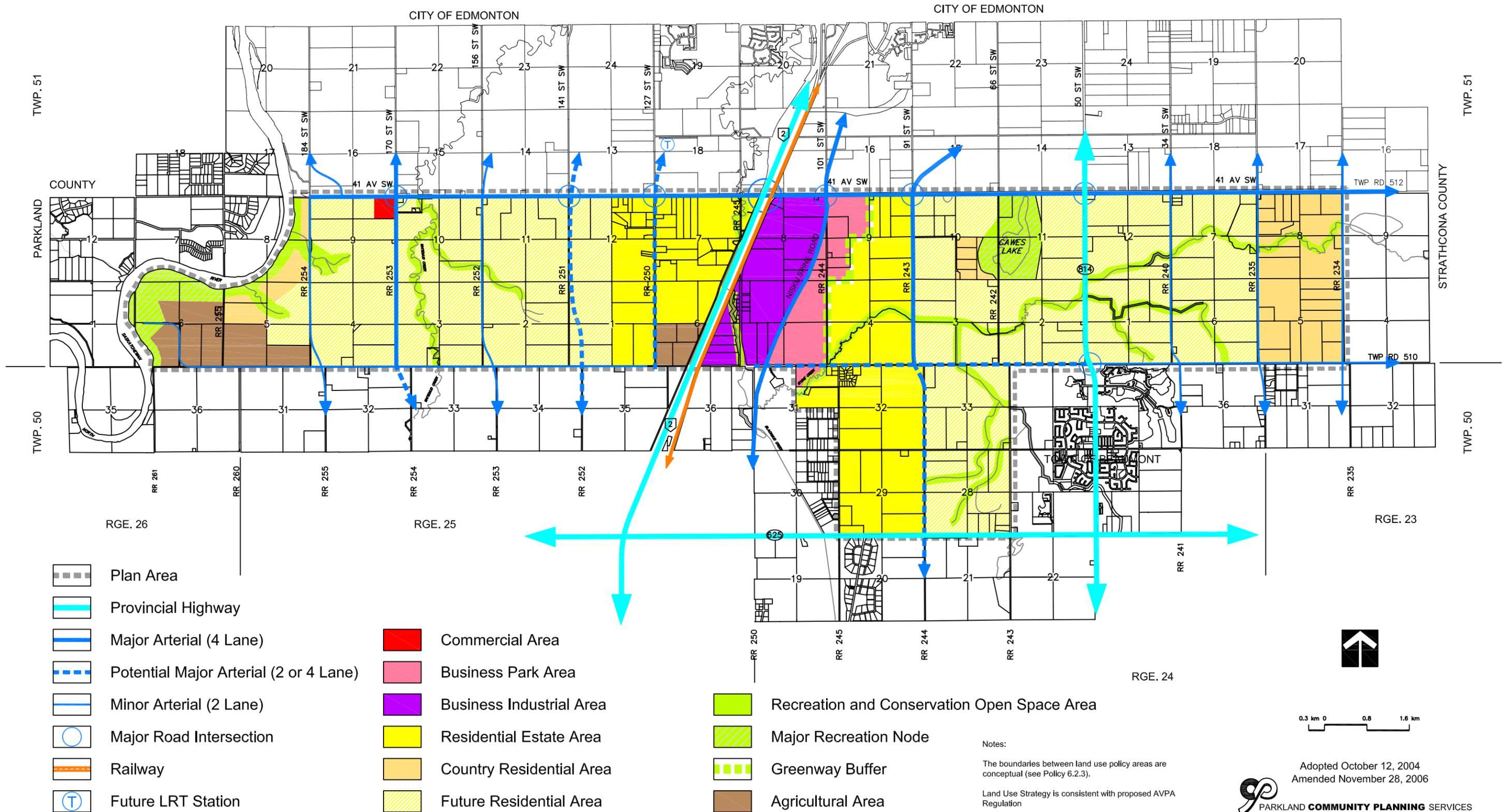


- Plan Area
- Municipal Boundary
- FAR 0 - 40.9
- FAR 41 - 50.9
- FAR 51 - 60.9
- FAR 61 - 80.9
- FAR 81 - 100

0.3 km 0 0.8 1.6 km

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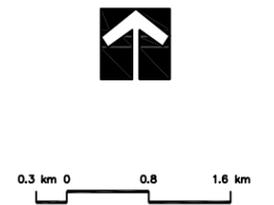


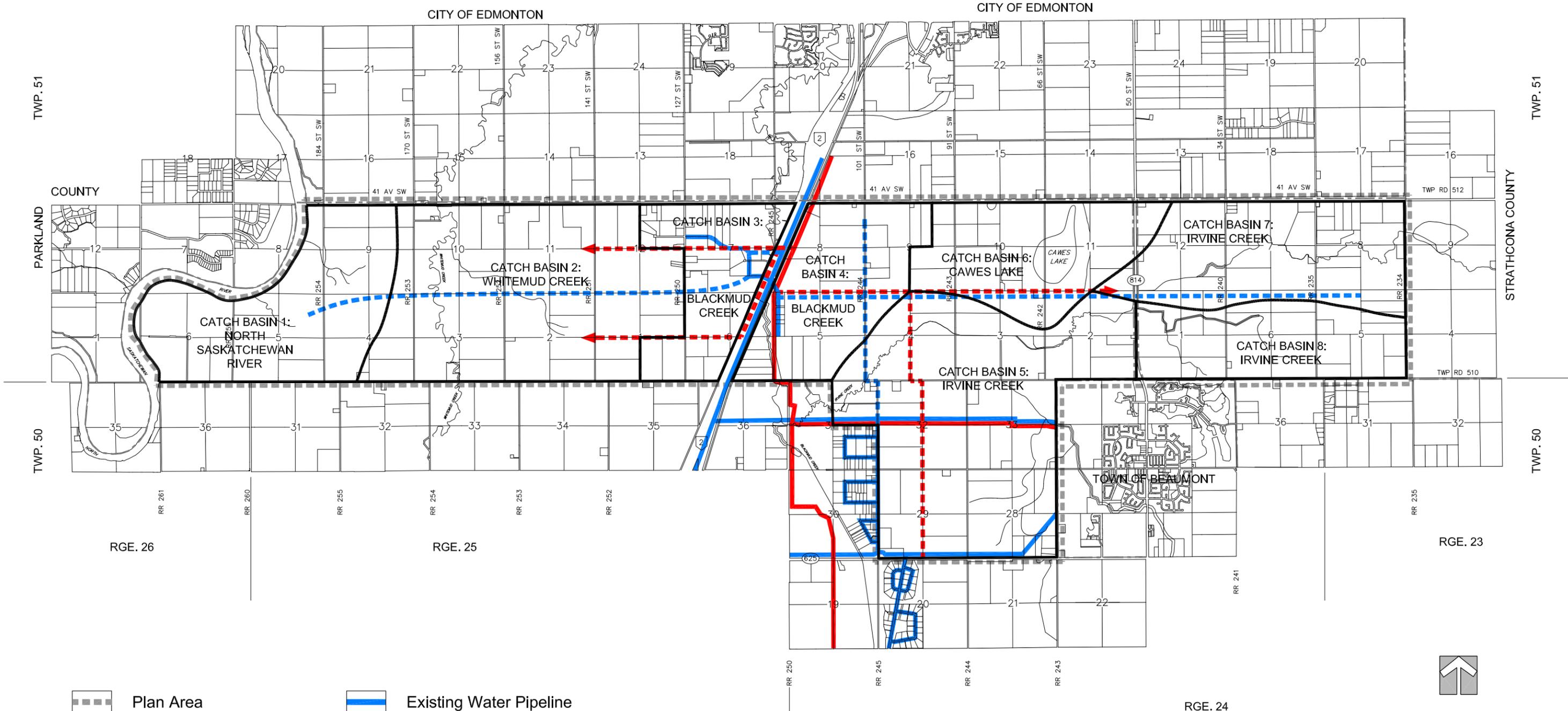
- Plan Area
- Provincial Highway
- Major Arterial (4 Lane)
- Potential Major Arterial (2 or 4 Lane)
- Minor Arterial (2 Lane)
- Major Road Intersection
- Railway
- Future LRT Station

- Commercial Area
- Business Park Area
- Business Industrial Area
- Residential Estate Area
- Country Residential Area
- Future Residential Area

- Recreation and Conservation Open Space Area
- Major Recreation Node
- Greenway Buffer
- Agricultural Area

Notes:
The boundaries between land use policy areas are conceptual (see Policy 6.2.3).
Land Use Strategy is consistent with proposed AVPA Regulation





- | | | | |
|--|-------------------------|--|-------------------------|
| | Plan Area | | Existing Water Pipeline |
| | Municipal Boundary | | Future Water Pipeline |
| | Drainage Basin Boundary | | Existing Sewer Pipeline |
| | | | Future Sewer Pipeline |



0.3 km 0 0.8 1.6 km

APRIL 13, 2004