BYLAW NO. 16-17
LEDUCK COUNTY

A BYLAW OF LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO ADOPT BYLAW NO. 16-17 LEDUC COUNTY MUNICIPA DEVELOPMENT PLAN AND REPEAL BYLAW NO. 35-99 LEDUC COUNTY MUNICIPAL DEVELOPMENT PLAN AS AMENDED.

WHEREAS
Pursuant to Section 632 of the Municipal Government Act, R.S.A., c. M-26, Council, must, by bylaw, adopt a Municipal Development Plan;

AND WHEREAS
pursuant to Section 63(1) and (2)(b) of the Municipal Government Act, R.S.A., c. M-26, Council is empowered to undertake a comprehensive review and update of the Leduc County Municipal Development Plan Bylaw No. 35-99; Council has deemed it necessary to repeal the said Plan and adopt a new Plan;

AND WHEREAS
copies of the Bylaw and related documents were made available for inspection by the public at the Municipal Office as required by the Municipal Government Act, R.S.A., 2000, c. M-26;

NOW THEREFORE,
be it resolved that the Council of Leduc County, duly assembled, pursuant to authority conferred upon it by the Municipal Government Act, R.S.A., 2000, c. M-26, enacts as follows:

1. That this Bylaw No. 16-17 shall be known as the Leduc County Municipal Development Plan.
2. That Leduc County Municipal Development Plan Bylaw No. 35-99 and all amendments are hereby repealed.
3. That the attached Schedule "A" is hereby adopted as the Leduc County Municipal Development Plan.
4. The adoption of this Municipal Development Plan is effective upon the date of the passing of the third and final reading of this Bylaw No. 16-17.

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

Read a first time this 4th day of July, 2017.

John Whaley
MAYOR

COUNTY MANAGER
BYLAW NO. 16-17

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Read a second time this ___ day of ____________, 2017.
Read a third time this _____ day of ____________, 2017.

__________________________
MAYOR

__________________________
COUNTY MANAGER
Leduc County
Municipal Development Plan

DRAFT
Version 1.0 • June 22, 2017
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LEDUC COUNTY MDP
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1.1 DEFINING SUCCESS

Leduc County is diverse, bringing together prairie landscapes, rural communities, urban areas, and economic growth. This Municipal Development Plan supports growth and prosperity across all regions of the County by identifying and recognizing the County’s unique assets and building upon them. It contains policy approaches to enhance opportunities within rural and urban areas, honouring the unique nature of each.

Growing opportunities for tomorrow requires laying a strong path forward today. This Plan includes a 50-year vision emphasizing the County’s economic, social, cultural and environmental goals. Supporting this vision is a 30-year land use plan to accommodate the County’s expected population and growth.

Leduc County has undertaken population forecasting in support of this plan which suggests that by 2045 Leduc County will have a population of between 40,225 to 44,766. How this growth occurs affects the future of agriculture, the economic success of the County, and the quality of life for all residents. Through significant public engagement and investment in research and supporting studies, Leduc County has created a long-term growth plan to define how to best harness the possibilities that growth brings.
Sustainability requires responsible growth management strategy and practices.

As Leduc County’s population continues to grow, growth will need to be managed sustainably. Sustainability can be defined in many ways. In this Municipal Development Plan, sustainability means working towards integrated, concentrated and cost-effective growth. A responsible growth pattern not only reduces the development footprint of the County and preserves agricultural lands, but also contributes to a high quality of life for residents, visitors, business owners and employees.

A diversified economy is a resilient economy.

Leduc County’s location as the gateway to the north offers an economic advantage to land developers, business owners, and residents alike. While agriculture, both crop and animal, is the main business across the County, the Nisku Industrial Park has enabled a strong economy primarily centered on supporting the oil and gas industry. Diversification is a necessary next step to managing the economic cycles and creating a more resilient future for business and government. The growth and expansion of the Edmonton International Airport (EIA) together with the implementation of the Aerotropolis Viability Study (2016), a joint initiative undertaken by the City of Leduc and Leduc County, will be the key to a more resilient economy.
Agriculture is a mainstay of the county’s economy and its way of life. The 2011 Census of Agriculture reported a total of 1,850 farm operators and 1,225 farms in Leduc County, with a combined capital value of over $2.5 Billion. Farming occupies about 72 percent of the area of Leduc County.

Leduc County is taking steps to protect high-quality agricultural lands. The Leduc County Agricultural Strategy (2016) asserts that for agriculture to grow and prosper, a long-term commitment must be made towards the protection and preservation of agricultural areas.

The Economic Development and Growth Management Strategy (2016) identifies opportunities for the expansion and diversification of the agricultural sector. The transportation hub created by the Edmonton International Airport, highway corridors and rail lines, makes new regional and international markets easily accessible to local agricultural producers. As implementation of the Aerotropolis Viability Study moves ahead, Leduc County has a significant opportunity to advance and diversify the County’s agriculture sector.

In addition to providing a source of livelihood and contributing to the local and regional economy, agricultural also shapes the County’s landscape and residents’ way of life. Agriculture offers a serene environment and is the foundation of many close knit communities. A goal of the Municipal Development Plan is to champion agriculture now and into the future and strive to maintain Leduc County as an agriculture-friendly place for residents to live, work and play.

Leduc County has a strong history of entering into cost-sharing and mutual-aid agreements with neighbouring municipalities for services such as transit, libraries, recreation, and fire services. Other collaborative initiatives have been undertaken such as the Aerotropolis Viability Study and the Joint Infrastructure Master Plan and Services Evaluation (JIMPSE). In partnership with municipalities and organizations within the Edmonton Metropolitan Region, the County is committed to exploring future efficiencies and service delivery options. In partnership, a regional infrastructure and integrated land use pattern will maximize the opportunities created through investment within the region.
1.2 LEDUC COUNTY: GROWING. DIVERSE. CONNECTED.

Leduc County comprises 266,571 ha (2,665.7 square kilometers) of land area as shown in Map 1: Leduc County and Regional Context.

The County is situated to the south of the City of Edmonton and extends 105 kilometers from east to west and 32 kilometers from north to south. It is home to high capability agricultural lands, Canada’s largest international airport by physical size\(^2\), and the Nisku Industrial Park, the second largest industrial energy park in North America\(^3\). It has extensive road and rail transportation routes and offers a range of recreational activities and residential lifestyles. The City of Leduc, Town of Beaumont, Town of Devon, Town of Calmar, Town of Thorsby, Village of Warburg and the summer villages of Golden Days, Itaska Beach, and Sundance Beach are all located within Leduc County boundaries but are governed as distinct municipalities.

**LEDUC COUNTY IS GROWING.** According to the Leduc County Economic Development and Growth Management Strategy, the County’s population is expected to increase to 44,766 people and employ 48,828 people by 2045.

**LEDUC COUNTY IS DIVERSE.** Leduc County is a predominately rural, but urbanizing municipality and is known for its large energy park, the Nisku Industrial Park. In addition, Leduc County is home to the Edmonton International Airport, Capital Power’s Genesee Generation Station, agricultural operations, aggregate extraction operations, and more. All told there are more than 2,600 companies who call the County home\(^4\). In recent years, Leduc County has seen significant urban residential development. East Vistas became the County’s first urban community when it was approved by Council in 2010.

**LEDUC COUNTY IS CONNECTED.** Leduc County has infrastructure, geographic location, and assets that establish its strong economic position. These include, but are not limited to:

- The proximity to the City of Edmonton that provides links to other services and employment opportunities;
- The CANAMEX Trade Corridor, which includes the Queen Elizabeth II Highway, that provides links to Calgary, northern and southern Alberta, and other key markets reaching from Alaska to Mexico;
- The Edmonton International Airport that enables businesses to have ease of access for exporting products into national and international markets;
- The Canadian National Railway (CN) and Canadian Pacific (CP) rail that provide quick and efficient delivery of goods to the east and west coasts; and
- The Foreign Trade Zone (FTZ) that enables companies involved in handling or moving goods to reduce or eliminate normal trade barriers such as tariffs, quotas and compliance costs. FTZ points are used by investors around the world and are important drivers of international trade. The FTZ is expected to increase growth in the energy, manufacturing, agriculture, and health services industries.

\(^2\) Source: Edmonton International Airport Master Plan
\(^3\) Source: Leduc-Nisku Economic Development Association (LNEDA)
\(^4\) Source: Leduc County Strategic Plan 2015-2019
\(^5\) Source: 2011 Census of Agriculture for Alberta, I.D., M.D. and County Data by Land-Use Region, p. 59
\(^6\) Source: Leduc County Strategic Plan 2015-2019
\(^7\) Source: 2011 Census of Agriculture for Alberta, I.D., M.D. and County Data by Land-Use Region, p. 131
1.1 LEADING BY EXAMPLE:
A VISION FOR TOMORROW

Through this Municipal Development Plan, Leduc County commits to growing towards a bright and sustainable future for today’s generation and for future generations. Achieving the County’s vision requires a commitment to the implementation of the guiding principles and policies established by this Plan. The County must lead by example to meet the environmental, economic, social and cultural challenges ahead.

The County’s 50-year vision speaks to a prosperous future for all areas of the County:

“As the gateway to the north, Leduc County offers an economic advantage, a sustainable agricultural network, environmental leadership and a quality of life unsurpassed for our residential and industrial citizens.”

1.2 SUPPORTING RESEARCH

The directions and goals of this Municipal Development Plan were created through feedback received during the public engagement process combined with the recommendations and directions of supporting studies. The supporting studies provide researched and thoughtful recommendations to establish a strong foundation for this Municipal Development Plan.

The following supporting studies informed this Plan:

- Agriculture Strategy (2016);
- Economic Development and Growth Management Strategy (2016);
- Aerotropolis Viability Study (2016); and
- Environmentally Significant Areas Study (2015).

1.3 COMMUNITY INPUT AND ENGAGEMENT

Leduc County is committed to working with its residents and stakeholders on an ongoing basis. The key principles of this Municipal Development Plan were developed through workshops, surveys, face-to-face meetings, discussion forums, and open houses - all designed to capture, define, and present the goals and needs of County residents. Information relating to the public consultation and engagement activities undertaken to update this Plan is in Appendix 3.
Chapter 2.0

Goals & Structure of the Plan

2.1 BRINGING A VISION TO LIFE: PLAN GOALS

The following goals form the core of the County’s strategic direction related to planning and development and are the foundation of this Municipal Development Plan.

PROTECT AGRICULTURAL LAND AND SUPPORT DIVERSITY IN AGRICULTURE
Leduc County recognizes and champions the importance of agriculture, is committed to ensuring its long-term viability, and will minimize the loss of agricultural land and conversion of agricultural land to non-agricultural uses.

PROMOTE ECONOMIC DEVELOPMENT
Leduc County is strengthening and enhancing its reputation as a fertile ground for continued business development and entrepreneurialism by creating synergies between businesses, transportation, and high-quality places to live and work. The development of Aerotropolis and the implementation of the Aerotropolis Viability Study form the core of the County’s economic development strategy.

DEVELOP COMPACT, MIXED USE, AND WALKABLE COMMUNITIES
Leduc County supports the development of compact and mixed use communities within existing hamlets, localities, and the Urban Centre as part of its plan for sustainable development.

RECOGNIZE NATURAL RESOURCES AS A VALUABLE ECONOMIC ASSET
Leduc County supports the responsible extraction of natural resources as a means of economic development and a way to provide lower cost materials to the regional market.
PROTECT AND ENHANCE THE NATURAL ENVIRONMENT
Leduc County values the environment, its recreation, health benefits, and ecological value and is committed to ensuring its long-term health and viability.

DEVELOP OPPORTUNITIES FOR RECREATION
Leduc County values recreation throughout the County as a way of enhancing the quality of life for residents and visitors.

PROMOTE AN EFFICIENT AND COST-EFFECTIVE SYSTEM OF TRANSPORTATION AND UTILITY SERVICE INFRASTRUCTURE
Leduc County encourages new development to be located in close proximity to existing development and infrastructure to maximize municipal service delivery efficiencies and promote a cost-effective pattern of development.

COLLABORATE WITH NEIGHBOURS AND REGIONAL PARTNERS
Leduc County will continue to work with its residents, key stakeholders, intermunicipal neighbours, and regional partners to ensure decisions are based on dialogue, common understanding, and informed decision-making.

This is in keeping with the provincial requirement for Growth Management Boards and Intermunicipal Collaboration Frameworks (ICFs) that promote an integrated and strategic approach to Intermunicipal land use planning and service delivery with neighbouring municipalities.

IMPLEMENT THE POLICIES OF THE MUNICIPAL DEVELOPMENT PLAN
Leduc County is committed to the consistent, fair, and ongoing implementation of the key policies of this Municipal Development Plan and its supporting studies.
2.2 PLAN STRUCTURE

Within this Municipal Development Plan, there are two (2) distinct policy areas: The **Urban Central** and the **Rural County**. This structure enables the Municipal Development Plan to reflect the County's role in guiding land use decisions in both urban and rural development. The Plan also provides guidance related to the infrastructure, transportation, and the natural environment that tie the Urban and Rural County together.

The Plan outlines the goals, principles, form, and character of development within each area of the County. While the policies affecting the Urban Central support compact, urban, and mixed use development, policies affecting the Rural County are intended to maintain rural character and preserve agricultural land.

The Urban Central identifies planned areas that will accommodate the population and employment growth forecasts anticipated within the 30-year timeframe of this Municipal Development Plan as well as areas where growth is anticipated in the future beyond that timeframe.

The Metropolitan Area defined by the Edmonton Metropolitan Region Growth Plan, Urban Central and Rural County are identified on **Map 2: Planning Structure**.

The Municipal Development Plan, while organized into sections, is intended to be read and used in a comprehensive manner. Sections and policies are closely connected to each other and need to be read in their entirety and not in isolation from each other.

2.3 PLAN INTERPRETATION

1. Maps have been provided as part of this Municipal Development Plan to show the general location of proposed land uses and future transportation and utility corridors. Boundaries will be refined through subsequent stages of planning including Area Structure Plans, Local Area Structure Plans, Area Redevelopment Plans, Outline Plans, redistricting and Subdivisions. Minor changes to alignments or locations of map features may be undertaken as part of subsequent planning processes without amendment to this plan.

2. If a development is proposed within the plan area of a higher-order statutory plan including the North Saskatchewan Regional Plan, the Edmonton Metropolitan Region Growth Plan and/or a relevant Intermunicipal Development Plan, the development must consider and conform to the policies of the higher-order statutory plan. If there is a conflict with a policy or regulation within a higher-order plan and the policies of this Municipal Development Plan, the higher-order plan shall prevail.

3. All provincial and federal policies and regulations in effect shall apply and shall prevail over the policies contained within this Municipal Development Plan.
Chapter 3.0

Urban Central

3.1 VISION FOR THE URBAN CENTRAL

The Urban Central is located near the centre of Leduc County, north of the City of Leduc and south of City of Edmonton. It is currently the base of significant economic development and a growing urban community. The Urban Central is an area where higher density, fully-serviced development is to be concentrated. The Urban Central offers a central location for a range of businesses, services, housing types, and amenities.

The non-residential land uses envisioned for the Urban Central is to be comprised of high quality development located in planned business parks. Economic competitiveness and employment growth will be driven, in large part, by the concept of Aerotropolis.

The Urban Central is already home to existing urban-style residential development within East Vistas. Moving forward, the Urban Central will accommodate diverse communities with a range of housing choices mixed with employment, recreation, commercial uses and professional services. Future housing within the Urban Central will be located in close proximity to jobs, services and higher order transit so as to create a more sustainable live-work system. Quality recreation, parks and open spaces will be integrated with transit and pathways to connect to key services and community features that establish an integrated multi-modal transportation and recreation system.
The County will promote a concentrated and diverse mix of responsible and sustainable development in the Urban Central to meet the needs of county residents and business owners.

**OBJECTIVES**

- To provide housing choice and access to a range of employment and services by planning for a diverse mix of residential and non-residential land uses.

- To make efficient use of land and infrastructure by planning for an orderly progression and staging of compact and contiguous development.

- To provide transportation choice by planning for multi-modal transportation.
3.2 GENERAL URBAN CENTRAL POLICIES

The following policies apply to all development proposals within the Urban Central. The purpose of these policies is to ensure all development is comprehensively planned to an urban standard that emphasizes sustainability and quality.

POLICIES

3.2.0.1 The development pattern in the Urban Central must be compact and contiguous.

3.2.0.2 The County shall promote an orderly progression and staging of development to prevent the premature fragmentation of agricultural land and to minimize land use conflicts with existing agricultural operations.

3.2.0.3 All new residential, commercial, and industrial development within the Urban Central shall be planned and developed to urban standards in accordance with Leduc County Municipal Design Standards. The exception to this is intensification and infill development within the existing Country Residential Development area referred to as the Vistas.

3.2.0.4 Subdivision and development within the Urban Central must be comprehensively planned and guided by an Area Structure Plan.

3.2.0.5 New Area Structure Plans or Area Redevelopment Plans within the Urban Central where applicable, must identify and/or demonstrate:

a. the short and long term financial viability of the proposed development;

b. all required on and off-site upgrades to roadways, interchanges and utility infrastructure necessary to support the development, the timing of the required upgrades in relation to the phasing of the development, estimated capital costs of the upgrades and a funding strategy;

c. interconnected street networks and multi-modal transportation systems including an open space network to support active transportation;

d. transit services, prioritize locations that serve areas of high demand, and integrate other modes of travel;

e. storm water and how it be efficiently and effectively managed;

f. the environmental impacts which may occur as a result of increased development activity through an Environmental Impact Assessment prepared by a qualified professional if the subject lands fall within or are adjacent to an Environmental Significant Area;

g. the phasing of development and the anticipated rate of consumption;

h. the demand for and ability to provide “soft” services such as schools, police, and fire protection;

i. the demand for and ability to provide adequate recreation and open space opportunities;

j. how the streetscape, landscaping, and building orientation will incorporate attractive and functional urban design considerations;
k. how the proposed development will integrate with existing and future development on adjacent lands;

l. compatibility of land use patterns to minimize risks to public safety and health; and

m. the potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations through an Agricultural Impact Assessment.

3.2.0.6 The County shall develop a Terms of Reference for Area Structure Plans and Local Area Structure Plans to define project-specific application requirements and plan boundaries.

3.2.0.7 Substantive revisions to existing Area Structure Plans within the Urban Central will comply with the Edmonton Metropolitan Region Growth Plan in accordance with the Regional Evaluation Framework (REF).

3.2.0.8 Outline plans may be required to provide a more detailed planning framework for specific areas included within an Area Structure Plan as deemed necessary by the Development Authority.

3.2.0.9 Expansion of the Urban Central identified on Map 3: Urban Central Land Use Concept may be considered subject to the following criteria:

   a. the proposed development is contiguous with existing built areas;

   b. the proposed land uses are clearly defined and the need for those land uses to accommodate municipal employment and/or population projections can be demonstrated; and

   c. the existing or planned infrastructure to accommodate the proposed land use is to the satisfaction of the County.

3.2.0.10 Expansion of the Urban Central shall require an amendment to the Municipal Development Plan supplemented by an Area Structure Plan that meets the goals of this Plan and any applicable Intermunicipal Development Plans and agreements.

3.2.0.11 The County will undertake an Area Structure Plan on lands with the Urban Central north of Township Road 510 (and the East Vistas) that currently do not fall within an Area Structure Plan to provide the framework for future land use, subdivision, and development of this area.
3.3 URBAN AGRICULTURE

**PRINCIPLE**

Leduc County recognizes ongoing agricultural practices within the Urban Central as valuable activities that contribute to community development, environmental awareness, positive social interaction, learning, health, and access to fresh food. The intent of the Agriculture policies in the Urban Central is to promote urban agriculture and keep residents involved in their own food production.

**OBJECTIVES**

- To promote diversity and tradition in agriculture through urban agricultural practices.
- To encourage the development of Agri-business and value-added agriculture.

**POLICIES**

3.3.0.1 The County may develop a Food and Urban Agriculture Strategy to guide urban agricultural activities within the Urban Central including, but not limited to, urban indoor and outdoor farms, farmers markets, food processing and distribution, and the keeping of poultry or bees within residential areas.

3.3.0.2 Farmers markets and other methods of connecting residents with local agricultural producers are encouraged within the Urban Central.

3.3.0.3 Community gardens are supported throughout the Urban Central and may be developed in public parks and open spaces as community focal points to enable residents to participate in local food production, as may be approved by the County.
3.4 ECONOMIC COMPETITIVENESS & EMPLOYMENT

A wide range of business development and employment opportunities in the Urban Central provide economic vitality to the Leduc Region. Within this Municipal Development Plan, business development and employment areas are provided at the regional, subregional, community, and neighbourhood levels as shown in Map 3: Urban Central Land Use Concept:

- **Major Employment Areas** provide opportunities for a wide range of business development opportunities including commercial, and light and medium industrial development that can be serviced by transit.

- **Transit Oriented Development Centres** provide regional or subregional levels of business and mixed use development to the Urban Central that are serviced by transit. Unlike Major Employment Areas which include light and medium industrial uses, Transit Oriented Development generates significant larger-scale commercial, office, and employment opportunities within the Urban Central. Policies related to Transit Oriented Development Centres are found within Section 3.5.3 of this chapter.

- Within the **Urban Central**, local business is provided within community nodes and neighbourhood nodes. Mixed use developments create complete communities. Policies related to this type of business development are found within Section 3.5.1 of this chapter.

**PRINCIPLE**

Leduc County supports a wide-range of responsible business development to grow the economy, create financial sustainability, and provide employment opportunities within the County.

**OBJECTIVES**

- To attract a share of regional growth in employment and new industrial and commercial development through a competitive environment for investment, business incubation, and employment.

- To build economic resilience through diversification and adaptation to changing economic conditions.

- To support the growth and development of the Edmonton International Airport and the implementation of the Aerotropolis Viability Study.

- To encourage the development of agri-business and value-added agriculture.

- To ensure the Highway 2 corridor is developed as a highly attractive and functional regional and international gateway.
3.4.1 MAJOR EMPLOYMENT AREA

The Major Employment Area is identified on Map 3: Urban Central Land Use Concept. The Major Employment Area includes a number of planned areas: Crossroads, Nisku West, Nisku Industrial Park, QE II Business Park, WAM, Blackmud Creek, Northwest Saunders Lake, and Royal Cubera. Encouraging a diversity of employment opportunities within the Major Employment Area is a key aspect of achieving sustainable growth for the municipality. Over time, the Major Employment Area is expected to evolve and respond to changing local, regional, and global economic conditions.

The Major Employment Area is intended to accommodate commercial, light industrial, and medium industrial development which creates significant concentrations of business and economic activities.

The Edmonton International Airport, a regionally significant economic generator, is located adjacent to the County’s Major Employment Area. The Edmonton International Airport is federally regulated, and, according to the Edmonton International Airport Master Plan 2010 to 2035, is poised for continued growth. To compliment and support the development at the Edmonton International Airport and to leverage the opportunities it provides, the County intends to implement the Aerotropolis Viability Study. The Aerotropolis Viability Study proposes economic clusters that leverage proximity to the Airport. Moving into the future, the County will continue to strive for synergies with the Edmonton International Airport’s recent investments in Cargo Village, a dedicated air cargo apron; its airside building facilities; numerous developments proposals such as an outlet mall and casino/race track; and improvements in road and land servicing to establish an import and export base for northern Alberta.

A key component of attracting and sustaining a strong employment base within the Major Employment Area will be ensuring a high quality work environment for the local employment base. Pathways, bike lanes, commercial retail, institutional uses, green space, and recreation should be incorporated within the Major Employment Areas, where appropriate, to support the needs of the local employment base.

POLICIES

3.4.1.1 The Major Employment Area shall be established within the Urban Central as shown on Map 3: Urban Central Land Use Concept.

3.4.1.2 A broad range of employment uses are encouraged within the Major Employment Area with a focus on light and medium industrial development, business park, agri-business, and commercial development.

3.4.1.3 Commercial, retail, and institutional uses are encouraged within the Major Employment Area where they meet the needs of the local employment base and are compatible with adjacent land uses.

3.4.1.4 The County will ensure land use adjacent to the Edmonton International Airport is compatible with and complements the commercial, retail, entertainment, and other uses as at the Edmonton International Airport.
3.4.1.5 The County will use the Aerotropolis Viability Study and the Economic Development and Growth Management Strategy recommendations, as amended from time to time, to support the County’s vision for development within the Major Employment Area. Specifically, Leduc County will promote development of the following economic and business clusters within the Major Employment Area:

a. Advanced manufacturing,
b. Agri-business,
c. Education,
d. Energy,
e. General business,
f. Information and communication technology,
g. Transit-oriented development, and
h. Transportation, logistics, and distribution.

3.4.1.6 The redevelopment or intensification of lands is encouraged within the Major Employment Areas to increase the density of development over time and encourage the highest and best use.

3.4.1.7 Conversion of land from non-residential use to residential uses within the Major Employment Area is not supported except where it meets the intent of this Plan.

3.4.1.8 Logistics and distribution centres or other similar developments with high levels of trucking should be located where the planned levels of truck traffic do not adversely affect neighbouring businesses or the local transportation network.

3.4.1.9 Heavy industrial development is not supported within Major Employment Areas due to its higher offsite impacts.

3.4.1.10 The County should work with businesses and industry within the Major Employment Area to develop appropriate methods and guidelines for redeveloping brownfield sites and/or under-utilized properties in order to fully realize the business development objectives of this Plan.

3.4.1.11 The County should establish Architectural and Landscape Design Guidelines to guide landscaping of non-residential development within the Major Employment Area. The Architectural and Landscape Design Guidelines shall include requirements for development adjacent to the Highway II Corridor and other major roadways. The Architectural and Landscape Design Guidelines should:

a. Provide general and specific guidelines for landscape plan design and installation;
b. Promote attractive building design that focuses on the visual aspects of development, such as building materials, roofline articulations, and entrance features;
c. Enhance the beauty and prosperity of the Major Employment Area;
d. Ensure that undesirable views are appropriately screened from public roads; and
e. Retain flexibility and encourage creativity through contextually appropriate design.
3.5 COMMUNITIES AND HOUSING

Communities, housing, and mixed use development in the Urban Central is intended to be compact and contiguous to increase the level of efficiency for the delivery of municipal services and infrastructure. The Urban Central is to be fully serviced with municipal water and wastewater and built to an urban standard to support residential and commercial growth. The exception to this is the existing country residential area referred to as the Vistas. Mixing land uses helps create areas with a strong sense of place, increases housing variety and density, and reduces distances between home, work, and shopping.

**PRINCIPLE**

Leduc County values a diverse range of land uses including housing, commercial and mixed use development, amenities, and open spaces in a form that creates a high-quality lifestyle for residents within the Urban Central.

**OBJECTIVES**

- To create communities with a range of housing types, densities, amenities, open spaces, and recreational opportunities.
- To offer a range of housing types and densities to accommodate a broad range of demographics, incomes, and lifestyles.
- To create communities with a connected pathway and green space network that integrates with community features, commercial areas, and public open spaces.
- To develop vibrant and attractive areas with commercial services to meet the needs of residents.
3.5.1 URBAN CENTRE

Residential development within the Urban Centre will provide for a sustainable community with a diversity of land uses that meet the everyday living, working, shopping, and recreational needs of County residents. The following are key elements of community development within the Urban Centre:

- A community design where it is easy and safe to walk to shops and businesses;
- Accessible and available recreation opportunities, social gathering spaces, parks and open space;
- A mix of non-residential land uses such as commercial, retail, and institutional uses;
- A variety of transportation modes and active transportation networks for residents; and
- A variety of housing forms.

Policies

3.5.1.1 The Urban Centre shall be established within the Urban Central as shown on Map 3: Urban Central Land Use Concept.

3.5.1.2 New Area Structure Plans within the Urban Centre shall comply with the density targets of the Edmonton Metropolitan Region Growth Plan.

3.5.1.3 Outline Plans will be required to implement Area Structure Plans within the Urban Centre.

3.5.1.4 Outline Plans shall account for the allocation of density and land use for the area being planned in accordance with the overarching Area Structure Plan.

3.5.1.5 Where residential land use is planned, Outline Plans shall provide a diversity of housing including, but not limited to, a range of density, form, and building types to meet the needs of all ages, abilities, and incomes.

3.5.1.6 A broad range of service, institutional, commercial, and entertainment uses are encouraged in the Urban Centre where the uses can be appropriately sited and are compatible with adjacent land uses.

3.5.1.7 Commercial development within residential areas should meet the needs of the local residents and be compatible with and complement existing and future residential development.

3.5.1.8 The County will collaborate with community groups, adjacent municipalities, regional partners, and other levels of government to promote affordable housing within the Urban Centre.

3.5.1.9 Market affordable and non-market housing will be promoted by considering the Edmonton Metropolitan Region’s Regional Housing Needs Assessment to inform and identify creative approaches to increasing market affordable and non-market housing and support services.
3.5.2 DESIGN AND COMMUNITY CHARACTER

How communities and neighbourhoods are designed plays a major role in residents’ health and well-being. Healthy communities and neighbourhoods are complete, have a range of land uses, are compact, connected, and enable active transportation.

**POLICIES**

3.5.2.1 Development in the Urban Centre should have a strong focus on alternative modes of transportation including transit, cycling, and pedestrian.

3.5.2.2 Multi-residential developments and mixed use buildings shall be encouraged within the Urban Centre with preference given to locations where local residents have access to amenities, transit, parks, and commercial opportunities which support all ages, physical abilities, and family types.

3.5.2.3 Integrating alternative lot designs and sizes is encouraged, including small and narrow lots, in order to provide increased options for affordable housing and varying housing types.

3.5.2.4 Development in the Urban Centre should have open space for passive and active recreation and facilitate both small and large-scale community events.

3.5.2.5 Infrastructure, public spaces, parks, and recreation areas should incorporate barrier free designs to maximize accessibility.

3.5.2.6 Accessory dwellings will be encouraged within the Urban Centre subject to regulations in the Land Use Bylaw and the Safety Codes Act in order to broaden housing choice and increase affordability for both home owners and renters.

3.5.2.7 The County will support innovative building practices related to prefabrication, building materials, and built forms with good urban design, subject to the Safety Codes Act, to improve affordability.

3.5.2.8 The County should establish Architectural and Landscape Design Guidelines to guide landscaping of commercial and residential developments within the Urban Central. The Urban Centre Architecture and Landscape Design Guidelines shall:

   a. provide general and specific guidelines for landscape plan design;

   b. promote attractive building design that focuses on the visual aspects of development, such as building materials, roofline articulations and entrance features;

   c. consider form, proportion, pattern, detailing, and texture, particularly at the street level, to encourage human scale properties and respond to adjacent developments;

   d. retain flexibility and encourage creativity through contextually appropriate design; and

   e. consider Crime Prevention Through Environmental Design (CPTED) principles.
3.5.3 TRANSIT-ORIENTED DEVELOPMENT CENTRE

Transit-Oriented Development (TOD) Centres are intended to support the sustainability of higher-order transit within the region. TOD Centres are areas where intensive employment uses and mixed use development are planned. Transit-Oriented Development Centres will include shared parking facilities (i.e. “Park and Ride”) and a higher-intensity of land uses within 800 m of the major transit station.

**PRINCIPLE**

Leduc County supports the growth of regional transit systems through the protection of Transit-Oriented Development centres as well as the higher intensity land uses that are situated around the centres.

**OBJECTIVES**

- To protect Transit-Oriented Development Centre locations as identified in this Plan.
- To encourage the development of higher intensity land uses situated around major transit stations.

**POLICIES**

3.5.3.1 The County will work with regional partners to establish an appropriate Transit-Oriented Development Centre location within or in close proximity to the Urban Centre.

3.5.3.2 The overall density and form of development within the Transit-Oriented Development Centre shall be consistent with the policies of this Municipal Development Plan and the Edmonton Metropolitan Region Growth Plan.

3.5.3.3 The Transit-Oriented Development Centre will incorporate a mix of medium and higher density housing and accommodate mixed use development within 800 m of the major transit station in the Urban Centre Area.

3.5.3.4 Development within the Transit-Oriented Development Centre shall provide streets, walkways, and pathways that converge at the transit station to establish safe, direct and convenient pedestrian and cycling connections to the wider area.

3.5.3.5 Parking facilities within the Transit-Oriented Development Centre should be provided within structured parking; where surface parking is appropriate, in central, shared locations to minimize the effect of surface parking; or underground.
3.5.4 HOME-BASED BUSINESS

Home-based businesses are encouraged throughout the residential areas of the Urban Central to diversify the local economy, improve people’s access to goods and services, and to reduce people’s reliance on the automobile. Home-Based Businesses are small businesses within a dwelling or accessory building that create no negative impacts on the subject property or the surrounding properties and do not detract from the residential setting. Home-based business shall be regulated by the Land Use Bylaw to minimize land use conflict.

POLICIES

3.5.4.1 Home-Based Businesses shall be secondary to the established principal residential use of the property and should not detract from the residential character of the surrounding area.

3.5.4.2 Home-based business activities within the Urban Central should generate only minor traffic and should not generate the need for parking in excess of the requirements of the Land Use Bylaw.

3.5.5 EXISTING COUNTRY RESIDENTIAL DEVELOPMENT (VISTAS)

The existing Country Residential area within the Urban Central illustrated on Map 3: Urban Central Land Use Concept is expected to remain over the lifetime of this Plan subject to the following policies.

POLICIES

3.5.5.1 Intensification of the existing Country Residential area within the Urban Central is encouraged only where it is sensitive to the existing development and can demonstrate sufficient water, wastewater, storm water, and transportation infrastructure capacity to the satisfaction of Leduc County.

3.5.5.2 Intensification of the existing Country Residential area must:

a. not exceed a maximum density of 50 country residential parcels per quarter;

b. have a suitable building site as defined within the Land Use Bylaw; and

c. respect the country residential character of the existing subdivision.
Chapter 4.0 Rural County

4.1 VISION FOR RURAL COUNTY

Agriculture activities are the largest and most significant land use within Rural County and agricultural lands are an important aspect of the regional economy producing a wide range of agricultural products for the region and beyond.

The policies of this Plan aim to support the continued viability of agricultural and environmental land uses within Rural County by limiting fragmentation of agricultural lands, conserving key environmental features, supporting the diversification of agricultural products and markets, and promoting continued growth within existing rural communities to help them remain viable over the long term.

The general location of land uses within Rural County is shown on Map 4: Rural County Land Use Concept.
The County will protect and enhance the existing rural landscape by allowing development that is compatible with the rural environment.

**OBJECTIVES**

- To provide a stable environment in which agriculture may operate freely from urban expansion and non-agricultural development.
- To promote rural communities that contain living, working, and recreation activities that respect agricultural resources.
- To retain the rural character by promoting diversification of agriculture and agri-business.
4.2 GENERAL RURAL COUNTY POLICIES

The following policies shall apply to all development proposals within the Rural County. The purpose of these policies is to ensure the County’s rural character is maintained and valuable agricultural lands are preserved.

POLICIES

4.2.0.1 In the Rural County, Local Employment Areas, Country Residential Subdivisions, Growth Hamlets, and Lakeshore Communities should be guided by Area Structure Plans.

4.2.0.2 New Area Structure Plans within Rural County must, where applicable, identify and/or demonstrate:
   a. the short and long term financial viability of the development;
   b. all required on and off-site upgrades to roadways, interchanges, and utility infrastructure necessary to support the development, the timing of the required upgrades in relation to the phasing of the development, the estimated capital costs of the upgrades, and a funding strategy;
   c. storm water and how it can be efficiently and effectively managed;
   d. servicing provisions for potable water and wastewater with supporting site assessment documentation, and if communal servicing is proposed, be backed by a financial feasibility study that addresses long-term regulatory compliance and user pay financial sustainability;
   e. the environmental impacts which may occur as a result of increased development activity through an Environmental Impact Assessment prepared by a qualified professional for lands identified as Environmentally Significant;
   f. the phasing of development and the anticipated rate of land consumption;
   g. the demand for and ability to provide “soft” services such as schools, police, and fire protection;
   h. the demand for and ability to provide adequate recreation and open space opportunities; and
   i. the potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations through an Agricultural Impact Assessment prepared by a professional.

4.2.0.3 Substantive revisions to existing Area Structure Plans within Rural County will comply with the Edmonton Metropolitan Region Growth Plan in accordance with the Regional Evaluation Framework (REF).

4.2.5.4 Local Area Structures Plans and/or Outline plans shall be required to provide a more detailed planning framework for specific areas included within an Area Structure Plan as deemed necessary by the Development Authority.

4.2.5.5 The County shall track the conversion of agricultural land to non-agricultural use within Rural County with the objective of ensuring such conversions do not affect the overall function and viability of remaining agricultural operations.
4.3 AGRICULTURE

The County recognizes the importance of protecting the agricultural land base to ensure a range of agricultural products and/or services are provided to an accessible regional and global market. Agricultural land should not be considered simply as a holding reserve for development but as a valuable resource worth protecting for future generations.

To preserve large contiguous tracts of land for larger scale cropping and other agricultural operations and to minimize fragmentation, subdivision on higher capability soils will be minimized. To retain community culture and amenities in Rural County, while at the same time, supporting a broad range of agriculture including cropping, grazing and confined feeding operations, limited subdivision opportunities will be provided on lower capability soils.

<table>
<thead>
<tr>
<th>POLICIES</th>
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<tbody>
<tr>
<td>4.3.0.1 Agricultural uses shall take precedence within the Agriculture Area.</td>
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<tr>
<td>4.3.0.2 Residential, commercial, industrial, recreation, and natural resource extraction uses within the Agriculture Area will respect existing agricultural operations including hours of operations, odours and noises, and traffic (machinery) movements.</td>
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<tr>
<td>4.3.0.3 Development applications for non-agricultural uses within the Agriculture Area are encouraged to minimize the amount of land converted to a non-agricultural use through consideration of location and site design.</td>
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<tr>
<td>4.3.0.4 Topsoil, clay, and sand fill shall be carefully managed within Rural County in order to conserve soils and prevent:</td>
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<tr>
<td>a. the spread of noxious weeds or pests such as club root;</td>
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<td>b. contamination of soil with hydrocarbons;</td>
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<td>c. degradation of soil/loss of high capability land resulting from combining and/or mixing soil types;</td>
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<tr>
<td>d. alterations to existing drainage patterns, drainage issues &amp; alterations to wetlands; and</td>
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<tr>
<td>e. an increase in the cost of development on lands intended for future development.</td>
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<tr>
<td>4.3.0.5 The County will encourage and promote projects and initiatives such as Alternative Land Use Services (ALUS) that support conservation practices and agricultural stewardship.</td>
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4.3.1 SUBDIVISION OF AGRICULTURAL LAND

The soil quality varies greatly in Leduc County from higher capability that supports field crops to lower capability that supports grazing and confined feeding operations. These soils, regardless of their capability are of value and allow for agriculture of different kinds. To preserve large tracts of agricultural land for future generations and limit incompatible land uses, subdivision of agricultural lands will be minimized.

POLICIES

4.3.1.1 Subdivision is limited to one (1) parcel out of a previously unsubdivided quarter section where the majority of the quarter section Farm Assessment Rating (FAR) is 51% of greater.

4.3.1.2 Subdivision is limited to two (2) parcels out of a previously unsubdivided quarter section where the majority of the quarter section Farm Assessment Rating (FAR) is less than 51%.

4.3.1.3 Subject to 4.3.1.1 and 4.3.1.2 above, subdivision may be considered to accommodate:

a. An agriculture use;

b. A physical severance subject to Policy 4.3.1.7;

c. An existing residence or farmstead;

d. A proposed residence on bare land;

e. A value-added agriculture operation or other businesses related to agriculture in accordance with Section 4.4.2.

4.3.1.4 To preserve large tracts of agriculture, where policy allows for the subdivision of two (2) parcels of land from an un-subdivided quarter section, only one (1) of the two (2) parcels may be subdivided to accommodate an agriculture use or a value-added agriculture operation.

Subdivisions that may be considered are illustrated below:

Subdivisions that cannot be considered are illustrated below:
4.3.1.5 Subdivision of bare land to accommodate a residence shall not exceed 1 ha (2.47 ac) in size.

4.3.1.6 Subdivision of an existing residence or farmstead should only be large enough to accommodate existing buildings, shelterbelts, or improvements associated with the residential use of the parcel.

4.3.1.7 A piece of land that is separated from the balance of a quarter section by a legal barrier such as a road or railway or a physical barrier such as a ravine, permanent water course or water body, may be subdivided from the quarter provided that the resulting parcel:

   a. does not exceed the maximum number of parcels that may be subdivided in accordance with Policy 4.3.1.1 and 4.3.1.2;

   b. has legal access, and physical access to a road right of way to the satisfaction of the County;

   c. includes the entire severed portion of the quarter section and is not less than approximately 1 ha in size; and

   d. includes a suitable building site in accordance with the regulations of the Land Use Bylaw.

4.3.1.8 Subdivisions proposing to create more than the number of parcels allowed pursuant to 4.3.1.1 and 4.3.1.2 may be considered pursuant to an Area Structure Plan.

4.3.1.9 Subdivisions shall be located in a manner that minimizes:

   a. potential conflicts with surrounding agricultural uses;

   b. the amount of land converted to non-agricultural use;

   c. fragmentation of agricultural land by locating the subdivision adjacent to or near quarter section boundaries or in close proximity to existing residential sites; and

   d. disturbance of environmentally significant areas, wetlands, and natural drainage courses.
4.3.2 CONFINED FEEDING OPERATIONS

The Province of Alberta defines, approves, and regulates Confined Feeding Operations under the Agricultural Operation Practices Act. The County supports the development of Confined Feeding Operations where they are compatible with the surrounding land uses.

POLICIES

4.3.2.1 The County supports Confined Feeding Operations provided the operation:

a. does not create adverse impacts on environmentally significant lands;

b. is carried out in accordance with generally accepted farming practices regarding the storage, disposal and spreading of manure and the disposal of animal carcasses;

c. meets the minimum setback distances to urban communities and residential development as regulated by the Agricultural Operation Practices Act; and

d. implements the Alberta Agriculture “Code of Practice” legislation, as amended from time to time.

4.3.2.2 Subdivision and development of residential land uses should not be located within the separation distances calculated utilizing the Minimum Distance Separation (MDS) formula for confined feeding operation.
4.4 ECONOMIC COMPETITIVENESS & EMPLOYMENT

The majority of employment activities within Rural County are intended to locate within hamlets and localities or within comprehensively planned Local Employment Areas.

Value-added agriculture production and other businesses directly related to the agriculture sector are encouraged within Rural County to support local agricultural diversification and secondary agriculture activities.

**PRINCIPLE**

Leduc County will encourage a wide range of employment development in Rural County that is appropriately located to minimize land use conflicts with agriculture and support the economic diversity within the rural landscape.

**OBJECTIVES**

- To minimize the conversion and fragmentation of agricultural lands and manage land use conflict by directing non-agricultural (commercial and industrial) businesses to defined areas.
- To encourage the growth of value-added agriculture operations and other businesses related to agriculture county-wide.
- To support employment growth in comprehensively planned business parks (i.e. Local Employment Areas) or hamlets and localities to create synergies and enhance services in the local area.

**POLICIES**

4.4.0.1 Employment growth and business development in Rural County that is not directly related to agriculture, other than Home-based Businesses shall be directed to hamlets, localities or comprehensively planned Local Employment Areas to create synergies, prevent the conversion and fragmentation of agricultural land and minimize conflict with agricultural operations.

4.4.0.2 Value added agricultural operations, agri-business and other businesses directly related to agriculture will be encouraged within Rural County where it is compatible with adjacent land uses and can be serviced to the satisfaction of the County.

4.4.0.3 If more than one business directly related to agriculture is proposed, or there is a concentration of agriculture business uses in one general area, the County may require an Area Structure Plan.

4.4.0.4 Business development within Rural County that is highly visible from a major transportation corridor should provide enhanced landscaping treatments, fencing, buffering, and other site design features to the satisfaction of the County.
4.4.1 LOCAL EMPLOYMENT AREAS

Local Employment Areas accommodate a concentration of industrial, commercial, and institutional land uses in Rural County. Local Employment Areas may include developments that require lower levels of municipal servicing or have significant outdoor storage requirements.

POLICIES

4.4.1.1 Local employment is encouraged in the Local Employment Area as illustrated on Map 4: Rural County Land Use Concept.

4.4.1.2 Local employment areas shall be guided by an approved Area Structure Plan.

4.4.2 HAMLET EMPLOYMENT

Hamlet Business provides local economic and employment opportunities and services within the County’s existing hamlets and localities. The range of economic and employment opportunities will vary from hamlet to hamlet, and highly depend upon servicing requirements of the development and its compatibility with existing land uses.

The Growth Hamlet of New Sarepta is distinct from other hamlets because it offers a higher level of municipal servicing and therefore presents an opportunity for higher residential and non-residential growth rates.

POLICIES

4.4.2.1 Commercial and light industrial development within the Growth Hamlet of New Sarepta shall be guided by the approved Area Structure Plan.

4.4.2.2 Commercial and light industrial development is encouraged within Rural County’s hamlets and localities where the proposed development:
   a. is consistent in scale and character with neighbouring land uses;
   b. represents a logical and contiguous extension of existing development;
   c. can demonstrate sufficient water, wastewater, storm water, and transportation capacity to the satisfaction of the County; and
   d. does not adversely impact neighboring land use.

4.4.2.3 Commercial and light industrial development within the Growth Hamlet, hamlets and localities should provide attractive building design, landscaping, and fencing.

4.4.2.4 Farmers markets and other methods of connecting residents with local agricultural producers are encouraged within the hamlets and localities.

4.4.2.5 The County may undertake an Area Structure Plan to prioritize infrastructure and guide future development within a hamlet.
4.5 COMMUNITIES AND HOUSING

Rural living offers benefits that many residents in the region value including the provision of space, connection to the land and the agricultural community, and the strong sense of rural character. A goal of this Plan is to provide for housing in Rural County in a sustainable way that reduces the conversion of land to non-agricultural uses, minimizes agricultural land fragmentation, is cost-effective, and encourages a compact form of development.

To achieve this goal, new residential development in Rural County is encouraged to locate in existing hamlets, localities, Lakeshore Communities, and comprehensively planned country residential areas that are on non-prime agricultural land and in close proximity to similar uses.

**POLICIES**

4.5.0.1 New residential development in Rural County should be concentrated in the Growth Hamlet, hamlets, localities, Lakeshore Communities and comprehensively planned Country Residential areas.

4.5.0.2 Subdivision of one to two lots for rural residential use within the Rural County Area will be accommodated in accordance with the policies in section 4.3.1.

4.5.0.3 Multi-lot subdivision for country residential use within Rural County will be accommodated in accordance with the policies in section 4.5.1.

4.5.0.4 Accessory dwellings will be encouraged throughout Rural County subject to regulations in the Land Use Bylaw and the Safety Codes Act in order to broaden housing choice and increase affordability for both home owners and renters.

4.5.0.5 The intensification of existing residential areas within the Growth Hamlet, hamlets, Lakeshore Communities and comprehensively planned Country Residential areas in Rural County is encouraged to create a more compact development form when feasible.

4.5.0.6 New local community services and schools to serve Rural County are encouraged in hamlets to create complete communities.
4.5.1 COUNTRY RESIDENTIAL DEVELOPMENT

Country Residential development is the subdivision of rural lands to create multiple residential lots. Country Residential development has historically been concentrated on lower capability soils in the northeast area of the County. To continue to provide rural living opportunities, new Country Residential development may be supported on non-prime agricultural lands within the Rural Area where it does not adversely impact agricultural uses.

POLICIES

4.5.1.1 The amount of Country Residential development within the County shall not exceed 22,899 ha as per the Edmonton Metropolitan Region Growth Plan.

4.5.1.2 The amount of Country Residential development within the regional commuter shed of the County shall not exceed 10,959 ha as per the Edmonton Metropolitan Region Growth Plan.

4.5.1.3 New Country Residential development shall be located:
   a. on non-prime agricultural lands within Rural County until such time as the Regional Agriculture Master Plan is developed to provide a framework for conserving and maintaining a secure supply of prime agricultural lands. Once approved, the Regional Agriculture Master Plan will guide the location of Country Residential development in the County subject to the policies of this Plan;
   b. not less than 4.8 km (3.0 mi) from the boundary of the Town of Beaumont, City of Leduc, and City of Edmonton; and
   c. not less than 3.2 km (2.0 mi) from the boundary of all other urban communities.

4.5.1.4 Country Residential development must not exceed fifty (50) residential lots per quarter section in accordance with the Edmonton Metropolitan Region Plan.

4.5.1.5 New Country Residential development should locate in close proximity to similar uses to promote interconnected neighbourhoods, efficiently and strategically plan for transportation and storm water infrastructure, consider and enhance natural drainage patterns, retain natural areas, and connect wildlife corridors.

4.5.1.6 Intensification of existing Country Residential areas is encouraged where it is sensitive to the existing development.

4.5.1.7 Intensification of the existing Country Residential area must:
   a. have a suitable building site as defined within the Land Use Bylaw;
   b. be serviced by appropriate water, wastewater, and transportation infrastructure to the satisfaction of the County;
   c. provide a storm water management plan that demonstrates storm water for the individual lot(s) and larger drainage corridor has sufficient capacity and can be managed to the satisfaction of the County;
   d. not fragment contiguous natural areas, disturb drainage courses or have a negative impact on adjacent Environmentally Significant Areas; and
   e. Respect the character of the existing subdivision.
4.5.2 HAMLET RESIDENTIAL AND MIXED USE DEVELOPMENT

Hamlets form a traditional part of the rural landscape. The County’s hamlets and localities range from those with a wide variety of services to those with limited services. The intent of this Plan is to encourage growth within these communities to ensure they remain viable.

Hamlet Residential and Mixed Use Development is intended to include a diversity of land uses and a range of services and housing types that fits in seamlessly with the existing character of the area. Residential and Mixed Use development may also be approved within localities where appropriate levels of servicing exist.

In the majority of the County’s hamlets and localities, growth is expected at a rate and type similar to traditional patterns. New Sarepta has been identified as a Growth Hamlet that, due to its ability to provide municipal levels of piped water and wastewater servicing, has been identified for higher density and more mixed use growth at a higher rate than may have occurred in the past.

4.5.2.1 The Growth Hamlet of New Sarepta, identified in Map 4: Rural County Land Use Concept, will be developed as full service rural community that provides a range of land uses, housing types and rural services to the local area.

4.5.2.2 Residential development in the Growth Hamlet of New Sarepta will be guided by the approved Area Structure Plan.

4.5.2.3 The Hamlets and Localities of Telfordville, Sunnybrook, Buford, Rolly View, Looma, Glen Park, Kavanagh, St. Francis, Nisku and Michigan Centre will be developed as rural communities that offer a level of service appropriate to the size and scale of the community.

4.5.2.4 Residential development is encouraged within hamlets and localities where the proposed development:
   a. is consistent in scale and character with neighbouring land uses;
   b. represents a logical and contiguous extension of existing development;
   c. can demonstrate sufficient water, wastewater, storm water and transportation capacity to the satisfaction of the County; and
   d. does not exert a significant adverse impact on neighboring land uses.

4.5.2.5 A mix of housing types is encouraged within the hamlets and localities to provide a range of affordability and lifestyle opportunities for County residents.

4.5.2.6 Recreation, trails, and open space appropriate to the size and scale of the hamlet should be developed to meet the needs of area residents.

4.5.2.7 The County may undertake an Area Structure Plan to prioritize infrastructure and guide future development within the hamlet.
4.5.3 LAKESHORE COMMUNITIES

The County has a diversity of Lakeshore Communities centered on Pigeon Lake and Wizard Lake. The County supports the continued use of County lakes for recreation and residential development provided the development can be supported in an ecologically sensitive way.

POLICIES

4.5.3.1 Existing Area Structure Plans for Pigeon Lake and Wizard Lake will guide future lakeshore and Country Residential development in those areas.

4.5.3.2 Agricultural practices sensitive to environmental features shall be promoted in accordance with the Agricultural Operation Practices Acts and Regulations to protect the local watershed.

4.5.3.3 The County may consider small-scale commercial or retail land uses within Lakeshore Communities provided the development:
   a. is built to maintain the character of the community;
   b. has adequate parking;
   c. is compatible with existing or planned adjacent land uses; and
   d. can demonstrate sufficient water, wastewater, storm water and transportation capacity to the satisfaction of the County.

4.5.3.4 Proposals for new development within Lakeshore Communities should consider opportunities to enhance existing and create future public access to the lake for swimming, boating, fishing, and other water-based recreational activities.

4.5.3.5 The County shall develop a strategy to acquire land along the immediate lakeshore as part of any new development proposal or existing developments within the Lakeshore Communities to facilitate public access.

4.5.3.6 Proposals for development or redevelopment within Lakeshore Communities should consider opportunities to enhance or renew disturbed riparian areas.

4.5.4 HOME-BASED BUSINESSES

Home-Based Businesses provide self-employment opportunities for rural residents and are encouraged throughout Rural County. Home-Based Businesses in Rural County may be considered where they are compatible with surrounding residential and agricultural development and do not generate nuisances for other properties such as noise, air quality issues, or excessive traffic and parking. Home-based businesses shall be regulated in the Land Use Bylaw to minimize land use conflict.

POLICIES

4.5.4.1 Home-Based Businesses shall be secondary to the established principal residential use of the property and should not detract from the rural or residential character of the surrounding area.

4.5.4.2 Home-Based Businesses shall not create nuisances such as noise, odour, traffic, or vibration on the neighbourhood or adjoining properties.
Leduc County has significant natural resources including, but not limited to: sand, gravel, oil, gas, coal, and forests. Natural resources in the County satisfy local, regional, and provincial resource needs and generate employment growth within Rural County. The County supports resource-related activities provided the activities do not have significant impact on adjacent land uses and the environment.

5.1 NATURAL RESOURCE EXTRACTIONS

The extraction or harvesting of natural resources is controlled through provincial legislation. For aggregate operations, the County is responsible for approving land use and issuing development permits for all aggregate extraction activities. Aggregate pits of all sizes are subject to provincial legislation, with pits greater than five (5) hectares on private land being further regulated by the Province through the Code of Practice for Pits. The Code of Practice addresses a number of items including pit operations, reclamation, and environmental monitoring.

Aggregate (sand and gravel) extraction must be carefully developed in ways that mitigate offsite impacts. Aggregate deposits are identified in Map 5: Development Considerations.
**PRINCIPLE**

Leduc County will promote land use patterns that minimize land use conflict associated with natural resource extraction.

**OBJECTIVES**

- To minimize conflict between natural resource extraction activities and neighbouring land uses.
- To encourage the safe and efficient integration of natural resource extraction with other compatible uses.
- To encourage the timely and appropriate reclamation of lands used for natural resource extraction.
- To assist the natural resource sector and provincial agencies in making land use decisions related to natural resources.

**POLICIES**

**5.1.0.1** The County encourages the extraction of natural resources prior to the subdivision and/or development of the lands for other uses to ensure deposits of natural resources such as sand and gravel deposits are not sterilized.

**5.1.0.2** Resource extraction activities should be directed away from Environmentally Significant Areas where possible. Where it is unavoidable, applications for resource extraction activities will:

- consider and assess potential adverse effects on environmentally significant areas both on and offsite through an Environmental Impact Assessment; and
- incorporate buffers and setbacks to minimize and mitigate potential impacts on environmentally significant areas.

**5.1.0.3** Where aggregate activities are located in proximity to a neighbouring municipality, the policies of the Intermunicipal Development Plan will apply.
5.2 OIL AND GAS FACILITIES AND PIPELINES

In Alberta, energy development is regulated by the Province through the Alberta Energy Regulator (AER), Alberta Utilities Commission (AUC), and the National Energy Board (NEB).

**PRINCIPLE**

Leduc County will promote land use patterns that minimize the potential conflict between development and oil and gas facilities and pipelines.

**OBJECTIVES**

- To minimize conflict between oil and gas facilities and pipelines, and neighbouring land uses.
- To support the safe and efficient operation of oil and gas facilities and pipelines.
- To assist the natural resource sector and provincial and federal agencies in making land use decisions related to natural resources.
- To encourage reclamation and sealing of abandoned oil and gas wells.

**POLICIES**

5.2.0.1 When considering applications for any type of development, provincial and federal setback regulations and guidelines shall be applied respecting petroleum wells, sour gas facilities, pipelines and other oil and gas facilities.

5.2.0.2 The County will encourage the Province of Alberta and energy industry to remediate petroleum well sites and abandoned pipelines.
5.3 GENESEE POWER PLANT AREA

The Genesee Power Plant Area is a significant feature within the County. The Genesee Power Plant is located in the western area of the County in a predominately agriculture area. With the introduction of Alberta’s new Climate Leadership Plan, coal-fired plants will be phased out and replaced by renewable energy and natural gas-fired electricity or by using technology to produce zero pollution. To support these initiatives, opportunities made possible by new technologies will be considered in the Genesee Power Plant area to provide employment opportunities and encourage growth within this community.

**PRINCIPLE**

Leduc County encourages the redevelopment of the Genesee Power Plant Area for energy-related and agricultural uses, and where appropriate, accommodate recreational and park uses.

**OBJECTIVES**

- To support the repurposing and/or redevelopment of the existing infrastructure systems in the Genesee Power Plant Area.
- To support the growth of energy-related or agricultural employment opportunities within the Genesee Power Plant Area.
- To allow for recreational and park opportunities where compatible with energy-related and agricultural uses.

**POLICIES**

| 5.3.0.1 | Previously mined lands within the Genesee Power Plant Area should be returned to their natural state or be used for agricultural purposes. |
| 5.3.0.2 | The Genesee Power Plant Area as identified on Map 5: Rural County Land Use Concept shall be protected for resource extraction, energy related uses and new technology, including green technology, to provide electricity. |
| 5.3.0.3 | A transition of land uses will be required adjacent to the Genesee Power Plant Area in order to prevent or mitigate the adverse effects from odour, noise and other impacts and to minimize risk to public health and safety. Transitional land uses may include, but are not limited to passive open space, berms, and agricultural uses. |
| 5.3.0.4 | Notwithstanding Policy 5.3.0.1 and 5.3.0.2 above, recreation development may be considered within the Genesee Power Plant Area where it is compatible with existing and planned adjacent land uses. |
County residents have a strong connection to the natural environment and value the protection of important environmental features. Development should consider how to minimize or avoid impacting environmentally significant features and ensure that the important ecological values within the natural environment can be maintained for the present and future benefit of the residents and visitors of Leduc County.

6.1 ENVIRONMENTALLY SIGNIFICANT AREAS

Environmentally Significant Areas (ESA) are natural areas that provide habitat for a variety of species, contain rare landforms, or serve as stop over locations or concentration points for migratory wildlife. Environmentally Significant Areas play an important ecological role, provide opportunities for people to experience and learn about nature and offer quiet places of refuge. Leduc County’s environmental significant areas are identified in Map 6: Environmentally Significant Areas.

PRINCIPLE

Leduc County values Environmentally Significant Areas for their ecological value, recreation and health benefits and is committed to ensuring their long-term health and viability.
OBJECTIVES

✓ To minimize adverse impacts of development on Environmentally Significant Areas.
✓ To provide recreation access to Environmentally Significant Areas where it can be undertaken without compromising the function of the environmentally significant area.
✓ To restore natural areas subjected to disturbance.
✓ To support the sustainable integration of economic and human development with the conservation of biodiversity on lands located within the Beaver Hills UNESCO Biosphere Reserve.

POLICIES

6.1.0.1 The County will use the Environmentally Significant Area Study 2015 as may be updated from time to time, as a guide in reviewing subdivision and development proposals.

6.1.0.2 Where there is evidence of an Environmentally Significant Area within the boundaries of a proposed development or subdivision an Environmental Impact Assessment may be required to delineate the boundary of the Environmentally Significant Area and identify and mitigate the potential impact that development may have on the Environmentally Significant Area.

6.1.0.3 Where there is evidence of an Environmentally Significant Area within a proposed Area Structure Plan an Environmental Impact Assessment shall be required.

6.1.0.4 The restoration of sensitive ecosystems, natural areas, and habitat corridors that have been previously disturbed is encouraged.
6.1.0.5 The County encourages the retention of trees and vegetation within and adjacent to Environmentally Significant Areas. Trees prevent soil loss, intercept and slow down storm water, improve air quality, provide habitat, are aesthetically appealing, and provide property owners with greater privacy.

6.1.0.6 When development is proposed on slopes of 15% or greater, a geotechnical study by a qualified professional shall be undertaken to determine slope stability and required development setbacks to the satisfaction of the County.

6.1.0.7 The County shall develop setbacks from the top of bank in the Land Use Bylaw to ensure public safety, protect the environment and preserve aesthetic views.

6.1.0.8 Development within and adjacent to the Beaver Hills UNESCO Biosphere Reserve will incorporate conservation buffers and linkages and ecological design features to mitigate and minimize potential adverse impacts to the satisfaction of Leduc County.

6.1.0.9 The County may work with private and public agencies to protect Environmentally Significant Areas or may preserve the lands pursuant to policies within Section 6.4 of this Plan.
6.2 WATERSHED SYSTEMS

Watersheds support habitat for plants and animals and provide drinking water for people and wildlife. They also provide the opportunity for recreation and enjoyment of nature. To maintain the health and well-being of living things, both now and in the future, the County will endeavor to protect its watershed health.

**PRINCIPLE**

Leduc County values the long-term sustainability of its watersheds and is committed to ensuring their health through effective conservation and management practices.

**OBJECTIVES**

- To ensure that development adjacent to or near watercourses within the county does not have a detrimental impact on habitat or water quality.
- To reduce the potential of flood damage and/or drainage problems that may cause health or safety concerns.

**POLICIES**

6.2.0.1 Applications for subdivision and development will consider and incorporate natural areas such as wildlife habitat and passageways, trees strands, wetlands and water courses into their design.

6.2.0.2 Applications for subdivision and development should consider the cumulative effects of the proposed development on surface water and groundwater quality and quantity.

6.2.0.3 The County will cooperate with the Government of Alberta to actively support and complement its Wetland Policy through the following actions:

   a. where appropriate, acquire wetlands, riparian areas and buffers in accordance with the provisions of the Municipal Government Act’s definition of environmental reserve and/or environmental reserve easement, conservation reserve, and/or conservation reserve easement (as further described in Section 6.4);  

   b. where privately held wetlands cannot be protected through other means, encourage their dedication through conservation easements; and

   c. may establish a wetland conservation policy to prioritize wetlands to be protected and wetlands to be restored.

6.2.0.4 Statutory plans will protect, enhance, and restore the water quality in the region by:

   a. conserving natural areas along waterways;

   b. working to improve water quality and quantity;

   c. incorporating best practices to minimize soil erosion, protect and enhance riparian zones and conserve and enhance areas that contain habitat for significant, rare or endangered plant species; and

   d. conserve wetlands with sufficient buffers to maintain their water quality and hydraulic function, as well as the upland habitat necessary to support the life cycle needs of the wetland ecosystem.
6.2.0.5 The County considers the North Saskatchewan River and significant streams and shoreland ravines to be important natural open space corridors and will endeavor to:

a. protect such assets from encroachment by incompatible development;

b. allow only the integration of uses which are considered compatible with the landscape and sensitivities of the river valley;

c. encourage the retention and conservation of river and ravine natural features;

d. acquire land as environmental reserve to establish an open space corridor through the subdivision process where possible and practicable; and

e. restrict uses within these corridors to maintain compatibility with the natural environment.

6.2.0.6 To prevent erosion and to control sediment, the placement or removal of fill and the significant alteration of topography adjacent to or near water bodies is discouraged.

6.2.0.7 Development, with the exception of flood control devices, is prohibited within provincially recognized floodways and flood fringes to ensure the safety of residents and the health of the waterway. Land within the floodway will be dedicated as Environmental Reserve at the time of subdivision.

6.2.0.8 Leduc County will promote initiatives and organizations that seek to improve the health and function of Wizard Lake, Pigeon Lake, the North Saskatchewan River and other watercourses and water bodies.

6.2.0.9 The County shall establish setbacks to water bodies in the Land Use Bylaw. The setbacks may be guided by the County’s Riparian Matrix Model, the provincial guidelines, Stepping Back from the Water: A Beneficial management Practices Guide of New Development Near Water Bodies in the Alberta’s Settled Region (2012), or other recognized method of establishing setbacks.

6.2.0.10 Development and subdivision within the Cameron Drainage District or the Big Hay Lakes Drainage District should not interfere with the operation of drainage works within those districts.

6.2.0.11 The County may work with private and public agencies to conserve watersheds or may preserve land for conservation pursuant to policies within Section 6.4 of this Plan.
6.3 GREEN BUILDING AND LOW IMPACT DEVELOPMENT PRACTICES

Green building and low impact development practices focus on the design, construction and operation of developments in an environmentally sensitive manner, promote efficient water and energy use and support vegetation to clean air. The County encourages green buildings and community design that supports well-being and achieves social, economic, and environmental benefits.

**POLICIES**

Leduc County supports green building and low impact development practices across the County as a way to reduce impacts on the environment.

**OBJECTIVES**

- To promote efficient energy use within buildings and support the development of alternative sources of energy such as solar and geothermal.
- To encourage landscaping practices that will reduce the environmental impact of storm water and lessen the need for irrigation.
- To promote development practices that will retain or reclaim natural and environmental features.

**POLICIES**

6.3.0.1 The planning, design and construction of new development and infrastructure will incorporate low-impact development and green building practices.

6.3.0.2 Landscaping techniques that reduce water consumption are encouraged. Such landscaping techniques include, but are not limited to, the planting of materials that are hardy and native to the region; planting of drought-tolerant species; and use of permeable surface materials. Landscaping which requires irrigation, pesticides and cosmetic fertilizers is discouraged.

6.3.0.3 The County will promote sustainable site design that reduces peak runoff volumes and rainwater contaminants through elements such as on-site retention, pervious surfaces, green space, and plantings.
6.4 ENVIRONMENTAL AND CONSERVATION RESERVES AND EASEMENTS

At the time of subdivision, a subdivision authority may require that the landowner provide lands to the municipality as environmental reserve where there is a wetland, gully, ravine, coulee or natural drainage course or land is unstable, subject to flooding, or adjacent to the bed and shore of any water body. This type of reserve is to remain in its natural state or be identified as a public park. The subdivision authority may also require the landowner to provide natural areas as Conservation Reserve.

PRINCIPLE

Leduc County values natural areas and will use available land use tools to preserve natural areas within the County.

OBJECTIVES

- To preserve natural areas within the County through the dedication of reserves.

POLICIES

6.4.0.1 With the exception of first parcel out, lands subject to potential erosion or other matters consistent with the Municipal Government Act shall be dedicated as Environmental Reserve at the time of subdivision.

6.4.0.2 Where the County determines public use is not desirable, land qualifying as Environmental Reserve may be designated as an environmental reserve easement in accordance with the Municipal Government Act.

6.4.0.3 Where the boundaries for Environmental Reserve need to be delineated, the County may require the landowner/developer to provide a geotechnical report, biophysical assessment, hydro geological study, or plan of survey.

6.4.0.4 Natural areas that do not qualify as Environmental Reserve may be required as Conservation Reserve in accordance with the Municipal Government Act.

6.4.0.5 A Conservation Easement, in accordance with the Alberta Land Stewardship Act, may be used to preserve areas that do not qualify as environmental reserve or environmental reserve easements under the Municipal Government Act. The conservation easement may be executed as a legal agreement between the private landowner and the County or a conservation organization.

6.4.0.6 For subdivision adjacent to water bodies, Environmental Reserve shall include sufficient lands so as to prevent pollution of the land or the bed and shore of the water body; preserve natural features of the land; and to ensure public access to the shoreline. In these areas, the Environmental Reserve allocation may be supplemented by Municipal Reserve or Conservation Reserve in accordance with the Municipal Government Act or Conservation Reserve Easement in accordance with the Land Stewardship Act.

6.4.0.7 Dedication of Environmental Reserves, Environmental Reserve Easements, Conservation Reserve and Conservation Easements shall be guided by the County’s Parks and Open Spaces Master Plan as updated from time to time.
7.1 RECREATION & OPEN SPACE

Recreation is an important aspect of providing a high quality of life within the County. Lakes, rivers and other geographic features represent regional recreational opportunities to residents, but these opportunities must be balanced with the need to protect the environmentally significant areas, agricultural lands, and agricultural operations.

PRINCIPLE

Leduc County values recreation throughout the County as a way of enhancing the quality of life for residents and visitors to the County and will work towards the creation of a system of recreation through private and public investment.
Chapter 7 | RECREATION, PUBLIC SPACE & HERITAGE CONSERVATION

OBJECTIVES

✔ To design parks and recreational facilities in ways that will achieve multiple benefits and accommodate a diversity of people and activities.

✔ To establish well-connected, clearly identifiable and multi-functional networks of greenways and recreation corridors across the County.

✔ To develop a regional open space system that connects to environmental features such as wetlands, rivers, creeks, habitat areas and tree stands that are an important part of maintaining environmental function.

✔ To support partnerships that enhance the development of recreation systems related to regional open spaces, tourism and recreational facilities.

POLICIES

7.1.0.1 The County will pursue opportunities to protect existing and proposed future local and regional trail corridors as identified on Map 7: Recreation and Open Space.

7.1.0.2 Development of public recreation activities in the County should:
   a. support active living;
   b. promote inclusion and access to recreation services;
   c. provide a supportive environment to participate in recreation and parks; and
   d. build the recreation capacity for the provision of recreation services.

7.1.0.3 Acquisition of land for a recreation and open space system may occur through the dedication of a Municipal Reserve, Environmental Reserve, Conservation Reserve, voluntary reserve dedication, land purchase, or other means.
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| 7.1.0.14 | Where a large-scale recreational facility, such as a new golf course or resort development is proposed, the County shall ensure:  
  a. the intensity and scale of development is appropriate for the site;  
  b. the development can be serviced to the satisfaction of the County;  
  c. uses are sensitive to the environment and natural landscape on and adjacent to the site; and  
  d. potential impacts on the adjacent land uses can be mitigated appropriately. |
| 7.1.0.15 | Agricultural Impact Assessments, to be prepared by a qualified professional, shall be required for new recreation development where there is potential for the development to have adverse impacts on agriculture lands. |
| 7.1.0.16 | Leduc County will partner and collaborate with adjacent municipalities, the Province of Alberta, school board, conservation agencies, community groups, home associations, developers, and other organizations to develop and maintain a network of parks, open space, pathways, trails, and associated amenities and actively explore new ways of acquiring funding and managing these spaces. |
| 7.1.0.17 | Leduc County will promote initiatives and organizations that seek to define and develop economic development strategies related to tourism and recreation. |
Map 7 | Recreation and Open Space

Note: Conceptual trail and natural environment corridors to be considered as part of future planning
7.2 MUNICIPAL RESERVES

Municipal Reserves enhance the community by providing land for parks, schools, and recreational amenities.

**PRINCIPLE**

Leduc County will require the dedication of reserve land in accordance with the Municipal Government Act in order to meet the educational, recreational and social needs of residents.

**OBJECTIVES**

- To acquire reserve lands for schools, parks, open space, pathways and trail development.
- To ensure that Municipal Reserve dedication meets the needs of the County.

**POLICIES**

7.2.0.1 The County will use the full legislative entitlements of municipal and school reserve, in accordance with the Municipal Government Act.

7.2.0.2 The acquisition, deferral and disposition of reserve land and money in place of municipal and school reserve shall adhere to County Policy, agreements with local school boards and the requirements of the Municipal Government Act.

7.2.0.3 The County will develop a Reserve Strategy to ensure appropriate allocation of reserves for parks and schools county-wide.

7.2.0.4 Until such time as the Reserve Strategy is approved by Council, where reserve land can be acquired at the time of subdivision approval reserves will be dealt with in the following manner as deemed appropriate by the County:

a. dedication of land where industrial or commercial lands are proposed;

b. dedication as Municipal Reserve land where the land has immediate benefit for public use;

c. deferral of reserve by caveat, where it is determined that reserve land is not needed at present, but may be provided through future subdivision;

d. payment of money in place of reserve land, where it is determined that land is not required at present or in the future; or

e. a combination of land and money.

7.2.0.5 The dedication of Municipal Reserve should be guided by the County’s Parks and Open Space Master Plan, as updated from time to time.
### 7.2.0.6
The County will continue to consult with public and private school boards to identify future school requirements and will enter into and maintain Joint Use and Planning Agreements with those boards.

### 7.2.0.7
The County supports and encourages the design and location of new school sites that optimize the use of reserve land and provides for shared lands and facilities between the school boards (public and separate) and the County.

### 7.2.0.8
When assessing the proposed dedication of reserve land, the dedication should meet the present or future needs of the County.

### 7.2.0.9
The amount, type, location, and shape of reserve land shall be suitable for public use and accessible to the public. Whenever possible, reserve land should be integrated with the community pathway, open space network and natural environment.

### 7.2.0.10
The County should not accept as part of a required municipal reserve dedication:
- a. legally encumbered rights-of-way or other limitations which would reduce or limit usability of the site;
- b. lands within oil and gas well setback areas;
- c. local walkways that can be accommodated within a right of way or utility lot; or
- d. contaminated lands, unless mitigated to the satisfaction of the County.

### 7.2.0.11
Municipal reserve may be disposed for development purposes only where there is a clear community-wide benefit that outweighs any negative effect it may have on a particular area of the County.
7.3 HERITAGE CONSERVATION

The County recognizes the importance of its pioneer heritage sites and seeks to preserve these features as a testament to the rural history and intrinsic character of Leduc County. The County's historic sites include features such as Rundle Mission and Leduc Oilwell No. 1.

**PRINCIPLE**

Leduc County supports the preservation of historic sites as places that have intrinsic value as a window into the past that future generations can enjoy.

**OBJECTIVES**

- To minimize the number of significant historic and archaeological sites lost to development.

**POLICIES**

7.3.0.1 Buildings and features which have made a significant contribution to the settlement, cultural and religious character of the County should be conserved or protected and, where practicable, used for the general benefit of the community.

7.3.0.2 Historic features should be identified as part of the land use and subdivision process. The County and the development proponent will work together to determine how to plan for the preservation of historic sites identified through the planning process.

7.3.0.3 Developments likely to cause land surface disturbance may be subject to historical resources impact assessments, pursuant to the Historical Resources Act. Evidence of Historic Resource Act Clearance is required prior to the disturbance of land for development.
Chapter 8.0

Infrastructure

Development patterns in the County will be compact and contiguous to reduce the cost to build, maintain, and operate infrastructure and services. To ensure the efficient movement of people, goods and services to and from this region, the County will work in collaboration with applicable service commissions, adjacent municipalities, and the Province to enhance regional infrastructure.

8.1 TRANSPORTATION INFRASTRUCTURE

Transportation infrastructure supports local, regional, and global connectivity. It provides County residents with an efficient road network that supports all activities within the municipality. It also provides businesses with the opportunity to transport goods efficiently and effectively. These systems are essential to the prosperity of the County and the region.

Leduc County supports the coordination and integration of transportation infrastructure systems between regional partners to ensure effective and efficient service delivery. The Joint Infrastructure Master Plan and Services Evaluation (JIMPSE) wherein Leduc County is working collaboratively with the City of Leduc to maximize service delivery and to jointly plan and fund new infrastructure investment is just one example of how Leduc County is coordinating and integrating infrastructure with regional partners.
PRINCIPLE

Leduc County will cultivate an effective and fiscally sustainable multi-modal transportation system that is integrated with land use.

OBJECTIVES

- To support the coordinated planning and delivery of regional and local transportation initiatives by participating in regional transportation initiatives with the Edmonton International Airport, the Province, and neighbouring municipalities.
- To encourage new development to locate in close proximity to existing development and to optimize transportation infrastructure and promote a cost-effective pattern of development.
- To develop and maintain the County’s transportation infrastructure in a safe, efficient and cost effective manner.
- To ensure the transportation network is well-designed, multi-modal, integrated, and interconnected.
- To ensure transportation modes function effectively together as a system.
- To support the needs of the Edmonton International Airport as a regional economic generator.
- To take advantage of funding opportunities to invest in infrastructure that will maximize economic development opportunities at the Edmonton International Airport and on lands in proximity to the Edmonton Metropolitan Airport in accordance with the concepts outlined in the Aerotropolis Viability Study.
8.1.0.1 The County will protect long-term transportation corridors, as identified in Map 8: Transportation Infrastructure to ensure a coordinated and cost-effective road network.

8.1.0.2 The County will work collaboratively with adjacent municipalities, organizations, and regional partners to support and enhance the growth of regional and global connectivity.

8.1.0.3 As part of any land use decision, the County must consider the safe, efficient, and cost-effective provision of transportation infrastructure services to ensure a sustainable development pattern within the County.

8.1.0.4 Transportation corridors within the Urban Central area shall be planned and developed to urban standards in accordance with Leduc County Municipal Development Standards as amended from time to time. The exception to this is the existing Country Residential Development referred to as the north and south Vistas.

8.1.0.5 Multi-modal transportation networks shall be developed within the Major Employment Area and the Urban Centre Area. Multi-modal transportation includes, but is not limited to, an interconnected system of pathways, bikeways and sidewalks, and transit service to facilitate pedestrian and cycling movements, where appropriate.

8.1.0.6 A plan to develop and integrate active transportation with existing built areas of the Urban Central area should be developed.
8.1.1 ROADS

Vehicular traffic remains the primary mode of transportation within the County. Maintaining the effective movement of goods and people through the County is important in terms of economic development and quality of life.

POLICIES

8.1.1.1 Development and subdivision adjacent to local and regional roads and over dimensional corridors as identified in Map 8: Transportation Infrastructure shall not impede the existing or future flow of traffic on local and regional roads or over dimensional corridors.

8.1.1.2 The County shall prepare a Transportation Master Plan to plan, coordinate, and prioritize future roadway and other transportation systems.

8.1.1.3 The County shall establish Municipal Development Standards to guide the design, material, and construction specifications for transportation systems in Leduc County. The Municipal Development Standards will include, but not be limited to, urban road cross-sections that take into account trails/walkways, bike lanes, transit laybys; street furniture; pedestrian-scale lighting; street trees; and others considerations to implement the vision for a multi-modal transportation system within the Urban Central area.

8.1.1.4 Roads and transportation systems proposed as part of any development within the County shall be in accordance with the County's Transportation Master Plan and the County's Municipal Development Standards to ensure it can support future growth and safely and efficiently manage the anticipated traffic generated by the development.

8.1.1.5 The County shall develop a Road Dedication Policy that guides the dedication of road rights of way at to ensure the protection of long-term transportation corridors.

8.1.1.6 Subdivisions proposed adjacent to regional and municipal roads shall dedicate road rights-of-way at the time of subdivision pursuant to the Leduc County's Road Dedication Policy.

8.1.1.7 In addition to the provisions in the County’s Municipal Development Standards, the following should be considered in the design of new roads or upgrade of existing roads:
   a. provision for the safe and efficient movement of emergency and protective services;
   b. provision of secondary emergency access and egress in the case of an event from identified hazards such as a wildfire or flood;
   c. layout of sidewalks and pathways that reduces walking distances and provides direct connections including the limiting of the size of residential street blocks to promote efficient development patterns and walkable transportation networks, where applicable.
   d. provision of bicycle lanes, where applicable
   e. noise abatement measures, where applicable;
   f. provisions for snow clearing, maintenance and construction activities to minimize impacts on the ability to use the street for walking, cycling or transit;
   g. adequate marking and spacing of walkways to provide a safe pedestrian environment;
   h. designs that encourage appropriate speeds for drivers and cyclists;
   i. provision for multi-modal connections between neighbourhoods and places of interest; and
   j. logical traffic flow patterns, interconnected roadway patterns that avoid cul-de-sacs or dead-end roadways, and the provision of road connections to adjacent lands.
POLICIES CONTINUED

8.1.1.8 As part of the subdivision and development process within the Urban Central area, development proponents should identify any required offsite infrastructure upgrades to roadways and interchanges required to support the development and the estimated capital costs of the upgrades.

8.1.1.9 As part of an application for Area Structure Plan, Outline Plan, subdivision or development, the County may require a fiscal impact assessment that considers the life cycle cost to the County for maintaining the transportation infrastructure required to service the development.

8.1.1.10 All development proposals must include information assessing the traffic and intersection implications of the development on the County road network to the satisfaction of the Development Authority and/or Alberta Transportation if the proposed development is within 800 m provincial highway.

8.1.1.11 Traffic Impact Assessment, prepared by a qualified engineer, may be required for development proposals, including Area Structure plans, land use bylaw amendments, subdivision, and large development permit applications as deemed necessary by the County.

8.1.1.12 The County will collaborate and cooperate with adjacent municipalities and the Provincial Government to ensure there is an efficient and integrated road system established.
8.1.2 RAIL

Rail infrastructure plays a critical role in long-term economic growth and the efficient and effective movement of goods. Goods movement by rail is a key aspect of the County economic development strategy as it connects the County to regional, national and international markets.

POLICIES

8.1.2.1 All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms, and security fencing are provided to the satisfaction of the County and in consultation with the appropriate railway.

8.1.2.2 Abandoned railway corridors should be considered for incorporation into an open space system.

8.1.3 TRANSIT

Efficient public transit supports many social, economic and environmental goals. It enables people to move easily within a community and within the region for employment, social connection, and daily needs. Effective systems coordinate major transit stations with higher intensity development and supportive land uses. When well planned and well used, transit systems help to alleviate traffic congestion, lower greenhouse gas emissions, and improve overall air quality.

Leduc County is a partner in “Leduc Transit” with the City of Leduc to offer a public transit (bus) service that provides service to the East Vistas and connects the Leduc and Nisku Industrial Park areas to the Edmonton International Airport and the Century Park LRT station in south Edmonton.

POLICIES

8.1.3.1 The County will protect higher-order transit as identified on Map 8: Transportation Infrastructure.

8.1.3.2 The County will work to expand transit service within the Urban Central area.

8.1.3.3 The County will collaborate with neighbouring municipalities, the province, and non-governmental agencies to develop lifeline transportation services with potential for local and commuter transit services in the Rural County.

8.1.3.4 The County will collaborate with neighbouring municipalities to develop the transit service to be the most efficient and cost-effective as possible and to satisfy the changing travelling needs of residents within the region.

8.1.3.5 Area Structure Plans and Outline Plans in the Urban Central area must demonstrate how local transit routes and transit facilities are integrated with other modes of transportation including driving, cycling and pedestrian.
8.1.4 THE EDMONTON INTERNATIONAL AIRPORT AND OTHER AIRPORTS/AIRSTRIPS

The County is home to the Edmonton International Airport, a significant asset to the Edmonton Metropolitan Region. In addition, small private airstrips and aerodromes may develop within the County. The development and operation of airports and aerodromes are regulated by Transport Canada.

POLICIES

8.1.4.1 All subdivision and development must comply with the Airport Vicinity and Protection Area Regulation (AVPA Regulation) where applicable. The AVPA area is identified in Map 5: Development Considerations.

8.1.4.2 The County will support the Edmonton International Airport’s continued aviation growth and the build-out of the non-aviation development proposed on its lands.

8.1.4.3 The County will ensure land use adjacent to the Edmonton International Airport is compatible with and optimizes the Edmonton International Airport’s long term growth.

8.1.4.4 The County will support the development and implementation of an Aerotropolis to contribute to economic diversification and growth.

8.1.4.5 The County will support the development and implementation of the Foreign Trade Zone (FTZ) that enables companies involved in handling or moving goods to reduce or eliminate normal trade barriers such as tariffs, quotas and compliance costs.

8.1.4.6 The County will endeavour to work with Transport Canada to ensure any new aerodromes and private airstrips located in the County are compatible with existing development.

8.1.4.7 The County may restrict development in proximity to County approved aerodromes and private airstrips to ensure their safe and compatible operation.

8.1.4.8 Business or multi-lot residential development associated with the operation of an airport other than the Edmonton International Airport shall be comprehensively planned as part of an Area Structure Plan.
8.2 UTILITY SERVICE INFRASTRUCTURE

Utility Service Infrastructure planning plays an important role in developing the County in a sustainable manner. Utility systems must be designed and constructed in a manner that is safe and reliable. When growth outpaces the availability of critical supporting infrastructure, emerging opportunities can be lost.

**PRINCIPLE**

Leduc County will maintain an effective and fiscally sustainable infrastructure system appropriate to the scale of the community.

**OBJECTIVES**

- To accommodate growth through strategic improvements to, and the efficient use of existing utility infrastructure and the provision of new/expanded infrastructure.
- To manage wastewater to safeguard public health and to protect the environment.
- To establish a system to supply and distribute potable water that is cost-effective.
- To establish and maintain an integrated approach to storm water management in coordination with watershed planning.
- To work with utility providers to enhance electricity, gas, and telecommunication services appropriate to the context and scale of the community proposed.
- To promote cost effective, environmentally sustainable approaches to infrastructure development through coordinated intermunicipal and regional land use planning.

**POLICIES**

8.2.0.1 The County will protect long-term infrastructure corridors as identified in Map 9: Utility Service Infrastructure to ensure efficient infrastructure servicing that is integrated and coordinated with land use planning and development.

8.2.0.2 As part of the subdivision and development process within the Urban Central area, development proponents should identify any required offsite utility infrastructure upgrades required to support the development, the timing of the required upgrades based in relation to the phasing of the development, and their estimated capital costs of the upgrades.

8.2.0.3 Utility infrastructure within the Urban Central area shall be planned and developed to urban standards in accordance with Leduc County Municipal Design Standards as amended from time to time. The exception to this, is the existing Country Residential Development referred to as the north and south Vistas.

8.2.0.4 The County shall prepare an Infrastructure Master Plan and Storm Water Master Plan to plan and coordinate efficient management and efficient operation of utility infrastructure to ensure long-term affordability for the County, businesses, and residents.

8.2.0.5 Water, wastewater, and storm water systems proposed as part of any development within the County shall be in accordance with the County’s Infrastructure Master Plan and provincial approvals that may be required to ensure the systems can effectively and efficiently support the proposed development.
8.2.0.6 As part of an application for an Area Structure Plan, Outline Plan, subdivision, or development, the County may require a fiscal impact assessment that considers the life cycle cost to the County for maintaining the utility infrastructure required to service the development.

8.2.0.7 The County may require any permits, licences, or reports issued by Provincial authorities with respect to water, wastewater or storm water to be submitted prior to, or as a condition of, an approval.

8.2.0.8 The County will collaborate and co-operate with its regional partners, regional service commissions, and other levels of government to ensure efficient and integrated utility systems are established and maintained.

8.2.1 WATER

Water is a life source – everyone needs access to clean and safe drinking water. Managing water properly ensures a healthy, secure, and sustainable supply. Leduc County is a member of the Capital Region Southwest Water Services Commission, a regional cooperation providing clean, safe drinking water.

8.2.1.1 Development shall connect to the municipal water system where available. The exception to this is Country Residential development in Rural County. Country Residential development in Rural County may be serviced with on-site wells, cisterns, or communal water systems in accordance with provincial regulation.

8.2.1.2 To help protect lake water levels, the County shall require any proposed multi-lot development within the Pigeon Lake Area Structure Plan to be serviced by cisterns, communal systems or municipal water services to the satisfaction of the County.

8.2.2 WASTEWATER

Wastewater from households, industrial, commercial and institutional sources contains a broad range of substances that may pose risks to human and environmental health. Proper management of wastewater will reduce these risks. Leduc County is a member of the Alberta Capital Region’s Wastewater Commission (AACRWC), a regional cooperation providing safe, reliable, and environmentally responsible wastewater transmission and treatment.

8.2.2.1 Development shall connect to the municipal sanitary sewer systems where available. The exception to this is Country Residential development in Rural County. Country Residential development in Rural County may be serviced with private or communal sewage systems in accordance with provincial regulation.

8.2.2.2 The County shall develop and implement procedures, policies, and bylaws for developments proposing to be serviced with private or communal systems. The procedures and policies shall include the identification of suitable types, uses and location of wastewater treatment and/or disposal systems to promote sustainable and safe management of these systems in accordance with provincial legislation.

8.2.2.3 The procedures, policies, and bylaws described in Policy 8.2.2.2 above shall be used to inform and evaluate development, subdivision, and area structure plan applications where private or communal systems are proposed.
8.2.3 STORM WATER

Urban and other development generates more storm water runoff than undeveloped land. Impervious services – hard surfaces like concrete, asphalt and roofs – do not allow water to soak into the ground. Leduc County will employ best management practices to collect and treat storm water to reduce flood risks; lower peak storm water flows which can reduce infrastructure costs; and reduce pollution of drinking water supplies, natural habitat, wetlands and recreation areas.

POLICIES

8.2.3.1 A Storm Water Master Plan shall be developed for the Urban Central area.

8.2.3.2 A storm water management plan, to be prepared by a qualified engineer, shall be required as part of subdivision and development applications within the Urban Central area to ensure storm water is efficiently and effectively managed and that the storm water will not adversely impact adjacent lands or the environmental integrity of the North Saskatchewan River Valley and its key drainage corridors.

8.2.3.3 A storm water management plan, to be prepared by a qualified engineer, may be required as part of subdivision and development applications within Rural County to consider the impacts of development within the larger surrounding drainage catchment area.

8.2.3.4 In the Urban Central and Rural County areas, the County will require a deposit to ensure lot grading is completed properly and is in compliance with municipal requirements.

8.2.3.5 To provide for the comprehensive review of storm water management practices, storm water management plans shall include provisions for both the larger drainage corridor and for the individual lot(s).

8.2.3.6 When the need for a constructed storm water management facility is identified within a development proposal, these facilities should be designed with a naturalized appearance and may form part of the open space aspects of a development.

8.2.3.7 Storm water management plans should align with watershed master plans and must be to the satisfaction of the County.
8.2.4 SOLID WASTE

The goal of solid waste management in the County is to provide every household with convenient access, environmentally responsible and cost effective ways to dispose of solid waste.

**POLICIES**

8.2.4.1 The County shall make provision for the disposal of solid waste and will cooperate with private organizations, government agencies, and other municipalities in investigating alternative methods for disposing waste.

8.2.4.2 The County will continue to work with regional partners to explore ways to reduce solid waste, including reuse, recycling, and organic diversion to extend the life of the existing landfill.

8.2.5 SHALLOW UTILITIES

The goal of shallow utilities in the County is to ensure safe, reliable and efficient service delivery.

**POLICIES**

8.2.5.1 Utility services such as gas, electrical and telecommunication lines shall be extended by developers to service new developments.

8.2.5.2 The County will encourage the transition of all electrical and communication lines underground in the Urban Central area to make for attractive streetscapes and improve the reliability of service.
8.2.6 ENERGY AND MULTI-USE CORRIDORS

Coordinating key regional infrastructure into energy and multi-use corridors is an important and efficient way to provide infrastructure services to the region and limit their conflict with other types of land uses. While oil and gas exploration and energy development is outside the jurisdiction of the County, the County will be proactive in seeking to engage with industry to mitigate the impacts these activities have on land use and local infrastructure.

8.2.6.1 The County will protect long-term energy and multi-use corridors as identified in Map 9: Utility Service Infrastructure to provide efficient servicing and integrate the corridors with land use.

8.2.6.2 Future pipelines (particularly sour gas and high pressure lines) and major power transmission lines should be situated in existing and planned energy corridors that avoid incompatible land uses and environmentally significant areas.

8.2.6.3 A subdivision proposed adjacent to an energy corridor shall allow for a sufficient development setback from the energy corridor to promote safety and risk management.

8.2.6.4 A transition of land uses such as passive open space, berms, light and medium industrial, business, commercial and agriculture will be required from future multi-use corridors to minimize the risk to public health and safety.

8.2.6.5 Leduc County will work with landowners and regional partners to plan and coordinate future regional infrastructure and energy corridors in collaboration with utility commissions, the Province, and the energy sector.

8.2.7 TELECOMMUNICATION TOWERS

Wireless communication, whether it is a cell phone, radio, or wireless internet, is playing an increasingly important role in the development of communities striving to support modern business and communication requirements into the future.

Applications for communication facilities fall under the jurisdiction of Industry Canada. Procedures put into place by Industry Canada require that the proponent of a new communication facility which is subject of federal approval to consult with the municipality. The consultation process is designed to allow communities to influence the installation of a communication tower.

8.2.7.1 To promote economic development and meet the business and safety needs of residents, the County will support the development of telecommunication towers that are appropriately located and designed subject to public participation satisfactory to the county.
8.3 FINANCING INFRASTRUCTURE

Transportation and Utility Infrastructure are costly in terms of capital investment and for ongoing maintenance and operations. To fund infrastructure, the County will explore viable options, including but not limited to, off-site levies, local improvement tax, and redevelopment levies.

PRINCIPLE

Leduc County will ensure infrastructure is developed to meet the needs of residents and businesses and will require the cost of new infrastructure to be borne by the land developer and landowners benefitting from the infrastructure to minimize the impact on County taxpayers.

OBJECTIVES

☑ To minimize the costs on tax-payers by requiring the costs of new infrastructure to be borne by the land developer or landowner benefitting from the infrastructure.

☑ To ensure capacity is available for adjacent future development.

POLICIES

8.3.0.1 Off-site Levies shall be collected for sanitary sewer, storm water, roads, and water infrastructure in accordance with the Municipal Government Act.

8.3.0.2 The County will explore off-site levies for land and buildings for community recreation facilities, fire halls, police stations and libraries in accordance with the Municipal Government Act.

8.3.0.3 Levies shall be collected for new development or subdivision pursuant to Leduc County’s Offsite Levy Bylaws as updated from time to time, to ensure large infrastructure investments are appropriately funded.

8.3.0.4 The County will develop, implement, and maintain a 10-year revolving Asset Management Plan as recommended in the Economic Development and Growth Management Strategy.

8.3.0.5 Developers shall be responsible for the design, construction, installation, and over-sizing of on-site and off-site infrastructure and utility systems.

8.3.0.6 Developers shall be responsible to front-end the costs of on-site and off-site infrastructure and utility systems. The County will, where applicable, enter into front end servicing agreements and endeavor to assist in cost recovery of over-sizing and extension of municipal improvements that accommodate future development.

8.3.0.7 The County will explore cost and revenue sharing opportunities and arrangements with adjacent municipalities.

8.3.0.8 The County may impose local Improvement taxes, redevelopment levies or other mechanisms of funding new infrastructure in accordance with the Municipal Government Act.
Chapter 9.0

Collaboration with Neighbours & Regional Partners

Leduc County is a leading municipality in working collaboratively with other municipalities and agencies for the good of the County and the region. A competitive Edmonton Metropolitan region can only be achieved when municipalities act together to build the regional systems that are needed to leverage the region’s strengths.

In addition to the municipalities with which the County shares its borders, the County must also strengthen its partnerships with other levels of government, First Nation communities, non-government organizations, and private sector entities.

**PRINCIPLE**

Leduc County will continue to work with its residents, key stakeholders, intermunicipal neighbours, First Nation communities and regional partners to ensure decisions are based on dialogue, common understanding, and informed decision-making.
OBJECTIVES

- The County will work with adjacent municipalities to identify common visions, areas of common interest, and opportunities for strategic collaboration in undertaking initiatives of sub-regional and regional significance such as investments in major public facilities, transportation, and economic development projects.

- To work with the City of Edmonton, City of Leduc, Edmonton International Airport (EIA), Leduc-Nisku Economic Development Association and other stakeholders to create an Aerotropolis.

- To work in partnership with the Leduc-Nisku Economic Development Association, Leduc Chamber of Commerce and other organizations to develop County-specific marketing strategies to attract business and support economic growth.

- To jointly plan land uses and infrastructure with the County’s rural and urban neighbours.

- To ensure the development of statutory and non-statutory plans adopted by the County that affect future land use and development are strengthened through public and stakeholder engagement.

- To foster strong collaboration with municipal neighbours, regional partners, all levels of government and First Nation communities.

The City of Leduc and Leduc County – Building our Best Future
POLICIES

9.0.0.1 The County will work with surrounding municipalities, the Edmonton Metropolitan Region, the Province, and non-governmental organizations to protect and maintain agricultural lands through policy mechanisms such as intermunicipal development plans, regional agricultural master plans, and other mechanisms.

9.0.0.2 The County will work with surrounding municipalities, the Province, and non-governmental organizations to undertake initiatives of sub-regional and regional significance including, but not limited to, affordable housing and investments in major public facilities, transportation, and economic development projects.

9.0.0.3 The County will seek intergovernmental alliances and partnerships that work to reduce the production of greenhouse gas emissions and manage the effects of climate change. This cooperative approach would encourage a strong, regional approach to disaster response and mitigation planning and coordinate region-wide reductions in the greenhouse gas emissions.

9.0.0.4 The County will explore intermunicipal alliances and partnerships that facilitate the joint development of transportation and infrastructure. This cooperative approach increases the cost benefit for services delivered and promotes economic growth.

9.0.0.5 The County will work with neighbouring municipalities and the Edmonton International Airport to coordinate well-planned and cost effective growth.

9.0.0.6 The County will continue to support its Intermunicipal Development Plans with adjacent municipalities as identified on Map 10: Intermunicipal Development Plans and Collaboration.

9.0.0.7 The County will monitor and review its Intermunicipal Development Plans to ensure they remain current and reflect the needs of the respective municipalities and area residents.

9.0.0.8 The County will refer to an adjacent municipality, for review and comment any development, subdivision, or statutory plan as outlined within the Intermunicipal Development Plan.

9.0.0.9 Where no Intermunicipal Development Plan exists, the County will refer to an adjacent municipality or neighbouring First Nation community for review and comment any of the following which affect lands within 0.8 km of the adjacent municipality/First Nation community (3.2 km in the case of the City of Edmonton):

a. the adoption of or amendment to this Municipal Development Plan;

b. a proposed Area Structure Plan and amendments thereto;

c. a proposed Land Use Bylaw and amendments thereto;

d. a subdivision application; or

e. a development application.

9.0.0.10 The County will prepare Intermunicipal Collaboration Frameworks (ICFs) (and Intermunicipal Development Plans) with neighbouring municipalities that are not members of the Metropolitan Region in accordance with the Municipal Government Act.

9.0.0.11 The County will prepare Intermunicipal Collaboration Frameworks (ICFs) (and Intermunicipal Development Plans) with neighbouring municipalities that are members of the Metropolitan Region for those matters not addressed in the Edmonton Metropolitan Region Growth Plan in accordance with the Municipal Government Act.
Implementation of this Municipal Development Plan will occur through a number of mechanisms and processes including:

• Review of existing statutory and non-statutory plans to ensure alignment and consistency with this Plan;

• Preparation and adoption of new statutory and non-statutory plans and policies to implement various objectives of this Plan;

• The land use redistricting process;

• The subdivision process;

• The development permit process; and

• Ongoing collaboration with neighbour municipalities and other organizations on an ongoing basis to achieve regional goals.

In using these mechanisms and tools, the County will aim to provide for scrutiny of a proposal relative to the community interest. The approach will be systematic and consider the best interests of the County and established planning principles.

Another key element in informed decision-making and implementation related to this Municipal Development Plan will be ongoing monitoring. This enables County Administration and Council to have greater qualitative and quantitative data to inform its planning processes and outcomes within the greater context of the County’s vision.

A key goal of strong implementation and monitoring is to achieve effective growth management and consideration of lifecycle costs. Through effective growth management, the County will be able to promote and enhance their economic well-being over the short, medium, and long terms.
Leduc County will implement the principles and objectives of this Plan through clear and open processes, while adapting to changing conditions in the County and broader regional context.

**OBJECTIVES**

- To ensure rationale for future Plan amendments is clear and transparent.
- To use regulatory tools strategically to support and implement the Plan goals and objectives.
- To ensure County Council and Administration have the data needed to make informed land use and planning decisions in keeping with the principles of this Plan.
- To implement a monitoring system for the Municipal Development Plan and its supporting studies including baselines and benchmarks.

**POLICIES**

**10.0.0.1** All County plans, policies, and bylaws that are prepared subsequent to the adoption of this Plan, shall include an official consistency statement that:

a. References the related objectives and policies of this Plan; and

b. Generally describes how the plan, policy or bylaw will advance the plan objectives.

**10.0.0.2** The County monitors and reports Plan progress to learn and adapt as needed.
10.1 MUNICIPAL DEVELOPMENT PLAN AMENDMENTS

Leduc County has changing needs, challenges, and opportunities and therefore it is essential that a flexible planning framework is established. This ensures that needs can be met, challenges can be overcome, and opportunities can be explored. While flexibility is essential, it is also essential to ensure that the principles and objectives of this Plan are carried out.

PRINCIPLE

Leduc County will remain flexible and responsive to community interests by allowing amendments to the Municipal Development Plan where they achieve the principles and objectives of this Plan.

OBJECTIVES

☑ To consider applications for amendment to the Municipal Development Plan where those amendments are in the best interest of the Municipality.

POLICIES

10.1.0.1 Amendments to the text of this Plan may be considered when:
   a. a need arises to change policy;
   b. new information is identified or studies have been undertaken which necessitate or recommend an amendment to the Plan;
   c. a provincial or regional policy change requires a change in this Plan;
   d. the boundaries of the planning area are altered for the reasons described below; and/or
   e. typographical or grammatical amendments are warranted.

10.1.0.2 Amendments to the maps of this Plan may be considered when:
   a. boundaries of the planning areas within the Plan are altered (ie. annexation); or
   b. a land use redistricting or an Area Structure Plan application demonstrates that the intent of this Plan can be met through said proposal.
10.2 LAND USE BYLAW AMENDMENTS

The Land Use Bylaw (LUB) is the principal mechanism by which the intent and policy statements embodied within this Plan are implemented.

**PRINCIPLE**

Leduc County will ensure the success of the Municipal Development Plan by considering Land Use Bylaw Amendments that are consistent with the intent, principles, and objectives of the Municipal Development Plan.

**OBJECTIVES**

- To consider applications for amendment to the Land Use Bylaw and support those where the proposed amendments are in the best interest of the municipality.
- To prevent incompatible land uses.

**POLICIES**

10.2.7.1 Land Use Bylaw amendments shall be consistent with the applicable land use designation and subject policies of this Plan.

10.2.7.2 In considering amendments to the Land Use Bylaw, in addition to all other criteria as set out in the policies of this Plan, Council shall have regard for the following:

a. whether the proposed development or land use redistricting is in conformance with the intent of this Plan, the requirements of all other County Bylaws, policies, and regulations as well as the Edmonton Metropolitan Region Plan; and

b. whether a review of this Plan or any other pertinent statutory and non-statutory planning document has been initiated to ensure conformance with the hierarchy of plans.

10.2.7.3 In considering amendments to the Land Use Bylaw, the following shall be evaluated:

a. the financial capability of the County to absorb any costs relating to the development;

b. The adequacy of municipally approved water and wastewater services or, if services are not provided, the adequacy of the physical site conditions for private on-site septic and water systems to service the proposed development;

c. The adequacy and proximity of school, recreation, and any other community facilities that may be required to service the proposed development;

d. The potential for the proposed development to reduce agricultural land uses and the impact on the surrounding agricultural operations;

e. The adequacy of existing or proposed road networks to service the proposed development in, adjacent to, or leading to the development;

f. The potential for the proposed development to contaminate watercourses or create erosion or sedimentation; and

g. The likelihood of creating a leap frog, scattered, or ribbon development pattern as opposed to compact and orderly development.

10.2.7.4 Applications to amend the Land Use Bylaw may be required to submit professional reports, that may include, but not be limited to:

a. geotechnical report;

b. soil chemistry and permeability analysis;

c. evaluation of surface drainage or a detailed storm water management plan;

d. transportation impact assessment;

e. agricultural impact assessment;

f. environmental impact assessment; and/or

g. any other information or study deemed necessary to evaluate of the suitability of the site in relation to the proposed use.
10.3 GROWTH MANAGEMENT

Effectively managing growth allows services such as sidewalks and transit to be provided more cost effectively and reduces the need to expand roads, water and wastewater facilities.

**PRINCIPLE**

The County will plan for infrastructure to ensure growth is managed effectively and in a coordinated manner to achieve the desired built form and function to help the quality of life in the County.

**OBJECTIVES**

- The County will undertake the necessary plans and studies to ensure future infrastructure systems can support existing and future growth.

**POLICIES**

10.3.0.1 The County shall prepare a Transportation Master Plan, an Infrastructure Master Plan, and a Storm Water Management Plan to plan, coordinate, and prioritize future infrastructure systems to support well-planned and cost-effective growth. As part of a new Plan, the County may consider:

a. Prioritization of funding decisions around municipally financed off-site infrastructure. The implementation program should identify infrastructure and service obligations related to new development and provide the County’s strategy for funding the infrastructure required by new growth; and

b. The timing and phasing of growth in relation to current and future public infrastructure investment and long term financial sustainability.
Chapter 10 | PLAN IMPLEMENTATION

10.4 ONGOING MONITORING AND REVIEW

Like any plan, the success of this Municipal Development Plan will only be achieved through implementing the actions recommended and developing a comprehensive ongoing monitoring system. This enables the County to measure the performance of the Plan and enable it to be updated to reflect political and economic shifts.

To achieve the vision of this Plan, a number of projects have been recommended. These projects need to be considered in relation to other priorities and budget constraints. Thus, while numerous projects have been recommended, in accordance with the Municipal Government Act, the County is not required to undertake any of the projects referred to in this Plan.

### PRINCIPLE

The County will, on an on-going basis, continually assess whether this Plan and its related implementation actions achieves its goals.

### OBJECTIVES

- To establish a monitoring framework and assess the effectiveness of the MDP policies.
- To communicate the effectiveness of the MDP policies.

### POLICIES

**10.4.0.1** The County shall establish a monitoring framework along with the benchmarks and indicators required to carry out the effective monitoring of this Municipal Development Plan including:

a. baseline measures;

b. appropriate targets and target years; and

c. a methodology of measurement for the indicators.

**10.4.0.2** A major Municipal Development Plan review should be undertaken every ten (10) years. If there are recommendations in an annual report that extensive changes are necessary, then a more thorough review may be undertaken before ten years have passed.

**10.4.0.3** The Agriculture Strategy should be regularly monitored and updated every five (5) years to examine the status, trends, fragmentation, and conversion of agriculture lands to non-agriculture uses and provide information to support broader planning, management and preservation initiatives.

**10.4.0.4** The Environmentally Significant Area Study (2015), including the wetland inventory, should be updated every five (5) years to monitor the status, trends, or loss of ecologically significant areas and provide information to support broader planning, management, and conservation initiatives.

**10.4.0.5** The Economic Development and Growth Management Strategy (2016) should be updated every five (5) years to ensure the municipality remains sustainable, diverse, prosperous, and innovative over the long term.
ONGOING MONITORING AND REVIEW COMMITMENTS

- Monitor the implementation of the Agriculture Strategy annually including the conversion of agriculture land for development
- Update the Economic Development and Growth Management Strategy (ED&GMS) every five (5) years
- Update the Environmentally Significant Area Study every five (5) years, including the wetland inventory
- Update the Agriculture Strategy every five (5) years
- Undertake a major MDP review every ten (10) years

Figure 1 | Ongoing Monitoring and Review

POLICY

IMPLEMENTATION

ENFORCEMENT

MONITORING

REGULAR UPDATES TO COUNCIL

Policy / Regulation Updates
10.5 REVIEW OF STATUTORY AND NON-STATUTORY PLANS

The Municipal Government Act establishes a framework and hierarchy of plans that enable municipalities to guide the development and management of land. This planning hierarchy is intended to ensure Leduc County can work towards its vision for the future through its land use and development control authority. Under the provisions of the Municipal Government Act, all lower-tiered plans must align with the policies of this Municipal Development Plan. Existing Area Structure Plans are shown on Map 11: Area Structure Plans.

**PRINCIPLE**

To provide clarity and transparency, the County will ensure its lower-tiered plans align with the policies of Municipal Development Plan.

**OBJECTIVES**

- To review and update all lower-level plans to ensure conformance with the Municipal Development Plan.

**POLICIES**

10.5.0.1 The County will undertake a review of existing Area Structure Plans, the Land Use Bylaw and other non-statutory plans to ensure these documents are in compliance with this Municipal Development Plan as required under the Municipal Government Act.

10.5.0.2 Further planning studies and technical analysis to implement the policies of this Municipal Development may be undertaken. These are shown in Figure 2: Municipal Development Plan Implementation Strategy with their associated priority.
### HIGH PRIORITY

- Update the Leduc County Land Use Bylaw (including the New Sarepta Land Use Bylaw) to align with the goals and policies of this Municipal Development Plan.
- Review internal processes and checklists for development approvals including Area Structure Plans, Outline Plans, Land Use Redistrictings and Subdivisions.
- Establish a process for monitoring this Municipal Development Plan.
- Develop a 10-year revolving Asset Management Plan.
- Develop the Offsite Levy Bylaws to reflect the policies of this Municipal Development Plan.
- Establish annual review of the Offsite Levy Rates.
- Develop and institute an oversizing policy for municipal Infrastructure to ensure capacity is available for future development.
- Develop a Municipal Reserve Strategy to ensure appropriate allocation of reserves for parks and schools in the County.

### MEDIUM PRIORITY

- Complete and implement a Transportation Master Plan, Infrastructure Master Plan, Storm Water Master Plan, and Municipal Development Standards for the County Transportation and Infrastructure including the prioritization, funding and phasing of capital investment in relation to current and future public infrastructure investment.
- Establish Landscape and Architectural Design Guidelines to guide lands development of residential and non-residential developments within the Urban Central area, with specific focus on non-residential development adjacent to the Highway II Corridor and other major roadways.
- Establish Landscape and Architectural Design Guidelines to guide development of non-residential and multi-lot residential developments within the Rural County.
- Develop guidelines for the preparation of an Environmental Impact Assessment.
- Develop guidelines for the preparation of an Agricultural Impact Assessment.
- Develop and implement procedures, policies, and bylaws for development to be serviced with private or communal systems to identify suitable types, uses, and location of wastewater treatment and/or disposal systems to promote sustainable, safe management of these systems in accordance with provincial legislation.
- Review and update all Area Structure Plans, and Community Plans for compliance with this Plan.
- Develop guidelines and requirements for demonstrating short and long term viability for the proposed development within an Area Structure Plan.

### LOWER PRIORITY

- Update the Parks and Open Space Master Plan to align with the policies of this Municipal Development Plan.
- Develop a Road Dedication Policy that guides the dedication of road rights-of-way to ensure the protection of long-term transportation corridors.
- Establish brownfield redevelopment guidelines to enable the intensification and evolution of the Major Employment Areas.
- Develop Town Centre development guidelines for public and private development of the Town Centre.
- Develop guidelines to communicate procedure for public participation in the review of communication tower proposals.
- Develop and institute an oversizing policy for municipal Infrastructure to ensure capacity is available for future development.
- Develop a plan to identify and integrate active transportation with existing built areas of the Urban Central area.
- Develop a Food and Urban Agriculture Strategy to guide urban agricultural activities within the Urban Central area including, but not limited to, urban indoor and outdoor farms, farmers markets, food processing and distribution, and the keeping of poultry or bees within residential areas.
Map 11 | Area Structure Plans

Legend

- Blackmud Creek ASP
- New Sarepta ASP
- QE 2 Business Park LASP
- South Devon Industrial ASP
- WAM LASP
- Wizard Lake ASP
- Royal Cubera LASP
- Priority Growth Hamlet
- Hamlet or Locality
- Urban Municipality
- Edmonton International Airport
APPENDICES

A  Definitions

B  Hierarchy of Plans

C  Community Input and Engagement
**Definitions**

The following definitions provide clarity to the terms used within this Municipal Development Plan:

**Active Transportation** – Human-powered travel, including but not limited to: walking, cycling, skate boarding, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at comparable speeds.

**Aerotropolis** – An economic development and land use planning concept whereby a core area on and adjacent to the airport brings together aviation and air cargo-focused businesses, along with retail, office, accommodation, educational, recreational, and business amenities in a dynamic hub of activity. The broader off-airport “Aerotropolis” area leverages the strength of existing businesses and encourages further economic diversification and job growth. The Aerotropolis is centred on and around the Edmonton International Airport in Leduc County and the City of Leduc, and provides a broad base of economic benefits to all municipalities in the region.

**Affordable Housing** – Rental or owned housing that is affordable and targeted for long-term occupancy costing less than 30% of before-tax household income. Shelter costs include the following: for renters (rent and any payments for electricity, fuel, water and other municipal services); and for owners (mortgage payments for principal and interest, property taxes, and any condominium fees, along with payments for electricity, fuel, water and other municipal services).

**Agriculture** – Agriculture is the growing, raising, managing and/or sale of livestock, crops, foods, horticulture, agri-food, and value-added enterprises including education, motivated either by profit or lifestyle.

**Agriculture Area** – Those areas having a Farm Assessment Rating as identified on Map 5: Rural County Land Use Concept.

**Agri-business** – Agri-business is an industry engaged in the producing operations of a farm, the manufacture and distribution of farm equipment and supplies, and the processing, storage, and distribution of farm commodities.

**Agricultural Impact Assessments** – An Agricultural Impact Assessment is to determine if a development proposal will adversely affect existing and future agricultural activities onsite and in the surrounding area. The assessment describes the proposed development, the onsite and surrounding land uses, and the physical and socio-economic components of the agricultural resource bases; identifies the direct and indirect impacts of the proposed development on existing agricultural operations and on the flexibility of the area to support different types of agriculture; considers mitigation measures of reducing any adverse impacts; considers compensation such as the provision of agricultural protection easements; and makes recommendations in that regard. It has consideration for the cumulative effects of other potential development.

**Agricultural Land** – Land for which agriculture is either a permitted or discretionary use in accordance with the Land Use Bylaw.
### Agricultural Operation
- means an agricultural activity conducted on agricultural land and includes, but is not limited to, the cultivation of land; raising of livestock; the production of agricultural field crops, fruit, vegetables, sod, trees, shrubs; the productions of eggs, milk, honey; and the application of manure, fertilizers, etc.

### Agricultural Resources
- The land and on-farm buildings, equipment, processing and handling facilities and agri-business activities that contribute to the production, preparation and marketing of crops, livestock and livestock products as a commercial enterprise.

### Appropriate
- Suitable or proper in the circumstances.

### Area Structure Plan (ASP) or Local Area Structure Plan (LASP)
- A statutory plan adopted by a municipal council by bylaw that provides a framework for future subdivision and development of a defined area in accordance with Section 633 of the MGA. ASPs are typically adopted to guide future subdivision and development in greenfield areas. Within this Plan, policies that apply to Area Structure Plans generally also apply to Local Area Structure Plans and Area Development Plans.

### Built-Up Urban Area
- All lands located within the limits of the developed urban area.

### Business Development
- The term business development encompasses commercial, light and medium industrial, logistics and distribution, retail, value-added and secondary agriculture and home-based activities.

### Commercial Development
- Commercial Development includes uses such as retail commercial, office commercial, hotel, and entertainment uses.

### Compact Development
- Compact Development is a land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure.

### Commuter Transit Service
- Regional transit service from larger urban communities to key destinations in the metropolitan core and metropolitan area.

### Commuter Shed
- see Regional Commuter Shed.

### Complete Communities or Communities
- Complete Communities or Communities provide a range of housing, commercial and employment opportunities and services integrated with multi-modal transportation options. Complete communities may be formed at a sub-regional, municipal or neighbourhood scale.

### Confined Feeding Operations
- The Province of Alberta defines, approves, and regulates Confined Feeding Operations under the Agricultural Operation Practices Act. Confined Feeding Operations are the fenced or enclosed land or buildings where livestock are confined for the purpose of growing, sustaining, finishing or breeding by means other than grazing and any other building or structure directly related to that purpose but does not include residences, livestock seasonal feeding and bedding sites, equestrian stables, auction markets, race tracks or exhibition grounds.

### Conserve
- The term conserve means to protect, use or manage wisely.

### Contiguous Development
- In the context of greenfield areas, contiguous development must be part of an existing urban community, adjacent to an existing urbanized developed area or existing urban development through a municipal development plan.
Conversion of Agricultural Land — The change from an agricultural use to a non-agricultural use (e.g., residential, commercial, industrial, infrastructure, etc.) or to non-agricultural rural uses (e.g., country residential, industrial, linear infrastructure such as roads and energy corridors, etc.).

Corridor — A designated right-of-way or route for moving people and goods as well as accommodating above and below ground linear service infrastructure piped services. This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors and recreation corridors.

Country Residential — Country Residential means the subdivision of rural lands to create multi-lot residential subdivisions.

Country Residential Lands, Districted — Those lands which have been redistricted by Leduc County Council to accommodate Country Residential Development as defined by the Leduc County Land Use Bylaw, as of the date the Municipal Development Plan was adopted.

Crime Prevention Through Environmental Design (CPTED) — is defined as a multi-disciplinary approach to deterring criminal behaviour through environmental design. CPTED principles of design affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form of an entire urban neighbourhood and the amount of opportunity for “eyes on the street”.

Development - As defined in law under the Alberta Municipal Government Act, development includes any excavation or stockpile, construction, renovation or major repairs to a building, change in the use of land, or change in the intensity of the use of land.

Dwelling, Principal — is the primary dwelling unit on a parcel of land.

Dwelling, Accessory — is a dwelling unit that is created auxiliary to, and is smaller than, the principal dwelling.

Ecological Design — Ecological design is any form of design that minimizes environmentally destructive impacts by integrating itself with living processes (e.g., low impact development).

Ecological Network — An ecological network is a coherent system of natural and semi-natural landscape elements.

Environmentally Significant Area (ESA) — A landscape element or area with important and/or unique environmental characteristics essential to the long-term maintenance of biological diversity, soil, water or other natural processes, both within the ESA and in a regional context.

Environmental Impact Assessment — is an analysis of the environmental consequences of a plan, policy, or development. An environmental impact assessment generally describes the environmental conditions that currently exist; identifies possible effects of the development; proposes mitigation measures to lessen possible adverse effects; and identifies possible adverse effects to which there is no satisfactory resolution and analyzes their implications.

FAR (Farm Assessment Rating) — The Farm Assessment Rating system is an assessment of soil capability for agriculture applied by municipal assessors.
**Farm** – An agricultural operation that produces at least one of the following products intended for sale: crops, tree fruits or nuts, berries or grapes, vegetables, seed; livestock (cattle, pigs, sheep, horses, game animals, other livestock); poultry (hens, chickens, turkeys, meat); or other agricultural products (Christmas trees, greenhouse or nursery products, mushrooms, sod, honey, maple syrup products).

**Farm Operators** – Farm operators are defined as those persons responsible for the day-to-day management decisions made in the operation of a census farm or agricultural operation.

**Farmstead** - Farmstead means a single parcel of land where the principal dwelling and associated buildings and landscape improvements are used in connection with the ranching or farming operation and the parcel is located on a previously unsubdivided quarter section.

**First Parcel Out** - First Parcel Out means the subdivision of a single residential or agricultural parcel created from a previously unsubdivided quarter section.

**Fragmentation** – The process of reducing the size and connectivity of an area. In the context of the natural environment, fragmentation of an eco-region or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other and the increase in edge effects, and can affect the ability of organisms to maintain healthy populations and to survive. In the context of rural lands, fragmentation occurs when a contiguous agricultural area is divided into isolated parcels separated by non-agricultural land uses, and can impact the productivity of the land. Fragmentation can also occur within a given agricultural parcel of land by access roads, oil and gas developments and/or linear infrastructure.

**Green Building** – The practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building’s life-cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.

**Greenfield** - means an area for future urban growth in an urban community located outside of the built-up urban area or previously planned area. Minimum greenfield density is measured on a statutory plan level as the number of net residential units per hectare.

**Growth Hamlet** – New Sarepta has been identified as a Growth Hamlet to accommodate growth.

**Hamlet** – Hamlets are an unincorporated urban community within a municipal district or specialized municipality with: five or more dwellings (the majority of parcels less than 1,850 sq metres), a generally accepted name and boundary; and contains parcels of land that are used for non-residential purposes. Localities are included in the description of hamlets in this Municipal Development Plan.

**High Load Corridor** – High load corridor is as defined by Alberta Transportation.

**Higher Capability** – Where the Farm Assessment Rating is 51% or greater.

**Higher Order Transit** – Higher Order Transit provides service that is high-speed, frequent, reliable and comfortable. It may include heavy rail, light rail, commuter, express or limited bus services using dedicated corridors or lanes and other transit-preferential features.
Home-Based Businesses - Home-based businesses are suitable ancillary uses to the principle residential use of the site, are small-in scale, do not change the residential character of the site and are appropriate to the character of the neighbourhood.

Industrial Development, Heavy – Industrial uses where risk and nuisance extends beyond the property line. Heavy industrial uses include refineries and large scale upgrades where both risk and nuisance extends beyond the property line.

Industrial Development, Medium - Wholesale, warehousing, manufacturing and processing uses, some of which have outdoor storage or activities, that are generally not located adjacent to residential areas because of potential nuisance factors including, but not limited to, smoke, gas, odor, dust, noise, vibration of earth, soot or lighting. Risk does not extend beyond the property line.

Industrial Development, Light – Wholesale, warehousing, manufacturing and processing uses which do not create or generate nuisance factors outside an enclosed building. Outdoor storage is limited and completely screened from roads and adjacent properties.

Institutional Uses - Institutional Uses include a wide range of activities such as public and private schools, places of worship, libraries, seniors and youth centres, emergency services, health care facilities, government facilities, and special care facilities.

Intensification – Development at a higher density than currently exists in built-up urban areas, major employment areas and local employment areas through: redevelopment; the development of underutilized lots within previously developed areas; or the expansion or conversion of existing buildings.

Intermunicipal Collaboration Framework (ICF) – An Intermunicipal Collaboration Framework is an agreement between two or more municipalities in accordance with the Municipal Government Act. The purpose of the framework is to provide integrated and strategic planning, delivery and funding of intermunicipal services, steward resources efficiently to provide local services, and ensure municipalities contribute funding to services that benefit their residents.

Intermunicipal Development Plan (IDP) – A statutory plan adopted by two or more municipal councils by bylaw in accordance the Municipal Government Act that applies to lands of mutual interest to the participating municipalities, typically along their shared boundaries. An IDP includes: procedures to resolve or attempt to resolve conflicts between the participating municipalities; procedures to amend or repeal the IDP; and provisions relating to administration of the IDP. It may also prescribe future land use and development as well as other matters considered necessary by the municipal councils.

Locality – an area having some characteristics of a hamlet, but has not been designated as a hamlet by the County.

Lifeline Transportation – A transportation service that connects smaller communities to larger ones to satisfy irregular or occasional travel needs otherwise not available, for medical, shopping and recreational purposes. Lifeline transportation services may include various modes of public transportation, including community bus, large passenger van, contracted taxi services or a variety of privately provided services.

Local Arterial – Local arterials are roadways intended to have no direct property access. They have “at grade” intersections controlled with signage or traffic lights. The intersecting roads can be local or collector roads. Local arterials start and end within the County with local traffic as a focus. They provide connections between development areas and regional arterials, or freeways where traffic warrants.
Local Employment Areas - Local Employment Areas provide localized area of industrial, commercial and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local or Rural County.

Long Combination Vehicle Route - is as defined by Alberta Transportation.

Low Impact Development (LID) – A land planning and engineering design approach for managing storm water runoff. LID emphasizes conservation and use of onsite natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating and detaining runoff close to its source.

Lower Capability – refers to a Farm Assessment Rating of less than 51%.

Major Employment Area – Area within which there is an existing or planned node of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities and generate a high concentration of employment. Within this Plan, the Major Employment Area refers to Nisku Industrial Park and the land surrounding EIA as described by Map 4: Urban Central Land use Concept Area.

Major Transit Station – A transit station within a higher-order transit system. In Leduc County, a major transit station has a park and ride facility.

Market Affordable Housing – Market Affordable Housing is rental or ownership housing that is modest in form and specification and capable of being produced for moderate income households without upfront or ongoing direct government subsidies.

May – a permissive and/or discretionary term that denotes a choice in applying the policy.

Metropolitan Area Tier – The area surrounding the metropolitan core, including portions of county lands, urban communities, major and local employment areas and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure, as defined by the Edmonton Metropolitan Region Growth Plan.

Mixed Use Development - Mixed use development mixes compatible residential, commercial, institutional and recreational land uses within building or in close proximity to increase density and reduce the development footprint.

Multi-Lot – Within this Plan, multi-lot means the creation of more than two lots. The lots are generally created under a single plan and typically include one or more internal subdivision roads.

Multi-Modal Transportation - Multi-modal transportation is the availability or use of more than one form of transportation such as automobiles, walking cycling, transit, rail (commuter/freight), trucks, air and marine.

Multi-Use Corridor – A Multi-use Corridor is a dedicated land area for co-location of linear infrastructure that supports critical economic linkages and is in the public interest. It may include one or more of the following: public highways and roads, electricity transmission lines, high-speed rail and rail, pipelines, water management, telecommunication towers and underground fibre-optic cables and recreation trails.
Natural Environment – A system of natural features and areas, linked and connected by natural corridors necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species (including flora and fauna), and ecosystems. These are areas where growth should not be anticipated and specific mitigation measures may be required.

Natural Resources – a material source of wealth such as gravel, sand, oil, and gas, that occurs in a natural state and has economic value.

Neighbourhood – A residential area with an appropriate mix of housing types with convenience-type commercial facilities and where appropriate, schools or park facilities.

Non-Market Housing – Non-market housing includes affordable and subsidized housing. It is housing that is funded, created, and operated through direct government subsidies and includes different categories of housing based on needs of the clients.

Nuisance – Anything that in the opinion of the Development Authority may cause adverse effects to amenities of the neighbourhood or interfere with the normal enjoyment of adjacent land or building. This could include that which or is liable to create noise, vibration, smoke, dust, odour, heat, electrical interference, glare, light, fumes and unsightly storage of goods, salvage, junk, waste or other materials.

Open Space – Passive and structured leisure and recreation areas in the region that enhance the aesthetic quality and conserve the environment.

Physical Severance - Any portion of a quarter section which is cut off from the rest of a parcel by a physical barrier that prohibits the movement of livestock or equipment, such as a coulee or creek.

Preserve – to maintain something in its original or existing state.

Prime Agricultural Lands – Prime Agricultural Lands Class 2 and 3 soils according to the classification systems used by the Government of Alberta, Land Suitability Rating System (LSRS), and as defined in the Edmonton Metropolitan Region Growth Plan. These lands are equivalent to Canada Land Inventory (CLI) Class 1, 2 and 3 soils. Prime Agricultural Lands are shown on Schedule 10 of the Edmonton Metropolitan Region Growth Plan.

Private Sewage Systems – means the whole or any part of a system for the management, treatment and disposal of sewage on the site where the sewage is generated, but does not include anything excluded by the regulations pursuant to the Safety Codes Act.

Regional Arterial Roads – Arterial roads carry relatively high numbers of people and goods within and between municipalities, typically do not provide direct property access, but typically connect with lower order roadways (e.g., collectors and locals) which provide direct property access by way of level intersections which are controlled by yield control, stop control or traffic signals. Spacing of intersections along arterials can vary widely, but should generally fall in the 250 to 400m range, depending on the adjoining development patterns.

Regional Commuter Shed - A defined area identified in Schedule 7 of the Edmonton Region Growth Plan and depicted on Map 2: Planning Structure on this Plan.
Regional Expressways – Expressways are a form of arterial roads that are intended to operate at speeds of 70-100km/hr. and typically intersect with other arterials in a roadway network. Intersections along expressways are typically further apart; 800-1600 metres; and may be either at-grade or may be grade separated. Expressways may or may not be an interim stage towards a fully free-flowing facility with no at-grade intersections. Expressways should be planned and design to respect the adjoining context in terms of access spacing, right of way, speed and design standard; expressways in urban areas should have lower speed and closer intersection spacing than in Rural County Areas.

Regional Freeways - Freeways are a type of arterial roadway that convey people and goods across multiple municipalities or across multiple regions and provinces. Freeways have no at-grade intersections with other crossing roadways; all intersections are grade-separated and there are no direct accesses to any adjoining lands. Speeds along freeways are typically higher than on arterial roadways and fall in the 80km/hr to 110km/hr range with the higher speed range being more common and appropriate in rural environments. Interchange spacing on urban freeways should be in the 1600 to 3200m range with actual spacing to be determined by the needs and development patterns and intensities of the adjoining areas.

Recreation Facilities, Community – means municipal facilities used primarily by members of the public to participate in recreational activities conducted at the facility as defined by the Municipal Government Act.

Recreational Facilities – Recreational Facilities include golf courses, campgrounds, wellness centres, ice arenas, aquatics, plazas and squares resort developments or similar, as defined in the Land Use Bylaw, that enhances the overall function of the County's recreation system.

Risk – Anything that in the opinion of the Development Authority may, or has the potential to cause harm, damage or danger to the people and amenities of the neighbourhood or adjacent land or buildings. This could include toxic fumes, fire, explosion, or any other hazard to safety or health.

Rural – Areas where there is a lower concentration of settlement compared to urban areas.

Rural Area Tier – The wider Edmonton Metropolitan Region, consisting of rural working landscapes with agricultural lands, natural living systems, recreation areas and resource extraction areas, rural industrial, and counties, towns, villages, hamlets and country residential development with some local levels of service and community amenities, as defined in the Edmonton Metropolitan Region Growth Plan.

Rural County - Those lands outside the Urban Central as identified on Map 5: Rural County Land Use Concept Map. Includes agricultural areas, country residential development, hamlets, localities, Genesee Power Plant Area, Local Employment Area and Lakeshore Communities. The Rural County is intended to support agriculture, accommodate growth within existing rural communities and maintain the rural character of the County.

Shall, Must, or Will – directive terms that indicate the actions outlined are mandatory and apply to all situations.

Should – a directive term that indicates a preferred outcome or course of action but one that is not mandatory.

Subregional – An area larger than one community in which urban and rural communities share common infrastructure, regional assets and services, and have the potential to leverage related economic areas and link proximate areas to accommodate people and job growth as defined in the Edmonton Metropolitan Region Growth Plan.
<table>
<thead>
<tr>
<th><strong>Transit-Oriented Development (TOD)</strong></th>
<th>Compact mixed-use development that has high levels of employment and/or residential densities to support higher-order transit service and optimize transit investment, and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built-form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transit-Oriented Development Centre</strong></td>
<td>Areas around major transit stations, where transit-oriented development with mixed-uses and/or intensive employment uses are planned.</td>
</tr>
<tr>
<td><strong>Urban</strong></td>
<td>Urban means areas where there is a concentration of people and buildings, such as cities, towns and villages as well as unincorporated urban communities (e.g. East Vistas, New Sarepta).</td>
</tr>
<tr>
<td><strong>Urban Agriculture</strong></td>
<td>Urban Agriculture refers to growing food within urban and may include community gardens, farmers markets, backyard chickens, shared garden plots and edible landscapes.</td>
</tr>
<tr>
<td><strong>Urban Central</strong></td>
<td>Those lands as identified on Map 4: Urban Central. Lands within the Urban Central area are to be planned, compact, and contiguous, with a mix of land uses and prescribed urban development densities. The Urban Central area includes the major employment area, Edmonton International Airport, and Urban Centre.</td>
</tr>
<tr>
<td><strong>Urban Centre</strong></td>
<td>an urban area in the metropolitan area tier intended to accommodate mixed-used development at a higher intensity.</td>
</tr>
<tr>
<td><strong>Urban Community</strong></td>
<td>An urban municipality (village, town or city), or existing unincorporated urban community within rural and specialized municipalities (urban service area, hamlet, etc.). This does not include neighbourhoods, areas or districts within larger communities.</td>
</tr>
<tr>
<td><strong>Unsubdivided Quarter Section</strong></td>
<td>Unsubdivided quarter section is a titled area of 64.7 ha (160 ac) more or less that has not been subdivided excluding subdivisions for boundary adjustments, road widenings, and public uses such as school sites, community halls, and/or road, rail and canal rights of ways.</td>
</tr>
<tr>
<td><strong>Value-added Agriculture</strong></td>
<td>The addition of a process or service to a raw agricultural product which has been produced by the farmer (producer). This may include some form of processing (milling, drying, cleaning, sorting, slaughtering, distilling (winery), or direct marketing such as farm gate sales, farmer’s markets or direct distribution).</td>
</tr>
<tr>
<td><strong>Watershed</strong></td>
<td>An area of land, bounded by topographic features, that drains into a shared destination such as a river, stream, lake, pond or ocean. The size of a watershed can be tiny or immense and its boundaries and speed of flow are determined by land forms such as hills, slopes and mountain ranges that direct water. Within each large watershed, there are many smaller watersheds. For example, a small creek that flows into the Sturgeon River has its own watershed, but is also part of the larger Sturgeon River watershed, which is part of the much larger North Saskatchewan Watershed (NSWA 2006).</td>
</tr>
<tr>
<td><strong>Water Body</strong></td>
<td>refers to an accumulation of water on the earth’s surface. It includes, but is not limited to stream, river and lake).</td>
</tr>
</tbody>
</table>
Development in Leduc County is governed by a hierarchy of plans. These plans are designed to ensure Leduc County can meet its vision for the future through the use of its land use and development control authority. As defined in law under the Alberta Municipal Government Act, “development” includes any excavation or stockpile, construction, renovation or major repairs to a building, change in the use of land, or change in the intensity of the use of land.

EDMONTON METROPOLITAN REGION GROWTH PLAN

This Municipal Development Plan conforms to the principles and policies of the Edmonton Metropolitan Region Growth Plan (“Growth Plan”). All policies within this Municipal Development Plan are intended to align with the goals, objectives and policies within the Growth Plan and define it within the context of Leduc County.

The Growth Plan defines where and how to grow, promoting compact and complete communities, thereby preserving approximately one third less land than continuing growth patterns prior to adoption and making infrastructure investment and public transit more affordable. Overall, these trends will reduce the environmental impact of growth and reduce the production of greenhouse gas emission within the region.

INTERMUNICIPAL DEVELOPMENT PLANS

Leduc County has approved intermunicipal development plans with the City of Leduc and the Town of Devon as identified on Map 10: Intermunicipal Development Plans and Collaboration. This Municipal Development Plan and all Leduc County Area Structure Plans and Local Area Structure Plans that are subject to an intermunicipal development plan must align with the relevant intermunicipal development plans.

An intermunicipal development plan is a statutory plan developed and adopted in partnership with an adjoining municipality and prepared in accordance with the Municipal Government Act. An intermunicipal development plan is adopted by bylaw and contains policies that coordinate land use and development for boundary lands between adjacent municipalities.
LEDUC COUNTY MUNICIPAL DEVELOPMENT PLAN

The Municipal Development Plan is the County’s principal statutory planning document. It is prepared in accordance with the Municipal Government Act and adopted by bylaw. It provides strategic growth direction, overall guidance for land use planning and service delivery policies. The Municipal Development Plan also provides specific policy guidance for areas that do not fall within the boundaries of an Area Structure Plan or other subordinate plan.

AREA STRUCTURE PLANS OR AREA REDEVELOPMENT PLANS

Area Structure Plans or Area Redevelopment Plans are a high-level framework to guide the long-term growth and development of a larger area of land.

Area Structure Plans are a statutory plan and must fulfill the requirements of the Municipal Government Act. Existing Area Structure Plans are identified in Map 11: Existing Area Structure Plans. Area Structure Plans are subordinate to this Municipal Development Plan and provide a land use strategy for redistricting and development of a specific area of land in the County. It contains maps, goals and policies which set out general locations for major land use areas (residential, commercial, institutional, schools, parks and open space networks), major roadways, utility servicing, recreation, financial impacts of development and any other matter as determined by the County.

LOCAL AREA STRUCTURE PLANS OR LOCAL AREA REDEVELOPMENT PLANS

Local Area Structure Plans are statutory plans that are subordinate to an Area Structure Plan. Local Area Structure Plans provide detailed information about the planned growth and development for new Communities, Major Employment Areas or Local Employment Areas.

Each Local Area Structure Plan shall address those matters identified in the Municipal Government Act, Section 633(2), but the County may, at their sole discretion, request applicants to include additional considerations in their application to ensure the County can properly evaluate the proposed development against the goals and policies of this Municipal Development Plan. Such considerations may include:

- Financial impact of the development on the County,
- Impacts of additional population on public facilities and services,
- Parks and open space, including ecologically significant areas,
- General servicing and utilities,
- Provision of future school sites, as required,
- Interface with highway and railway rights-of-way,
- Land demand (residential and commercial),
- Phasing for future Outline Plans,
- Urban Design Guidelines,
- Overarching vision for the development,
- Sustainability standards, and
- Other matter as determined by the County.
OUTLINE PLANS

Outline Plans are non-statutory documents used to obtain greater detail of the proposed development and its future impact on adjacent lands, as well as to demonstrate how this individual application complies with any applicable Area Structure Plan, Area Redevelopment Plan, Local Area Structure Plan and the Municipal Development Plan. It is at the discretion of Leduc County to determine when an Outline Plan is required to implement a statutory plan.

1. Source: *Leduc County Agriculture Strategy* (2016)
2. Source: *Edmonton International Airport Master Plan*
3. Source: Leduc County Strategic Plan 2015-2019
4. Source: Leduc County Strategic Plan 2015-2019
5. Source: Edmonton Airports Strategic Plan 2015 to 2020
Community Input 
& Engagement

The County undertook an extensive effort to ensure all residents and stakeholders had the opportunity to participate. The engagement strategy included four (4) phases with Council, public and stakeholder engagement in each phase.

**SEPTEMBER 2015**

Development of Initial Online Survey – How do you want to be consulted?

Raise Awareness - Attended Four (4) Community Events to explain to residents and stakeholders what an MDP is, why it needs to be updated and the process for updating it.

**OCTOBER 2015**

Online Visioning Survey – What do you value about the County?

Workshops – Held workshops with County Administration to gather input on the MDP update and with County Council to determine their values and priorities.

**NOVEMBER 2015**

Workshop – Held three (3) public events to establish resident and stakeholder goals and priorities for future growth in the County.

Key Stakeholder Meetings – Held small meetings with various stakeholder groups (including watershed groups) to identify their values, goals and priorities related to growth management.

**JANUARY 2016**

Online Metroquest Survey – What are your land use and development priorities?

Raise Awareness – Attended 9 Community Events to encourage residents and stakeholders to provide their input on land use and development priorities by completing the Metroquest Survey.

**APRIL 2016**

Open Houses – Held three (3) public events to review and discuss the priorities identified for growth and development in the County with residents and stakeholders.

**JULY 2017**

Open Houses – Held three (3) public events to review and garner input on the draft MDP.

THE COMMUNITY INPUT & ENGAGEMENT SECTION WILL BE UPDATED AFTER LAST ROUND OF OPEN HOUSES