

EMRGP Schedule Compliance: 65th Avenue Area Structure Plan

EMRGP	65 th Ave ASP
Schedule 1: Population and Employment Projections 2014 to 2044	N/A
Schedule 2: Edmonton Metropolitan Regional Structure to 2044	The ASP is identified within the Metropolitan Tier.
Schedule 3A: Major Employment Areas	This figure identifies the entire ASP area as a Major Employment Area. The ASP is largely consistent with this, as the area is primarily employment uses (commercial and industrial). A portion of the ASP has been dedicated to residential land uses (Figure 8) in order to properly transition from existing residential to the south to industrial uses closer to the airport. This land use concept is consistent with Leduc's previous 2012 MDP (Bylaw No. 773-2011) and the new MDP (Bylaw No. 1057-2020) which was approved through REF on December 2, 2020 and adopted by Council on December 7, 2020.
Schedule 3B: Planned and Local Employment Areas	N/A
Schedule 3C: Existing Resource-Based Economic Assets	N/A
Schedule 4: Natural Living Systems	N/A
Schedule 5: Housing Sub-regions	The ASP is located within the Leduc housing sub-region.
Schedule 6: Greenfield Density, Centres and Intensification Targets	The ASP proposes a residential density of 35 du/nrha, which meets the Minimum Greenfield Residential Density.
Schedule 7: Regional Commuter Shed	N/A
Schedule 8A: Infrastructure Corridors	The ASP is adjacent to an existing regional water line, but will be tying into existing water servicing within the City of Leduc boundaries.
Schedule 8B: Energy Corridors	N/A
Schedule 9: Land Use Buffers	The ASP is located within the Edmonton International Airport Vicinity Protection Area. Residential land uses have been located outside of the NEF 30 contour in accordance with the Regulation.
Schedule 10A: Transportation Systems – Regional Roads to 2044	The ASP plans for arterial roadways of 65th Avenue (regional arterial) and Grant MacEwan Boulevard, as well as the QE II Highway (regional freeway) at the east boundary. The ASP plans for a hierarchical network of major and minor collectors and local roadways to provide safe and efficient movement through the neighbourhood.

Schedule 10B: Regional Transit and Trails to 2044	The proposed Trans Canada Trail passes through the ASP area. Figure 9 of the ASP shows several trails (multiways) in the same approximate location, and the POST Master Plan (referenced in ASP section 4.8.3) discusses the Trans Canada Trail in section 4.1.2 of the Master Plan.
Schedule 10C: Airports, Rail Facilities and Overdimensional Corridors to 2044	The ASP is directly south of the Edmonton International Airport. The ASP plans for this proximity and the land use concept is intended to take full advantage of the benefits of the airport.
Schedule 11: Agricultural Land Suitability Ratings	The ASP is composed of primarily Class 2 Soil. An Agricultural Impact Assessment (AIA) was completed, which assesses the impact that development of the ASP will have on agriculture in the area. This AIA is included in this REF submission package.