

65th Avenue ASP Policy Compliance: Edmonton Metropolitan Region Growth Plan. Re-imagine. Plan. Build.

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A.1 Policy Area 1: Economic Competitiveness and Employment

A.1.1 1.1 Promote global economic competitiveness and diversification of the regional economy.

<p>1.1.1 Global economic competitiveness and diversification in the Region will be promoted by:</p> <ul style="list-style-type: none"> d. supporting the growth of sectors related to and not limited to finance, health, the knowledge-based economy, manufacturing and logistics; f. supporting efforts to improve information and communications technology across the Region; g. defining and protecting major employment areas to provide for employment growth; j. promoting the growth and diversification of the agricultural sector related to food production, value-added activities, processing and distribution. 	<p>The 65th Avenue ASP is identified as a major employment area. Flex Business and Aero Employment designations offer substantial opportunities for growth of diverse economic sectors that benefit regional competitiveness.</p>
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A.1.2 1.2 Promote job growth and the competitiveness of the Region’s employment base.

<p>1.2.3 Within major employment areas, growth will be accommodated by:</p> <ul style="list-style-type: none"> a. supporting employment intensive land uses with a range of employment types including commercial, industrial and institutional uses; 	<p>The 65th Avenue ASP is identified as a major employment area. A range of employment uses are included within the Flex Business and Aero Employment designations. Planned higher order transit supports future intensification and increasing employee density.</p>
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<p>b. planning for and promoting intensification and increasing employee density in areas with multimodal transportation access in the metropolitan core and metropolitan area;</p> <p>c. planning and coordinating infrastructure to support current and future employment and diversification opportunities;</p>	

A.1.3 1.3 Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region.

<p>1.3.3 The Edmonton International Airport (EIA) is recognized as a regionally significant economic engine and transportation asset that will enhance the Region’s connectivity to global markets and as a key enabler of the Region’s global economic competitiveness.</p>	<p>The 65th Avenue ASP emphasizes the role of Aerotropolis development which leverages adjacency to the EIA, supporting its role as a regionally significant economic engine.</p>
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A.1.4 1.4 Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce

<p>1.4.1 To improve housing diversity in the Region, market affordable and non-market housing will be planned and developed within close commuting distance to major employment areas and within centres, appropriate to the level of service and amenities identified in Table 1A-C.</p>	<p>The ASP supports and promotes sustainable, alternative, and compact residential development by providing diverse low and medium density housing forms in close proximity to the significant employment areas.</p>
<p>1.4.3 To attract and retain a diverse range of workers, complete communities will be planned and developed appropriate to the scale and level of service identified in Table 1A-C and in accordance with the policies in the Communities and Housing policy area.</p>	<p>The 65th Avenue ASP lands will be designed to be a part of a broader complete community for various household types. A mix of residential uses, employment uses, Multiways, parks, and retail/commercial uses will be available within the neighbourhood. Connections to the greater community ensures access to City-based amenities.</p>

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A.2 Policy Area 2: Natural Living Systems

A.2.1 2.2 Protect regional watershed health, water quality and quantity

<p>2.2.1 The provincial Water for Life and Alberta’s Strategy for Sustainability will guide statutory plans, regional plans and regional infrastructure projects to protect, enhance, and restore the water quality in the Region. Statutory plans, regional plans and regional infrastructure projects will include policies and initiatives to:</p> <ol style="list-style-type: none"> a. conserve natural areas along waterways; b. improve water quality and quantity; c. incorporate 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 upland habitat necessary to support the life cycle needs of the wetland ecosystem. 	<p>A Biophysical Report has been completed and did not identify any significant wetlands or other upland natural features for conservation.</p>
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A.2.2 2.3. Plan development to promote clean air, land and water and address climate change impacts

<p>2.3.1 The planning, design and construction of new development and infrastructure in greenfield areas and built-up urban areas will incorporate low-impact development and green building practices.</p>	<p>The ASP promotes low impact development practices and green design principles. LID principles and best practices will be used where practical in the landscaping of parks, Multiways, stormwater management facilities, roadways, and site design.</p>
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A.3 Policy Area 3: Communities and Housing

A.3.1 3.1 Plan and develop complete communities within each policy tier to accommodate people’s daily needs for living at all ages

<p>3.1.1 Built-up urban areas and greenfield areas will be planned and developed as complete communities generally in accordance with Table 1A-C.</p>	<p>The ASP provides a compact and contiguous mix of residential and residential-related land uses, in support of developing a complete community within the Metropolitan Area (Table 1B).</p>
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<p>3.1.4 In the metropolitan area, greenfield areas will be planned and developed as complete communities that:</p> <ul style="list-style-type: none"> a. are compact, contiguous, and incorporate a mix of uses; b. are accessible and age-friendly; c. provide a diversity of housing options in terms of density and built form; d. achieve the minimum greenfield density, in accordance with Schedule 6; e. incorporate an interconnected street network and urban form to support active transportation; f. integrate local services, amenities, institutional and commercial uses with residential development, within buildings and/or within a five-minute walk (400 metres); g. incorporate higher density uses along existing and planned transit corridors and at major transit stations; and h. provide high quality parks, trails and open spaces. 	<p>The 65th Avenue ASP plans for a variety of low and medium density household types, providing compact residential development provided with urban services, and an interconnected network of Multiway paths and streets. The minimum greenfield densities are met.</p>

A.3.2 3.2 Plan for and promote a range of housing options

<p>3.2.1 Housing will be planned and developed to address the changing demographics in the Region by including housing that offers a diversity of types, forms and levels of affordability to support a variety of lifestyle options, income levels and to meet the needs of all residents.</p>	<p>The ASP supports the development of new and alternative residential forms and offers housing for a diversity of lifestyles and income levels.</p>
<p>3.2.3 The greatest density and diversity of housing in terms of type, form and affordability, including row housing and low, mid and high-rise buildings, will be directed to centres and areas with existing or planned regional infrastructure, transit and amenities, at a scale appropriate to the community.</p>	<p>This ASP plans for a variety of low and medium density housing options. Medium density housing is located in close proximity to planned higher order transit.</p>

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A.4 Policy Area 4: Integration of Land use and Infrastructure

A.4.1 4.1 Establish a compact and contiguous development pattern to accommodate employment and population growth

4.1.2 Employment and population growth will be accommodated in a compact form and a contiguous pattern within existing urban communities.	This ASP is contiguous to existing residential development and the existing EIA lands.
4.1.3 Major employment areas will be planned to accommodate current and future employment in accordance with the policies in the Economic Competitiveness and Employment policy area.	The 65 th Avenue ASP Area is identified as a major employment area and provides the Flex Business and Aero Employment designations. These include a wide variety of employment options in accordance with other policies of the Growth Plan. Current low impact agricultural employment uses are protected under the Agriculture designation.
4.1.4 Non-residential uses including commercial, retail, and institutional uses in built-up urban areas and greenfield areas will be planned and developed in a compact form to reduce auto dependency, enhance connectivity and create vibrant mixed use areas with on-site or adjacent residential uses to meet the needs of the local community.	The Commercial designation within the ASP directs commercial sites to be designed in a pedestrian-oriented manner, safely accessible by multiple modes of transportation, including car, transit, bike, and walking.

A.4.2 4.3 Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities

4.3.1 Greenfield areas shall be part of a new statutory plan and planned, developed and phased in a contiguous pattern to: <ul style="list-style-type: none"> a. achieve the minimum greenfield density as identified in Schedule 6; b. provide a mix of land uses in a compact form, including a mix of residential and employment uses to support the creation of complete communities; c. incorporate innovative and sustainable development standards to achieve compact development; d. incorporate an interconnected street network and open space network to support active transportation and transit viability, where applicable; and e. provide for a mix of housing forms and housing options that are attainable in areas close to 	<p>The ASP proposes a residential density that meets the minimum growth target mandated by Schedule 6 of the EMRB Growth Plan and provides the basis of a complete and compact residential/employment neighbourhood.</p> <p>The ASP plans for a variety of residential and complimentary uses (commercial, employment, and pocket parks) that are within a short walking distance and connected by a hierarchical network of streets, walkways, and Multiways.</p>
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<p>existing and planned major and local employment areas and multi-modal transportation access.</p>	
<p>4.3.2 Greenfield areas will only be considered for development in locations that meet all of the following criteria:</p> <ul style="list-style-type: none"> a. are part of an existing urban community; b. are contiguous to planned areas approved through a statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure; c. have long term municipal storm, water and wastewater servicing capacity to accommodate the planned development; d. an agricultural impact assessment has been completed to identify the potential adverse impacts of the proposed development on prime agricultural lands and existing agricultural operations, in accordance with the policies in the Agriculture policy area; and e. if the lands are part of a new area structure plan including or adjacent to prime agricultural lands as identified on Schedule 11, an agricultural impact assessment shall be completed by a qualified professional in accordance with Policy 6.2.5. 	<p>The 65th Avenue ASP is the next logical and orderly extension of infrastructure from the adjacent Bridgeport and Deer Valley neighbourhoods. A review of Leduc’s master servicing plans for water and sanitary servicing has been done to ensure there is capacity within the City’s system. Ongoing review and detailed design will ensure that development is accommodate in a logical manner.</p> <p>An Agricultural Impact Assessment has been submitted under separate cover, which evaluates the land use change and impacts to existing agriculture lands adjacent to the proposed ASP.</p>
<p>4.7.2 A transition of land uses will be required within the regional buffer areas to prevent or mitigate the adverse effects from odour, noise and other contaminants and minimize risk to public health and safety as identified on Schedule 9. This includes but is not limited to: the Edmonton International Airport and other regional airports; CFB Edmonton; the Transportation Utility Corridor (TUC); resource extraction areas; Alberta’s Industrial Heartland; coal power generation plants; and any future multi-use corridors. Transitional land uses may include passive open space, berms, light and medium industrial land uses, business and commercial land uses, and agricultural uses.</p>	<p>To transition residential uses from the EIA, the 65th Avenue ASP includes a buffer area of light and medium industrial uses, stormwater management facilities, and Multiways. The land use concept was created in compliance with the EIA Vicinity Protection Area Regulation, and recognizes the necessity of sensitive land use restrictions to protect the continued successful operation of the EIA. The Plan carefully considers the NEF contour lines in the land use concept, and conforms with the EIAVPA.</p>

A.5 Policy Area 5: Transportation Systems

A.5.1 5.1 Develop a regional transportation system to support and enhance growth and regional and global connectivity

5.1.1 The regional transportation system shown conceptually on Schedules 10A-10C will be planned and developed to:

- a. deliver viable multi-modal transportation choices that provide urban and rural residents and businesses with convenient access to the Region's economic, educational, recreational and cultural opportunities;
- b. ensure that regional transportation corridors provide connections to major employment areas and link the Region with local and extra-regional markets in Canada and abroad;
- c. provide an efficient system of regional truck routes and over dimensional corridors to ensure the effective and efficient movement of goods into and out of significant industrial, commercial and agricultural areas; and
- d. ensure that access, intersection and interchange practices recognize and support the economic activities and provide a reasonable balance between access, efficiency and safety.

The 65th Avenue 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 residential neighbourhood. In addition, a network of Multiways will be connected within the neighbourhood as well as to the surrounding communities.

Planned higher order transit will connect with the major employment area in this ASP.

A.5.2 5.2 Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community

5.2.3 Active transportation networks and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within greenfield areas and built-up urban areas, and provide nonmotorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.

The ASP encourages multiple modes of transportation. The Multiway network provides connectivity between open spaces, employment uses, and residential uses, as well as into adjacent communities. The neighbourhood will be equipped to accommodate the integration of higher order transit when available.

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A.5.3 5.3 Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas

5.3.1 The locations, types, scale and built form of residential, commercial, institutional and industrial uses will be planned and developed to optimize the use of transportation infrastructure to ensure efficient, convenient and safe movement of people and goods.	<p>The ASP provides a mix of residential, commercial, and employment land uses and encourages multiple modes of transportation.</p> <p>The neighbourhood is equipped to accommodate the integration of higher order transit when available.</p> <p>The network of arterials, collectors, and local roadways is designed for the efficient movement of different modes of transportation.</p>
5.3.2 The locations, types, scale and built form of development, including related parking regulations, will be actively managed with transit service, routing and alignment planning to foster a modal shift towards transit and active transportation modes.	
5.3.3 The provision of transportation infrastructure and services will be consistent with and supportive of the guiding principles, objectives and policies of this Plan.	

A.6 Policy Area 6: Agriculture

A.6.1 6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations

6.1.3 In the metropolitan area, prime agricultural lands identified through the land evaluation and site assessment tool shall be conserved for agricultural purposes for as long as possible, recognizing that these lands will urbanize over time to accommodate growth.	<p>An Agriculture Impact Assessment has been provided under separate cover. The ASP area is contiguous to existing residential development and the EIA lands, and presents a logical location for urban development over time. The staging of this land and timing of development will promote the continued agriculture use, until development occurs.</p>
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A.6.2 6.2 Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses

6.2.4 In the metropolitan area, the fragmentation and conversion of prime agricultural lands for nonagricultural uses will only be considered when	<p>The ASP is planned for non-agricultural uses that are contiguous with existing urban development to the north and east, and with the EIA lands to the north. The logical and economical extension of</p>
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<p>the proposed development meets all of the following criteria:</p> <ul style="list-style-type: none"> a. the lands are contiguous with built-up urban areas and/or planned areas; b. the lands are required to accommodate municipal employment and population projections in accordance with Schedule 1; c. if residential uses are proposed, the lands are within a proposed statutory plan in conformance with the applicable minimum greenfield density identified in Schedule 6; d. an agricultural impact assessment has been completed to identify the potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations on-site and offsite in the surrounding area; and e. mitigation measures recommended through an agricultural impact assessment are incorporated in the planning and design of the proposed development to minimize potential adverse impacts on agricultural lands and active agricultural operations on-site and off-site in the surrounding area from near neighbour impacts of urban growth. 	<p>services to this area will deter the fragmentation of existing agricultural uses.</p> <p>The ASP is planned to meet the density target in accordance with Schedule 1 of the Growth Plan.</p> <p>An Agricultural Impact Assessment has been submitted under separate cover, that reviews the impacts of the planned development and recommends mitigation measures, if necessary.</p>
<p>6.2.5 An agricultural impact assessment prepared by a qualified professional shall be required when a new area structure plan proposes development in a greenfield area that contains prime agricultural land as identified on Schedule 11. The application and contents of an assessment may be subject to review following completion of the Regional Agriculture Master Plan. The assessment shall:</p> <ul style="list-style-type: none"> a. describe the proposed development and contextual factors; b. determine potential adverse impacts on agricultural lands and active agricultural operations on-site and off-site in the surrounding area; and c. recommend measures to buffer, mitigate and minimize potential land use conflicts. 	<p>An Agricultural Impact Assessment has been submitted under separate cover, that reviews the impacts of the planned development and recommends mitigation measures, if necessary.</p>

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A.7 2B Clean Air and Greenhouse Gas Emissions

<p>2. Encouraging the use of alternatives to motorized transport in collaboration with the school boards and other community partners, including active modes of travel such as walking and cycling, through integrated planning and the promotion of compact urban form and mixed land use.</p>	<p>The 65th Avenue ASP includes compact residential forms connected by a network of Multiways across the plan area and with neighbouring communities. Planned higher order transit will provide a realistic alternative for residents elsewhere in the City of Leduc and the Region to access the major employment area.</p>
<p>3. Providing realistic alternatives to single occupant automobile use.</p>	

A.8 2D Water Resources

A.8.1 The City shall protect water resources and manage municipal water supplies by:

<p>8. Controlling water pollution through the implementation of dependable, cost-effective, and environmentally responsible best practices such as low impact development.</p>	<p>The ASP encourages low impact development within residential area landscaping, employment area landscaping, and roadway and site design throughout the ASP area.</p>
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A.9 2F Natural Areas and Urban Forests

A.9.1 The City shall conserve and protect natural areas for the purposes of protecting wildlife habitat and corridors, supporting natural systems, and providing recreational opportunities by:

<p>6. Developing public open spaces with environmentally sensitive best practices such as bio-swales, which will enhance and integrate natural systems.</p>	<p>Low impact development will be incorporated where practical in the landscaping of residential and employment areas, roadways, and site design.</p>
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A.10 2G City Beautification

A.10.1 The City shall enhance the beautification of Leduc by:

1. Maintaining minimum design standards for parks and open spaces that reflect the community’s vision for landscaping on public lands.

Parks and Multiways will be designed according to the City of Leduc standards.

5. Supporting enhanced way finding and community identity through the development of attractive entrance features and public signs at the entrances to Leduc and throughout the community.

Signage and entrance features will be outlined at the time of detailed design.

A.11 3B Local Economic Development

A.11.1 The City of Leduc shall actively support and promote local economic development and increase Leduc’s competitiveness in global markets by:

1. Attracting businesses and industries related to logistics, manufacturing, information technology, value-added agricultural processing, green development and building, eco-industrial development, and energy efficiency.

The ASP emphasizes opportunities for these businesses and industries within the Flex Business and Aero Employment designations, which encompass the majority of land within the ASP area.

2. Ensuring that policy plans, land use redesignations, and municipal services are in place to provide for a readily available supply of serviced industrial and commercial land in a variety of parcel sizes and locations within Leduc.

A broad variety of industrial and commercial land uses are supported within the ASP area, with the potential to be subdivided into a variety of parcel sizes within the collector and local roadway network.

4. Providing the economic climate and infrastructure required to attract and retain successful businesses in well-designed industrial and business parks.

Policies of the Flex Business and Aero Employment designations in the ASP ensure well-designed business and industrial areas that will attract a wide variety of businesses.

A.12 4A Growth Management

A.12.1 The City shall manage growth by:

<p>1. Promoting compact urban form through sensitive redevelopment of existing developed areas and efficient development of undeveloped areas.</p>	<p>The 65th Avenue ASP proposes densities that meet the requirements mandated by the Edmonton Metropolitan Region Board, which will result in a more efficient, compact urban form.</p>
<p>7. Ensuring that new development will be approved adjacent to existing developed areas, so that public services and infrastructure will be extended logically and efficiently to create contiguous development.</p>	<p>The 65th Avenue ASP capitalizes on the logical extension of municipal infrastructure. The sanitary and water services for the plan area will be provided through the extension of the water mains and trunks from adjacent communities.</p>
<p>8. Meeting transportation demand through provision of choice among mobility options including non-vehicular travel, the private automobile, and public transit.</p>	<p>The 65th Avenue ASP provides options for alternative modes of travel: the Multiway system provides connectivity throughout the ASP and to the greater community.</p>
<p>9. Achieving residential densities in conformance with the density targets of the Capital Region Board.</p>	<p>The 65th Avenue ASP proposes densities that meet the requirements mandated by the Edmonton Metropolitan Region Board.</p>
<p>10. Approving new subdivisions only where a full range of municipal infrastructure (sewer, water, and roads) can be provided in an environmentally sound, economical, and timely manner.</p>	<p>The 65th Avenue ASP lands will be serviced to full urban standards. Extending sewer, water, and roads in this area is a logical extension of infrastructure.</p>

A.13 4B General Land Use Planning

A.13.1 The City shall achieve the orderly, economical and beneficial development and use of land by:

<p>1. Preserving agricultural land and protecting agricultural operations that are compatible with urban uses until such agricultural land is required for urban development.</p>	<p>Current low impact agricultural operations are protected under the Agriculture designation of the ASP until required for urban development.</p>
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<p>4. Prohibiting the premature subdivision and development of land prior to the availability of municipal infrastructure (sewer, water, and roads).</p>	<p>The 65th Avenue ASP lands will be serviced to a full urban standard. Extending sewer, water, and roads in this area in a logical extension of infrastructure for the area.</p>
<p>6. Planning for land uses at safe distances from development constraints such as landfills, major rail and road rights-of-way, oil and gas facilities, and noise sources.</p>	<p>To transition residential uses from the EIA, the 65th Avenue ASP includes a buffer area of light and medium industrial uses, stormwater management facilities, and Multiways. The land use concept was created in compliance with the EIA Vicinity Protection Area Regulation, and recognizes the necessity of sensitive land use restrictions to protect the continued successful operation of the EIA. The Plan carefully considers the NEF contour lines in the land use concept, and conforms with the EIAVPA.</p>
<p>7. Prohibiting land uses and developments that may create negative impacts on safe airport operations.</p>	
<p>13. Facilitating the development and redevelopment of local and regional commercial and retail areas that will serve all of the consumer needs of the region.</p>	<p>Commercial areas within the ASP are located within easy access to the QE II Highway, 65th Avenue regional arterial, collector roadways, and Multiways, providing for commercial and retail uses that serve both local and regional needs.</p>
<p>14. Promoting industrial and business park development in strategically located areas that will take advantage of proximity to the QE II Highway, Edmonton International Airport, and major municipal and regional infrastructure.</p>	<p>The 65th Avenue ASP provides industrial and business park development that leverages its proximity to QE II Highway and EIA, and promotes uses that contribute to the Aerotropolis concept.</p>
<p>17. Promoting innovative planning and development concepts and methods such as low impact development, environmental design, green building techniques, innovative servicing technologies, and recycled construction materials.</p>	<p>LID features will be utilized in the design of landscaping and stormwater management facilities, where feasible. These features will be detailed at time of subdivision and engineering design.</p>
<p>20. Requiring that all Area Structure Plan, Area Redevelopment Plan, land use re-designation, subdivision, and development approvals generally conform to the land uses designated in Figure 4 — Municipal Development Plan Policy Areas, while</p>	<p>The 65th Avenue ASP conforms to the requirements of the Municipal Development Plan, as the land uses proposed support the Transitional Residential Mixed Use, Transitional Business</p>

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allowing for minor adjustments to the boundaries of those Policy Areas without an MDP amendment if such adjustments are supported by detailed planning studies.	Mixed Use, and Aerotropolis Business Industrial typologies.

A.14 4E New Residential Development

A.14.1 The City shall provide for new residential neighbourhoods by:

2. Requiring that all new residential Area Structure Plans achieve the target densities mandated by the Capital Region Board.	The 65th Avenue ASP achieves the desired density target mandated by the Edmonton Metropolitan Region Board.
3. Measuring net residential density in new residential Area Structure Plans in order to maintain consistency with the density measures used by the Capital Region Board.	
4. Acknowledging new trends in household formation (e.g., smaller households) in the design of new residential neighbourhoods and the provision of a variety of housing types.	The 65th Avenue ASP provides a variety of low and medium density housing sizes and types, supporting a range of family types, sizes, and income groups throughout their life stages.
5. Requiring that all new residential Area Structure Plans provide a variety of housing types including, where appropriate, types such as single-detached, semi-detached, duplex, triplex, fourplex, townhouse, or apartment dwellings, with no more than 50% of the total number of dwelling units in any residential Area Structure Plan to be designated within the same residential land use district of the Land Use Bylaw.	
7. Supporting the provision of affordable market and financially supported housing in all new neighbourhoods	

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<p>9. Ensuring that all new residential neighbourhoods have full access to a complete range of municipal infrastructure (sewer, water, and roads), community services, retail establishments, commercial developments, open space, recreational facilities, and educational institutions.</p>	<p>The 65th Avenue ASP contains primarily industrial and commercial development, providing employment opportunities to residential areas within the ASP and adjacent neighbourhoods. Multiways provide active connections to retail within the ASP area and to community services and educational institutions in adjacent built up areas.</p>
<p>10. Providing for neighbourhood commercial (office, personal service business, and retail) development at key locations within new residential Area Structure Plans, which will complement and integrate with the surrounding residential neighbourhoods through mitigation of traffic and parking impacts, appropriate site planning and architecture, landscaping, and pedestrian connections.</p>	<p>Commercial and retail areas are located along collector roadways and are found in the east portion of the ASP area, providing easy access to the QE II Highway and downtown Leduc.</p> <p>Policies within the Commercial designation emphasize high quality design outcomes multimodal access. Multiways connect directly to the south commercial sites.</p>
<p>11. Protecting and creating access to adjacent neighbourhoods, natural amenities, open space, and the Multiway system.</p>	<p>The ASP supports the development of a network of Multiways that connect with adjacent neighbourhoods.</p>
<p>13. Incorporating public transit into new neighbourhoods.</p>	<p>The ASP policies support the future provisions of higher order transit service.</p>
<p>14. Protecting rights-of-way for future public transit service.</p>	
<p>17. Requiring that all residential developers be responsible for on-site and appropriate off-site costs of municipal infrastructure (sewer, water, and roads) and community services, through mechanisms such as off-site levies, bylaws, and development agreements.</p>	<p>A servicing agreement will be finalized prior to development.</p>
<p>18. Requiring that all new residential Area Structure Plans are supported by comprehensive engineering, servicing, environmental, geotechnical, and transportation studies approved by the City.</p>	<p>At the time of subdivision, detailed engineering design will be provided.</p>

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<p>19. Prohibiting new residential development on undeveloped lands where the noise contours established by the Airport Vicinity Protection Area (AVPA) Regulation exceed NEF 30, except where special area exemption designations have been granted under the AVPA Regulation.</p>	<p>Residential development is not permitted in the ASP area where the noise contours established by the EIAVPA exceed NEF 30. Industrial and commercial uses are designated in this area.</p>
<p>20. Directing new residential development away from significant noise generators such as Edmonton International Airport, the Canadian Pacific Railway, and the QE II Highway.</p>	<p>The lands within The 65th Avenue ASP are in proximity to both the EIA and QE II Highway. Residential development is designated in the southwest portion of the plan area to provide distance from both of these noise generators. Light industrial and business uses, as well as a multiway network, provide a buffer between residential development and the EIA and QE II Highway.</p>
<p>21. Promoting innovative site planning, construction techniques, and building standards that will mitigate impacts from significant noise generators such as Edmonton International Airport, the Canadian Pacific Railway, and the QE II Highway, with reference to industry recommendations such as rail proximity guidelines.</p>	<p>In addition to setbacks requirements and proximity guidelines, innovative site planning, construction techniques, and building standards for noise mitigation will be explored at detailed design stages with further market research.</p>
<p>22. Allowing for commercial, light industrial, and business park development in the Transitional Residential Mixed Use policy areas shown in Figure 4, which would serve to buffer residential neighbourhoods from significant sources of highway and airport noise, and which would incorporate land use and design transitions to create compatible and sensitive development within the residential context.</p>	<p>A portion of the area designation Transitional Residential Mixed Use within the MDP is designated as Flex Business in the ASP, providing for low impact business and commercial uses that help buffer residential uses from medium industrial development and the EIA.</p>
<p>23. Allowing for a full range of housing types within the Transitional Residential Mixed Use policy areas shown in Figure 4, provided that:</p>	<p>Low density and Medium Density designations within the 65th Avenue ASP provide for an appropriate transition:</p> <ul style="list-style-type: none"> • Lower density uses are located adjacent to existing residential development

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<ul style="list-style-type: none"> • gradual land use transitions will be developed within the Transitional Residential Mixed Use areas, with <ul style="list-style-type: none"> - lower density residential development closest to the adjacent residential policy areas, - higher density residential development further away from the residential policy areas, - compatible commercial, office, retail, public facilities, open space, or recreational development between the higher density residential development and other non-residential uses, and - light industrial or business park development closest to the adjacent non-residential policy areas, • impacts on residential development from non-residential uses within the Transitional Residential Mixed Use policy areas will be mitigated by elements and measures such as open spaces, natural areas, constructed or natural water bodies, recreational areas, berms, sound attenuation walls, landscaping, innovative site planning, building orientation, advanced construction techniques, or more rigorous building standards. 	<ul style="list-style-type: none"> • Medium density uses such as townhouses and apartments up to four storeys are provided between lower density residential and non-residential uses <p>The Flex Business designation provides for light industrial, office, and commercial uses between residential and medium industrial areas, while the Aero Employment designation contains medium industrial uses located closest to the EIA.</p> <p>The Multiway open space between residential and non-residential uses provides a buffer space, and the ASP includes consideration of noise attenuation and site planning design to mitigate the effects of non-residential uses.</p>
<p>24. Requiring that any new residential development that may be affected by significant noise generators incorporate noise mitigation measures such as berms, sound attenuation walls, site planning, building orientation, landscaping, or building construction techniques.</p>	<p>Policies within the ASP provide for noise attenuation in the design of residential areas and sites. Residential development adjacent to an arterial roadway may require a noise attenuation assessment to determine the appropriate level of noise attenuation measures prior to subdivision approval.</p>

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<p>26. Ensuring that all new residential subdivision and site plans conform to the City of Leduc Neighbourhood Design Guidelines.</p>	<p>Development within the 65th Avenue ASP area will conform to the City of Leduc’s Neighbourhood Design Guidelines.</p>
<p>27. Encouraging city beautification, public art, and high quality urban design in new residential neighbourhoods that will exceed the minimum requirements of the Neighbourhood Design Guidelines.</p>	<p>Appropriate roadway widths, Multiway locations, low impact development, and mix of housing products have been considered for site design within the 65th Avenue ASP area. Details will be provided at the engineering design stage, at time of subdivision.</p>

A.15 4F Commercial Development

A.15.1 The City shall promote local and regional commercial and retail areas that will serve all of the consumer needs of the entire community by:

<p>2. Providing for new commercial development in clearly established corridors adjacent to Edmonton International Airport, the QE II Highway, and other primary highways such as Highway 39, where it would serve to buffer residential neighbourhoods from significant sources of highway and airport noise.</p>	<p>The Commercial designation within the ASP directs commercial sites to be designed in a pedestrian-oriented manner, safely accessible by multiple modes of transportation, including car, transit, bike, and walking.</p> <p>Commercial areas within the ASP are located within easy access to the QE II Highway, 65th Avenue regional arterial, collector roadways, and Multiways, providing for commercial and retail uses that serve both local and regional needs.</p>
<p>7. Providing for commercial and retail areas that support and have access to nearby residential neighbourhoods.</p>	<p>The south commercial areas are located with direct access from the Bridgeport neighbourhood, while the north commercial areas will be easily accessible from neighbourhoods east of the QE II Highway with the completion of the 65th Avenue Interchange.</p>
<p>8. Requiring that commercial and retail development and redevelopment that is visible from the QE II Highway, public open spaces, and</p>	<p>Commercial areas within the 65th Avenue ASP area are visible from the QE II Highway and will be developed to have high quality landscape and</p>

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residential neighbourhoods shall meet the highest design standards.	urban design outcomes in alignment with the City of Leduc Neighbourhood Design Guidelines.
<p>10. Requiring that all commercial and retail development and redevelopment provide adequate pedestrian connections on site and to the City’s trail, pathway, and Multiway systems.</p>	<p>The south commercial areas are directly connected to the Multiway network within the ASP area, while the north commercial areas are in close proximity to the pipeline corridor Multiway and will be connected through sidewalks along the collector roadways, which will be designed to an urban standard.</p>
<p>11. Requiring that commercial development incorporate pedestrian-oriented frontages.</p>	<p>Commercial development will be integrated with surrounding uses in a pedestrian-oriented manner. High quality urban design outcomes will be provided in alignment with the City of Leduc Neighbourhood Design Guidelines.</p>
<p>12. Requiring that parking areas for commercial development provide for pedestrian circulation, landscaping, and architectural elements to enhance the safety and comfort of pedestrians.</p>	
<p>13. Requiring that commercial and retail development and redevelopment provide adequate access for persons of all ages and abilities in accordance with the principles of universal access.</p>	
<p>14. Integrating public transit with commercial development.</p>	<p>Higher order public transit is planned through the ASP area and is directly adjacent to the north commercial areas.</p>
<p>15. Protecting rights-of-way for future public transit service.</p>	

A.16 4G Industrial and Business Park Development

A.16.1 The City shall promote industrial and business park development in strategically located areas by:

<p>2. Actively promoting aerotropolis development adjacent to Edmonton International Airport in accordance with the City of Leduc Aerotropolis Integrated Land Use Compatibility Plan, which will:</p>	<p>The 65th Avenue ASP emphasizes aerotropolis development and economic synergies with EIA. The Aero Employment designation promotes the development of diverse uses, including airport-connected logistics, warehousing, and distribution.</p>
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<ul style="list-style-type: none"> • take advantage of the economic development synergies and opportunities created by proximity to development at Port Alberta and Edmonton International Airport, • include logistics, warehouse, distribution, business park, and high-quality office park uses, • incorporate a transportation network that is linked and oriented to development at Port Alberta and Edmonton International Airport, so that transportation impacts on residential neighbourhoods to the south will be mitigated, and • provide for a land use and development buffer to separate the residential neighbourhoods to the south from noise sources at Port Alberta and Edmonton International Airport. 	<p>Related uses in the Flex Business designation include office, general commercial, laboratories, product testing, light assembly, and storage.</p> <p>The 65th Avenue arterial roadway and 65th Avenue Interchange will provide a transportation network oriented toward connecting Airport-connected</p> <p>Transitional land uses including Flex Business, Multiways, and medium density residential provide a buffer to adjacent low density residential areas.</p>
<p>3. Allowing for commercial, light industrial, and business park development as well as open spaces and recreational areas in the Transitional Business Mixed Use policy areas shown in Figure 4, which would serve to buffer the adjacent residential neighbourhoods from significant sources of highway and airport noise, and which would incorporate land use and design transitions to create compatible and sensitive development next to the adjacent residential neighbourhoods.</p>	<p>The area identified as Transitional Business Mixed Use in the MDP is designated as Commercial and Flex Business areas in the ASP. These offer opportunities for commercial, light industrial, and business park development, along with Multiways, providing a buffer for the adjacent residential neighbourhood.</p>
<p>4. Promoting eco-industrial development such as value-added food chain, renewable energy, resource recovery, bio-technology, environmental technology, and green building industries, which will:</p> <ul style="list-style-type: none"> • achieve improvements in the productivity of human and natural resources, 	<p>The Aero Employment designation encourages eco-industrial development, such as value-added food chain, renewable energy, resource recovery, bio-technology, environmental technology, and green building industries.</p>

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<ul style="list-style-type: none"> • conserve and use energy that is generated locally, • introduce fewer non-biodegradable wastes into the environment, • connect with the community, • be compatible with other non-residential land uses, • have links with inter-company networks that bring about new efficiencies and new market opportunities, • incorporate sustainable land use and sustainable design of facilities, and • adopt new technologies rapidly. 	
<p>5. Promoting the development of industries related to food production and the processing of agricultural products, particularly in relation to local agricultural operations and food that is produced within the region.</p>	<p>The Aero Employment designation encourages value added agriculture uses.</p>
<p>13. Providing public transit service to industrial and high employment areas including, where feasible, access to C-Line transit service.</p> <p>14. Protecting rights-of-way for future public transit service.</p>	<p>Higher order public transit is planned through the ASP area and is directly adjacent to high employment areas, including the Aero Employment and Flex Business areas.</p>
<p>15. Encouraging the use of low impact development, environmental design, green building techniques, and recycled construction materials in industrial development.</p>	<p>The Aero Employment and Flex Business designations encourage development to incorporate elements of environmental design, green building techniques, recycled construction materials, and Low Impact Development to reduce ecological impact.</p>
<p>17. Requiring that all new industrial and business park Area Structure Plans are supported by comprehensive engineering, servicing,</p>	<p>At the time of subdivision, detailed engineering design will be provided.</p>

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environmental, geotechnical, and transportation studies approved by the City.	
<p>18. Approving new industrial and business park subdivisions only where a full range of municipal infrastructure or appropriate innovative servicing solutions can be provided in an environmentally sound, economical, and timely manner.</p>	<p>The ASP area presents a logical continuation of servicing and development contiguous to existing built-up areas. The sanitary and water services for the plan area will be provided through the extension of the water mains and trunks from adjacent communities.</p>
<p>19. Requiring that all industrial and business park developers be responsible for on-site and appropriate off-site costs of municipal infrastructure and community services.</p>	<p>A servicing agreement will be finalized prior to development.</p>
<p>20. Ensuring that industrial and business park areas are developed with high quality buildings, appropriate landscaping, mitigation of impacts on adjacent land uses and the environment, pedestrian connections, and amenities for employees.</p>	<p>The Flex Business and Aero Employment designations require high quality landscaping, appropriate screening and setbacks, and a mix of retail and service uses that provide amenities for employees. Measures such as noise attenuation, setbacks, buffers, and site design will be used to mitigate potential development impacts on adjacent lands.</p>

A.17 4H Transportation and Utility Servicing Infrastructure

A.17.1 The City shall integrate land use planning and development with infrastructure investments based upon regional, city-wide, and sectoral priorities by:

<p>8. Providing a balanced transportation system that offers choice among mobility options including non-vehicular travel, the private automobile, and public transit.</p>	<p>Connectivity to the greater community will be provided through Multiways and the collector roadway network.</p>
<p>9. Planning for public transit routes and stops where transit service can most efficiently be provided to major concentrations of employment, residential population, and community services, including schools.</p>	<p>The plan supports future higher order transit, providing transit access to commercial, employment, and residential areas.</p>

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<p>14. Directing investment into major roadway systems where the automobile is deemed to be the most effective mode of travel and where the improvement of traffic capacity will result in long term economic, social, and environmental benefits to the community.</p>	<p>The ASP plans for a new interchange at 65th Avenue and the QE II Highway, to improve traffic capacity and easy access between Aerotropolis development and the EIA.</p>
<p>15. Integrating pedestrian infrastructure such as sidewalks, trails, pathways, and the Multiway system into the overall transportation network.</p>	<p>Multiway connections are proposed through the area and connecting with adjacent communities.</p>
<p>17. Requiring developers:</p> <ul style="list-style-type: none"> a. to conduct engineering, servicing, environmental, geotechnical, and transportation studies for approval by the City, b. to identify significant development constraints and mitigate any impacts that such constraints may have on proposed development, c. to pay for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, and franchise utilities (e.g. gas, power, cable, telephone) to new developments, d. to pay for appropriate off-site costs of municipal infrastructure (sewer, water, and roads) and community services, through mechanisms such as off-site levies, bylaws, and development agreements, and e. To provide irrevocable security to ensure that road and infrastructure construction meets City standards. 	<p>Preliminary geotechnical, biophysical, and environmental reports were conducted for the 65th Avenue ASP area. Further work is required prior to subdivision, detailing site specific conditions for development.</p> <p>A servicing agreement will be finalized prior to development.</p>

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A.18 5C Healthy, Inclusive, and Safe Communities

A.18.1 The City shall promote social well-being and will help individuals, couples, and families to develop and maintain healthy lifestyles by:

<p>15. Ensuring that growth and development support the positive social atmosphere of Leduc and its reputation as a community that provides a safe and pleasant environment for raising families.</p>	<p>The placement of residential areas within the ASP has carefully considered nuisance factors from the EIA and industrial development, with buffering provided through land use placement and attenuation mechanisms, to provide a safe and pleasant living environment.</p>
<p>16. Adhering to urban design principles that address universal access, lighting, clear sightlines, building security, site planning, landscaping, and parking facilities in order to enhance safety, crime prevention, walkability, diversity, and sense of place.</p>	<p>Universal access design, site planning, lighting, building security, landscaping, and parking design will utilize CPTED principles, which will be outlined at time of detailed design.</p> <p>Development within the ASP area will align with the City of Leduc Neighbourhood Design Guidelines.</p>
<p>19. Placing a high priority on noise mitigation as a human health issue and ensuring that compatible non-residential uses are developed around major noise sources.</p>	<p>The land use concept was created in compliance with the EIA Vicinity Protection Area Regulation, and recognizes the necessity of sensitive land use restrictions to protect the continued successful operation of the EIA and protect human health for resident and employees in the ASP area.</p> <p>Compatible non-residential uses are located within the Aero Employment designation, which is located closest to the EIA.</p>

A.19 6A Active and Healthy Communities

A.19.1 The City shall promote the creation of an active and healthy community that reflects the needs of residents by:

<p>1. Creating a range of park spaces with a variety of site amenities to meet the diverse needs of City residents.</p>	<p>The Multiway system within the ASP area provide recreation opportunities, and a planned pocket park has the potential to include an off-leash area. Multiways connect residential areas with larger park spaces in adjacent residential neighbourhoods.</p>
<p>2. Developing outdoor public spaces for year round use, with appropriate plantings and park design.</p>	<p>Design of outdoor spaces will be finalized at time of subdivision and detailed engineering design stages.</p>
<p>3. Developing the Multiway system as a complete network that promotes walkability and links residential subdivisions, recreation and cultural destinations, hubs of commerce, and high activity areas.</p>	<p>The proposed Multiway system is a complete network and will be integrated within the larger extent of the community.</p>
<p>5. Working with developers to have parks and the Multiway established in the early stages of development to ensure residents in new areas have access to outdoor recreational spaces.</p>	<p>The Multiway path system has been integrated at the preliminary design stages of the 65th Avenue ASP.</p>

A.20 6C High Quality, Safe, and Accessible Public Open Spaces

A.20.1 The City shall create high quality public open spaces that are accessible, safe, and responsive to the needs of residents by:

<p>1. Developing efficient and sustainable public open spaces that incorporate natural systems where appropriate.</p>	<p>Public open spaces may incorporate naturalized landscaping, where appropriate. The easternmost stormwater management facility takes advantage</p>
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	of the previously existing wetland and drainage area, becoming a naturalized SWMF.
<p>2. Locating parks, playgrounds, public open space, and Multiway trail heads so they are highly visible as well as easily and safely accessible for pedestrians and cyclists.</p>	<p>Proposed Multiway trail heads are sited in accordance to CPTED principles. They will be located along collectors and local road systems.</p>
<p>3. Promoting safety in parks and the Multiway system with accessible design, snow clearing and ice control, street lighting, and pedestrian-oriented design.</p>	<p>Orientation and layout of Multiways will be finalized at time of subdivision and detailed engineering design of the lands within the 65th Avenue ASP.</p>
<p>10. Developing stormwater management facilities, where appropriate, as attractive and usable park areas with public access.</p>	<p>Where possible, the proposed stormwater management facilities will be landscaped and integrated into the overall Multiway network.</p>
<p>11. Locating residential dwellings within walking distance of open space.</p>	<p>All residential units within The 65th Avenue ASP lands are within 400 m walking distance of open space and Multiways.</p>