

# CITY of LEDUC MUNICIPAL DEVELOPMENT PLAN ADDRESSING the REGIONAL CONTEXT STATEMENT

On October 26, 2017 the Edmonton Metropolitan Region Growth Plan came into force pursuant to Section 708.1 of the Municipal Government Act. As part of the implementation of the new plan, member municipalities of the Edmonton Metropolitan Region Board (EMRB) were required to prepare a statement outlining how their existing Municipal Development Plans (MDP) conform with, or diverge from the plan, and how they will bring their MDP into compliance. The City of Leduc adopted a Regional Context Statement by resolution and submit to the EMRB for information in 2018. Following this, the City of Leduc began the process of updating the MDP as per the Regional Context Statement. This document identifies each objective of the Growth Plan, how that objective was met (or not) by the previous MDP (2012), and how the objective is met by the new MDP (2020). Because many of the policies in the 2020 MDP are similar to those in the 2012 MDP, but are rearranged into different sections with different policy numbers, the “2020 MDP Response” column in the tables below identifies which sections address the objective in question. Examples of key policies from that section are then listed. While there may be additional relevant policies beyond those listed in this document, the ones provided are those that most directly or specifically address the objective.

The following are key updates to the City of Leduc MDP that specifically address action items within the City of Leduc’s Regional Context Statement:

- updating the Minimum and Aspirational Density references and inserting policies requiring the City to work towards them (within the constraints of the AVPA); and
- Identifying key geographic areas (e.g., Built-Up Urban Area, Urban Centre, Major Employment Areas).

## PART 1: METROPOLITAN REGIONAL STRUCTURE:

Metropolitan Regional Structure	Consistency Requirements	Action Required
<b><i>Identify relevant policy tier</i></b>	Metropolitan Area Tier	The City of Leduc is within the metropolitan area policy tier. The updated MDP aligns with policies associated with this tier.
<b><i>Identify applicable</i></b>	Built-up urban areas	Identified in Figure 10 of the MDP as areas subdivided within the City as of December 31st, 2016.

<b>structure components</b>	Urban Centres	The urban centre is identified in Figure 10 of the MDP. In alignment with Schedule 2 of the Growth Plan the Urban Centre consists of the Central Business District, Alexandra Park and the Telford House lot. This area was defined as per direction in Table 1B of the Growth Plan.
	Major employment areas	Major employment areas are depicted and recognised in the MDP in Figure 11. The land directly south of the Edmonton International Airport is identified as a Major Employment Area, however Figure 10 identifies this land as being mostly employment with some residential in order to properly transition from existing residential to the south. This is similar to the direction previously set in Leduc’s 2012 MDP, however the 2020 MDP contains less residential in order to be more aligned with the EMRGP.

## PART 2: GROWTH PLAN OBJECTIVES:

The EMRGP is organized into 6 main policy areas with defined objectives which aim to support a where and how to manage growth:

### #1: Economic Competitiveness and Employment

#### **Promote global economic competitiveness and regional prosperity.**

The City of Leduc’s Municipal Development Plan (MDP) aligns with the following objective in that it strives for sustainable prosperity, promotes regional economic development, and ensures sustainable growth and development considering Leduc’s geographic advantage provided by the QEII Highway, Canadian Pacific Railway, and the Edmonton International Airport.

<b>Growth Plan Objectives</b>	<b>Consistency Requirements</b>	<b>2012 MDP Response</b>	<b>Action</b>	<b>2020 MDP Response</b>
<b>1.1: Promote global economic competitiveness and diversification of the regional economy</b>		Section 3A- Regional Economic Development and Tourism and Local Economic Development and 3B- Local Economic Development, align and support this objective through strengthening Leduc’s competitiveness in global markets, providing diversification of the regional economy through the Aerotropolis concept, and working with regional partners to share resources and promote sport, recreation, cultural and tourism activities in the region.		This objective is now supported by Section 2.1 Economy and Local Jobs: <ul style="list-style-type: none"> <li>• 2.3.1.3 Encourage the city to engage with local businesses to make them more locally, regionally, and globally competitive and better resourced to be globally focused.</li> <li>• 2.3.2.1 Encourage collaboration with municipalities, agencies, institutions, and businesses to maximize economic development opportunities and make the Edmonton Metropolitan Region more competitive.</li> </ul>

<p><b>1.2: Promote job growth and the competitiveness of the region's employment base</b></p>		<p>Section 3A- Regional Economic Development and Tourism adheres to Objective 1.2 in that it includes policies that support regional economic development to provide for a broad range of employment opportunities. Section 4A- Growth Management, #3, requires the development of non-residential land uses to create employment, with the goal of an assessment ratio of 40% non-residential development to 60% residential development.</p>		<p>This objective is now supported by Sections 2.3.1 Local Economic Development and 2.3.2 Regional Economic Development:</p> <ul style="list-style-type: none"> <li>• 2.3.1.5 Encourage the attraction of businesses related to strategic industries such as transportation and logistics, value-added agriculture processing, and energy.</li> <li>• 2.3.2.2 Encourage the exploration of new partnership opportunities in matters relating to business attraction, expansion, and retention.</li> </ul> <p>Additionally, Section 3.4 Employment Areas, designates significant areas of land to the development of non-residential land uses to create employment, and provides goals and standards for such development.</p>
<p><b>1.3: Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region</b></p>		<p>Section 4H-Transportation and Utility Servicing Infrastructures, Section 4G- Industrial and Business Park Development and Section 3A- Regional Economic Development and Tourism align with and support Objective 1.3 by providing the basis for development to be strategically located, planning for balanced and well located transportation system, and cooperating with regional partners to support regional transportation routes, transit hubs and corridors. These sections also support actively promoting development and economic activities in accordance with the regional Aerotropolis concept.</p>		<p>This objective is now supported by Section 2.5 Transportation and Mobility, Section 3.4 Employment Areas and Section 2.3 Economy and Local Jobs.</p> <ul style="list-style-type: none"> <li>• 2.5.1.8 Require the integration of multi-modal infrastructure into the overall transportation network.</li> <li>• 2.3.1.4 Encourage the development of economic activities based on the transportation and logistics advantages provided by the Queen Elizabeth II Highway, the Canadian Pacific Railway, and Edmonton International Airport.</li> </ul>
<p><b>1.4: Promote the livability and prosperity of the Region and plan for the needs of a</b></p>		<p>Section 4 speaks to providing a variety of housing to ensure diversity in the City of Leduc as well as ensures the development of complete communities. More specifically Section 4B-General Land Use Planning</p>		<p>This objective is now supported by Section 2.1 Complete Communities, which provides a wide range of policies to ensure livability and prosperity into the future, and Section 3.1 Urban Centre, which focuses on redeveloping</p>

<p><b>changing population and workforce</b></p>		<p>supports the redevelopment of Downtown Leduc to include a mix of housing types, employment, services and amenities with access to a variety of transportation options. Section 5C- Healthy, Inclusive and Safe Communities aligns with this objective in that it ensures a high quality of life for Leduc residents by providing community services, ensuring safe communities and developments, and ensuring appropriate levels of services and amenities.</p>		<p>Leduc’s core into a dense and vibrant area that will serve a diverse demographic.</p>
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## #2: Natural Living Systems

### Protect natural living systems and environmental assets.

The MDP sets a goal for the City to “be a community leader in environmental sustainability and stewardship”. The MDP aligns with the following objectives in that it is in support of maintaining, conserving and restoring natural living systems, watersheds, and corridors both locally and regionally. The MDP also seeks to employ sustainable development practices and energy efficiency.

Growth Plan Objectives	Consistency Requirements	2012 MDP Response	Action	2020 MDP Response
<p><b>2.1: Conserve and restore natural living systems through an ecological network approach</b></p>		<p>Section 2F- Natural Areas &amp; Urban Forest aligns with this objective in that it includes policies to conserve and protect natural areas in order to protect wildlife habitat, corridors, support to natural systems and providing recreational opportunities.</p>		<p>This objective is now supported by Sections 2.1.6 Natural Areas and Open Space and 2.2.6 Urban Forest and Natural Habitats.</p> <ul style="list-style-type: none"> <li>2.1.6.9 Encourage connectivity between wetlands, natural areas, naturalized areas, and parks.</li> </ul>
<p><b>2.2: Protect regional watershed health, water quality and quantity</b></p>		<p>Section 2D-Water Resources aligns with Objective 2.2 in that it includes policies in regards to protecting local and regional water resources and managing municipal water supply, including preserving natural streams in developed urban areas. Section 2F-Natural Areas &amp; Urban Forest aligns with Objective 2.2 in that it seeks to protect</p>		<p>This objective is now supported by Sections 2.4.3 Water Resources and 2.4.4 Stormwater.</p> <ul style="list-style-type: none"> <li>2.4.3.3 Require continued participation in the Capital Region Southwest Water Services Commission.</li> <li>2.4.3.4 Encourage implementation of the City of Leduc Water</li> </ul>

		natural areas including water resources and their riparian areas.		Conservation, Efficiency and Productivity Plan.
<b>2.3: Plan development to promote clean air, land and water and address climate change impacts</b>		<p>Section 2B - Clean Air and Greenhouse Gas Emissions, aligns with Objective 2.3 in that it looks at supporting the improvement of air quality and the reduction of greenhouse gas emissions through encouraging the use of alternative transportation methods, working on initiatives to reduce emissions and working to assess measures to deal with the effects of climate change.</p> <p>Section 2C- Energy Efficiency includes policies that promote energy efficiency through public transportation, land use planning, subdivision, building practices and through implementing an energy management plan for City operations.</p> <p>Section 4B- General Land Use Planning, #17 promotes low impact development, environmental design, green building techniques, and innovative servicing technologies.</p>		<p>This objective is now supported by Sections 2.2.3 Clean Air, Greenhouse Gas Reduction and Energy Efficiency and 2.1.6 Natural Areas and Open Space.</p> <ul style="list-style-type: none"> <li>2.1.6.2 Require that any new development that may generate negative impacts on a natural area incorporate mitigation measures.</li> </ul>
<b>2.4: Minimize and mitigate the impacts of regional growth on natural living systems</b>		Section 2F - Natural Areas & Urban Forest includes a comprehensive list of policies that look to conserve and protect natural areas and systems.		This objective is now supported by Sections 2.1.6 Natural Areas and Open Space, 2.2.1 Environmental Sustainability, and 2.2.6 Urban Forest and Natural Habitats, which all contain policies that will help the City balance growth with the protection of the natural environment.

### #3: Communities and Housing

**Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.**

The City of Leduc’s MDP has a major emphasis on fostering and maintaining a high quality of life for its residents through the development of complete communities, providing diversity of housing, and by providing access to transportation, employment, recreation and culture.

<b>Growth Plan Objectives</b>	<b>Consistency Requirements</b>	<b>2012 MDP Response</b>	<b>Action Required</b>	<b>2020 MDP Response</b>
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<p><b>3.1: Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages</b></p>	<p>Minimum Greenfield Residential Density</p>	<p>Sections 4 A-H includes policies that are generally consistent with Table 1-B- Metropolitan Area. Section 4B- General Land Use Planning, #4 and #12 aligns with Objective 3.1 in that it requires the availability of municipal services prior to subdivision and development of the land as well as requires that new residential developments provide a variety of housing types, commercial development, community services, education facilities and other amenities to ensure the development of complete communities. Section 4E- New Residential Development, #9 and 10, speak specifically to greenfield development and ensuring all new residential neighbourhoods are developed as complete communities with full access to services and amenities. Section 4E, #2 requires all new ASPs to achieve densities mandated by the EMRB.</p>	<p>The MDP update will include updating the Minimum Greenfield Residential Density reference.</p>	<p>This objective is now supported by Sections 2.1 Complete Communities, 3.1 Urban Centre, 3.2 Central Redevelopment Area, and 3.3 Residential Areas.</p> <ul style="list-style-type: none"> <li>• 3.3.7 Require that new residential area structure plans provide for adequate local commercial development at key locations to serve the needs of the community.</li> <li>• 3.3.8 Encourage commercial development in residential neighbourhoods to complement and integrate into the neighbourhood.</li> </ul> <p>The MDP was updated to support the new Minimum Greenfield Residential Density by referencing the 2017 EMRGP:</p> <ul style="list-style-type: none"> <li>• 3.3.1 Require that all new residential area structure plans meet or exceed the Minimum Greenfield Residential Density mandated by the Edmonton Metropolitan Region Growth Plan.</li> </ul>
<p><b>3.2: Plan for and promote a range of housing options</b></p>		<p>Section 4E- New Residential Development, #4, 5, and 6 require that new developments consist of a variety of housing types as well as providing a diversity of types, forms and levels of affordability including townhouse, duplex, apartments as well as providing support for secondary suites. Section 4C- Downtown Leduc, #3 works towards encouraging infill and redevelopment in existing areas as a way to provide a variety of housing options as well as to make best use of existing municipal services. Section 4A-Growth Management and 4D- Existing Neighbourhoods speaks to promoting compact form through residential infill,</p>		<p>This objective is now supported by Sections 2.1.3 Housing and 3.3 Residential Areas.</p> <ul style="list-style-type: none"> <li>• 2.1.3.1 Require the city to allow for the full diversity of housing needs along the housing Continuum.</li> <li>• 2.1.3.2 Encourage the provision of affordable market and non-market housing in all neighbourhoods, and assist stakeholders in their work to provide such housing.</li> <li>• 2.1.3.3 Encourage the development of secondary suites as a legitimate, desirable, and affordable form of housing.</li> </ul>

		redevelopment and efficient development of existing areas.		<ul style="list-style-type: none"> <li>3.3.5 Require that all new residential area structure plans provide a variety of housing typologies.</li> </ul>
<b>3.3: Plan for and promote market affordable and non-market housing to address core housing need</b>		<p>Section 4E- New Residential Development, #5 and 6 speaks to providing a variety of housing types and affordability.</p> <p>Section 4C- Downtown Leduc, #13 supports the provision of affordable housing in Downtown Leduc.</p> <p>Section 5C- Healthy, Inclusive and Safe Communities, #2 the City commits to assisting private companies and social agencies in the provision of housing accessibility.</p>		<p>This objective is now supported by Section 2.1.3 Housing.</p> <ul style="list-style-type: none"> <li>2.1.3.1 Require the city to allow for the full diversity of housing needs along the housing Continuum.</li> <li>2.1.3.2 Encourage the provision of affordable market and non-market housing in all neighbourhoods, and assist stakeholders in their work to provide such housing.</li> </ul>

#### #4: Integration of Land Use and Infrastructure

##### Achieve compact growth that optimizes infrastructure investment.

The MDP aligns with the following objectives in that is in support of the efficient use of infrastructure, the integration of land use and infrastructure and sustainable development.

<b>Growth Plan Objectives</b>	<b>Consistency Requirements</b>	<b>2012 MDP Response</b>	<b>Action Required</b>	<b>2020 MDP Response</b>
<b>4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth</b>		<p>Section 2B- Clean Air and Greenhouse Gas Emissions, #2, speaks to the promotion of compact form to support alternative transportation methods such as active transportation.</p> <p>Section 4A- Growth Management, #1, 4, and 7 provides support in the promotion of compact urban form through the redevelopment of existing areas and efficient development of greenfield areas. This section also looks at the long term growth of the City and ensure a long term supply of land to ensure contiguous and efficient land use planning.</p>		<p>This objective is supported by Section 2.1.2 Contiguous &amp; Efficient Growth.</p> <ul style="list-style-type: none"> <li>2.1.2.1 Require that all new area structure plans be adjacent to developed land or an existing area structure plan.</li> <li>2.1.2.3 Require that new subdivisions be approved only where a full range of necessary infrastructure can be provided in an environmentally sound, economical, and timely manner.</li> </ul>

		<p>Section 4C- Downtown Leduc, #2, ensures that the idea of compact form is applied to mature areas such as the Downtown, and that mixed-use buildings are encouraged in the Downtown area.</p> <p>Section 4H-Transportation and Utility Servicing Infrastructure, #2, provides supports coordinating the investment of infrastructure and efficient land use and compact urban form.</p> <p>Section 4D- Existing Neighbourhoods promotes alternative building forms that help reduce development footprint. The MDP encourages the addition of suites and redevelopment in existing neighbourhoods.</p>		<ul style="list-style-type: none"> <li>• 2.1.2.4 Require the city to meet or exceed the Minimum Greenfield Residential Density, and work toward meeting or exceeding the aspirational Intensification, and Urban Centre Density Targets established in the Edmonton Metropolitan Region Growth Plan.</li> <li>• 2.1.2.7 Encourage the redevelopment of the Built-Up Urban Area in order to promote compact urban form, subject to the restrictions of the Airport Vicinity Protection Area Regulation.</li> <li>• 2.1.2.11 Encourage the use of existing community facilities, schools, and infrastructure by supporting adaptive and creative re-uses, as well as shared uses for such facilities.</li> </ul>
<p><b>4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint</b></p>	<p>Aspirational Intensification Target</p>	<p>Section 4A- Growth Management, #1, addresses the Growth Plan objectives in promoting growth within built-up urban areas. Section 4B- General Land Use Planning, #8, also addresses the facilitation of redevelopment and infill development in Downtown Leduc and/or built-up areas, including commercial, institutional and recreational land uses.</p> <p>Section 4C-Downtown Leduc speaks to the redevelopment of Downtown Leduc, a built-up neighbourhood area, in order to capitalize on existing infrastructure.</p> <p>Section 4D- Existing Neighbourhoods further addresses the Growth Plans objective to support and enable growth in existing neighbourhoods by encouraging residential</p>	<p>In order to further support the aspirational intensification targets for the built-up urban areas, the MDP will need to be updated to include more specific language and policies around working towards these targets, while working within the constraints of the Province of Alberta’s Edmonton International Airport Vicinity Protection Area (AVPA) Regulation which imposes limits on</p>	<p>This objective is now supported by Sections 2.1.2 Contiguous &amp; Efficient Growth and 3.0 Policy Areas.</p> <ul style="list-style-type: none"> <li>• 2.1.2.7 Encourage the redevelopment of the Built-Up Urban Area in order to promote compact urban form, subject to the restrictions of the Airport Vicinity Protection Area Regulation.</li> <li>• 3.0.2 Encourage intensification within the Built-Up Urban Area identified in Figure 10, subject to the restrictions of the Airport Vicinity Protection Area Regulation, in order to move towards the Aspirational Intensification Target established in the Edmonton</li> </ul>



		infill to capitalize on existing infrastructure and amenities such as open spaces and parks.	redevelopment in and around Leduc's downtown.	<p>Metropolitan Region Growth Plan over time.</p> <ul style="list-style-type: none"> <li>• 3.1.3 Require that all new residential infill developments in the Urban Centre increase existing dwelling unit density, subject to the restrictions of the Airport Vicinity Protection Area Regulation, in order to move towards the Aspirational Urban Centre Density Targets established in the Edmonton Metropolitan Region Growth Plan over time.</li> <li>• 3.2.2 Require that all new residential infill developments in the Central Redevelopment Area maintain or increase existing dwelling unit density, subject to the restrictions of the Airport Vicinity Protection Area Regulation, in order to move towards the Aspirational Intensification Target established in the Edmonton Metropolitan Region Growth Plan over time.</li> <li>• 3.2.5 Encourage residential infill and redevelopment in the Central Redevelopment Area in ways that will respect the residential context, rejuvenate the community, and maximize the use and viability of existing services and facilities.</li> </ul>
<b>4.3: Plan and develop greenfield areas in an orderly and phased manner</b>	Minimum Greenfield Residential Density	Section 4E-New Residential Development addresses the objectives in the Growth Plan by requiring Area Structure Plans for all new residential development. This helps ensure new developments are planned, developed	The MDP currently supports new residential developments achieving the target densities mandated by the EMRB.	<p>The MDP was updated to support the new Minimum Greenfield Residential Density by referencing the 2017 EMRGP:</p> <ul style="list-style-type: none"> <li>• 3.3.1 Require that all new residential area structure plans</li> </ul>

<p><b>to contribute to complete communities</b></p>		<p>and phased in a contiguous pattern. This section also speaks to achieving density targets mandated by the Growth Plan and ensuring consistency in the measurement of density with the Growth Plan.</p> <p>Section 7E - Capital Region Growth Plan - City of Leduc Principles and Policies speaks generally to conforming with the original Growth Plan, and density targets, and will need to be updated to reflect the targets in the new EMRGP.</p> <p>Section 4H- Transportation and Utility Servicing Infrastructure includes and emphasis on working with regional partners to ensure that growth aligns with existing and planned regional infrastructure initiatives.</p>	<p>Subsequently all ASPs have achieved or exceeded the density targets. The updated MDP needs to be consistent with the new and higher density targets in the EMRGP. More specifically, the MDP update will include updating the Minimum Greenfield Residential Density reference.</p>	<p>meet or exceed the Minimum Greenfield Residential Density mandated by the Edmonton Metropolitan Region Growth Plan.</p> <p>The City will also monitor construction and require that ASPs actually achieve the planned density at full build out:</p> <ul style="list-style-type: none"> <li>• 3.3.2 Require that the sum of all built residential development within a planned area collectively meet the planned density of the applicable area structure plan.</li> </ul> <p>More generally, this objective is supported by Sections 2.1 Complete Communities and 3.3 Residential Areas which contain numerous policies on area structure plans and contiguous growth in greenfield areas.</p>
<p><b>4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing</b></p>	<p>Not applicable as the City of Leduc is an urban municipality.</p>			
<p><b>4.5: Plan for and develop mixed use and higher density centres as areas to concentrate growth of people and jobs</b></p>	<p>Aspirational centres target (urban centres, sub-regional centres, transit-oriented development centres)</p>	<p>Section 4B- General Land Use Planning, #9, speaks to the logically placement for mixed residential and commercial land uses towards Downtown or planned Town Centres.</p> <p>Section 4C-Downtown Leduc ensures support for mixed use developments in Downtown Leduc.</p> <p>Section 4E-New Residential Development, #22 and 23, support the development of mixed use areas to support transitional areas between non compatible land uses while providing links between residential land uses and jobs, services and other opportunities.</p>	<p>In order to further support the aspirational density targets for the Urban Centre, the MDP will need to be updated to include more specific language and policies around these targets, while working within the constraints of the Province of Alberta’s Edmonton International Airport Vicinity</p>	<p>The MDP was updated to delineate Leduc’s Urban Centre, and Section 3.1 contains policy direction for that Urban Centre focussed on working towards the aspirational density target:</p> <ul style="list-style-type: none"> <li>• Goal: The Urban Centre will be a destination and major commercial hub for the City of Leduc, and will be a high density, mixed use neighbourhood. This area will provide access to adequate high quality public and open spaces,</li> </ul>

		Section 4F- Commercial Development #6 provides further support in locating mixed use areas around planned Town Centres.	Protection Area (AVPA) Regulation which imposes limits on redevelopment in and around Leduc's downtown.	<p>goods and services, and housing choice. Development will focus on prioritizing pedestrians and transit with attention to high quality design.</p> <ul style="list-style-type: none"> <li>• 3.1.1 Require an area redevelopment plan for the Urban Centre.</li> <li>• 3.1.3 Require that all new residential infill developments in the Urban Centre increase existing dwelling unit density, subject to the restrictions of the Airport Vicinity Protection Area Regulation, in order to move towards the aspirational Urban Centre Density Targets established in the Edmonton Metropolitan Region Growth Plan over time.</li> </ul>
<b>4.6: Prioritize investment and funding of regional infrastructure to support planned growth</b>		Section 4B- General Land Use Planning, #14, address the EMRBs objective to located industrial developed to take advantage of regional infrastructure. Section 4H-Transportation and Utility Servicing Infrastructure also supports the objective to support the use of regional infrastructure.		<p>This objective is now supported by Section 4.1 Collaborative Planning:</p> <ul style="list-style-type: none"> <li>• 4.1.6 Encourage the city to pursue opportunities to work with regional partners to plan for major transportation corridors, energy corridors, and infrastructure utility corridors, transit, and transit related infrastructure, both within and outside the City of Leduc.</li> </ul>
<b>4.7: Ensure compatible land use patterns to minimize risks to public safety and health</b>		The MDP provides several policies to ensure compatible land use patterns; in particular 5C - Healthy, Inclusive, and Safe Communities.		<p>This objective is now supported by Section 2.1 Complete Communities, particularly 2.1.7 Development Constraints.</p> <ul style="list-style-type: none"> <li>• 2.1.1.4 Require that area structure plans address land use transitioning when deemed necessary.</li> </ul>

				<ul style="list-style-type: none"> <li>• 2.1.7.2 Require land uses be planned at safe distances from development constraints such as landfills, major rail and road rights of way, oil and gas facilities, and noise sources.</li> <li>• 2.1.7.5 Require that facilities related to hazardous materials are located, designed, and operated in a way that will mitigate or eliminate risks to public health and safety.</li> <li>• 2.1.7.7 Encourage the use of best practices for development in close proximity to rail or a major highway.</li> </ul>
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## #5: Transportation Systems

### Ensure effective regional mobility.

The MDP aligns with the following objectives in that is in support of taking advantage of its strategic geographic location in the region by supporting regional transportation systems, alternative transportation methods and the integration of land use and transportation for the efficient movement of people, goods, and services.

Growth Plan Objectives	Consistency Requirements	2012 MDP Response	Action Required	2020 MDP Response
<b>Objective 5.1: Develop a regional transportation system to support and enhance the growth of the Region and regional and</b>		Section 4H- Transportation and Utility Servicing Infrastructure, #7, 8, 9, 10 addresses the Growth Plans objective with goals and policies such as requiring development to be located where they will support and take advantage of regional transportation systems, providing a variety of transportation options within Leduc, providing transit opportunities in major concentrations of residential population, community and services and employment areas and working with regional		<p>This objective is now supported by Section 2.5 Transportation and Mobility and 4.1 Collaborative Planning.</p> <ul style="list-style-type: none"> <li>• 2.5.1.12 Encourage connectivity between the Edmonton International Airport, the Queen Elizabeth II Highway, the Canadian Pacific Railway, and industrial and business park areas.</li> <li>• 4.1.6 Encourage the city to pursue opportunities to work with regional</li> </ul>

<p><b>global connectivity</b></p>		<p>partners on future public transit opportunities.</p>		<p>partners to plan for major transportation corridors, energy corridors, and infrastructure utility corridors, transit, and transit related infrastructure, both within and outside the City of Leduc.</p>
<p><b>Objective 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</b></p>		<p>Active transportation is important in the City of Leduc. Section 2B- Clean Air and greenhouse Gas Emissions, encourages the use of alternatives transportation methods to encourage walking and cycling by promoting compact urban form through redevelopment and strategically planned compact developments. Section 4H- Transportation and Utility Servicing Infrastructure highlights that there is a major emphasis in providing safe and reliable sidewalks, trails and multiway systems, with high connectivity between neighbourhoods, to encourage pedestrian travel.</p> <p>In terms of alternate modes of transportation and the integration of regional transit systems, Section 2C Energy Efficiency, #2, looks to enhance transportation efficiency through expanded public transit services. Section 4A- Growth Management, #8, further encourages and promotes provision of choice among mobility options in the City. Section 4B- General Land Use Planning, #9 speaks to intensification of the Downtown in order to promote pedestrian oriented communities to help reduce demand on higher order transportation systems. Section 4H- Transportation and Utility Servicing Infrastructure also further encourages a balanced transportation system with choice and encouraging major developments to be accessible and take</p>		<p>This objective is now supported by Section 2.5 Transportation and Mobility:</p> <ul style="list-style-type: none"> <li>• 2.5.1.5 Require that traffic management strategies consider and accommodate walking, biking, and transit, as well as maintenance requirements.</li> <li>• 2.5.1.8 Require the integration of multi-modal infrastructure into the overall transportation network.</li> <li>• 2.5.1.11 Encourage the provision of choice between active transportation modes, the private automobile, and transit.</li> </ul>

		<p>advantage of adjacent regional transportation systems. This section also emphasizes the importance of collaborating with regional partners to plan for major transportation corridors and future park and ride facilities to connect local residents to regional transit services.</p>		
<p><b>Objective 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</b></p>		<p>Section 4H- Transportation and Utility Servicing Infrastructure looks at strategically locating developments to optimize the use of existing transportation infrastructure as well as regional transportation infrastructure. This section also looks at the movement of people and goods from designating truck routes to providing and promoting safety on streets for pedestrians.</p>		<p>This objective is now supported by Section 2.5 Transportation and Mobility.</p> <ul style="list-style-type: none"> <li>• 2.5.1.6 Require that higher density neighbourhoods be planned accordingly in order to ensure proper transportation and transit capacity as the neighbourhood develops.</li> <li>• 2.5.1.7 Require that the planning for mixed residential and commercial developments be supplemented with a comprehensive transportation strategy.</li> <li>• 2.5.1.10 Encourage the development of a more compact, mixed use urban form in order to efficiently utilize existing transportation infrastructure.</li> <li>• 2.5.2.6 Encourage larger transit facilities to be closely integrated into higher density residential and employment areas in order to create transit oriented developments.</li> </ul>
<p><b>Objective 5.4: Support the Edmonton International Airport as</b></p>		<p>Section 3A- Regional Economic Development and Tourism seeks to continue valuable collaboration with regional partners and the Edmonton International Airport to pursue economic development opportunities,</p>		<p>This objective is now supported by Sections 2.3.2 Regional Economic Development, 2.5.1 Transportation and 4.1 Collaborative Planning.</p>

<p><b>northern Alberta's primary air gateway to the world</b></p>		<p>marketing businesses in the region to global markets, and supporting regional tourism in line with the EIA, Port Alberta and the Aerotropolis concept.</p> <p>Section 4A- Growth Management supports the compliance with Airport Vicinity Protection Area (AVPA).</p> <p>Section 4D- Existing Neighbourhoods, Section 4B- General Land Use Planning and 4E- New Residential Development, looks at promoting innovative development techniques and directing residential away from noise generations to mitigate impacts on airport operations.</p> <p>Section 4G- Industrial and Business Park Development speaks to promoting Aerotropolis development adjacent to the EIA in order to take advantage of opportunities created by both Port Alberta and the EIA.</p> <p>Section 4H- Transportation and Utility Servicing Infrastructure looks to support the EIA by investing in key infrastructure upgrades that support both the City of Leduc, EIA and regional partners.</p> <p>Section 7C- Regional and Intergovernmental Partnerships includes policies that work to enhance the City of Leduc's partnership with the Edmonton International Airport through cooperation in the implementation of Edmonton International Airport Master Plan and other plans of the City of Leduc.</p>		<ul style="list-style-type: none"> <li>• 2.3.2.3 Encourage increased synergies between the Edmonton International Airport, the City of Leduc, and the business community.</li> <li>• 2.5.1.12 Encourage connectivity between the Edmonton International Airport, the Queen Elizabeth II Highway, the Canadian Pacific Railway, and industrial and business park areas.</li> <li>• 4.1.8 Consider opportunities to enhance the City of Leduc's partnership with the Edmonton International Airport.</li> </ul>
<p><b>Objective 5.5: Ensure effective coordination of regional transportation policies and initiatives</b></p>		<p>Section 4H - Transportation and Utility Servicing Infrastructure includes a number of policies regarding the integration of land use planning and development with infrastructure investments based upon regional, city-wide, and sectoral priorities.</p>	<p>In order to further support the effective coordination of regional transportation planning, there is an opportunity for MDP policy that recognizes the EMRB's</p>	<p>This objective is now supported by Section 4.1 Collaborative Planning:</p> <ul style="list-style-type: none"> <li>• 4.1.1 Require consultation and collaboration with key regional stakeholders in planning processes.</li> </ul>

between all jurisdictions			Regional Transportation Priorities and supports intergovernmental efforts to align Provincial priorities with EMRB's Regional Transportation Priorities.	<ul style="list-style-type: none"> <li>4.1.6 Encourage the city to pursue opportunities to work with regional partners to plan for major transportation corridors, energy corridors, and infrastructure utility corridors, transit, and transit related infrastructure, both within and outside the City of Leduc.</li> </ul>
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## #6: Agriculture

### Ensure the wise management of prime agricultural resources.

The MDP aligns with the following objectives in that is in support of sustainable management of prime agricultural lands within an urban municipality by considering proper sequencing of development, minimal fragmentation, and support to value-added agriculture industries within its industrial base.

Growth Plan Objectives	Consistency Requirements	2012 MDP Response	Action Required	2020 MDP Response
<b>Objective 6.1: Identify and conserve an adequate supply of prime agricultural lands to provide a secure local source of food security for future generations</b>		<p>Section 3B- Local Economic Development, #1 and Section 4G- Industrial and Business Park Development looks at attracting and promoting businesses such as value-added agricultural processing and value-added food chain developments.</p> <p>Section 4B- General Land Use Planning, #1, seeks to preserve agricultural land and operations that are compatible with urban uses.</p> <p>Section 5C- Healthy, Inclusive and Safe Communicates encourages access to healthy food options and promotes food security and the development of local and regional agriculture.</p>		<p>This objective is now supported by Section 2.9 Agriculture:</p> <ul style="list-style-type: none"> <li>2.9.1 Require the preservation of agricultural land and protection of agricultural operations that are compatible with urban uses until such agricultural land is required for urban development.</li> <li>2.9.2 Encourage the development and maintenance of agricultural uses that will strengthen the local economy.</li> </ul>
<b>Objective 6.2: Minimize the fragmentation and conversion of</b>		Section 4A- Growth Management, # 7, ensures the minimal fragmentation of greenfield areas by requiring development be approved adjacent to existing developed		<p>This objective is now supported by Section 2.9 Agriculture:</p> <ul style="list-style-type: none"> <li>2.9.1 Require the preservation of agricultural land and protection of</li> </ul>



<p><b>prime agricultural lands for non-agricultural uses</b></p>		<p>areas to ensure contiguous development. Policy #3 speaks to proper management of soil resources during development. Section 4A promotes compact form, redevelopment and efficient development of undeveloped areas. This section also ensures development happens in a contiguous manner to reduce fragmentation. Section 2B, #2 further reiterates the support of compact form by encouraging alternative transportation choices through the planning and promotion of compact urban form.</p>		<p>agricultural operations that are compatible with urban uses until such agricultural land is required for urban development.</p> <ul style="list-style-type: none"> <li>● 2.9.2 Encourage the development and maintenance of agricultural uses that will strengthen the local economy.</li> <li>● 2.9.3 Encourage the management of soil resources throughout all stages of development.</li> </ul>
<p><b>Objective 6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system</b></p>		<p>Section 3B-Local Economic Development, #1 seeks to attract business and industries related to value-added agricultural processing. Section 5C- Healthy, Inclusive and Safe Communities, #12 and #13, encourages the access to healthy food and promoting food security through the development of local and regional agriculture.</p>		<p>This objective is now supported by Section 2.9 Agriculture:</p> <ul style="list-style-type: none"> <li>● 2.9.4 Encourage the development of industries related to food production and the processing of agricultural products, including agri-business and other agricultural support services, such as logistics, warehousing, and co-packing.</li> </ul>