



## REF 2020-014, City of Leduc New Municipal Development Plan

### Recommendation

*EMRB Administration recommends that REF application 2020-014 be approved.*

### Background

On October 20, 2020, the Edmonton Metropolitan Region Board (EMRB) received an application from the City of Leduc (the City) for a new Municipal Development Plan (MDP). The City submitted the plan pursuant to the following submission criteria in the Regional Evaluation Framework (REF):

*4.1 A municipality must refer to the Board any proposed new statutory plan, except for*

- a) a new sub-area structure plan that is subordinate to and consistent with its higher order area structure plan or area redevelopment plan;*
- b) a new area structure plan for country residential development within the zoned and/or designated country residential areas as depicted on Schedule 2: Edmonton Metropolitan Regional Structure to 2044 in the Edmonton Metropolitan Region Growth Plan; or,*
- c) a new area structure plan in a town or village with a population of less than 5000 that is consistent with the town or village municipal development plan.*

EMRB Administration deemed the application complete on October 21, 2020.

### Application

The proposed City of Leduc Municipal Development Plan is being adopted for alignment with the Edmonton Metropolitan Region Growth Plan. The existing MDP will be repealed upon approval.

### Evaluation

EMRB Administration obtained the assistance of Lovatt Planning Consultants Inc. (Lovatt) to evaluate the application with respect to the REF requirements. The Lovatt evaluation (attached) reviewed the proposed new MDP in relation to: Part 3 of EMRB Regulation 189/2017; Section 8 of Schedule A of REF Ministerial Order MSL 111/17; and, the Principles and Policies of the Edmonton Metropolitan Region Growth Plan (EMRGP). The Lovatt evaluation recommends the proposed Municipal Development Plan be approved by the EMRB.

### EMRB Administration Comments

The City of Leduc is located wholly in the Metropolitan Area as depicted in Schedule 2 of the Edmonton Metropolitan Region Growth Plan (EMRGP). Therefore, the application is being evaluated for its consistency with the principles and policies of this policy tier.



The City of Leduc is situated at the intersection of major regional and national transportation infrastructure including the Edmonton International Airport (EIA), Canadian Pacific Railway (CPR), and the Queen Elizabeth II Highway (QEII). Therefore, the City is uniquely positioned to capitalize on this strategic location but must also plan within the constraints including the Airport Vicinity Protection Area Regulation, which regulates land use planning and development in the vicinity of EIA.

The proposed MDP features a policy area approach. Section 2.0 *General Policies* includes policies for planning throughout the entire City. The City is further characterized by four distinct geographic policy areas (Figure 1), with unique policies to guide development within Sections 3.1 *Urban Centre*, 3.2 *Central Redevelopment Area*, 3.3 *Residential Area*, and 3.4 *Employment Area*.

#### *General Policies*

Within the General Policies, there are several sections with policy for complete communities, environmental sustainability, economy, infrastructure, transportation, and agriculture. General Policies highlight unique constraints the City faces in achieving compact form, specifically due to height restrictions within the Airport Vicinity Protection Area.

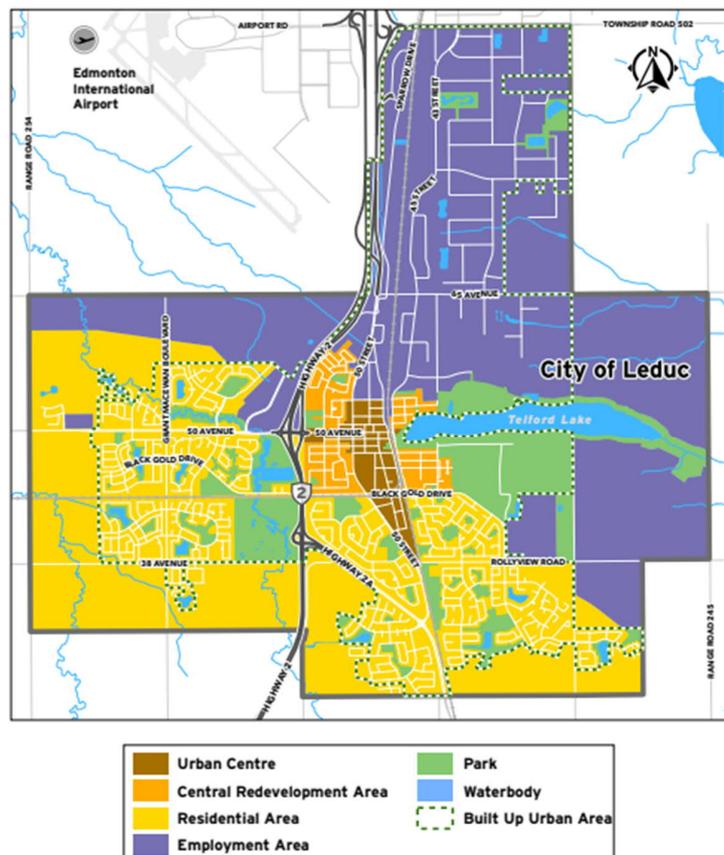


Figure 1: Policy Areas

The MDP defines the housing continuum and encourages all forms of housing including market and non-market affordable housing in all neighbourhoods throughout the City to create complete communities.

Environmental Sustainability features policies that protect natural living systems and environmental assets by requiring the implementation of the City's Environmental Plan. Policies also encourage integrating the findings within the City's Environmentally Significant Areas Study and the Wildlife Corridor Study in the future. Further, there is policy to encourage the restoration of environmentally significant areas currently in poor or moderate condition and integrate stormwater management facilities with surrounding natural areas, wetlands, parks, and trails. Additionally, policies encourage the City to contemplate how the transportation system and built form may become more energy efficient and reduce greenhouse gases (GHG) over time.



The MDP requires reliable and efficient infrastructure service delivery to be balanced with protection of the environment. Policies encourage infrastructure investments be based upon engineering, servicing, and transportation plans and studies, though, this should be a requirement to truly optimize infrastructure investment.

The City plays a vital role in promoting the Region's global and economic competitiveness and regional prosperity with its strategic location and access to transportation infrastructure. The MDP encourages economic activities capitalize on existing transportation and logistics facilities including Queen Elizabeth II Highway, Canadian Pacific Railway, and Edmonton International Airport. The requirement of traffic management studies to consider and accommodate all transportation modes (active, transit, and automobile), particularly in employment and mixed use areas, promotes efficient movement of people, goods, and services. The City encourages continued planning for future transit facilities including park and rides as a key component of the local and regional transit system. The requirement for developers to provide rights of ways within their developments for telecommunications companies recognizes the critical nature of digital connectivity and its importance to social and economic well-being.

Within Agriculture, the City requires the preservation of agricultural land and protection of compatible agricultural operations until such time the land is required for urban development. The proposed MDP encourages the development of an urban agriculture strategy, increasing growth in the value-added agriculture sector, and management of soil resources.

#### *Urban Centre Policy Area*

This area relates to the Urban Centre identified in the Growth Plan. The policy framework includes a requirement for an area redevelopment plan to outline and guide future development. Policies within the Urban Centre direct increased multi-modal transportation access to and from the Urban Centre and encourage infill through higher density and mixed use, moving towards the Aspirational Urban Centre Density Target as outlined in Schedule 6 of the Growth Plan.

#### *Central Redevelopment Area*

This area is predominantly characterized as Built-Up Urban Areas identified in the Growth Plan. This policy area also includes a requirement for an area redevelopment plan to outline and guide future development. Policies within the Central Redevelopment Area encourage infill through secondary suites, higher density residential and mix of uses located within in proximity to commercial nodes, transportation corridors, and amenities moving towards the Aspirational Intensification Target as outlined in Schedule 6 of the Growth Plan.

#### *Residential Areas*

This area is predominantly characterized as undeveloped lands. Within this policy area, there is a requirement that new area structure plans meet or exceed the Minimum Greenfield Residential Density Target as outlined in Schedule 6 of the Growth Plan. This policy area additionally provides direction for a variety of housing typologies with access to local commercial uses and amenities integrated into neighbourhoods. Further, sensitive densification is encouraged through secondary suites and higher density developments in proximity transportation infrastructure.



### *Employment Areas*

This area features planned, Local, and Major Employment Areas identified in the Growth Plan. The City focuses on enhancing existing transportation infrastructure to support multi-modal transportation (transit, cycling, pedestrian, and automobile) access to these areas to connect residential and employment uses. This policy area aims to maximize existing transportation infrastructure (EIA, QEII Highway, CPR) and capitalize on this strategic location.

Overall, the proposed City of Leduc MDP is consistent with the principles and policies of the Edmonton Metropolitan Region Growth Plan and Section 8.0 of the REF.

### **Recommendation**

EMRB Administration recommends that REF 2020-014 be approved.

### **Attachments**

Evaluation  
REF Documents

- Lovatt Planning Consultants Inc.
1. Cover Letter
  2. Bylaw 1057-2020 Municipal Development Plan
  3. Second Reading Council Report
  4. Updated Regional Context Statement
  5. MDP Consolidated (2017)
  6. 2020-10-19 Unconfirmed Special Council Minutes